Beneficial Reuse of Excavated Material in Tidal Marsh Restoration

Scoping Meetings / Open House

February 6 and 7, 2024

Santa Clara Valley Transportation Authority

Solutions that move you

Presenters

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Scoping and Environmental Review

Scoping and Environmental Review

- What is the purpose of scoping?
- Who is leading the environmental effort?
- What is the need for and purpose of the project?
- Where is the project and what does it involve?
- How do we transport the excavated material to the ponds?
- How do we place the excavated material into the ponds?
- Is the material acceptable for use in the ponds?
- What happens when the project is complete?
- What are the benefits of the project?
- What is the environmental clearance schedule?
- How do we submit scoping comments?

What is the purpose of scoping?

The first step in preparing an environmental document is to determine the scope in consultation with agencies, the public, and interested stakeholders

- Notice of Preparation of an Environmental Impact Report (EIR) with Supplemental Project Information including a preliminary project description
- Notice of Intent of an Environmental Impact Statement (EIS) to be published in the Federal Register

- Specifically, the purpose of scoping is to:
  - Gather input of the scope of the environmental document
  - Identify key environmental issues
  - Identify potential alternatives and options

Who is leading the environmental effort?

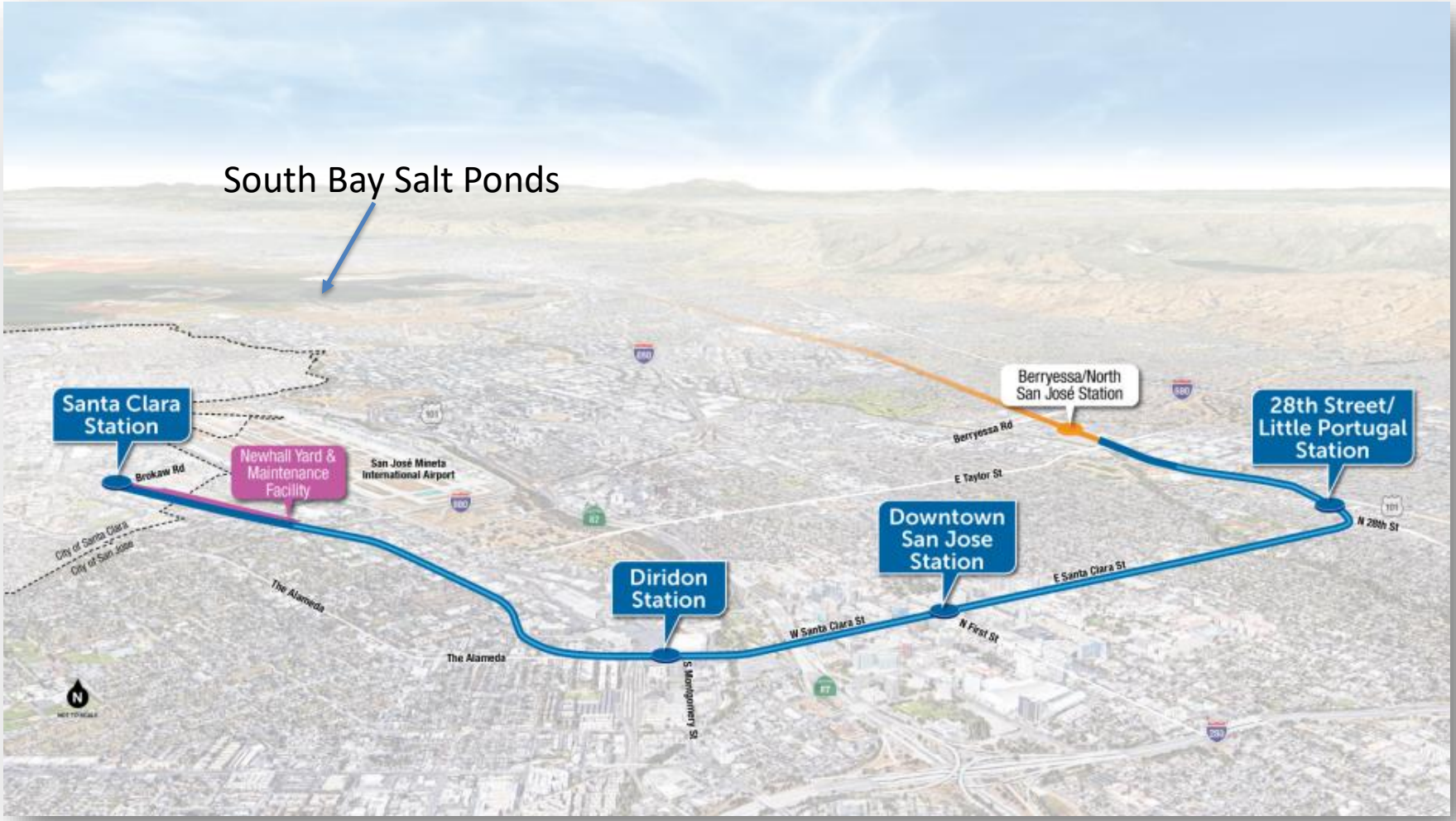
- The U.S. Fish and Wildlife Service is the lead agency under the National Environmental Policy Act (NEPA) and will be preparing an EIS
- The Santa Clara Valley Transportation Agency is the lead agency under the California Environmental Quality Act (CEQA) and will be preparing an EIR

- The EIS/EIR will:
  - Identify potential environmental impacts
  - Recommends ways to avoid, minimize, or mitigate any identified impact
  - Informs decision-makers about the project and its impacts so they can make an informed decision about whether to approve the project

What is the need for and purpose of the project?

- The BART Extension Project will generate a lot excavated material during construction of the tunnel and other facilities.
  - The Beneficial Reuse Project proposes to transport that material to the salt ponds for beneficial reuse.
- The former salt production ponds require large quantities of sediment to raise the pond bottoms to eventually restore tidal marsh habitat.
  - The Beneficial Reuse Project proposes to place BART excavated material into the ponds to help raise the pond bottoms.
- There is high mercury concentration in the sediments of some south bay ponds due to historic mining operations.
  - The Beneficial Reuse Project proposes to cover sediment contaminated with mercury and reduce the potential for mercury to spread into the aquatic environment.

