






BSV Phase II - Environmental Commitments Record Legend

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

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

		BSV Phase II - Environmental Commitments Record											
		Mitigation Monitoring & Reporting Program											
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status	
Transportation	Develop and Implement a Construction Education and Outreach Plan	1	- MMRP-TRA-CNST-	A-01	Vol-1, ROD	Develop a Construction Education and Outreach Plan (CEOP)	Program-wide	D	C		VTA	IC	<p>This is a summary mitigation measure. For individual components of the CEOP please refer to MMRP-TRA-CNST-A-02 through A-16, below.</p> <p>The CEOP was prepared in two parts, as follows: Part A: Planning Phase Part B: Construction</p> <p>The CEOP was added as a reference document in the VTA-CSJ and VTA-CSC Cooperative Agreements.</p>
	Develop and Implement a Construction Education and Outreach Plan	2	- MMRP-TRA-CNST-	A-02	Vol-1, ROD	Establish Community Outreach Field Office	Program-wide	D	C		VTA	IC	<p>The Santa Clara Station field office is incorporated into the 1st floor of the 2830 De La Cruz project office. The Downtown-Diridon Field office is currently under construction in conjunction with the new VTA Downtown Service Center. It is anticipated to be opened in 2025. The search for a location for the 28th Street/Little Portugal field office is still underway.</p>
	Develop and Implement a Construction Education and Outreach Plan	3	- MMRP-TRA-CNST-	A-03	Vol-1, ROD	Provide Project Hotline	Program-wide	D	C		VTA	IC	<p>In Q4 2025, VTA maintained the public outreach phone number and email for project inquiries (English 408-321-2345, Spanish, Tagalog, Chinese, Vietnamese, Korean & Portuguese: 408-321-2300. TTY: 408-321-2330 and vtbart@vtabsv.com).</p>
	Develop and Implement a Construction Education and Outreach Plan	4	- MMRP-TRA-CNST-	A-04	Vol-1, ROD	Conduct Business Operational Surveys	Program-wide	D	C		VTA	IC	<p>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.</p> <p>Coordination with new and existing businesses near expected construction areas is ongoing to prevent impacts to the businesses.</p>
	Develop and Implement a Construction Education and Outreach Plan	5	- MMRP-TRA-CNST-	A-05	Vol-1, ROD	Coordinate on Other Construction Projects	Program-wide	D	C		VTA	IC	<p>In Q4 2025 meetings were held with City of San Jose's Area Entertainment and Operations Committee (AEOC) on 10/9, 11/13, 12/11.</p> <p>UPRR/IPB took place on 10/14, 10/28, 11/11, 11/25, 12/3, 12/9.</p>
	Develop and Implement a Construction Education and Outreach Plan	6	- MMRP-TRA-CNST-	A-06	Vol-1, ROD	Engage with Stakeholders	Program-wide	D	C		VTA	IC	<p>VTA held 4 in person CWG meetings on 10/7, 10/8, 10/9 and 12/2.</p> <p>VTA met with Google on 10/15.</p> <p>VTA met with City of San José to discuss Downtown San José Station Refinements on 10/6.</p> <p>VTA meet with City of San Jose for general program-wide and city-wide coordination on 10/20, 10/27, 11/24, 12/15.</p> <p>VTA met with City of San Jose and other VTA staff to discuss three downtown transportation projects (BSVII, LRT Realignment, and Re-imagining Santa Clara Street) on 12/9.</p> <p>VTA met with City of San Jose to discuss Newhall Yard on 12/17.</p> <p>VTA attended bi-weekly City of San Jose "Reimagining Santa Clara Street" coordination meetings on 10/8, 10/22, 11/05, 11/19, 12/03, 12/17.</p>

				BSV Phase II - Environmental Commitments Record											
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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025 Q4		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status			
Transportation	Develop and Implement a Construction Education and Outreach Plan	7	- MMRP-TRA-CNST-	A-07	Vol-1, ROD	Engage Public	Program-wide	D	C		VTa	IC	In Q4 2025, tabling events were held at Santa Clara Parade of Champions on 10/4, Santa Clara Fall Model Train Show on 11/1, and Fiesta Navidena on 12/13. Vta also attended City of San José Re-imagining Santa Clara Street Public Meeting on 12/10.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	8	- MMRP-TRA-CNST-	A-08	Vol-1, ROD	Distribute Project Information	Program-wide	D	C		VTa	IC	In Q4 2025, 4 construction notices were distributed, 94 Social Media posts were shared, and a Quarterly Project Newsletter and 3 Monthly Construction Updates were published.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	9	- MMRP-TRA-CNST-	A-09	Vol-1, ROD	Develop Project Signage Program	Program-wide	D	C		VTa	IC	Project signage is at the West Portal and includes project identification, the corridor, and contractor field office signs. Vta is continuing to work with the tunnel and trackwork contractor to develop a signage plan for upcoming Project stages.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	10	- MMRP-TRA-CNST-	A-10	Vol-1, ROD	Display Maps and Construction Schedule	Program-wide	D	C		VTa	IC	Project signage containing schedule information has been posted at the West Portal. Vta is continuing to work with the tunnel and trackwork contractor to develop a signage for upcoming Project stages.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	11	- MMRP-TRA-CNST-	A-11	Vol-1, ROD	Display Parking and Access	Program-wide	D	C		VTa	IC	Demolition work at the Downtown San Jose Station site required partial closure of a Vta-owned surface parking lot. Vta coordinated with adjacent businesses, stakeholders, and the Santa Clara County Courthouse to communicate parking impacts via construction noticing.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	12	- MMRP-TRA-CNST-	A-12	Vol-1, ROD	Maintain Media Relations	Program-wide	D	C		VTa	IC	In Q4 2025, Vta wrote 2 blogs posts.		
Transportation	Develop and Implement a Construction Education and Outreach Plan	13	- MMRP-TRA-CNST-	A-13	Vol-1, ROD	Designate Community Outreach Personnel	Program-wide	D	C		VTa	IC	Vta designated project staff that will lead outreach within each work area, and the CP2 Contractor has two Community Construction Relationship Offices (CCROs) that will be available during construction. Office hours will be established once the field offices are completed.		

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Transportation	Develop and Implement a Construction Education and Outreach Plan	14	- MMRP-TRA-CNST-	A-14	Vol-1, ROD	Promote Access to Businesses	Program-wide	D	C		VTA	IC	In Q4 2025, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for DFA and Local Resource Network (LRN) elements has been ongoing.
Transportation	Develop and Implement a Construction Education and Outreach Plan	15	- MMRP-TRA-CNST-	A-15	Vol-1, ROD	Market Businesses During Construction	Program-wide	D	C		VTA	IC	In Q4 2025, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for DFA and Local Resource Network (LRN) elements has been ongoing.
Transportation	Develop and Implement a Construction Education and Outreach Plan	16	- MMRP-TRA-CNST-	A-16	Vol-1, ROD	Provide Notice of Utility Outages	Program-wide	D	C		VTA	IC	No utility outages occurred in Q4 2025. Notice will be provided to stakeholders when utility outages are required in future quarters.
Transportation	Develop and Implement a Construction Education and Outreach Plan	17	- MMRP-TRA-CNST-	A-17	Vol-1, ROD	Proactive Multi-Language Community Involvement	Program-wide	D	C		VTA	IC	This is a summary mitigation measure. For individual components of the Construction Education and Outreach Plan (CEOP) please refer to MMRP-TRA-CNST-A-02 through A-16, above.
Transportation	Develop Construction Transportation Management Plan (CTMP)	18	- MMRP-TRA-CNST-	B-01	Vol-1, ROD	<p>Develop and Implement a Construction Transportation Management Plan: After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the Construction Outreach Management Program (COMP). One of the three parts of the COMP is Construction Transportation Management Plan (CTMP). VTA and its General Engineering Contractor will develop and implement the CTMP in partnership with the Cities of San Jose and Santa Clara to coordinate location-specific circulation and access within and around the construction areas for all modes, including automobiles, trucks and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The CTMP will be organized according to each of the ten major project elements listed from east to west along the alignment: East Tunnel Portal, Alum Rock/28th Street Station, 13th Street Ventilation Structure, Downtown San Jose Station, Diridon Station, Stockton Avenue Ventilation Structure, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station, and any offsite improvement locations. The CTMP will be tailored to address the site-specific circumstances and sequencing of construction at each of the ten areas. The CTMP will be developed in partnership with the applicable city and incorporated into all plans and specifications of all contracts through which the BART Extension will be implemented.</p> <p>Critical components of the CTMP are as follows:</p> <ul style="list-style-type: none"> Sequencing schedule depicting the proposed location and timing of construction activities on a routine basis for the duration of the project. Proposed phasing of construction, anticipated lane and street closures, detours, temporary signals, and street reconfigurations, including durations of all of the above and signage requirements that the contractor must follow. Truck haul routes. Location-specific requirements as applicable. In addition, VTA will work with the cities to minimize access and circulation construction impacts during special events, including Christmas in the Park, parades, and marathons. 	Program-wide	D	C		VTA	IC	<p>In Q4 2025, there were 2 meetings with staff from City of Santa Clara and City of San Jose where updates and City comments to CP2 CTMP1 were discussed.</p> <p>CTMP status for the CP2 West Tunnel Portal as follows:</p> <ol style="list-style-type: none"> West Portal Early Work Construction (Approved, Modifications awaiting Approval) - VTA distributed the updated CTMP1 reflecting extended work hours for City of Santa Clara's and City of San Jose's review/approval. City of Santa Clara and City of San Jose provided their comments, and KST, PMT and BSV External Affairs Team reviewed and provided response to comments. <p>The following CTMP scopes for the remainder of construction are on pause:</p> <ol style="list-style-type: none"> Downtown San Jose and Diridon Early Work Construction and Tunneling and Heavy Construction (on Hold) West Portal Tunneling and Heavy Construction (On Hold) West Portal and 28th St Early Work Construction and Tunneling and Heavy Construction (On Hold)

