

SUPPLEMENTAL INFORMATION REPORT FOR THE
SOUTH SAN FRANCISCO BAY SHORELINE PROJECT

Santa Clara County, California

Pursuant to the National Environmental Policy Act of 1970 (42 U.S.C. § 4321)

U.S. Army Corps of Engineers May 2023



**U.S Army Corps of Engineers
San Francisco District**



U.S. Fish and Wildlife Service

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Table of Contents

Table of Contents	iii
Table of Figures	iii
Acronyms	iv
1.0 Introduction	5
2.0 Supplemental Information Report	5
3.0 Clarifications and Changes to the Proposed Action (Recommended Plan)	6
3.1 Haul Routes	6
3.2 Changes to the Proposed Action - Additional Haul Route From Highway 237 to Reaches 2 & 3 Sites	9
4.0 Revised Impact Analysis	10
4.1 Transportation	10
4.1.1 Alternative Haul Route Between Highway 237 and Reaches 2 & 3 Sites	10
4.2 Air Quality	12
4.2.1 Alternative Haul Route Between Highway 237 and Reaches 2 & 3 Sites	12
4.2.2 Determination	12
4.3 Noise	13
4.3.1 Alternative Haul Route Between Highway 237 and Reach 2 & 3 Sites	13
4.3.2 Determination	13
5.0 Conclusions	14
6.0 References	14

Table of Figures

Figure 1. Project Reaches (Original Alignment Shown)	7
Figure 2. Haul Routes Associated with the Proposed Action from the 2015 IFR	7
Figure 3. Haul Routes Associated with the Proposed Action from the July 2021 SIR	8
Figure 4. Haul Routes Associated with the Proposed Action from the February 2023 SIR	8
Figure 5. Proposed alternative haul route and previously described haul route from the 2015 IFR for the proposed action	9

Acronyms

AMM – Avoidance and Minimization Measures
BAAQMD – Bay Area Air Quality Management District
CA – California
CAA – Clean Air Act
CEQ – Council on Environmental Quality
CEQA – California Environmental Quality Act
CO – carbon monoxide
CWA – Clean Water Act
EIR – Environmental Impact Report
EIS – Environmental Impact Statement
IFR – Integrated Feasibility Report (with EIS/EIR)
NEPA – National Environmental Policy Act
NO₂ – nitrous dioxide
NO_x – oxides of nitrogen, NO or NO₂
PM_{2.5} – particulate matter, 2.5 micron size
PM₁₀ – particulate matter, 10 micron size
PED – Pre-construction Engineering and Design
Project – South San Francisco Bay Shoreline Project
Refuge – Don Edwards San Francisco Bay National Wildlife Refuge
ROG – reactive organic gases
SIR – Supplemental Information Report
SO₂ – sulfur dioxide
UPRR – Union Pacific Railroad
USACE – US Army Corps of Engineers
USFWS – US Fish and Wildlife Service

1.0 Introduction

The South San Francisco Bay Shoreline Project (project) is a multi-purpose flood risk management, ecosystem restoration and recreation project located in the Alviso neighborhood of San Jose, California (CA). The lead agency under the National Environmental Policy Act (NEPA) is the U.S. Army Corps of Engineers, San Francisco District (USACE), with the U.S. Fish and Wildlife Service (USFWS) as the co-lead agency. The joint non-Federal sponsors include the Santa Clara Valley Water District (Valley Water) and the California State Coastal Conservancy (State Coastal Conservancy). Valley Water is the lead agency under the California Environmental Quality Act (CEQA). The December 2015 Final Integrated Feasibility Study and NEPA Environmental Impact Statement (EIS)/ CEQA Environmental Impact Report (EIR), are combined into a Final Integrated Report (IFR). The IFR and its accompanying Clean Water Act (CWA) § 404(b)(1) alternatives analysis describes the selected plan and its environmental impacts along with the previous Supplemental Information Reports (SIRs), completed in November 2020, July 2021, and February 2023. The SIR completed in November 2020 included changes to the project description for hauling distance, hauling of fill during peak hours, as well as changes not related to hauling like rodent control and erosion measures, changes to Western Snowy Plover buffer distance and take, and an updated levee alignment. Although the SIR in July 2021 and February 2023 included additional haul routes alternatives, this document includes an additional haul route. Therefore, this document is a NEPA SIR, and its purpose is to provide updates and clarifications on changes that have been made to the project since the publication of the IFR and prior SIRs and the environmental effects of those changes.