Where is the project and what does it involve?



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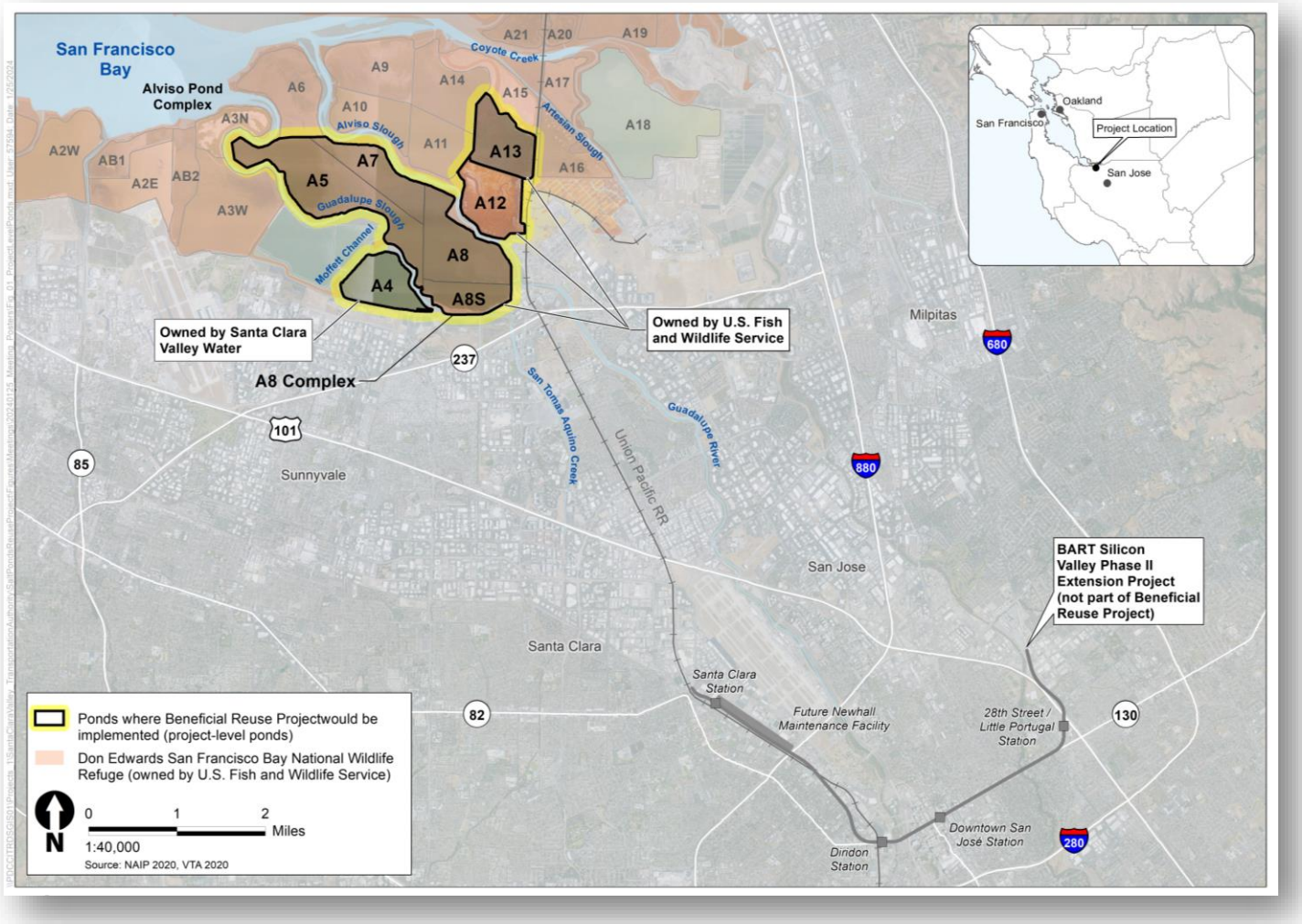

