

Final

**SAN JOAQUIN RIVER BASIN, LOWER SAN JOAQUIN
RIVER, CA PROJECT - REACH TS30L LEVEE
IMPROVEMENT PROJECT REVISED TRUCK HAUL
ROUTE**

**Addendum to the Final Environmental Impact Report
State Clearinghouse No. 2010012027**

**Prepared By
Environmental Science Associates Inc.
for
San Joaquin Area Flood Control
Agency**

May 2025



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SECTION 1

Background and Purpose of this Addendum

1.1 Background

The San Joaquin River Basin, Lower San Joaquin River (LSJR) Integrated Interim Feasibility Report/Environmental Impact Statement/Environmental Impact Report (2018 LSJR FR/EIS/EIR) was prepared by the San Joaquin Area Flood Control Agency (SJAFCFA), Central Valley Flood Protection Board (CVFPB), and U.S. Army Corps of Engineers (USACE). SJAFCFA served as the lead agency under the California Environmental Quality Act (CEQA) and the 2018 LSJR FR/EIS/EIR was certified by SJAFCFA Board of Directors on November 8, 2018 and a Notice of Determination (NOD) was filed with the State Clearinghouse (SCH) on November 9, 2018. The 2018 LSJR FR/EIS/EIR evaluated the environmental impacts of seven alternative plans aimed at reducing flood risk in the Stockton area and ultimately identified Alternative 7a as the recommended alternative, which would repair and enhance the levees that surround Stockton (mitigating flood risk from the Delta Front, the Calaveras River, and the San Joaquin River). Alternative 7a was divided into sub-reaches, with one of the sub-reaches being the LSJR Reach TS30L Levee Improvement Project (TS30L) evaluated in a 2023 Supplemental Final Environmental Impact Report (2023 TS30L Final SEIR). The 2023 TS30L SEIR was approved by the SJAFCFA Board on September 29, 2023 and a NOD was filed with the SCH on October 3, 2023. The 2023 TS30L SEIR evaluated approximately 1 mile of cutoff wall construction, levee reshaping, and runoff erosion protection of the TS30L levee, as well as development of a borrow site, barge off-haul site, two co-located staging and stockpile areas, and haul routes.

1.2 Purpose of the Addendum

The CEQA Guidelines (Sections 15162) require that a lead agency prepare an addendum to an EIR if some changes or additions to the environmental evaluation of a project are necessary but none of the following conditions occur:

1. Substantial changes in the project which require major revisions to previous EIR or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR; or
3. New information of substantial importance, which could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, shows any of the following:
 - i. the project will have one or more significant effects not discussed in the previous EIR,

- ii. the project will result in impacts substantially more severe than shown in the previous EIR,
- iii. 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 proponent declines to adopt them, or
- iv. mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt them.

The purpose of this addendum to the 2018 LSJR FR/EIS/EIR and 2023 TS30L Final SEIR is to evaluate the revisions to the TS30L construction haul route (as described in the 2023 TS30L Final SEIR); and to provide documentation to support that the proposed changes would not result in effects that meet the criteria described in CEQA Guidelines Sections 15162. This Addendum concludes that the TS30L project changes do not trigger any of the CEQA Guidelines Section 15162 conditions described above, and that the preparation of an addendum therefore is appropriate.

SECTION 2

Description of Project Changes

2.1 Project Overview

The 2018 LSJR FR/EIS/EIR stated that if Alternative 7a is authorized and funded, detailed evaluation of staging areas and borrow requirements, and identification and detailed technical evaluation of potential materials sources, would be completed during preconstruction engineering and design, including appropriate literature review, site visits, informal consultation with resource agencies, and surveys to determine the presence or potential presence of federally or state-listed species and their designated critical habitat. It also states that potential sites with listed species occurrences or with the potential for occurrences would be avoided. Details related to development of staging areas, borrow sites, and access routes have since been developed for TS30L and were outlined in the 2023 TS30L Final SEIR. As stated above, the 2023 TS30L SEIR evaluated approximately 1 mile of cutoff wall construction, levee reshaping, and runoff erosion protection of the TS30L levee, as well as development of a borrow site, barge off-haul site, two co-located staging and stockpile areas, and haul routes.

