



**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922**

FINDING OF NO SIGNIFICANT IMPACT

**San Joaquin River Basin, Lower San Joaquin River, California Project
Tenmile Slough Reach 30L Levee Improvements, Alternate Haul Route
Supplemental Environmental Assessment III**

The U.S. Army Corps of Engineers, Sacramento District (USACE) has prepared a Supplemental Environmental Assessment (SEA) in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). The San Joaquin River Basin, Lower San Joaquin River, California Project (LSJR Project) was authorized for construction by America's Water and Infrastructure Act of 2018 (P.L. 115-270) and will decrease the annual chance of flooding in North and Central Stockton. This SEA supplements the San Joaquin River Basin, Lower San Joaquin River, CA Final Integrated Interim Feasibility Report/Environmental Impact Statement/Environmental Impact Report (2018 LSJR IIFR/EIS/EIR), dated January 2018. The SEA specifically addresses the proposed alternate haul route for Tenmile Slough Reach 30 Left Bank (TS30L) of the LSJR Project. This SEA is the third supplemental NEPA document to the 2018 LSJR IIFR/EIS/EIR. Subsequent LSJR Project reaches will require further environmental review as their designs are refined, which may result in the creation of additional supplemental documentation.

The SEA, incorporated herein by reference, evaluated the Proposed Action, which would establish an approved alternate haul route from the Stockton East Water District (SEWD) borrow site to TS30L in case the planned haul route becomes infeasible to use, and the No Action Alternative, which is the planned haul route outlined in the 2023 TS30L Final SEA. The Proposed Action is needed to allow for a secondary route so the LSJR Project TS30L levee improvement work can continue without delay if the planned route becomes unusable due to structural deficiencies. The Proposed Action consists of use of the alternate haul route, which is approximately 22 miles long using surface streets and highways.

In addition to the Proposed Action, a No Action Alternative was evaluated. Under the No Action Alternative, the current approved haul route as described in the 2023 TS30L Final SEA would remain the only usable route to transport material from the SEWD borrow site to TS30L. If that haul route were to become infeasible or no longer accessible, there would be no back-up or alternate haul route that could be utilized and construction work for the TS30L Reach would be delayed until a new haul route is cleared following Federal and State environmental laws and regulations. Under the No Action Alternative, there is the potential for severe delays in the LSJR Project schedule.

For all alternatives, the potential effects were evaluated, as appropriate. A summary assessment of the potential effects of the Proposed Action are listed in Table 1. All practicable and appropriate means to avoid or minimize adverse environmental effects were analyzed and incorporated into the Proposed Action. Best management practices (BMPs) as detailed in the SEA will be implemented, as appropriate, to minimize impacts.

Table 1: Summary of Potential Effects of the Proposed Action.

Environmental resource area	Insignificant or beneficial effects	Insignificant effects as a result of mitigation*	No effect to resource beyond what is described in the 2018 LSJR IIFR/EIS/EIR
Aesthetics	☐	☐	☒
Air Quality and GHG Emissions	☒	☐	☐
Wetlands and Other Waters of the U.S.	☐	☐	☒
Fisheries	☐	☐	☒
Vegetation and Wildlife	☐	☐	☒
Federal Special Status Species	☐	☐	☒
Cultural Resources	☐	☐	☒
Public Health and Environmental Hazards	☐	☐	☒
Hydrology and Hydraulics	☐	☐	☒
Land Use	☐	☐	☒
Noise	☒	☐	☐
Utilities and Public Services	☒	☐	☐
Socioeconomics	☒	☐	☐
Soils and Mineral Resources	☐	☐	☒
Water Quality	☐	☐	☒
Geology and Geomorphology	☐	☐	☒
Seismicity	☐	☐	☒
Groundwater	☐	☐	☒
Recreation	☐	☐	☒
Transportation and Circulation	☒	☐	☐

Public review of the Draft SEA and FONSI will occur from July 30, 2025 to August 9, 2025. Substantive comments received during the public review period will be incorporated into the Final SEA as appropriate and summarized with USACE's responses in an appendix to the final report.

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, USACE determined that the Proposed Action would have no effect on federally listed species or their critical habitat.

Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), requires a federal agency to consider the effects of federal undertakings on historical and archaeological resources. A Programmatic Agreement between USACE and the California State Historic Preservation Officer (SHPO) regarding the Lower San Joaquin River Feasibility Study Project, San Joaquin County, California (PA), was executed on May 11, 2016, and amended on May 11, 2021. The existing conditions and environmental effects analysis as related to cultural resources previously described in Section 5.21 of the 2018 LSJR IIFR/EIS/EIR and Section 3.15 of the 2023 TS30L Final SEA remain applicable to the Proposed Action area of the alternate haul route. The proposed usage of the alternate haul route would not have an effect on cultural resources.

The Proposed Action for use of the alternate haul route would not have an effect on wetlands or other regulated WOTUS.

All applicable laws, executive orders, regulations, and local government plans were considered in evaluation of alternatives. Based on this report, the reviews by other Federal, State, and local agencies, Tribes, input of the public, and the review by my staff, it is my determination that the Proposed Action would not cause significant adverse effects on the quality of the human environment; therefore, preparation of an Environmental Impact Statement is not required.

Date

Chad W. Caldwell, P.E.
Colonel, U.S. Army
Commander and District Engineer