2.0 Supplemental Information Report

This SIR is being produced to ensure, through a revised impact analysis, that the individual and cumulative effects from the changes to the proposed action that are described herein are in compliance with NEPA. The changes to the proposed action have largely resulted from design refinements and consideration of factors that were unknown at the time of publication of the IFR and prior SIRs. The Council on Environmental Quality (CEQ) regulations provide direction regarding the review of an EIS and preparation of a Supplemental EIS (SEIS). The CEQ regulations Section 1502.9(c) states: "Agencies: (1) Shall prepare supplements to either draft or final environmental impact statements if:

- i. The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
- ii. There are significant new circumstances or information relevant to environmental concerns and bearing upon the proposed action or its impacts."

None of the supplemental information presented in this report reveals significant environmental impacts not already identified in the EIS. As described below, USACE has determined that the change to the proposed action is not substantial relative to the originally proposed action or associated environmental concerns and does not constitute significant new circumstances or information bearing upon the proposed action or its impacts. Therefore, USACE has concluded that a SEIS is not necessary, and this SIR is sufficient.

Section 3.0 of this SIR describes the updates to the proposed action in greater detail and Section 4.0 presents the revised impact analysis. Section 5.0 provides USACE's conclusions.

3.0 Clarifications and Changes to the Proposed Action (Recommended Plan)

This SIR documents known changes-to-date to the project description for the proposed action described in the IFR (USACE 2015) and the SIRs that were completed in November 2020, May 2021, and February 2023. Some are specific to individual portions of the project, while others apply to the entire project.

In order to simplify how different parts of the project are referenced, the concept of reaches was introduced starting in the Pre-construction Engineering and Design (PED) phase. There are five project reaches in total -Reaches 1, 2, & 3 and Reaches 4 & 5- which will be grouped together into two separate construction contracts. The below map shows Reaches 1 through 5, with Reaches 2 & 3 and Reaches 4 & 5 grouped together, in the project footprint.

3.1 Haul Routes

In the IFR and subsequent SIRs, the proposed action included earth moving activities, such as movement of fill material within the project area and surrounding streets within the Alviso neighborhood. Updates to the haul route (route) have been previously analyzed in the following SIRs:

- July 2021 SIR: Hauling of Reaches 2 & 3 fill to Reach 1 via a haul route outside of the project area along Grand Boulevard.
- February 2023 SIR: Hauling of fill as needed via a haul route within the project area along USFWS's Don Edwards Refuge (refuge) berm roads.

