Addendum to the Environmental Impact Report for the San José - Santa Clara Water Pollution Control Plant Master Plan (SCH# 2011052074)

BIOSOLIDS DISPOSITION PROJECT

File No.ER20-129

Prepared by

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

August 2021

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CHAPTER 1
Introduction

1.1 Background

1.1.1 Overview of the San José-Santa Clara Regional Wastewater Facility

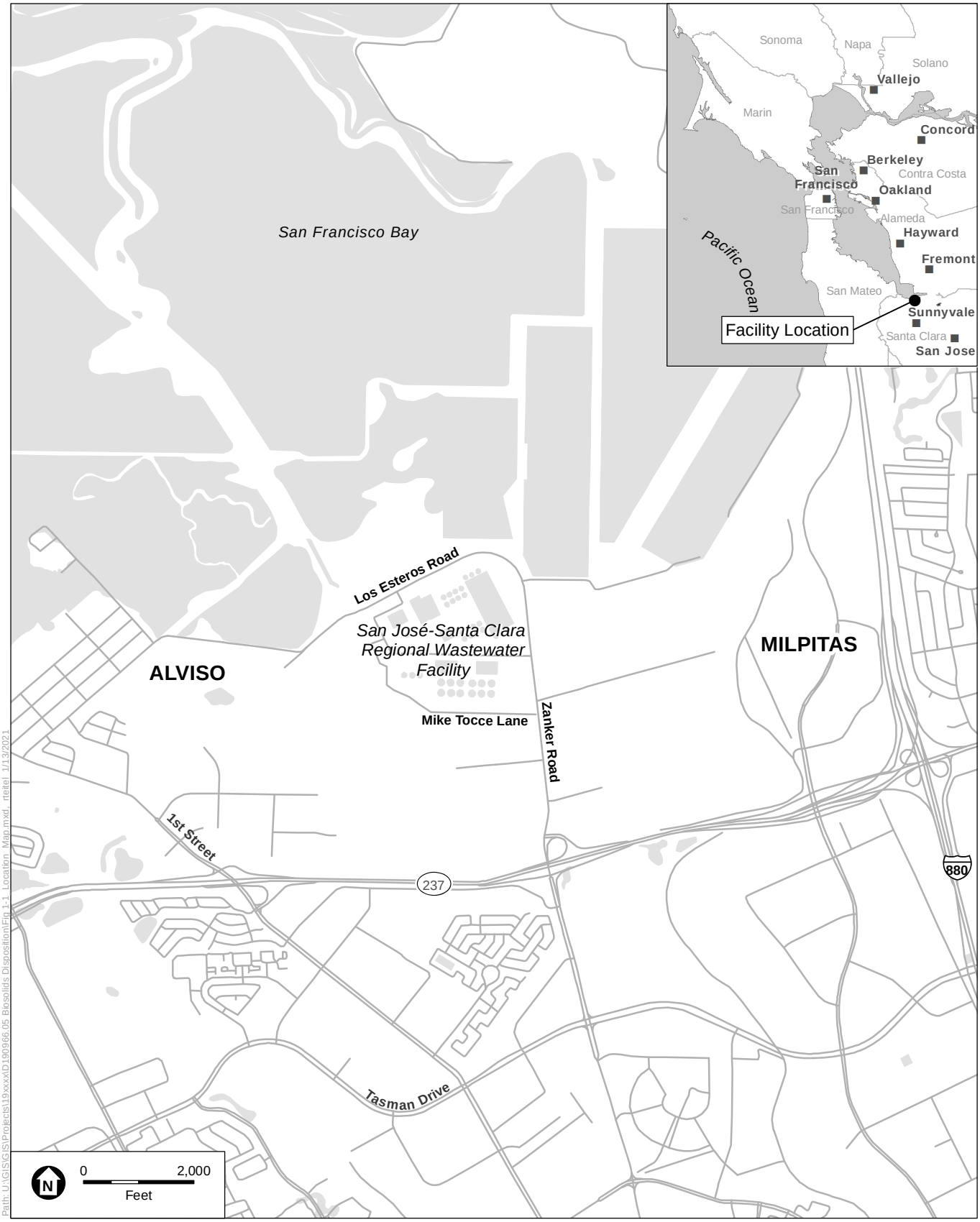
The San José-Santa Clara Regional Wastewater Facility (Facility) treats domestic, industrial, and commercial wastewater from the cities of San José, Santa Clara, Campbell, Los Gatos, Monte Sereno, Cupertino, Milpitas, and Saratoga; and unincorporated Santa Clara County. The Facility is located at 700 Los Esteros Road in north San José, California, between State Route (SR) 237 and San Francisco Bay and flanked by the community of Alviso to the west and the City of Milpitas to the east, as shown in **Figure 1-1**. In total, the existing service area covers roughly 300 square miles and contains a service population of approximately 2 million people (1.4 million residents and 600,000 workers). Originally constructed in 1956, the Facility treats an average of 110 million gallons per day (mgd) of wastewater, with an existing capacity of 167 mgd of average dry weather influent flow. The Facility provides a tertiary level of treatment, in accordance with state and local regulations. It produces recycled water for irrigation, industrial use and toilet flushes, and also discharges treated wastewater to the South San Francisco Bay. The City of San José (City) manages the Facility and the surrounding Facility lands, which together total approximately 2,680 acres.

About half of this area consists of current and former lagoons and drying beds used for biosolids management[1], and lands that have provided a buffer between Facility operations and neighboring land uses. The main operational area of the Facility occupies about seven percent of Facility and surrounding lands (196 acres), and includes most of the facilities used in wastewater treatment operations, with the exception of the lagoons and beds used for solar drying of biosolids (**Figure 1-2**).

1.1.2 Plant Master Plan

In December of 2013, City adopted the San José/Santa Clara Water Pollution Control Plant Master Plan (City of San José, 2013). The City prepared the Plant Master Plan for the Facility and the surrounding lands to identify Facility improvement projects needed to address aging infrastructure, reduce odors, accommodate projected population growth in the Facility's service area, comply with changing regulations that affect the Facility, and to develop a comprehensive land use plan for the entire site.

[1] "Biosolids" refers to treated sewage sludge: the solid residuals from the wastewater treatment process.

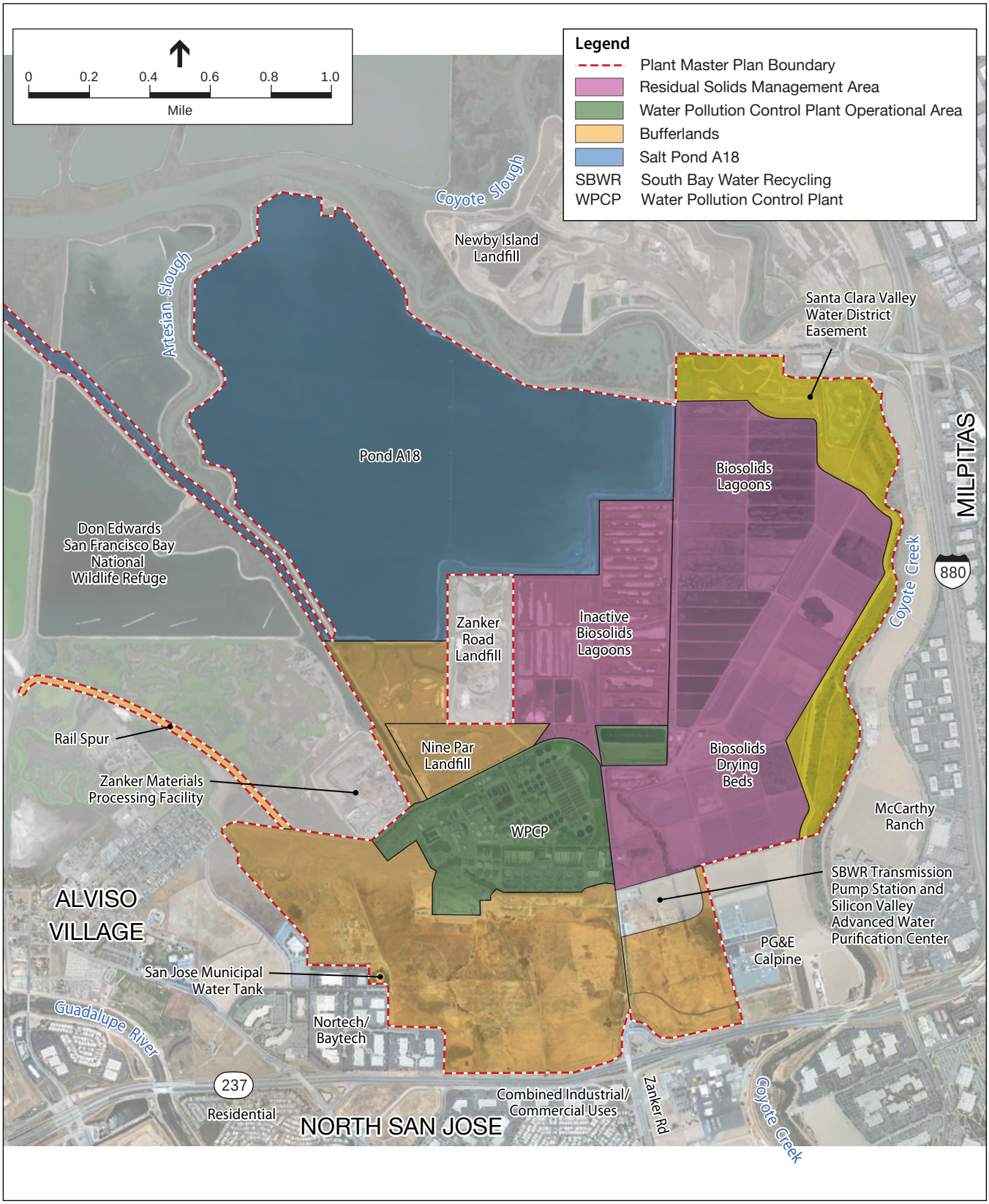


SOURCE: ESA, 2019

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 1-1
San José-Santa Clara Regional Wastewater Facility Location

ESA



SOURCE: ESA | J&S

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 1-2
Regional Wastewater Facility Existing Land Uses

The master planning effort identified both near-term and long term (to year 2040) Capital Improvement Program (CIP) facility improvements and land uses. The plan covers the components, processes, and land uses within the approximately 2,680-acre boundary of the Facility, including Pond A18.

The City was the lead agency for the San José-Santa Clara Water Pollution Control Plant Master Plan Environmental Impact Report (EIR) (Plant Master Plan EIR; State Clearinghouse No. 2011052074; City of San José File Number PP11-403).[2] The City adopted the EIR for the Plant Master Plan on November 19, 2013. The EIR evaluated potential environmental impacts that could occur as a result of implementing the Plant Master Plan, including the biosolids facilities. The EIR also provided applicable mitigation to reduce the intensity of potential environmental impacts.

1.1.3 Changes Since Plant Master Plan EIR

As part of the City of San Jose's strategy to move away from the current land-intensive solids process, which has historically been linked to odors, the dewatering facility has remained an important component of the transition strategy that the City developed after the Plant Master Plan was adopted in 2013. This strategy was further refined through a series of City Council and Treatment Plant Advisory Committee (TPAC) meetings held in 2014 and 2015, and through detailed evaluation of the current biosolids management system and recommended system upgrades.

Since completion of the Plant Master Plan and the EIR, the City further refined the biosolids facilities, including the dewatering facility and biosolids disposition plans. The City also further defined the dewatering facility's construction footprint that accounted for staging areas, pipeline corridors, and project component locations. Because the City proposed these changes following EIR adoption, an Addendum to the EIR was prepared to meet the requirements of the California Environmental Quality Act (CEQA). The Digested Sludge Dewatering Facility Addendum was adopted in September 2019 (State Clearinghouse No. 2011052074; City of San José File Number PP18-018) (City of San José, 2019).

1.2 Purpose of the Addendum

Since completion of the Plant Master Plan and the EIR, and the Digested Sludge Dewatering Facility Addendum, the City has further refined the "disposition locations" (i.e., where biosolids might be beneficially reused) for the biosolids. The Plant Master Plan EIR primarily identified Newby Island, Guadalupe, and Kirby Canyon Landfills for Facility biosolids disposition. The City is now proposing to transport the biosolids from the new dewatering building at the Facility to any of 18 potential "disposition" locations, as further described in Section 2.4 and Section 3.4. Because the City has proposed these changes following EIR adoption, an addendum to the EIR is necessary to meet the requirements of CEQA.

[2] The legal name of the facility remains "San José/Santa Clara Water Pollution Control Plant" but beginning in early 2013, the facility's common name was changed to San José-Santa Clara Regional Wastewater Facility.

The City, as the Lead Agency, has prepared this Addendum for the Biosolids Disposition Project (Project) in compliance with CEQA, the CEQA Guidelines (California Code of Regulations [CCR] §15000 et. seq.) and the regulations and policies of the City of San José, California.

The CEQA Guidelines (Sections 15162 and 15164) allow that a lead agency may prepare an addendum to a previously adopted or certified EIR if minor technical changes or additions to the environmental evaluation are necessary, but none of the following occurs:

1. Substantial changes are proposed in the project which will require major revisions to the Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Environmental Impact Report due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Environmental Impact Report was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the Environmental Impact Report;
    b. Significant effects previously examined will be substantially more severe than shown;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Environmental Impact Report would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.1.2 Consideration of the Addendum and Project

This Addendum documents that modifications due to the Project do not trigger any of the conditions described above. Specifically, given the Project description and knowledge of the Project area (based on the Project, site-specific environmental review, and environmental review prepared for the City's Plant Master Plan EIR), the City has concluded that the Project would not result in any new significant impacts not previously disclosed in the circulated EIR; nor would it result in a substantial increase in the magnitude of any significant environmental impact previously identified. For these reasons, an addendum to the approved EIR is sufficient to meet the requirements of CEQA. In accordance with CEQA Guidelines Section 15164, an addendum need not be circulated for public review but can be included in or attached to the final adopted EIR. The City must consider the addendum with the adopted EIR prior to making a decision on the Project.

The approved mitigation measures provided in the adopted Plant Master Plan EIR Mitigation Monitoring and Reporting Program (MMRP) have been incorporated by reference, with modifications (additions, deletions, renumbering/renaming, or other minor revisions) made as

necessary to apply to the Project. The adjusted mitigation measures do not change the original impact conclusions from the Plant Master Plan EIR, nor are they considerably different from that analyzed in the Plant Master Plan EIR.

References – Introduction

City of San José, 2013. San José/Santa Clara Water Pollution Control Master Plan Environmental Impact Report; State Clearinghouse No. 2011052074; City of San José File Number PP11-403. November 19, 2013.

San José-Santa Clara Regional Wastewater Facility Digested Sludge Dewatering Facility Addendum, August 2019.

CHAPTER 2
Project Information

2.1 Project Title

Biosolids Disposition Project (Project)

2.2 Lead Agency Contact

City of San José
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San José, CA 95113-1905

Environmental Review

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City of San José
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2.3 Project Applicant

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2.4 Project Location

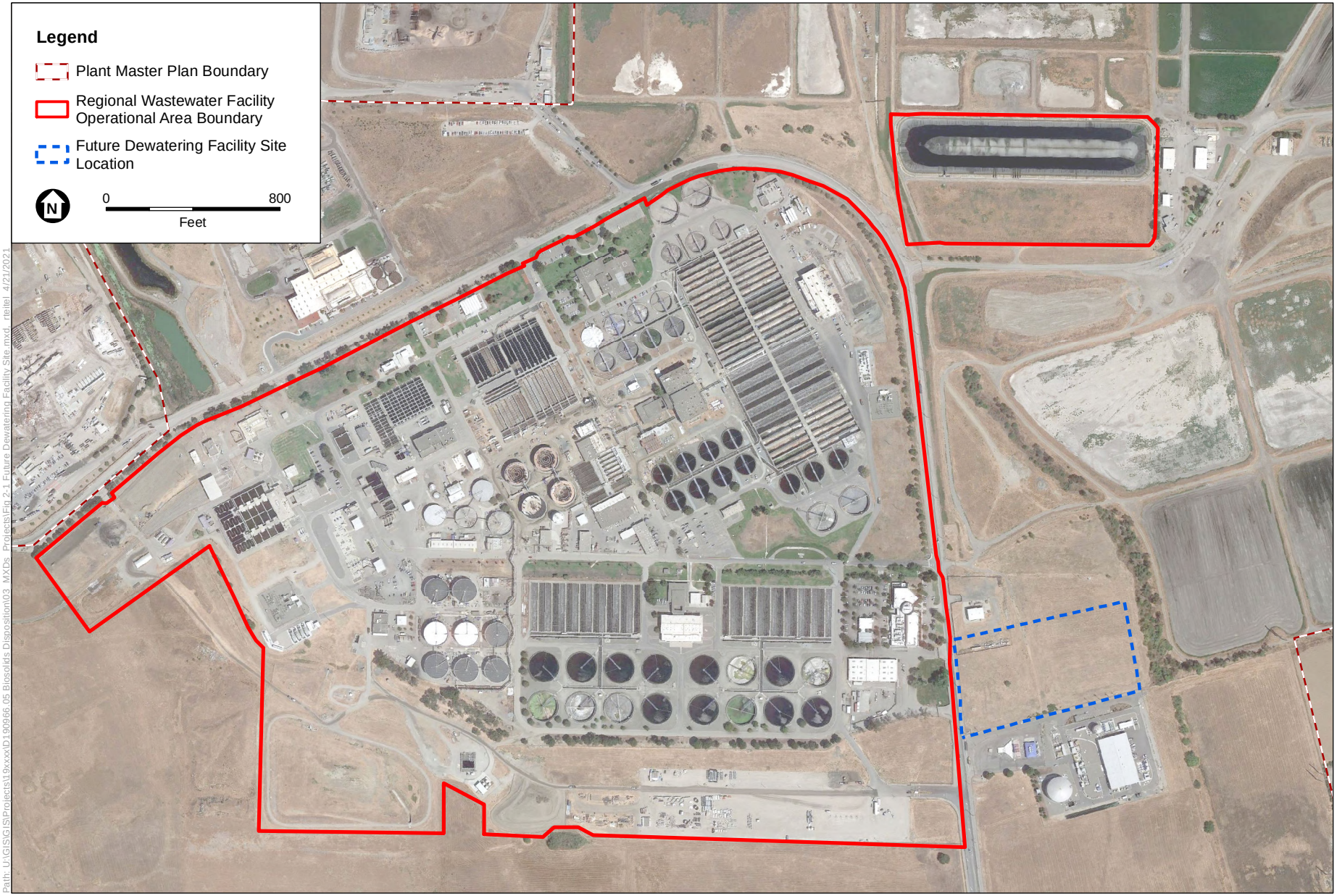
The biosolids would be hauled from the new dewatering building at the Facility[3] (refer to **Figure 2-1)** via truck and/or rail transport to any of the following potential representative disposition locations.

