



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				2026	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status		Q1
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	This is a summary mitigation measure. For individual components of the CEOP please refer to MMRP-TRA-CNST-A-02 through A-16, below. The CEOP was prepared in two parts, as follows: Part A: Planning Phase Part B: Construction The CEOP was added as a reference document in the VTA-CSJ and VTA-CSC Cooperative Agreements.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	2	- MMRP-TRA-CNST-	A-02	Vol-1, ROD	Establish Community Outreach Field Office	Program-wide	D	C		VTA	IC	The Santa Clara Station field office is incorporated into the 1st floor of the 2830 De La Cruz project office. The Downtown-Diridon Field office is currently under construction in conjunction with the new VTA Downtown Service Center. The search for a location for the 28th Street/Little Portugal field office is still underway.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	3	- MMRP-TRA-CNST-	A-03	Vol-1, ROD	Provide Project Hotline	Program-wide	D	C		VTA	IC	In Q1 2026, VTA maintained the public outreach phone number and email for project inquiries (English 408-321-2345, Spanish, Tagalog, Chinese, Vietnamese, Korean & Portuguese: 408-321-2300. TTY: 408-321-2330 and vtabart@vtabvs.com).	
Transportation	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	VTA conducted pre-construction operational as well as access and service needs interviews for over 50 businesses, institutions and schools in the project corridor adjacent to future potential construction staging areas in Q4 2020. Coordination with new and existing businesses near expected construction areas is ongoing to prevent impacts to the businesses.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	5	- MMRP-TRA-CNST-	A-05	Vol-1, ROD	Coordinate on Other Construction Projects	Program-wide	D	C		VTA	IC	In Q1 2026 meetings were held with City of San Jose's Arena Entertainment and Operations Committee (AEOC) on 2/12 and 3/12. Throughout Q1 2026, VTA BSVII met with UPRR and JPB weekly to discuss Newhall Yard Construction Updates.	
Transportation	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	VTA held 3 in-person Community Working Group meetings on 3/10, 3/11, and 3/12. VTA met with Google on 2/3 and 3/11. VTA BSVII met with City of San Jose at least monthly for discussion of specific topics as well program-wide coordination. VTA attended bi-weekly City of San Jose "Reimagining Santa Clara Street" coordination meetings on 1/14, 1/28, 2/11 and 2/25.	
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 Q1 2026, VTA held follow up calls with residents concerned about noise and vibration monitoring during upcoming demolition, access to VTA noise data, and property maintenance with secure fencing and landscaping services for VTA-owned property.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	8	- MMRP-TRA-CNST-	A-08	Vol-1, ROD	Distribute Project Information	Program-wide	D	C		VTA	IC	In Q1 2026, 2 construction notices were distributed, 61 social media posts were shared on IG/Facebook/X, and 4 Monthly Construction Updates were published.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	9	- MMRP-TRA-CNST-	A-09	Vol-1, ROD	Develop Project Signage Program	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	VTA has been engaging owners of parking lots near Diridon Station and nearby stakeholders on the process for broader stakeholder engagement planning and Community Outreach Project Implementation Plan (COPPI) drafting.	
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 Q1 2026, VTA wrote two blog posts and secured news features with Silicon Valley Business Journal and KPIX.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	Q1	
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.	
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 Q1 2026, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for Direct Financial Assistance (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 Q1 2026, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for Direct Financial Assistance (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 Q1 2026. 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	Develop Construction Transportation Management Plan (CTMP) Develop and Implement a Construction Transportation Management Plan: After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the Construction Outreach Management Program (COMP). One of the three parts of the COMP is Construction Transportation Management Plan (CTMP). VTA and its General Engineering Contractor will develop and implement the CTMP in partnership with the Cities of San Jose and Santa Clara to coordinate location-specific circulation and access within and around the construction areas for all modes, including automobiles, trucks and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The CTMP will be organized according to each of the ten major project elements listed from east to west along the alignment: East Tunnel Portal, Alum Rock/28th Street Station, 13th Street Ventilation Structure, Downtown San Jose Station, Diridon Station, Stockton Avenue Ventilation Structure, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station, and any offsite improvement locations. The CTMP will be tailored to address the site-specific circumstances and sequencing of construction at each of the ten areas. The CTMP will be developed in partnership with the applicable city and incorporated into all plans and specifications of all contracts through which the BART Extension will be implemented. Critical components of the CTMP are as follows: - Sequencing schedule depicting the proposed location and timing of construction activities on a routine basis for the duration of the project. - Proposed phasing of construction, anticipated lane and street closures, detours, temporary signals, and street reconfigurations, including durations of all of the above and signage requirements that the contractor must follow. - Truck haul routes. - Location-specific requirements as applicable. - In addition, VTA will work with the cities to minimize access and circulation construction impacts during special events, including Christmas in the Park, parades, and marathons.	Program-wide	D	C		VTA	IC	In Q1 2026, there were 2 meetings with staff from City of San Jose on CTMP efforts for Diridon and Downtown San Jose Early Work, Tunneling and Heavy Construction. In these meetings, updates to Diridon BART Station Construction Staging Areas, design configurations for 2-way Barack Obama Boulevard conversion and Post Street, and key elements for drafting two Traffic Analysis Frameworks for the two stations and SAP Center were discussed. CTMP status for the CP2 West Tunnel Portal as follows: 1. West Portal Early Work Construction (Approved) CTMP Status for Downtown San Jose and Diridon is as follows: 2. Downtown San Jose and Diridon Early Work Construction, Tunneling, and Heavy Construction (In Progress) - 2 Draft Traffic Analysis Frameworks have been developed for review by the City of San Jose and the San Jose Arena Authority. The City of San Jose provided comments, and PMT and BSV External Affairs Team (EAT) reviewed and responded to some comments while others are still being addressed. Traffic Counts data collection scheduled for Q2 2026. The following CTMP scopes for the remainder of construction are on hold: 3. West Portal Tunneling and Heavy Construction (On Hold) 4. East Portal and 28th St Early Work Construction and Tunneling and Heavy Construction (On Hold)	
Transportation	Develop Construction Transportation Management Plan (CTMP)	19	- MMRP-TRA-CNST-	B-02	Vol-1, ROD	Develop Individual Traffic Control Plans (TCPs) Develop and Implement a Construction Transportation Management Plan: After the CTMP has been approved, individual Traffic Control Plans (TCPs) will be developed for specific design elements at each of the ten major project elements and throughout the 8-year duration of construction. The TCPs will address all modes including automobiles, trucks, and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The TCPs will be prepared by the contractor and approved by VTA and the applicable city prior to construction of the specific design element.	Program-wide	D	C		VTA	IC	In Q1 2026, no individual TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract specific CTMPs.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2026	Quarter Mitigation Completed
		Chrono #	Measure #										Q1	
								Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status		
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 Q1 2026, no site-specific TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract specific CTMPs.	
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.	
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		VTA	IC	In Q1 2026, VTA focused on procuring the Delmas surface parking lots along Santa Clara Street as temporary replacement parking, reviewing responses to the RFP. Negotiations continue to finalize a contract, and coordination is ongoing with the Joint Powers Board, Google, and other parking lot owners and operators in the area. Operational date will be determined based on when the Diridon Construction Staging Area (CSA) will be activated.	
Transportation	Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD)	23	- MMRP-TRA-A		Vol-1, ROD	Improve Intersection at Coleman Ave. & Brokaw Rd.	TOJD; Santa Clara		C		VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at Lafayette Street and Lewis Street (for TOJD)	24	- MMRP-TRA-B		Vol-1, ROD	Improve Intersection at Lafayette St. & Lewis St.	TOJD; Santa Clara		C	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for TOJN)	25	- MMRP-TRA-C		Vol-1, ROD	Improve Intersection at Coleman Ave. & I880 Southbound Ramps	TOJD; Santa Clara		C	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