**BSV Phase II - Environmental Commitments Record****Mitigation Monitoring & Reporting Program**

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025	Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	Q4	
Transportation	Develop Construction Transportation Management Plan (CTMP)	19	- MMRP-TRA-CNST-	B-02	Vol-1, ROD	Develop Individual Traffic Control Plans (TCPs)	Program-wide	D	C		VTA	IC	In Q4 2025, no individual TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract specific CTMPs.	
Transportation	Develop Construction Transportation Management Plan (CTMP)	20	- MMRP-TRA-CNST-	B-03	Vol-1, ROD	Include Site-Specific Requirements in Traffic Control Plans (TCPs)	Program-wide	D	C		VTA	IC	In Q4 2025, no site-specific TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract specific CTMPs.	
Transportation	Implement an Emergency Services Coordination Plan (ESCP)	21	- MMRP-TRA-CNST-C	-	Vol-1, ROD	Implement an Emergency Services Coordination Plan (ESCP)	Program-wide	D	C		VTA	IC	A cooperative agreement has been created between VTA and the Cities of San Jose and Santa Clara, and an ESCP will be created prior to heavy civil construction. Adjustments to the ESCP will be implemented should they arise throughout the duration of construction. Outreach notices are kept in the VTA Salesforce program and can be provided if requested.	

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Mitigation Monitoring & Reporting Program

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Transportation	Provide Temporary Replacement Parking at Diridon Station NEPA ONLY MITIGATION MEASURE	22	- MMRP-TRA-CNST-D	-	Vol-1, ROD	Provide Temporary Parking at Diridon	Diridon Station		C		VT	IC	In Q3 2025, construction of the parking garage was completed. Operational date will be determined based on when the Diridon Construction Staging Area (CSA) will be activated. Responses to the RFP for a parking operator are being reviewed.	
Transportation	Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD)	23	- MMRP-TRA-A	-	Vol-1, ROD	Improve Intersection at Coleman Ave. & Brokaw Rd.	TOJD; Santa Clara		C		VT	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at Lafayette Street and Lewis Street (for TOJD)	24	- MMRP-TRA-B	-	Vol-1, ROD	Improve Intersection at Lafayette St. & Lewis St.	TOJD; Santa Clara		C	P	VT	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for TOJD)	25	- MMRP-TRA-C	-	Vol-1, ROD	Improve Intersection at Coleman Ave. & I880 Southbound Ramps	TOJD; Santa Clara		C	P	VT	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Air Quality	Implement Dust Control Measures	26	- MMRP-AQ-CNST-	A-01	Vol-1, ROD	Implement Dust Control Measures per Bay Area Air Quality Management District (BAAQMD)	Program-wide		C		VT/ C	IC	This is a summary measure, and has been applied as shown in the mitigation measures MMRP-AQ-CNST-A-02 through A-15 below.	
Air Quality	Implement Dust Control Measures	27	- MMRP-AQ-CNST-	A-02	Vol-1, ROD	Water Exposed Surfaces	Program-wide		C		VT/ C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation , and utilities installation. Regular site inspections confirmed dust suppression was applied consistently throughout the day.	



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Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025	Quarter Mitigation Completed
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Air Quality	Implement Dust Control Measures	28	- MMRP-AQ-CNST-A-03	Vol-1, ROD	Maintain Soil Moisture Content	Implement Dust Control Measures: The contractor will water all exposed surfaces at a frequency that will maintain a minimum soil moisture content of 12 percent. Moisture content can be verified by lab samples or a moisture probe, although such verification is typically visual. No visible dust emissions are permitted to leave the construction area.	Program-wide		C		VTAC	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Regular site inspections confirmed dust suppression was applied consistently throughout the day to maintain a moisture level that will prevent dust emissions from leaving the site.	
Air Quality	Implement Dust Control Measures	29	- MMRP-AQ-CNST-A-04	Vol-1, ROD	Cover or Moisten Haul Trucks	Implement Dust Control Measures: The contractor will cover or moisten all haul trucks that transport soil, sand, or other loose material offsite such that there are no dust emissions.	Program-wide		C		VTAC	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Regular site inspections confirmed haul trucks filled with soils were moistened as they were being filled, and contents were covered prior to leaving the site.	
Air Quality	Implement Dust Control Measures	30	- MMRP-AQ-CNST-A-05	Vol-1, ROD	Use Wet Power Vacuum Street Sweepers	Implement Dust Control Measures: The contractor will remove all visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day, or more frequently if needed to control track-out during active soil hauling operations. The use of dry power sweeping is prohibited.	Program-wide		C		VTAC	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Wheel wash stations were also installed at two locations at the West Tunnel Portal, and all vehicles leaving the site are required to pass through one of the wheel wash stations. Regular site inspections confirmed a street sweeper with a wet power vacuum swept roadways and the construction roadway within the West Tunnel Portal regularly to prevent trackout.	
Air Quality	Implement Dust Control Measures	31	- MMRP-AQ-CNST-A-06	Vol-1, ROD	Limit Vehicle Speed	Implement Dust Control Measures: The contractor will limit all vehicle speeds on unpaved roads to 15 mph.	Program-wide		C		VTAC	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Signage has been posted along established construction roadways limiting speeds to 15mph within the site.	
Air Quality	Implement Dust Control Measures	32	- MMRP-AQ-CNST-A-07	Vol-1, ROD	Complete Paving ASAP	Implement Dust Control Measures: The contractor will complete all paving operations on roadways, driveways, and sidewalks as soon as possible. The contractor will also lay building pads as soon as possible after grading, unless seeding or a soil binder is used.	Program-wide		C		VTAC	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Building and equipment pads were completed in Q2 2025 and in a timely fashion to prevent prolonged exposure of soils.	

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Air Quality	Implement Dust Control Measures	33	- MMRP-AQ-CNST-08	Vol-1, ROD	Post Signage Regarding Dust Complaints	Implement Dust Control Measures: The contractor will post a publicly visible sign that includes the telephone number and name of the person to contact at VTA regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD phone number will also be visible to ensure compliance with applicable regulations.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: THIS MEASURE IS COMPLETE for CP2. See Q2 2024.	
Air Quality	Implement Dust Control Measures	34	- MMRP-AQ-CNST-09	Vol-1, ROD	Suspend Earth Moving Activities When Windy	Implement Dust Control Measures: The contractor will suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Supervisors regularly check the weather forecast to confirm wind speeds will not exceed 20mph. If the forecast indicates high wind speeds of over 20mph, excavation, grading, and/or demolition activities will be suspended.	
Air Quality	Implement Dust Control Measures	35	- MMRP-AQ-CNST-10	Vol-1, ROD	Install Windbreaks	Implement Dust Control Measures: The contractor will install windbreaks (e.g., fences with screening) on the windward side(s) of disturbed construction areas where feasible. Windbreaks should have 50 percent (maximum) air porosity.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Supervisors regularly check the weather forecast to confirm wind speeds will not exceed 20mph. Fencing and screening was completed at the West Tunnel Portal in early Q1 2025.	
Air Quality	Implement Dust Control Measures	36	- MMRP-AQ-CNST-11	Vol-1, ROD	Plant Vegetation ASAP	Implement Dust Control Measures: The contractor will plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and water appropriately until vegetation is established.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Vegetative ground cover will be planted as soon as possible, but due to the continual work activities at the West Tunnel Portal, air quality measures AQ-CNST-A-02 through A-10, and AQ-CNST-A-12 through A-15 will be applied.	
Air Quality	Implement Dust Control Measures	37	- MMRP-AQ-CNST-12	Vol-1, ROD	Phase Ground-Disturbing Activities	Implement Dust Control Measures: The contractor will limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area. The contractor will phase activities to reduce the amount of disturbed surfaces at any one time.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Due to the continual work activities at the West Tunnel Portal, air quality measures AQ-CNST-A-02 through A-10, and AQ-CNST-A-13 through A-15 will be applied.	

