

## 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
	<del></del>	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
	FTA	Federal Transit Administration
	ISA	Initial Site Assessment
LEGEND	IST	Isolated Slab Track
Ĕ	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
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VTA Susta	inability Pr	actices
VTA-Green		VTA Green Building Policy 400.004
VTA-Sust		VTA Sustainable Landscaping Policy CMA-CL-PL-7120

Valley Transportation————————————————————————————————————				BSV Phas	se II - Environmenta	al Commitments Record								
Authority				Mitigatio	on Monitoring & Re	porting Program								
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Env Doc Chapter / Mitigation Topic  Environmental  Document Chapter	Mitigation Topic	Chron o#	Measure	** Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Ţ,	Quarter Mitigation Completed
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	1	- MMRP- TRA- CNST-	A- Vol-1, 01 ROD	Develop a Construction Education and Outreach Plan (CEOP)		Program-wide	D	c		VTA	IC	This is a summary mitigation measure. For individual components of the CEOP please refer to MMRP-TRA-CNST-A-O2 through A-16, below.  The CEOP was prepared in two parts, as follows: Part R-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	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	c		VTA	IC	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 Q4 2023. The search for a location for the 28th Street/Little Portugal field office is still underway.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	3	- MMRP- TRA- CNST-	A- Vol-1, 03 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 03 2023, VTA maintained the public outreach phone number and email for project inquiries (English 408-321-2345, Spanish, Tagalog, Chinese, Vietnamese, Korean & Portuguése: 408-321-2300. TTY: 408-321-2330 and vtabart@vtabsv.com).	

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Transportation / Develop and implement a Construction Education and Outreach Plan	n (	Develop and Implement a Construction Education and Outreach Plan	4	- MMRP- TRA- CNST-	A- Vol-1, 04 ROD	Conduct Business Operational Surveys	Develop and Implement a Construction Education and Outreach Plan: Conduct preconstruction operational surveys of businesses located adjacent to construction areas to ascertain hours of operation, access, deliveries, customer base, special circumstances, and key contacts.	Program-wide	D	с		VTA	IC	VTA conducted pre-construction operational as well as access and service needs interviews for over 50 businesses, institutions and schools in the project corridor adjacent to future potential construction staging areas in Q4 2020.  Coordination with new and existing businesses near expected construction areas is ongoing to minimize impacts to the businesses.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	n (	Develop and Implement a Construction Education and Outreach Plan	5	- MMRP- TRA- CNST-	A- Vol-1, 05 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	с		VTA	IC	in Q3 2023, meetings were held with City of San Jose's Arena Entertainment and Operations Committee (AEOC) on 7/13/2023, 8/10/2013, and 9/14/2023, and 8 meetings were held with Downtown West (DTW) and Hunter Properties.	
Transportation / Develop and implement a Construction Education and Outreach Plan	n (	Develop and Implement a Construction Education and Outreach Plan	6	- MMRP- TRA- CNST-	A- Vol-1, 06 ROD	Engage with Stakeholders	Develop and Implement a Construction Education and Outreach Plan: Inform and engage partner agencies, stakeholders, including VTA's BART Silicon Valley Phase II Community Working Groups, business organizations, business owners, tenants, the media, and the public on a regular and frequent basis.	Program-wide	D	c		VTA	IC	VTA BSVII presented to stakeholder groups in Q3 2023, including: the Caltrain Bicycle and Active Transportation Advisory Committee (BATAC) on 7/20 and San Jose Bicycle Pedestrian Advisory Committee (BPAC) on 8/28.  In Q3 2023, BSVII held two (2) biweekly program-wide meetings with the City of San Jose staff on 7/27 and 8/28.  Additionally, three (3) Construction Transportation Management Plan-specific meetings occurred with the City of San Jose and/or City of Santa Clara on 7/7, 8/3, and 9/3.  An additional coordination meeting was held with SAP/Sharks staff on 9/13,6 f meetings were held with UPRR and JPB on 7/11, 7/25, 8/8, 8/22, 8/29, 9/19,3 meetings with Caltrans were held on 7/18, 8/11, 7/55. T meeting was held with bkpt Jand Company on 7/25; and 1 meeting was held with the East Santa Claras Street Business Association Board on 7/15.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	n (	Develop and Implement a Construction Education and Outreach Plan	7	- MMRP- TRA- 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 attended 11 Public Tabling Events (7/8, 7/29, 8/8, 8/27, 8/29, 9/10, 9/16, 9/17, 9/12, 9/23, 9/27) and participated in 10 meetings related to the Five Woonds Urban Village Plan; Meetings were also held with potential new Community Working Group (CWG) members in Q3 2023.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	n (	Develop and Implement a Construction Education and Outreach Plan	8	- MMRP- TRA- 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	с		VTA	IC	in Q3 2023:  * 5 construction notices were issued and fliered;  * 73 Social Media posts were shared	

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Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	9	- MMRP- A TRA- 0 CNST-	- Vol-1, 9 ROD	Develop Project Signage Program	Develop and Implement a Construction Education and Outreach Plan: Develop a project signage program identifying project corridor, station areas, construction timeline, and funding.	Program-wide	D	С		VTA	IC	VTA 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.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	10	- MMRP- A TRA- 1 CNST-	- Vol-1, 0 ROD	Display Maps and Construction Schedule	Develop and Implement a Construction Education and Outreach Plan: Display maps and construction schedule information in project field office(s) and around the construction area.	Program-wide	D	c		VTA	IC	Construction has not begun, therefore construction schedule information has not been posted at construction sites. This measure will be implemented in future quarters.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	11	- MMRP- A TRA- 1 CNST-	Vol-1, 1 ROD	Display Parking and Access	Develop and Implement a Construction Education and Outreach Plan: Increase visibility of alternative parking and access via signage, website postings, and other communication methods.	Program-wide	D	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 notice page to post active construction activities.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	12	- MMRP- A TRA- 1 CNST-	Vol-1, 2 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	С		VTA	IC	VTA wrote 4 blog posts in Q3 2023.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Develop and Implement a Construction Education and Outreach Plan	13	- MMRP- A TRA- 1 CNST-	- Vol-1, 3 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 has designated project staff that will lead outreach within each work area and the CPZ Contractor has two Community Construction Relationship Offices (CCROs) that will be available during construction. Office hours will be established once the field offices are completed.	

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Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	14	- MMRP- / TRA- 1 CNST-	- Vol-1, 4 ROD		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 refine the Business Resource Program (BRP) which includes four elements that will identify ways VTA can help alleviate disruptions and support the business community during construction.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	15	- MMRP- A TRA- 1 CNST-	Vol-1, 5 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	С		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	Transportation	Develop and Implement a Construction Education and Outreach Plan	16	- MMRP- A TRA- 1 CNST-	- Vol-1, .6 ROD		Develop and Implement a Construction Education and Outreach Plan: Establish outreach to stakeholders to provide advanced notice of scheduled utility outages.	Program-wide	D	С		VTA	IC		
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	17	- MMRP- A TRA- 1 CNST-	Vol-1, 7 ROD		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	с		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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Transportation/ Develop and Implement a Construction Transportation Management Plan	Transportation	Develop Construction Transportation Management Plan (CTMP)	18	- MMRP- TRA- CNST-	B- Vol-1, 01 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 Pinogram (COMP). One of the three parts of the COMP is Construction Transportation Management Pinogram (COMP). VTA and its General Engineering Contractor will develop and implement the CTMP in partnership with the Cities of San Jose and Santa Clara to coordinate location-specific circulation and access within and around the construction areas for all modes, including automobiles, trucks and construction whellers, bicyclists, pedestrains, 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, Nemball Portal, Nemball Composition, and the CTMP will be advented by the Composition of the CTMP will be talled to the CTMP 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:  **Eveneting schedule depicting the proposed location and timing of construction activities on a routine basis for the duration of the project.  **Proposed phasing of construction, including durations of all of the above and signage requirements that the contractor must follow.  **Truck haulr outes.**  **Location-specific requirements that the contractor must follow.  **Truck	Program-wide	٥	c		VTA	ic	In Q3 2023 the City of San Jose approved the KST's final revised CPZ 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 updated in Q3 2023.  In total, there were more than 15 meetings in Q3 2023 in which many focused solely on or had agenda topics related to the CTMP development.  KST also advanced discussion of Early Work Construction and Tunneling and Heavy Construction at 28th Street/Little Portugal SART Station and East Portal at standing meetings with the City of San Jose and local stakeholders.  KSTS CTMP scopes for the remainder of Contract Package 2 remains as follows:  1. West Portal Early Work Construction (Approved)  2. Downtown San Jose and Diridon Early Work Construction and Tunneling and Heavy Construction  3. West Portal Tunneling and Heavy Construction  4. East Portal and 28th St Early Work Construction and Tunneling and Aleay 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 TRA- CNST-	P- B- V 02 I	ol-1, D	Control Plans (TCPs)	Develop and Implement a Construction Transportation Management Plan: After the CTMP has been approved, individual Traffic Control Plans (TCPs) will be developed for specific design elements at each of the ten major project elements and throughout the 8-year duration of construction. The TCPs will address all modes including automobiles, trucks, and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The TCP 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 finalization of the contract specific CTMPs.	
Transportation/ Develop and implement a Construction Transportation Management Plan	Transportation	Develop Construction Transportation Management Plan (CTMP)	20	- MMRP TRA- CNST-		ol-1,	Include Site-Specific	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, bleyclists, and pedestrians.  *Early signage of potential construction delays for all roadway users to choose alternate routes.  *Alinimum requirements for pedestrians and blcyclists to provide safe travel corridors within and through construction areas or provide detour routes.  *Coordination between VTA and transit providers as necessary prior to construction to ensure that any necessary re-routing of bus routes and temporary relocation of bus stops during construction is done to minimize impacts on bus fiders.  *Early signage of potential transit delays for transit riders to plan trips accordingly.  *Analysis of the Cities of San lose and Santa Clara, business owners, residents, and key stakeholders regarding lane and road closures that would affect parking, including both off-street and on-street parking.  *Maps of all publicly available off-street and on-street parking that will be removed during construction.  *Schedule of removal of each parking area.  *Requirement that construction workers must park in construction staging areas or other designated areas.  *In addition, in coordination with city partners, VTA will work with its contractors and the cities to restore parking as construction nears completion to the extent feasible.	Program-wide	D	c		VTA	ıc	TCPs will be developed following the finalization of the contract specific CTMPs.	

