

## SJAFCA AND DWR ADVANCE A MASTER PLAN FOR PHASED IMPLEMENTATION

The San Joaquin Area Flood Control Agency (SJAFCA), in partnership with the California Department of Water Resources (DWR), is now advancing a Master Plan concept for the Paradise Cut Bypass Expansion and Multi-Benefit Project. The Master Plan will enable the Project to be implemented in phases as funding becomes available.

The Project continues to focus on three core goals: improving flood protection for local communities, restoring habitat, and supporting water supply reliability in the South Delta. Because the full Project is large, complex, and costly, SJAFCA and DWR are proposing a phased approach that allows early, high-value actions to move forward while preserving the ability to expand the Project over time.



CALIFORNIA DEPARTMENT OF  
WATER RESOURCES

## WHY A MASTER PLAN?

During the feasibility study, SJAFCA and DWR evaluated an array of six options (called "alternatives") based on phase II planning, each with a slightly different combination of flood risk reduction and ecosystem features. These alternatives helped the team understand the range of potential flood risk reduction, habitat, and water supply benefits that could be achieved through the Paradise Cut Bypass Expansion and Multi-Benefit Project. As the evaluation advanced, it became clear that the larger alternatives would require substantial upfront investment and that it could be difficult to compete for federal funding as a single, large project. While those alternatives provided important benefits, their overall cost and complexity made it important to identify a more practical implementation pathway.

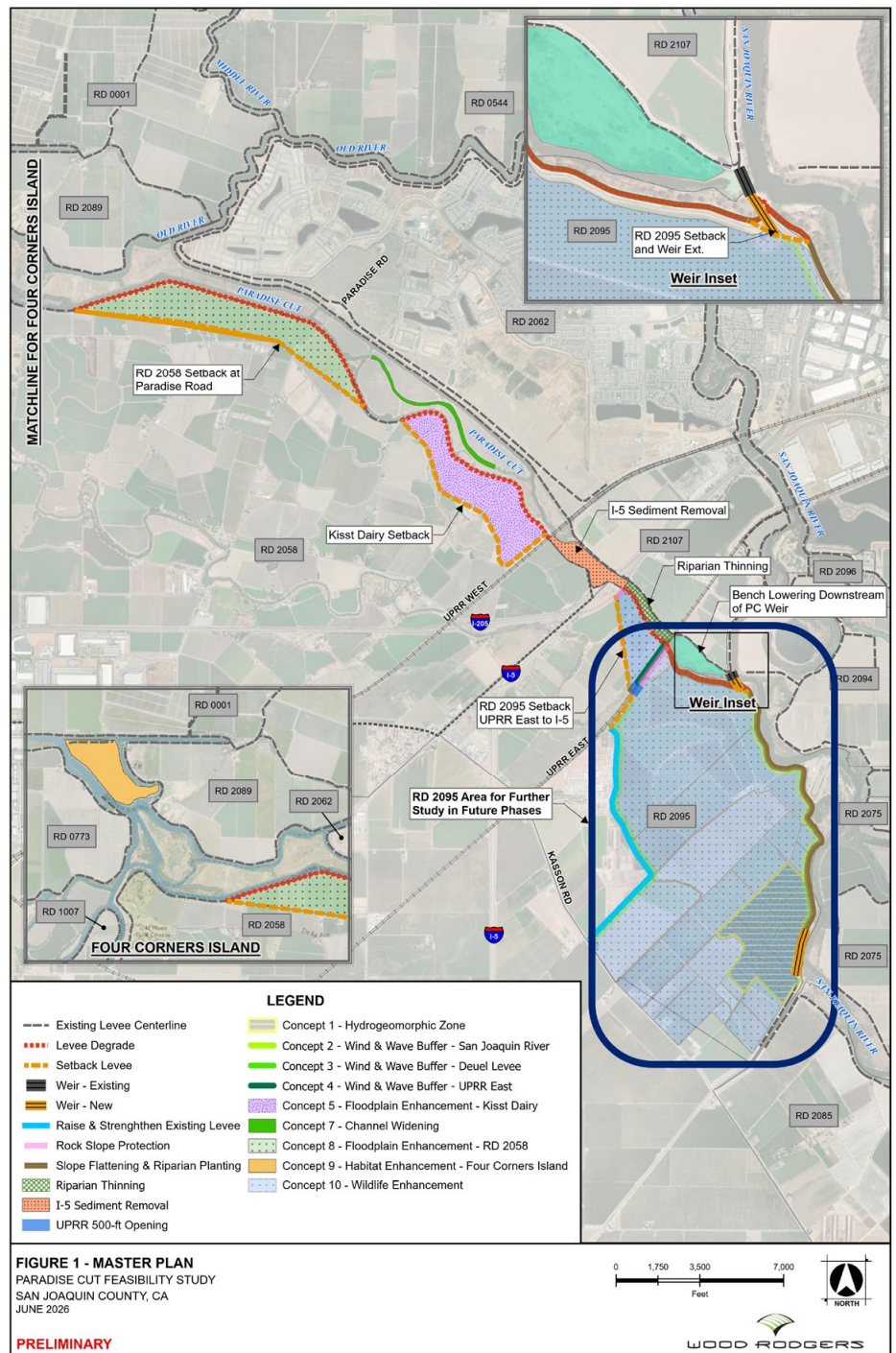
The Master Plan approach allows SJAFCA and DWR to preserve the long-term vision of a large-scale, multi-benefit project while breaking implementation into smaller, more fundable phases. Rather than requiring all project elements to advance at once, the Master Plan identifies early actions that can provide meaningful flood risk reduction, ecosystem, and water supply benefits on their own and may be more competitive for available funding programs. Phasing also provides flexibility: as funding opportunities, technical information, permitting requirements, and landowner coordination evolve, SJAFCA and DWR can refine later phases. By advancing the most feasible and fundable elements first, the Master Plan helps turn the broader Paradise Cut vision into an implementable program of projects.