2.4.1 Truck Transport Disposition Locations

Dewatered biosolids may be transported via trucks from the Facility to any of the 14 potential disposition locations listed below and shown on **Figure 2-2.**

1. Composting site in, Alameda County, CA, located approximately 50 miles northeast of the Facility.
2. Composting site in Monterey County, CA, located approximately 70 miles south of the Facility.
3. Other beneficial use site in Solano County, CA, located approximately 70 miles north of the Facility.
4. Composting site in Stanislaus County, CA, located approximately 80 miles east of the Facility.
5. Solano County agricultural lands, CA, located approximately 90 miles northeast of the Facility.
6. Sacramento County agricultural lands, CA, located approximately 110 miles northeast from the Facility.
7. Composting site in Merced County, CA, located approximately 110 miles southeast of the Facility.
8. Merced County agricultural lands, CA, located approximately 120 miles east of the Facility.
9. Merced County agricultural lands, CA, located approximately 120 miles east of the Facility.
10. Composting site in Kern County, CA, located approximately 200 miles southeast of the Facility.
11. Composting site in Douglas County, NV, located approximately 210 miles northeast of the Facility.
12. Other beneficial use site in Kern County, CA, located approximately 220 miles southeast of the Facility.
13. Composting site in Santa Barbara County, CA, located approximately 230 miles south of the Facility.
14. Composting site in Kern County, CA, located approximately 250 miles southeast of the Facility.

[3] The City prepared an Addendum to the San José-Santa Clara Water Pollution Control Plant Master Plan Environmental Impact Report to meet the requirements of the California Environmental Quality Act (CEQA). The Digested Sludge Dewatering Facility Addendum was adopted in September 2019 (State Clearinghouse No. 2011052074; City of San José File Number PP18-018).



Path: U:\GIS\G\S\Projects\19xxxx\D190966.05 Biosolids Disposition\03_MXDs_Projects\Fig 2-1 Future Dewatering Facility Site.mxd rhetel 4/21/2021

SOURCE: Google Earth, 2018

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 2-1

Future Digested Sludge Dewatering Facility Site Location

ESA

SOURCE:ESRI Imagary, 2020; ESA, 2021

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 2-2

Potential Biosolids Disposition Locations Via Truck Transport

ESA

2.4.2 Rail Transport Disposition Locations

Dewatered biosolids may be transported via trucks from the Facility to local rail yards in Richmond and Oakland, then transported via rail to a railyard in Arizona (located at 1301 S. California Avenue, Parker, AZ 85344), and then via trucks again to any of the four potential disposition locations in Arizona, listed below and shown on **Figure 2-3**.

A. Compositing site in La Paz County, located approximately 50 miles from the Arizona railyard.

B. Maricopa County agricultural lands, located up to 230 miles from the Arizona railyard.

C. Pinal County agricultural lands, located up to 280 miles from the Arizona railyard.

D. Pima County agricultural lands, located up to 330 miles from the Arizona railyard.

2.5 Assessor's Parcel Numbers

- San José-Santa Clara Regional Wastewater Facility: Assessor's Parcel No.: 015-31-024

2.6 General Plan Designation and Zoning District

The Facility has an Envision San José 2040 General Plan (General Plan) land use designation of Public/Quasi-Public and is located in the Heavy Industrial zoning district.

2.7 Habitat Plan Designation

San José-Santa Clara Regional Wastewater Facility

- Land Cover Designation: Urban – Suburban
- Fee Zone: Ranchlands and Natural Lands
- Wildlife Survey Area: Western Burrowing Owl

2.8 Project-Related Approvals, Agreements and Permits

The Project would comply with all applicable regulations pertaining to the transport and disposal of biosolids at any of the above disposition locations.[4] The Project would also require local approval via adoption of the Addendum from the City of San José.

[4] As applicable to the analysis, these are further described in Sections 4.1 and 4.2 of this document.

SOURCE:ESRI Imagery, 2020; ESA, 2021

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 2-3
Potential Biosolids Disposition Locations Via Rail Transport

ESA

CHAPTER 3
Project Description

3.1 Project Overview

The City proposes to execute contracts for hauling and beneficial use of dewatered biosolids produced at the Facility (i.e., biosolids disposition). The biosolids would be transported from a new dewatering building at the Facility to any of 18 potential "disposition" locations, as further described in Section 2.4 and Section 3.2.

The Project is being evaluated in accordance with CEQA to identify the physical environmental impacts of the Project. The City is the CEQA Lead Agency.

3.2 Existing Setting

As described in Section 3.4, the Project would become operational once construction of the dewatering facility is complete (2023). The Project involves hauling biosolids from the new dewatering facility to the disposition sites, all of which are permitted to receive biosolids. Consequently, and consistent with the requirements of Section 15125 of the CEQA Guidelines, this environment uses a future baseline that includes the completed dewatering facility.[5][6] The affected setting, therefore, includes the future dewatering facility and the haul routes (roadways and rail) to the disposition sites. **Table 3-1** and **Table 3-2** summarize the potential disposition locations.

[5] CEQA Guidelines Section 15125 (a)(1) – "Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence."

[6] The City prepared an Addendum to the San José-Santa Clara Water Pollution Control Plant Master Plan Environmental Impact Report to meet the requirements of the California Environmental Quality Act (CEQA). The Digested Sludge Dewatering Facility Addendum was adopted in September 2019 (State Clearinghouse No. 2011052074; City of San José File Number PP18-018).

TABLE 3-1
POTENTIAL TRUCK TRANSPORT DISPOSITION LOCATIONS

Site Location	One-way Driving Distance (miles)	Proposed Main Truck Haul Routes [a]
Composting site in Alameda County, CA	50	Interstate 680 (I-680) to I-580
Composting site in Monterey County, CA	70	Highway 101
Other beneficial use site in Solano County, CA	70	I-880 to I-80, or I-680 to I-80
Composting site in Stanislaus County. CA	80	I-580 to Highway 132, or I-580 to Highway 132 to Highway 33
Solano County agricultural lands, CA	90	I-80 to Highway 12, or I-680 to CA-4 to Highway 160 to Highway 12
Sacramento County agricultural lands, CA	110	I-580 to CA-4, or I- 580 to Highway 5 to Highway 99 to State Route (SR) 104
Composting site in Merced County, CA	110	Highway 101 to SR 152, or I- 680 to I-580 to Highway 5 to Highway 152, or I-580 to Highway 99 to Highway 59
Merced County agricultural lands, CA	120	I-580 to Highway 99, or Highway 101 to SR 152 to Highway 59
Merced County agricultural lands, CA	120	Highway 101 to SR 152 to Highway 59, or I-680 to I-580 to Highway 205 to Highway 99 to Highway 59
Composting site in Kern County, CA	200	Highway 101 to Highway 5
Composting site in Douglas County, NV	210	I-680 to I-80 to US-50 to CA-89 to NV-88, or I- 680 to I-580 to Highway 5 to CA-4 to Highway 99 to CA-88
Other beneficial use site in Kern County, CA	220	Highway 101 to Highway 5
Compositing site in Santa Barbara County, CA	230	Highway 101
Composting site in Kern County, CA	250	Highway 101 to Highway 5

NOTES:

a. All trucks transporting the biosolids would start at the dewatering facility then take Zanker Road to Highway 237 to Interstate 880, or Zanker Road to Highway 237 to Interstate 680.

TABLE 3-2
POTENTIAL RAIL TRANSPORT DISPOSITION LOCATIONS

Truck Miles from Facility to Local Railyard	Local Railyard	Rail Miles from Local Railyard to Arizona Railyard	Arizona Railyard	Truck Miles from Arizona Railyard to Arizona Disposition Site (miles)	Location of Arizona Disposition Sites
40	East Bay Municipal Utility District (EBMUD) Wastewater Treatment Plant (2020 Wake Avenue, Oakland, CA 94607)	826	Arizona and California Railroad Company (1301 S. California Avenue, Parker, AZ 85344)	50	Compositing site in La Paz County
				230	Maricopa County agricultural lands
				280	Pinal County agricultural lands
				330	Pima County agricultural lands
49	Levin-Richmond Terminal Corporation (402 Wright Avenue, Richmond, CA 94804)	906		50	Compositing site in La Paz County
				230	Maricopa County agricultural lands
				280	Pinal County agricultural lands
				330	Pima County agricultural lands

3.3 Project Objectives

The Project is needed in order to achieve the following goals:

- Allow the City to develop multiple and diversified biosolids end-use options and;
- Create flexibility to respond to future regulations and market conditions pertaining to the beneficial use of biosolids.

The City developed 15 objectives to advance overall operational, economic, environmental, and social goals of the Plant Master Plan. The following objectives are relevant to the Project:

- ***Cost Effectiveness***. Maintain cost-effective Facility operations and competitive sewer rates through enhanced operations, flexibility, and rigorous evaluation of new technologies.
- ***Good Neighbor***. Reduce visual, noise, and odor impacts from Facility operations to neighboring land uses to the extent practicable.
- ***Resource Recovery.*** Promote additional resource recovery from Facility operations by supporting recycled water production, increasing biogas production, and diversifying biosolids reuse options.

3.4 Project Components and Operations

3.4.1 Facilities

The biosolids would be hauled from the new dewatering building at the Facility. Trucks would enter via the existing access road to the south of the dewatering facility site from Zanker Road, north of SR 237, and drive through the dewatering facility site, then exit onto Zanker Road and travel south to SR 237. **Figure 3-1** depicts a rendering of the dewatering facility.

3.4.2 Operating Years

The hauling of dewatered biosolids would commence during the startup and commissioning of the new dewatering facility and could occur indefinitely as long as the new dewatering facility is operational. The hauling of biosolids would use short-term contracts procured by the City. The startup testing and commissioning of the new dewatering facility is currently anticipated to begin in 2023. Once the new dewatering facility is fully operational and construction is completed, currently anticipated to be in 2024, hauling services would increase.

3.4.3 Biosolids Disposition Via Truck Transport

If the dewatering facility were fully operational in 2023, it is estimated that there would be approximately 129,000 wet tons per year of biosolids, which would require approximately 5,900 haul truck trips annually. By 2040, it is estimated that there would be approximately 208,000 wet tons per year of biosolids, which would require approximately 9,200 haul truck trips annually. **Table 3-3** includes the annual biosolids quantity and annual haul truck trips.

The biosolids would be loaded into open top containers on semi-trucks. Each container would be leakproof and have a tarp or cover to help prevent spills and contain odors that would be placed and secured after the container is loaded but before the truck leaves the dewatering site. Pending the procurement process, dewatered biosolids may only be transported to some of the14 potential disposition locations (refer to Table 3-1). It is anticipated that the biosolids would be transported to at least two or three locations, and no single location would receive all of the biosolids. For purposes of this analysis it is assumed that the biosolids would be trucked to the furthest possible destination of 250 miles; refer to Section 4.1 for the specific assumptions associated with the analysis.

The dewatered biosolids could be temporarily sent to a landfill permitted to receive biosolids during an emergency. Emergencies could result if a contractor's beneficial reuse site becomes unavailable and another contractor lacks capacity to receive the other's biosolids, or there is a natural disaster that impedes transportation of the dewatered biosolids to beneficial reuse sites. In both examples, the dewatered biosolids may need to be sent to a landfill until a beneficial reuse site becomes available. Because the dewatered biosolids from the Facility would have less than 50 percent total solids, it is unlikely that they would be accepted at Newby Island Landfill, which has been receiving the Facility's open air/solar dried biosolids that have more than 50 percent total solids. Therefore, the dewatered biosolids could be hauled to another nearby landfill permitted to receive biosolids.

Rendering: Two-Story Dewatering Facility Set Back by 120 Feet

Rendering: Two-Story Dewatering Facility Set Back by 280 feet

SOURCE: Brown & Caldwell, 2019

San José-Santa Clara Regional Wastewater Facility Biosolids Disposition Project

Figure 3-1
Two-Story Dewatering Facility Rendering

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TABLE 3-3
BIOSOLIDS QUANTITIES AND ANNUAL HAUL TRUCK TRIPS

Year[a]	Biosolids Quantity (wet tons per year)[b]	Annual Haul Truck Trips [c, d]	Average Truck Loads per Day	On-Way Truck Trips per Day
2023	129,000	5,900	17	34
2024	135,000	6,200	17	34
2025	140,000	6,400	18	36
2026	145,000	6,600	19	38
2027	150,000	6,900	19	38
2028	156,000	7,100	20	40
2029	161,000	7,400	21	42
2030	166,000	7,600	21	42
2031	171,000	7,800	22	44
2032	180,000	8,100	23	46
2033	183,000	8,200	23	46
2034	186,000	8,400	24	48
2035	189,000	8,500	24	48
2036	192,000	8,600	24	48
2037	196,000	8,800	25	50
2038	199,000	9,000	25	50
2039	202,000	9,100	25	50
2040	208,000	9,200	26	52

NOTES:

a. Assumes full year of operation of the dewatering facility. Amounts for years 2023 through 2040 may be overestimated depending on when the dewatering facility starts operations and alignment with the term of the hauling contracts.
b. Wet tons assume 21 percent cake and imported materials.
c. Truck capacity is assumed to be 22 tons.
d. These are roundtrip truck trips that have been rounded up to the nearest 100.

3.4.4 Biosolids Disposition via Truck and Rail Transport

Pending the procurement process, it is anticipated that up to approximately 60 percent of the dewatered biosolids may be hauled via truck to two local railyards (i.e., EBMUD Wastewater Treatment Plant and the Levin-Richmond Terminal Corporation approximately 40 miles and 49 miles northeast from the Facility, respectfully) and eventually sent to Arizona for disposition. The biosolids would be loaded into containers at the Facility and would be fully covered once loaded to help prevent spills and contain odors. In addition to requiring that loaded containers be enclosed with tarps or covers, the City would coordinate with the contractor/service provider to ensure procedures/operations at the railyard are managed to prevent odor issues when containers are stored at the railyard. Loaded containers would then be trucked to either of the two local railyard locations where they would be loaded/unloaded in coordination with each yard's management procedures. Hauling of loaded containers containing the biosolids from the Facility to the local railyards could occur seven days per week but are anticipated to primarily occur

Monday through Saturday. Once the containers have been trucked from the Facility to the local railyards, the loaded containers would then be unloaded[7] from the truck trailers. The loaded containers may be temporarily stored for up to three days or immediately shipped. It is anticipated that the containers would generally be stored on the weekends, but could also be stored during the week, depending on the timing of deliveries from the Facility to the local railyard and that railyard's schedule of outbound shipments. Based on 2023 loads (see Table 3-2), the railyard may temporarily store up to 30 loaded containers at any point in time. When ready for shipment, each loaded container would be placed on a flatbed rail car using a top picker, with each rail car loaded with up to six loaded containers (up to 132 tons per rail car), allowing for up to 10 loaded rail cars per week in 2023. From the EBMUD Wastewater Treatment Plant, biosolids would then be transported via rail approximately 826 miles across state lines to the Arizona and California Railroad Company located at 1301 South California Avenue in Parker, Arizona. Biosolids trucked to the Levin-Richmond Terminal Corporation would be then be transported via railroad approximately 906 miles across state lines to the Arizona and California Railroad Company. Once there, the loaded containers of dewatered biosolids would be unloaded and loaded back onto trucks to be transported to one of the four disposition sites in Arizona.

References – Project Description

City of San José, 2013. San José/Santa Clara Water Pollution Control Master Plan Environmental Impact Report; State Clearinghouse No. 2011052074; City of San José File Number PP11-403. November 19, 2013.

San José-Santa Clara Regional Wastewater Facility Digested Sludge Dewatering Facility Addendum, August 2019.

[7] Individual loading and loading locations at both of the local railyard locations would require site modifications prior to the beginning of the hauling operations and would be determined in coordination with each yard's management.

CHAPTER 4
Evaluation of Environmental Impacts

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1 Air Quality
4.2 Greenhouse Gas Emissions
4.3 Transportation
4.4 Other Environmental Topics
4.5 Mandatory Findings of Significance

The discussion for each environmental subject includes the following subsections:

- **Environmental Checklist –** The environmental checklist, as recommended by California Environmental Quality Act (CEQA), identifies environmental impacts that could occur if the Proposed Project is implemented. The right-hand column of the checklist lists the source(s) for the answer to each question. The sources are identified at the end of this section. The environmental checklist is included in the discussion of **Sections 4.1** to **4.4** listed above.
- **Impact Discussion** – This subsection discusses the project's impact as it relates to the environmental checklist questions. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

Other Environmental Topics – This subsection discusses the project's impacts on the environment for the following topics: aesthetics, agricultural and forestry resources, biological resources, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, energy, land uses and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, wildfire, and mandatory findings of significance.

Important Note to the Reader

The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of San José currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this section. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or Initial Study [IS]) can include information of interest even if such information is not an "environmental impact" as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this section will discuss project effects related to policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

4.1 Air Quality

4.1.1 Environmental Setting

The air quality setting relevant to the Project, including applicable regulations and air quality conditions, has not appreciably changed since the certification of the Plant Master Plan EIR. The Facility is located in the San Francisco Bay Area Air Basin (SFBAAB or Bay Area) under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). However, as detailed in the Project Description, the Project involves transport of the biosolids to potential destinations located all over California, as well as destinations in Nevada and Arizona. The City has identified 13 potential truck transport destinations in California and one in Nevada. Rail transport would involve hauling the biosolids from the Facility to either the East Bay Municipal Utility District (EBMUD) Wastewater Treatment Plant or the Levin-Richmond Terminal Corporation railyards located approximately 40 miles and 49 miles northeast from the Facility, respectively, to be transported via rail to the Arizona and California Railroad Company in Parker, Arizona, then to any one of the four potential destinations in Arizona. The physical setting for the Project therefore includes the future dewatering facility (which would be located at the Facility) and the various truck and rail transport routes to the potential disposition destinations.