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Transportation / Implement an Emergency Services Coordination Plan (ESCP)	tation	Implement an Emergency Services Coordination Plan (ESCP)	21	- MMRP- TRA- CNST-C	- Vol-1, ROD	Implement an Emergency Services Coordination Plan (ESCP)	prepare and implement an Emergency Services Coordination Plan. After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the COMP. One of the three parts of the COMP is the Emergency Services Coordination (ESCP).  As local emergency service routes and response times could be affected by construction activities, VTA will coordinate with local fire and police services to develop the ESCP to minimize this impact. The ESCP will be incorporated into the plans and specifications of all contracts through which the BART Extension will be implemented.  Critical components of coordination are as follows.  *VTA will inform the local fire and police departments of the construction schedule, and potential lane and road closures.  *VTA will work with emergency providers to ensure emergency access to residents and businesses and to maintain the cities' emergency service response times.  *VTA will work with the local fire and police departments on the detour routes.  *VTA will work with the local fire and police departments on the detour routes.	Program-wide	D	c		VTA	ιc	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	tation	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 MITGATION MEASURE): VTA will provide 450 temporary replacement off-street parking spaces during construction to militage 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	Construction of the parking garage continues to progress and expected to be completed in Q1 2024. Operational date will be determined based on when the Diridon Construction Staging Area (CSA) will be activated.	