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Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025	Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	Q4	
Air Quality	Implement Dust Control Measures	38	- MMRP-AQ-CNST-13	Vol-1, ROD	Use Construction Entrances/Exits	Implement Dust Control Measures: All trucks and equipment, including their tires, will use designated construction entrances/exits that have been constructed with rock, rumble strips, or other features to remove dirt from tires.	Program-wide	C		VT/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Three construction entrances/exits have been installed - one at Brokaw Road, one at Newhall Drive, and one at Newhall Street. All entrance/exits were paved in Q1 2025, and two wheel wash stations have been installed for vehicles to pass through before exiting the site at Newhall Drive.		
Air Quality	Implement Dust Control Measures	39	- MMRP-AQ-CNST-14	Vol-1, ROD	Install Sediment and Erosion Control Devices	Implement Dust Control Measures: The contractor will install sediment and erosion control devices on sites with a slope greater than 1 percent to prevent silt runoff from entering public roadways.	Program-wide	C		VT/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Sediment and erosion control best management practices (BMPs) have been installed in accordance with the site-specific SWPPP. Regular SWPPP inspections ensured and confirmed maintenance of the BMPs on site.		
Air Quality	Implement Dust Control Measures	40	- MMRP-AQ-CNST-15	Vol-1, ROD	Control Dust During Operation of Concrete Batch Plants	Implement Dust Control Measures: The contractor will include the following control measures as consistent with BAAQMD permitting requirements during the operation of concrete batch plants: o The construction contractor will ensure that the outlet PM10 grain loading for the baghouse will not exceed 0.01 grains per dry standard cubic foot. o The construction contractor will properly maintain the baghouse and keep the baghouse in good operating condition at all times. The construction contractor will equip the baghouse with a device for measuring the pressure drop across the baghouse. o The construction contractor will not discharge an air contaminant into the atmosphere for a period or periods aggregating more than 3 minutes in any hour, which is as dark or darker than a Ringelmann 1.0. o The construction contractor will abate stockpiles, conveyors and unpaved roads as necessary with water sprays to maintain compliance with BAAQMD rules and regulations.	Program-wide	C		VT/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. The concrete batch plant was disassembled and removed from the site in Q3 2025. This measure will be implemented in future quarters, as necessary.		
Air Quality	Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines	41	- MMRP-AQ-CNST-B	Vol-1, ROD	Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines	Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines: VTA will ensure that all construction contracts stipulate that all off-road, diesel-powered equipment used during construction will be equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This mitigation measure assumes emission reductions compared with emissions from an average fleet-wide Tier 2 engine.	Program-wide	C		VT/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: In Q4 2025, an environmental inspector spot checked equipment on site and confirmed the use of the specified EPA Tier 4 (or cleaner) engines.		
Air Quality	Maintain Construction Equipment	42	- MMRP-AQ-CNST-C	Vol-1, ROD	Maintain Construction Equipment	Maintain Construction Equipment: The contractor will maintain and properly tune all construction equipment in accordance with the manufacturer's specifications. A certified mechanic will check all equipment to determine proper running condition prior to operation.	Program-wide	C		VT/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, all equipment was certified by a mechanic prior to operation on site. Spot checks by equipment operators are performed prior to the start of each day, and a certified staff mechanic is called if any maintenance is required.		

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		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe-Post-construction (P)	Responsible Party	Compliance Status	Q4		
Air Quality	Minimize Idling Times	43	MMRP-AQ-CNST-D	Vol-1, ROD	Minimize Idling Times	Minimize Idling Times: The contractor will ensure that all idling times are minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California Airborne Toxic Control Measures, Title 13, Section 2485 of the California Code of Regulations). The contractor will provide clear signage for construction workers at all access points.	Program-wide	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Environmental inspector spot checks ensured equipment and vehicles minimized idling times by either shutting engines off when noticed, or reduced to 5 minutes.			
Air Quality	Use Equipment Meeting ARB Certification Standards	44	MMRP-AQ-CNST-E	Vol-1, ROD	Use Equipment Meeting Air Resources Board (ARB) Certification Standards	Use Equipment Meeting ARB Certification Standards: All contractors will use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.	Program-wide	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. KST provided documentation to VTA that all equipment used on site meets ARB's most recent certification standard.			
Air Quality	Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards	45	MMRP-AQ-CNST-F	Vol-1, ROD	Ensure Diesel Trucks Comply with U.S. Environmental Protection Agency (EPA) Emissions Standards	Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards: VTA and contractors will ensure that construction contracts stipulate that all on-road, heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater will comply with EPA 2007 on-road emission standards for PM10 and NOX (0.01 and 0.20 gram per brake horsepower hour, respectively). These PM10 and NOX standards were phased in through the 2007 and 2010 model years on a percentage-of-sales basis (50 percent of sales from 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road, heavy-duty diesel trucks will be model year 2010 and newer and compliant with EPA 2007 on-road emission standards.	Program-wide	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: The Contractor's Air Monitoring Program ensures that all on-road, heavy-duty diesel trucks used on site meets EPA's 2007 emissions standards by being model year 2010 or newer. Therefore, this measure is complete for CP2.			
Air Quality	Use Low-Sulfur Fuel	46	MMRP-AQ-CNST-G	Vol-1, ROD	Use Low-Sulfur Fuel	Use Low-Sulfur Fuel: The contractor will use low-sulfur fuel (diesel with 15 parts per million or less) in all construction equipment.	Program-wide	C		VTA/C	CC	THIS MEASURE IS COMPLETE. See Q2 2024 ECR for details	Q2 2024		
Air Quality	Locate Construction Areas Away from Sensitive Receptors	47	MMRP-AQ-CNST-H	Vol-1, ROD	Locate Construction Away from Sensitive Receptors	Locate Construction Areas Away from Sensitive Receptors: The contractor will locate all construction equipment and staging areas away from sensitive receptors and fresh-air intake vents to buildings and air conditioners, where feasible.	Program-wide	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Construction equipment and staging areas are kept away from the identified sensitive receptors and away from any air conditioning and building fresh-air intake vents.			


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		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	Q4	
Air Quality	Use Low-Volatile Organic Compound (VOC) Coatings	48	- MMRP-AQ-CNST-I	-	Vol-1, ROD	Use Low-Volatile Organic Compound (VOC) Coatings	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 35 74 Sustainability Requirements and Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: In Q4 2025 , no coatings were required therefore this measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands	Avoid Nesting Bird Season	49	- MMRP-BIO-CNST-A	-	Vol-1, ROD	Avoid Nesting Bird Season: To the extent feasible, the contractor will schedule all construction (particularly tree removal and pruning) activities to avoid the bird nesting season (January 1–August 31). If such activities are scheduled to take place outside the nesting season, the contractor will avoid all effects on nesting birds, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The nesting season for most birds in Santa Clara County typically extends from February 1 through August 31, although some birds (e.g., raptors and hummingbirds) may nest as early as January 1 if a period of favorable weather persists.	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , no nesting bird surveys were required as no tree trimming or removals were planned. Surveys will be performed in future quarters, as necessary.	
Biological Resources and Wetlands	Conduct Preconstruction/Predisturbance Surveys for Nesting Birds	50	- MMRP-BIO-CNST-B	-	Vol-1, ROD	Conduct Preconstruction/Predisturbance Surveys for Nesting Birds: If it is not possible to schedule construction activities that involve tree removal or pruning between September 1 and January 1, then a qualified biologist will conduct preconstruction/predisturbance surveys for nesting birds to ensure that no nests will be disturbed during construction activities. These surveys will be conducted no more than 48 hours prior to the initiation of construction. During each survey, a qualified biologist will inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) in accessible areas within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest) is found sufficiently close to work areas to be disturbed by these activities, the biologist, in consultation with the California Department of Fish and Wildlife (CDFW), will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 50 to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed as a result of construction activities.	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-A.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	51	- MMRP-BIO-CNST	C-01	Vol-1, ROD	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If tree removal or trimming cannot be conducted between September 15 and October 30, qualified biologists will examine trees for suitable bat-roosting habitat before tree removal or trimming. The biologists will identify high-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) and search the area around these features for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland, orchards, and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, VTA will implement the protective measures listed below (in MMRP-BIO-CNST-C-02 through C-06) for trees containing high-quality habitat features.	Program-wide	D	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , no roosting bat surveys were required as no tree trimming or removals were planned. Surveys will be performed in future quarters, as necessary.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	52	- MMRP-BIO-CNST	C-02	Vol-1, ROD	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will not remove or disturb trees providing bat roosting habitat between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	53	- MMRP-BIO-CNST	C-03	Vol-1, ROD	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 nonvolar young (i.e., young that are unable to fly).	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	54	- MMRP-BIO-CNST	C-04	Vol-1, ROD	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will remove trees in pieces rather than felling an entire tree.	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	55	- MMRP-BIO-CNST	C-05	Vol-1, ROD	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If a maternity roost is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	