Project-Level Ponds

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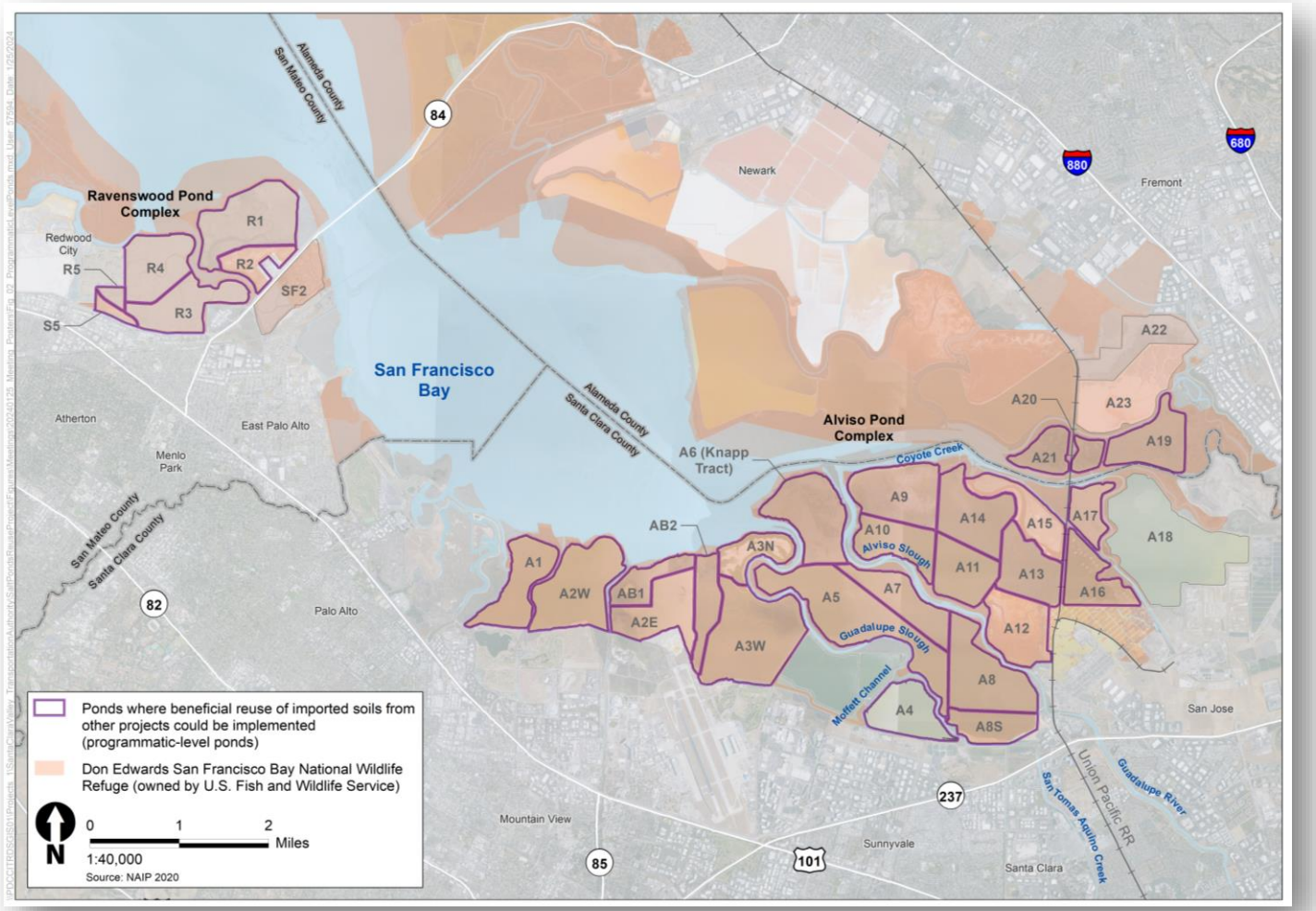
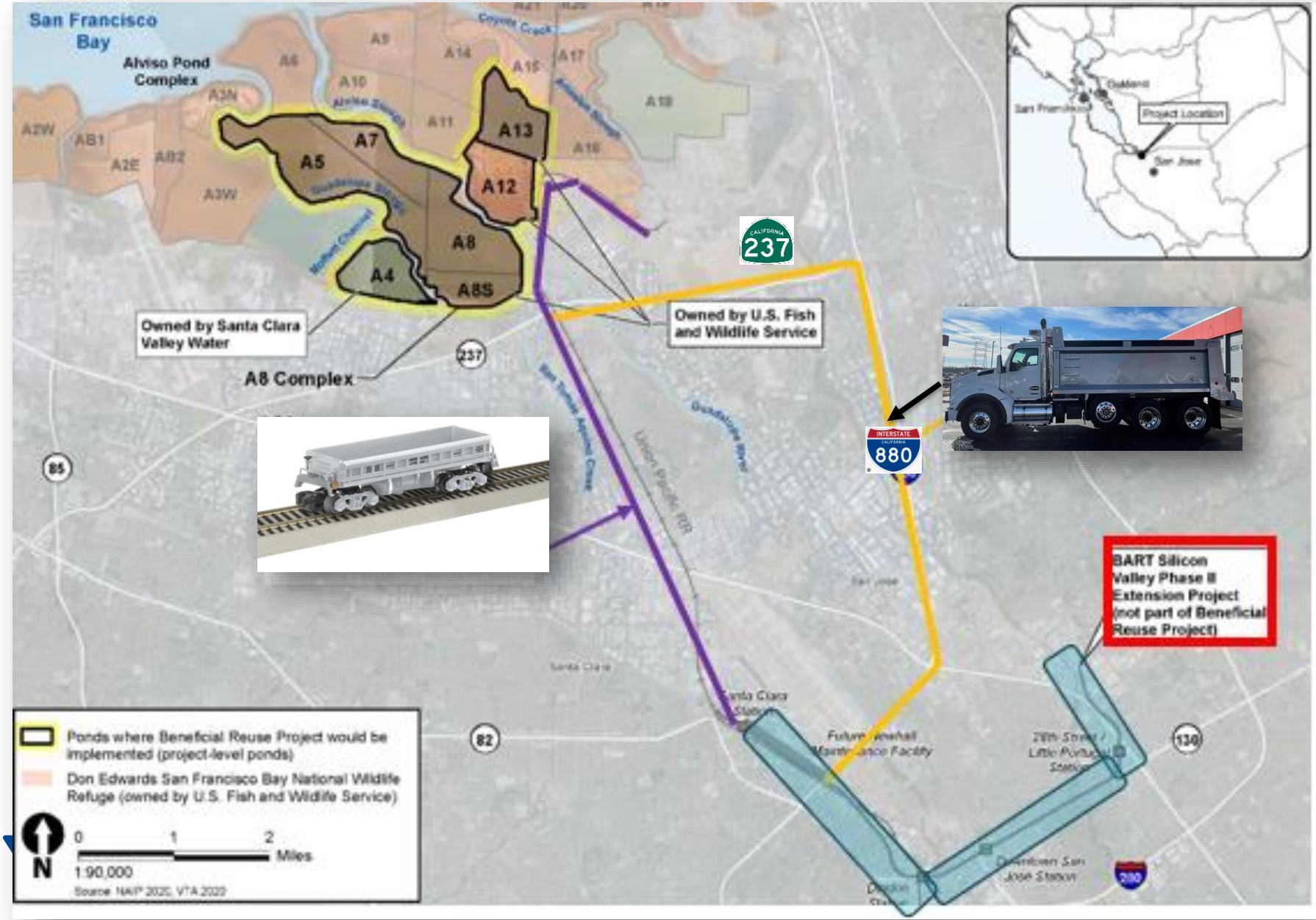