The haul route leading to the Stockton East Water District (SEWD) borrow site described in the 2023 TS30L Final SEIR utilize SEWD-owned roads, then crosses over the Stockton Diverting Canal via a railroad bridge before using public streets to cross the city. The route follows Cardinal Avenue to State Route (SR) 26, then SR 99, SR 4, Interstate 5 (I-5), and the West March Lane exit. March Lane leads directly to the southern end of Reach TS30L. This addendum covers refinements and changes to the TS30L haul route as described in the 2023 TS30L Final SEIR (revised TS30L haul route).

2.2 Proposed Project Changes

The revised TS30L haul route includes:

- Removal of a small portion of the existing Asphalt Concrete (AC) dike at Cardinal Ave. (referred to in this document as “curb grading”) to allow for smooth ingress and egress of haul trucks. The asphalt curb will be removed and replaced in-kind following construction.
- Clearing, grubbing, stripping, and grading a 15-foot-wide area near the SEWD borrow site.
- Removal of existing ballast rock and aggregate from bridge deck on the Union Pacific Railroad bridge (or Stockton East Water District bridge). Placement of 4-inch aggregate surfacing over subgrade on the bridge and a k-rail barrier would be placed along each side of the bridge.

- Placement of 4-inch aggregate surfacing on a 15-foot-wide area near the SEWD borrow site.
- Removal of two trees within the 15-foot-wide area near the SEWD borrow site to allow for passage of haul trucks.

See **Figure 1** for the original TS30L haul route, **Figure 2** for the revised TS30L haul route, **Figure 3** for the construction details, and **Figure 4** for the curb grading.

Figure 1 TS30L Project Area Overview with Original Haul Route



SOURCE: Maxar, 2022; CA DWR, 2022; ESA, 2023
 * The exact location of the barge off-haul site is yet to be determined.
 The boundary depicted in this figure is a rough estimate based on draft PDF markings.

LSJR Reach TS_30_L Levee Improvement Project

Figure 2-3a
 Modified Project Site

Figure 2 Revised TS30L Haul Route Overview



* The exact location of the barge off-haul site is yet to be determined.
The boundary depicted in this figure is a rough estimate based on draft PDF markups.