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Env Doc Chapter / Mitigation Topic Document	Mitigation Topic	Chron o#	Measur	# # Source Docur	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
Transportation/ Implement intersection Improvements at Coleman Avenue and Brokaw Road (for TOID)	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 TOID): Change the signal control for Brokow Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to Overlap, indicating that many eastbound right turns would be able to turn right on red.	TOJD; Santa Clara		с		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 TOID)	Implement Intersection Improvements at Lafayette Street and Lewis Street (for TOJD)	24	- MMRP- TRA-B	- Vol-1, ROD		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 Clara		С	Р	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 TOJID)	Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for	25	- MMRP- TRA-C	- Vol-1, ROD	Improve Intersection at Coleman Ave. & I880 Southbound Ramps	Implement Intersection Improvements at the Intersection of Coleman Avenue and ISBO Southbound Ramps (for TOID): Convert the second (center) left-turn lane on the ISBO 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		С	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	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 (BAAQMD) 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	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 01:57 OD Temporary Controls; limited Notice to Proceed 1 issued 6/19/22. 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 RFC on 9/2/3/21. This measure has been applied as shown 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, soli piles, graded areas, unpaved access roads) two times per day or as needed to control dust. In times of drought, an effective combination of dust controls may be used in lieu of watering, such as soil binders/stabilizers, or watering may be used to form a crust on undisturbed areas.	Program-wide		c		VTA/C	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-3 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, section 0.15 70 DT emporary 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-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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	28	- MMRP- AQ- CNST-	- A- Vol-1, 03 ROD	Maintain Soil Moisture Content	Implement Dust Control Measures: The contractor will water all exposed surfaces at a frequency that will maintain a minimum soil moisture content of 12 percent. Moisture content can be verified by lab samples or a moisture probe, although such verification is typically visual. No visible dust emissions are permitted to leave the construction area.	Program-wide		c		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems. FPR PRe V cas 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 0.15 700 Temporary Controls; 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 RPQ on 9/23/21.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ implement Dust Control Measures	Air Quality	implement Dust Control Measures	29	- MMRP- AQ- CNST-	A- Vol-1, 04 ROD	Cover or Moisten Haul Trucks	Implement Dust Control Measures: The contractor will cover or moisten all haul trucks that transport soil, sand, or other loose material offsite such that there are no dust emissions.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 015 7 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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	30	- MMRP- AQ- CNST-	A- Vol-1, 05 ROD	Use Wet Power Vacuum Street Sweepers	implement Dust Control Measures: The contractor will remove all visible mud or dirt track- out onto adjacent public roads using wet power vacuum street sweepers at least once per day, or more frequently if needed to control track-out during active soil hauling operations. The use of dry power sweeping is prohibited.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 015 70 on 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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	31	- MMRP- AQ- CNST-	A- Vol-1, 06 ROD	Limit Vehicle Speed	Implement Dust Control Measures: The contractor will limit all vehicle speeds on unpaved roads to 15 mph.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 015 70 OI remporary 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 Q3 2023, no unpaved roads were utilized. 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- Vol-1, 07 ROD	Complete Paving ASAP	Implement Dust Control Measures: The contractor will complete all paving operations on roadways, driveways, and sidewalds 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		с		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP nev C was issued on 04/15/22.  CP-2 Tunnel and Tractwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.157.00 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.  For Q3 2023, 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-	A- Vol-1, 08 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		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 01.57 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-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. For Q3 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-	A- Vol-1, 09 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		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 Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 D0 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Snatta Clara Station - issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Snatta 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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	35	- MMRP- AQ- CNST-	A- Vol-1, 10 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		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 01.5 70 of 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	36	- MMRP AQ- CNST-	11 RC		Implement Dust Control Measures: The contractor will plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and water appropriately until vegetation is established.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 015 70 OT emporary 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	37	- MMRP AQ- CNST-	1- A- Vol 12 RC		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		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 01.57 00 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/A/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/A/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	38	- MMRP AQ- CNST-	- A- Vol 13 RC		Implement Dust Control Measures: All trucks and equipment, including their tires, will use designated construction entrances/exits that have been constructed with rock, rumble strips, or other features to remove dirt from tires.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems. RFP Rev C was issued on QA/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/A/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/A/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	39	- MMRP AQ- CNST-	- A- Vol 14 RC		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 Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 015 70 of 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.  No construction activities took place in Q3 2023, therefore no erosion or sediment controls were installed. This measure will be applied in future quarters as necessary.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	40	- MMRP- AQ- CNST-	A- Vol-1, 15 ROD	Control Dust During Operation of Concrete Batch Plants	Implement Dust Control Measures: The contractor will include the following control measures as consistent with BAAQMD permitting requirements during the operation of concrete batch plants:  o The construction contractor will ensure that the outlet PM10 grain loading for the baghouse will not exceed 0.01 grains per dry standard cubic foot.  o The construction contractor will properly maintain the baghouse and keep the baghouse in good operating condition at all times. The construction contractor will equip the baghouse with a device for measuring the pressure drop across the baghouse.  o The construction contractor will not discharge an air contaminant into the atmosphere for a period or periods aggregating more than 3 minutes in any hour, which is as dark or darker than a Ringelmann 1.0.  a Ringelmann 1.0.  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 - RFP Rev C was issued an 04/15/22.  CP-3 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.  For Q3 2023, construction or operation of concrete batch plants has not commenced, therefore this measure will be implemented in future quarters.	
Air Quality/ Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines	Air Quality	Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines	41	- MMRP- AQ- CNST-B	Vol-1,	Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines		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 0.15 70 of remporary 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. Specifications and contracts require EPA Tier 4 engines for all off-road, diesel-powered equipment used during construction. This measure will be enforced during heavy construction activities.	
Air Quality/ Maintain Construction Equipment	Air Quality	Maintain Construction Equipment	42	- MMRP- AQ- CNST-C	- Vol-1,	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 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.5 7 00 Temporary Controls; limited Notice to Proceed 1 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Minimize Idling Times	Air Quality	Minimize Idling Times	43	- MMRP- AQ- CNST- D	- Vol-1,	Minimize Idling Times	Minimize Idling Times: The contractor will ensure that all idling times are minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California Airborne Toxic Control Measures, Title 13, Section 2485 of the California Code of Regulations). The contractor will provide clear signage for construction workers at all access points.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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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		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RF PRev C was issued on 04/15/22. CP-1 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.15 70 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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,	Ensure Diesel Trucks Comply with U.S. Environmental Protection Agency (EPA) Emissions Standards	Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards: Y1A and contractors will ensure that construction contracts stipulate that all on-road, heavy-duty diesel trucks with a gross whelice weight rating of 19,500 pounds or greater will comply with EPA 2007 on-road emission standards for PM10 and NOX (0.01 and 0.20 gram per brake horsepower hour, respectively). These PM10 and NOX standards were phased in through the 2007 and 2010 model years on a percentage-of-sales basis (50 percent of sales from 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road, heavy-duty diesel trucks will be model year 2010 and newer and compliant with EPA 2007 on-road emission standards.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 RFP Rev A 3/4/22.  CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Air Quality/ Use Low-Sulfur Fuel	Air Quality	Use Low-Sulfur Fuel	46	- MMRP- AQ- CNST- G	Vol-1,	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 0.15 7 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-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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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 1 issued 6/09/27.  CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 2/4/22.  CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 2/4/22.  CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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Air Quality/ Use Low-Volatile Organic Compound (VOC) Coatings	Air Quality	Use Low-Volatile Organic Compound (VOC) Coatings	48	- MMRP- AQ- CNST-I	- Vol-1,	Use Low-Volatile Organic Compound (VOC) Coatings	Use Low-Volatile Organic Compound (VOI) Coatings: All contractors will use low-VOC (i.e., RQC) coatings that are beyond BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings (VOC contents 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 - RP? Rev C was issued no/1/5/22. CP-2 Tunel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.15 70 to Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Revhall Yard/Santa Clara Station - issued RPP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RPQ on 9/23/21. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands/ Avoid Nesting Bird Season	Biological Resources and Wetlands	Avoid Nesting Bird Season	49	- MMRP- BIO- CNST-A	- Vol-1, ROD	Avoid Nesting Bird Season	Avoid Nesting Bird Season: To the extent feasible, the contractor will schedule all construction (particularly tree removal and pruning) activities to avoid the bird nesting season (January 1-August 31.] if such activities are scheduled to take place outside the nesting season, the contractor will avoid all effects on nesting birds, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and California rish and Same Code. The nesting season for most birds in Sama Clara Country 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 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-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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands/ Conduct Preconstruction/Predisturbance Surveys for Nesting Birds	Biological Resources and Wetlands	Conduct Preconstruction/Predistur Bance Surveys for Nesting Birds	50	- MMRP- BIO- CNST-B	- Vol-1,	Conduct Preconstruction/Predistur 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 ainuary 1, then a qualified biologist will conduct preconstruction/predisturbance surveys for nesting birds to ensure that no nests will be disturbed during construction activities. These surveys will be conducted no more than 48 hours prior to the initiation of construction. During each survey, a qualified biologist will inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) in accessible areas within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for rests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest) is found sufficiently close to work areas to be disturbed by these activities, the bloologist, 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 (tycically 300 feet for oraptors and 501 to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed as a result of construction activities.	Program-wide	D	c		VTA/C	IC	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 Tractwork - 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/A/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/A/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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	51	- MMRP- BIO- CNST	C- Vol-1, 01 ROD	Conduct Preconstruction Surveys for Roosting Bats	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If tree removal or trimming cannot be conducted between September 15 and October 30, qualified biologists will examine trees for suitable bat-roosting habitat before tree removal or trimming.  The biologists will identify high-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) and search the area around these features for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland, orchards, and stands of mature broadled trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, VTA will implement the protective measures listed below (in MMRP-BIO-CNST-C-02 through C-06) for trees containing high-quality habitat features.	Program-wide	D	c		VTA/C	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 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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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	52	- MMRP- BIO- CNST	C- Vol-1, 02 ROD	No Disturbance to Bat Roosting Trees Between April 1 and September 15	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will not remove or disturb trees providing bat roosting habitat between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).	Program-wide	D	с		VTA/C	ic	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued no 4/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 33 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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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	53	- MMRP- BIO- CNST	C- Vol-1, 03 ROD	Remove Bat Roosting Trees between September 15 and October 30	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will limit the removal of trees that provide bat roosting habitat to between September 15 and october 30, which corresponds to when bats have not yet entered torpor or would be caring for nonvolant young (i.e., young that are unable to fly).	Program-wide	D	c		VTA/C	IC	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 0.13 57 Is Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clans Sattion - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFC on 9/23/21. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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	54	- MMRP- BIO- CNST	C- Vol-1, 04 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	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 0.13 ST 1 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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	55	- MMRP- BIO- CNST	C- Vol-1, 05 ROD	Ensure Maternity Roost is Undisturbed until September 15	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: if a maternity roost is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/72.  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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measu	# # Source Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Q3	Quarter Mitigation Completed
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees		Conduct Preconstruction Surveys for Roosting Bat and implement Protective Measures- Trees	56	- MMRP- BIO- CNST	C- Vol-1, 06 ROD	Biologists to Monitor Tree Removal	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If avoidance of non-materinty roost trees is not possible, and tree removal or trimming must occur between October 30 and August 31, qualified biologists will monitor tree trimming/removal of the habitat. If possible, tree trimming or removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to trimming or removal of trees providing suitable roosting habitat, the contractor will shake each tree gently and allow several minutes to pass before felling trees or removing limbs to allow bats time to arouse and leave the tree. Biologists should search downed vegetation for dead and injured bats. The contractor will report the presence of dead or injured bats that are species of special concern to CDFW. The biologist will prepare a biological monitoring report, which will be provided to VTA and CDFW.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued no 4/15/22. 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings		Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	57	- MMRP- BIO- CNST	C- Vol-1, 07 ROD	Conduct Roosting Bat Surveys at Buildings	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: Prior to the building removal or demolition, qualified biologists will conduct daytime surveys to assess the building(s) for potential bat roosting habitat, and to look for bats and starting. 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 enamine 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 assessments ureys should be conducted as fair in advance of demolition as possible to allow time for planning and coordinating with CDFW, should bats be found.  Depending on the results of the habitat assessment, VTA and its representatives will take the following steps (MMRP-BIO-CNST-C-08 through C-18).	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: 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 35 71 Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/222.  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.  For 03 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		Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	58	- MMRP- BIO- CNST	C- Vol-1, 08 ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: If the building(s) can be adequately assessed (i.e., all areas of the building can be examined) and no habitat or limited habitat for roosting bats is present and no signs of bat use are present, qualified biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition. I feat 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 Q3 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	59	- MMRP- BIO- CNST	C- Vol-1, 09 ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: If moderate or high potential habitat is present but there are no signs of bat use, VTA will implement measures under the guidance of a qualified bat biologist to exclude bats from using the building(s) as a roost site, such as sealing off entry points. Prior to installing exclusion measures, qualified biologists will re-surve the building(s) re-burse 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 Q3 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- C BIO- 1 CNST	- Vol-1,	Implement Roosting Bat Protective Measures	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: If moderate or high potential habitat is present and bats or bat sign are observed, or if exclusion measures are not installed as described above, or the building(s) provides suitable habitat but could not be adequately assessed, VTA will implement the following protective measures (MMRP-BIO-CNST-C-11 through C-13).	Program-wide	D	c		VTA/C	ic	For Q3 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- C BIO- 1 CNST	- Vol-1, 1 ROD	Conduct Follow-Up Roosting Bat Surveys at Buildings	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: Biologists will conduct follow-up surveys to determine if bats are still present. If species identification is required by CDFW, biologists will use night vision goggles and active acoustic monitoring using full spectrum bat detectors during the surveys. VTA will determine a survey plan (number, timing, and type of surveys) in coordination with CDFW.	Program-wide	D	с		VTA/C	IC	For Q3 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- C BIO- 1 CNST	- Vol-1, 2 ROD	Install Bat Roosting Exclusion Measures	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: Based on the timing of demolition, the extent of bat sign or occupied habitat, and  the species present (if determined), the qualified biologists will work with VTA and CDFW to  develop a plan to discourage or exclude bat use prior to demolition. The plan may include  installing exclusion measures or using light or other means to deter bats from using the  building to roost.	Program-wide	D	c		VTA/C	IC	For 0.3 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- C BIO- 1 CNST	- Vol-1, 3 ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: Biologists will conduct a preconstruction survey of the interior and exterior of the building within 24 hours of demolition.	Program-wide	D	c		VTA/C	IC	For 0.3 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	and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and implement Protective Measures- Buildings	64	- MMRP- BIO- CNST	C- Vol-1, 14 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 roots, 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-13 through C-17).	Program-wide	D	c		VTA/C	IC	For Q3 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	65	- MMRP- BIO- CNST	C- Vol-1, 15 ROD	No Building Demolition While Bats Are Present	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: To avoid effects on maternity colonies or hibernating bats, the contractor will not demolish a building while bats are present, generally between April 1 and September 15 (maternity season) and from October 30 to March 1 (hibernation).	Program-wide	D	c		VTA/C	ıc	For Q3 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
	Biological Resources	Conduct Preconstruction Surveys for Roosting Bat and implement Protective Measures- Buildings	66	- MMRP- BIO- CNST	C- Vol-1, 16 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 mosting habitat following the maternity season and  prior to hibernation, generally between September 15 and October 30, unless the contractor  first installs exclusionary devices (as described below). The contractor may use other  measures, such as using lights to deter bat roosting. If developed in coordination with and  approved by CDFW.	Program-wide	D	c		VTA/C	IC	For Q3 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	and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and implement Protective Measures- Buildings	67	- MMRP- BIO- CNST	C- Vol-1, 17 ROD	Install Roosting Bat Exclusion Devices	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: The contractor will install exclusion devices before the maternity season and prior  to hibernation, generally from March 1–30 or September 15–October 30 to preclude bats from  occupying a roost site during demolition. Exclusionary devices will only be installed by or under  the supervision of an experienced bat biologist.	Program-wide	D	c		VTA/C	IC	For 03 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	68	- MMRP- BIO- CNST	C- Vol-1,	Provide Compensatory Mitigation for Roosting Bat Habitat	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings: CDP way require compensatory mitigation for the loss of consting habitat depending on the species present and size of the bat roost. Compensation, if required, will be determined in consultation with CDPW, and may include construction and monitoring of suitable replacement habitat on or near the BART Extension site.	Program-wide	D	c		VTA/C	IC	For Q3 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,	Protect Riparian Habitat	Protect Riparian Habitat: VTA will design all BART Extension facilities to avoid temporary and permanent adverse effects on riparian habitat. VTA will signify as environmentally sensitive areas on plans all riparian forest areas identified along the Guadauge River and Los Gatos Creek and will ensure such habitat is marked with protective orange fencing or flagging during construction to avoid disturbance or accidental intrusion by workers or equipment. Contractors will not use night lighting for construction activities and staging in the riparian area.	Guadalupe River ; Los Gatos creek		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 0.13 57.1 Biological Resources Requirements; limited Notice to Proceed 1 Issued 6/09/22.  CP-3 Newhall Yard/Santa Clans 2 station - Issued RFP Rev A 3/4/22.  CP-4 Stations - received the Statement of Qualifications in response to their iRFQ on 9/23/21.  In Q3 2023, no construction occurred near Guadalupe River and Los Gatos Creek, therefore tis measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	Biological Resources	Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	70	- MMRP- BIO- CNST-E	- Vol-1,	Conduct Preconstruction Tricolored Blackbird Nesting Surveys	Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action: There are and have been no known tricolored blackbird nesting colonies in the BART Extension area within the last 5 years. However, to avoid direct effects of construction activities on potential nesting tricolored blackbird colonies, VTA will implement the following procedures. This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 17 of the Santa Clara Valley Habitat Plan (SCVHP) (Santa Clara County 2012).  A qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattalls, burinske, willows, blackberres, thisties, 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 pretential 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- BIO- CNST-	F- Vol-1, 01 ROD	Implement Burrowing Owl Measures	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): To avoid or minimize direct effects of construction activities no burrowing owls, VTA will mighement the procedures described below (MMRP-BIO-CNSTF-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-F-O2 to F-15 related to burrowing owis for the breeding and non-breeding season, respectively.  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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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measu	suce # Source Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
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- Vol- 02 ROI	, Conduct Preconstruction Burrowing Owl Surveys	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for newhall Maintenance Facility). Froir 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 struction site, particularly in areas within 250 feet of construction activity. Or maximize the likelihood of detecting owls, the preconstruction survey will list an iminimum of 3 hours. The survey will begin 1 hour before survise and continue until 2 hours after survise (3 hours total) or begin 2 hours before survise and continue until 2 hours after survise (3 hours total) or begin 2 hours before survise and continue until 2 hours after survise (3 hours total) or begin 2 hours before survise and continue until 2 hours after survise will me may be required at large construction sites. The biologist will conduct a minimum of the survey of flows are detected on the first survey, a second survey is not needed). The biologist will conclude no more than 2 calendar days prior to construction. Therefore, the project proponent must begin surveys no more than 4 days prior to construction (2 days of surveying plus up to 2 days between surveys and construction). To avoid last minute changes in schedule or contracting that may occur if burrowing owls are found, VTA may also conduct a preliminary survey up to 14 days before construction. This preliminary survey may count as the first of the two required surveys as long as the second survey concludes no more than 2 calendar days in advance of construction.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing OM 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- Vol- 03 ROI	,	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 addits or young (occupation includes individuals or family groups foraging on or near the site following fledging). Avoidance will include establishment of a 250-foot non-disturbance buffer zone around nests. Construction may occur outside of the 250-foot non-disturbance buffer zone.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing OM 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-	- F- Vol- 04 ROI		Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1-August 31) - Construction may take place inside of the 250-foot non-disturbance buffer during the breeding season if the following occurs:  - The nest is not disturbed, and  - VTA develops an avoidance, minimization, and monitoring plan that will be reviewed by CDPW, USPKP, and SCVHA prior to construction based on the following criteria (MMRP-BIO-CNST-F-05 through F-09):	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
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-	- F- Vol- 05 ROI		Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1-August 31) CDPW, USFWS, and the SCVHA approves the avoidance and minimization plan provided by VTA. CDFW, USFWS, and SCVHA will have 21 calendar days to respond to a request from VTA to review the proposed construction monitoring plan. If these parties do not respond within 21 calendar days, it will be presumed that they concur with the proposal and work can commence.	Newhall Maintenance Facility	D	с		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measi	ure #	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
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	- MMRF BIO- CNST-		-1, Determine Baseline Owl	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action. Avoidance Measures: Breeding Season (February 1-August 31) A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction).	Newhall Maintenance Facility	D	C		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
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	- MMRF BIO- CNST-	P- F- V0	-1, Survey Owl Behavior During Construction	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action - Avoidance Measures: Breeding Season (February 1-August 31)  The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent of wol occupation at burrows were detected within the survey area.	
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	- MMRF BIO- CNST-		-1, Cease Construction if Owl Behavior Changes	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Breeding Season (February 1—August 31)  If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer. Construction cannot resume within the 250-foot buffer until the adults and juveniles from the occupied burrows have moved out of the construction area.	Newhall Maintenance Facility	D	c		VTA/C	ic	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent of wol occupation at burrows were detected within the survey area.	
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	- MMRF BIO- CNST-		-1, Excavate Owl Burrow to Prevent Reoccupation	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action - Avoidance Measures: Breeding Season (February 1-August 31)  If monitoring indicates that the nest is abandoned prior to the end of the nesting season and the burrow is no longer in use by owls, the non-disturbance buffer some may be removed. The biologist will excavate the burrow to prevent reoccupation after receiving approval from CDFW, USFWS, and SCVHA.	Newhall Maintenance Facility	D	c		VTA/C	ic	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Eacility 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)	80	- MMRF BIO- CNST-	P- F- Vo 10 R	-1, Establish Buffers Around Occupied Burrows	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action - Avoidance Measures: Non- Breeding Season (September 1-January 31).  During the non-breeding season (September 1-January 31), VTA will establish a 250-foot non-disturbance buffer around occupied burrows as determined by a qualified biologist.  Construction activities outside of this 250-foot buffer are allowed. Construction activities within the non-disturbance buffer are allowed if the following criteria (MMRP-BIO-CNST-F-11 through F-15) are met in order to prevent owls from abandoning important overwintering sites.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	