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The State is currently divided into 15 air basins. Air quality planning in the State's 15 air basins is managed by 35 local air districts responsible for regional air quality planning, monitoring, and stationary source and facility permitting within their jurisdictions. Trucks hauling biosolids from the Facility to the 14 potential disposition destinations would traverse multiple air basin and air district boundaries as identified in **Table 4.1-1**. The general location of the disposition destinations that would be reached via truck and nearby highway network are shown on Figure 2-2 in Chapter 2.

Similarly, **Table 4.1-2** identifies the various air basins and air district jurisdictions rail transport routes to the disposition destinations in Arizona would traverse. The rail transport routes are shown on Figure 2-3 in Chapter 2.

TABLE 4.1-1
AIR BASINS AND AIR DISTRICT JURISDICTIONS TRAVERSED BY TRUCK HAUL ROUTES

Disposition Destination	Proposed Main Truck Haul Routes[a]	Air Basins Traversed	Air District Jurisdictions Traversed
Composting site in Alameda County, CA	**Interstate 680 (I-680) to I-580**	SFBAAB	BAAQMD
Composting site in Monterey County, CA	**Highway 101**	SFBAAB North Central Coast Air Basin (NCCAB)	BAAQMD Monterrey Bay Air Resources District (MBARD)
Other beneficial use site in Kern County, CA	I-880 to I-80, or **I-680 to I-80**	SFBAAB	BAAQMD
Composting site in Stanislaus County. CA	I-580 to Highway 132, or **I-580 to Highway 132 to Highway 33**	SFBAAB San Joaquin Valley Air Basin (SJVAB)	BAAQMD San Joaquin Valley Air Pollution Control District (SJVAPCD)
Solano County agricultural lands, CA	I-80 to Highway 12, or **I-680 to CA-4 to Highway 160 to Highway 12**	SFBAAB Sacramento Valley Air Basin (SVAB)	BAAQMD Yolo Solano Air Pollution Control District (YSAPCD) Sacramento Metropolitan Air Quality Management District (SMAQMD)
Sacramento County agricultural lands, CA	I-80 to Highway 12, or **I-680 to CA-4 to Highway 160 to Highway 12**	SFBAAB SJVAB SVAB	BAAQMD SJVAPCD SMAQMD
Composting site in Merced County, CA	**Highway 101 to SR 152**, or I- 680 to I-580 to Highway 5 to Highway 152, or I-580 to Highway 99 to Highway 59	SFBAAB SJVAB	BAAQMD SJVAPCD
Merced County agricultural lands, CA	**I-580 to Highway 99**, or Highway 101 to SR 152 to Highway 59	SFBAAB SJVAB	BAAQMD SJVAPCD
Merced County agricultural lands, CA	Highway 101 to SR 152 to Highway 59, or **I-680 to I-580 to Highway 205 to Highway 99 to Highway 59**	SFBAAB SJVAB	BAAQMD SJVAPCD
Composting site in Kern County, CA	**Highway 101 to Highway 5**	SFBAAB SJVAB	BAAQMD SJVAPCD
Composting site in Douglas County, NV	I-680 to I-80 to US-50 to CA-89 to NV-88, or **I- 680 to I-580 to Highway 5 to CA-4 to Highway 99 to CA-88**	SFBAAB SVAB Mountain Counties Air Basin (MCAB) SJVAB Great Basin Valleys Air Basin (GBVAB)	BAAQMD SMAQMD El Dorado County Air Pollution Control District (EDCAPCD) SJVAPCD Great Basin Unified Air Pollution Control District (GBUAPCD)
Other beneficial use site in Kern County, CA	**Highway 101 to Highway 5**	SFBAAB SJVAB	BAAQMD SJVAPCD
Compositing site in Santa Barbara County, CA	**Highway 101**	SFBAAB NCCAB South Central Coast Air Basin (SCCAB)	BAAQMD MBARD San Luis Obispo Air Pollution Control District (SLOAPCD) Santa Barbara County Air Pollution Control District (SBCAPCD)
Composting site in Kern County, CA	**Highway 101 to Highway 5**	SFBAAB SJVAB	BAAQMD SJVAPCD

Disposition Destination	Proposed Main Truck Haul Routes[a]	Air Basins Traversed	Air District Jurisdictions Traversed

NOTES:

a. Bolded routes show most likely routes and are used to calculate distances used in this analysis.

- Bay Area Air Quality Management District (BAAQMD).
- San Francisco Bay Area Air Basin (SFBAAB)
- North Central Coast Air Basin (NCCAB)
- Monterrey Bay Air Resources District (MBARD)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- San Joaquin Valley Air Basin (SJVAB)
- Sacramento Valley Air Basin (SVAB)
- Yolo Solano Air Pollution Control District (YSAPCD)
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- El Dorado County Air Pollution Control District (EDCAPCD)
- Mountain Counties Air Basin (MCAB)
- Great Basin Unified Air Pollution Control District (GBUAPCD)
- Great Basin Valleys Air Basin (GBVAB)
- South Central Coast Air Basin (SCCAB)
- San Luis Obispo Air Pollution Control District (SLOAPCD)
- Santa Barbara County Air Pollution Control District (SBCAPCD)

SOURCE: Table compiled by ESA in 2021 based on data from City of San José, 2021

TABLE 4.1-2
AIR BASINS AND AIR DISTRICT JURISDICTIONS IN CALIFORNIA TRAVERSED BY RAIL TRANSPORT ROUTES TO ARIZONA

Origin Railyard	Primary Railroad Operator	Distance to Destination Railyard in Parker, Arizona[a] (miles)	Air Basins Traversed	Air District Jurisdictions Traversed
EBMUD Wastewater Treatment Plant, Oakland, CA	Union Pacific Railway	1,033	SFBAAB SJVAB Mojave Desert Air Basin (MDAB)	BAAQMD SJVAPCD Kern County Air Pollution Control District (KCAPCD) Mojave Desert Air Quality Management District (MDAQMD)
Levin – Richmond Terminal Corporation, Richmond CA	Burlington Northern and Santa Fe Railway (BNSF)	1,096	SFBAAB SVAB SJVAB MCAB	BAAQMD YSAQMD SJVAPCD KCAPCD South Coast Air Quality Management District (SCAQMD) MDAQMD

NOTES:

a. Distances as estimated based on longest possible route provided by the City. While these numbers are higher than what was provided by the City and is included in the Project Description, they provide a more conservative analysis.

- Bay Area Air Quality Management District (BAAQMD).
- San Francisco Bay Area Air Basin (SFBAAB)
- Mojave Desert Air Basin (MDAB)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Kern County Air Pollution Control District (KCAPCD)
- San Joaquin Valley Air Basin (SJVAB)
- Mojave Desert Air Quality Management District (MDAQMD)
- Sacramento Valley Air Basin (SVAB)
- South Coast Air Quality Management District (SCAQMD)
- Mountain Counties Air Basin (MCAB)

SOURCE: Table compiled by ESA in 2021 based on data from City of San José, 2021

Sensitive Receptors

Sensitive receptors (e.g., residences, schools) in the vicinity of the Facility, as identified and discussed in the certified Plant Master Plan EIR, have not changed and remain applicable to the Project. There are no residences or schools adjacent to or in the immediate vicinity of the future dewatering facility and no hospitals, daycare centers, or long-term care facilities within one mile of the future dewatering facility. The closest sensitive uses are residences located approximately 3,450 feet (0.7 mile) to the south, 4,100 feet (0.8 mile) west of the future dewatering facility site, and 5,800 feet (1.1 miles) to the east of the future dewatering facility site. The closest school is the George Mayne Elementary School located approximately 5,000 feet (one mile) to the southwest.

At the Oakland and Richmond railyards, the exact location where biosolids containers would be transferred to railcars is not known at this time. Nearest sensitive uses in the form of residential receptors could be located as close as 500 feet from the Richmond railyard and approximately 1,200 feet from the EBMUD location in Oakland.

4.1.2 Regulatory Setting

The Federal Clean Air Act and the California Clean Air Act both require the establishment of standards for ambient concentrations of air pollutants, called Ambient Air Quality Standards. Federal ambient air quality standards exist for seven criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns (PM_{10}), particulate matter less than 2.5 microns ($PM_{2.5}$), and lead. In addition, California has established State standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The ambient air quality standards are intended to protect public health and welfare, and they specify the concentration of pollutants (with an adequate margin of safety) to which the public can be exposed without adverse health effects. The federal and state ambient air quality standards for criteria air pollutants have not changed since the certification of the Plant Master Plan EIR.

Areas with pollutant concentrations that exceed federal or state air quality standards are designated as "non-attainment" areas for the relevant air pollutants. Designations are made for each criteria pollutant. Designations in relation to state standards are made by the California Air Resources Board (CARB), while designations in relation to national standards are made by the United State Environmental Protection Agency (U.S. EPA). State designations are updated annually, while the national designations are updated either when the standards change or when an area requests re-designation due to changes in air quality. Non-attainment designations are of most concern because they indicate that unhealthy levels of the pollutant exist in the area, which typically triggers a need to develop a plan to achieve the applicable standards. The attainment status of the SFBAAB has not changed since the certification of the Plant Master Plan EIR. The SFBAAB continues to experience occasional violations of ozone and particulate matter (PM_{10} and $PM_{2.5}$) standards and is therefore designated as a non-attainment area for violation of the state 1-hour and 8-hour ozone standards, the federal ozone 8-hour standard, the state respirable particulate matter (PM_{10}) 24-hour and annual average standards, the state fine particulate matter ($PM_{2.5}$) annual average standard, and the federal $PM_{2.5}$ 24-hour standard. The Project area is designated as attainment for all other state and federal standards (BAAQMD, 2017a).

Air Quality Plans

At the time of certification of the Plant Master Plan EIR, the BAAQMD's 2010 Clean Air Plan (CAP) was the applicable air quality plan in place to protect public health and climate in the SFBAAB. In 2017, the 2017 Bay Area Clean Air Plan (2017 CAP) was adopted to address nonattainment issues for the SFBAAB (BAAQMD, 2017b). The 2017 CAP provides a regional strategy to protect public health and protect the climate by continuing progress toward attaining all state and federal air quality standards; eliminating health risk disparities from exposure to air pollution among Bay Area communities; transitioning the region to a post-carbon economy needed to achieve greenhouse gas (GHG) reduction targets for 2030 and 2050; and providing a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets. The 2017 CAP includes a wide range of 85 control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Similarly, other air districts listed in Tables 4.1-1 and 4.1-2 above, have also prepared air quality plans to achieve state and national ambient air quality standards, comply with state and national air quality planning requirements, and maintain healthy air within their jurisdictions.

Significance Thresholds

At the time of preparation of the Plant Master Plan EIR, the BAAQMD 2010 CEQA Air Quality Guidelines were in effect. The BAAQMD updated its CEQA Guidelines most recently in May 2017 (BAAQMD, 2017c) to include revisions to address the California Supreme Court's 2015 opinion in *California Building Industry Association vs. BAAQMD, 62 Cal.4th 369*. However, as the May 2017 CEQA Guidelines do not update outdated references, links, analytical methodologies or other technical information; current significance thresholds for evaluation of project construction and operational impacts remain the same as those used in the Plant Master Plan EIR. BAAQMD is currently working to update any outdated information in the Guidelines (BAAQMD, 2019).

Other air district jurisdictions listed in Tables 4.1-1 and 4.1-2 above have also adopted significance thresholds for the assessment of operational impacts. These are summarized in **Table 4.1-3.**

TABLE 4.1-3
OPERATIONAL SIGNIFICANCE THRESHOLDS FOR AIR DISTRICT JURISDICTIONS IN CALIFORNIA TRAVERSED BY TRUCK AND RAIL TRANSPORT ROUTES

Air Basin - Air District	Units	Operational Significance Thresholds			
		ROG	NOx	PM_{10}	$PM_{2.5}$
SFBAAB – BAAQMD	Pounds per day	54	54	82	54
	Tons per year	10	10	15	10
SVAB – SMAQMD	Pounds per day	65	65	80[a]	82[a]
	Tons per year	--	--	14.6[a]	15[a]
SJVAB – YSAPCD	Pounds per day	--	--	80	0
	Tons per year	10	10	--	--
SJVAB – SJVAPCD	Tons per year	10	10	15	15
MCAB – EDCAPCD	Pounds per day	82	82	--	--
GBVAB – GBUAPCD	Pounds per day	No thresholds			
	Tons per year	No thresholds			
NCCAB – MBARD	Pounds per day	137	137	82	--
SLOAPCD – SCCAB	Pounds per day	25		1.25[b]	--
	Tons per year	25		--	--
SBCAPCD – SCCAB	Pounds per day	25	25	--	--
MDAB – KCAPCD	Pounds per day	137	137	--	--
MDAB – MDAQMD	Pounds per day	137	137	82	65
	Tons per year	25	25	15	12
MDAB – SCAQMD	Pounds per day	55	55	155	55

NOTES:

a. After application of all feasible Best Management Practices, none of which would apply to the mobile sources of the Project.

b. Applies to DPM emissions only. The thresholds for fugitive PM_{10} emissions are 25 pounds per day and 25 tons per year.

- Bay Area Air Quality Management District (BAAQMD).
- San Francisco Bay Area Air Basin (SFBAAB)
- North Central Coast Air Basin (NCCAB)
- Monterrey Bay Air Resources District (MBARD)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- San Joaquin Valley Air Basin (SJVAB)
- Sacramento Valley Air Basin (SVAB)
- Yolo Solano Air Pollution Control District (YSAPCD)
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- El Dorado County Air Pollution Control District (EDCAPCD)
- Mountain Counties Air Basin (MCAB)
- Great Basin Unified Air Pollution Control District (GBUAPCD)
- Great Basin Valleys Air Basin (GBVAB)
- South Central Coast Air Basin (SCCAB)
- Mojave Desert Air Basin (MDAB)
- Kern County Air Pollution Control District (KCAPCD)
- Mojave Desert Air Quality Management District (MDAQMD)
- South Coast Air Quality Management District (SCAQMD)
- San Luis Obispo Air Pollution Control District (SLOAPCD)
- Santa Barbara County Air Pollution Control District (SBCAPCD)

SOURCES: BAAQMD, 2017c; SMAQMD, 2020; YSAQMD, 2007; SJVAPCD, 2015; EDCAPCD, 2002; MBARD, 2008; SLOAPCD, 2012; SBCAPCD, 2015; KCAPCD, 1999; MDAQMD, 2016; SCAQMD, 2019.

4.1.3 Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified significant and unavoidable impacts related to implementation of the Master Plan for the potential to conflict with the applicable air quality plan and for the potential to violate air quality standards during construction as project-related construction emissions, even with mitigation measures incorporated, were found to exceed the identified significance thresholds.

- The Plant Master Plan EIR identified less-than-significant impacts related to implementation of the Master Plan for the potential to violate air quality standards during operation, exposure of sensitive receptors to substantial pollutant concentrations, and objectionable odors.

4.1.4 Environmental Checklist and Discussion of Impacts

Issues (and Supporting Information Sources):	*New Potentially Significant Impact*	*New Less Than Significant with Mitigation Incorporation*	*New Less Than Significant Impact*	*Same Impact as Approved Project*	*Less Impact than Approved Project*
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒	☐

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Impact than Approved Project. (Less than Significant) For the BAAQMD, the BAAQMD CEQA Guidelines recommend that a project's consistency with the current air quality plan be evaluated using the following three criteria:

a. The project supports the goals of the applicable air quality plan,

b. The project includes applicable control measures from the air quality plan, and

c. The project does not disrupt or hinder implementation of any control measures from the air quality plan.

If it can be concluded with substantial evidence that a project would be consistent with the above three criteria, then the BAAQMD considers it to be consistent with air quality plans prepared for the Bay Area (BAAQMD, 2017c). The primary goals of the 2017 CAP, the applicable air quality plan for the Bay Area, are to attain air quality standards,

reduce population exposure and protect public health in the Bay Area, and reduce GHG emissions and protect the climate. The BAAQMD-recommended guidance for determining if a project supports the goals in the current CAP is to compare estimated project emissions with BAAQMD thresholds of significance. If project emissions would not exceed the thresholds of significance after the application of all feasible mitigation measures, the project would be consistent with the goals of the 2017 CAP. Similarly, air quality impacts with respect to this criterion in other jurisdictions would be considered less than significant if the estimated air pollutant emissions within each air district jurisdiction are less than the respective significance thresholds.

As indicated in the following discussion with regard to criterion b), the Project would result in emissions less than the respective significance thresholds within each affected air district jurisdiction. Therefore, the Project would be considered to be consistent with the respective air quality plans prepared to address nonattainment issues. This would be a less than significant impact.

This impact would be the less than identified in the Plant Master Plan EIR (as described above in Section 4.1.3), and the Project would not result in any new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Approved Project. (Less than Significant) According to the BAAQMD, no single project will, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The BAAQMD *CEQA Air Quality Guidelines* recommends using its quantitative thresholds of significance to determine if an individual project's emissions would considerably contribute to cumulative air quality impacts in the region. If a project's emissions exceed the identified significance thresholds, its contribution to cumulative air quality would be considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions (BAAQMD, 2017c). Alternatively, if a project does not exceed the identified significance thresholds, then the project would not be considered cumulatively considerable and would result in less-than-significant air quality impacts.

The Project includes truck transport of dewatered biosolids from the future dewatering facility site to 14 potential disposition destinations identified by the City for beneficial disposal. Dewatered biosolids are continuously generated and would be hauled away on a daily basis. The number of daily truck trips generated depends on the quantity of biosolids generated. The City has provided projected estimates for annual tonnages of biosolids generated at the Facility over the contract period from 2023 to 2040 (shown in Table 3-3 of Chapter 3.0, *Project Description*). The analysis presented below estimates emissions for the first and last years of the contract, to account for worst-case scenarios

of the biosolids hauling as emission factors would be highest in 2023 while volume of biosolids transported would be highest in 2040.