BSV Phase II - Environmental Commitments Record

Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status	Q1	
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		VTA /C	IC	This is a summary measure, and has been applied as shown in the mitigation measures MMRP-AQ-CNST-A-02 through A-15 below.	
Air Quality	Implement Dust Control Measures	27	- MMRP-AQ-CNST-	A-02	Vol-1, ROD	Water Exposed Surfaces	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. Regular site inspections confirmed dust suppression was applied consistently throughout the day.	
Air Quality	Implement Dust Control Measures	28	- MMRP-AQ-CNST-	A-03	Vol-1, ROD	Maintain Soil Moisture Content	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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	30	- MMRP-AQ-CNST-	A-05	Vol-1, ROD	Use Wet Power Vacuum Street Sweepers	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026 Q1		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		
Air Quality	Implement Dust Control Measures	31	- MMRP-AQ- CNST-	A-06	Vol-1, ROD	Limit Vehicle Speed	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , and utilities installation. Building and equipment pads were completed in Q2 2025 and in a timely fashion to prevent prolonged exposure of soils.	
Air Quality	Implement Dust Control Measures	33	- MMRP-AQ- CNST-	A-08	Vol-1, ROD	Post Signage Regarding Dust Complaints	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: THIS MEASURE IS COMPLETE for CP2. See Q2 2024.	
Air Quality	Implement Dust Control Measures	34	- MMRP-AQ- CNST-	A-09	Vol-1, ROD	Suspend Earth Moving Activities When Windy	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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-	A-10	Vol-1, ROD	Install Windbreaks	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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.	

		BSV Phase II - Environmental Commitments Record													
		Mitigation Monitoring & Reporting Program													
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe: Post-construction (P)	Responsible Party	Compliance Status	Q1		
Air Quality	Implement Dust Control Measures	36	- MMRP-AQ-CNST-	A-11	Vol-1, ROD	Plant Vegetation ASAP	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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-	A-12	Vol-1, ROD	Phase Ground-Disturbing Activities	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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.		
Air Quality	Implement Dust Control Measures	38	- MMRP-AQ-CNST-	A-13	Vol-1, ROD	Use Construction Entrances/Exits	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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-	A-14	Vol-1, ROD	Install Sediment and Erosion Control Devices	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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-	A-15	Vol-1, ROD	Control Dust During Operation of Concrete Batch Plants	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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.		

Valley Transportation Authority														BSV Phase II - Environmental Commitments Record																																									
														Mitigation Monitoring & Reporting Program																																									
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2026 Q1					Quarter Mitigation Completed																																					
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status																																											
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	Program-wide		C		VTA /C	IC		The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: In Q1 2026 , an environmental inspector spot checked equipment on site and confirmed the use of the specified EPA Tier 4 (or cleaner) engines.																																									
Air Quality	Maintain Construction Equipment	42	- MMRP-AQ- CNST-C	-	Vol-1, ROD	Maintain Construction Equipment	Program-wide		C		VTA /C	IC		The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , all equipment was certified by a mechanic prior to operation on site. Spot checks by equipment operators are performed prior to the start of each day, and a certified staff mechanic is called if any maintenance is required.																																									
Air Quality	Minimize Idling Times	43	- MMRP-AQ- CNST-D	-	Vol-1, ROD	Minimize Idling Times	Program-wide		C		VTA /C	IC		The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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	Program-wide		C		VTA /C	IC		The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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	Program-wide		C		VTA /C	IC		The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: The Contractor's Air Monitoring Program ensures that all on-road, heavy-duty diesel trucks used on site meets EPA's 2007 emissions standards by being model year 2010 or newer. Therefore, this measure is complete for CP2.																																									
Air Quality	Use Low-Sulfur Fuel	46	- MMRP-AQ- CNST-G	-	Vol-1, ROD	Use Low-Sulfur Fuel	Program-wide		C		VTA /C	CC		THIS MEASURE IS COMPLETE. See Q2 2024 ECR for details											Q2 2024																														

