

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

21 May 2021



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



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**U.S. Fish and Wildlife Service**

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## **Acronyms**

BAAQMD – Bay Area Air Quality Management District

BMP – Best Management Practice(s)

CAA – Clean Air Act

CEQ – Council on Environmental Quality

CEQA – California Environmental Quality Act

CO – carbon monoxide

EIR – Environmental Impact Report

EIS – Environmental Impact Statement

IFR – Integrated Feasibility Report (with EIS/EIR)

LOS – level of service

NEPA – National Environmental Policy Act

NO<sub>2</sub> – nitrous dioxide

NO<sub>x</sub> – oxides of nitrogen, NO or NO<sub>2</sub>

PM<sub>2.5</sub> – particulate matter, 2.5 micron size

PM<sub>10</sub> – particulate matter, 10 micron size

PED – Pre-construction Engineering and Design

ROG – reactive organic gases

SIR – Supplemental Information Report

SO<sub>2</sub> – sulfur dioxide

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 project location and study area are shown in Figure 1. 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). A Final Feasibility Study with integrated Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the project (referred to as a Final Integrated Feasibility Report (IFR)) was published In December 2015 (USACE 2015).

The 2015 IFR describes the selected plan (Proposed Action) and its environmental impacts. In November 2020 the USACE and USFWS completed an initial Supplemental Information Report (SIR) describing design refinements since the publication of the 2015 IFR and considering their effects in accordance with NEPA. This document is a subsequent SIR, and its purpose is to present clarifications and an additional change to the Proposed Action since the publications of the 2015 IFR and the 2020 SIR, as well as to describe the environmental effects of the change.

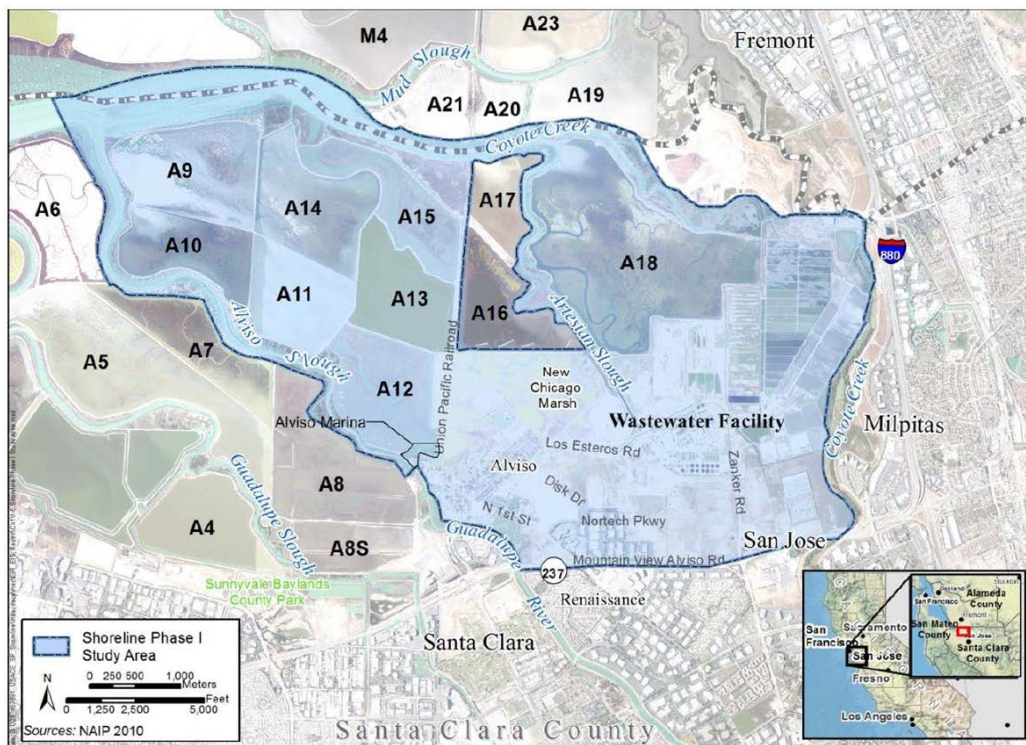


Figure 1. Shoreline Phase I Study Area

## **2.0 Supplemental Information Report**

This Supplemental Information Report (SIR) provides a revised impact analysis in compliance with NEPA.