In addition to the truck transport scenario, the analysis presented below also estimates emissions from a combination of rail and truck transport wherein approximately 60 percent of the biosolids generated would be transported to the railyards in Richmond or Oakland to then be transported via rail to Parker, Arizona. From the railyard in Parker, Arizona, the biosolids would be transported to four potential destinations for beneficial reuse up to 300 miles away. The remaining 40 percent of the biosolids generated would be transported directly to any of the 14 previously identified destinations by trucks.

Emissions from trucks were estimated using EMFAC2021 emission factors using activity levels presented in Table 3-3 of the Project Description. Emissions from rail transport and use of equipment at the railyards to transfer the biosolids containers between the trucks and the railcars were estimated based on OFFROAD emission factors for line haul locomotives and railyard container handling equipment, respectively. In addition, emissions from trucks idling at the railyards are also included assuming that each truck could be idling for a maximum of 15 minutes at the railyards. **Table 4.1-4** and **Table 4.1-5** present the worst case criteria air pollutant emissions for the truck transport only and truck and rail transport scenarios, respectively. The worst case truck transport scenario assumes that all biosolids generated would be transported to the farthest disposition destination in Kern County, approximately 250 miles from the Facility. The worst case rail transport scenario assumes that 60 percent of the biosolids would be transported from the Richmond railyard (longer transport distance to Arizona than from Oakland) and the remaining 40 percent would be transported to the farthest truck transport destination in Kern County. Please refer to **Appendix A** for comparison of emissions associated with transport to all other disposition destinations. Estimated emissions within each air district jurisdiction for all evaluated travel routes were found to be less than the respective significance thresholds (summarized in Table 4.1-3). As CEQA does not cover jurisdictions outside of California, emissions from transport beyond the California border are provided only for informational purposes and are not included as part of the significance determination for the Project.

As discussed above in Section 4.1.3, the Plant Master Plan EIR disclosed significant and unavoidable impacts related to the potential to conflict with an applicable air quality plan and potential to violate air quality standards during construction. Therefore, the contribution of the approved Plant Master Plan to cumulative air quality was also concluded as being significant. Given that operational emissions associated with the Project within each air district jurisdiction traversed would be less than the respective significance thresholds, the Project's contribution to the cumulative air quality impact would be less than significant.

This impact would be the less than identified in the certified Plant Master Plan EIR, and the Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

TABLE 4.1-4
PROJECTED WORST-CASE EMISSIONS FOR TRUCK TRANSPORT

Jurisdiction	ROG	NOx	PM_{10}	$PM_{2.5}$
Truck Transport Scenario - 2023				
BAAQMD Emissions (pounds per day)	0.1	9.0	0.7	0.3
BAAQMD Significance Thresholds	54	54	82	54
BAAQMD Emissions (tons per year)	<0.1	1.6	0.1	<0.1
BAAQMD Significance Thresholds	10	10	15	10
SJVAPCD Emissions (tons per year)	<0.1	4.5	0.3	0.2
SJVAPCD Significance Thresholds	10	10	15	15
Significant Impact?	No	No	No	No
Truck Transport Scenario - 2040				
BAAQMD Emissions (pounds per day)	0.1	9.6	1.1	0.5
BAAQMD Significance Thresholds	54	54	82	54
BAAQMD Emissions (tons per year)	<0.1	1.7	0.2	0.1
BAAQMD Significance Thresholds	10	10	15	10
SJVAPCD Emissions (tons per year)	<0.1	4.8	0.5	0.2
SJVAPCD Significance Thresholds	10	10	15	15
Significant Impact?	No	No	No	No

NOTES:

- Bay Area Air Quality Management District (BAAQMD).
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- particulate matter less than 10 microns (PM10),
- particulate matter less than 2.5 microns (PM2.5),
- reactive organic gas (ROG)
- nitrogen oxide (NOx)

SOURCE: Appendix A

TABLE 4.1-5
PROJECTED WORST-CASE EMISSIONS FOR TRUCK AND RAIL TRANSPORT

Jurisdiction	ROG	NOx	PM_{10}	$PM_{2.5}$
Rail and Truck Transport Scenario - 2023				
BAAQMD Emissions (pounds per day)	0.5	14.1	0.7	0.3
BAAQMD Significance Thresholds	54	54	82	54
BAAQMD Emissions (tons per year)	<0.1	2.5	0.1	<0.1
BAAQMD Significance Thresholds	10	10	15	10
YSAQMD Emissions (pounds per day)	0.1	3.5	<0.1	<0.1
YSAQMD Significance Thresholds	--	--	80	--
YSAQMD Emissions (tons per year)	<0.1	).9	<0.1	<0.1
YSAQMD Significance Thresholds	10	10	--	--
SJVAPCD Emissions (tons per year)	0.3	9.6	0.3	0.2
SJVAPCD Significance Thresholds	10	10	15	10
KCAPCD Emissions (pounds per day)	0.3	7.1	0.1	0.1
KCAPCD Significance Thresholds	137	137	--	--

TABLE 4.1-5 (CONTINUED)
PROJECTED WORST-CASE EMISSIONS FOR TRUCK AND RAIL TRANSPORT

Jurisdiction	ROG	NOx	PM_{10}	$PM_{2.5}$
MDAQMD Emissions (pounds per day)	0.8	23.1	0.3	0.3
MDAQMD Significance Thresholds	137	137	82	65
MDAQMD Emissions (tons per year)	0.2	5.8	<0.1	<0.1
MDAQMD Significance Thresholds	25	25	15	12
SCAQMD Emissions (pounds per day)	0.1	3.2	<0.1	<0.1
SCAQMD Significance Thresholds	55	55	150	55
Significant Impact?	No	No	No	No
Emissions in Arizona (pounds per day)	2.2	75.8	2.8	1.6
Emissions in Arizona (tons per year)	0.5	15.2	0.4	0.3
Rail and Truck Transport Scenario - 2040				
BAAQMD Emissions (pounds per day)	0.5	11.5	1.0	0.5
BAAQMD Significance Thresholds	54	54	82	54
BAAQMD Emissions (tons per year)	<0.1	1.9	0.1	<0.1
BAAQMD Significance Thresholds	10	10	15	10
YSAQMD Emissions (pounds per day)	0.1	1.7	<0.1	<0.1
YSAQMD Significance Thresholds	--	--	80	--
YSAQMD Emissions (tons per year)	<0.1	0.5	<0.1	<0.1
YSAQMD Significance Thresholds	10	10	--	--0.5
SJVAPCD Emissions (tons per year)	0.2	5.9	0.3	0.2
SJVAPCD Significance Thresholds	10	10	15	10
KCAPCD Emissions (pounds per day)	0.2	3.5	<0.1	<0.1
KCAPCD Significance Thresholds	137	137	--	--
MDAQMD Emissions (pounds per day)	0.6	11.4	0.2	0.2
MDAQMD Significance Thresholds	137	137	82	65
MDAQMD Emissions (tons per year)	0.2	3.0	<0.1	<0.1
MDAQMD Significance Thresholds	25	25	15	12
SCAQMD Emissions (pounds per year)	<0.1	1.6	<0.1	<0.1
SCAQMD Thresholds	55	55	150	55
Significant Impact?	No	No	No	No
Emissions in Arizona (pounds per day)	1.7	53.2	3.6	1.6
Emissions in Arizona (tons per year)	0.4	11.1	0.5	0.3

NOTES:

- Bay Area Air Quality Management District (BAAQMD).
- Yolo Solano Air Pollution Control District (YSAPCD)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Kern County Air Pollution Control District (KCAPCD)
- Mojave Desert Air Quality Management District (MDAQMD)
- South Coast Air Quality Management District (SCAQMD)
- particulate matter less than 10 microns (PM10),
- particulate matter less than 2.5 microns (PM2.5),
- reactive organic gas (ROG)
- nitrogen oxide (NOx)

SOURCE: Appendix A

c) Expose sensitive receptors to substantial pollutant concentrations?

Same Impact as Approved Project. (Less than Significant) Transportation of dewatered biosolids via trucks, rail or a combination of the two to various disposal destinations throughout California, Nevada and Arizona would generate diesel particulate matter (DPM) emissions in the exhaust of trucks, locomotives and container handling equipment at the railyards. DPM is a complex mixture of chemicals and particulate matter that has been identified by the State of California as a toxic air contaminant (TAC) with potential cancer and chronic non-cancer effects.

The nearest offsite sensitive receptors to the loading areas at the future dewatering facility site are located approximately 3,450 feet to the south. The BAAQMD has identified a distance of 1,000 feet from the source to the closest sensitive receptor locations within which community health risk impacts are likely (BAAQMD, 2017c). Due to the large distance separating the future dewatering facility site from nearby receptors, exposure from emissions generated by truck activity at the Facility would be greatly reduced and would not expose receptors to significant health risks.

While DPM emissions from trucks and locomotives transporting biosolids would be distributed along the travel routes, emissions generated at the railyards from the operation of container loading equipment and idling of trucks would constitute a new permanent source of DPM emissions and could expose nearby receptors to increased health risks. The unloading of biosolids containers from the trucks to the rail cars could take place as close as 500 feet from residential receptors adjacent to the Richmond rail yard and 1,200 feet from the EBMUD facility in Oakland. A screening level health risk assessment (HRA) using the U.S. EPA's AERSCREEN model and guidance from the California Office of Environmental Health Hazard Assessment (OEHHA, 2015) was conducted to estimate the increase in lifetime risk to these receptors from exposure to DPM emissions from Project-related activity at the two railyards. AERSCREEN was used to determine the maximum 1-hour DPM concentration that would occur at the nearest residential receptors. The DPM emission rates used in the HRA were based on the total PM_{10} exhaust emissions resulting from truck idling and operation of container handling equipment at the railyards. Maximum 1-hour concentrations estimated using AERSCREEN were converted to an annual average concentration for the HRA using a scaling factor of 0.1 (U.S. EPA, 2016). Cancer risks were then calculated for the residential receptors closest to the two railyards using risk assessment guidelines from OEHHA and BAAQMD. Because child resident exposure assumptions are more conservative than those for adult residents, a conservative approach of considering all off-site receptors as initially child residents were used in this screening-level HRA. Cancer risk as a result of exposure to DPM occurs exclusively through the inhalation pathway (OEHHA, 2015). Therefore, the screening-level HRA only evaluates cancer risks from inhalation and no other exposure pathways (e.g., dermal and ingestion). According to OEHHA, HRAs, which determine the lifetime exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period when assessing TACs (such as

DPM) that have only cancer or chronic non-cancer health effects. In order to calculate the chronic hazard index, the chronic inhalation Reference Exposure Level (REL) for DPM of 5 micrograms per cubic meter (µg/m^3) was used (OEHHA, 2019). Annual $PM_{2.5}$ concentrations were also estimated to be compared to the BAAQMD's thresholds.

Table 4.1-6 presents unmitigated cancer risk, chronic hazard index and annual $PM_{2.5}$ exhaust concentrations associated with the Project-related DPM emissions at the two railyard locations and compares them to the BAAQMD thresholds. Refer to Appendix A for the assumptions and calculations used to estimate the increase in lifetime cancer risk and chronic hazard index associated with the Project.

TABLE 4.1-6
ESTIMATED PROJECT CANCER RISK, CHRONIC HAZARD INDEX AND $PM_{2.5}$ CONCENTRATIONS

	Maximum Cancer Risk (# in 1 million)	Chronic Hazard Index	Annual $PM_{2.5}$ Concentration (µg/m^3)
	Residential Receptor	Residential Receptor	Residential Receptor
Richmond Railyard			
Project Risk	3.6	0.001	0.004
BAAQMD Significance Thresholds	10.0	1.0	0.3
Significant Impact?	No	No	No
EBMUD Oakland Railyard			
Project Risk	1.1	0.0003	0.001
BAAQMD Significance Thresholds	10.0	1.0	0.3
Threshold Exceeded?	No	No	No

NOTES:

- Bay Area Air Quality Management District (BAAQMD).
- particulate matter less than 2.5 microns (PM2.5),
- micrograms per cubic meter (µg/m3)

SOURCE: Appendix A

As shown in Table 4.1-6, health risks from the Project would not result in an increase in lifetime cancer risk, maximum chronic hazard index or annual $PM_{2.5}$ concentrations that would exceed the BAAQMD thresholds of significance in the vicinity of both railyards analyzed. Therefore, this would be a less than significant impact.

This impact would be the same as identified in the certified Plant Master Plan EIR (as described above in Section 4.1.3), and the Project not result in new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Same Impact as Approved Project. (Less than Significant) The closest residences to the future dewatering facility site are located approximately 3,450 feet (0.7 mile) to the

south in the Westwinds mobile home park. Residences to the west and east of the future dewatering facility site are farther away at approximately 4,100 (0.8 miles) and 5,800 feet (1.1 miles), respectively. George Mayne Elementary School is located approximately 5,000 feet (one mile) to the southwest. Winter winds in the area tend to be southwesterly and southeasterly, and summer winds tend to be westerly, which could carry odorous emissions from the Project's loading activities at the future dewatering facility site to the north and east. As there are no residences to the north, residential areas to the east are most likely to be affected. Odorous emissions from the dewatering process areas, including activities at the truck loading bays at the future dewatering facility were analyzed in the Addendum to the Plant Master Plan EIR prepared for the dewatering facility (City of San José, 2019)[8]and found to be less than significant. The future dewatering facility would be entirely enclosed with the truck loading bays long enough to contain an entire semi-truck and trailer. Roll up doors on both ends of the truck loading bays, when closed, would contain odors from the loading areas. Foul air from the process and loading areas within the future dewatering facility would be vented through a stack to the top of the building after odor treatment as discussed in the Addendum to the Plant Master Plan EIR prepared for the proposed dewatering facility. Therefore, biosolids loading activities at the future dewatering facility would not substantially increase the potential for exposure of nearby residents and land uses to objectionable odors.

The biosolids from the future dewatering facility would be loaded into open top containers on semi-trucks. Each container would be leak-proof and have a tarp or cover that would be placed and secured after the container is loaded but before the truck leaves the dewatering site. The tarps and covers would help prevent spills and contain odors. Biosolids would be transported from the future dewatering facility on a daily basis. However, if rail transport is used, containers could be held at the railyards in Richmond or Oakland over the weekend. While the exact location where containers would be held is not known at this time, the nearest sensitive uses in the form of residential receptors are located as close as 500 feet from the Richmond railyard and 1,200 feet from the EBMUD railyard in Oakland. As the biosolids containers would be enclosed with tarps or covers, any odors generated would be minimal and would not likely carry over to receptors 500 feet and beyond. Therefore, the Project would not be expected to generate odor emissions adversely affecting a substantial number of people. This impact would be similar to the impact identified in the certified Plant Master Plan EIR (as described above in Section 4.1.3), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.1.5 Mitigation Measures

None required.

[8] The City prepared an Addendum to the San José-Santa Clara Water Pollution Control Plant Master Plan Environmental Impact Report to meet the requirements of the California Environmental Quality Act (CEQA). The Digested Sludge Dewatering Facility Addendum was adopted in September 2019 (State Clearinghouse No. 2011052074; City of San José File Number PP18-018).

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4.2 Greenhouse Gas Emissions

4.2.1 Environmental Setting

The environmental setting relevant to greenhouse gases (GHGs) has not appreciably changed since the certification of the Plant Master Plan EIR. Updates to the regulatory setting are summarized below. With regard to impacts from GHGs, both the Bay Area Air Quality Management District (BAAQMD) and California Air Pollution Control Officers Association (CAPCOA) consider GHG impacts to be exclusively cumulative impacts; therefore, assessment of significance relative to the certified Plant Master Plan EIR is based on a determination of whether the GHG emissions from the Project represent a cumulatively considerable contribution to the global atmosphere.

4.2.2 Regulatory Setting

Regulation of GHGs at the State Level

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (AB 32, Chapter 488, Statutes of 2006) provided initial direction on creating a comprehensive multi-year program to limit California's GHG emissions to 1990 levels by 2020 and initiated the changes required to achieve the state's long-range climate objectives. Since then, Senate Bill (SB) 32 (Pavley, Chapter 249, Statutes of 2016) was enacted, which set a statewide GHG emission target of 40 percent below the 1990 level by 2030. One specific requirement of AB 32 is to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. California Air Resources Board (CARB) has prepared and adopted the Scoping Plan with multiple updates. Developing a Short-Lived Climate Pollutant (SLCP) Reduction Strategy is identified in the First Update to the Climate Change Scoping Plan as one of the recommended actions to achieve required GHG emission reductions. The SLCP Reduction Strategy addresses black carbon, methane, and hydrofluorocarbons (HFCs), which are powerful climate forcers and harmful air pollutants with an abbreviated atmospheric lifespan compared to other known climate pollutants (e.g., carbon dioxide). SB 605 directed CARB to develop a comprehensive SLCP Reduction Strategy, in coordination with other state agencies and local air quality management and air pollution control districts to reduce emissions of GHGs. SB 1383 (Lara, Chapter 395, Statutes of 2016) directed CARB to approve and begin implementing the plan by January 1, 2018, and set statewide 2030 emission reduction targets for methane, HFCs, and anthropogenic black carbon. The SLCP Reduction Strategy, approved in March 2017, includes directives for addressing landfill methane emissions via reductions in organic material disposal. The SLCP: Organic Waste Reductions Regulation implements these directives. As required by SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with CARB, is charged with developing regulations to reduce disposal of organic waste by 50 percent of 2014 levels by 2020 and 75 percent by 2025. In addition, at least 20 percent of the edible food in the organic waste stream must be recovered to feed people by 2025. Materials that cannot be effectively recovered for human consumption would be directed to organic waste recovery facilities to make useful products, including compost, fertilizer, fuel, or

energy. These facilities may be developed at existing landfills, other waste management sites, or at new stand-alone sites. These regulations must take effect on or after January 1, 2022.

