

# San Francisco Bay to Stockton Navigation Improvement Study

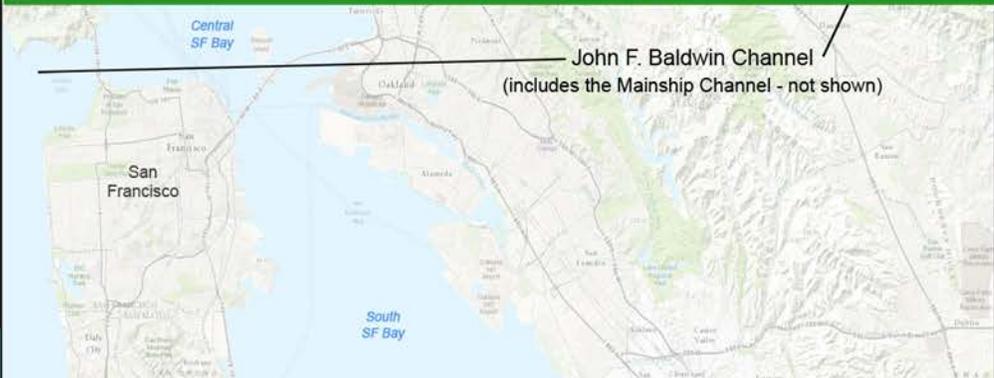
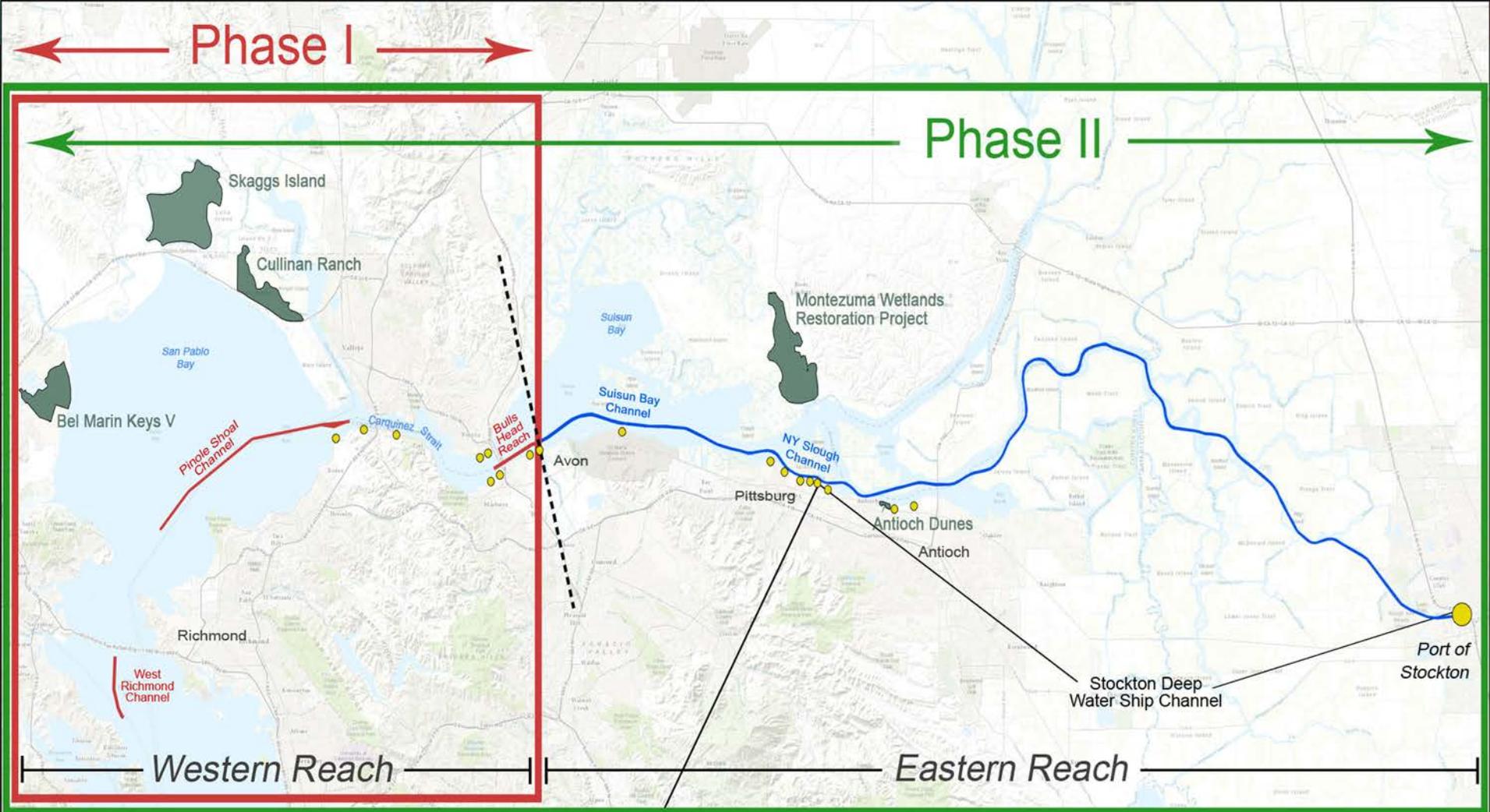
CONTRA COSTA COUNTY  
HAZARDOUS MATERIALS COMMISSION  
JANUARY 23, 2020