Programmatic-Level Ponds

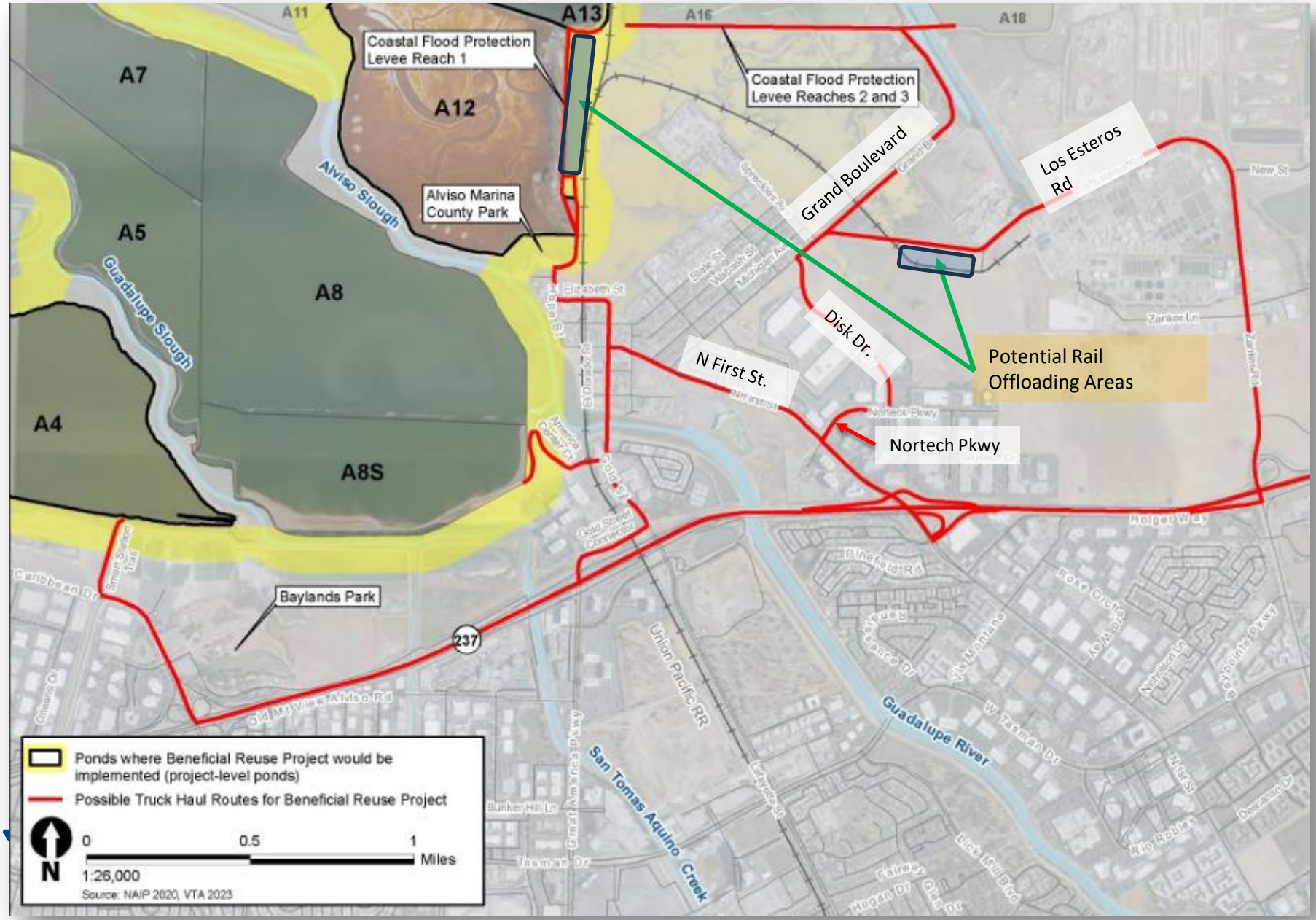
Proposed Construction Methods

- Hauling Methods and Routes
- Material Placement Methodologies and Infrastructure Improvements

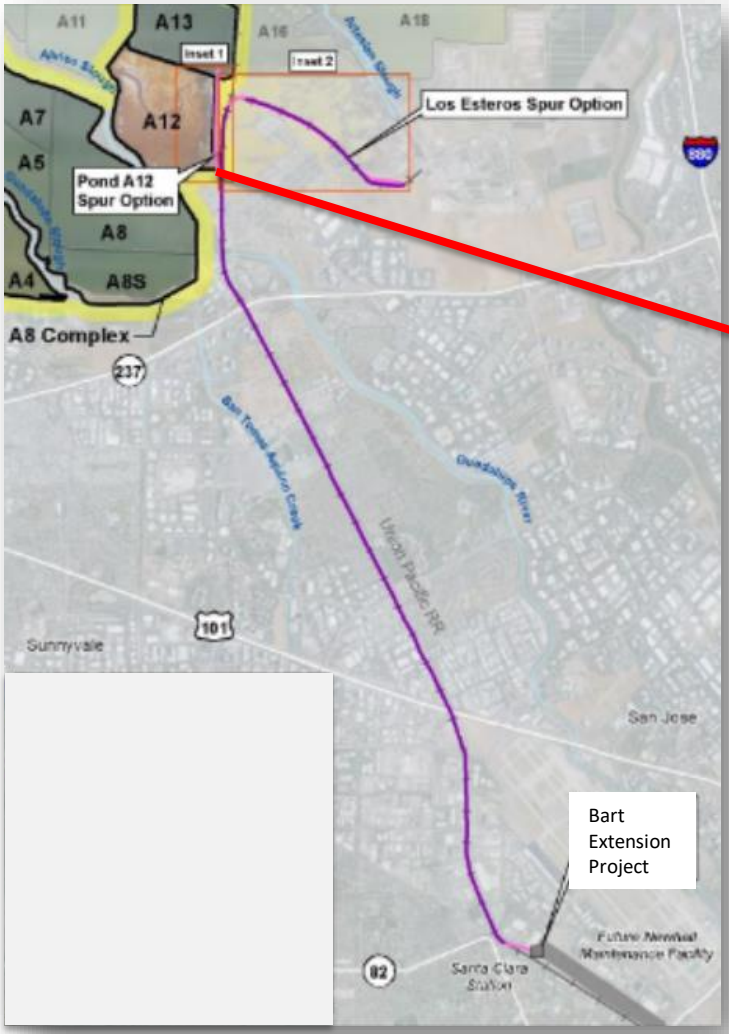
Hauling Methods and Routes – Project Level Ponds