Envision San José 2040 General Plan and Greenhouse Gas Reduction Strategy

In 2011, the City adopted the Envision San José 2040 General Plan (General Plan; City of San José, 2020a). The General Plan identifies policies and measures to reduce GHG generation within the City. Policies relevant to the Project include:

> ***MS-5.6:*** Enhance the construction and demolition debris recycling program to increase diversion from the building sector.
>
> ***MS-6.3:*** Encourage the use of locally extracted, manufactured or recycled and reused materials including construction materials and compost.

As part of the General Plan update, the City adopted a Greenhouse Gas Reduction Strategy for the City of San José (GHGRS; City of San José, 2015a) in accordance with the BAAQMD CEQA Guidelines and CEQA Guidelines Section 15183.5. The City's GHG Reduction Strategy was approved as part of the City's 2040 General Plan and analyzed in the 2040 General Plan Integrated Final Program Environmental Impact Report (2040 General Plan PEIR) (certified in November 2011) and updated in the Supplemental PEIR (certified in December 2015). The City of San José prepared a Supplemental PEIR to supplement the information included in the 2040 General Plan PEIR regarding GHG emissions and global climate change. The Supplemental PEIR reevaluated the significance of projected GHG emissions associated with existing and planned land uses in San José and the consistency of the General Plan and GHG Reduction Strategy with the California Climate Change Scoping Plan and other plans (City of San José, 2015b).

In response to SB 32's 2030 goal, the City updated its GHGRS (2030 GHGRS; City of San José, 2020b) in alignment with SB 32, which establishes an interim statewide GHG reduction goal for 2030 to meet the long-term target of carbon neutrality by 2045 (Executive Order B-55-18). SB 32 expands upon AB 32, and requires a reduction in GHG emissions of at least 40 percent below 1990 levels by 2030. The 2030 GHGRS adopted on November 11, 2020 serves as a comprehensive update to the city's original GHGRS and reflects the plans, policies, and codes as approved by the City Council. The strategy builds on the City's General Plan and Climate Smart San José to expand the City's Green Vision to advance urban sustainability. Leveraging these existing plans and supporting policy and program frameworks, the 2030 GHGRS provides a set of strategies and additional actions to achieve the 2030 target. The 2030 GHGRS identifies seven strategies to reduce GHG emissions to achieve the 2030 target. These strategies include GHG reductions in energy, building, land use and transportation, water, and waste sectors.

The 2030 GHGRS also serves as a Qualified Climate Action Plan for purposes of tiering and streamlining in accordance with the BAAQMD CEQA Guidelines and CEQA Guidelines Section 15183.5. The City has developed a Compliance Checklist that serves to apply the relevant General Plan and 2030 GHGRS policies through a streamlined review process for proposed new

development projects that are subject to discretionary review and that trigger environmental review under CEQA.

4.2.3 Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified less than significant impacts for both project- and program-level improvements consistent with the General Plan GHG Reduction Strategy up to the year 2020. However, subsequent to year 2020, the project- and program-level improvements analyzed in the Plant Master Plan EIR were found to make a cumulatively considerable contribution to City-wide emissions, which were determined by the 2040 General Plan PEIR to be significant and unavoidable by 2035, even with implementation of the measures contained in the GHG Reduction Strategy. The conclusions in the 2040 General Plan PEIR have not changed based upon the supplemental information on GHG emissions presented in the Supplemental PEIR.

- The Plant Master Plan EIR identified significant and unavoidable impacts for projects implemented beyond 2020 and identified mitigation measures to reduce the severity of this impact from projects proposed at the Facility.

4.2.4 Environmental Checklist and Discussion of Impacts

Issues (and Supporting Information Sources):	*New Potentially Significant Impact*	*New Less Than Significant with Mitigation Incorporation*	*New Less Than Significant Impact*	*Same Impact as Approved Project*	*Less Impact than Approved Project*
VIII. GREENHOUSE GAS EMISSIONS — Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Impact than Approved Project. (Beneficial) GHG emissions worldwide cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects in San José, the entire state of California, across the nation, and around the world contribute cumulatively to the phenomenon of global climate change and its associated environmental impacts.

As detailed in the Project Description, the Project would become operational once construction of the new dewatering facility is completed by 2023. There is no construction associated with the Project; Project operation involves hauling dewatered biosolids from the new dewatering facility to any of 18 potential disposition sites

permitted to receive biosolids, either by trucks, or a combination of rail and trucks. The Project would generate GHG emissions from the combustion of diesel fuel for the operation of trucks and rail as well as from equipment used at the railyards to transfer containers of biosolids between the trucks and the rail cars.

Emissions from both the truck transport scenario and the truck and rail transport scenario are presented in the analysis below. Under truck transport scenario, all biosolids generated would be transported to any one of the 14 disposition destinations listed in Table 3-1 of the Project Description. GHG emissions from trucks were estimated using EMFAC2021 emission factors, truck activity levels presented in Table 3-2 of the Project Description and trip lengths to the 14 disposition destinations for truck transport provided in Table 3-1. All assumptions and calculations used for the estimation of emissions are detailed in Appendix A.

For the rail and truck transport scenario, 60 percent of the biosolids generated would be transported by rail and the remaining 40 percent would be transported by trucks to any of the 14 disposition destinations identified in Table 3-1. Rail transport would involve transport of the biosolids via trucks to either the East Bay Municipal Utility District (EBMUD) railyard in Oakland or the Levin-Richmond Terminal Corporation railyard in Richmond. Biosolids containers would be transferred from the trucks to the railcars to be transported to the destination railyard in Parker, Arizona. Trucks would transport biosolids farther from the Arizona and California Railroad Company in Parker, Arizona to four potential disposition destinations in Arizona identified in Table 3-2. Under this scenario, in addition to emissions from trucks, rail transport and use of equipment at the railyards would also generate emissions. Emissions from equipment use at the railyards and rail emissions were estimated using OFFROAD emission factors for rail container handling equipment and line haul locomotives, respectively. All assumptions and calculations used for the estimation of emissions are detailed in Appendix A.

Analysis for both scenarios was conducted for 2023, the first year of operation of the new dewatering facility. Though the hauling of dewatered biosolids could occur indefinitely as long as the new dewatering facility is operational, emissions for the year 2040 were also analyzed to assess the impact of the increase in biosolids production.

Biosolids currently generated at the Facility are transported to the Newby Island landfill approximately five miles from the Facility. While transportation of the dewatered biosolids to the 18 identified destinations all over the state would increase transportation-related GHG emissions by increasing trip lengths, diversion of the dewatered biosolids from the landfill to organic waste recovery facilities for beneficial reuse would result in a decrease in fugitive methane emissions produced from the anaerobic decomposition of organics at landfills. Though operation of the waste recovery facilities would also result in emissions of GHGs from electricity consumption, use of diesel-powered equipment to process feedstock and product, the post processing and combustion of biogas, and from water consumption and wastewater generation, this increase along with the increase in

transportation-related emissions would be more than offset by methane generation avoided in landfills.

CARB and CalRecycle have produced general estimates for the level of GHG reductions that would be achieved through the redirection of 1 ton of organic material from a landfill to an alternative disposal, composting, or other organic waste recovery facility. The Compost Emissions Reduction Factor (CERF) model prepared by CARB and California Environmental Protection Agency (CalEPA), accounts for emissions increases associated with the operation of facilities, as well as emissions reductions from the avoidance of methane emissions, decreased soil erosion and increased carbon sequestration potential, reduced synthetic fertilizer use, and reduced herbicide use (CARB and CalEPA 2017). The CERF model shows that the composting process achieves a net reduction of GHG emissions (CARB and CalEPA 2017). The emissions and emission reductions from the CERF model are summarized in **Table 4.2-1**.

TABLE 4.2-1
SUMMARY OF CERF FACTORS FOR MIXED ORGANICS

Source	GHG Emissions $MTCO_2e$ per ton of Mixed Organics
Emissions	
Fugitive methane emissions	0.049
Fugitive nitrous oxide (N_2O) emissions	0.021
Total Emissions	0.07
Emission Reductions	
Decreased soil erosion	0.08
Decreased fertilizer use	0.15
Avoided methane emissions from landfills	**0.33**
Total Reductions	0.56

NOTES:
- $MTCO_2e$ refers to metric tons of carbon dioxide equivalents.
- Compost Emissions Reduction Factor (CERF)

SOURCE: CalRecycle, 2020.

The analysis presented below conservatively uses only the 0.33 metric tons of carbon dioxide equivalent ($MTCO_2e$) CERF factor for emissions reduction associated with avoided methane emissions from landfills (CalRecycle, 2020). This results in a more conservative estimate of emission reductions and is consistent with the assumptions in the analysis of the SB 1383 regulation in its EIR (CalRecycle, 2019). The increase in GHG emissions from the longest travel route to a disposition destination, and the reduction in GHG emissions from avoided methane emissions from landfills are summarized in **Table 4.2-2** for the operational years of 2023 and 2040. Though CEQA does not cover jurisdictions outside of California, as GHGs are global pollutants, emissions generated by

the Project beyond the California border are also included in the estimates presented below. The table presents emissions associated with the worst case scenario.

As shown in Table 4.2-2, implementation of the Project would result in a net decrease in GHG emissions compared to existing conditions and would therefore constitute a beneficial impact. Under existing conditions, transportation emissions generated by the Project would not occur, but biosolids currently generated are transported to local landfills where they would generate methane emissions.

Therefore, this impact would be less than what was identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

TABLE 4.2-2
PROJECT GHG EMISSIONS

Source	GHG Emissions, $MTCO_2e$	
	2023	**2040**
Truck Transport[1]		
Truck transport to farthest disposition destination	4,957	6,635
Avoided methane emissions from landfills	-42,570	-68,640
Net change in emissions	**-37,613**	**-62,005**
Truck and Rail Transport		
Truck transport to farthest disposition destination	1,983	2,654
Truck transport to Richmond railyard	583	780
Truck idling at Richmond railyard	5	7
Equipment use at Richmond railyard	156	244
Rail transport from Richmond to Parker	4,375	7,003
Equipment use at Parker railyard	156	244
Truck idling at Richmond railyard	5	7
Truck transport from Parker railyard to farthest disposition destination identified	3,926	5,255
Avoided methane emissions from landfills	-42,570	-68,640
Total Emissions	**-31,380**	**-52,447**

NOTES:

- $MTCO_2e$ refers to metric tons of carbon dioxide equivalents.

SOURCE: Appendix A

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Approved Project. (Beneficial) The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the California's 2030 reduction

target, based on SB 32 and serves as the City's qualified climate action plan in compliance with CEQA. The 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments.

The Project would not involve changes in land uses as envisioned within the General Plan and would be consistent with the Land Use/Transportation Diagram. As described in criterion a) above, the Project would result in a net decrease in GHG emissions when compared to existing conditions. Therefore, the Project would be consistent with the City's GHG Reduction Strategy as well as the State's larger GHG reduction goals identified under AB 32 and SB 32. In addition, it would implement the requirement of SB 1383 to reduce disposal of organic waste by diverting it to organic waste recovery facilities for beneficial use.

With a reduction in net GHG emissions, the Project would be consistent with both the General Plan policies and GHG reduction strategies, and would not be considered to conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHG emissions.

This impact would be the less than what was identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.2.5 Mitigation Measures

None required.

References – Greenhouse Gas Emissions

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4.3 Transportation

4.3.1 Environmental Setting

Future Dewatering Facility

Setting information relevant to transportation for the future dewatering facility generally remains the same as discussed in the certified Plant Master Plan EIR and the Digested Sludge Dewatering Facility Addendum. Trucks would access the future dewatering facility through the existing entrance/gate off Zanker Road, connecting to State Route (SR) 237, as further described in Section 3.4.1. The setting discussions from the Plant Master Plan EIR and the Digested Sludge Dewatering Facility Addendum for this resource area are therefore applicable. Access to the future dewatering facility from the regional roadway network is limited to Zanker Road, SR 237 and Interstate 880 (I-880). As reported in the Plant Master Plan EIR, Zanker Road serves an average daily traffic (ADT) volume of approximately 3,600 vehicles north of the SR 237 ramps. According to the Santa Clara Valley Transportation Authority (VTA)'s 2018 Annual Monitoring and Conformance Report, the Zanker Road/SR 237 Westbound Ramps and Zanker Road/SR 237 Eastbound Ramps intersections both operate at level of service (LOS) B+ during the PM peak period (between 4:30 p.m. and 6:30 p.m.).[9] The acceptable service levels for these intersections is LOS E or better (Santa Clara Valley Transportation Authority, 2018).

SR 237 has relatively high traffic volumes during both peak traffic periods and has limited capacity to accommodate additional growth in traffic. Data published by Caltrans indicate that the annual average daily traffic (AADT) on SR 237 is about 125,000 vehicles west of Zanker Road and 131,000 vehicles east of Zanker Road (Caltrans, 2019). Northbound I-880 is the peak commute direction during the morning, and southbound is the peak commute direction during the evening. I-880 has slightly more capacity to accommodate additional growth in traffic, though it does have constraints in the peak directions of travel. Data published by Caltrans indicate that the AADT on I-880 is about 178,100 vehicles south of SR 237 and 222,600 vehicles north of SR 237 (Caltrans, 2019).

Roadway and Rail Haul Routes

The proposed main roadway haul routes for the biosolids disposition via truck are listed in Table 3-1 in the Project Description. All trucks transporting the biosolids would start at the future dewatering facility then take Zanker Road to SR 237 to I-880, or Zanker Road to SR 237 to Interstate 680. The proposed main roadway haul routes include interstates, freeways or expressways, and principal arterial roadways.[10] Interstates provide limited access to abutting land uses, but offer high levels of mobility while linking the major urban areas of the United States.

[9] The operation of a local roadway network is commonly measured and described using a grading system called Level of Service (LOS). The LOS grading system qualitatively characterizes traffic conditions associated with varying levels of vehicle traffic, ranging from LOS A (indicating free-flow traffic conditions with little or no delay experienced by motorists) to LOS F (indicating congested conditions where traffic flows exceed design capacity and result in long delays). This LOS grading system applies to both roadway segments and intersections.

[10] Functional Classification is used in determining eligibility for Federal funding programs. The Federal Highway Administration (FHWA) identifies functional classification as a key item in transportation data. Streets and highways are grouped into classes according to the service they provide.

Freeways or expressways have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Principal arterial roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas (Federal Highway Administration, 2017).

As shown in Table 3-2 and described in Section 3.4.4 of the Project Description, up to approximately 60 percent of the dewatered biosolids may be hauled via truck to two local railyards (i.e., EBMUD Wastewater Treatment Plant and the Levin-Richmond Terminal Corporation) and then transported via railroad across state lines to the Arizona and California Railroad Company in Parker, Arizona. The Union Pacific rail[11] would be used from the EBMUD Wastewater Treatment Plant railyard to the California state line, and the BNSF rail[12] would be used from the Levin-Richmond Terminal Corporation to the California state line. In both instances, the ARZC rail[13] would be used to get from the California state line to Parker, Arizona.

4.3.2 Regulatory Setting

The regulatory setting for transportation in the Plant Master Plan area is described in Plant Master Plan EIR Section 4.3.2. Elements of the regulatory setting for transportation identified in the Plant Master Plan EIR have not notably changed since 2013 and are incorporated by reference in the impact analysis in Section 4.3.4 of this document.

The counties and cities that the roadway haul routes pass through have transportation management programs and policies to establish traffic level of service standards and transportation guidelines for development.

4.3.3 Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified significant and unavoidable impacts to established measures of effectiveness for travel mode share and travel speeds in transit corridors specific to the economic development portion of the Plant Master Plan evaluated in the EIR.

- The Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant, impacts for effects to levels of service at the study intersections and freeways, reductions in roadway capacity, and emergency access.

- The Plant Master Plan EIR identified less than significant impacts for conflicts with applicable transportation plans, effects to levels of service at study intersections and freeways designated as Congestion Management Program (CMP) facilities, increases in

[11] Union Pacific Corporation (NYSE:UNP) is one of America's leading transportation companies. Its principal operating company, Union Pacific Railroad, is North America's premier railroad franchise, covering 23 states across the western two-thirds of the United States. https://www.up.com/aboutup/corporate_info/uprrover/index.htm

[12] BNSF Railway is one of North America's leading freight transportation companies, with a rail network of 32,500 route miles in 28 states and three Canadian provinces. https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/fact_sheet.pdf

[13] The Arizona and California Railroad (ARZC) is a shortline based out of Parker, Arizona and operates over 200 miles of trackage between Matthie, Arizona and Cadiz, California. https://www.american-rails.com/arzc.html

traffic-related hazards, and conflicts with adopted policies, plans, and programs supporting alternative transportation.

- The Plant Master Plan EIR identified no impact related to air traffic patterns as the Master Plan would not introduce new air traffic or interfere with existing air traffic.

4.3.4 Environmental Checklist and Discussion of Impacts

Issues (and Supporting Information Sources):	*New Potentially Significant Impact*	*New Less Than Significant with Mitigation Incorporation*	*New Less Than Significant Impact*	*Same Impact as Approved Project*	*Less Impact than Approved Project*
XVII. TRANSPORTATION — Would the project:					
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☐	☒

The Project would not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. Therefore, the resource topic discussions below focus on the change in operational impacts associated with the hauling of the biosolids, by truck or by rail, to a larger number of locations (up to 18) at greater distances than evaluated in the Plant Master Plan EIR.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Impact than Approved Project. (**Less than Significant)** The Project would not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. Under the Plant Master Plan EIR, near-term plant improvements were anticipated to add 17 new vehicle trips during the AM peak period and 21 new vehicle trips during the PM peak period to the nearby roadways. The addition of those trips would not substantially increase the critical delay or volume-to-capacity ratio at the two study intersections, and the intersections would continue to operate at acceptable service levels (LOS B). Under the Plant Master Plan EIR, the near-term plant improvements were anticipated to add approximately one to 12 vehicles per hour per lane to the freeway segments, which results in adding less than one percent of capacity to any study freeway segments.