# SF Bay to Stockton Deepening Study

- Project Background, Existing Conditions and Sponsors
- 2013 SF Bay to Stockton Project
- 2019 SF Bay to Stockton Project (aka TSP)
- California Environmental Quality Act (CEQA)  
Compliance still required

# SF Bay to Stockton Background

- Authorized in the 1965 Rivers and Harbors Act to a depth:
  - 45-feet western reach
  - 35-feet eastern reach
- Currently both reaches are maintained to a depth of 35-feet.
- The US Army Corps of Engineers (USACE) is the Federal Sponsor.
- The Port of Stockton is the Non-Federal (Local) Sponsor.
- County has a long history participating in the project and has contributed funding for the completion of the Navigation Study.



**Map Legend**

- Western Reach (current depth 35 feet MLLW)
- Eastern Reach (current depth 35 feet MLLW)
- Reach Boundary at Avon
- Proposed Placement Sites (Phase I)
- Channel Users

Project Area

0 2.5 5 10 Miles

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# The Tentatively Selected Plan

San Francisco Bay to Stockton Navigation Study  
Integrated General Re-evaluation Study and Environmental Impact Statement



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## Tentatively Selected Plan Overview



### CHANNEL DEEPENING

- From 35 feet to 38 feet MLLW: 13.2 miles
- Pinole Shoal Channel: 10.3 miles = 1,443,900 cy
- Bulls Head Reach: 2.9 miles = 38,700 cy

### BULLS HEAD SEDIMENT TRAP

- Dredge trap to 42 feet MLLW + 2 feet overdepth = 120,600 cy
- Length = 2,600 feet; Width = 300 feet