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	iological Resources nd 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, 11 ROD	Determine Baseline Owl Behavior	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Scality and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-1anuary 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	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/13 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
	iological Resources nd Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-January 31)		- 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-anuary 31).  The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities.  Monitoring must continue as described here for the non-breeding season as long as the burrow remains active.	Newhall Maintenance Facility	D	с		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
	iological Resources nd 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-1, 13 ROD	Cease Construction if Owl Behavior Changes	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-January 31) If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	
	iological Resources nd Wetlands	Conduct Preconstruction Burrowing Owl Surveys at the Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-January 31)	84	- MMRP- BIO- CNST-	F- Vol-1, 14 ROD	Excavate Owl Burrow to Prevent Reoccupation	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-alnaury 31) if the owls are gone for at least 1 week, VTA may request approval from CDFW, USFWS, and SCVHA for a qualified biologist to excavate usable burrows to prevent owls from re-occupying the site. After all usable burrows are excavated, the buffer zone will be removed and construction may continue.  Monitoring must continue as described above for the non-breeding season as long as the burrow remains active.	Newhall Maintenance Facility	D	c		VTA/C	ΙC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/13 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.	

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	Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Actives: Appropriate Actives: 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 monitor the site consistent with the requirements described above to ensure that buffers are enforced and owls are not disturbed.  The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that a burrowing owl flies into an active construction zone.	Newhall Maintenance Facility	D	c		VTA/C	IC	Geotechnical boring commenced in Q3 2023 at the West Portal location. Burrowing owl surveys were conducted on 9/19 and 9/25. No burrowing owls or evidence of recent owl occupation at burrows were detected within the survey area.
Cultural Resources/ Implement Programmatic Agreement and Archaeological Resources Treatment Plan	Cultural Resources	Implement Programmatic Agreement and Archaeological Resources Treatment Plan	86	- MMRP- CUL- CNST-A	Vol-1,	Archaeological Resources	Implement Programmatic Agreement and Archaeological Resources Treatment Plan: A  Programmatic Agreement (PA) and a supporting Archaeological Resources Treatment Plan: A  Regrammatic Agreement (PA) and a supporting Archaeological Resources Treatment Plan: A  RATP) have been developed and will be executed in consultation with interested Native  Americans, the California State Historic Preservation Officer (SHPO), the Advisory Council on  Historic Preservation, the California Department of Transportation (Caltrans) District 4, the  Cities of San Jose and Santa Clara, the Peninsula Corridor Joint Powers Board, and the South  Bay Historical Railroad Society. The PA and ARTP will be implemented prior to and during  construction of the BART Extension.  The ARTP specifies the National Register of Historic Places criteria applicable for evaluation,  procedures to implement the Section 106 process in the field, and standards of evaluation that  will be appropriate given the locations and kinds of cultural properties predicted. The ARTP  presents methods that combine pre-testing where possible (i.e., on open lots or undeveloped  lands); testing after demolition of estant structures but before new ground-disturbing  construction begins; construction-phase monitoring where appropriate, and standards for data  recovery. Areas within the Area of Potential Effects (APE) where potential resources have been  identified, or that are designated as highly sensitive for buried resources, will be field  investigated, concentrating on, but not confined to, the area of direct effect. The ARTP meets  The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic  Preservation (U.S. Department of the Interior, National Park Service, 1983, as amended and  annotated).	Program-wide	D	c		VTA	IC	VTA is implementing the Archaeological Resources Treatment Plan (ARTP, Results will be reported to all Consulting Parties (CPs) to the Programmatic Agreement (PA) Annual Report.  In Q3 2023, archaeological planning and investigations are ongoing.
	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 areas exceeding pertinent codes and standards including the California Bulling Gode and BART Facilities Standards Design Criteria for liquefaction, VTA will implement the following methods (MMRP-GEO-NTS-AO) through A-60) during construction to minimize the potential impacts. VTA will determine the exact methods to reduce impacts from liquefaction during final engineering.	Program-wide	D	c	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 2 Design Criteria Manual (DCM) Section 11.6 Geotechnical; 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-GEO-CNST-A-01 through A-06 below.