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 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 clarifies the relevant portions of the Proposed Action and describes the proposed change to that action. Section 4.0 presents the revised impact analysis associated with the proposed change. Section 5.0 provides USACE's conclusions.



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

The proposed action, as described in the 2015 IFR includes the construction of engineered levees, restoration of Ponds A9-A15 and A18, tide gates, and recreational features including two pedestrian bridges, an unpaved trail on the levees, connection of the new levee trail to the Bay Trail network, viewing platforms, interpretive signs, and benches. 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. The project area consists of Reaches 1- 5 and Reaches 2 & 3 and Reaches 4 & 5 are grouped together as shown in Figure 2.

The 2020 SIR described refinements to the proposed action including levee alignment changes in Reaches 1 and 4 & 5 of the project; modification of truck hauling routes and extension of hauling and construction during peak hours; reduction in buffer distance for the western snowy plover (*Charadrius nivosus*); placement of rodent barrier chain-link fabric; raising of power lines that cross Reaches 4 &5; and minor changes in select locations throughout the project to levee footprints, tie ins, excavations, armoring, resurfacing, and the pedestrian trail (USACE 2020). While Figure 2 shows the original levee alignment for Reaches 4 & 5, the alignment of these reaches was slightly modified by the 2020 SIR to go around some of the adjacent legacy biosolid ponds (USACE 2020).