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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2025	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Q4
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	56	- MMRP-BIO-CNST	C-06	Vol-1, ROD	Biologists to Monitor Tree Removal	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	57	- MMRP-BIO-CNST	C-07	Vol-1, ROD	Conduct Roosting Bat Surveys at Buildings	Program-wide	D	C		VTA/C	IC	For CP-2 Tunnel and Trackwork: The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 35 71 Biological Resources Requirements. VTA will be performing advance demolition in advance of the other contract packages. Future surveys will be performed as needed by the other contract packages. For CP-2 Tunnel and Trackwork: In Q4 2025, an initial habitat assessment was performed at the Gross & Holmes building at 45 N First St in DTSJ prior to the start of demolition. No entry points or potential habitat were observed and demolition was cleared to proceed.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	58	- MMRP-BIO-CNST	C-08	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	59	- MMRP-BIO-CNST	C-09	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	60	- MMRP-BIO-CNST	C-10	Vol-1, ROD	Implement Roosting Bat Protective Measures	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	61	- MMRP-BIO-CNST	C-11	Vol-1, ROD	Conduct Follow-Up Roosting Bat Surveys at Buildings	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	62	- MMRP-BIO-CNST	C-12	Vol-1, ROD	Install Bat Roosting Exclusion Measures	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	63	- MMRP-BIO-CNST	C-13	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	


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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2025 Q4		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	64	- MMRP-BIO-CNST	C-14	Vol-1, ROD	Implement Roosting Bat Protective Measures	Program-wide	D	C		VTA/ C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	65	- MMRP-BIO-CNST	C-15	Vol-1, ROD	No Building Demolition While Bats Are Present	Program-wide	D	C		VTA/ C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	66	- MMRP-BIO-CNST	C-16	Vol-1, ROD	Only Remove Roosting Building Habitat Prior to Hibernation	Program-wide	D	C		VTA/ C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	67	- MMRP-BIO-CNST	C-17	Vol-1, ROD	Install Roosting Bat Exclusion Devices	Program-wide	D	C		VTA/ C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	68	- MMRP-BIO-CNST	C-18	Vol-1, ROD	Provide Compensatory Mitigation for Roosting Bat Habitat	Program-wide	D	C		VTA/ C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Protect Riparian Habitat	69	- MMRP-BIO-CNST-D	-	Vol-1, ROD	<p>Protect Riparian Habitat: VTA will design all BART Extension facilities to avoid temporary and permanent adverse effects on riparian habitat. VTA will signify as environmentally sensitive areas on plans all riparian forest areas identified along the Guadalupe River and Los Gatos Creek and will ensure such habitat is marked with protective orange fencing or flagging during construction to avoid disturbance or accidental intrusion by workers or equipment.</p> <p>Contractors will not use night lighting for construction activities and staging in the riparian area.</p>	Guadalupe River ; Los Gatos creek		C		VTA/ C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, no construction occurred near Guadalupe River and Los Gatos Creek, therefore this measure will be implemented in future quarters.</p>	
Biological Resources and Wetlands	Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	70	- MMRP-BIO-CNST-E	-	Vol-1, ROD	<p>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).</p> <p>A qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, VTA may revise the construction staging areas to avoid all areas within a 250-foot buffer around the potential nesting habitat, and biologists will conduct appropriate surveys. If VTA chooses not to avoid the potential nesting habitat and the 250-foot buffer, biologists will conduct additional nesting surveys.</p>	N/A	N/A	N/A	N/A	N/A	N/A		N/A
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	71	- MMRP-BIO-CNST-	F-01	Vol-1, ROD	<p>Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): To avoid or minimize direct effects of construction activities on burrowing owls, VTA will implement the procedures described below (MMRP-BIO-CNST-F-02 to F-15). This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 15 of the SCVHP (SCVHA 2012).</p>	Newhall Maintenance Facility	D	C		VTA/ C	CC	<p>This is a summary mitigation measure; please refer to the following measures MMRP-BIO-CNST-F-02 to F-15 related to burrowing owls for the breeding and non-breeding season, respectively.</p> <p>Note that these measures only apply at the Newhall Maintenance Facility, which is the only area on the project with burrowing owl habitat.</p>	

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Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	72	- MMRP-BIO-CNST-	F-02	Vol-1, ROD	Conduct Preconstruction Burrowing Owl Surveys	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	73	- MMRP-BIO-CNST-	F-03	Vol-1, ROD	Avoid Burrowing Owls During Breeding Season	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	74	- MMRP-BIO-CNST-	F-04	Vol-1, ROD	Construction Inside 250-foot Owl Buffer	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	75	- MMRP-BIO-CNST-	F-05	Vol-1, ROD	Owl Avoidance and Minimization Plan Approval	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	76	- MMRP-BIO-CNST-	F-06	Vol-1, ROD	Determine Baseline Owl Behavior	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	77	- MMRP-BIO-CNST-	F-07	Vol-1, ROD	Survey Owl Behavior During Construction	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	78	- MMRP-BIO-CNST-	F-08	Vol-1, ROD	Cease Construction if Owl Behavior Changes	Newhall Maintenance Facility	D	C		VTA/C	CC	Q2 2024

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Cultural Resources	Implement Programmatic Agreement and Archaeological Resources Treatment Plan	86	- MMRP-CUL-CNST-A	-	Vol-1, ROD	Implement Programmatic Agreement (PA) and Archaeological Resources Treatment Plan (ARTP) The ARTP specifies the National Register of Historic Places criteria applicable for evaluation, procedures to implement the Section 106 process in the field, and standards of evaluation that will be appropriate given the locations and kinds of cultural properties predicted. The ARTP presents methods that combine pre-testing where possible (i.e., on open lots or undeveloped lands); testing after demolition of extant structures but before new ground-disturbing construction begins; construction-phase monitoring where appropriate; and standards for data recovery. Areas within the Area of Potential Effects (APE) where potential resources have been identified, or that are designated as highly sensitive for buried resources, will be field investigated, concentrating on, but not confined to, the area of direct effect. The ARTP meets The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (U.S. Department of the Interior, National Park Service, 1983, as amended and annotated).	Program-wide	D	C		VTA	IC	VTA is implementing the Archaeological Resources Treatment Plan (ARTP). Results will be reported to all Consulting Parties (CPs) to the Programmatic Agreement (PA) Annual Report. In Q4 2025, archaeological planning and investigations are ongoing and the 2025 Annual Programmatic Agreement Report was drafted and sent for internal review.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	87	- MMRP-GEO-CNST-	A-01	Vol-1, ROD	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards: If BART Extension stations, system facilities, or portions of the alignment are determined to be in areas exceeding pertinent codes and standards including the California Building Code and BART Facilities Standards Design Criteria for liquefaction, VTA will implement the following methods (MMRP-GEO-CNST-A-01 through A-06) during construction to minimize the potential impacts. VTA will determine the exact methods to reduce impacts from liquefaction during final engineering.	Program-wide	D	C	P	VTA/C	IC	This is a summary measure, and has been applied as seen in the mitigation measures MMRP-GEO-CNST-A-01 through A-06 below.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	88	- MMRP-GEO-CNST-	A-02	Vol-1, ROD	Use Pile Foundations as a Means of Ground Densification Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards: • VTA may use pile foundations or equivalent measures as a means of ground densification as a cost-effective mitigation measure for the seismic liquefaction hazard. (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	C	P	VTA/C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	89	- MMRP-GEO-CNST-	A-03	Vol-1, ROD	Support Parking Garages on Piles Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards: • VTA will support parking garages at the stations on piles or equivalent geotechnically sound support. (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	C	P	VTA/C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	90	- MMRP-GEO-CNST-	A-04	Vol-1, ROD	Integrate Subgrade Improvements for Shallow Foundations Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards: • For shallow foundations for other peripheral facilities around the stations and pavement and parking lot, VTA will implement the following if necessary. o Use additional reinforcement, construction joints, and grade beams. o Integrate subgrade improvements (using geotextile fabric and structural fill), and other methods to accommodate potential ground settlements. (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	C	P	VTA/C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	91	- MMRP-GEO-CNST-	A-05	Vol-1, ROD	Mitigate Liquefaction-Related Uplift of Underground Facilities Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards: To mitigate potential liquefaction-related uplift of the BART Extension's underground tunnels and stations situated below the water table in liquefiable soils, VTA will ensure that the construction contractor either applies anchors or designs the structures' concrete foundations and walls thick enough to make the total weight of the structures large enough to completely counteract the liquefaction-related uplift force. (Also see MMRP-GEO-CNST-A-06).	Program-wide	D	C	P	VTA/C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	