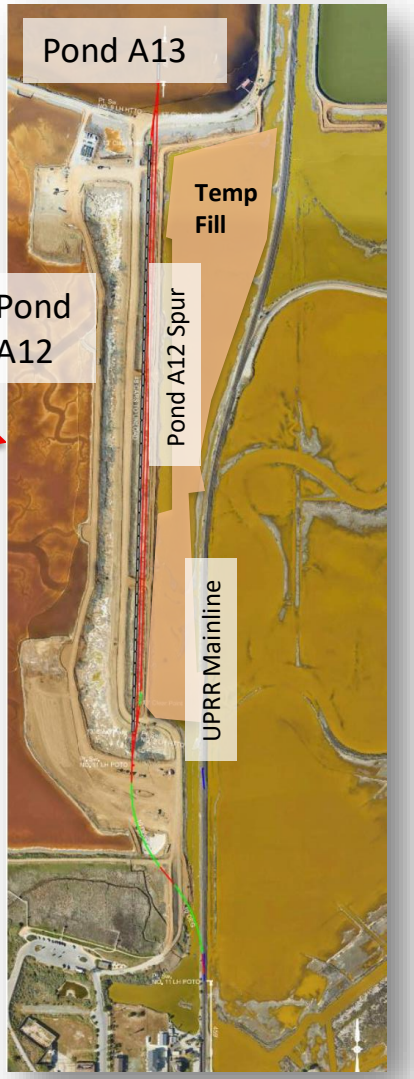


Proposed Truck Haul Methods – Local Streets

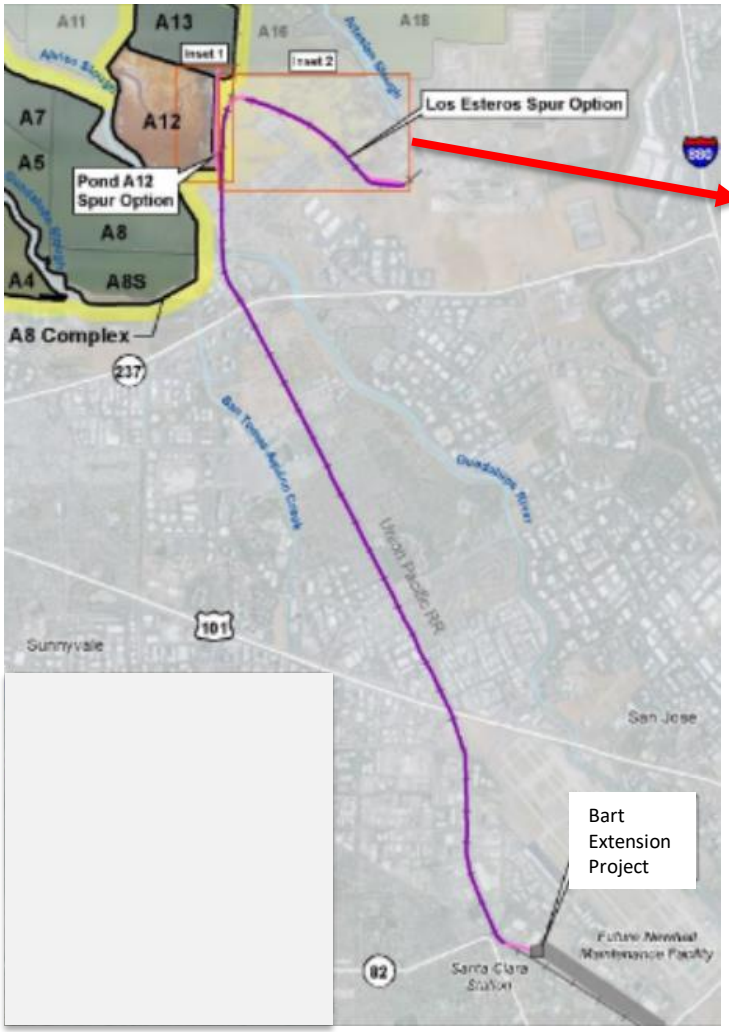


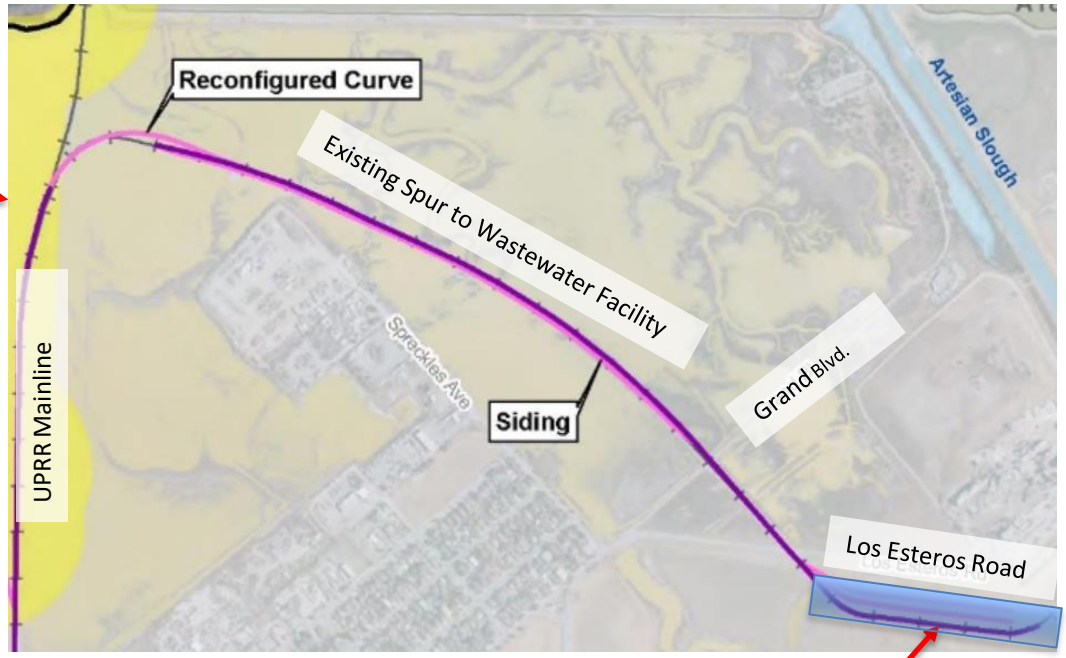
Hauling by Rail – Pond A12 Spur Option





Hauling by Rail – Los Esteros Spur Option





Los Esteros Road
Offloading Area