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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	88	- MMRP- GEO- CNST-	A- Vol-1, 02 ROD		Incorporate Design Specifications to Minimize Effects from Iuguefaction Hazards:  *VTA may use pile foundations or equivalent measures as a means of ground densification as a cost-effective mitigation measure for the seismic liquefaction hazard.  (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	c	Р	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RP Rev C was issued on 04/15/2z.  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 6/09/2z.  CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/2z.  CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.  In Q3 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- GEO- CNST-	A- Vol-1, 03 ROD		Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards:  • VTA will support parking garages at the stations on piles or equivalent geotechnically sound support.  (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	c	P	VTA/C	IC	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 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 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/A/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q3 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	90	- MMRP- GEO- CNST-	A- Vol-1, 04 ROD	Integrate Subgrade Improvements for Shallow Foundations	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards:  • For shallow foundations for other peripheral facilities around the stations and pavement and parking lot, VTA will implement the following if necessary.  o Use additional reinforcement, construction joints, and grade beams. o Integrates subgrade improvement; using eoctestile fabric and structural fill), and other methods to accommodate potential ground settlements.  (Also see MMRP-GEO-CNST-A-06).	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 0A/15/22. CP-3 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under 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-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 Q3 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	91	- MMRP- GEO- CNST-	A- Vol-1, 05 ROD	Mitigate Liquefaction- Related Upilit of Underground Facilities	Incorporate Design Specifications to Minimize Effects from Unguefaction Hazards. To mitigate potential ilquefaction-related uplift of the BART Extension's underground tunnels and stations situated below the water table in ilquefable 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-OS).	Program-wide	D	с	Р	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RP Rev C was issued on 04/15/2z.  CP-2 Tunnel and Trackwork - This mitigation 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 Q3 2023, design for liquefaction hazards is underway.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measu	se # Source Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Q3	Quarter Mitigation Completed
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	92	- MMRP- GEO- CNST-	A- Vol- 06 ROI		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.  olin-situ treatment/densification with vibro-replacement stone columns.  oload transfer to underlying bearing layers, which are non-liquefable with soil/cement columns.  o Over-excavation and replacement of liquefaction prone soils with compacted engineered fill.	Program-wide	D	c	P	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RP Rev C was issued on 04/15/22. CP-2 Turnel and Tractwork - This mitigation measure was included in the CP2 Conformed set under 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-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. 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	93	- MMRP- GEO- CNST-	B- Vol- 01 ROI		Implement Preconstruction and Post-construction Building Condition Surveys for Settlement: VTA will conduct preconstruction building condition surveys of the interiors and exteriors of select structures, both historic and non-historic buildings, within the settlement trough along the tunnel alignment and within the limit of influence around the cut-and-cover excavations to assess the baseline condition of each property that could be affected by project-induced settlement. These surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. VTA will also conduct post-construction building condition surveys of the same structures. VTA will compare the resistor 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 in the tunnel via Tunnel Boring Machine (TBM), surveys will be performed as close to the planned dates of unneling as possible on that the results are as current as possible. Therefore, surveys will be performed prior to passage of the TBMs, with some surveys conducted once tunneling has commenced.	Program-wide	D	С	P	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 01.71.24 Pre- and Post- Construction Surveys and Vol 4 Property Protection Plans, limited Notice 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.  VTA did not perform surveys at any properties in Q3 2023.	
Geology, Soils, and Seismicity/ Implement Preconstruction and Post- construction Building Condition Surveys for Settlement-Historic Buildings	Geology, Soils, and Seismicity	Implement Preconstruction and Post- construction Building Condition Surveys for Settlement- Historic Buildings	94	- MMRP- GEO- CNST-	B- Vol- 02 ROI	Accordment Penarts for	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 Professional (QP) to identify structural selfement thresholds for each historic structure prior to construction. If anticipated maximum settlement due to tunneling or cut-and: cover activities would cause more than cosmetic damage, then ground treatment technologies outlined in Section 5.3.1.4, Ground Treatment, will be employed for further reduce settlement to within building-specific structural settlement thresholds. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 3 GFR 800.13(b). VTA and the historic QP will implement the repairs in consultation with FTA and SHPO.  For historic structures, surveys prior to either cut-and-cover or tunneling will be performed enough in advance of the construction to allow adequate time for any necessary ground treatment that may be required to reduce settlement to be performed.	Program-wide	D	c	P	VTA/C	IC	The four contract packages and current design status is as follows: 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 To Cultural Resources; 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.  VTA did not perform surveys at any historic properties in Q3 2023.	
Geology, Soils, and Seismicity/ Monitor Ground Surface during Tunneling Activities	Geology, Soils, and Seismicity	Monitor Ground Surface during Tunneling Activities	95	- MMRP- GEO- CNST-C	- Vol- ROI		Monitor Ground Surface during Tunneling Activities: The contractor will conduct ground surface monitoring prior to and after tunneling by licensed land surveyors. The contractor will mount survey monitoring points to potentially affected structures and representative historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations immediately adjacent to streams within the settlement trough along the tunnel alignment to monitor ground movements and effects of tunnel boring. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. The contractor will provide settlement monitoring data to VTA immediately upon completion of the field survey and use the data to assist in minimizing adverse effects along the tunnel alignment.	Program-wide	D	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 1 issued 6/09/22.  In Q3 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 Chapte	Mitigation Topic r	Chron o#	Measure	Source Doc	Summa	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post construction (P)	Responsible Party	Compliance Status		Mitigation Completed
seology, Soils, and Seismicity/ Aonitor Settlement Effects around ut-and-Cover Excavations	Geology, Soils, and Seismicity	Monitor Settlement Effects around Cut-and- Cover Excavations	96	- MMRP- GEO- CNST- D	Vol-1,	Monitor Settlement Effects around Cut-and- Cover Excavation	Monitor Settlement Effects around Gut-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 exexavations to monitor any effects of settlement. The contractor must obtain approval from YTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. Survey monitoring points will be field surveyed by licensed land surveyors at a frequency determined by the preconstruction building survey or Condition Assessment Report (for historic buildings). The contractor will provide settlement field survey monitoring data to YTA immediately upon completion of the field survey. The data will be used to direct real-time modifications to shoring and ground treatment practices and procedures as appropriate to minimize adverse effects within the limit of influence around the cut-and-cover exeavations.	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 Q3 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
seology, Soils, and Seismicity/ mplement Preconstruction Condition urveys for Utilities	Geology, Soils, and Seismicity	Implement Preconstruction Condition Surveys for Utilities	97	MMRP- GEO- CNST-E	Vol-1, ROD	Implement Preconstruction Condition Surveys for Utilities	Implement Preconstruction Condition Surveys for Utilities: The contractor will conduct preconstruction condition surveys of utilities deemed to be potentially at risk due to surface settlement or ground movement at BART Extension and 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		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 Utility Coordination and 01 71 24 Pre- and Post-construction Surveys; limited Notice to Proceed 1 issued 6/09/22.  CP-3 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 Q3 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
ecology, Solis, and Selsmicity/ finimize Excavation Bottom Failure npacts	Geology, Soils, and Seismicity	Minimize Excavation Bottom Failure Impacts	98	- MMRP- GEO- CNST-F	Vol-1, ROD	Minimize Excavation Bottom Failure Impacts	Minimize Excavation Bottom Failure Impacts: If excavation bottom fails due to bottom heave, piping, or blow-out, the contractor will implement the following measures.  - Remove water found in the pervious sand layer via dewatering.  - Install deep sheeting. The sheet pile may also function as a cut-off to prevent sand boiling at the bottom of excavation due to excessive hydrostatic pressure within the loose soils.  - Based on the bornig 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 prenarte through the auglier 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	Р	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 CP-2 Conformed set under Vol. 1 General Requirements, Section 11 / 42 Contaminant Management and Vol. 2 Design Criteria Manual (DCM) Sections 11.6 Geotechnical and 11.15 Sessimic Design; mitmed Motice to Proceed 1 issued 60/90/22.  CP-4 Stations - received the Statement of Qualifications in response to their RPQ on 9/23/21.  In Q3 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
seology, Soils, and Seismicity/ Ininimize Disturbance of Sensitive Reposits at the Excavation Subgrade	Geology, Soils, and Seismicity	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	99	- MMRP- GEO- CNST- G	Vol-1, ROD	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade: In areas where clay and saturated sand deposits are sufficiently disturbed during construction activities at the bottom of a nexcavation and soft and loose saturated soil deposits are encountered, VTA will ensure that the contractor constructs a working platform as described below.  - Piace as I sinches below the native subgrade.  - Piace as 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		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 1 General Requirements, Section 01 74 25 Contaminant Management and Vol 2 Design Criteria Manual (DCM) Sections 11.6 Geotechnical and 11.15 Sessimic Design and Vol 4, Technical Requirements, Section 14 Ground Control; limited Notice to Proceed 1 issued 5/09/22.  CP-4 Stations - received the Statement of Qualifications in response to their RRQ on 9/23/21.  In Q3 2023, design for minimization for disturbance of sensitive deposits is underway.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measure	source Document	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe:	meframe:Post- onstruction (P)	Responsible oo	Compliance Status	Q3	Quarter Mitigation Completed
Geology, Solis, and Selsmicity/ Incorporate Design Specifications to Minimize Effects from Expansive Solis	Spicmicity	Incorporate Design Specifications to Minimize Effects from Expansive Soils	100	- MMRP- GEO- CNST- H	- Vol-1, ROD	Incorporate Design Specifications to Minimize Effects from Expansive Soils	Incorporate Design Specifications to Minimize Effects from Expansive Soils: VTA will ensure that the following specifications are incorporated into the BART Extension's final design when encountering expansive soils.  • Deepen foundations to below the zone of moisture fluctuation.  • Use mat foundations that are designed to resist the deflections associated with expansive soil.  • Design perimeter footings to a minimum depth of 24 inches below the lowest adjacent grade to reduce the impact from the upilit pressure in expansive soils.  • For any expansive soil in the upper 18 inches of building pads, lime treat or replace with low ton-expansive soil with a Plasticity Index of 12 or less.  • Use moisture barriers to minimize the variation of change in the moisture content within the expansive soil.	Program-wide	D	c	<u> </u>	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 (DCM) Sections 11.6 Geotechnical and 11.15 Sesmic 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 Q3 2023, design to minimize effects from expansive soils is underway.	
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 site preparation activities, the contractor will halt all work in the immediate vicinity of the find until a qualified paleontologist can evaluate the find and make recommendations. Paleontological resource materials may include resources under a fossils, planta 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 - RFP Rev C was issued on 04/15/22. CP-3 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Sections 01 35 70 Environmental Requirements and 01 35 75 Cultural 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
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 TOJD): Restaurants shall be required to participate 100 percent in any extant City food waste programs. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD			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 neasure 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-	D- Vol-1, 01 ROD	Provide Preferential Parking for Electric Vehicles (TOJD)	Provide Preferential Parking for Electric Vehicles (for TOID): TOIDs shall provide preferential parking in all parking its for electric vehicles and shall also provide charging equipment, as follows (MMR-CHG-D-O-2 through D-O3). This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOIDs.	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-	D- Vol-1, 02 ROD	Provide Preferential Parking for Electric Vehicles (TOJD Residential)	provide Preferential Parking for Electric Vehicles- TOID 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 hall have the necessary electric vehicles supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be installed at such time as they are needed for use by residents. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 10 percent of the spaces have electrical service and 5 percent have active charging, depending on what the technology at the time requires.	DIOT	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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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron 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
Greenhouse Gas Emissions/ Provide Preferential Parking for Electric Vehicles-TOJD Residential Use	Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	107	- MMRP- GHG-D	D- Vol-1, 03 ROD	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	Provide Preferential Parking for Electric Vehicles- TOID 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 22 percent of the spaces have electrical service and 1 percent have active charging, depending on what the technology at the time requires.	тојр	D			VTA/C	ıc	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
		Prepare Remedial Action Plans	108	- MMRP- HAZ- CNST-A	Vol-1,	Prepare Remedial Action Plans	Prepare Remedial Action Plans: Prior to construction, VTA will prepare new and/or amended remedial action plans (RAPs) for the BART Extension, which will be approved by the Regional Water Quality Control Board (RWQCB).  The RAPs will satisfy the key objectives of the 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 managings oil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's BART Silicon Valley Phase II Extension Project initial Site Assessment (ISA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), infecessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations.  The RAPs will also include an assessment of potential vapor intrusion concerns for indoor residents and workers from groundwater contaminant plumes, such as chlorinated solvents. In coordination with the RWQCB, selected remedial measures to protect human health may include, but are not limited to, source removal of contaminated materials, in-situ treatment, and implementation of engineering controls (e.g., vapor barriers) and/or institutional controls prior to building occupancy.	Project wide	D				IC	The 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 Trackwork - This mitigation 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 6/09/22. 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Noise and Vibration/ Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	Noise and Vibration	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	109	- MMRP- NV- CNST-A	Vol-1,	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications: VTA will incorporate a comprehensive construction noise and vibration specification into all construction bid documents requiring compliance with FTA criteria. VTA will emphasize the existence and importance of noise and vibration control specifications at pre-bid and preconstruction conferences.	Project wide	D	c			IC	The four contract packages and current design status is as follows: 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 0.18.12 Do Noise and Vibration Control; limited Notice to Proceed 1 issued 6/90/22. 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. Section 0.18.1 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 Far as Feasible from Sensitive Sites	110	- MMRP- NV- CNST-B	Vol-1, ROD	Locate Equipment as Far as Feasible from Sensitive Sites	Locate Equipment as Far as Feasible from Sensitive Sites: The contractor will locate stationary equipment, such as generators and compressors as far as feasible from noise and vibration sensitive sites, and will accountically treat such equipment. The contractor will also locate grout batch plants, grout slos, mixers, pumps, diesel pumping equipment, and similar noise and vibration generating equipment as far as feasible from noise sensitive sites, and acoustically treat the same if necessary.	Project wide		с			IC	The four contract packages and current design status is as follows: CP-1 Systems - RPP Rev C was issued on 04/15/2z. CP-1 Systems - RPP Rev C was issued on 04/15/2z. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.18 12 On Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/2z. 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.  No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	

