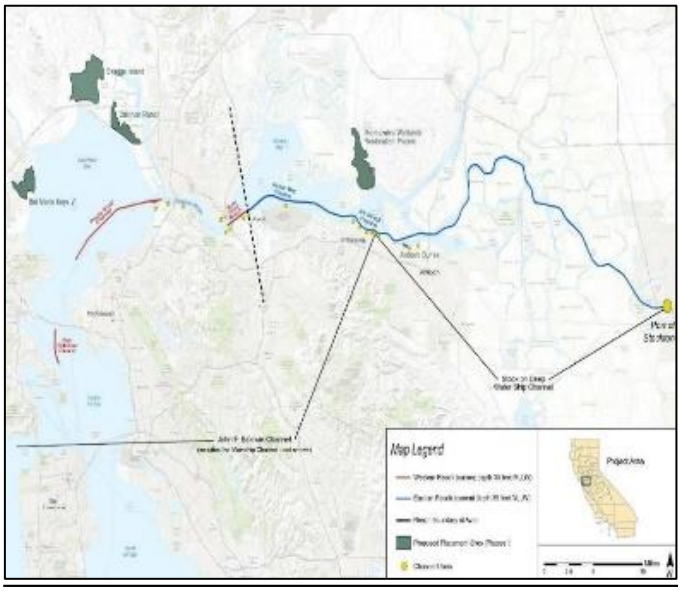
US Army Corps of Engineers
Wilmington District

San Francisco Bay to Stockton, CA (Navigation)

- **Sponsor: Port of Stockton**
- **Formal Transfer of San Francisco Bay to Stockton Navigation Project, Project Management and Fiscal Resources functions to Wilmington District in Dec 2016**
- **Completion of rescoped study will only include Phase 1 (Western portion) of project**
- **Study scheduled to initiate public review in April 2019; complete General Reevaluation Report in October 2019**



CONGRESSIONAL DISTRICT: CA 11 DATE: 25 March 2019

1. **AUTHORIZATION:** Section 301 of the Rivers and Harbors Act (RHA) of 1965 (Public Law No. 89-298, Section 301, 79 Stat.1091).

2. **STUDY AREA:** The project consists of deep draft navigation channels that extend from the San Francisco Bay to the Port of Stockton through San Francisco, Marin, Contra Costa, Solano, Sacramento, and San Joaquin Counties. The study area was re-scoped at the TSP milestone conference to focus only on improvements in the western reach of the study area which appeared to have stronger Federal interest and a lower potential for significant environmental impacts.

3. **IMPROVEMENTS DESIRED BY LOCAL INTERESTS:** The TSP includes deepening the Western Reach of the Federal channel (West Richmond, Pinole Shoal, and Bulls Head Reach) to -38-foot project depth Mean Lower Low Water (MLLW) with beneficial use of dredged material at the Cullinan Ranch Tidal Wetland Restoration Project and the Montezuma Wetlands Restoration Project in the San Pablo Bay National Wildlife Refuge. A portion of Bulls Head Reach will require dredging to -42 feet MLLW to function as a sediment trap.The study was transferred to SAD in 2016 by MG Jackson, and the draft report is scheduled to initiate concurrent review in April 2019. The study was initially scoped to include both NEPA and California Environmental Quality Act (CEQA) documentation however CEQA has been deleted from the study based upon the inability of Contra Costa County to act as CEQA lead at this time. ; The TSP maximizes net annual NED benefits at $8.2 million with a benefit to cost ratio of 3.2. Total project first cost is estimated at $59.8 million.

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4. **COST ESTIMATES:**
$1,189,000 (Federal)
$ 396,000 (non-Federal)
$1,585,000 Total

5. **FEDERAL FUNDING ALLOCATION THRU FY 2018:** $1,523,000.

6. **FY 2019 BUDGET AMOUNT:** $0. Carry-over funds will be used to continue work on the General Evaluation Report (GRR).

7. **FY 2019 WORK PLAN:** $0.

8. **FY 2020 BUDGET AMOUNT:** To be determined. Project has been fully funded to complete the General Evaluation Report.

9. **KEY DATES:** July 2002 (Design Agreement executed)
May 2017 (Transfer project to Wilmington District)
April 2019 (Draft Report to Public Review)
October 2019 (Completion of General Reevaluation Report)

10. **OTHER INFORMATION:** The San Francisco Bay to Stockton Navigation Project was authorized in 1965 Rivers and Harbors Act. A 45 ft channel (western reach) was authorized to Avon (approximately 35 miles east from the Main Ship Channel in San Francisco Bay), with a 35 ft channel for the remainder of the project to the Port of Stockton. Both segments have been constructed to 35 feet. As the current study involves evaluating a previously authorized and constructed project, and does not exceed the project-authorized dimensions, re-formulation of the authorized project is not required, and additional Congressional authorization is not needed for implementation. Accordingly, a Director's Report is the appropriate vehicle supporting HQ approval of the final report. Discussions with team members resulted in the determination that an EIS/EIR would need to be completed due to potential significant impacts from dredging to the habitat of the delta smelt and longfin smelt (near the San Pablo Bay Wildlife Refuge) and significant public controversy over perceived salinity impacts to public fresh water supplies in the Contra Costa Water Supply District. The EIR portion of the document has been removed due to the inability of Contra Cost County to step in as CEQA Lead for the project.