Hauling by Rail – Los Esteros Spur Option

Hauling by Rail – Los Esteros Spur Option

How do we transport the excavated material?

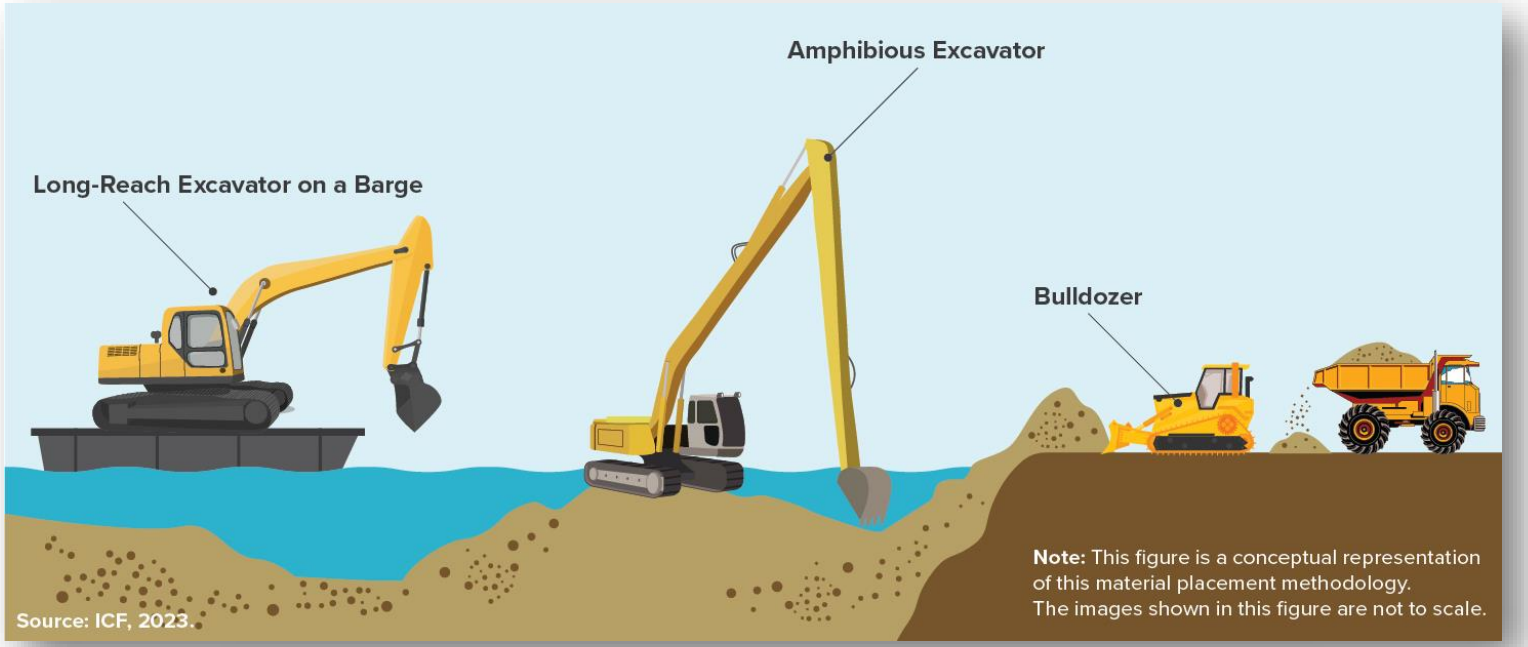
Hauling by Rail – The Newhall Facility

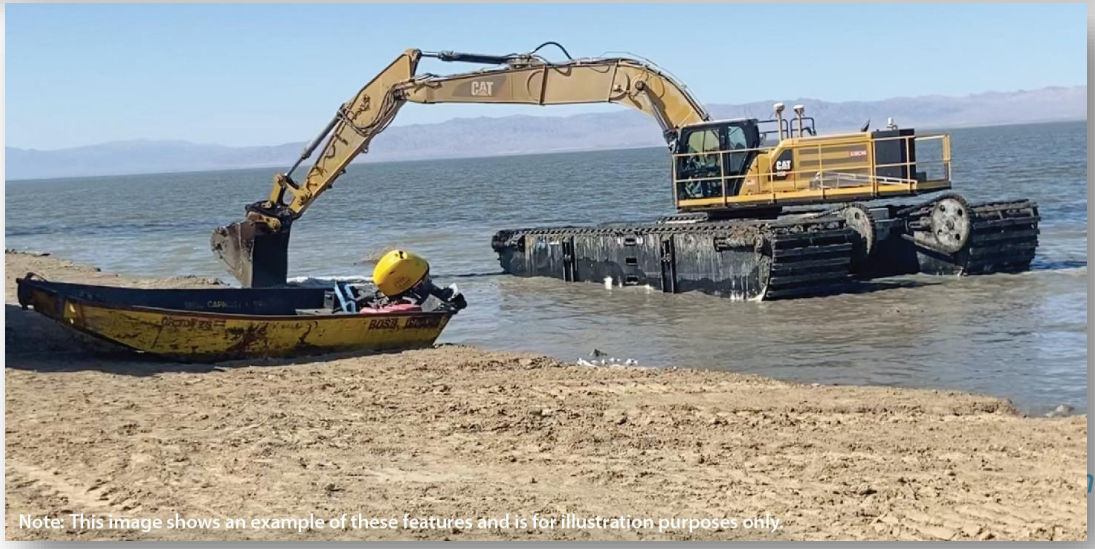
How do we place the excavated material into the ponds?