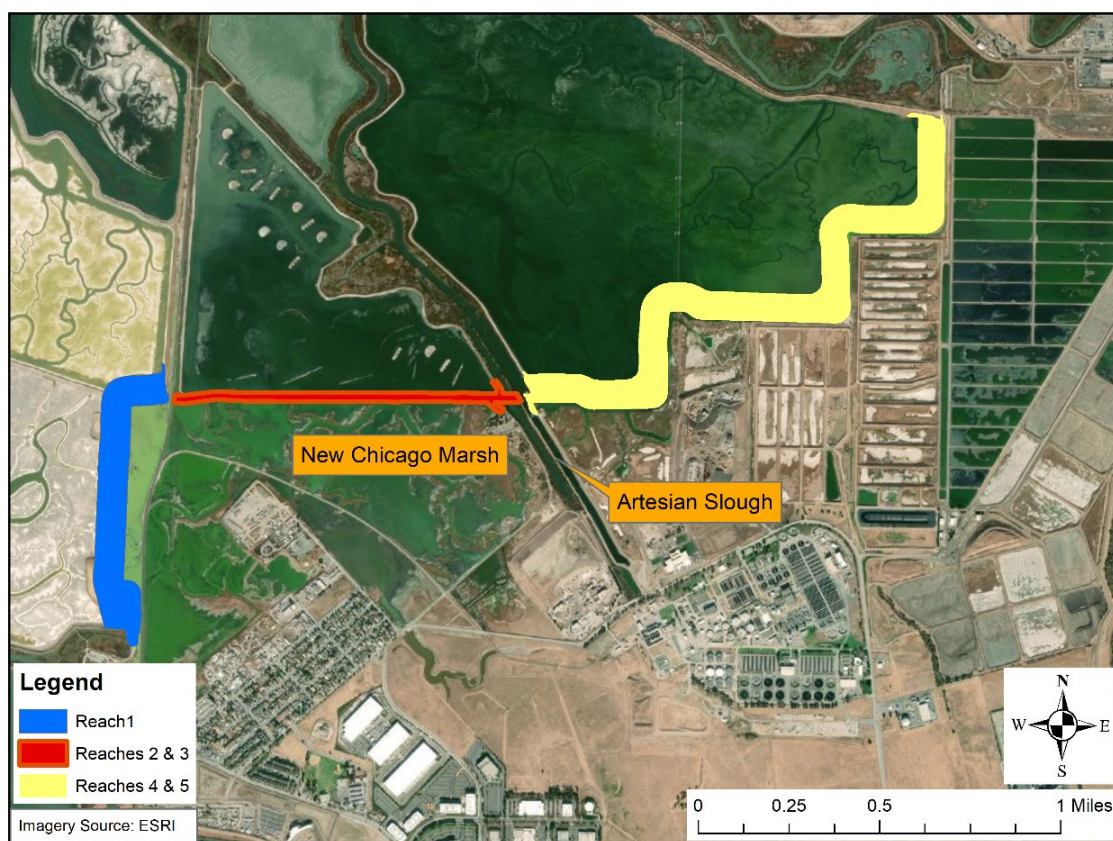


Figure 1. Project Reaches (Original Alignment Shown)