Because the Project would not increase the number of trips, the Zanker Road/SR 237 Westbound Ramps and Zanker Road/SR 237 Eastbound Ramps intersections would continue to operate at acceptable service levels and the Project would have no significant impact on SR 237 or I-880 freeway segments. Although the possible distance traveled to the farthest destination for the disposition of biosolids would increase, as compared to the distance evaluated in the Plant Master Plan EIR, the transportation analysis does not consider the distance of vehicle trips, only the number of vehicle trips generated. Therefore, since there is no change in the number of vehicle trips generated by the Project, the Project does not constitute a "substantial change" to the project evaluated in the Plant Master Plan EIR. The Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Impact than Approved Project. (No Impact) The Plant Master Plan EIR included an analysis of the potential changes (or burden) on city transportation systems in 2040 (the horizon year of the General Plan as well as the Plant Master Plan). The analysis was based on a projected transportation condition in the future year when the General Plan capacities for jobs and housing are fully developed. The analysis included an evaluation of the Plant Master Plan's impacts to vehicle miles traveled (VMT) per service population, vehicle hours traveled (VHT) per service population, travel mode share, and vehicle speeds in the transit corridors. The assessment of the Plant Master Plan's contribution to citywide VMT (i.e., the difference in citywide VMT between the General Plan 2040 No Project and General Plan 2040 Plus Project conditions) indicates that the Plant Master Plan would not result in any increase in citywide VMT; therefore, the Plant Master Plan would have a less than significant impact on citywide VMT under General Plan 2040 plus Project conditions.

Section 15064.3 of the CEQA Guidelines suggests that the analysis of VMT impacts applies mainly to land use and transportation projects. Furthermore, consistent with the City's VMT analysis guidance as stated in Council Policy 5-1, under exception 2 (City of San Jose, 2018):

> "…subsequent discretionary approval(s) required for a project approved prior to the Effective Date may continue to be analyzed under the prior environmental clearance and existing City Council Policy 5-3 after the Effective Date, provided that there is no Substantial Change to the project, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164."

Since the Plant Master Plan EIR was approved prior to the Effective Date of Council Policy 5-1 (March 2018), and the Project evaluated in this Addendum does not represent a substantial change to the project evaluated in the Plant Master Plan EIR, the City has determined that under exemption 2 of Council Policy 5-1, an analysis of VMT pursuant to requirements of Section 15064.3 of the CEQA Guidelines is not required for the

Project. As such, the analysis is focused on the vehicle delay/LOS performance measure, which is the same performance measure used to evaluate transportation impacts in the Plant Master Plan EIR and is consistent with the City's guidance prior to implementation of Policy 5-1. This impact would less than identified in the Plant Master Plan EIR (as described above) and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR determined that the operational area improvements would not alter roadway geometries or provide new roadway design features that would result in traffic safety hazards for vehicles, bicyclists, and pedestrians along nearby roadways. The Project would not install any new public access roadways, nor would it alter roadway geometries or provide new roadway design features that would result in traffic safety hazards for vehicles, bicyclists, and pedestrians along nearby roadways. Additionally, the Project would not introduce an incompatible use to area roadways.

This impact would be the same as identified in the Plant Master Plan EIR (as described above in Section 4.3.3), and the Project would not result in any new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

d) Result in inadequate emergency access?

Less Impact than Approved Project. (Less than Significant) The Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant, impacts for effects to emergency access during construction. The Project would not include the construction of any new facilities, or the modification of existing facilities. Because the Project would not include any construction activities, there would be no lane closures would result in inadequate emergency access. The Project would not create any obstructions that would impede access in the event of an emergency. This impact would less than identified in the Plant Master Plan EIR (as described above) and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.3.5 Mitigation Measures

None required.

References – Transportation

California Department of Transportation (Caltrans). 2019 Traffic Volumes on California State Highways, available online at https://dot.ca.gov/programs/traffic-operations/census; accessed April 30, 2021.

Caltrans. 2021. Functional Classification Roadways. Available at: https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system/functional-classification. Accessed April 27, 2021.

City of San José, 2013. San José-Santa Clara Water Pollution Control Plant Master Plan, Environmental Impact Report, November, 2013.

City of San José, 2018. Council Policy – Transportation Analysis Policy, Policy Number 5-1. Effective March 29, 2018.

City of San Jose, 2020. San José-Santa Clara Regional Wastewater Facility information page. Available at: https://www.sanjoseca.gov/your-government/environment/water-utilities/regional-wastewater-facility Accessed September 28, 2020.

Federal Highway Administration, 2017. Highway Functional Classification Concepts, Criteria and Procedures. Updated June 28, 2017. Available at: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section00.cfm. Accessed April 27, 2021.

Santa Clara Valley Transportation Authority, 2018. 2018 CMP Monitoring and Conformance Report, available online at: https://www.vta.org/sites/default/files/2020-08/2018%20Monitoring%20Report.pdf. accessed April 30, 2021.

4.4 Other Environmental Topics

Other resource areas/topics are discussed below. These resource topics include aesthetics, agricultural and forestry resources, biological resources, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, energy, land uses and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, wildfire, and mandatory findings of significance.

The City proposes to execute contracts for hauling and beneficial use of dewatered biosolids produced at the Facility (i.e., biosolids disposition). The Project would become operational once construction of the dewatering facility is complete (2023).[14] The biosolids would be transported from the new dewatering building at the Facility to any of 18 potential "disposition" locations in California, Nevada, and Arizona via truck and potentially rail transport. The Project does not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. The biosolids disposition sites are permitted to receive biosolids; implementation of the Project would not alter uses at the disposition sites. Therefore, the resource topic discussions below focus on the change in operational impacts associated with the hauling of the biosolids, by truck or by rail, to a larger number of locations (up to 18) at greater distances than evaluated in the Plant Master Plan EIR.

4.4.1 Aesthetics

Overall, views in the immediate vicinity of the future dewatering facility site are of a combination of industrial and institutional buildings, including the Silicon Valley Advanced Water Purification Center (SVAWPC) tank and the buildings associated with the Facility. The designated scenic vistas and scenic resources in the vicinity of the Facility have not substantially changed since preparation of the certified Plant Master Plan EIR or the Digested Sludge Dewatering Facility Addendum. Views of the eastern foothills, Mount Hamilton, and the Diablo Mountains to the east are currently available from the Project area and would remain available with the future dewatering facility in place. There are no state scenic highways in the vicinity of the future dewatering facility site from which views of the future dewatering facility site could be seen. No designated scenic vistas[15] occur in the future dewatering facility site vicinity. The biosolids would be hauled from the future dewatering facility along the potential haul routes (roadways and potentially rail) described in Section 3.2, Existing Setting. Scenic vistas and scenic resources could be located along the potential haul routes. The haul routes could also be visible from scenic resources or nearby recreational trails depending on the potential haul route taken. The potential haul routes pass through rural,

[14] The construction and operation of the future dewatering facility was evaluated in Plant Master Plan EIR and the Digested Sludge Dewatering Facility Addendum. The Project evaluated in this document would not alter the way in which the future dewatering facility would be constructed or would operate. The setting discussions for the future dewatering facility are presented to provide context for the point of origin for the biosolids haul trips evaluated in this document.

[15] The General Plan defines scenic vistas or resources in the City of San José as broad views of the Santa Clara Valley, the hills and mountains surrounding the valley, the urban skyline, and the baylands

suburban, and urban communities. The designated scenic highways along the potential haul routes in California include Highway 101, I-580, and I-680 (Caltrans 2021); described below.

- Highway 101: Approximately 32.30 and 4.3 miles of Highway 101 (Route 101 near Los Olivos Via San Marcos Pass/Santa Barbara and from 1 mile east of Castroville to Route 101 near Prunedale, respectively) and begins and ends in Santa Barbara County and Monterey County, respectively.

- I-580: Approximately 0.70 mile of I-580 (from Stanislaus County to I-580) and begins and ends in San Joaquin County.

- I-680: Approximately 9.1 and 17.9 miles of I-680 (from East Portal of Caldecott Tunnel to I-680 near Walnut Creek and from Route 238 [Mission Blvd] East to I-680, respectively) and begins and ends in Contra Costa County and Alameda County, respectively.

The hauling of the biosolids via truck and potentially rail would be visible on the roadways or in the surrounding area of the roadways and rail line. Because the haul routes are existing and operating roadways and railroads, the visual quality is considered low.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified significant and unavoidable impacts on scenic resources, the visual character, or quality of the site and its surroundings specific to: proposed land uses south, west, and east of the operational area, including the economic development portion of the Plant Master Plan evaluated in the EIR; the recreational parks located in the proposed land uses south and west of operational area; the flexible space for the proposed land uses east of operational area, and the roadway connecting Zanker road to Dixon Landing Road.

- The Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant, impacts on scenic resources, the visual character, or quality of the site and its surroundings resulting from the implementation of B2-P1 (Dewatering Phase 1). The Plant Master Plan EIR also identified less-than-significant impacts from the implementation of B2-P1 (Dewatering Phase 1) related to the creation of new sources of light and glare.

- The Plant Master Plan EIR identified less-than-significant impacts on scenic resources, the visual character, or quality of the site and its surroundings specific to: the proposed land uses north of operational area; the roadway system connecting Nortech Parkway to Zanker Road, trails; and owl habitat and Artesian Slough riparian corridor located in the proposed land uses south and west of operational area; and the freshwater wetlands and eastern stormwater channel, nature museum, light industrial, and trails for the proposed land uses east of operational area. The Plant Master Plan EIR also identified less-than-significant impacts related to the creation of a new sources of light and glare.

Aesthetic Impacts

a) Have a substantial adverse effect on a scenic vista?

Same Impact as Approved Project. (No Impact) The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4.

The Project does not include the construction of any new facilities or the modification of existing or future facilities. Views of the eastern foothills, Mount Hamilton, and the Diablo Mountains to the east would not be affected by the Project, nor would use of the haul routes or disposition sites impair views of any scenic vistas near these existing facilities. Operation of the Project would therefore not result in a substantial adverse effect on a scenic vista. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified potentially significant impacts on scenic resources, the visual character, or quality of the site and its surroundings resulting from the implementation of the dewatering facility. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the project would not substantially damage any scenic resources. Biosolids haul trucks could travel on designated scenic routes that already carry truck traffic; their presence would not substantially alter the viewing experience from these roadways. Therefore, the Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Same Impact as Approved Project. (Less than Significant) The City of San José is considered an urbanized area, as defined in CEQA Guidelines Section 15387, and as mapped by the U.S. Census (Census, 2010). The Envision San José 2040 General Plan (2011) contains general goals regarding visual resources; primarily concern access to scenic resources (Goal CD-9) and maintaining attractive gateways within the City (Goal CD-10), particularly along loosely-defined “Grand Boulevards” and “Rural Scenic Corridors”. Discussion of potential effects on scenic corridors, such as those designated in the City’s General Plan are discussed in checklist item b) above, and were determined to be less than significant. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition

locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. The haul routes and disposition sites are located in urban, suburban, and rural areas. The Project would be consistent with existing uses of the haul routes, which already accommodate truck and rail traffic, and the biosolids disposition sites, which are permitted to receive biosolids. Therefore, the Project would not substantially alter the existing visual character or quality of public views of these facilities. The Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified less-than-significant impacts related to the creation of a new sources of light and glare during construction and operation of the proposed master plan facilities. The Project includes the hauling of biosolids from the future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. The hauling of biosolids could occur during the nighttime hours; the lights associated with the trucks or rail transport could increase levels of ambient nighttime light and potentially also produce additional sources of glare that could adversely affect nighttime views. There are no sensitive receptors[16], or active nighttime uses in the vicinity of the future dewatering facility. Because the haul routes are existing and operating roadways and railroads, the haul routes already have nighttime lighting associated with current operations. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

4.4.2 Agricultural and Forestry Resources

The state and local land use and zoning designations with respect to agricultural and forest resources have not changed for the future dewatering facility and its surroundings, since adoption of the certified Plant Master Plan EIR. There are no lands on or adjacent to the future dewatering facility site under agricultural use, a Williamson Act contract, or designated as farmland or forest land.

[16] The nearest sensitive receptors to the future dewatering facility site include residences in the Alviso Village area, which is approximately one mile (5,600 feet) west of the future dewatering facility site, and George Mayne Elementary School, located 1.25 miles (6,500 feet) southwest of the future dewatering facility site. The future dewatering facility site is not visible from any of these locations.

Agricultural and forest resources could be located along the potential haul routes, including Prime Farmland, Farmland of Statewide Importance, Williamson Act lands, and forest lands based on the local cities land use and zoning designations that the haul routes traverse.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified no impacts resulting from implementation of the Master Plan conflicting with existing zoning or causing rezoning of forest land, timberland, or timberland zoned Timberland Production. The Plant Master Plan EIR identified no impact related to the loss of forest land or conversion of forest land to non-forest use.

- The Plant Master Plan EIR identified less-than-significant impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for the land in the southeastern portion of the existing Facility. The Plant Master Plan EIR also identified less-than-significant impacts related to a zoning conflict for agricultural uses or with an existing Williamson Act contract for Pond A18.

Agricultural and Forestry Resource Impacts

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Same Impact than Approve Project. (No Impact) The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Additionally, the Project would not conflict with agricultural operations or a Williamson Act contract, nor would the Project result in a loss of forestland. This impact would be in the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.3 Biological Resources

Biological resources located at the future dewatering facility site are a subset of the same resources described in the certified Plant Master Plan EIR. The biological resources setting, including applicable regulations and conditions of sensitive habitats and natural communities such as wetlands and riparian areas, and special status plant and wildlife species, has not appreciably changed since the adoption of the Plant Master Plan EIR. Biological communities present within the future dewatering facility site include developed/landscaped, disturbed/ruderal, non-native annual grassland, seasonal wetland, and riparian woodland (ESA, 2019). Special-status species that could be present at the future dewatering facility site include raptor and migratory birds, western burrowing owl, and western pond turtles (ESA, 2019).

Biological communities located along the potential haul routes and near disposition sites could include developed/landscaped, disturbed/ruderal, and natural communities such as wetlands and riparian areas. These type of biological communities could support a variety of species, including raptor and migratory birds, insects, amphibians, reptiles, and small mammals.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified no impact resulting from the Plant Master Plan's potential to interfere with the movement of any applicable native or migratory fish or wildlife species, or conflict with local policies or ordinances.

- The Plant Master Plan EIR identified potential impacts to special-status plant and wildlife species, riparian communities, wetlands, and protected trees, which were reduced to less-than-significant levels through application of mitigation measures.

Biological Resources Impacts

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Impact than Approved Project. (No Impact) The Plant Master Plan EIR identified potential impacts to special-status plant and wildlife species, riparian communities, and wetlands which were reduced to less-than-significant levels through application of mitigation measures. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or

future facilities. Therefore, there would be no temporary or permanent loss of biological habitat as a result of Project implementation. Because there would be no effect to biological communities, the Project would not result in a substantial adverse effect to any special-status species. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR determined that project- and program-level improvements are not expected to interfere substantially with the movement of wildlife species or impede the use of wildlife nursery sites. There may be wildlife movement corridors along the haul routes. However, the Project is not expected to interfere with these corridors because the haul routes are operating roadways and railroads. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Impact than Approved Project. (Less than Significant) The Plant Master Plan EIR identified potential impacts to protected trees, which were reduced to less-than-significant levels through application of mitigation measures. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no impact to protected trees at the future dewatering facility site or along the haul routes. The Project would not result in any new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Impact than Approved Project (Less than Significant). The future dewatering facility site is subject to the Santa Clara Valley Habitat Conservation Plan (HCP; effective October 14, 2013) (SCVGA, 2012). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities, and therefore, as discussed above under criterion a) would not would not result in a substantial adverse effect to any special-status species, nor would the Project conflict with the provisions of a conservation plan. The Project would not

result in any new or more significant impacts during construction and operation compared to those identified in the Plant Master Plan EIR.

4.4.4 Cultural Resources

The cultural resources setting for the future dewatering facility site has changed since certification of the Plant Master Plan EIR. Regulations related to cultural resources have also changed. This includes the adoption of Assembly Bill 52 (AB 52), regarding tribal cultural resources (refer to Section 4.4.15 of this document for a discussion of tribal cultural resources). The *San José-Santa Clara Regional Wastewater Facility Streamline Moderne Industrial Historic District* (District) has been recommended eligible for listing in the National Register of Historic Places (National Register) under Criteria A and C at the local level, and eligible for listing in the California Register of Historical Resources (California Register) under Criteria 1 and 3. The District encompasses approximately seven acres on the north-central portion of the Facility and includes 11 contributing buildings and structures that were built between 1956 and circa 1963. The District is approximately 2,300 feet from the future dewatering facility site. Since certification of the Plant Master Plan EIR, two archaeological subsurface surveys have been completed at the Facility in support of Plant Master Plan EIR Mitigation Measure 3b. The surveys did not identify any cultural materials in or in the vicinity of the future dewatering facility site (ESA 2015, ESA 2015a). Archeo-Tec also completed an archaeological analysis of the future dewatering facility site, including a surface survey, and no cultural materials were identified (Archeo-Tec, 2018).

There could be cultural resources located along the potential haul routes, including historical or archaeological resources, or human remains.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant, impacts to a historical resource from program level improvements, and no impacts from project level improvements or other proposed land uses. The Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant impacts to unknown archaeological resources and disturbance to human remains.

Cultural Resources Impacts

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Impact than Approved Project. (No Impact) The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of

existing or future facilities. Therefore, there would be no direct or indirect impacts to architectural historical resources because no buildings and structures would be demolished or otherwise altered by the Project. There would be no physical demolition, destruction, relocation, or alteration to any archaeological resources with implementation of the Project. There would also be no potential to discover human remains, as there would be no ground disturbance associated with implementation of the Project. The Project would not result in any new or more significant impacts during compared to those identified in the certified Plant Master Plan EIR.

4.4.5 Energy

The energy setting as relevant to the future dewatering facility site, including applicable regulations, has not appreciably changed since the certification of the Plant Master Plan EIR. At the local level, the City of San José as part of its Envision San José 2040 General Plan, has goals (Goal MS-14) and policies in place to reduce per capita energy consumption and increase efficiency by at least 50 percent compared to 2008 levels by 2022 and maintain or reduce net aggregate energy consumption levels equivalent to the 2022 (Green Vision) level through 2040 (City of San José, 2011).