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Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	92	- MMRP-GEO-CNST-	A-06	Vol-1, ROD	Consider Other Liquefaction Hazard Mitigation Measures	Program-wide	D	C	P	VTA/ C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued. Ground improvements for the support of excavation (SOE) of the tunnel structure began with the cutter soil mixing (CSM) equipment in Q1 2025. Soils have been mixed with bentonite to solidify soils in support of the guidewalls for the tunnel structure. Excavation of treated soils and guidewall slurry pouring continued in Q4 2025 . Liquefaction hazards have been analyzed in the CP2 Ground Motions Report for Pre-Cast Tunnel Liner (PCTL) and Geotechnical Interpretive Report for Tunnels, and mitigations for liquefaction have been assessed in the Ground Improvements Recommendation Report. Tunneling and deep excavation requiring liquefaction controls has not begun. This measure will be applied in future quarters.																
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement	93	- MMRP-GEO-CNST-	B-01	Vol-1, ROD	Conduct Preconstruction Building Condition Surveys Implement Preconstruction and Post-construction Building Condition Surveys for Settlement: VTA will conduct preconstruction building condition surveys of the interiors and exteriors of select structures, both historic and non-historic buildings, within the settlement trough along the tunnel alignment and within the limit of influence around the cut-and-cover excavations to assess the baseline condition of each property that could be affected by project-induced settlement. These surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. VTA will also conduct post-construction building condition surveys of the same structures. VTA will compare the results of these surveys with the preconstruction condition surveys so that any construction-related effects of tunneling and cut-and-cover construction on structures can be assessed. For the cut-and-cover activities, surveys will be performed prior to any construction in the cut-and-cover work area to establish the baseline building condition. For construction of the tunnel via Tunnel Boring Machine (TBM), surveys will be performed as close to the planned dates of tunneling as possible so that the results are as current as possible. Therefore, surveys will be performed prior to passage of the TBMs, with some surveys conducted once tunneling has commenced.	Program-wide	D	C	P	VTA/ C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , two survey reports for historic properties were updated to reflect the current property conditions . VTA performed exterior and interior surveys at 3 historic properties in Q1 2024. In Q1 2025, all pre-construction reports for historic properties were finalized.																
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings	94	- MMRP-GEO-CNST-	B-02	Vol-1, ROD	Prepare Condition Assessment Reports for Historic Buildings Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings: For historic structures, the Condition Assessment Report, in accordance with Section 106, will be prepared along with the preconstruction building condition surveys. Results will be used by a structural engineer in coordination with the historic Qualified Professional (QP) to identify structural settlement thresholds for each historic structure prior to construction. If anticipated maximum settlement due to tunneling or cut-and-cover activities would cause more than cosmetic damage, then ground treatment technologies outlined in Section 5.3.1.4, Ground Treatment, will be employed to further reduce settlement to within building-specific structural settlement thresholds. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO. For historic structures, surveys prior to either cut-and-cover or tunneling will be performed enough in advance of the construction to allow adequate time for any necessary ground treatment that may be required to reduce settlement to be performed.	Program-wide	D	C	P	VTA/ C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , two survey reports for historic properties were updated to reflect the current property conditions . In Q1 2025, all pre-construction reports for historic properties were finalized.																
Geology, Soils, and Seismicity	Monitor Ground Surface during Tunneling Activities	95	- MMRP-GEO-CNST-C	-	Vol-1, ROD	Monitor Ground Surface During Tunneling Activities Monitor Ground Surface during Tunneling Activities: The contractor will conduct ground surface monitoring prior to and after tunneling by licensed land surveyors. The contractor will mount survey monitoring points on potentially affected structures and representative historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations immediately adjacent to streams within the settlement trough along the tunnel alignment to monitor ground movements and effects of tunnel boring. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. The contractor will provide settlement monitoring data to VTA immediately upon completion of the field survey and use the data to assist in minimizing adverse effects along the tunnel alignment.	Program-wide	D	C		VTA/ C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025 , West Tunnel Portal construction continued with excavation and guidewall construction for the support of excavation (SOE) of the tunnel structure. Baseline settlement monitoring prior to SOE for the tunnel structure at the Union Pacific Railroad (UPRR) lines adjacent to the West Tunnel Portal was performed for 90 days in Q3 and Q4 2024, and results were provided to VTA in Q1 2025. No historic buildings will be affected at the West Tunnel Portal. Further pre-construction monitoring will be performed at future sites as required.																

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Geology, Soils, and Seismicity	Monitor Settlement Effects around Cut-and-Cover Excavations	96	- MMRP-GEO-CNST-D	-	Vol-1, ROD	Monitor Settlement Effects around Cut-and-Cover Excavation	Program-wide	D	C		VTA/C	IC	<p>The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, this measure did not apply because underground cut and cover stations construction has not commenced.</p>
Geology, Soils, and Seismicity	Implement Preconstruction Condition Surveys for Utilities	97	- MMRP-GEO-CNST-E	-	Vol-1, ROD	Implement Preconstruction Condition Surveys for Utilities	Program-wide	D	C		VTA/C	IC	<p>The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with excavation and guidewall construction for the support of excavation (SOE) of the tunnel structure. Spot vibration monitoring is performed at PG&E and Sprint facilities where vibration and/or settlement may impact utilities, in coordination with the utility providers. No vibration exceedances have been recorded during spot monitoring due to construction activities.</p>
Geology, Soils, and Seismicity	Minimize Excavation Bottom Failure Impacts	98	- MMRP-GEO-CNST-F	-	Vol-1, ROD	Minimize Excavation Bottom Failure Impacts	Program-wide	D	C	P	VTA/C	IC	<p>The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: This measure did not apply in Q4 2025 because underground tunnels and stations construction has not commenced.</p>
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	Program-wide	D	C		VTA/C	IC	<p>The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. No clay and saturated sand deposits were disturbed for working foundations, thus over-excavations and ground improvements were not required. Designs to minimize disturbance of sensitive deposits will be implemented in future quarters, as necessary.</p>
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Expansive Soils	100	- MMRP-GEO-CNST-H	-	Vol-1, ROD	Incorporate Design Specifications to Minimize Effects from Expansive Soils	Program-wide	D	C		VTA/C	IC	<p>The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: These specifications for design for expansive soils have been included in Section 31 00 00 Earthwork.</p> <p>In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. No clay and saturated sand deposits were disturbed for working foundations, thus over-excavations and ground improvements were not required. Designs to minimize disturbance of sensitive deposits will be implemented in future quarters, as necessary.</p>