The Beneficial Reuse Project would include three methods for the placement of excavated material within the project-level ponds: conventional equipment, hydraulic placement, and/or conveyor system.

- Conventional Equipment
- Hydraulic Methodologies
- Conveyor System

Conventional Equipment

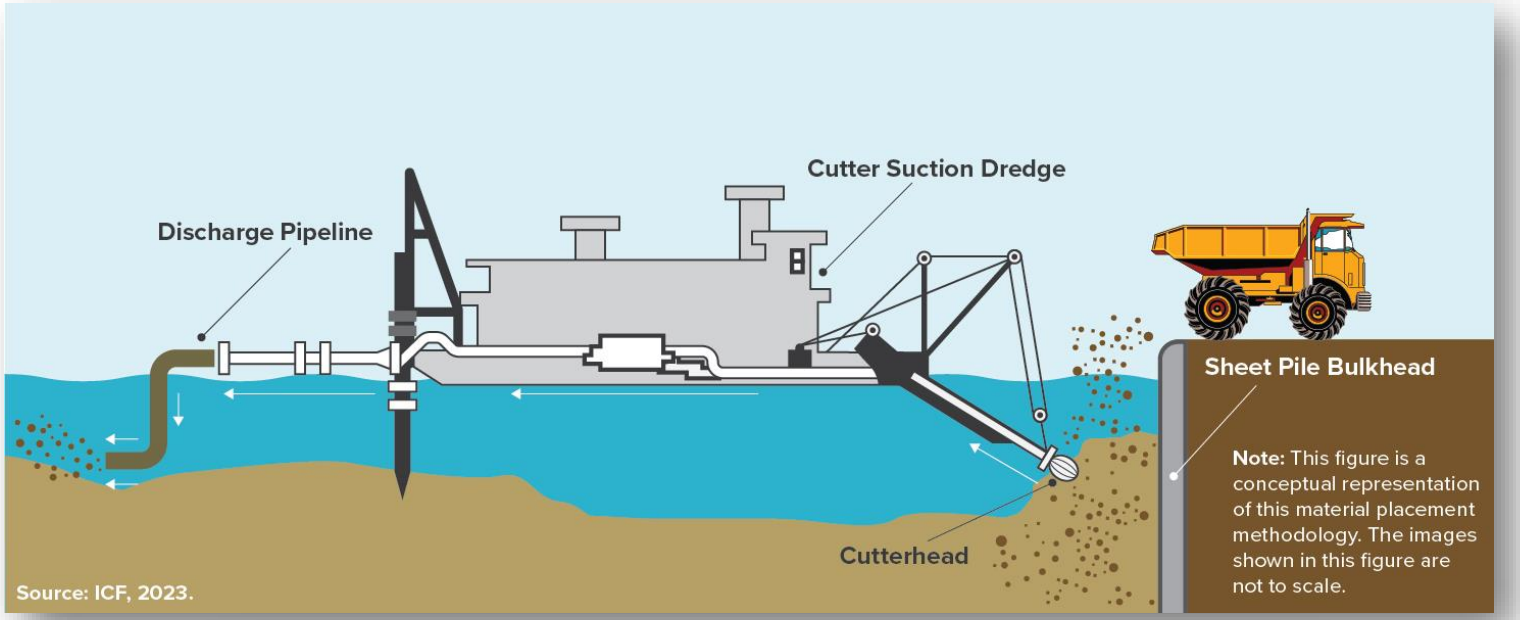




Example of Amphibious Excavator

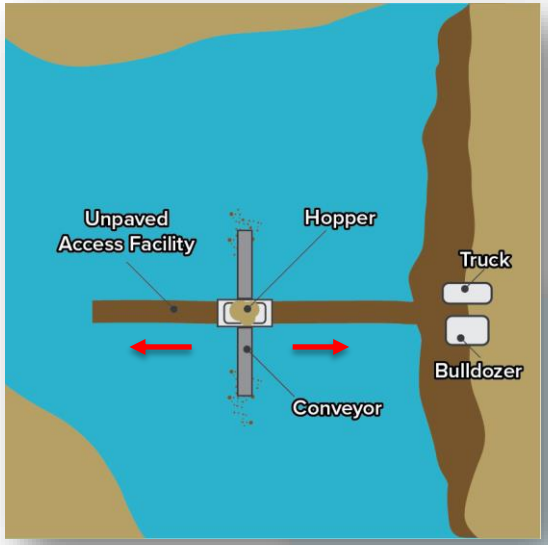
Turbidity Curtain

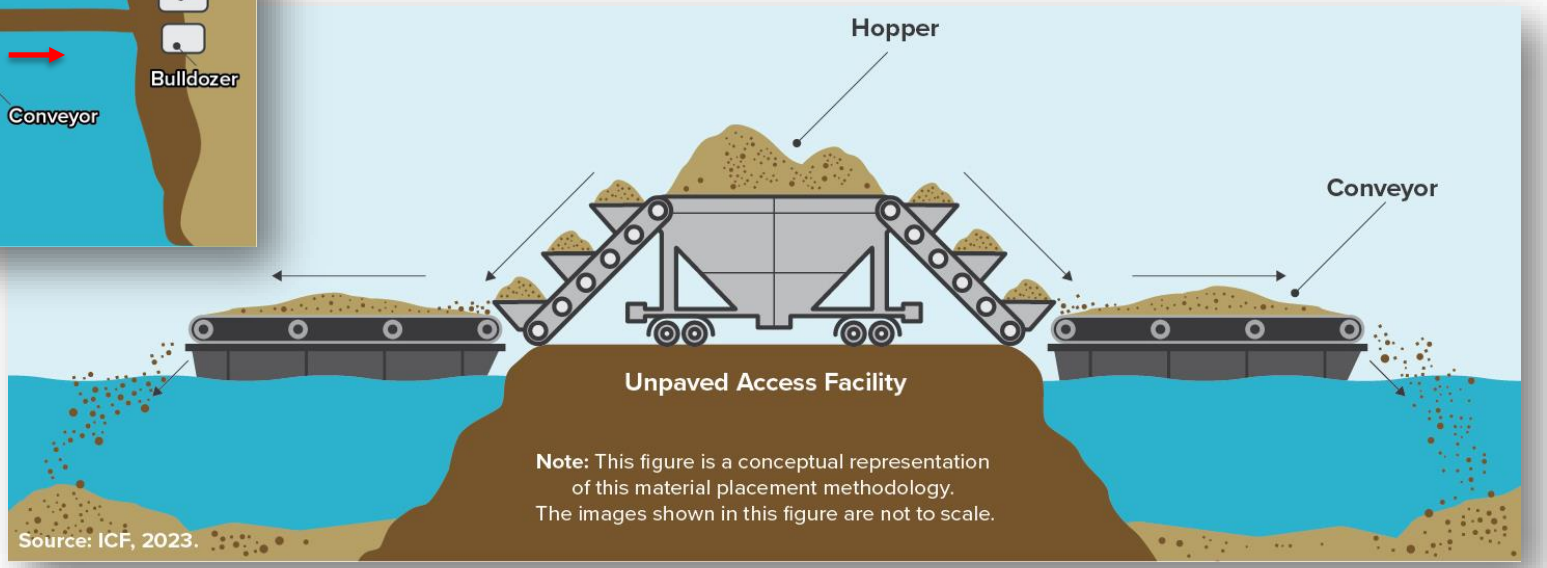
Hydraulic Dredging

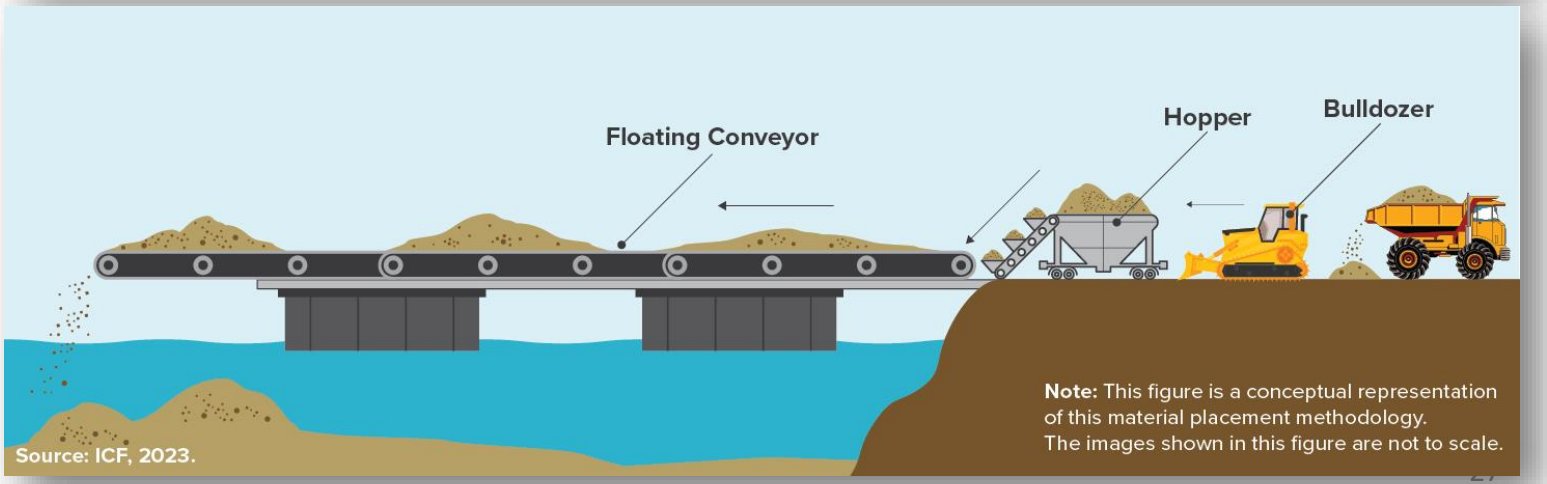



Note: These images show examples of these features and are for illustration purposes only.

Conveyor System







Is the material acceptable for use in the ponds?

- All excavated materials reused at the ponds must meet the criteria established in the San Francisco Regional Water Quality Control Board (RWQCB) *Master Quality Assurance Project Plan for Don Edwards San Francisco Bay National Wildlife Refuge*.
- VTA will work with the RWQCB and San Francisco Bay Conservation and Development Commission to ensure that all excavated material meets criteria that avoid risks to wildlife and water quality.

What happens when the project is complete?

- After all excavation for the BART Extension Project is complete and no additional material is available, the construction equipment would be removed.
- Sheet pile bulkheads would be removed.
- Any unpaved access facilities constructed within the ponds would be dismantled and the material would be used to raise the pond bottoms.
- If the Los Esteros Spur Option is implemented, the two storage tracks south of Los Esteros Road would be removed.
- If the Pond A12 Spur Option is implemented, it would be removed.

What are the benefits of the project?

- Direct benefits:
  - Construction waste reuse
  - Reduction in greenhouse gases emissions and other air quality pollutants by diverting transport of material to the salt ponds that would otherwise be destined for landfills and quarries farther away.
- Indirect benefits:
  - Facilitating future restoration of tidal marsh habitat.
  - When tidal marsh becomes established, it would provide such benefits as sea-level rise resilience, water quality improvements, flood risk management, habitat creation for threatened and endangered species, and greenhouse gas sequestration.

What is the environmental clearance schedule?

Kick-off of the environmental process	January/February 2024
Technical analysis	2024
Draft environmental document for public review	Early 2025
Final environmental document with responses to public comments	Mid 2025

Thank You