## WHAT IS INCLUDED IN THE MASTER PLAN?

The Master Plan includes numerous projects that will work together to improve flood conveyance, reduce flood stages, restore and enhance habitat, and help maintain water supply reliability. These projects include:

- Kist Dairy setback levee
- Sediment removal at I-5
- Bench lowering and riparian thinning downstream of the existing Paradise Cut weir
- RD 2058 setback levee at Paradise Road downstream of Bend 16
- New 930-foot RD 2095 weir extension and setback levee
- RD 2095 setback levee between UPRR East and I-5
- Additional RD 2095 improvements upstream of UPRR East, to be refined through future coordination
- Channel restoration, including dredging to restore conveyance capacity
- Hydraulic mitigation measures
- Habitat enhancement in the Salmon Slough/Four Corners area
- Potential additional habitat restoration along the San Joaquin River

Together, these projects are intended to reduce flood stages along the San Joaquin River, expand the seasonally inundated floodplain, create and enhance habitat, and improve conveyance conditions in South Delta channels.



## PHASE 1

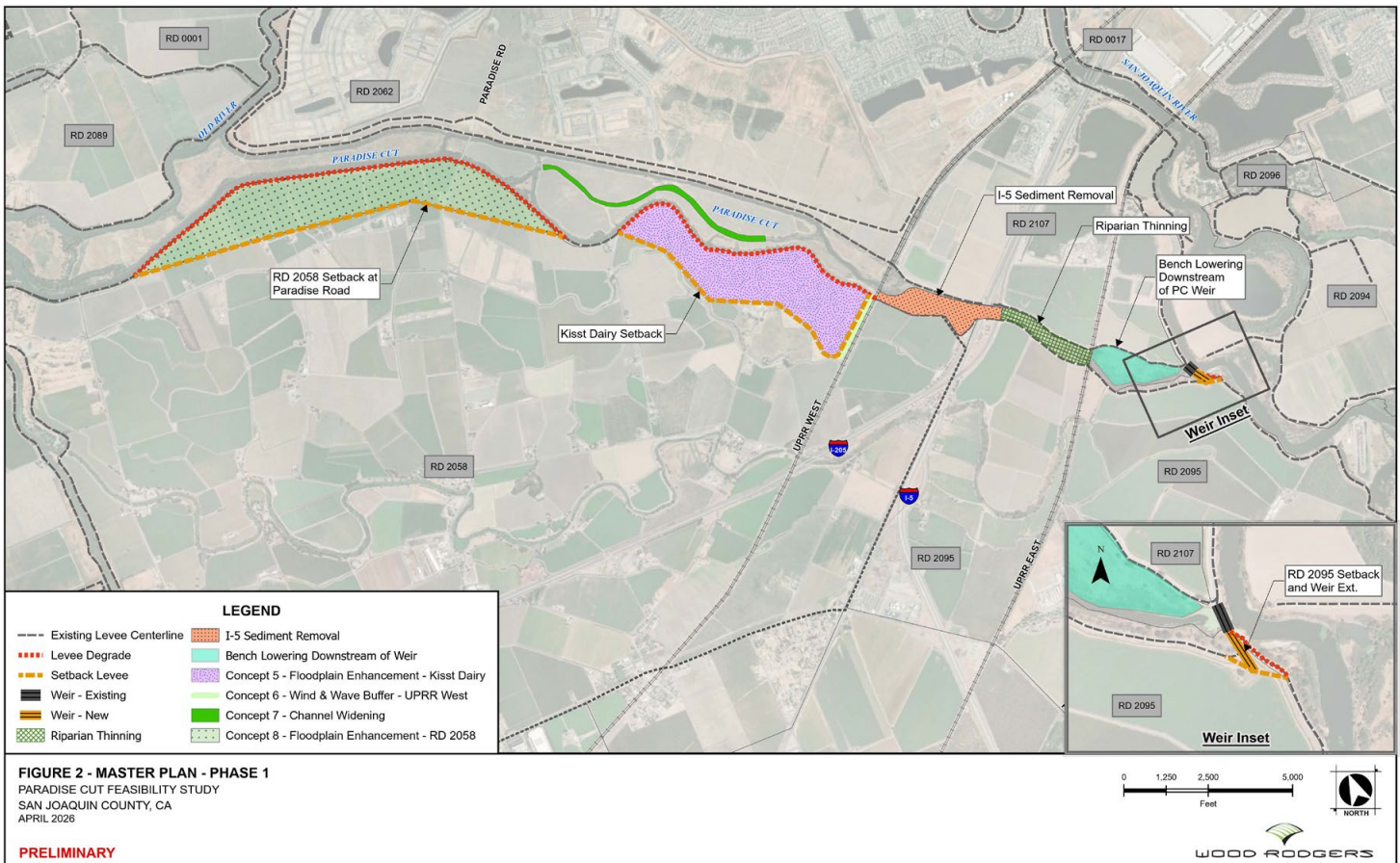
## EARLY, FUNDABLE, MULTI-BENEFIT ACTIONS