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Geology, Soils, and Seismicity	Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action	101	- MMRP-GEO-CNST-I	-	Vol-1, ROD	Stop Construction if Paleontological Resources are Discovered	Program-wide	D	C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1. Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. No paleontological resources were discovered at the West Tunnel Portal in Q3 2025. If paleontological resources are found, the contractor will halt work and a qualified paleontologist will evaluate the findings and make recommendations.		
Greenhouse Gas Emissions	Implement Energy Efficiency Measures (TOJD)	102	- MMRP-GHG-A	-	Vol-1, ROD	Implement Energy Efficiency Measures (for TOJD): TOJD energy efficiency shall be 15 percent better than the 2013 Title 24, Part 11 requirements or shall meet the Title 24, Part 11 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent.	TOJD		C		VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Greenhouse Gas Emissions	Participate in Food Waste Programs (TOJD)	103	- MMRP-GHG-B	-	Vol-1, ROD	Participate in Food Waste Programs (for TOJD): Restaurants shall be required to participate 100 percent in any extant City food waste programs. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD			P	VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Greenhouse Gas Emissions	Utilize Electrical Landscaping Equipment (TOJD)	104	- MMRP-GHG-C	-	Vol-1, ROD	Utilize Electrical Landscaping Equipment (for TOJD): TOJDs shall include installation of electrical outlets near all maintained landscaping areas to allow for the use of electrical landscaping equipment. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD	D			VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD)	105	- MMRP-GHG-	D-01	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles (for TOJD): TOJDs shall provide preferential parking in all parking lots for electric vehicles and shall also provide charging equipment, as follows (MMRP-GHG-D-02 through D-03). This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD	D			VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Residential)	106	- MMRP-GHG-	D-02	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles- TOJD Residential Use: A total of 10 percent of the required parking spaces shall be provided with a listed cabinet, box, or enclosure and connected to a conduit that links the parking spaces to the electrical service in a manner approved by the building and safety official. Of the listed cabinets, boxes, or enclosures provided, 50 percent shall have the necessary electric vehicle supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be installed at such time as they are needed for use by residents. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 10 percent of the spaces have electrical service and 5 percent have active charging, depending on what the technology at the time requires.	TOJD	D			VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	107	- MMRP-GHG-D	D-03	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles- TOJD Commercial Use: New commercial uses shall provide the electrical service capacity necessary as well as all conduits and related equipment necessary to serve 2 percent of the parking spaces with charging stations. Of these parking spaces, 50 percent shall initially be provided with the equipment necessary to function as online charging stations upon completion of development. The remainder shall be installed at such time as they are needed for use by customers, employees, or other users. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 2 percent of the spaces have electrical service and 1 percent have active charging, depending on what the technology at the time requires.	TOJD	D			VTA/C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		


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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2025 Q4	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status		
Hazardous Materials	Prepare Remedial Action Plans	108	- MMRP-HAZ-CNST-A	-	Vol-1, ROD	<p>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).</p> <p>The RAPs will satisfy the key objectives of the Contaminant Management Plan (CMP) (e.g., characterization of soil and ballast quality relative to the maximum acceptable contaminant levels for reuse) and incorporate measures for managing soil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's BART Silicon Valley Phase II Extension Project Initial Site Assessment (ISA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), if necessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations.</p> <p>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.</p>	Project wide	D				IC	<p>The Remedial Action Plan for the entire BSVII Project which includes tunnel (CP-2), stations (CP-3) and maintenance yard (CP-4), was approved by the RWQCB for use on 8/3/2021. VTA CP-2 Contractor, KSTJV, as per the requirements of the Contaminant Management Plan and Remedial Action Plan, have submitted a Contaminant Management and Disposal Plan (CMDP) which provides guidelines on how Contractor will manage, handle, treat and dispose previously identified contaminated/hazardous materials found within the project limits. The CMDP has been approved by VTA (2023) and will be updated periodically once new information is acquired by KSTJV, such as analytical data from Downtown San Jose, Diridon, and 28th Street.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, construction activity at West Tunnel Portal involved excavation and disposal of approximately 320 cubic yards of Class I hazardous soils and 34,089 cubic yards of Class II contaminated soils. Soils were removed from the Support of Excavation (SOE) footprint of the West Tunnel Portal, in accordance with the CMDP and RAP, and Class I soils were hauled to ECDC's location in Utah, and Class II soils were hauled to Newby Island Landfill in Milpitas. Additionally, 9,708 cubic yards of clean soil was reused at the Don Edwards Wildlife Refuge in Fremont, CA. Approximately 4.43 million gallons of treated slurry water was discharged into the sanitary sewer system, and 202.24 million gallons of treated construction dewatering was discharged into storm drain system under Regional Board Order R2-2018-0050. Crews also continued to conduct air monitoring and dust control throughout Q4 2025.</p>	
Noise and Vibration	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	109	- MMRP-NV-CNST-A	-	Vol-1, ROD	<p>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.</p>	Project wide	D	C			IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: Section 01 81 20 Noise and Vibration Control has been included in the project specifications and is provided in all bid documents.</p> <p>THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.</p>	
Noise and Vibration	Locate Equipment as Far as Feasible from Sensitive Sites	110	- MMRP-NV-CNST-B	-	Vol-1, ROD	<p>Locate Equipment as Far as Feasible from Sensitive Sites: The contractor will locate stationary equipment, such as generators and compressors as far as feasible from noise and vibration sensitive sites, and will acoustically treat such equipment. The contractor will also locate grout batch plants, grout silos, mixers, pumps, diesel pumping equipment, and similar noise and vibration generating equipment as far as feasible from noise sensitive sites, and acoustically treat the same if necessary.</p>	Project wide		C			IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. All stationary equipment has been located as far as feasible from noise and vibration sensitive sites. Grout batch plants, grout silos, mixers and pumps have been placed as far away from sensitive sites as feasible, and a soundwall has been constructed along the southwestern perimeter of the site adjacent to the tunnel structure to further reduce noise impacts.</p>	
Noise and Vibration	Construct Temporary Noise Barriers	111	- MMRP-NV-CNST-C	-	Vol-1, ROD	<p>Construct Temporary Noise Barriers: The contractor will install temporary noise barriers or noise control blankets in areas between noisy activities and noise-sensitive receptors, where practical and effective. Temporary noise barriers can reduce construction noise by 5 to 15 dB, depending on the height of the barrier and the placement of the barrier. To be most effective, the contractor will place the barrier as close as possible to the noise source or the sensitive receptor. Temporary barriers tend to be particularly effective because they can be easily moved as work progresses to optimize performance. If temporary noise barriers and site layout do not result in compliance with the noise limit, the contractor may consider retrofitting existing windows and doors with new acoustically rated units for the residential structures.</p>	Project wide; 28TH Street/Little Portugal (Alum Rock)	D	C			IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds.</p> <p>The noise barrier/sound curtain construction along the southwestern portion of the site adjacent to the tunnel structure began in May 2025 and will be approximately 2,360 feet long, with 190 feet of the sound curtain will be 20 feet tall around the Caterpillar shaft (CAT shaft) and the remaining 2,170 feet will be 16 feet high. Construction of the sound curtain was completed in Q3 2025. Daily noise monitoring is performed to verify adherence to noise thresholds.</p>	

BSV Phase II - Environmental Commitments Record
Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025 Q4	Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status		
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	Program-wide		C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Spot checks by civil and environmental inspectors have confirmed the following measures have been implemented:</p> <ul style="list-style-type: none">• Augering drill-rig for setting piles is being used in lieu of impact pile drivers, where feasible.• Electric equipment is being used instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools, and electric instead of air- or gasoline-driven saws, where feasible.• Equipment is used to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential areas during nighttime hours.• Idling equipment is turned off, whenever possible.• Haul truck beds are lined with rubber or sand to reduce noise, if needed and requested by VTA, and hoppers, conveyor transfer points, storage bins, and chutes are lined or covered with sound-deadening material.• During nighttime and weekends, strobe warning lights and/or back-up observers during any back-up operations are used, where permitted by the local jurisdiction.	
Noise and Vibration	Route Construction Trucks along Truck Routes Least Disturbing to Residents	113	- MMRP-NV-CNST-E	-	Vol-1, ROD	Route Construction Trucks along Truck Routes Least Disturbing to Residents	Program-wide		C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q3 2025, an updated CTMP was submitted to VTA for review.</p> <p>In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Truck loading/unloading zones followed routes approved in the CTMP to minimize disturbance to residents.</p>	
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	Program-wide		C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Steel plates were installed over excavated trenches for pipes near the tunnel structure and were placed to be flush with the existing grade to reduce rattling noise and vibration.</p>	
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	Program-wide		C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds.</p>	