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status	Q1	
Air Quality	Locate Construction Areas Away from Sensitive Receptors	47	- MMRP-AQ- CNST-H	-	Vol-1, ROD	Locate Construction Away from Sensitive Receptors	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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.	
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) 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 Q1 2026, no coatings were required therefore this measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands	Avoid Nesting Bird Season	49	- MMRP-BIO- CNST-A	-	Vol-1, ROD	Avoid Nesting Bird Season	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, a nesting bird survey was performed on 3/22/2026 prior to building demolition of buildings at the East Tunnel Portal Greene Property at 530 N Marburg Way in San Jose. No nests or nesting behaviors were observed on site or near the site, therefore the work was cleared to proceed. Demolition at the Greene Property at the East Tunnel Portal began 3/24/26 and was completed on 4/1/26.	
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	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 Bats Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If tree removal or trimming cannot be conducted between September 15 and October 30, qualified biologists will examine trees for suitable bat-roosting habitat before tree removal or trimming. The biologists will identify high-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) and search the area around these features for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland, orchards, and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, VTA will implement the protective measures listed below (in MMRP-BIO-CNST-C-02 through C-06) for trees containing high-quality habitat features.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, on 3/22/2026, a roosting bat survey was performed in nearby trees prior to Greene Property building demolition and no suitable habitat was present. 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	No Disturbance to Bat Roosting Trees Between April 1 and September 15 Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will not remove or disturb trees providing bat roosting habitat between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed	
		Chrono #	Measure #									Q1			
								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- Trees	53	- MMRP-BIO-CNST	C-03	Vol-1, ROD	Remove Bat Roosting Trees between September 15 and October 30	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will limit the removal of trees that provide bat roosting habitat to between September 15 and October 30, which corresponds to when bats have not yet entered torpor or would be caring for nonvolant young (i.e., young that are unable to fly).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	54	- MMRP-BIO-CNST	C-04	Vol-1, ROD	Remove Trees in Pieces	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: The contractor will remove trees in pieces rather than felling an entire tree.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	55	- MMRP-BIO-CNST	C-05	Vol-1, ROD	Ensure Maternity Roost is Undisturbed until September 15	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If a maternity roost is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	56	- MMRP-BIO-CNST	C-06	Vol-1, ROD	Biologists to Monitor Tree Removal	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If avoidance of non-maternity roost trees is not possible, and tree removal or trimming must occur between October 30 and August 31, qualified biologists will monitor tree trimming/removal of the habitat. If possible, tree trimming or removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to trimming or removal of trees providing suitable roosting habitat, the contractor will shake each tree gently and allow several minutes to pass before felling trees or removing limbs to allow bats time to arouse and leave the tree. Biologists should search downed vegetation for dead and injured bats. The contractor will report the presence of dead or injured bats that are species of special concern to CDFW. The biologist will prepare a biological monitoring report, which will be provided to VTA and CDFW.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	57	- MMRP-BIO-CNST	C-07	Vol-1, ROD	Conduct Roosting Bat Surveys at Buildings	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: Prior to the building removal or demolition, qualified biologists will conduct daytime surveys to assess the building(s) for potential bat roosting habitat, and to look for bats and bat sign. Qualified biologists will have knowledge of the natural history of the species that could occur and sufficient experience determining bat occupancy in buildings and bat survey techniques. The biologists will examine both the inside and outside of the buildings for potential roosting habitat, as well as routes of entry to the buildings. The biologists will note and map on drawings of the buildings the locations of any roosting bats, signs of bat use, and entry and exit points. The biologists will also photograph roost sites as feasible. The habitat assessment surveys should be conducted as far in advance of demolition as possible to allow time for planning and coordinating with CDFW, should bats be found. Depending on the results of the habitat assessment, VTA and its representatives will take the following steps (MMRP-BIO-CNST-C-08 through C-18).	Program-wide	D	C		VTA /C	IC	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. In Q1 2026, an initial habitat assessment was performed on 3/22/2026 at the East Tunnel Portal Greene Property at 530 N Marburg Way in San Jose prior to the start of demolition. No entry points or potential habitat were observed and demolition was cleared to proceed. Demolition at the Greene Property at the East Tunnel Portal began 3/24/26 and was completed on 4/1/26.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	58	- MMRP-BIO-CNST	C-08	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: If the building(s) can be adequately assessed (i.e., all areas of the building can be examined) and no habitat or limited habitat for roosting bats is present and no signs of bat use are present, qualified biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on how to proceed.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	59	- MMRP-BIO-CNST	C-09	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: If moderate or high potential habitat is present but there are no signs of bat use, VTA will implement measures under the guidance of a qualified bat biologist to exclude bats from using the building(s) as a roost site, such as sealing off entry points. Prior to installing exclusion measures, qualified biologists will re-survey the building(s) to ensure that no bats are present. Additionally, biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition to confirm that no bats are present. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on how to proceed.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	60	- MMRP-BIO-CNST	C-10	Vol-1, ROD	Implement Roosting Bat Protective Measures	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: If moderate or high potential habitat is present and bats or bat sign are observed, or if exclusion measures are not installed as described above, or the building(s) provides suitable habitat but could not be adequately assessed, VTA will implement the following protective measures (MMRP-BIO-CNST-C-11 through C-13).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	61	- MMRP-BIO-CNST	C-11	Vol-1, ROD	Conduct Follow-Up Roosting Bat Surveys at Buildings	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: Biologists will conduct follow-up surveys to determine if bats are still present. If species identification is required by CDFW, biologists will use night vision goggles and active acoustic monitoring using full spectrum bat detectors during the surveys. VTA will determine a survey plan (number, timing, and type of surveys) in coordination with CDFW.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	62	- MMRP-BIO-CNST	C-12	Vol-1, ROD	Install Bat Roosting Exclusion Measures	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: Based on the timing of demolition, the extent of bat sign or occupied habitat, and the species present (if determined), the qualified biologists will work with VTA and CDFW to develop a plan to discourage or exclude bat use prior to demolition. The plan may include installing exclusion measures or using light or other means to deter bats from using the building to roost.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	