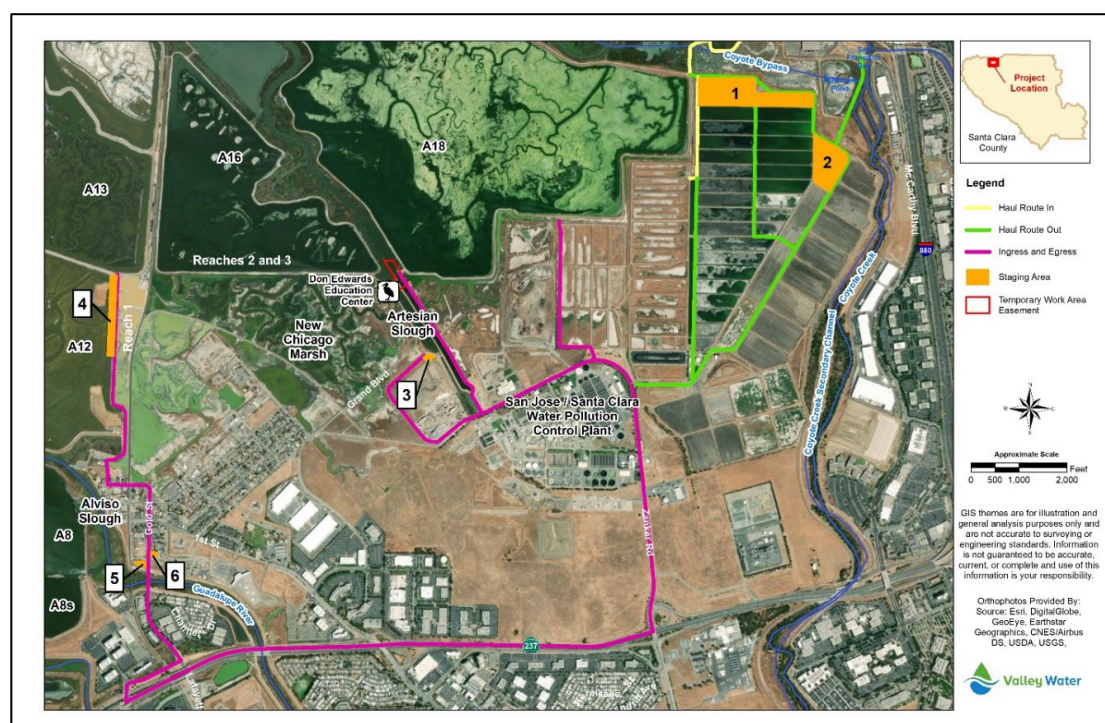


Figure 2. Haul Routes Associated with the Proposed Action from the 2015 IFR



Figure 3. Haul Routes Associated with the Proposed Action from the July 2021 SIR

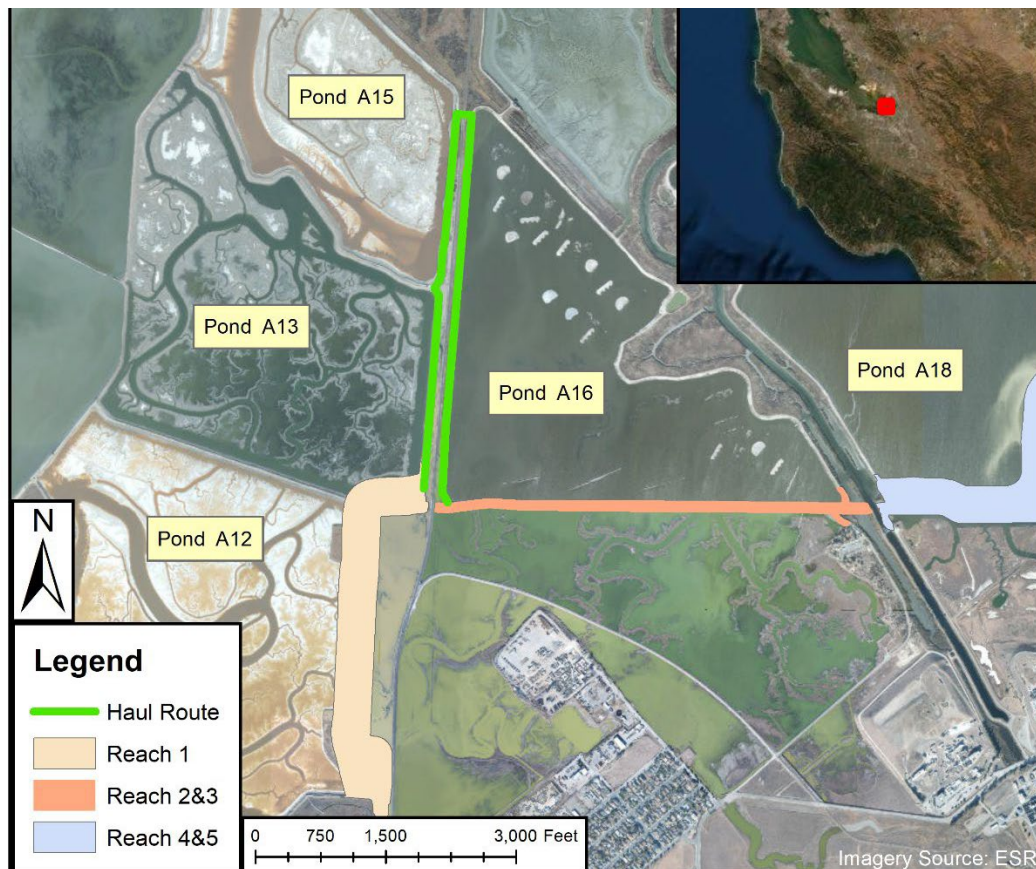


Figure 4. Haul Routes Associated with the Proposed Action from the February 2023 SIR

3.2 Changes to the Proposed Action - Additional Haul Route From Highway 237 to Reaches 2 & 3 Sites

Subsequent to the February 2023 SIR, the contractor requested an alternative haul route to access the Reaches 2 & 3 construction sites in order to avoid the 135 degree turn from Los Esteros Road onto Grand Boulevard included in the 2021 SIR. The additional haul route would reduce the need for road repairs in the area of the 135-degree turn. This SIR addresses the proposed alternative haul route to provide an additional haul route to deliver and remove fill material from the construction site which avoids the turn from Los Esteros Road onto Grand Boulevard and would not change previously permitted haul routes from previous SIRs or prevent them from being used. For the alternative route, haul trucks entering the Reach 2 & 3 entrance would arrive to the Alviso area using Highway 237, and take the North 1st Street exit and then head northwest approximately 0.33 miles, turning northeast onto Nortech Parkway for 0.25 miles, then turning north onto Disk Drive and following it for approximately 0.65 miles until it meets the intersection of Grand Boulevard and Los Esteros Road, where the currently permitted haul route would then be used in order to travel the remaining 0.85 miles along Grand Boulevard to the Reaches 2 & 3 construction site. The alternative haul route of this SIR is mostly in the industrially zoned area in South Alviso, though does pass by three residential homes at the end of Disk Drive where it turns into Grand Boulevard. Haul trucks that exit the site from Reach 2 & 3 would follow the reverse path. Some hauling trucks may alternatively enter the site via Reach 2 & 3 and exit on the Reach 1 side, and vice versa.



