

SUMMER 2025 NEWSLETTER

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SJAFCA AND DWR EXTEND FEASIBILITY STUDY SCHEDULE

TEAM TO COMPLETE FEASIBILITY STUDY (PHASE 3) IN SPRING 2026

After the April 21, 2025 Advisory Committee meeting, the San Joaquin Area Flood Control Agency (SJAFCA) worked with the California Department of Water Resources (DWR) to extend the Paradise Cut Bypass Expansion and Multi-Benefit Project Feasibility Study (Feasibility Study) schedule to accommodate requests for additional modeling and provide additional opportunities for public input. The feasibility study team plans to release the draft Feasibility Study Report in early 2026 instead of November 2025 and the final Feasibility Study Report by March 2026 instead of early 2026.

FOR MORE INFORMATION

The Project will improve flood protection for local communities, restore habitat, and improve water supply reliability in the South Delta by expanding the weir (or adding a new weir) and including more acreage in the floodplain. SJAFCA is leading the feasibility study with the California Department of Water Resources and partnering with reclamation districts along with other local and state agencies to secure feedback on project alternatives.

August 25, 2025	Advisory Committee Meeting Overview of the Evaluation and Comparison of the Final Array of Alternatives
September 12, 2025	Advisory Committee Review Begins Chapter 6 of the Feasibility Study Report, including the detailed Evaluation and Comparison of the Final Array of Alternatives
October 15, 2025	Advisory Committee Meeting Recommendation of the Preferred Alternative
November 2025	Public Workshop Exact date TBD
January 23, 2026 - February 6, 2026	Advisory Committee Review Draft Feasibility Report
February 9, 2026	Advisory Committee Meeting Overview of Draft Feasibility Report
March 2026	Final Feasibility Report

WE WANT TO HEAR FROM YOU!

Please attend Advisory Committee meetings or the public workshop to learn more about SJAFCA and DWR’s work to move the Feasibility Study forward, including identifying a preferred alternative. Once SJAFCA and DWR approve a preferred alternative, the agencies will collaborate to secure funding for design, engineering, and construction. To accommodate the new schedule, SJAFCA updated the timeline for Advisory Committee meetings and corresponding Project deliverables.

HOW WE GOT HERE

In Winter 2025, the feasibility study team developed seven preliminary alternatives – each representing a potential “pathway” to achieve desired Project outcomes. Using these outcomes as a guide, the feasibility study team created evaluation criteria to help narrow the list of seven preliminary alternatives to three alternatives for further study, known as the “final array of alternatives.” The feasibility study team released the seven alternatives and criteria for public review in February 2025, including meeting with reclamation districts on February 21, 2025 for feedback on the alternatives. In response to feedback from Reclamation District representatives and the SJAFCA Board of Directors meeting on March 13, 2025, the feasibility study team worked with DWR and SJAFCA to modify the top three preliminary alternatives, including the addition of expanded restoration acreage in one of the alternatives (Alternative 6B). On March 17, 2025, SJAFCA approved the three final alternatives for further study. The feasibility study team incorporated feedback into Chapter 5: Formulation of Preliminary Alternatives. On April 21, 2025, the Advisory Committee reviewed the final array of alternatives as part of Chapter 5: Formulation of Preliminary Alternatives.

The feasibility study team is now evaluating the final array of alternatives and will present the results from the technical analysis and evaluation criteria at the August 25, 2025 Advisory Committee meeting. SJAFCA and DWR will provide background information on development of the alternatives in the draft and final Feasibility Study Report. The following pages provide additional detail on the final array of alternatives, called Alternative 2B: Extended Weir, Alternative 3B: New 1,000-Foot Upstream Weir, and Alternative 6B: New 2,000-Foot Upstream Weir, including maps, as well as information about dredging and habitat restoration included in each alternative.



Questions, comments, or concerns?

Interested in joining the Paradise Cut Feasibility Study email distribution list? Please email info@sjafca.com.