		BSV Phase II - Environmental Commitments Record													
		Mitigation Monitoring & Reporting Program													
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026 Q1		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	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.		
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	Protect Riparian Habitat Contractors will not use night lighting for construction activities and staging in the riparian area.	Guadalupe River ; Los Gatos creek		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, no construction occurred near Guadalupe River and Los Gatos Creek, therefore this measure will be implemented in future quarters.		
Biological Resources and Wetlands	Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	70	- MMRP-BIO- CNST-E	-	Vol-1, ROD	Conduct Preconstruction Tricolored Blackbird Nesting Surveys A qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, VTA may revise the construction staging areas to avoid all areas within a 250-foot buffer around the potential nesting habitat, and biologists will conduct appropriate surveys. If VTA chooses not to avoid the potential nesting habitat and the 250-foot buffer, biologists will conduct additional nesting surveys.	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	71	- MMRP-BIO- CNST-F	F-01	Vol-1, ROD	Implement Burrowing Owl Measures Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): To avoid or minimize direct effects of construction activities on burrowing owls, VTA will implement the procedures described below (MMRP-BIO-CNST-F-02 to F-15). This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 15 of the SCVHP (SCVHA 2012).	Newhall Maintenance Facility	D	C		VTA /C	CC			

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status		Q1
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	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	73	- MMRP-BIO-CNST-	F-03	Vol-1, ROD	Avoid Burrowing Owls During Breeding Season	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	74	- MMRP-BIO-CNST-	F-04	Vol-1, ROD	Construction Inside 250-foot Owl Buffer	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	75	- MMRP-BIO-CNST-	F-05	Vol-1, ROD	Owl Avoidance and Minimization Plan Approval	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	76	- MMRP-BIO-CNST-	F-06	Vol-1, ROD	Determine Baseline Owl Behavior	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	77	- MMRP-BIO-CNST-	F-07	Vol-1, ROD	Survey Owl Behavior During Construction	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024

		BSV Phase II - Environmental Commitments Record														
		Mitigation Monitoring & Reporting Program														
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026 Q1		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 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	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	79	- MMRP-BIO-CNST-	F-09	Vol-1, ROD	Excavate Owl Burrow to Prevent Reoccupation	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1–January 31)	80	- MMRP-BIO-CNST-	F-10	Vol-1, ROD	Establish Buffers Around Occupied Burrows	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1–January 31)	81	- MMRP-BIO-CNST-	F-11	Vol-1, ROD	Determine Baseline Owl Behavior	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1–January 31)	82	- MMRP-BIO-CNST-	F-12	Vol-1, ROD	Survey Owl Behavior During Construction	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1–January 31)	83	- MMRP-BIO-CNST-	F-13	Vol-1, ROD	Cease Construction if Owl Behavior Changes	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1–January 31)	84	- MMRP-BIO-CNST-	F-14	Vol-1, ROD	Excavate Owl Burrow to Prevent Reoccupation	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024		

Valley Transportation Authority														
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		2026
														Q1
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) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued. 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 Q1 2026 . Liquefaction hazards have been analyzed in the CP2 Ground Motions Report for Pre-Cast Tunnel Liner (PCTL) and Geotechnical Interpretive Report for Tunnels, and mitigations for liquefaction have been assessed in the Ground Improvements Recommendation Report. Tunneling and deep excavation requiring liquefaction controls has not begun. This measure will be applied in future quarters.	
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement	93	- MMRP- GEO- CNST-	B-01	Vol-1, ROD	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement: VTA will conduct preconstruction building condition surveys of the interiors and exteriors of select structures, both historic and non-historic buildings, within the settlement trough along the tunnel alignment and within the limit of influence around the cut-and-cover excavations to assess the baseline condition of each property that could be affected by project-induced settlement. These surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. VTA will also conduct post-construction building condition surveys of the same structures. VTA will compare the results of these surveys with the preconstruction condition surveys so that any construction-related effects of tunneling and cut-and-cover construction on structures can be assessed. For the cut-and-cover activities, surveys will be performed prior to any construction in the cut-and-cover work area to establish the baseline building condition. For construction of the tunnel via Tunnel Boring Machine (TBM), surveys will be performed as close to the planned dates of tunneling as possible so that the results are as current as possible. Therefore, surveys will be performed prior to passage of the TBMs, with some surveys conducted once tunneling has commenced.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2025, all pre-construction reports for historic properties were finalized. In Q4 2025, two survey reports for historic properties were updated to reflect the current property conditions. In Q1 2026, no activities required additional surveys or updates to the existing preconstruction reports.	
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings	94	- MMRP- GEO- CNST-	B-02	Vol-1, ROD	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings: For historic structures, the Condition Assessment Report, in accordance with Section 106, will be prepared along with the preconstruction building condition surveys. Results will be used by a structural engineer in coordination with the historic Qualified Professional (QP) to identify structural settlement thresholds for each historic structure prior to construction. If anticipated maximum settlement due to tunneling or cut-and-cover activities would cause more than cosmetic damage, then ground treatment technologies outlined in Section 5.3.1.4, Ground Treatment, will be employed to further reduce settlement to within building-specific structural settlement thresholds. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO. For historic structures, surveys prior to either cut-and-cover or tunneling will be performed enough in advance of the construction to allow adequate time for any necessary ground treatment that may be required to reduce settlement to be performed.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2025, all pre-construction reports for historic properties were finalized. In Q4 2025, two survey reports for historic properties were updated to reflect the current property conditions. In Q1 2026, no activities required additional surveys or updates to the existing preconstruction reports.	
Geology, Soils, and Seismicity	Monitor Ground Surface during Tunneling Activities	95	- MMRP- GEO- CNST-C	-	Vol-1, ROD	Monitor Ground Surface during Tunneling Activities: The contractor will conduct ground surface monitoring prior to and after tunneling by licensed land surveyors. The contractor will mount survey monitoring points on potentially affected structures and representative historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations immediately adjacent to streams within the settlement trough along the tunnel alignment to monitor ground movements and effects of tunnel boring. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. The contractor will provide settlement monitoring data to VTA immediately upon completion of the field survey and use the data to assist in minimizing adverse effects along the tunnel alignment.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with excavation and guidewall construction for the support of excavation (SOE) of the tunnel structure. No historic buildings will be affected at the West Tunnel Portal. Further pre-construction monitoring will be performed at future sites as required.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2026	Quarter Mitigation Completed
		Chrono #	Measure #					Implementation					Q1	
								Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		
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) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , and utilities installation. No paleontological resources were discovered at the West Tunnel Portal in Q1 2026 . 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 (TOJD): TOJD energy efficiency shall be 15 percent better than the 2013 Title 24, Part 11 requirements or shall meet the Title 24, Part 11 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent.	TOJD		C		VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Participate in Food Waste Programs (TOJD)	103	- MMRP-GHG-B	-	Vol-1, ROD	Participate in Food Waste Programs (TOJD): Restaurants shall be required to participate 100 percent in any extant City food waste programs. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD			P	VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Utilize Electrical Landscaping Equipment (TOJD)	104	- MMRP-GHG-C	-	Vol-1, ROD	Utilize Electrical Landscaping Equipment (TOJD): TOJDs shall include installation of electrical outlets near all maintained landscaping areas to allow for the use of electrical landscaping equipment. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD	D			VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD)	105	- MMRP-GHG-	D-01	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles (TOJD): 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): 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): 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.	