Figure 5. Previously described primary haul routes from the 2021 SIR and proposed additional haul route for the proposed action

4.0 Revised Impact Analysis

The 2015 IFR and subsequent SIRs describe in detail the environmental baseline for each resource type potentially affected by the proposed action, and the proposed action's effects on that resource. For this SIR, only resources with potentially changed impacts due to the changes to the proposed action described herein are evaluated below. Resource categories with no anticipated potential changes to the effects already described in the 2015 IFR's EIS, the 2020 SIR, and the 2021 SIR include: Geology, Soils, and Seismicity; Hydrology and Flood Risk Management; Surface Water and Sediment Quality; Land Use and Planning; Biological Resources; Hazards and Hazardous Materials; Aesthetics; Public Health; Public Safety and Aviation; Cultural Resources; Recreation; Growth Inducement; Public Utilities and Service Systems; Transportation; and Cumulative Impacts.

Potential impacts from implementing the additional route to transportation, air quality, and noise are further analyzed below.

4.1 Transportation

The conclusion reached in the 2015 IFR, 2020 SIR, and 2021 SIR was that the proposed construction action would have temporary impacts on transportation including temporary increases in traffic volumes on area roadways and short-term degradation of traffic level of service at intersections and freeway segments (p. 4-456 of the IFR). The less than significant determination for transportation from the IFR remains unchanged as a result of the modification to the proposed action described in this document.

4.1.1 Alternative Haul Route Between Highway 237 and Reaches 2 & 3 Sites

The proposed addition of the alternative haul route would allow contractors to drive from Highway 237, and take the North 1st Street exit and then head northwest approximately 0.33 miles, turning northeast onto Nortech Parkway for 0.25 miles, then turning north onto Disk Drive and following it for approximately 0.65 miles until it meets the intersection of Grand Boulevard and Los Esteros Road, where the current haul route would then be used in order to travel the remaining 0.85 miles along Grand Boulevard to the Reaches 2 & 3 construction site. Hauling trucks exiting from Reaches 2 & 3 would follow the reverse path. This proposed project change would reduce the distance and time construction vehicles travel to access the Reach 2 & 3 sites for new fill delivery and decommissioning of the existing Reach 2 & 3 levee. No additional hauling trips would be made as a result of adding the proposed alternative haul route, and truck hauling would continue to only occur during work hours from 7:00 AM to 5:30 PM.

The proposed alternative route would result in temporary increase in traffic volumes along portions of North First Street, Nortech Parkway, and Disk Drive. The level of service (LOS) along North First Street, Nortech Parkway, and Disk Drive is unknown. However, the 2015 IFR determined the nearby study intersections to be operating at an acceptable LOS of LOS C or better during peak hours (please see section "4.9 Transportation" of the IFR for more information on LOS in the project area). The 2015 IFR noted that the project would generate temporary increases in traffic volumes (p. 4-448) and the addition of construction traffic associated with the proposed alternative route is consistent with that determination. Located near the proposed alternative haul

route is the San Jose Fire Department Station 25, the Redemption Church, warehouse facilities, and three residential homes at the northern end of Disk Drive. The proposed haul route is not expected to affect the ingress and egress routes for fire trucks for San Jose Fire Station 25 since they can utilize Wilson Way to access Grand Boulevard or North First Street along a route that does not overlap the proposed alternative haul route. The Redemption Church typically holds its largest events on Sundays when hauling would not take place, and events held during the week are expected to be held after 5:30pm, such that hauling traffic would not affect traffic going to the Redemption Church. Hauling trucks that pass by the three residential homes near the northern end of Disk Drive are not expected to cause significant delays or prevent ingress and egress since there are other routes that can be used through the north Alviso neighborhood, north of Grand Boulevard. Because the proposed addition of the alternative route would not change the total maximum daily truck trips evaluated in the 2015 IFR, 2020 SIR, and 2021 SIR, the proposed use of this alternative route is not expected to substantially degrade the LOS at the North First Street, Nortech Parkway, and Disk Drive intersections. In accordance with the effects described in the 2015 IFR (p. 4-456), all study intersections would continue to operate at an acceptable LOS D or better with additional construction traffic. Because, no additional construction work or truck trips are proposed as a part of this change, the addition of the alternative route is not expected to significantly degrade roadway performance in the study area. Furthermore, the proposed alternative route would provide the contractor the option to use the haul route in addition to the previously permitted haul route that utilizes Zanker Road. The use of the alternative haul route would reduce overall truck trips traveled along Zanker Road. Therefore, the proposed addition of this alternative route could alleviate some traffic along Zanker Road.