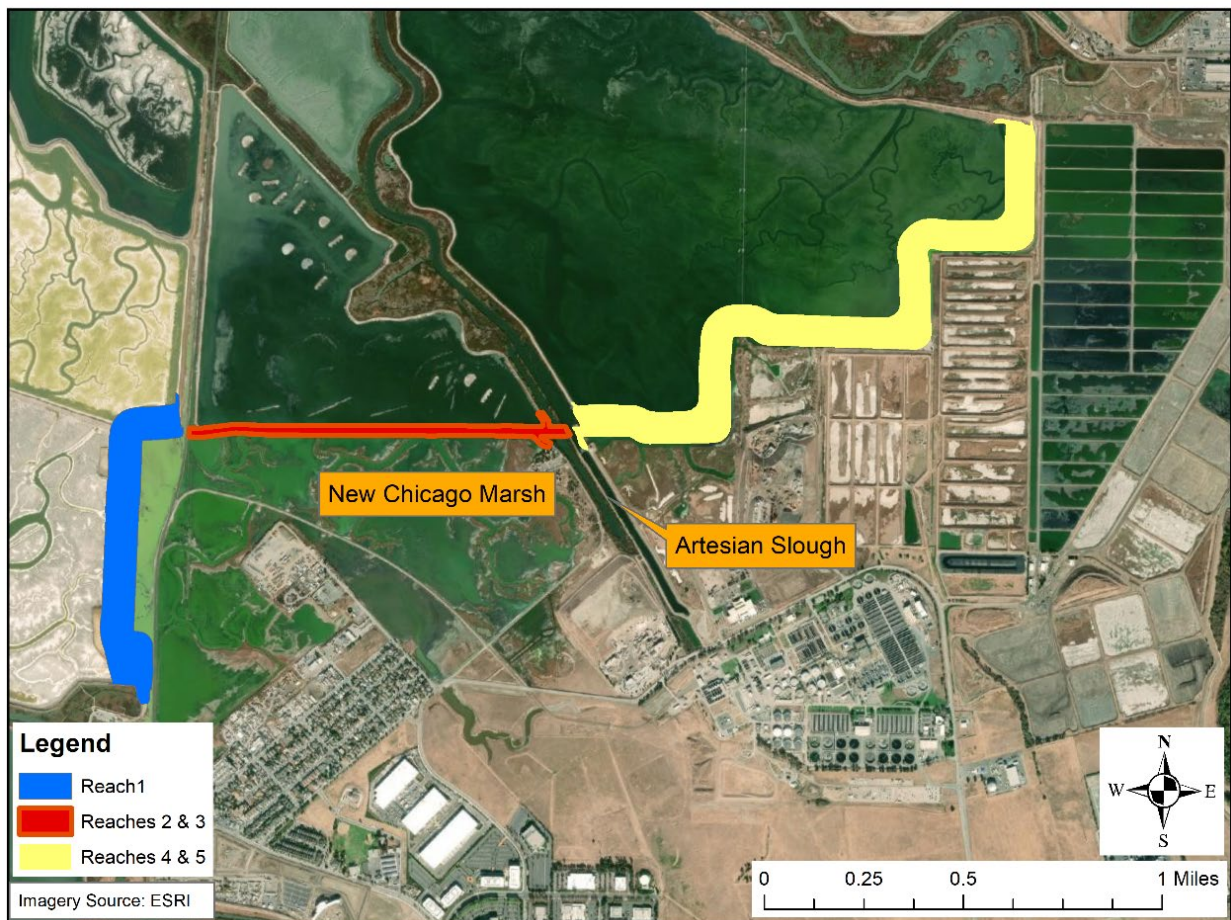


Figure 2. Project Reaches (original alignment shown)

The proposed change to the project action evaluated in this 2021 SIR is associated with the haul routes to be used by construction traffic for the project. Haul routes and the associated potential impacts of truck traffic are discussed in the Final 2015 IFR for the project as well as the 2020 SIR. Subsequent to the publication of the 2020 SIR, the USACE and Valley Water identified an alternative haul route that would shorten the travel distance between the Reach 1 site at the Alviso Marina and the Reaches 2 & 3 site at the Don Edwards San Francisco Bay National Wildlife Refuge Environmental Educational Center (EEC). This SIR clarifies the existing haul routes for the study, describes the proposed addition of the shorter route between Reach 1 and Reaches 2 & 3, and evaluates the effects of that addition.

#### *Previously Identified Haul Routes and Clarifications*

The 2015 IFR defines construction traffic as consisting of truck trips to deliver fill material and equipment and worker trips to construct the levee and restore the ponds. Figure 3.8-2 of the 2015 IFR (p. 3-85) shows proposed staging areas and ingress/egress routes for haul trucks to reach and exit from the various project areas. Three potential truck access routes were identified in the 2015 IFR (p. 4-447): (a) Trucks would enter Staging Areas No. 1 and No. 2 via Dixon Landing Road and a private access road off of McCarthy Boulevard and would exit via Zanker Road; (b) Trucks would access Pond A18 directly via Zanker Road, travel north along Los Esteros Boulevard, use an established easement north of the Wastewater Facility to drop off the fill materials, and exit the site via Zanker Road; and (c) Trucks would access Staging Areas No. 3 and No. 4 via North First Street through Alviso and the Marina parking lot.

The haul route to Reach 1 was subsequently revised to avoid adding truck trips to North First Street along which community facilities such as library, fire station, and elementary school are located such that haul trucks would access Reach 1 via State Route 237 to the Lafayette Street/Great America Parkway, the Gold Street Connector to Gold Street, continuing on to Elizabeth Street, then to Hope Street and into the Alviso Marina County Park. This change was identified, and its effects were evaluated in the 2020 SIR's Transportation Section (Section 4 of the 2020 SIR – Revised Impact Analysis), however a description of the change was inadvertently left out of Section 3 of the 2020 SIR (changes to the proposed action). These previously identified haul routes are shown in Figure 3.

Additionally, the 2015 IFR described the potential haul route to the Reaches 2 & 3 site and associated staging area #3 as being accessible from the Zanker Landfill entrance. However, staging area #3 can only be accessed through Grand Boulevard; it is inaccessible from the Zanker landfill. Thus, the Reaches 2 & 3 site at the EEC and staging area #3 would need to be accessed through Zanker Road, Los Esteros Boulevard, and then north along Grand Boulevard. Figure 4 shows this clarified route as a red dashed line. The clarified route would not result in any change in construction activities other than utilizing a slightly different path to transport materials in and out of the project at Reach 2 & 3. The 2015 IFR already identified and evaluated effects of construction traffic traveling along Zanker Road and Los Esteros Boulevard to access the project site and evaluated direct and indirect effects to access to the EEC and the EEC itself during levee construction due to increased traffic, noise, and dust associated with construction access to the work area (p.4-514 - 4-516). Accessing the project site through the clarified route would result in the same traffic and noise impacts as previously evaluated because trucks would



be driving through the same industrial area (near the landfill), the number of truck trips would be the same, and the clarified route traversing a short segment of Grand Boulevard immediately adjacent to the EEC entrance does not involve any new roadways that are susceptible to traffic congestion. This clarified route would result in a negligible increase in transportation distance (0.71 miles) relative to the infeasible route, but would remain well within the increased hauling distances assumed in the 2020 SIR and therefore the air quality impacts have been evaluated and would remain the same. Moreover, all applicable best management practices (BMPs) and avoidance and minimization measures as prescribed in the 2015 IFR or 2020 SIR would remain the same and would be implemented with the clarified route. Therefore, USACE has determined that accessing the project site via the clarified route have been adequately analyzed in the project's existing NEPA documents.