		BSV Phase II - Environmental Commitments Record												
		Mitigation Monitoring & Reporting Program												
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026 Q1		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	Prepare Remedial Action Plans: Prior to construction, VTA will prepare new and/or amended remedial action plans (RAPs) for the BART Extension, which will be approved by the Regional Water Quality Control Board (RWQCB). The RAPs will satisfy the key objectives of the Contaminant Management Plan (CMP) (e.g., characterization of soil and ballast quality relative to the maximum acceptable contaminant levels for reuse) and incorporate measures for managing soil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's BART Silicon Valley Phase II Extension Project Initial Site Assessment (ISA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), if necessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations. The RAPs will also include an assessment of potential vapor intrusion concerns for indoor residents and workers from groundwater contaminant plumes, such as chlorinated solvents. In coordination with the RWQCB, selected remedial measures to protect human health may include, but are not limited to, source removal of contaminated materials, in-situ treatment, and implementation of engineering controls (e.g., vapor barriers) and/or institutional controls prior to building occupancy.	Project wide	D				IC	The Remedial Action Plan for the entire BSVII Project which includes tunnel (CP-2), stations (CP-3) and maintenance yard (CP-4), was approved by the RWQCB for use on 8/3/2021. VTA CP-2 Contractor, KSTJV, as per the requirements of the Contaminant Management Plan and Remedial Action Plan, have submitted a Contaminant Management and Disposal Plan (CMDP) which provides guidelines on how Contractor will manage, handle, treat and dispose previously identified contaminated/hazardous materials found within the project limits. The CMDP has been approved by VTA (2023) and will be updated periodically once new information is acquired by KSTJV, such as analytical data from Downtown San Jose, Diridon, and 28th Street. For CP-2 Tunnel and Trackwork: In Q1 2026, construction activity at West Tunnel Portal involved excavation and disposal of approximately 880 cubic yards of Class I hazardous soils and 8,508 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, 57,456 cubic yards of clean soil was reused at the Don Edwards Wildlife Refuge in Fremont, CA. Since the start of dewatering, approximately 6.34 million gallons of treated slurry water was discharged into the sanitary sewer system, and 275.88 million gallons of treated construction dewatering was discharged into storm drain system under Regional Board Order R2-2018-0050. Crews also continued to conduct air monitoring and dust control throughout Q1 2026.	
Noise and Vibration	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	109	-MMRP-NV-CNST-A	-	Vol-1, ROD	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications: VTA will incorporate a comprehensive construction noise and vibration specification into all construction bid documents requiring compliance with FTA criteria. VTA will emphasize the existence and importance of noise and vibration control specifications at pre-bid and preconstruction conferences.	Project wide	D	C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Section 01 81 20 Noise and Vibration Control has been included in the project specifications and is provided in all bid documents. THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.	
Noise and Vibration	Locate Equipment as Far as Feasible from Sensitive Sites	110	-MMRP-NV-CNST-B	-	Vol-1, ROD	Locate Equipment as Far as Feasible from Sensitive Sites: The contractor will locate stationary equipment, such as generators and compressors as far as feasible from noise and vibration sensitive sites, and will acoustically treat such equipment. The contractor will also locate grout batch plants, grout silos, mixers, pumps, diesel pumping equipment, and similar noise and vibration generating equipment as far as feasible from noise sensitive sites, and acoustically treat the same if necessary.	Project wide		C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, 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.	
Noise and Vibration	Construct Temporary Noise Barriers	111	-MMRP-NV-CNST-C	-	Vol-1, ROD	Construct Temporary Noise Barriers: The contractor will install temporary noise barriers or noise control blankets in areas between noisy activities and noise-sensitive receptors, where practical and effective. Temporary noise barriers can reduce construction noise by 5 to 15 dB, depending on the height of the barrier and the placement of the barrier. To be most effective, the contractor will place the barrier as close as possible to the noise source or the sensitive receptor. Temporary barriers tend to be particularly effective because they can be easily moved as work progresses to optimize performance. If temporary noise barriers and site layout do not result in compliance with the noise limit, the contractor may consider retrofitting existing windows and doors with new acoustically rated units for the residential structures.	Project wide; 28TH Street/Little Portugal (Alum Rock)	D	C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. 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.	