To avoid and minimize project impacts, the USACE and/or its contractors would continue to implement the same applicable avoidance and minimization measures (AMMs) as prescribed in the 2015 IFR if using the proposed alternative route along North First Street, Nortech Parkway, and Disk Drive. In accordance with those AMMs, the contractor will be required to prepare and implement a traffic control plan to ensure trucks and other construction vehicles can safely enter and exit public roads, including those along the proposed alternative route, when accessing the construction site and also adhere to the work hours as established by the IFR and subsequent Nov 2021 SIR (please see section 4.9.2.1 of the IFR for more information on AMMs). North First Street, Nortech Parkway, and Disk Drive are maintained by the City of San José, and the use of the alternative haul route would be coordinated with the City of San Jose's Department of Transportation. As noted in the 2015 IFR, no lane or road closure would occur on any public roadways due to construction or operation of the project. Per the BMPs in the IFR, USACE and/or its contractor would coordinate with Union Pacific Railroad and rail transit providers to confirm peak rail traffic hours and cooperatively establish speed and traffic restrictions for rail and truck activities during construction to avoid any adverse effects to transit. Truck hauling activities along the proposed alternative haul route would also not conflict with pedestrian, bicycle, or bus transit facilities.

4.1.2 Determination

Based on this analysis, the proposed change to add an alternative route along North First Street, Nortech Parkway, and Disk Drive between Highway 237 and Reaches 2 & 3 would be

substantially similar in terms of nature, location, and duration of the work activities to that described in the 2015 IFR, 2020 SIR, and 2021 SIR, and therefore, would not result in any substantially changed effects on transportation or emergency access beyond those already evaluated in the 2015 IFR, 2020 SIR, and 2021 SIR. The determinations of the level of significance of these effects made in the 2015 IFR, 2020 SIR, and 2021 SIR, were respectively less than significant, and would remain unchanged with the proposed addition of the hauling route.

4.2 Air Quality

As part of the IFR an air quality assessment was conducted in order to ensure the project was in compliance with the Clean Air Act (CAA) and it concluded that temporary impacts to air quality would result from the proposed project; this conclusion was unchanged by subsequent SIRs and remains unchanged with the addition of the proposed haul route documented in this SIR. The air quality analysis from the IFR was performed according to 40 CFR 93 which ensures that *de minimis* thresholds for Federal actions are not exceeded for criteria air pollutants. Particulate matter (PM) which has categories for 2.5 and 10 micron sizes, reactive organic gases (ROG) or nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and carbon monoxide (CO) all have thresholds of 100 tons per year. Please see section 4.10 of the IFR for the estimated annual construction emissions. In addition, there are also thresholds set by regional air quality management districts, such as the Bay Area Air Quality Management District (BAAQMD). Please see section 4.10 of the IFR for the BAAQMD daily thresholds for air quality, in addition to the estimated maximum daily construction emissions.

4.2.1 Alternative Haul Route Between Highway 237 and Reaches 2 & 3 Sites

The alternative haul route using North First Street, Nortech Parkway, and Disk Drive would not add new construction or project activities beyond those already evaluated in the 2015 IFR, 2020 SIR, and 2021 SIR, and no additional truck trips are proposed. Thus, no change in emissions from equipment or the number of truck trips during construction would occur if the alternative route were used. However, the proposed alternative route would reduce the distance construction vehicles travel to access each site during the decommissioning of the existing Reaches 2 & 3 levee and bringing in new fill material to Reaches 2 & 3, which would reduce the overall amount of vehicle emissions. The alternative haul route is approximately 0.05 miles shorter than the route evaluated in the 2015 IFR. Therefore, overall air quality emissions associated with truck hauling activities would be less than the amount estimated in the 2015 IFR.

4.2.2 Determination

Based on this analysis, the proposed addition of a haul route along North First Street, Nortech Parkway, and Disk Drive would be substantially similar in terms of nature, location, and duration of the hauling activities described in the 2015 IFR, 2020 SIR, and 2021 SIR and therefore, would not result in any substantially changed air quality effects or odors beyond those already evaluated in the 2015 IFR, 2020 SIR, and 2021 SIR. The determination of significance for temporary increases in emissions for ROG, NO_x, CO, SO₂, PM₁₀, PM_{2.5} and CO₂ made in the 2015 IFR, and subsequent determinations from the 2020 SIR, and 2021 SIR would remain unchanged with the

proposed addition of the hauling route.