Energy conservation is embodied in many federal, state and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Administrative Code sets energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the Flex Your Power program promotes conservation in multiple areas. Title 24 standards were most recently updated in 2017.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified less-than-significant impacts related to implementation of the Master Plan for the potential to result in the wasteful and/or unnecessary consumption of energy.

Energy Impacts

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified that operational electrical power use at the Facility for project-level improvements, including B2-P1 (Dewatering Phase 1), would be expected to increase by 10,375 megawatts per hour (MWh) annually above the current baseline. The Project does not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of biosolids haul truck

trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. Therefore, the Project would not result in a wasteful, inefficient, and unnecessary use of energy and would not conflict with applicable plans and policies that promote energy conservation. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts during operation compared to those identified in the certified Plant Master Plan EIR.

4.4.6 Geology and Soils

Existing geologic and seismic hazards at the future dewatering facility site have not significantly changed since the adoption of the Plant Master Plan EIR. Setting discussions from the certified Plant Master Plan EIR for this resource area are therefore applicable to the future dewatering facility site. The nearest mapped fault with known activity in the last 11,00 years is the Hayward fault zone, located approximately 3.9 miles east of the future dewatering facility (DOC, 2021). The only mapped fault within the Plant Master Plan boundary is the concealed Quaternary age Silver Creek Fault, located approximately 0.5 miles east of the future dewatering facility site. No new faults zoned under the Alquist-Priolo Earthquake Fault Zoning Act, or any other Holocene-active faults pass through the future dewatering facility site. The Geotechnical Investigation prepared for the certified Master Plant EIR has not changed and subsurface conditions at the future dewatering facility site remain the same: a layer of surficial fill overlies buried slough deposits (soft organic clays containing varying amounts of sand and gravel) and alluvial sands, below which are inter-layered clays, sands, and gravels. The soils underlying the future dewatering facility site have a moderate to very high shrink-swell potential due to the presence of saturated clays with high plasticity. In accordance with Society of Vertebrate Paleontology standards and discussed in the Plant Master Plan EIR, the paleontological potential of the future dewatering facility site is low.

There could be geologic and seismic hazards located along the potential haul routes, including known earthquake faults, seismic ground shaking, and paleontological resources.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant but mitigable impacts related to the Master Plan's potential to directly or indirectly destroy a unique geological feature or paleontological resource.

- The Plant Master Plan EIR identified less-than-significant impacts related to the Master Plan causing a risk of loss, injury, or death due to placement on an unstable geologic unit or expansive soil, and less-than-significant impacts for the risk of loss, injury, or death related to seismic-related ground failure, including liquefaction.

- The Plant Master Plan EIR identified no impact related to risk of loss, injury, or death related to the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Plant Master Plan EIR identified no impact related to soils incapable of adequately supporting the use of septic tanks, no impact related to risk of loss, injury, or death related to landslides, and no impact related to substantial soil erosion or loss of topsoil.

Geology and Soils Impacts

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefication?

iv. Landslides?

Same Impact as Approved Project. (No Impact) The only mapped fault within the Plant Master Plan boundary is buried beneath hundreds of feet of mud and sediment and the probability of rupture on the fault is remote. While it is possible that surface rupture could occur outside of these zones, the risk of occurrence is not substantial. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no construction activities that could result in direct or indirect impacts which could cause potential substantial adverse effects from the rupture of a known earthquake fault, strong seismic ground shaking, liquefaction, or landslides. Therefore, there would be no structures that could be subject to strong seismic ground shaking, seismic failure, or liquefaction during an earthquake. The future dewatering facility site has limited topographic relief, with elevations spanning a differential of less than 10 feet (Santa Clara County, 2018). Therefore, potential for landslides, including seismically induced landslides, is considered remote. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Same Impact as Approved Project. (No Impact). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no Project components which would be subject to substantial erosion or topsoil loss, as there would be no excavation or grading associated with Project operations. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Same Impact as Approved Project. (Less than Significant). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no Project components which would be expected to cause lateral spreading, subsidence, or liquefaction, as there would be no excavation associated with Project operations. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Same Impact as Approved Project. (Less than Significant). Although native soils underlying the future dewatering facility site have high shrink-swell potential, this potential is limited due to the placement of fill on the sites, where the fill is anticipated to have limited shrink-swell potential (Brown & Caldwell, 2018). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no Project components that would create substantial direct or indirect risks to life or property. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Same Impact as Approved Project. (No Impact). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the Project would not utilize septic systems or other alternative disposal systems for the disposal of wastewater. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Impact than Approved Project (No Impact). The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no excavation activities that could result in direct or indirect impacts to a unique paleontological resource, site, or unique geologic feature. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.7 Hazards and Hazardous Materials

The environmental setting relevant to Hazards and Hazardous Materials for the future dewatering facility site has not changed in comparison to that described in the certified Plant Master Plan EIR. The Santa Clara County Operational Area Emergency Operations Plan establishes emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of response in the event of an emergency. This plan does not designate specific emergency response or evacuation routes within or surrounding the Facility (Santa Clara County, 2008). The Facility has developed a Contingency Plan for Operation Under Emergency Conditions (Contingency Plan) as required by the Facility's NPDES permit (SJSCRWF, 2015). This Contingency Plan outlines actions required at the Facility in response to extreme flooding, earthquakes, fire, and accidental release of hazardous materials. In the case of an ammonia, chlorine, or sodium bisulfate release, should nonessential Facility personnel need to be evacuated, the Contingency Plan indicates personnel should proceed south along Zanker Road and should not proceed on Los Esteros Road.

The haul routes are existing and operating roadways and railroads, and could have hazardous materials sites or other known hazardous materials spills adjacent to or within their vicinity.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant but mitigable to less-than-significant impacts for accidental release of hazardous materials in the soil and groundwater into the environment, location on a hazardous materials site, and accident conditions related to rupture of subsurface utilities. Mitigation applied to these potential impacts included a pre-construction hazardous materials assessment, implementation of a health and safety plan, implementation of a soil and groundwater management plan, and coordination with regulatory agencies and utility providers.

- The Plant Master Plan EIR identified less-than-significant impacts for potential hazards associated with the accidental release of hazardous building and construction materials, transport or use of hazardous materials, and potential exposure to fires.

- The Plant Master Plan EIR identified no impact for potential public or private airport related safety hazards, for emission or handling of hazardous substances within a quarter mile of a school, or potential interference with emergency plans.

Hazards and Hazardous Materials Impacts

a) Create a significant hazard to the public or the environment through the routine transportation, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified less-than-significant impacts for potential hazards associated with the transport or use of hazardous materials. Transportation of all biosolids to their disposal site would comply with applicable local regulations. The biosolids would be loaded into open top containers on semi-trucks. Each container would be leakproof and have a tarp or cover to help prevent spills and contain odors that would be placed and secured after the container is loaded but before the truck leaves the future dewatering facility site. Loaded containers would then be hauled to any of the 14 potential disposition locations listed in Chapter 2, or trucked either of the two local railyard locations where they would be loaded/unloaded in coordination with each yard's management procedures. Because the containers would be leakproof and have a tarp or cover to help prevent spills, potential adverse effects related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would not be more significant than those identified in the Plant Master Plan EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact for emission or handling of hazardous substances within a quarter mile of a school. There are no schools within 0.25-miles of the future dewatering facility site. There could be schools located within 0.25-miles of the haul routes, but as described above under criterion a) and b) above, the containers would be leakproof and have a tarp or cover to help prevent spills. Therefore, the Project would not emit hazardous emission or handle hazardous substances within a quarter mile of a school. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Impact than Approved Project. (Less than Significant) The certified Plant Master Plan EIR identified potentially significant but mitigable to less-than-significant impacts for location on a hazardous materials site. The Facility is located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The haul routes are existing and operating roadways and railroads, and could have hazardous

materials sites or other known hazardous materials spills adjacent to or within their vicinity. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, there is no potential to encounter hazardous materials in the soil and groundwater during Project implementation, and the Project would not create a significant hazard to the public or the environment. The Project would not result in any new or more significant impacts compared to those identified in the Plant Master Plan EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact for potential public or private airport related safety hazards. The nearest airports to the future dewatering facility site are the Norman Y. Mineta San José International Airport, located approximately four miles south, and the Moffett Federal Airfield, located approximately five miles west. The truck loading area at the future dewatering facility site would not be any closer to an airport than what was evaluated in the Plant Master Plan EIR. There may be airports located within two miles of the haul routes. However, the haul routes are operating roadways and railroads, and already have existing noise disturbance. In addition, the Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would the project result in a safety hazard or excessive noise for people residing or working in the Project area. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact for potential interference with emergency plans. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would not include activities that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Impact than Approved Project. (No Impact) The Plant Master Plan EIR identified less-than-significant impacts for potential hazards associated with potential exposure to fires. Based upon fire hazard mapping by the CAL FIRE Forest Resource Assessment Program and the Santa Clara County Wildland Urban Fire Interface Map, the future dewatering facility site is not located within an area identified as a high fire hazard

area (CAL FIRE, 2019; CDFFP, 2017 and 2008; Santa Clara County, 2009). The haul routes could be located within areas identified as high fire hazard areas. The Project does not include the construction of any new facilities, or the modification of existing facilities, and therefore, there would be no use of construction equipment or the temporary on site storage of fuels and/or other flammable construction chemicals that could pose an increased fire risk resulting in injury to workers or the public. The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project would not result in any new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

4.4.8 Hydrology and Water Quality

Setting information relevant to hydrology and water quality within the future dewatering facility site remains the same as discussed in the certified Plant Master Plan EIR. While the footprint of the future dewatering facility site has changed since the certified Plant Master Plan EIR, the revised footprint would not intersect any additional known hydrologic features. Stormwater runoff within and around the Facility is collected and routed into the Facility Headworks for subsequent treatment. Site-specific groundwater studies at the Facility have encountered groundwater between approximately three to 13 feet below ground surface at the Facility and the surrounding area, including the future dewatering facility site (Brown & Caldwell, 2018). On May 24, 2016, the Santa Clara Valley Water District adopted Resolution No. 16-51 establishing the Santa Clara Valley Water District as the groundwater sustainability agency for the Santa Clara groundwater subbasin. The *2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins* (GWMP) was adopted on November 22, 2016, and was submitted to the California Department of Water Resources as an alternative to a groundwater sustainability plan on December 21, 2016 (SCVWD, 2016). The GWMP identifies groundwater recharge areas, water budgets, and sustainability goals, and describes programs and activities to maintain a reliable groundwater supply and protect groundwater quality. The San Francisco Bay Regional Water Quality Control Board is required by law to address region-wide water quality concerns through the Water Quality Control Plan (Basin Plan). The Basin Plan has been updated to reflect the Basin Plan amendments adopted up through May 7, 2017 (SFBRWQCB, 2017). The plan establishes beneficial water uses, water quality objectives, and strategies for achieving these objectives. The future dewatering facility site is not within a tsunami inundation area and would not be affected by a seiche (California Emergency Management Agency, 2009). FEMA has mapped the entire site within the 100-year coastal floodplain (FEMA Zone AE). The City has undertaken flood protection planning for the Facility, and in 2016 identified recommendations and guidelines for flood protection for future CIP Projects at the Facility (San José-Santa Clara Regional Wastewater Facility, 2016). The need for flood protection for the Facility is also heavily dependent on the implementation of the U.S. Army Corps of Engineers Shoreline Levee Project (USACE, 2015). The Flood Protection Guidelines identify two preferred options for overall Facility flood protection, one

option to be implemented if the Shoreline Levee Project is not constructed, and one option if the Shoreline Levee Project is constructed.[17]

Stormwater runoff along the haul routes is assumed to be routed to the nearest existing storm drain system. The haul routes could be located within 100-year floodplain areas.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant but mitigable to less-than-significant impacts for potential for increased scour and erosion from restoration of Pond A18, alteration of pond or downstream water quality due to proposed operations of Pond A18, increased risk of flooding due to runoff associated with increases in impervious area, potential to cause saltwater intrusion of regional groundwater sources, and depletion of groundwater supplies or interference with groundwater recharge.

- The Plant Master Plan EIR identified no impact related to placing housing within a 100-year flood hazard area and exposure of people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

- The Plant Master Plan EIR identified less-than-significant impacts for degradation of receiving waters due to generation and emission of construction-related water quality pollutants, reduced water quality downstream of the project site due to storm water discharges during project operations, alteration of downstream/receiving water quality, and increased risks associated with coastal flooding.

Hydrology and Water Quality Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified less-than-significant impacts for degradation of receiving waters due to reduced water quality downstream of the project site due to storm water discharges during project operations and alteration of downstream/receiving water quality. The Project does not include the construction of any new facilities, or the modification of existing facilities. The Project involves the hauling of biosolids (via truck and potentially rail) from the Facility to any of the potential disposition locations identified in Chapter 2. The biosolids container would be leakproof and have a tarp or cover to help prevent spills that would be placed and secured after the container is loaded but before the truck leaves the future dewatering facility site. Because the containers would be leakproof and covered, the discharge of potential water quality pollutants would be minimized. Therefore, the

[17] Without the Shoreline Levee Project, a system of interconnected engineered berms at elevation 14.6 feet NAVD88 (representing the 500-year flood elevation plus an upper range estimate of sea level rise, without freeboard) around the main Facility operation area is recommended. With the Shoreline Levee Project, a similar system of interconnected engineered berms around the Facility, to an elevation of 13.1 feet NAVD88 (representing the 500-year flood elevation without sea level rise or freeboard), is recommended.

Project would not violate any water quality standards or waste discharge requirements. This impact would be the same as identified in the Plant Master Plan EIR and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Impact than Approved Project. (No Impact) The certified Plant Master Plan EIR identified potentially significant but mitigable to less-than-significant impacts for depletion of groundwater supplies or interference with groundwater recharge. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

c) Substantially alter the existing drainage patter of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff;

iv. Impede or redirect flood flows?

Less Impact than Approved Project. (No Impact) The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would not create any new impervious surfaces or features that could alter the existing drainage patter of the site or area, result in substantial erosion or siltation on- or off-site, increase the rate or amount of surface runoff that could result in flooding or exceed the capacity of the storm drain system, or impede/redirect flood flows. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact related to exposure of people or structures to a significant risk of loss, injury,

or death involving inundation by seiche, tsunami, or mudflow. The future dewatering facility site is not within a tsunami inundation area and would not be affected by a seiche. The haul routes could be located within flood hazard zones. As discussed under criterion a), the biosolids container would be leakproof and have a tarp or cover to help prevent spills. Therefore, there would be a reduced risk release of pollutants due to project inundation. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.9 Land Use and Planning

Existing land uses surrounding the future dewatering facility site have not changed since adoption of the Plant Master Plan EIR and the site would continue to support wastewater treatment activities. The future dewatering facility site is designated in the Envision San José 2040 General Plan as Public/Quasi-Public, a category that is typically used to designate public land uses such as water treatment facilities and the bufferlands. The site is zoned as Heavy Industrial, which is intended for industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or general welfare are best segregated from other uses. Extractive and primary processing industries, as well as wastewater treatment, are typical of this zoning district.

The haul routes are existing, operating roadways and railroads. Land uses and zoning districts located along the potential haul routes would vary by City and are established in the cities relevant general plans.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified a less-than-significant impact associated with the Master Plan's potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

- The Plant Master Plan EIR identified no impact associated with physically dividing an established community.

Land Use and Planning Impacts

a) Physically divide an established community?

Same Impact as Approved Project (No Impact) The Plant Master Plan EIR identified no impacts associated with physically dividing an established community. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, operation of the Project would not divide an established community. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Impact than Approved Project (No Impact) The Plant Master Plant EIR identified less-than-significant impacts for conflicting with any land use plan, policy or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. the potential representative disposition locations listed in Chapter 2, Section 2.4 all are permitted to receive biosolids. The Project would be consistent with the land use designation of the potential representative disposition locations (i.e., composting site, agricultural lands, or other beneficial use designations) as shown in Chapter 3, Table 3-1 and Table 3-2. The Project would also comply with all applicable regulations pertaining to the transport and disposal of biosolids at any of the disposition locations. Therefore, the Project would not cause a significant environmental impact due to a conflict of any land use plan, policy, or regulation. The Project would not result in any new or more significant impacts than compared to those identified in the certified Plant Master Plan EIR.

4.4.10 Mineral Resources

The state and local land use and zoning designations with respect to mineral resources have not changed for the future dewatering facility site in comparison to that described in the Plant Master Plan EIR. The site is not within an aggregate resource area, and is mapped by the California Division of Mines and Geology being within Mineral Resource Zone 1.47 Mineral Resource Zone 1 identifies areas where adequate information exists to determine that significant aggregate resources are not present (DOC, 2019). Mineral resources are not present at the future dewatering facility site.

The haul routes are existing, operating roadways and railroads. There could be mineral resources located along the potential haul routes, including aggregate resource areas.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified no impact related to the Master Plan's potential to result in the loss of availability of a known mineral resource of value to the region and residents of the state. The Plant Master Plan EIR identified no impact related to the Master Plan's potential to result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Mineral Resource Impacts

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Same Impact as Approved Project (No Impact). The Plant Master Plan EIR identified no impacts for the loss of known or locally important mineral resources. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the Project would not result in the loss of availability of mineral resources, or otherwise interfere with the extraction of existing resources. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts on mineral resources.

4.4.11 Noise

The environmental and regulatory settings relevant to noise and vibration has not appreciably changed since the certification of the Plant Master Plan EIR. Sensitive receptors, as identified in the certified Plant Master Plan EIR, have not changed and remain applicable to the future dewatering facility site. There are no sensitive receptors (e.g., residences, schools) adjacent to or in the immediate vicinity of the future dewatering facility site, and no hospitals, daycare centers, or long-term care facilities within one mile of the future dewatering facility site. The closest sensitive uses are residences located approximately 3,450 feet (0.7 mile) to the south, 4,100 feet (0.8 mile) west of the future dewatering facility site, and 5,800 feet (1.1 miles) to the east of the Project site. The closest school is the George Mayne Elementary School located over 5,000 feet (one mile) to the southwest. There have been no changes to sections of the City of San Jose General Plan Noise Element or the Municipal Code that would regulate noise generated from operation at the future dewatering facility site.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant but mitigable to less-than-significant impacts to land uses south of the Facility operation area associated with temporary increase in noise exposure from Master Plan-related demolition and construction. The Plant Master Plan EIR identified potential impacts for land uses south and east of the Facility operation area associated with increases in noise exposure to the surrounding area from operations associated with Master Plan improvements.