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

Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026	Quarter Mitigation Completed	
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post - construction (P)	Responsible Party	Compliance Status		Q1
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	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , and utilities installation. Spot checks by civil and environmental inspectors have confirmed the following measures have been implemented: • Auguring 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	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, an updated CTMP was submitted to VTA for review. In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , and utilities installation. Truck loading/unloading zones followed routes approved in the CTMP to minimize disturbance to residents.			
Noise and Vibration	Secure Steel and Concrete Plates over Excavated Holes and Trenches	114	- MMRP-NV-CNST-F	-	Vol-1, ROD	Secure Steel and Concrete Plates over Excavated Holes and Trenches	Program-wide	C	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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.			
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	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026 , West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing , rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs , 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.			

Valley Transportation Authority														BSV Phase II - Environmental Commitments Record																											
														Mitigation Monitoring & Reporting Program																											
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026 Q1		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) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. The CNVMP Update can be found in the project folder 109-135 NV-Noise & Vibration. The Construction Transportation Management Plan (CTMP) for CP2 Early Works-West Tunnel Portal has been approved and includes the approved work hours. In Q1 2026, West Tunnel Portal construction continued with guidewall excavation and installation, crossbracing, rebar frame installation, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. Night and weekend work was performed in Q1 2026 and was approved by VTA, the City of San Jose, and the City of Santa Clara. Daily noise monitoring is performed to verify adherence to noise thresholds.																												
Noise and Vibration	Perform Preconstruction Ambient Noise Measurements at All CSAs	117	- MMRP-NV-CNST-I	-	Vol-1, ROD	Perform Preconstruction Ambient Noise Measurements at Construction Staging Areas (CSA)	Program-wide	D			VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In 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. In Q1 2026, no new work began at construction staging areas for the project. 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) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) and the Construction Noise and Vibration Control Plan (CNVCP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. In Q1 2026 the two continuous noise monitors at the West Tunnel Portal provided daily monitoring data to VTA. Construction-related noise levels did not exceed the thresholds for any sensitive receptors this quarter.																												
Noise and Vibration	Require Minimum Qualifications for the Acoustical Engineer	119	+ MMRP-NV-CNST-K	-	Vol-1, ROD	Require Minimum Qualifications for the Acoustical Engineer	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2022, the CP-2 contractor submitted and approved the qualifications of an Acoustical Engineer in accordance with this measure. THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.																												

Valley Transportation Authority													
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	
	Noise and Vibration	120	MMRP-NV-CNST-L	Vol-1, ROD	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Plan	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan: The contractor will not operate noise-generating equipment at the construction site prior to acceptance of the Noise Control and Monitoring Plan.	Program-wide	C	VTA	IC	J/C	2026 Q1	
	Noise and Vibration	121	MMRP-NV-CNST-	M-01	Vol-1, ROD	Install Stationary Long-Term Noise Monitors at Construction Staging Areas (CSA)	Program-wide	D	C	VTA	J/C	IC	
	Noise and Vibration	122	MMRP-NV-CNST-	M-02	Vol-1, ROD	Conduct Weekly Noise Sampling with Hand-Held Monitors	Program-wide	D	C	VTA	J/C	IC	
	Noise and Vibration	123	MMRP-NV-CNST-N	Vol-1, ROD	Ensure Equipment is Pre-certified to Meet Noise Limits	Ensure Equipment is Pre-certified to Meet Noise Limits: For major equipment to be used at the surface of the construction site for a total duration greater than 5 days, the contractor will ensure that the equipment is pre-certified by the acoustical engineer during field measurements at a test site or guaranteed by the equipment vendor to meet the noise limits developed for construction equipment as shown in Table 5-8. VTA will re-examine and develop the final limits to be applied during the engineering phase, and the contractor will verify these limits during initial and active performance of the work when the equipment arrives on site. The contractor will retest construction equipment at 6-month intervals while in use onsite. Any equipment used during construction may be subject to confirmatory noise level testing while performing the work at the request of VTA.	Program-wide	D	C	VTA	J/C	IC	