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Noise and Vibration /Construct Temporary Noise Barriers	Noise and Vibration	Construct Temporary Noise Barriers	111	MMRP- NV- CNST-C	Vol-1, ROD	Construct Temporary Noise Barriers	Construct Temporary Noise Barriers: The contractor will install temporary noise barriers or noise control blankets in areas between noisy activities and noise-sensitive receptors, where practical and effective. Temporary noise barriers can reduce construction noise by \$10.15 dis depending on the height of the barrier and the placement of the barrier. To be most effective, the contractor will place the barrier as close as possible to the noise source or the sensitive receptor. Temporary barriers tend to be particularly effective because they can be easily moved as work progresses to optimize performance. If temporary noise barriers and site layout do not result in compliance with the noise limit, the contractor may consider retrofitting existing windows and doors with new acoustically rated units for the residential structures.	Project wide; 28TH Street/Little Portugal (Alum Rock)	D	c			IC	The four contract packages and current design status is as follows: 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 6/09/22. 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	d
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 piles in lieu of impact pile drivers, where feasible.  • Operate equipment so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential areas during nighttime hours.  • Turn off idling equipment, whenever possible.  • Line haul truck beds with rubber or sand to reduce noise, if needed and requested by VTA. Line or cover hoppers, conveyor transfer points, storage bins, and chutes with sound-deadening material.  • During nighttime and weekends, use strobe warning lights and/or back-up observers during any back-up operations, where permitted by the local jurisdiction.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 6/09/22. 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	d
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 comes to minimize truck idling near sensitive receptors and to minimize truck reversing so back-up alarms are minimized near residences.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 0.18 120 Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Vard/Sarta 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	d
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 rattling when whicles pass over. If complaints are received, the contractor will use thicker plates, stiffer beams beneath the plates, and/or rubber gaskets between the beams and plates to further reduce rattling noise and vibration.	Program-wide		c		VTA/C	IC	The four contract packages and current design status is as follows: 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 O1 81 20 Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhalil 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. Steel plates from the construction activities completed in Q2 2023 have been left in place during Q3 2023 at the Downtown San Jose Primary Headhouse.	d

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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 no 40/15/22. 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 6/09/22. 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. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Noise and Vibration/ Adher to Local Jurisdiction Construction Time Periods, to the Extent Feasible	Noise and Vibration	Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible	116	- MMRP- NV- CNST- H	- Vol-1,	Adhere to Local Jurisdiction Construction Time Periods	Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible: The contractor will adhere to local jurisdiction construction time periods, to the extent feasible, recognizing that nighttime and weekend construction may be necessary and/or preferred by VTA and local jurisdictions to reduce other related environmental effects such as traffic VTA will coordinate with the cities of San Jose and Santa Clara on construction operations during mighttime and weekends, and where feasible adhere to local ordinances. San Jose Ordinance 26248, 26594 restricts construction to between 7 a.m. and 7 p.m. Santa Clara Ordinance 1549 § 1, 7-15-86, Ord. 1556 § 1, 9-16-86. Formerly § 18-32.3 restricts construction to between 7 a.m. and 6 p.m. on Saturday.	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 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-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No construction activities took place in Q3 2023. This measure will be applied in future quarters as necessary.	
Noise and Vibration/ Perform Preconstruction Ambient Noise Measurements at All CSAs	Noise and Vibration	Perform Preconstruction Ambient Noise Measurements at All CSAs	117	- MMRP- NV- CNST-I	- Vol-1,	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	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 0.18 1.20 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-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q3 2023, this measure did not apply because construction on tunnel portals, stations, and ventilation sites has not commenced.	
Noise and Vibration/ Implement a Construction Noise Control and Monitoring Plan	Noise and Vibration	Implement a Construction Noise Control and Monitoring Plan	118	- MMRP- NV- CNST-J	- Vol·1,	Implement a Construction Noise Control and Monitoring Plan	implement a Construction Noise Control and Monitoring Plan: The contractor will submit a Noise Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified acoustical engineer whose qualifications and proposed noise control and monitoring activities will be subject to approval of VTA prior to construction activities. The contractor will update the Noise Control and Monitoring Plan every 3 months and will include all the pertinent information about construction equipment and site layout, the projected noise levels, and the noise mitigation measures that may be required to comply with the noise limits for each sensitive receptor. The Noise Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform noise measurements and to identify noise-sensitive receptors in the immediate vicinity of construction operations, including details regarding the noise measurement coations, frequency, and duration of measurements. The contractor will document the results of noise monitoring and submit the documentation to VTA weekly. In the event that levels exceed allowable noise limits, VTA will ensure that contractually required corrective measuress consistent with the Noise Control and Monitoring Plan are implemented.	Program-wide	D	С		VTA/C	ıc	The four contract packages and current design status is as follows: CP-L 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 0.18 12 O Noise and Vibration Control, limited Notice to Proceed 1 issued 6/09/22.  CP-3 Newhall Vard/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.  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.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measu	se # 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/ Require Minimum Qualifications for the Acoustical Engineer	Noise and Vibration	Require Minimum Qualifications for the Acoustical Engineer	119	- MMRP- NV- CNST-K	Vol-1,	Require Minimum Qualifications for the Acoustical Engineer	Require Minimum Qualifications for the Acoustical Engineer: The minimum qualifications for the Acoustical Engineer will be a Backboth 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-L 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 0.18 12 D Noise and Vibration Control, limited Notice to Proceed 1 issued 6/09/22.  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.  In Q4 2022, the CP-2 contractor submitted the qualifications of an Acoustical Engineer in accordance with this measure.	
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,	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	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 81 20 Noise and Vibration Control; limited Noite 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. No noise generating equipment was operated in Q3 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- NV- CNST-	M- Vol-1, 01 ROD	Install Stationary Long- Term Noise Monitors at Construction Staging Areas (CSA)	Install Long-Term Noise Monitors at CSAs during all Construction Phases: The contractor will install stationary noise monitors at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites, during all the construction phases. Noise sampling will be performed continuously at representative monitoring locations nearest the most sensitive receptor at each location. A minimum of two stationary monitors will be required at the Downtown San Jose Station and Diridon Station locations. The monitoring locations may be moved as the construction work progresses. If required, additional noise monitoring site(s) may be added by the VTA to address any specific situation or concern. At the Alum Rock/28th Street Station and the West Portal staging area, stationary noise monitors will also be initially installed and may be removed if the noise levids are in compliance with the noise limits when the full-production construction activities are closest to the sensitive receptors. All data gathered by the contractor will be continuously available to VTA and submitted weekly to VTA for approval.	Program-wide	D	c		VTA/C	ΙC	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 0.18 12 Do 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-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.	