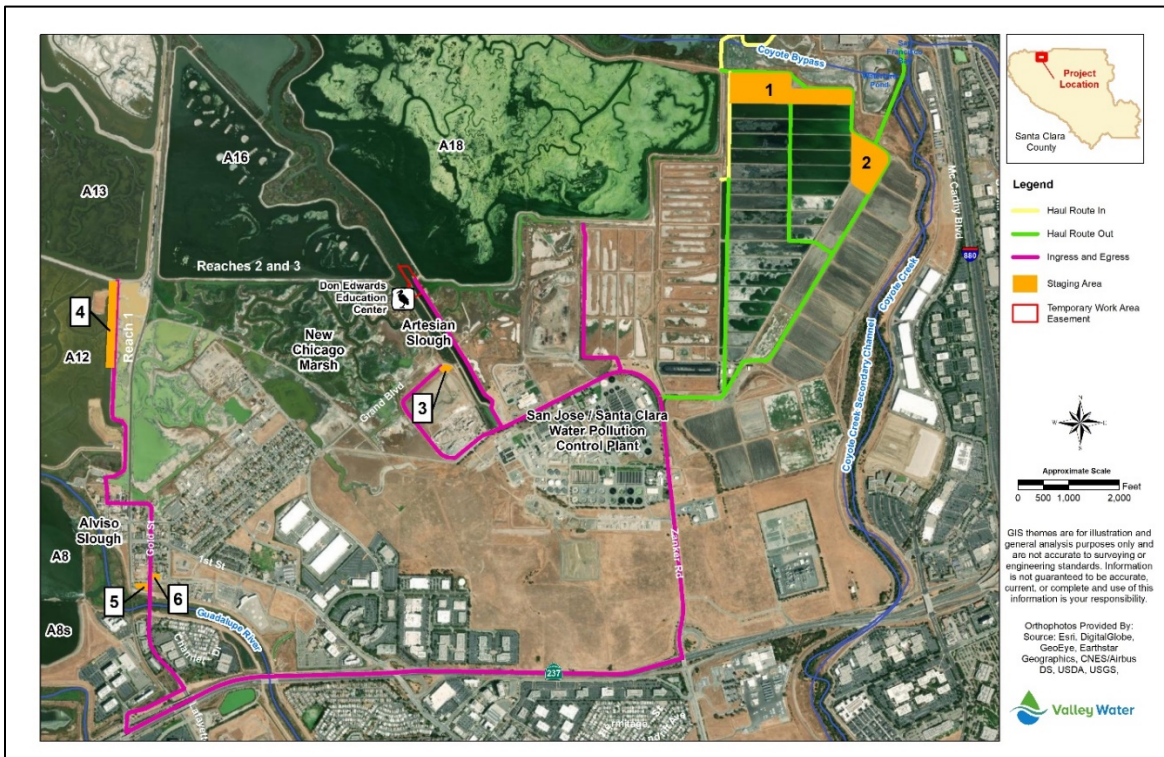


Figure 3. Previously described haul routes associated with the proposed action

Changes to the Proposed Action (Additional Route Between Reach 1 and Reach 2 & 3 Sites)

Subsequent to the 2020 SIR, the USACE and Valley Water identified a shorter alternative haul route between the Reach 1 site at the Alviso Marina and the Reaches 2 & 3 site at the EEC. This would be an alternative route that would provide the contractor the option to reduce truck trip distance. The alternative haul route would run from the Reach 1 site along the existing haul route (pink solid line in Figure 4) to south of Hope Street, left on Elizabeth Street to Gold Street, then would deviate from the existing route by going left on North First Street (dashed red-yellow line in Figure 4) and on to Grand Boulevard all the way to the Reaches 2 & 3 site by the EEC (dashed red-yellow and dashed red lines along Grand Boulevard in Figure 4). The alternative haul route could also be used in the reverse direction from the Reach 2 & 3 site to the Reach 1 site.