CONTACT US

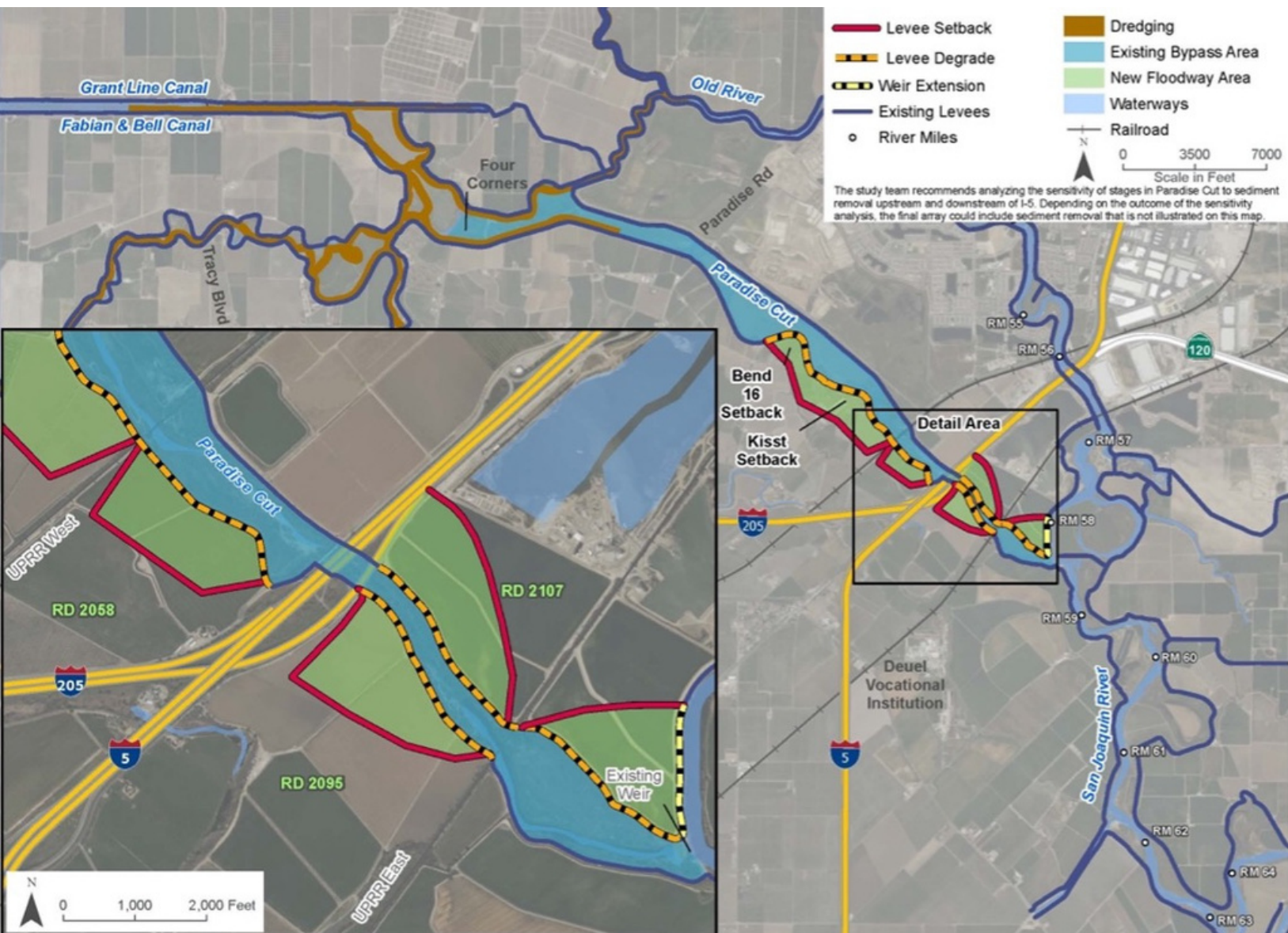
FINAL ARRAY OF ALTERNATIVES

ALTERNATIVE 2B

EXTENDED WEIR

This alternative is the smallest and least expensive plan. It extends the existing weir downstream while the other alternatives include a new weir upstream, but is scalable to incorporate a future weir expansion. Alternative 2B includes the following elements:

- Extension of the existing Paradise Cut weir downstream
- Setback levees on the right bank of Paradise Cut
- Setback levees on the left bank (in RD 2095 downstream of the east UPRR crossing)
- Setback levees at Kisst Dairy and Bend 16
- New floodway areas would be restored to create habitat for target terrestrial species