Phase 1 is designed as a standalone portfolio of projects that can provide meaningful flood risk reduction, ecosystem, and water supply benefits while positioning the Project to compete for State and Federal funding.

Phase 1 is proposed to include:

- Kisst Dairy setback levee
- Sediment removal at I-5
- Bench lowering and riparian thinning downstream of the existing Paradise Cut weir
- New 930-foot RD 2095 weir extension
- RD 2058 setback levee at Paradise Road downstream of Bend 16
- Hydraulic mitigation measures
- An initial increment of channel restoration (dredging), to be further defined

These projects would expand the active floodplain, improve flood conveyance, provide ecosystem benefits, and help maintain water supply reliability. The Phase 1 package is currently estimated at approximately \$304 million, not including the cost of the channel restoration (dredging) increment that will be further defined through ongoing analysis.



## PHASE 2

## EXPANDING SYSTEM PERFORMANCE OVER TIME

Phase 2 would build on the initial implementation phase by advancing additional upstream improvements, expanding the functional floodway, and continuing the phased approach to restoring channel capacity. A primary focus of Phase 2 would be the RD 2095 improvements, including the setback levee between I-5 and UPRR East and additional setbacks and weir improvements upstream of UPRR East along Paradise Cut and the San Joaquin River. These improvements are intended to increase the efficiency of flow conveyance into Paradise Cut and improve system performance. There are important land use, agricultural, design, and operational considerations in the RD 2095 area, so the exact configuration of these improvements must continue to be refined in partnership with landowners and growers. Future work will evaluate how to balance hydraulic performance with landowner and reclamation district needs, including economic impacts, cost, permitting requirements, and long-term operations and maintenance responsibilities. Like Phase 1, Phase 2 would include hydraulic mitigation as needed, along with the next increment of channel restoration (dredging) to continue improving conveyance capacity in downstream channels.

### Sedimentation Analysis and Dredging Implementation Planning Underway

DWR is funding additional technical work to better understand sedimentation issues in South Delta channels and how the Paradise Cut Bypass Expansion and Multi-Benefit Project could affect future sediment movement, deposition, and channel capacity. This work includes an expanded sediment transport analysis, a South Delta sedimentation study, and a channel restoration plan that will help identify

priority dredging and channel restoration actions.

The study team will model sediment delivery from Paradise Cut under existing, future without-project, and with-project conditions, then compare resulting sedimentation rates and patterns in South Delta channels. The work will also evaluate tidal-driven and flood-driven sedimentation using existing modeling tools and updated flow and sediment inputs.

A key outcome will be a South Delta Channel Restoration Plan. The plan will identify priority channel restoration and dredging actions to address conveyance and water supply disruptions, develop dredging and material placement concepts for specific channel reaches, and establish evaluation criteria to support a multi-year phasing sequence. This technical work will be completed in the fall of 2026.

## WHAT HAPPENS NEXT?

The feasibility study team will continue technical work to refine the Master Plan and phased implementation strategy. Upcoming work includes:

- Economic analysis to quantify flood risk reduction, ecosystem, and water supply benefits
- Hydraulic modeling and cost estimating for the proposed phases
- Environmental strategy development, including an approach for CEQA compliance
- Continued coordination with landowners, reclamation districts, regulatory agencies, and interested community members

SJAFCA and DWR will incorporate the results of this work into the Feasibility Study Report.

### WE WANT TO HEAR FROM YOU

Public input and local coordination remain central to the Paradise Cut Bypass Expansion and Multi-Benefit Project. SJAFCA and DWR will continue working with the Advisory Committee, reclamation districts, landowners, local agencies, regulatory agencies, and the public as the Master Plan is refined.



### Questions, comments, or concerns?

Interested in joining the Paradise Cut Feasibility Study email distribution list?

Please email [info@sjafca.com](mailto:info@sjafca.com)