Figure 2-3a
Modified Project Site

Figure 3 Revised Haul Route Construction Details

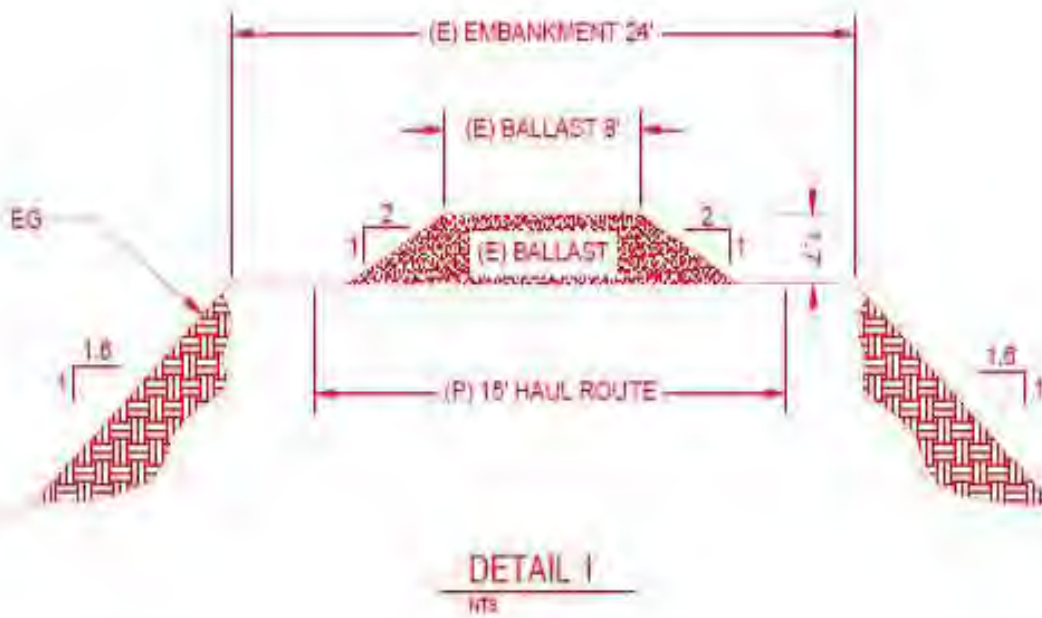


Figure 4 **Revised Haul Route - Curb Grading Callout**



SECTION 3

Analysis of Potential Environmental Effects

3.1 Introduction

The 2023 TS30L Final SEIR evaluated potential environmental impacts on the following resource categories: aesthetics; air quality and greenhouse gas (GHG) emissions geology and geomorphology, seismicity, soils and mineral resources; hazardous materials and public safety; hydrology and hydraulics; water quality; groundwater, utilities, service systems, and public services; recreation; agricultural and forestry resources; biological resources; cultural and paleontological resources; energy; land use; noise and vibration; transportation; tribal cultural resources; and wildfire.

The analysis contained in this addendum is focused only on the revised TS30L haul route. According to CEQA Guidelines Section 15163, this addendum needs to contain only the information needed to analyze the revised TS30L haul route, including changed circumstances and new information requiring additional environmental review. Where existing information and analysis in the 2023 TS30L Final SEIR are sufficient to evaluate the impacts of the revised TS30L haul route, no additional environmental review is warranted.

Section 3.2.10 and Section 3.5 through 3.13 of the TS30L Final SEIR discusses the potential cumulative impacts from the TS30L project. Other direct impacts of the revised TS30L haul route would be limited, mitigable, or very localized, or would not cause or contribute to additional cumulative impacts beyond those described for 2023 TS30L Final SEIR. Therefore, the revised TS30L haul route would not result in additional cumulatively considerable impacts, and the 2023 TS30L Final SEIR adequately addresses potential cumulative impacts.

3.2 Environment Issues not Requiring Further Analysis

General construction activities (clearing, grubbing, stripping, grading, tree removal, etc.) associated with the revised TS30L haul route are consistent with those analyzed in the TS30L Final SEIR. In addition, the revised TS30L haul route is within the study area boundary analyzed in the TS30L Final SEIR. Therefore, impacts related to the following resource categories would not be affected by the proposed change: aesthetics; geology and geomorphology, seismicity, soils and mineral resources; hazardous materials and public safety; groundwater, utilities, service systems, and public services; recreation; agricultural and forestry resources; energy; land use; noise and vibration; and wildfire.

3.3 Effects Related to Changes in the Proposed Project

The resource topics are re-evaluated below to determine whether the revised TS30L haul route would result in any new significant impacts or substantially more severe impacts than those described in the 2023 TS30L Final SEIR .

3.3.1 Air Quality

Section 3.3.2 of the TS30L Final SEIR analyzed impacts to air quality. The 2023 TS30L Final SEIR identified temporary short-term, construction-related impacts to air quality. No long-term operational impacts were identified.

Assuming a five-man work crew, the curb grading is expected to take three working days, two working days for the ballast rock removal, three days for the aggregate removal, and five days for the aggregate placement, for a total duration of 13 days. The total area of disturbance would be less than one acre. Air quality could be impacted by revised TS30L haul route activities (e.g., curb grading, the construction of the road, and disposal of the materials). However, these types of construction activities are similar construction techniques identified and analyzed in the 2023 TS30L Final SEIR. As indicated on **Figure 1** above, the revised TS30L only deviates slightly from the haul route evaluated in the 2023 TS30L Final SEIR and does not require construction equipment (e.g., trucks) to travel substantially longer distances.