Figure 4. Additional alternative haul route along Grand Boulevard and North First Street.

#### 4.0 Revised Impact Analysis

The 2015 IFR describes in detail the environmental baseline for each resource type, and the project’s effects on that resource. The 2020 SIR documents modifications to the project and the effects of those modifications. For this SIR, only resources with potentially changed impacts due to the proposed addition of the alternative shorter haul route from Reaches 2 & 3 to Reach 1 are evaluated below. Resource categories with no anticipated potential changes to the effects already described in the 2015 IFR’s EIS and the 2020 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; and Cumulative Impacts.

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

#### 4.1 Transportation

The conclusion reached in the 2015 IFR and 2020 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). This conclusion remains unchanged as a result of the modification to the proposed action described in this document.

#### *Alternative Route Between Reach 1 and Reach 2 & 3 Sites*

The proposed addition of the alternative haul route would allow contractors to drive approximately 0.65 miles on Grand Boulevard through a residential neighborhood for hauling of excavated material from Reaches 2 & 3 to Reach 1. This proposed project change would reduce the distance and time construction vehicles travel to access each site during the decommissioning of Reaches 2 & 3. Moreover, the decommissioning of the existing Reaches 2 & 3 levee is expected to take 90 to 120 days to complete. Thus, the use of this alternative haul route would be short in duration and limited to approximately four months. Truck hauling would occur during work hours from 7:00 AM to 5:30 PM during that period.

The proposed alternative route would result in temporary increase in traffic volumes along Grand Boulevard. The level of service (LOS) along Grand Boulevard in the project site 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. The 2015 IFR noted that the project would generate temporary increases in traffic volumes along Grand Boulevard and Los Esteros Road (p. 4-448) and the addition of construction traffic associated with the proposed alternative route is consistent with that determination. Because the proposed addition of the alternative route would not change the total maximum daily truck trips evaluated in the 2015 IFR and 2020 SIR, the proposed use of this alternative route is not expected to substantially degrade the LOS at the Grand Boulevard 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 also not expected to significantly degrade roadway performance in the study area. Furthermore, the proposed alternative route would provide the contractor the option to use Grand Boulevard haul route in addition to the currently identified haul route along Highway 237. The use of the alternative haul route would reduce overall truck trips traveled along Highway 237. Therefore, the proposed addition of this alternative route could alleviate some traffic at along the Highway 237 freeway segment.

To continue to avoid and minimize project impacts, the USACE and/or its contractors would continue to implement the same applicable best management practices (BMPs) and avoidance and minimization measures as prescribed in the 2015 IFR if using the proposed alternative route along Grand Boulevard. In accordance with those BMPs, 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. Grand Boulevard is maintained by the City of San José, and the use of the alternative haul route would be coordinated with the Department of Transportation. Additionally, as described in the 2015 IFR, slow-moving construction equipment would stay within the active work area and would not normally use public roads while construction work



would be staged and conducted well away from public roads. 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 Grand Boulevard route would also not conflict with pedestrian, bicycle, or bus transit facilities.

#### *Determination*

Based on this analysis, the proposed change to add an alternative route along Grand Boulevard between Reach 1 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 and 2020 SIR, and therefore, would not result in any substantially changed effects on transportation or emergency access beyond those already evaluated in the 2015 IFR and 2020 SIR. The determinations of the level of significance of these effects made in the 2015 IFR and 2020 SIR would remain unchanged with the proposed addition of the hauling route.

#### 4.2 Air Quality

Air quality assessments were conducted as part of the 2015 IFR and the 2020 SIR in accordance with the Clean Air Act (CAA) and these analyses concluded that temporary impacts to air quality would result from the proposed action, including temporary increase in emissions of ROG, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Additionally, these analyses concluded that ROG and NO<sub>x</sub> emissions during construction would exceed Bay Area Air Quality Management District (BAAQMD) emission thresholds for maximum pounds per day from the large amount of material to be moved and placed to form new levees and transitional habitat. This impact was considered significant and unavoidable. These conclusions remain unchanged with the modification to the proposed action detailed in this SIR.