4.3 Noise

The 2015 IFR concluded that project construction would result in temporary increases in ambient noise and that truck hauling activities would result in potential noise impacts on nearby noise-sensitive land uses along the haul routes (p. 4-597). The 2015 IFR concluded that the impact from haul route traffic would be less than significant. Although the proposed route does include roads along industrial zoned areas that were not included in the 2015 IFR, and does pass along three residential homes at the northern end of Disk Drive, there is a similar soundscape as that of the rest of the project area and additionally the change to the proposed action described in this SIR does not include additional truck trips, construction activities, or equipment and therefore would not substantially change the effects described in the 2015 IFR nor the conclusion that those effects are less than significant.

4.3.1 Alternative Haul Route Between Highway 237 and Reach 2 & 3 Sites

The proposed modification to add the alternative haul route would allow contractors to drive approximately 1.25 miles on North First Street, Nortech Parkway, and Disk Drive and would be largely through an industrial zoned area for hauling of new fill material from Highway 237 to Reaches 2 & 3 and excavated material from Reaches 2 & 3 to Highway 237. A small portion of the proposed haul route passes by 2 residential homes along Disk Drive. Truck hauling activities occurring along the proposed haul route would generate ambient noise and potentially low levels of ground vibration. Truck hauling and associated noise would only occur during work hours from 7:00 AM to 5:30 PM. The noise mitigation measures described in the 2015 IFR would be implemented to reduce construction and hauling related noise along this alternative route. These measures require the contractor to implement BMPs to reduce noise, obtain a conditional use permit from the city, and comply with all provisions of the conditional use permit. The conditional use permit would likely include time-of-day restrictions, equipment setback requirements, notification requirements, equipment maintenance, and equipment muffler requirements. The contractor is further required to monitor construction noise levels, and if noise levels exceed the permitted levels, the contractor will reduce the number of noise-generating equipment at any one time or install temporary noise barriers. Ground-borne vibration dissipates rapidly with distance from the source, and, because the nearest sensitive residential receiver would be about 500 feet from the construction area, ground-borne vibration produced during construction would dissipate to below background levels before reaching the sensitive receivers. Therefore, the truck trips through the residential area would not substantially increase the exposure of people to excessive ground-borne vibration or noise levels.

No additional construction activities or truck trips are proposed. While the alternative haul route would include the use of an existing road which includes several residential homes along Disk Drive, the truck trips through the residential area would not result in permanent increase in ambient noise levels or vibration.

4.3.2 Determination

Based on this analysis, the proposed addition of an alternative route along North First Street,

Nortech Parkway, and Disk Drive between Highway 237 and Reaches 2 & 3 would be substantially similar in terms of nature, location, and duration of the hauling activities to that described in the 2015 IFR, 2020 SIR, and 2021 SIR and therefore, this change to the proposed action would not result in any substantially changed noise effects beyond those already evaluated. Noise impacts associated with the project would remain less than significant.

5.0 Conclusions

The revised impact analysis conducted in this SIR supports the USACE determination that the change to the proposed action to add an alternative haul route between Highway 237 and Reaches 2 & 3 along North First Street, Nortech Parkway, and Disk Drive is not substantial relative to the originally proposed action and does not constitute significant new circumstances or information bearing upon the proposed action or its impacts. The results of the revised impact analyses from section 4 have shown that the change to the proposed action described in this SIR would not result in substantially changed effects, either individually or cumulatively, which are not already identified in the 2015 IFR, 2020 SIR, 2021 SIR, and February 2023 SIR, nor entail significant new circumstances or information relevant to environmental concerns. These findings support the determination that an SIR is appropriate to document this project change instead of a SEIS.

Should future, currently unforeseen changes to the proposed action be necessary, those changes would require additional evaluation to determine if a subsequent SIR or SEIS would be necessary. Any such evaluation would also consider the information contained in this report to ensure that any future impacts analyses are performed while considering the entirety of information as it pertains to this project.

6.0 References

USACE, 2015. South San Francisco Bay Shoreline Phase 1 Study Final Integrated Document Final Interim Feasibility Study with Environmental Impact Statement/Environmental Impact Report (IFR). September 2015.

USFWS, 2015. South Bay Shoreline Flood Risk Management Project Biological Opinion for USACE. April 15, 2015.