		BSV Phase II - Environmental Commitments Record												
		Mitigation Monitoring & Reporting Program												
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation				2026		Quarter Mitigation Completed
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post - construction (P)	Responsible Party	Compliance Status	Q1	
Noise and Vibration	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	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: The contractor developed a complaint resolution procedure in Q2 2024 to address noise and vibration concerns. A project representative's phone number is publicly available to contact for any concerns, and the representative will follow up with the person that filed the complaint to determine next steps and remediate any issues. In Q1 2026, there were seven complaints received for work at the West Tunnel Portal. KST and VTA External Affairs will work to resolve any future concerns with the complainants.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	125	- MMRP-NV-CNST-P-01	-	Vol-1, ROD	Implement a Construction Vibration Control and Monitoring Plan: The contractor will be required to submit a Construction Vibration Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified Vibration specialist whose qualifications and proposed vibration control and monitoring activities will be subject to approval of VTA prior to construction activities. The Construction Vibration Control and Monitoring Plan will be updated every 3 months and include all the pertinent information about construction equipment and site layout, the projected vibration levels, and the vibration control measures that may be required to comply with the vibration limits as outlined in this measure for each building type. The Construction Vibration Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform vibration measurements for vibration-sensitive receptors in the vicinity of construction operations, including details regarding the vibration measurement locations, frequency, and duration of measurements at each location. The plan will outline the protocol for monitoring existing cracks in buildings over time, to determine any construction-related impacts. At a minimum, crack gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be performed continuously over the course of construction to assess whether new construction-related damage has occurred. The contractor must obtain approval from VTA and the QP to install any crack gauges on or in historic buildings that require alteration of the building.	Program-wide	D	C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control. For CP-2 Tunnel and Trackwork: Additionally, in Q1 2026 the two continuous vibration monitors at the West Tunnel Portal provided daily monitoring data to VTA on a weekly basis. Vibration levels did not exceed the thresholds for any sensitive structures, utilities, or buildings this quarter.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	126	- MMRP-NV-CNST-P-02	-	Vol-1, ROD	Implement a Construction Vibration Control and Monitoring Plan: The results of vibration monitoring will be documented and submitted to VTA weekly. In the event that levels exceed allowable vibration limits, the work will be halted immediately to ensure that no structural damage occurs, and additional required corrective measures consistent with the Construction Vibration Control and Monitoring Plan will be implemented. The contractor will initially conduct vibration monitoring daily at the nearest affected buildings during any construction activities that could induce vibration impacts, typically within 100 feet of any building. Vibration will also be monitored where vibration is expected to approach the applicable limit based on the building type and condition, as determined by VTA in coordination with the structural engineer for non-historic buildings, and VTA and the historic QP for historic buildings. Monitoring of utilities that are sensitive to vibration will be coordinated with the utility companies and performed for the nearest affected vibration-sensitive utilities during any construction activities that could induce vibration impacts.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	127	- MMRP-NV-CNST-P-03	-	Vol-1, ROD	Implement a Construction Vibration Control and Monitoring Plan: The contractor will perform monitoring continuously at the closest receptor during all demolition and construction activities to ensure vibration levels will not exceed the FTA construction vibration damage criteria for applicable building type, as follows: 0.12 peak particle velocity (PPV) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for non-engineered timber and masonry buildings, 0.3 PPV (inches/second) for engineered concrete and masonry (no plaster) buildings and 0.5 PPV (inches/second) for reinforced-concrete, steel or timber (no plaster) buildings. For historic buildings, the vibration threshold will likely be between 0.12 to 0.2 PPV (inches/second) depending on the buildings' condition. The results of the preconstruction surveys and building Conditions Assessment Report as outlined in Mitigation Measure NV-CNST-R will be utilized to confirm the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and the historic QP. For utilities, vibration thresholds will follow industry standards in coordination with utility companies, and typically adhere to a 0.5 PPV (inches/second) threshold.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	

 BSV Phase II - Environmental Commitments Record Mitigation Monitoring & Reporting Program																										
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2026 Q1		Quarter Mitigation Completed											
		Chrono #	Measure #					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	128	- MMRP-NV-CNST-	P-04	Vol-1, ROD	Measure Building Vibration In Vertical Direction and Utilities In Accordance with Meter Instructions Implement a Construction Vibration Control and Monitoring Plan: The contractor will measure vibration in buildings in the vertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry best practices. Vibration levels will be measured continuously during daily construction operations to ensure that peak vibration-generating work is captured. Daily monitoring will be performed during a continuous work shift (typically 8 hours) that includes the closest and most vibration-inducing work. The contractor will compare vibration in buildings against both structural damage and nuisance thresholds in terms of velocity levels in dB or PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PPV. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically within 2 weeks to 30 days), vibration monitoring may be performed once a week instead of continuously each day if approved by VTA. For non-historic structures, if construction vibration exceeds the structural or nuisance threshold, the contractor must stop construction and adjust construction methods to meet appropriate vibration limits so that the threshold is not exceeded again.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.													
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan- Historic structures	129	- MMRP-NV-CNST-	P-05	Vol-1, ROD	Notify Qualified Professional (QP) if Historic Building Construction Vibration Approaches Threshold Implement a Construction Vibration Control and Monitoring Plan- Historic structures: For historic structures, if construction vibration approaches the structural damage threshold, the historic QP will be notified immediately, in real time. If construction vibration exceeds the structural damage threshold, Contractor must notify the historic QP and VTA immediately, in real time, and stop all vibration-inducing construction work immediately to adjust methods. The contractor will adjust work methods and techniques to meet appropriate vibration limits so that the threshold is not exceeded again before work is restarted. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.	Program-wide	D	C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control. For CP-2 Tunnel and Trackwork: In Q1 2026, no work occurred near historic buildings. If construction activities occur near historic buildings, the historic QP will be notified in real time, and additional monitors will be installed. If construction exceeds the vibration thresholds work will cease and the contractor will notify the historic QP and VTA.													
Noise and Vibration	Perform Vertical Direction Vibration Monitoring	130	- MMRP-NV-CNST-Q	-	Vol-1, ROD	Perform Vertical Direction Vibration Monitoring: The contractor will perform continuous vertical direction vibration (root mean square) monitoring on the ground at the nearest representative residential structure during muck extraction and supply train operations in the tunnels. These measurements will be repeated for a minimum of 1 week at approximately 1-mile intervals along the tunnel construction until it is demonstrated that the levels are below the FTA thresholds.	Program-wide		C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) require continuous vertical direction vibration monitoring during muck extraction. For CP-2 Tunnel and Trackwork: In Q1 2026, no continuous vertical direction vibration monitoring was required because muck extraction has not yet commenced.													
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration	131	- MMRP-NV-CNST-	R-01	Vol-1, ROD	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration: Prior to construction or release of the TBM and cut-and-cover construction contract(s), the contractor will survey all structures that may be potentially impacted by construction vibration and submit the results to VTA for approval. Preconstruction building condition surveys of the interiors and exteriors of these structures will be conducted by independent surveyors to assess the baseline condition of each property that could be affected by construction vibration. The surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks.	Program-wide	D	C	P	VTA /C	IC	Please refer to documentation under MMRP-GEO-CNST-B-01.													
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration- Historic Buildings	132	- MMRP-NV-CNST-	R-02	Vol-1, ROD	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration- Historic Buildings: For historic structures, the Condition Assessment Report in accordance with Section 106 will be prepared along with the preconstruction building condition surveys. The surveys will be performed prior to any vibration-inducing construction to establish baseline building conditions. The results of the preconstruction surveys will be utilized to establish the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and a qualified architectural historian or a historic architect, as outlined in Mitigation Measure NV-CNST-P. Surveys will be conducted in all historic buildings or structures where vibration is expected to approach the applicable limit, and in non-historic buildings based on the building type and condition. VTA will determine the list of historic structures that may be affected by the project in consultation with a qualified structural engineer and the historic QP. Vibration will be monitored as required in Mitigation Measure NV-CNST-P to avoid adverse effects on properties during construction activities. The post-construction survey results will be compared with preconstruction condition surveys so that any construction vibration effects on structures can be assessed. For historic structures, a Condition Assessment Report in accordance with Section 106, will be conducted after construction is complete. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.	Program-wide	D	C	P	VTA /C	IC	Please refer to documentation under MMRP-GEO-CNST-B-02.													