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Noise and Vibration/ Install Long-Term Noise Monitors at CSAs during all Construction Phases	oise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	122	- MMRP- NV- CNST-	- M- Vol-1 02 ROD	Campling with Hand Hold	Install Long-Term Noise Monitors at CSAs during all Construction Phases: in addition to these stationary noise monitors, the contractor will conduct 30-minute noise sampling with hand-held monitors weekly at the station sites and at other construction sites, including the ventilation shafts and gap breaker stations, to ensure compliance with the noise criteria. If required, additional noise monitoring site(s) may be added by VTA to address any specific stuation 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:  (P-1 Systems - RPP Rev C was issued on 04/15/22.  (P-2 Tunel and Trackowin - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.18 12 Oxiosia and Vibration Control, limited Notice to Proceed 1 issued 6/09/22.  CP-3 Newhall Yard/Sarta Clara Station - issued RPP Rev A 3/4/22.  CP-4 Stations - received the Statement of Qualifications in response to their RPL 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		Ensure Equipment is Pre- certified to Meet Noise Limits	123	- MMRP- NV- CNST- N	- Vol-1	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 sensure that the equipment to pre-certified by the acoustical enigneed during field measurements at a test site or guaranteed by the equipment vendor to meet the noise limits developed for construction equipment as shown in Table 5-8. VTA will re-examine and develop the final limits to be applied during the engineering phase, and the contractor will verify these limits during initial and active performance of the work when the equipment arrives on site. The contractor will retest construction equipment at 6-month intervals while in use onsite. Any equipment used during construction may be subject to confirmatory noise level testing while performing the work at the request of VTA.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows:  (P-1 Systems - RFP Rev C was issued on 04/15/22.  (P-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 5/09/22.  CP-3 Newhall Vard/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 Q3 2023, this measure did not apply because construction utilizing major equipment has not commenced.
Noise and Vibration/ Implement a Complaint Resolution Procedure		Implement a Complaint Resolution Procedure	124	- MMRP- NV- CNST- O	Vol-1	Implement a Noise and Vibration Complaint Resolution Procedure	Implement a Complaint Resolution Procedure: The contractor will implement a complaint resolution procedure to rapidly address any noise and vibration problems that may develop during construction. After a complaint is received, the contractor will assign the complaint a case number and will contact the person making the complaint to receive further clarification on the concern. The contractor will then discuss the issue with the construction team to determine the appropriate action to resolve the issue. The contractor will then again contact the person making the complaint to describe how the issue has been resolved.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows:  (P-1 Systems - RFP Rev C was issued on 04/15/22.  (P-2 Tunnel and Trackwork - This mitigation measure was included in the CF2 Conformed set under Vol 1 General Requirements, Section 0.13 95 Public Information and Community Relations; limited Notice to Proceed 1 issued 6/09/22.  (P-3 Newhall Yard/Santa Clan Sation - 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 03 2033, this measure did not apply because the contractor has not commenced construction.

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measure	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 Construction Vibration Control and Monitoring Plan	125	- MMRP- F NV- C CNST-		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: The not VTA for approval. The plan will be prepared by a qualified Vibration specialist whose qualifications and proposed vibration control and monitoring activities will be subject to approval of VTA prior to construction activities. The Construction Vibration Control and Monitoring Plan will be updated every 3 months and include all the pertinent information about construction equipment and site layout, the projected vibration levels, and the vibration control measures that may be required to comply with the vibration levels, and the vibration control measures that may be required to comply with the vibration limits as outlined in this measure for each building type.  The Construction Vibration Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform vibration measurements for vibration-sensitive receptors in the vicinity of construction operations, including details regarding the vibration measurement locations, frequency, and duration of measurements at each location. The plan will outline the protocol for monitoring existing cracks in buildings over time, to determine any construction-related impacts. At a minimum, crack gauges will be pinstalled on existing cracks prior to construction, and monitoring of the gauges will be performed continuously over the course of construction to assess whether new construction-related damage has occurred. The contractor must obtain approval from VTA and the QP to install any crack gauges on or in historic buildings that require alteration of the building.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued no 4/15/22. 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 6/09/22. 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 9/22/31. 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.	3
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	126	- MMRP- F NV- C CNST-	- Vol-1, 2 ROD	Halt Construction if Levels Exceed Allowable Vibration Limits	Implement a Construction Vibration Control and Monitoring Plan: The results of vibration monitoring will be documented and submitted to VTA weekly. In the event that levels exceed allowable vibration limits, the work will be halted immediately to ensure that no structural damage occurs, and additional required corrective measures consistent with the Construction Vibration Control and Monitoring Plan will be implemented.  The contractor will initially conduct vibration monitoring daily at the nearest affected buildings during any construction activities that could induce vibration impacts, typically within 100 feet of any building. Vibration will also be monitored where vibration is expected to approach the applicable limit based on the building type and condition, as determined by VTA in coordination with the structural engineer for non-historic buildings, and VTA and the historic QP for historic buildings. Monitoring of utilities that are sensitive to vibration will be coordinated with the utility companies and performed for the nearest affected vibration-sensitive utilities during any construction activities that could induce vibration impacts.	Program-wide	D	c		VTA/C	IC	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 6/09/22. 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. 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.	5
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	implement a Construction Vibration Control and Monitoring Plan	127	- MMRP- F NV- CNST-		Do Not Exceed the FTA Construction Vibration Damage Criteria	Implement a Construction Vibration Control and Monitoring Plan: The contractor will perform monitoring continuously at the closest receptor during all demolition and construction activities to ensure vibration levels will not exceed the FTA construction bytation damage retire for applicable building type, as follows: 0.12 peaks particle velocity (PPV) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for one-neigneered timber and masony buildings, 0.3 PPV (inches/second) for engineered concrete and masony (no plaster) buildings and 0.5 PPV (inches/second) for engineered concrete, steel or timber (no plaster) buildings.  For historic buildings, the vibration threshold will likely be between 0.12 to 0.2 PPV (inches/second) depending on the buildings' condition. The results of the preconstruction surveys and building Conditions Assessment Report as outlined in Mitigation Measure NV-CRST-R will be utilized to confirm the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and the historic QP.  For utilities, vibration thresholds will follow industry standards in coordination with utility companies, and typically adhere to a 0.5 PPV (inches/second) threshold.	Program-wide	D	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 Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.8 I 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. CP-3 Newhall Yard/Santa Clara Station is 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 Construction Vibration Control and Monitoring Plan	128	- MMRP- F NV- CNST-	- Vol-1, 4 ROD	Measure Building Vibration In Vertical Direction and Utilities In Accordance with Meter Instructions	Implement a Construction Vibration Control and Monitoring Plan: The contractor will measure vibration in buildings in the vertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry beet practices. Wibration levels will be measured continuously during daily construction operations to ensure that peak vibration-generating work is captured. Daily monitoring will be performed during a continuous work shift (typically 8 hours) that includes the closest and most vibration-inducing work. The contractor will compare vibration in buildings against both structural damage and nuisance thresholds in terms of velocity levels in do or PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PPV. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically within 2 weeks to 30 days), vibration monitoring may be performed once a week instead of continuously each day if approved by VTA.  For non-historic structures, if construction vibration exceeds the structural or nuisance threshold, the contractor must stop construction and adjust construction methods to meet appropriate vibration limits so that the threshold is not exceeded again.	Program-wide	D	c		VTA/C	IC	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 6/09/22. 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. 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.	4