		BSV Phase II - Environmental Commitments Record												
		Mitigation Monitoring & Reporting Program												
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2025 Q4		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		
Noise and Vibration	Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible	116	- MMRP-NV-CNST-H	-	Vol-1, ROD	Adhere to Local Jurisdiction Construction Time Periods	Program-wide		C		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. The CNVMP Update can be found in the project folder 109-135 HV-Noise & Vibration. The Construction Transportation Management Plan (CTMP) for CP2 Early Works-West Tunnel Portal has been approved and includes the approved work hours. In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation. Night work was performed in Q4 2025 and was approved by VTA. Daily noise monitoring is performed to verify adherence to noise thresholds.	
Noise and Vibration	Perform Preconstruction Ambient Noise Measurements at All CSAs	117	- MMRP-NV-CNST-I	-	Vol-1, ROD	Perform Preconstruction Ambient Noise Measurements at Construction Staging Areas (CSA)	Program-wide		D		VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Preconstruction ambient noise monitoring was performed on December 1, 2022, and continued through December 10, 2022 at the West Tunnel Portal. In Q4 2025, preconstruction ambient noise monitoring performed at Gross & Holmes building in DTSJ from 11/04-11/14/2025. Equipment was mobilized on 11/17/2025 and demolition began on 11/20/2025 and was completed on 12/16/25. Further preconstruction noise monitoring will be performed in future quarters at the underground stations and East Tunnel portal.	
Noise and Vibration	Implement a Construction Noise Control and Monitoring Plan	118	- MMRP-NV-CNST-J	-	Vol-1, ROD	Implement a Construction Noise Control and Monitoring Plan	Program-wide		D	C	VTA/C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) and the Construction Noise and Vibration Control Plan (CNVCP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. Daily construction noise monitoring was initiated on April 22, 2024 and is provided to VTA each week. In Q4 2025, preconstruction ambient noise monitoring was performed at the Gross & Holmes building at 45 N First St in DTSJ from 11/04-11/14/2025. Equipment was mobilized on 11/17/2025 and continuous noise monitoring was performed during demolition work from 11/20/2025- 12/16/25. No construction related noise exceedances occurred. The report can be found in the project sharepoint. Additionally, in Q4 2025 the two continuous noise monitors at the West Tunnel Portal provided daily monitoring data to VTA. Construction-related noise levels did not exceed the thresholds for any sensitivereceptors this quarter.	

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		Mitigation Monitoring & Reporting Program											
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status	
												2025 Q4	
Noise and Vibration	Require Minimum Qualifications for the Acoustical Engineer	119	- MMRP-NV-CNST-K	-	Vol-1, ROD	Require Minimum Qualifications for the Acoustical Engineer Require Minimum Qualifications for the Acoustical Engineer: The minimum qualifications for the Acoustical Engineer will be a Bachelor of Science or Engineering degree, from a qualified program in engineering or physics offered by an accredited university or college, and 5 years in noise control engineering and construction noise analysis.	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2022, the CP-2 contractor submitted and approved the qualifications of an Acoustical Engineer in accordance with this measure.</p> <p>THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.</p>
Noise and Vibration	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan	120	- MMRP-NV-CNST-L	-	Vol-1, ROD	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan: The contractor will not operate noise-generating equipment at the construction site prior to acceptance of the Noise Control and Monitoring Plan.	Program-wide		C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and the Construction Noise and Vibration Control Plan (CNVCP) were accepted prior to the start of construction.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, West Tunnel Portal construction continued with guidewall excavation and concrete pouring, rebar frame installation, tripping frame deconstruction, start of tunnel launch structure excavation, and utilities installation.</p> <p>This measure will be implemented in future quarters at the underground stations and East Tunnel portal.</p>
Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	121	- MMRP-NV-CNST-M	-	Vol-1, ROD	Install Long-Term Noise Monitors at CSAs during all Construction Phases: The contractor will install stationary noise monitors at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites, during all the construction phases. Noise sampling will be performed continuously at representative monitoring locations nearest the most sensitive receptor at each location. A minimum of two stationary monitors will be required at the Downtown San Jose Station and Diridon Station locations. The monitoring locations may be moved as the construction work progresses. If required, additional noise monitoring site(s) may be added by the VTA to address any specific situation or concern. At the Alum Rock/28th Street Station and the West Portal staging area, stationary noise monitors will also be initially installed and may be removed if the noise levels are in compliance with the noise limits when the full-production construction activities are closest to the sensitive receptors. All data gathered by the contractor will be continuously available to VTA and submitted weekly to VTA for approval.	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: Long-term noise monitors have been installed at 2 locations by sensitive noise-receptors at the West Tunnel Portal. Noise monitoring data has been provided to VTA on a weekly basis in Q4 2025, and includes the construction activities, the daytime and nighttime noise levels, and spot-check noise monitoring locations and data.</p> <p>This measure will be implemented in future quarters at the underground stations and East Tunnel Portal.</p>
Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	122	- MMRP-NV-CNST-M	-	Vol-1, ROD	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.	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: At the West Tunnel Portal, 30-minute hand-held noise monitoring data has been provided to VTA, and includes the construction activities, the daytime and nighttime noise levels, and spot-check noise monitoring locations and data.</p> <p>In Q4 2025, no construction-related noise exceedances occurred during the 30-minute spot checks.</p>


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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status	
Noise and Vibration	Ensure Equipment is Pre-certified to Meet Noise Limits	123	- MMRP-NV-CNST-N	-	Vol-1, ROD	Ensure Equipment is Pre-certified to Meet Noise Limits	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: The Construction Noise and Vibration Control Plan (CNVCP) lists the construction activities, equipment to be used during these activities, and the noise levels for the activities and the equipment. The equipment listed in the CNVCP has been guaranteed by the vendor to meet the noise limits for the work location and project.</p> <p>The Q4 2025 quarterly update to the CNVCP included the construction activities, equipment, recertification requirements, and noise levels, confirming construction equipment does not exceed the noise limits.</p>
	Implement a Complaint Resolution Procedure	124	- MMRP-NV-CNST-O	-	Vol-1, ROD	Implement a Noise and Vibration Complaint Resolution Procedure	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: The contractor developed a complaint resolution procedure in Q2 2024 to address noise and vibration concerns. A project representative's phone number is publicly available to contact for any concerns, and the representative will follow up with the person that filed the complaint to determine next steps and remediate any issues.</p> <p>In Q4 2025, there were five complaints received for work at the West Tunnel Portal. KST and VTA External Affairs will work to resolve any future concerns with the complainants.</p>
	Implement a Construction Vibration Control and Monitoring Plan	125	- MMRP-NV-CNST-P-01	-	Vol-1, ROD	Prepare a Construction Vibration Control and Monitoring Plan	Program-wide	D	C		VTA/C	IC	<p>The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control.</p> <p>For CP-2 Tunnel and Trackwork: In Q4 2025, preconstruction ambient vibration monitoring was performed at the Gross & Holmes building at 45 N First St in DTSS from 11/04-11/14/2025. Equipment was mobilized on 11/17/2025 and continuous vibration monitoring was performed during demolition work from 11/20/2025 - 12/16/25. No construction related vibration exceedances occurred. The report can be found in the project sharepoint. Additionally, in Q4 2025 the two continuous vibration monitors at the West Tunnel Portal provided daily monitoring data to VTA on a weekly basis. Vibration levels did not exceed the thresholds for any sensitive structures, utilities, or buildings this quarter.</p>
	Implement a Construction Vibration Control and Monitoring Plan	126	- MMRP-NV-CNST-P-02	-	Vol-1, ROD	Halt Construction if Levels Exceed Allowable Vibration Limits	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.