Similar to the what was described in the TS30L Final SEIR, the revised TS30L haul route would not conflict with or obstruct implementation of the applicable air quality plan, violate air quality standards, or result in a cumulatively considerable net increase in any criteria pollutant. The revised TS30L haul route does not require longer Implementation of Mitigation Measure Mitigation Measure 3.2.2-1 *Reduce Construction-Related NO_x Emissions*, identified in the TS30L Final SEIR would ensure that impacts related to air quality would be reduced to less than significant levels. No new impacts would occur and no additional mitigation measures are required.

Therefore, the revised TS30L haul route is consistent with and would not result in new or more severe potentially significant impacts than identified in the 2023 TS30L Final SEIR and the 2023 TS30L Final SEIR adequately addresses potential impacts related to air quality emissions.

3.3.2 Biological Resources

Section 3.6 of the 2023 TS30L Final SEIR analyzed impacts to biological resources associated with implementation of the TS30L project. The 2023 Final SEIR identified areas of potential impact, including adverse effects on special-status species, sensitive natural communities, locally significant species, and wetlands. The revised TS30L haul route would be located within the same geographic area as the original haul route and where the terrestrial surveys were conducted (near the SEWD site) as described in the 2023 TS30L Final SEIR.

The area surrounding the revised TS30L haul route is largely surrounded by orchards and fallow farmland; however, there is an isolated strand of native and non-native vegetation along the road, just east of the bridge. Trees species present include valley oak (*Quercus lobata*), pecan (*Carya illinoensis*), and black walnut (*Juglans californica*). The Stockton Diverting Canal is generally free of woody vegetation, with wetland vegetation occurring at the water's edge in some stretches. The area surrounding the revised TS30L haul route and SEWD borrow site does not contain suitable giant garter snake (*Thamnophis gigas*) habitat, as it is located over 200 feet east and across a levee from the nearest water source, the Stockton Diverting Canal. The revised TS30L haul route includes the removal of two trees (one valley oak and one black walnut), vegetation trimming, short-term construction-related noise, soil compaction, dust, runoff, etc.

Work conducted on the railroad bridge over the Stockton Diverting Canal would have the potential to temporarily impact water quality and waters of the U.S if disturbed and eroded soil, petroleum products or construction-related wastes are inadvertently discharged into the Stockton Diverting Canal or onto the ground where they can be carried into the Stockton Diverting Canal. Adult Chinook salmon (*Oncorhynchus tshawytscha*) and steelhead (*Oncorhynchus mykiss*) may utilize the Stockton Diverting Canal to access upstream reaches of the Calaveras River, and thus could be adversely affected by an inadvertent discharge.

However, with implementation of Mitigation Measures 3.6-3 *Worker Awareness Training*, 3.6-4 *Breeding Season Survey*, 3.6-5 *Active Nest Buffer*, 3.6-7 *Nesting Bird Surveys*, 3.6-8: *Minimization of Effects on Giant Garter Snake* and 3.6-13: *Hazardous Materials Spill Notification*, and 3.6-15: *Avoidance and Minimization of Effects on Listed Fish Species* identified in the 2023 TS30L Final SEIR would ensure that biological impacts would be reduced to less than significant levels. No new impacts would occur and no additional mitigation measures are required.

Therefore, the revised TS30L haul route is consistent with and would not result in new or more severe potentially significant impacts than identified in the 2023 TS30L Final SEIR and the 2023 TS30L Final SEIR adequately addresses potential impacts related to biological resources.

3.3.3 Cultural Resources

Section 3.7 of the 2023 TS30L Final SEIR analyzed impacts to cultural resources associated with implementation of the TS30L project. As stated in Section 3.7 in the 2023 TS30L Final SEIR, based on the results of the background research, survey, and evaluations described above, there are no historical resources or unique archaeological resources, as defined in CEQA Guidelines Section 15064.5, in the components of the TS30L Project site. The revised TS30L haul route is within the TS30L project area evaluated for cultural resources in the 2023 TS30L Final SEIR.