Valley Transportation Authority														BSV Phase II - Environmental Commitments Record																											
														Mitigation Monitoring & Reporting Program																											
Environmental Document Chapter	Mitigation Topic	MMRP Code		Source Document	Summary	Mitigation Measure	Location	Implementation					2026 Q1		Quarter Mitigation Completed																										
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status																													
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) 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 Q1 2026 because muck extraction has not yet commenced.																												
Noise and Vibration	Implement Noise Reduction Treatments at Ancillary Facilities	134	- MMRP-NV-A	-	Vol-1, ROD	Implement Noise Reduction Treatments at Ancillary Facilities	Systems (Ventilation Structures, Traction Power Substations)		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This measure was not required in Q1 2026 because construction at ancillary facilities has not commenced.																												
Noise and Vibration	Reduce Groundborne Noise Levels	135	- MMRP-NV-B	-	Vol-1, ROD	Reduce Groundborne Noise Levels	Tunnel Alignment		C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 7.5 Trackway; limited Notice to Proceed 1 issued 6/09/22. This measure was not required in Q1 2026 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	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.																												
Utilities	Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment	137	- MMRP-UTIL-B	-	Vol-1, ROD	Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment	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	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					2026 Q1		Quarter Mitigation Completed										
		Chrono #	Measure #					Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post-construction (P)	Responsible Party	Compliance Status													
Utilities	Prepare a Santa Clara Sewer Capacity Assessment	139	- MMRP-UTIL-D	-	Vol-1, ROD	Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements: VTA will coordinate with SCWSU to prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SCWSU may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts. VTA will mitigate impacts on downstream sewer systems in Santa Clara through payment of the Sanitary Sewer Connection Charge, as required, which is used to rehabilitate and enhance sewer capacity through Santa Clara's Capital Improvement Program. If payment to the Sanitary Sewer Connection Charge does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of cumulative development, Santa Clara and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's proportional participation to the upgrades to current system capacity. The contractor will implement capacity-relief upgrades improvements during the BART Extension's construction phase in accordance with Chapter 17.15.210-280 of the Santa Clara City Code. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	Santa Clara Station	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.												
Visual Quality and Aesthetics	Replace Trees	140	- MMRP-AES-CNST-A	-	Vol-1, ROD	Replace Trees: The contractor will inventory trees that will be removed due to construction activities and will note each tree on construction plans before construction begins. VTA will compensate for any trees removed according to the following ratios. VTA will replace all urban trees that are to be removed or lost as a result of the BART Extension to the extent feasible. VTA will replace trees with a diameter of less than 12 inches at a 2:1 ratio, and trees with a diameter of 12 inches or more at a 3:1 ratio. If urban trees (nonnatives and ornamentals) are replaced with native trees, VTA will use a reduced mitigation ratio of 1:1 for all trees smaller than 12 inches in diameter, and 2:1 for all trees with a diameter of 12 inches or more. VTA will irrigate and maintain these trees for a period of no less than 3 years. If VTA cannot replace trees at the stated ratios along the alignment, VTA will pay in-lieu fees. For any landscaping adjacent to the creeks and on VTA right-of-way (ROW), VTA will adhere to the SCVWD's Guidelines and Standards for Land Use Near Streams regarding the use of native species near the creeks.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: No trees were removed in Q1 2026.												
Visual Quality and Aesthetics	Minimize Light and Glare (for TOJD)	141	- MMRP-AES-A	-	Vol-1, ROD	Minimize Light and Glare (for TOJD): For the TOJDs, the contractor will install low-profile, low-intensity outdoor lighting directed downward to minimize light and glare where feasible. The contractor will also install shielded fixtures for street and pedestrian lighting to minimize glare.	TOJD	D	C			IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.												
Water Resources, Water Quality, and Floodplains	Design and Implement Stormwater Control Measures	142	- MMRP-WQ-A	-	Vol-1, ROD	Design and Implement Stormwater Control Measures: The BART Extension will be designed in accordance with the Phase II MS4 Permit, Section F.5.g, for post-construction stormwater management. Post-construction stormwater controls shall be implemented to reduce total runoff rates and associated pollutant discharges. VTA managed facilities will follow the VTA's Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design for stormwater management and the storm drain system and for obtaining the requisite approvals, and will outline all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q1 2026, a combined programmatic SWPPP as well as a site-specific SWPPP for West Tunnel Portal were accepted by VTA and are in effect for all CP-2 work.												