### ROCK OUTCROPPING

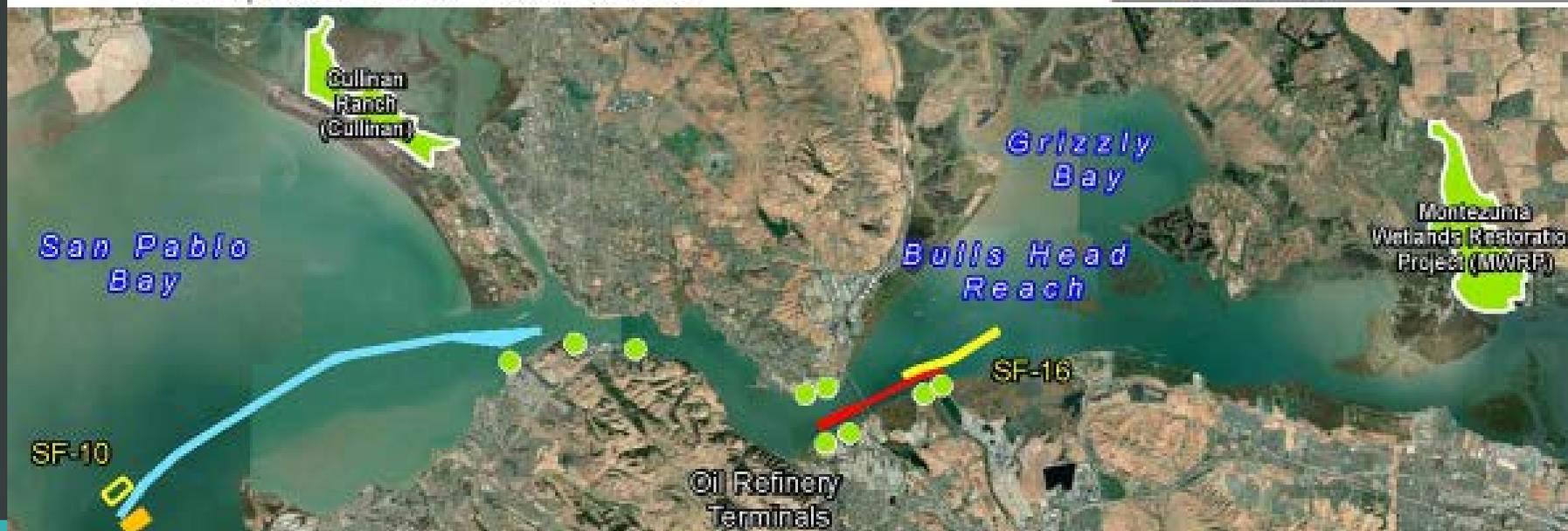
- Dredge to 43 feet, 950 sq feet = 40 cy

### BENEFICIAL USE OF MATERIAL

- Placement at Montezuma Wetlands & Cullinan Ranch will help offset environmental effects

### LEGEND

-  TSP – Deepen Pinole Shoal 35 ft to 38 ft MLLW + 2 ft overdepth
-  TSP – Deepen Bulls Head Reach 35 ft to 38 ft MLLW + 2 ft overdepth
-  Oil Refineries (Channel Users)
-  TSP Placement Sites – Beneficial Use
-  TSP – Bulls Head Sediment Trap – 42 ft MLLW + 2 ft overdepth
-  Existing O&M Sites – SF-10 & SF-16
-  Existing rock formation – at peak of 39.7 ft MLLW



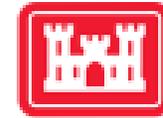
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## Existing & Future With-Project Conditions



BUILDING STRONG

### EXISTING CONDITIONS – 35 FOOT DEPTH

#### Problem:

- Inefficient loading of existing vessels increases transportation costs
- less capacity means more frequent trips and more transportation cost (note: 3 feet of underkeel needed)

### FUTURE WITH PROJECT – 38 FOOT DEPTH WITH SEDIMENT TRAP

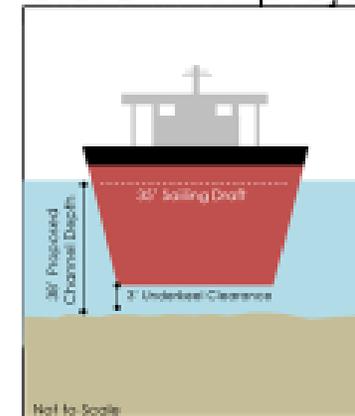
#### Objective: Reduce transportation cost

Fleet: Fleet won't be changing as a result of this project – will be same size vessels bringing in goods at less cost

#### Benefits:

- Approx. \$18 million net present value savings over 50 years of analysis
- Reduced risk of oil spills
- Reduced vessels help air quality concerns
- Sediment Trap provides average equivalent savings of \$680,000 each year over 50 years

### Future with-project



In the 35 foot channel, vessels can only load to 32 feet. In the 38 foot channel, vessels will be able to more fully load to 35 feet.

# Status of the Project

- USACE Public Comment Period for the Draft Integrated GRR/EIS for Review: May 10, 2019 to June 24, 2019
- USACE - Agency Decision Milestone Meeting: July 2019 – Endorsed TSP
- USACE Director's Report TBD 2020
- No CEQA Lead Agency Identified

# Questions & Thank you

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