As identified in the 2023 TS30L Final SEIR, the revised TS30L haul route would require construction activities that could result in potential impacts to previously unidentified archaeological and paleontological deposits as a result of ground disturbing activities. Implementation of Mitigation Measures 3.7-1: *Cultural Resources Awareness Training*, 3.7-2: *Inadvertent Discovery of Cultural Materials*, 3.7-3: *Inadvertent Discovery of Human Remains*, and 3.7-4: *Preconstruction Training and Paleontological Monitoring* identified in the 2023

TS30L Final SEIR would ensure that impacts would be reduced to less than significant levels. No new impacts would occur and no additional mitigation measures are required.

Therefore, the revised TS30L haul route is consistent with and would not result in new or more severe potentially significant impacts than identified in the 2023 TS30L Final SEIR and the 2023 TS30L Final SEIR adequately addresses potential impacts related to cultural resources.

3.3.4 Transportation

Section 3.11 of the 2023 TS30L Final SEIR analyzed impacts to transportation/traffic associated with the implementation of the TS30L project. The 2023 TS30L Final SEIR identified temporary impacts during project construction including lane closures/detours and the generation of additional traffic volumes.

Construction of the Revised Project would use similar construction techniques that could create traffic impacts during construction. Cardinal Ave. is a county road, so the construction contractor would be required to submit a grading and traffic control plan to be approved by San Joaquin County.

As identified in the 2023 TS30L Final SEIR, the revised TS30L haul route would require construction activities that could result in potential impacts to traffic and transportation as a result of construction activities. Implementation of Mitigation Measure 3.11-1: *Traffic Safety Plan* identified in the 2023 TS30L Final SEIR would ensure that impacts would be reduced to less than significant levels. No new impacts would occur and no additional mitigation measures are required.

Therefore, the revised TS30L haul route is consistent with and would not result in new or more severe potentially significant impacts than identified in the 2023 TS30L Final SEIR and the 2023 TS30L Final SEIR adequately addresses potential impacts related to transportation.

3.3.5 Hydrology and Water Quality

Section 3.2 of the 2023 TS30L Final SEIR analyzed impacts to hydrology and water quality associated with implementation of the TS30L project. The 2023 TS30L Final SEIR determined that the TS30L project would have a less than significant effect on water quality standards and waste discharge requirements. As stated above, work conducted on the railroad bridge over the Stockton Diverting Canal would have the potential to temporarily impact water quality and waters of the U.S if disturbed and eroded soil, petroleum products or construction-related wastes are inadvertently discharged into the Stockton Diverting Canal or onto the ground where they can be carried into the Stockton Diverting Canal.

As identified in the 2023 TS30L Final SEIR, the revised TS30L haul route would require construction activities that could result in potential impacts to hydrology and water quality as a result of construction activities. Implementation of Mitigation Measure 3.2.6-1 *Water Quality Avoidance and Minimization Measures* identified in the 2023 TS30L Final SEIR would ensure

that impacts would be reduced to less than significant levels. No new impacts would occur and no additional mitigation measures are required.

Therefore, the revised TS30L haul route is consistent with and would not result in new or more severe potentially significant impacts than identified in the 2023 TS30L Final SEIR and the 2023 TS30L Final SEIR adequately addresses potential impacts related to hydrology and water quality.

3.4 Conclusion

Based on the information above, the revised TS30L Final SEIR would not result in effects that meet the criteria described in CEQA Guidelines Sections 15162. This Addendum concludes that the TS30L project changes do not trigger any of the CEQA Guidelines Section 15162 conditions described above, and that the preparation of an addendum therefore is appropriate.

3.5 References

- Environmental Science Associates (ESA). 2018. San Joaquin River Basin Lower San Joaquin River, CA Final Integrated Interim Feasibility Report/Environmental Impact Statement/Environmental Impact Report. Prepared for the San Joaquin Area Flood Control Agency, Central Valley Flood Protection Board, and the US Army Corps of Engineers Sacramento District. January 2018.
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