- The Plant Master Plan EIR identified less-than-significant impacts from implementation of the Facility improvements associated with: temporary increase in noise and vibration exposure in the Master Plan vicinity from Master Plan-related demolition and construction; long-term traffic noise exposure in the Master Plan vicinity from Master Plan-related traffic; and increases in noise exposure to the surrounding existing environment from operations

associated with Master Plan improvements. The Plant Master Plan EIR identified less-than-significant impacts associated with exposure of future proposed uses south and east of the Facility operational area to unacceptable traffic noise levels from existing traffic.

- The Plant Master Plan EIR identified no impacts associated with being located within an airport land use plan area or an area within two miles of a public airport or public use airport or private airstrip, or exposure of people residing or working in the area to excessive noise levels.

Noise Impacts

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified potential impacts for land uses south and east of the Facility operation area associated with increases in noise exposure to the surrounding area from operations associated with Master Plan improvements. The Plant Master Plan EIR identified less-than-significant impacts from implementation of the Facility improvements associated with; long-term traffic noise exposure in the Master Plan vicinity from Master Plan-related traffic; and increases in noise exposure to the surrounding existing environment from operations associated with Master Plan improvements. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, there would no activities that could temporary increase noise levels in the vicinity of the future dewatering facility site. The Project would also not involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. Therefore, the Project would not increase the operational noise limits identified in the Plant Master Plan EIR. There could be sensitive receptors located along the haul routes. However, the haul routes are operating roadways and railroads, and already have existing noise disturbance. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Impact than Approved Project. (No Impact) The Plant Master Plan EIR identified less-than-significant impacts from implementation of the Facility improvements associated with: temporary increase in noise and vibration exposure in the Master Plan vicinity from Master Plan-related demolition and construction. As discussed in criterion a) above, the Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, there would no activities that could generate excessive groundborne vibration or groundborne noise levels. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

c) For a project located within vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?

Same Impact as Approved Project (No Impact) The Plant Master Plan EIR identified no impacts associated with being located within an airport land use plan area or an area within two miles of a public airport or public use airport or private airstrip, or exposure of people residing or working in the area to excessive noise levels. The nearest airports to the future dewatering facility site are the Norman Y. Mineta San José International Airport, located approximately four miles south, and the Moffett Federal Airfield, located approximately five miles west. The truck loading area at the future dewatering facility site would not be any closer to an airport than what was evaluated in the Plant Master Plan EIR. There may be airports located within two miles of the haul routes. However, the haul routes are operating roadways and railroads, and already have existing noise disturbance. In addition, the Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would the project result in excessive noise for people residing or working in the Project area. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.12 Population and Housing

The environmental setting relevant to Population and Housing for the future dewatering facility site has not changed in comparison to that described in the Plant Master Plan EIR. There is no existing housing located on or adjacent to the future dewatering facility site.

The haul routes are existing and operating roadways and railroads. The potential haul routes pass through rural, suburban, and urban communities.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified that the Plant Master Plan would not directly induce growth because it is limited to improvements of the Facility's wastewater treatment facilities, changes to land use designations of certain Facility lands, and associated infrastructure improvements. The Plant Master Plan EIR concluded that the Plant Master Plan could indirectly induce growth in the future by removing insufficient wastewater treatment capacity and the lack of developable industrial land as potential obstacles to growth.

Population and Housing Impacts

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Approved Project (No Impact). The Project does not include the construction of any new facilities, or the modification of existing facilities. The Project

would also not involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. The Project would not involve or result in major new housing, business, or industrial developments that could drive population growth. Therefore, the Project would not directly or indirectly induce substantial unplanned population grown in area. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Same Impact as Approved Project. (Less than Significant) The Project includes the hauling of biosolids from the future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. The Project would not result in the demolition of existing housing, or otherwise cause a reduction in housing units on site or elsewhere. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts during construction and operation compared to those identified in the certified Plant Master Plan EIR.

4.4.13 Public Services

The nature of the Project with respect to Public Services has not changed in comparison to that described in the Plant Master Plan EIR. Fire protection services for the City are still provided by the San José Fire Department (SJFD). The closest fire station to the future dewatering facility site is still Station 25 located at 5125 Wilson Way in Alviso, approximately one mile west of the site. Police services for the City of San José are still provided by the San José Police Department (SJPD).

The hauling routes are existing and operating roadways and railroads, and could have public services (i.e., fire stations, police stations, schools, parks, and other public facilities) adjacent to or within their vicinity.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant, but mitigable to less than significant, impacts related to effects on fire and police protection response times resulting from proposed land use changes. The Plant Master Plan EIR identified potentially significant, but mitigable to less than significant, impacts related to increased use of park facilities resulting from proposed land use changes.

- The Plant Master Plan EIR identified less-than-significant impacts to fire and police protection and park facilities related to construction and operation of Facility improvements.

Public Services Impacts

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection; Police protection; Schools; Parks; Other public facilities?

Less Impact than Approved Project. (No Impact). The Plant Master Plan EIR identified less-than-significant impacts to public services. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would not require additional fire or police protection, need for schools, demands for parks, or need for other public facilities. This impact would be less than identified in the Plant Master Plan EIR (as described above), and the Project would not result in new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.14 Recreation

The nature of the future dewatering facility site with respect to existing recreational facilities or parks has not changed since certification of the Plant Master Plan EIR. The nearest park to the future dewatering facility site is Alviso Park, located approximately one mile (5,600 feet) to the west. The nearest recreational trail to the future dewatering facility site is Highway 237 Bikeway. This paved bike path is 0.5 miles south of the future dewatering facility site and connects Coyote Creek Trail to Zanker Road where it terminates. Other recreational trails are over 0.8 miles from the future dewatering facility site and include Coyote Creek Trail, Alviso Slough Trail, and Mallard Slough Trail. The nearest future proposed Countywide Trails Plan trail route to the future dewatering facility site would be approximately 0.5 miles north, along McCarthy Lane.[18]

The hauling routes are existing and operating roadways and railroads, and could have recreational facilities within their vicinity.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified potentially significant, but mitigable to less than significant, impacts for the future increase in use of neighborhood and regional parks or other recreational facilities specific to the economic development portion of the Plant Master Plan evaluated in the EIR.

- The Plant Master Plan EIR identified less-than-significant impacts related to the increase in use of neighborhood and regional parks or other recreational facilities.

[18] https://sccparks.maps.arcgis.com/apps/PanelsLegend/index.html?appid=12160dc4b49348c395c46fa1ad20d795

Recreation Impacts

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Impact than Approved Project. (No Impact). The Plant Master Plan EIR identified less-than-significant impacts on recreational facilities. The Project includes the hauling of biosolids from the future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the Project would not result in new housing development or other activities that would increase use, alter usage patterns, or increase demand for existing recreational facilities, thereby causing increased physical deterioration of recreation facilities or demand for new facilities. This impact would be less than identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.15 Tribal Cultural Resources

Tribal cultural resources are: 1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing in the California Register of Historical Resources (California Register), or local register of historical resources, as defined in Public Resources Code Section 5020.1(k); or, 2) a resource determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). For a cultural landscape to be considered a tribal cultural resource, it must be geographically defined in terms of the size and scope of the landscape (Public Resources Code Section 21074[b]). Also, an historical resource, as defined in Public Resources Code Section 21084.1, unique archaeological resource, as defined in Public Resources Code Section 21083.2(g), or non-unique archaeological resource, as defined in Public Resources Code Section 21083.2(h), may also be a tribal cultural resource.

On May 9, 2019, tribal representatives from the Nototomne Cultural Preservation (Northern Valley Yokuts/Ohlone/Bay Miwuk) met with City staff and consultants from ESA at the future dewatering facility site. During the site visit, tribal representatives noted that the blue elderberry tree (*Sambucus nigra subsp. caerulea)* to be removed when the dewatering facility is constructed may be considered a tribal cultural resource. Tribal representatives requested to take the branches when the tree is removed. In addition to tribal consultation, a records search for the future dewatering facility site was completed at the Northwest Information Center (NWIC) of the California Historical Resources Information System on August 1, 2011 (File No. 11-0118) and updated on

May 11, 2016 (File No. 15-1655). The records search indicates that there are no previously recorded prehistoric or historic-era archaeological resources at the future dewatering facility site. In addition, no archaeological resources were identified at the future dewatering facility site during the surface and subsurface surveys (see Section 4.4.4 Cultural Resources).

There could be tribal cultural resources located along the potential haul routes.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR evaluated impacts to cultural resources significant to Native American tribes, however, it did not specifically discuss impacts to tribal cultural resources as defined in Public Resources Code Section 21074(a)(1) because Assembly Bill (AB) 52 had not yet been adopted. AB 52, codified in the Public Resources Code (Sections 21074, 21080.3, 21082.3, 21083 *et seq*), requires lead agencies to analyze the impacts of a project on "tribal cultural resources" separately from archaeological resources. AB 52 also requires lead agencies to engage in additional consultation with California Native American tribes, and required the Office of Planning and Research to update Appendix G of the CEQA Guidelines to specifically address tribal cultural resources.

Tribal Cultural Resources Impacts

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?

New Less than Significant Impact. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would be no direct or indirect impacts to tribal cultural resources. The Project would result in a new less-than-significant impact compared to those identified in the certified Plant Master Plan EIR.

4.4.16 Utilities and Service Systems

The environmental setting relevant to Utilities and Service Systems for the future dewatering facility site would not change in comparison to that described in the certified Plant Master Plan

EIR. Setting discussions from the certified EIR for this resource area are therefore applicable to the future dewatering facility site.

The hauling routes are existing and operating roadways and railroads, and could have utilities within or adjacent to them.

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR identified significant and unavoidable impacts related to the construction of new or expansion of existing water treatment facilities and water supply availability to serve the Master Plan from existing entitlements and resources specific to the economic development portion of the Plant Master Plan evaluated in the EIR.

- The Plant Master Plan EIR identified potentially significant, but mitigable to less-than-significant impacts for disruption of regional or local utilities.

- The Plant Master Plan EIR identified less-than-significant impacts for the construction of new or expansion of existing water treatment facilities, water supply availability to serve the Master Plan from existing entitlements and resources, sufficient permitted capacity to accommodate the solid waste disposal needs during construction and operation, and compliance with statutes and regulations related to solid waste.

- The Plant Master Plan EIR identified no impact related to: exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board; the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, which could cause significant environmental effects; or adequate capacity to serve the projected demand in addition to the wastewater treatment provider's existing commitments.

Utilities and Service Systems Impacts

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact related to the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, which could cause significant environmental effects. The Project includes the hauling of biosolids from the future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Because there would be no change in demand for utility service systems and no associated need for new or modified wastewater or water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities this impact would be the same as identified in the Plant Master Plan EIR and the Project would not result in any new or more significant impacts to utility services compared to those identified in the certified Plant Master Plan EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Impact than Approved Project. (No Impact) The Plant Master Plan EIR identified less-than-significant impacts for water supply availability to serve the Master Plan from existing entitlements and resources. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, a water supply would not be required for the Project. This impact would be less than identified for the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Same Impact as Approved Project. (No Impact) The Facility is the wastewater treatment provider. The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, the Project would not result in any new or additional wastewater. For these reasons, the Project would have no impact on wastewater treatment capacity. This impact would be the same as identified in the Plant Master Plan EIR (as described above), and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Same Impact as Approved Project. (Less than Significant) The Plant Master Plan EIR identified less-than-significant impacts related to the generation of solid waste and the compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. The Project proposes to execute contracts for the hauling and beneficial use of dewatered biosolids produced at the future dewatering facility site. The Project would transport the biosolids from the future dewatering facility site to any of the 18 potential representative disposition locations listed in Chapter 2, Section 2.4. All 18 potential disposition sites are permitted to receive biosolids, and have sufficient capacity to accommodate the biosolids. Therefore, the Project would not fail to comply with federal, state, and local management and reduction statutes and regulations

related to solid waste. This impact would be the same as identified in the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.4.17 Wildfire

The environmental setting relevant to wildfires has not changed in comparison to that described in the certified Plant Master Plan EIR. Based upon fire hazard mapping by the CAL FIRE Forest Resource Assessment Program, the future dewatering facility is not located within an area identified as a high fire hazard area (CAL FIRE, 2021).

The hauling routes are existing and operating roadways and railroads, that traverse areas that vary between unzoned, moderate, high, and very high fire hazard areas (CAL FIRE, 2021).

Findings of Previously Certified EIR

- The certified Plant Master Plan EIR evaluated impacts related to potential exposure to fires. The Plant Master Plan EIR identified less-than-significant impacts for potential hazards associated exposure to fires.

Wildfire Impacts

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Same Impact as Approved Project. (No Impact) The Plant Master Plan EIR identified no impact for potential interference with emergency plans. The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, the Project would not include activities that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Impact than Approved Project. (No Impact) The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities or the modification of existing or future facilities. Therefore, there would no use of construction equipment or the temporary on site storage of fuels and/or other flammable construction chemicals could pose an increased fire risk resulting in injury to workers or the public during construction. The Project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the Project would not exacerbate wildfire risks or expose people or structures to significant risks. This impact would be less than identified for the Plant Master Plan EIR, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

4.5 Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Impact than Approved Project. (No Impact) The Project includes the hauling of biosolids from the new future dewatering facility via truck and potentially rail transport to any of the potential representative disposition locations listed in Chapter 2, Section 2.4. The Project does not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. As discussed in Section 4.1, 4.2, 4.3 and 4.4.1 to 4.4.17, the Project would have the same or less adverse impacts to air quality, greenhouse gas emissions, transportation, aesthetics, agricultural and forestry resources, biological resources, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, energy, land uses and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire as the Project analyzed in the certified Plant Master Plan EIR.

As discussed above in Section 4.4.3, Biological Resources, there would be no temporary or permanent loss of biological habitat as a result of Project implementation. Because there would be no effect to biological communities, the Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

As discussed above in Section 4.4.4, Cultural Resources, and Section 4.4.15 Tribal Cultural Resources, the Project does not include the construction of any new facilities, or the modification of existing facilities, therefore there would be no direct or indirect impacts on cultural resources or tribal cultural resources. The Project would not eliminate important examples of the major periods of California history or prehistory, and the Project would not result in any new or more significant impacts compared to those identified in the certified Plant Master Plan EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Impact than Approved Project. (No Impact) Cumulative environmental effects are multiple individual effects that, when considered together are considerable or compound or increase other environmental impacts. The individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time. Cumulative projects identified that are ongoing at present or anticipated in the reasonably foreseeable future that would be relevant to the Project include the proposed projects associated with implementation of the Plant Master Plan, as well as other anticipated upgrades at the Facility, including: Construction-Enabling Improvements Phase II; Facility Wide Water System Improvements; Yard Piping and Road Improvements Project; HVAC Improvements; East Primary Rehabilitation, Seismic Retrofit and Odor Control; Aeration Tanks and Blower Rehabilitation; Nitrification Clarifier Rehabilitation; Secondary Clarifier Rehabilitation; Digester and Thickener Facilities Upgrades; Final Effluent Pump Station and Stormwater Channel Improvements; and Outfall Channel and Instrumentation Improvements Project.

The certified Plant Master Plan EIR did not evaluate impacts to Tribal Cultural Resources, as Assembly Bill (AB) 52 had not yet been adopted, as discussed in Section 4.4.15, Tribal Cultural Resources. As a result, cumulatively considerable impacts for Tribal Cultural Resources were also not previously considered. The geographic scope for cumulative effects on tribal cultural resources includes the immediate vicinity of locations where the project could cause disturbance to known tribal cultural resources. As the Project does not include the construction of any new facilities, or the modification of existing facilities, there would be no direct or indirect impacts on tribal cultural resources and there would be no significant cumulative impact on tribal cultural resources to which the Project could contribute.

The Project does not include the construction of any new facilities, or the modification of existing facilities. Therefore, there would be no construction activities that could overlap with construction of other projects at the Facility. The Project would not increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. Therefore, there would be no additional operation trips that could overlap with other operations at the Facility. The Project would increase truck trips on other roadways compared to what was previously evaluated. However, the haul routes are operating roadways, and as discussed in Section 4.3, although the possible distance traveled to the farthest destination for the disposition of biosolids would increase, as compared to the distance evaluated in the Plant Master Plan EIR, the transportation analysis does not consider the distance of vehicle trips, only the number of vehicle trips generated. Therefore, since there is no change in the number of vehicle trips generated by the Project, the Project does not constitute a "substantial

change" to the project evaluated in the Plant Master Plan EIR. As the Project would have no impact on traffic, there would be no significant cumulative impact on traffic to which the Project could contribute.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Impact than Approved Project. (No Impact) The Project does not include the construction of any new facilities, or the modification of existing facilities, nor would it involve an increase in the projected number of biosolids haul truck trips associated with biosolids hauling compared to that evaluated in the Plant Master Plan EIR. As discussed in sections 4.1, 4.4.7, and 4.4.8, there would be no impacts to air quality, water quality, and hazardous materials associated with the Project that could directly affect human beings or, as discussed above, no other CEQA impacts that could indirectly affect human beings.

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CHAPTER 5
Lead Agency and Consultants

5.1 Lead Agency

City of San José
Department of Planning, Building, and Code Enforcement

Thai-Chau Le, Environmental Supervisor
Kara Hawkins, Environmental Project Manager

City of San José
Department of Environmental Services

Andrew Martin, Supervising Environmental Services Specialist
Nora Cibrian, Program Manager

5.2 Consultants

Environmental Science Associates (ESA)

Jill Hamilton, Project Director
Meryka Dirks, Project Manager
Raiyna Villasenor, Deputy Project Manager
Jyothi Iyer, Air Quality, Greenhouse Gas Lead
Shadde Rosenblum, Transportation Lead

Brown & Caldwell

Pat Tangora, Owner's Advisor
Marc Nakamoto, Project Manager

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