Valley Transportation Authority		BSV Phase II - Environmental Commitments Record												
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Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					Quarter Mitigation Completed	
		Chrono #	Measure #					2025 Q4						
							Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status			
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	127	- MMRP-NV-CNST-	P-03	Vol-1, ROD	<p>Implement a Construction Vibration Control and Monitoring Plan:</p> <p>The contractor will perform monitoring continuously at the closest receptor during all demolition and construction activities to ensure vibration levels will not exceed the FTA construction vibration damage criteria for applicable building type, as follows: 0.12 peak particle velocity (PPV) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for non-engineered timber and masonry buildings, 0.3 PPV (inches/second) for engineered concrete and masonry (no plaster) buildings and 0.5 PPV (inches/second) for reinforced-concrete, steel or timber (no plaster) buildings.</p> <p>For historic buildings, the vibration threshold will likely be between 0.12 to 0.2 PPV (inches/second) depending on the buildings' condition. The results of the preconstruction surveys and building Conditions Assessment Report as outlined in Mitigation Measure NV-CNST-R will be utilized to confirm the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and the historic QP.</p> <p>For utilities, vibration thresholds will follow industry standards in coordination with utility companies, and typically adhere to a 0.5 PPV (inches/second) threshold.</p>	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	128	- MMRP-NV-CNST-	P-04	Vol-1, ROD	<p>Implement a Construction Vibration Control and Monitoring Plan: The contractor will measure vibration in buildings in the vertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry best practices. Vibration levels will be measured continuously during daily construction operations to ensure that peak vibration-generating work is captured. Daily monitoring will be performed during a continuous work shift (typically 8 hours) that includes the closest and most vibration-inducing work. The contractor will compare vibration in buildings against both structural damage and nuisance thresholds in terms of velocity levels in dB or PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PPV. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically within 2 weeks to 30 days), vibration monitoring may be performed once a week instead of continuously each day if approved by VTA.</p> <p>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.</p>	Program-wide	D	C		VTA/C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan- Historic structures	129	- MMRP-NV-CNST-	P-05	Vol-1, ROD	<p>Implement a Construction Vibration Control and Monitoring Plan- Historic structures: For historic structures, if construction vibration approaches the structural damage threshold, the historic QP will be notified immediately, in real time. If construction vibration exceeds the structural damage threshold, Contractor must notify the historic QP and VTA immediately, in real time, and stop all vibration-inducing construction work immediately to adjust methods. The contractor will adjust work methods and techniques to meet appropriate vibration limits so that the threshold is not exceeded again before work is restarted.</p> <p>In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.</p>	Program-wide	D	C		VTA/C	IC	<p>The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control.</p> <p>For CP-2 Tunnel and Trackwork:</p> <p>In Q4 2025, demolition of the Gross & Holmes building at the future Downtown San Jose Station was performed from 11/20/25 through 12/16/25, adjacent to PARs 25, 27, and 46. A construction noise and vibration plan was created for the demolition work and included the work plan, noise and vibration thresholds, monitoring equipment locations, and reporting requirements. The historic QP was informed of the planned demolition and reviewed and commented on the noise and vibration plan. Continuous noise and vibration data was provided to VTA, and VTA ensured the demolition did not exceed vibration thresholds.</p>	
Noise and Vibration	Perform Vertical Direction Vibration Monitoring	130	- MMRP-NV-CNST-Q	-	Vol-1, ROD	<p>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.</p>	Program-wide		C		VTA/C	IC	<p>The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) require continuous vertical direction vibration monitoring during muck extraction.</p> <p>For CP-2 Tunnel and Trackwork:</p> <p>In Q4 2025, no continuous vertical direction vibration monitoring was required because muck extraction has not yet commenced.</p>	
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration	131	- MMRP-NV-CNST-R-	01	Vol-1, ROD	<p>Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration: Prior to construction or release of the TBM and cut-and-cover construction contract(s), the contractor will survey all structures that may be potentially impacted by construction vibration and submit the results to VTA for approval. Preconstruction building condition surveys of the interiors and exteriors of these structures will be conducted by independent surveyors to assess the baseline condition of each property that could be affected by construction vibration. The surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks.</p>	Program-wide	D	C	P	VTA/C	IC	Please refer to documentation under MMRP-GEO-CNST-B-01.	

BSV Phase II - Environmental Commitments Record

Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Q4		
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration- Historic Buildings	132	+ MMRP- NV- CNST-	R- 02	Vol-1, ROD	Prepare Condition Assessment Reports for Historic Buildings			D	C	P	VTA/ C	IC	Please refer to documentation under MMRP-GEO-CNST-B-02.	
Noise and Vibration	Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	133	+ MMRP- NV- CNST-S	-	Vol-1, ROD	Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	Tunnel Alignment			C			IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 81 20 Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/22. This measure was not required in Q4 2025 because muck extraction has not yet commenced.	
Noise and Vibration	Implement Noise Reduction Treatments at Ancillary Facilities	134	+ MMRP- NV-A	-	Vol-1, ROD	Implement Noise Reduction Treatments at Ancillary Facilities	Systems (Ventilation Structures, Traction Power Substations, Emergency Backup Generators)			C		VTA/ C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This measure was not required in Q4 2025 because construction at ancillary facilities has not commenced.	
Noise and Vibration	Reduce Groundborne Noise Levels	135	+ MMRP- NV-B	-	Vol-1, ROD	Reduce Groundborne Noise Levels	Tunnel Alignment			C		VTA/ C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 7.5 Trackway; limited Notice to Proceed 1 issued 6/09/22. This measure was not required in Q4 2025 because construction of trackways has not commenced.	
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	28th Street/Little Portugal Station (Alum Rock); Downtown San Jose Station; Diridon Station	D		P		VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

		BSV Phase II - Environmental Commitments Record											
		Mitigation Monitoring & Reporting Program											
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	
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	<p>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.</p> <p>The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with Chapter 17.15.210 of the Santa Clara City Code. The contractor will ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.</p>	Santa Clara Station	D	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Utilities	Prepare a San Jose Sewer Capacity Assessment	138	- MMRP-UTIL-C	- Vol-1, ROD	Prepare a San Jose Sewer Capacity Assessment	<p>Prepare a San Jose Sewer Capacity Assessment and Participate in the Improvements: VTA will coordinate with the San Jose Department of Public Works (SJPW) to prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SJPW may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts.</p> <p>VTA will mitigate impacts on downstream sewer systems in San Jose through payment of the Sanitary Sewer Connection Fee, as required, which is used to rehabilitate and enhance sewer capacity through San Jose's Sanitary Sewer Capital Improvement Program. If payment to the Sanitary Sewer Connection Fee does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of projected cumulative development, San Jose and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's participation in upgrades to the current system.</p> <p>The contractor will implement capacity-relief upgrades during the BART Extension's construction phase in accordance with applicable San Jose standards regarding sewer infrastructure improvements. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.</p>	28th Street/Little Portugal Station (Alum Rock); Downtown San Jose Station; Diridon Station	D	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

BSV Phase II - Environmental Commitments Record

Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2025		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Q4		
Utilities	Prepare a Santa Clara Sewer Capacity Assessment	139	- MMRP-UTIL-D	-	Vol-1, ROD	<p>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.</p> <p>VTA will mitigate impacts on downstream sewer systems in Santa Clara through payment of the Sanitary Sewer Connection Charge, as required, which is used to rehabilitate and enhance sewer capacity through Santa Clara's Capital Improvement Program. If payment to the Sanitary Sewer Connection Charge does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of cumulative development, Santa Clara and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's proportional participation to the upgrades to current system capacity.</p> <p>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.</p>	Santa Clara Station	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.		
Visual Quality and Aesthetics	Replace Trees	140	- MMRP-AES-CNST-A	-	Vol-1, ROD	<p>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.</p> <p>VTA will replace all urban trees that are to be removed or lost as a result of the BART Extension to the extent feasible. VTA will replace trees with a diameter of less than 12 inches at a 2:1 ratio, and trees with a diameter of 12 inches or more at a 3:1 ratio. If urban trees (nonnatives and ornamentals) are replaced with native trees, VTA will use a reduced mitigation ratio of 1:1 for all trees smaller than 12 inches in diameter, and 2:1 for all trees with a diameter of 12 inches or more. VTA will irrigate and maintain these trees for a period of no less than 3 years. If VTA cannot replace trees at the stated ratios along the alignment, VTA will pay in-lieu fees.</p> <p>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.</p>	Program-wide	D	C		VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: No trees were removed in Q4 2025.</p>		
Visual Quality and Aesthetics	Minimize Light and Glare (for TOJD)	141	- MMRP-AES-A	-	Vol-1, ROD	<p>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.</p>	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	142	- MMRP-WQ-A	-	Vol-1, ROD	<p>Design and Implement Stormwater Control Measures: The BART Extension will be designed in accordance with the Phase II M54 Permit, Section F.5.g, for post-construction stormwater management. Post-construction stormwater controls shall be implemented to reduce total runoff rates and associated pollutant discharges. VTA managed facilities will follow the VTA's Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design for stormwater management and the storm drain system and for obtaining the requisite approvals, and will outline all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.</p>	Program-wide	D	C	P	VTA/C	IC	<p>The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) has been selected and is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages.</p> <p>For CP-2 Tunnel and Trackwork: A combined programmatic SWPPP as well as a site-specific SWPPP for West Tunnel Portal were accepted by VTA and are in effect for all CP-2 work.</p> <p>In Q4 2025, the SWPPP for the West Tunnel Portal was amended to reflect changes in work phasing and additional sediment control best management practices (BMPs).</p>		