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Environmental Document Chapter	Mitigation Topic	Chron o#	Meas	Source #	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	03	Quarter Mitigation Completed
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan- Historic structures	Implement a Construction Vibration Control and Monitoring Plan- Historic structures	129	- MMR NV- CNST:	2- P- Vol-1- 05 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; I construction vibration approaches the structural damage threshold, the historic QP will be notified immediately, in real time. If construction vibration exceeds the structural damage threshold, Contractor must notify the historic QP and VTA immediately, in real time, and stop all vibration-inducing construction work immediately to adjust methods. The contractor will adjust work methods and techniques to meet appropriate vibration limits so that the threshold is not exceeded again before work is restarted. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 80.013(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.	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 no 4/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed sort with control control, limited Notice to Proceed 1 issued 6/09/22. CP-3 Inswinal 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. 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	Perform Vertical Direction Vibration Monitoring	130	- MMR NV- CNST: Q	Vol-1, ROD	Perform Vertical Direction Vibration Monitoring	Perform Vertical Direction vibration Monitoring: The contractor will perform continuous vertical direction vibration (root mean square) monitoring on the ground at the nearest representative residential structure during muck extraction and supply train operations in the tunnels. These measurements will be repeated for a minimum of 1 week at approximately 1-mile intervals along the tunnel construction until it is demonstrated that the levels are below the FTA thresholds.	Program-wide		c		VTA/C	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 0.18 12 O 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-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. Vertical direction vibration monitoring was not performed in Q3 2023 as construction has not commenced.	
Noise and Vibration/ Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration	Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration	131	- MMR NV- CNST	2- R- Vol-1, 01 ROD	Implement Preconstruction and Post Construction Building Condition Surveys for Vibration	implement Preconstruction and Post-Construction Building Condition Surveys for Vibration: Prior to construction or release of the TBM and cult-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 vibration. 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-L 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 APP en 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-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.  In 03.2023, VTA continued to coordinate with property owners for access permission to enter to perform surveys.	

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Noise and Vibration/ Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration- Historic Buildings	Noise and Vibration	Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration-Historic Buildings	132	- MMRI NV- CNST-		Prepare Cond Assessment Rep Historic Build	orts for	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 reperated 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 surveys will be tilized to establish the structural engineer and a qualified architectural historian or a historic architect, as outlined in Mitigation Measure NV-CNST-P.  Surveys will be conducted in all historic buildings or structures where vibration is expected to approach the applicable limit, and in non-historic buildings based on the building type and condition. VTA will determine the list of historic structures that may be affected by the project in consultation with a qualified structural engineer and the historic QP.  Vibration will be monitored as required in Mitigation Measure NV-CNST-P to avoid adverse effects on properties during construction activities. The post-construction survey results will be compared with preconstruction conditions surveys so that any construction vibration effects on structures can be assessed. For historic structures, a Condition Assessment Report in accordance with Section 106, will be conducted after construction is complete. In the event of inadvertent, construction related admanage to historic buildings, peans will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CR 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: 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 APP en 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-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/33/21. In 03 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	Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	133	- MMRI NV- CNST-	- 1	Implement Meas Instruction Muck Extractio Supply Trai	n from n and	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 Vd8 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		с			ıc	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 Q3 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 Noise Reduction Treatments at Ancillary Facilities	134	- MMRI NV-A		Implement N Reduction Treatn Ancillary Facil	nents at	Implement Noise Reduction Treatments at Ancillary Facilities: The contractor will implement noise reduction treatments at ancillary facilities such as tunnel wentilation shafts, pressure relief shafts, traction power substations, and emergency backup generators such that noise levels comply with applicable Cities of San Jose and Santa Clara noise criteria at nearby developed 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 - RFP Rev C was issued on 04/15/22. CP-3 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM), Section 7-5 Trackway; limited Notice to Proceed 1 issued 6/09/22. 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 Q3 2023, this measure did not apply because construction has not commenced.			
Noise and Vibration/ Reduce Groundborne Noise Levels	Noise and Vibration	Reduce Groundborne Noise Levels	135	- MMRI NV-B		I-1, Reduce Ground Noise Leve		Reduce Groundborne Noise Levels: The contractor will implement an isolated Slab Track (IST) as the mitigation strategy for groundborne noise. An IST is a form of floating slab track (FST). The IST system is constructed with a continuous elastomeric mat instead of discrete elastomeric past that are typically used for an FST system. All TST can be designed to provide from 10 to 13 d8A of noise reduction. This strategy can also be used under a crossover. The locations for implementing this measure are shown in Tables 4.12-21 frough 4.12-25 (summarized in DRBMP-NV-A). The project's final design will determine the specific mitigation strategy, which could include alternative strategies that similarly achieve the FTA groundborne noise criteria.	Tunnel Alignment		с		VTA/C	IC	The relevant contract packages and current design status is as follows: CP-Z Tunnel and Trackwork - This mitigation measure was included in the CPZ Conformed set under Vol 2 Design Criteria Manual (DCM) Section 7.5 Trackway; limited Notice to Proceed 1 issued 6/09/22. In Q3 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		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are under way 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 Alternative's participation in improvements to offsite water supply infrastructure. The SCWSU may conduct a detailed engineering study and flow analysis to determine the extent of these impacts and participation.  The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with Chapter 17.5.210 of the Santa Clara City Code. The contractor will ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	Santa Clara Station	D		P	VTA	ΙC	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, ROD	Prepare a San Jose Sewer Capacity Assessment	Prepare a San Jose Sewer Capacity Assessment and Participate in the Improvements: VTA will coordinate with the San Jose Department of Public Works (SPW) to prepare a Cooperative Agreement to setablish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SIPW may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts. VTA will mitigate impacts on downstream sewer systems in San Jose through payment of the Sanitary Sewer Connection Fee, as required, which is used to rehabilitate and enhance sewer capacity through San Jose's Sanitary Sewer Capacity Impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system connection Fee does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of projected cumulative development, San Jose and VTA will develop a Cooperative Agreement to determine the BART Extension's Alternative's participation in upgrades to the current system.  The contractor will implement capacity-relief upgrades during the BART Extension's construction phase in accordance with applicable San Jose standards regarding sewer infrastructure improvements. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will extensive infrastructure improvements demanded in this environmental document, including implementation of the construction activities follow the provisions outlined in this environmental adocument including implementation of the construction activities	28th Street/Little Portugal Station (Alum Rock); Downtown San Jose Station; Diridon Station	D		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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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measure	Soure Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Q3	Quarter Mitigation Completed	
Utilities/ Prepare a Santa Clara Sewer Capacity Assessment and Participate in the improvements	Utilities	Prepare a Santa Clara Sewer Capacity Assessment	139	- MMRP- UTIL-D	Vol-1,	Prepare a Santa Clara Sewer Capacity Assessment	Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements: VTA will coordinate with SCWSU to prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SCWSU may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts.  VTA will mitigate impacts on downstream sewer systems in Santa Clara through payment of the Sanitary Sewer Connection Charge, as required, which is used to rehabilitate and enhance sewer capacity through Santa Clara's Capatial improvement Program. If payment to the Sanitary Sewer Connection Charge does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of cumulative development, Sanita Clara and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's proportional participation to the upgrades to current system capacity.  The contractor will implement capacity-relief upgrades improvements during the BART Extension's construction phase in accordance with Chapter 17.15.210-280 of the Santa Clara City Code. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	Santa Clara Station	D		Р	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Visual Quality and Aesthetics/ Replace Trees	Visual Quality and Aesthetics	Replace Trees	140	- MMRP- AES- CNST-A	- Vol-1, ROD	Replace Trees	Replace Trees: The contractor will inventory trees that will be removed due to construction activities and will note each tree on construction plans before construction begins. VTA will compensate for any trees removed according to the following ratios.  VTA will replace all urban trees that are to be removed or lost as a result of the BART Extension to the extent feasible. VTA will replace trees with a diameter of less than 12 inches at a 2.1 ratio, and trees with a diameter of 12 inches or more at a 3.1 ratio. (Thusan trees (nonatives and ornamentals) are replaced with native trees, VTA will use a reduced mitigation ratio of 1.1 for all trees smaller than 12 inches in diameter, and 2.1 for all trees with a diameter of 12 inches or more. VTA will irrigate and maintain these trees for a period of no less than 3 years. If VTA cannot replace trees at the stated ratios along the alignment, VTA will pay in-lieu fees.  For any landscaping adjacent to the creeks and on VTA right of-way (ROW), VTA will adhere to the SCVWD'S Guidelines and Standards for Land Use Near Streams regarding the use of native species near the creeks.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: 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 6.3 Landscaping and Vegetation Control; limited Notice 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. No trees were removed in Q3 2023.		

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chron o#	Measure	e Document	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	rimeframe:Post- construction (P)	Responsible 9 Party	Compliance Status	2023 Q3	Quarter Mitigation Completed
Visual Quality and Aesthetics/ Minimize Light and Glare (for TOJD)		Minimize Light and Glare (for TOJD)		- MMRP- AES-A	- Vol-1, ROD	Minimize Light and Glare	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, Water Quality, and Floodplains	Design and Implement Stormwater Control Measures		- MMRP- WQ-A	- Vol-1,	Design and Implement	Design and Implement Stormwater Control Measures: The BART Extension will be designed in accordance with the Phase II MS4 Permit, Section F.5.g, for post-construction stormwater among shall be implemented to reduce total runoff rates and associated pollutant discharges. VTA managed facilities will follow the VTA's Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design for stormwater management and the storm drain system and for obtaining the requisite approvals, and will outline all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.	Program-wide	D	c	P	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RPR ever 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, Sections 0.13 57 Z Temporary Water Pollution Control and 0.13 57 3 Permanent Water Pollution Control and 0.13 57 3 Permanent Water Pollution Control. Initiated Notice to Proceed 1 issued 6/09/122. 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 Q3 2023, this measure did not apply because construction has not commenced.	