#### *Alternative Route Between Reach 1 and Reach 2 & 3 Sites*

The proposed modification to add the alternative haul route would allow contractors to drive approximately 0.65 miles on Grand Boulevard through a residential neighborhood for hauling of excavated material from Reaches 2 & 3 to Reach 1. This project change to add an alternative haul route does not add new construction or project activities beyond those already evaluated in the 2015 IFR and 2020 SIR, and no additional truck trips are proposed. Thus, no change in emissions from equipment or associated with the number of truck trips during construction would occur if the alternative route is 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, which would reduce the overall amount of vehicle emissions during the approximately 4 months the decommissioning is expected to take. The alternative haul route is approximately 4.7 miles shorter than the haul 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 and 2020 SIR.

While trucks would drive through a residential neighborhood under the proposed alternative route, this alternative route would only be used for a short duration of approximately 4 months and its temporary use would not expose the community to a substantial increase in air pollutants or toxic air contaminants. While taking the alternative route would result in trucks passing through residential areas on Grand Boulevard, the original route described in the 2015 IFR would have resulted in exposure of air emissions to a larger number of residences. In addition, USACE and/or its contractors would implement BMPs and measures described in the 2015 IFR to reduce emissions and air quality impacts, including limiting idling times; use of cleaner construction equipment; use of electrical power; dust control measures; preparation of a stormwater pollution prevention plan; development of a plan demonstrating that off-road equipment would achieve project-wide fleet average of 20 percent NO<sub>x</sub> reduction and 45 percent PM reduction compared to the Air Resources Board fleet average; and ensuring all construction equipment, diesel trucks, and generators are equipped with best available control technology meeting the Air Resources Board's most recent certification standard for off-road heavy-duty diesel engines. The proposed action as described in the 2015 IFR, 2020 SIR, and as modified in this SIR would not result in population or employment growth, and thus there would be no conflict with, or obstruction of, any existing air quality plans. Therefore, the proposed alternative haul route would not result in substantially changed air quality impacts or conflict with air quality plans.

In addition to criteria air pollutants, the 2015 IFR determined that the project would generate odors associated with diesel exhaust and other construction-related sources but that these impacts would be less than significant. Generally, construction related odors are caused by use of construction equipment and material stockpiling activities. The proposed alternative haul route would not result in additional truck trips, construction activities, stockpiling, or use of construction equipment. The project action areas, including the proposed additional haul route are located at minimum approximately 50 feet from the Alviso Marina County Park, 500 feet from residential neighborhoods, and 200 feet from commercial development. As described above, the contractor would limit idle time for diesel-powered equipment, and use cleaner construction equipment or electrical power where feasible, which would minimize construction-related odors. Thus, the proposed addition of the alternative haul route would not substantially increase odors affecting people as a part of the proposed action.

#### *Determination*

Based on this analysis, the proposed change to add an alternative route along Grand Boulevard between Reach 1 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 and 2020 SIR, and therefore, would not result in any substantially changed air quality effects or odors beyond those already evaluated in the 2015 IFR and 2020 SIR. The determinations of the level of significance of these effects made in the 2015 IFR and 2020 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. 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.

#### *Alternative Route Between Reach 1 and Reach 2 & 3 Sites*

The proposed modification to add the alternative haul route would allow contractors to drive approximately 0.65 miles on Grand Boulevard through a residential neighborhood for hauling of excavated material from Reaches 2 & 3 to Reach 1. Truck hauling activities occurring along Grand Boulevard would generate ambient noise and potentially low levels of ground vibration for a short duration, limited to approximately four months while the decommissioning of the Reaches 2 & 3 levee occurs. Truck hauling and associated noise would occur during work hours from 7:00 AM to 5:30 PM during that period. 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 residential road along Grand Boulevard, the truck trips through the residential area, use of the route would be temporary (lasting approximately 4 months) and would not result in permanent increase in ambient noise levels or vibration.

#### *Determination*

Based on this analysis, the proposed addition of an alternative route along Grand Boulevard between Reach 1 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 and 2020 SIR, and therefore, this change to the proposed action would not result in any substantially changed noise effects beyond those already evaluated in the 2015 IFR and 2020 SIR. Noise impacts associated with the project would remain less than significant.



## **5.0 Conclusion**

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 Reaches 2 & 3 and Reach 1 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 and 2020 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 an 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.