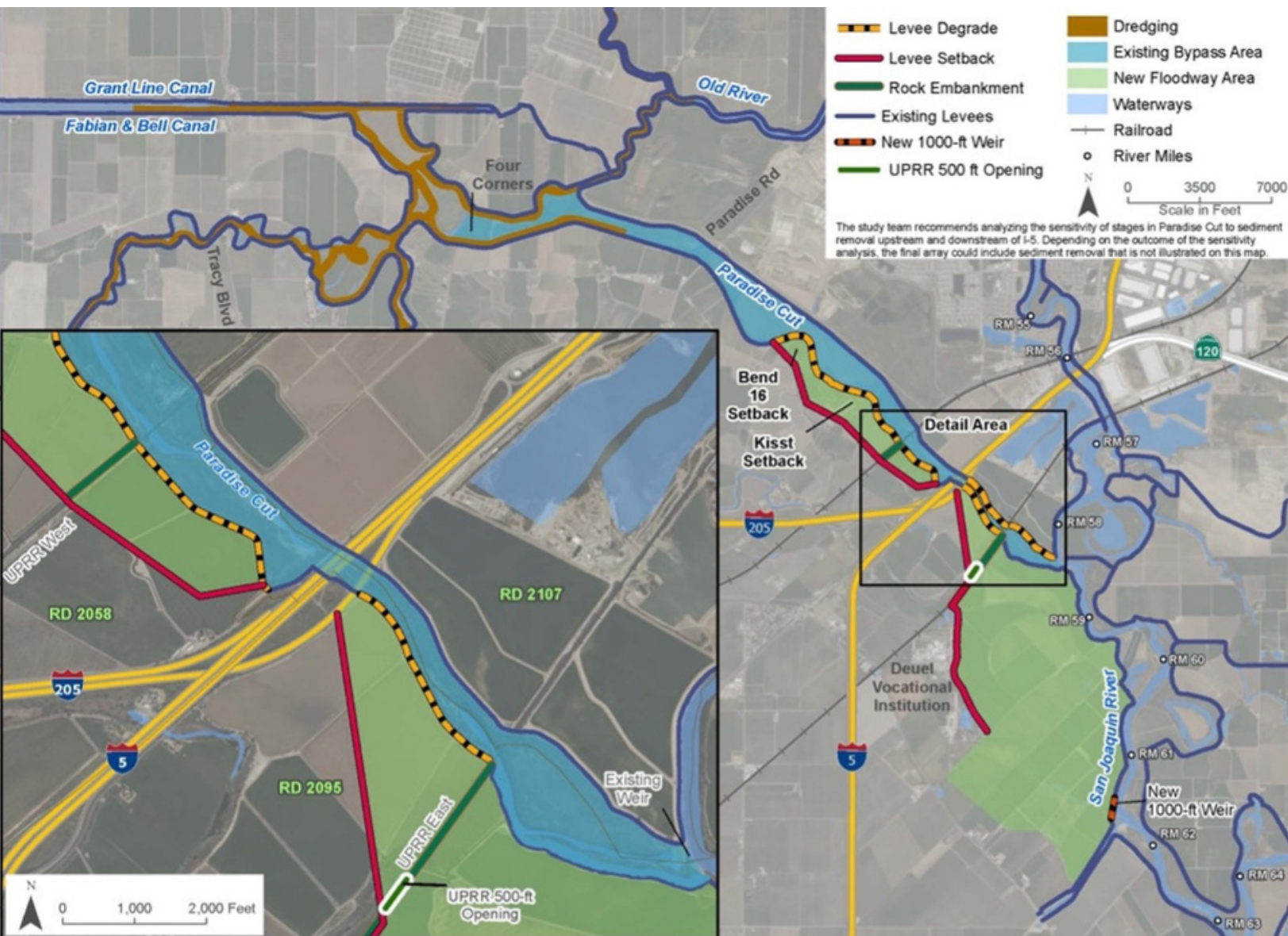
FINAL ARRAY OF ALTERNATIVES

ALTERNATIVE 3B

NEW 1,000-FOOT UPSTREAM WEIR

This alternative is based on the alternative identified in an earlier phase of the planning process and is “medium-sized” relative to Alternative 2B and Alternative 6B. This alternative includes a new weir upstream and setback levees downstream. Alternative 3B includes the following elements:

- New 1,000-ft long weir upstream of Paradise Cut
- 500-ft opening in the east UPRR crossing
- Levees setback from Deuel Vocational Institution to the east UPRR crossing, and from the east UPRR crossing to just beyond the west UPRR crossing
- Setback levees at Kist Dairy and Bend 16
- New floodway areas would be restored to create habitat for target terrestrial species



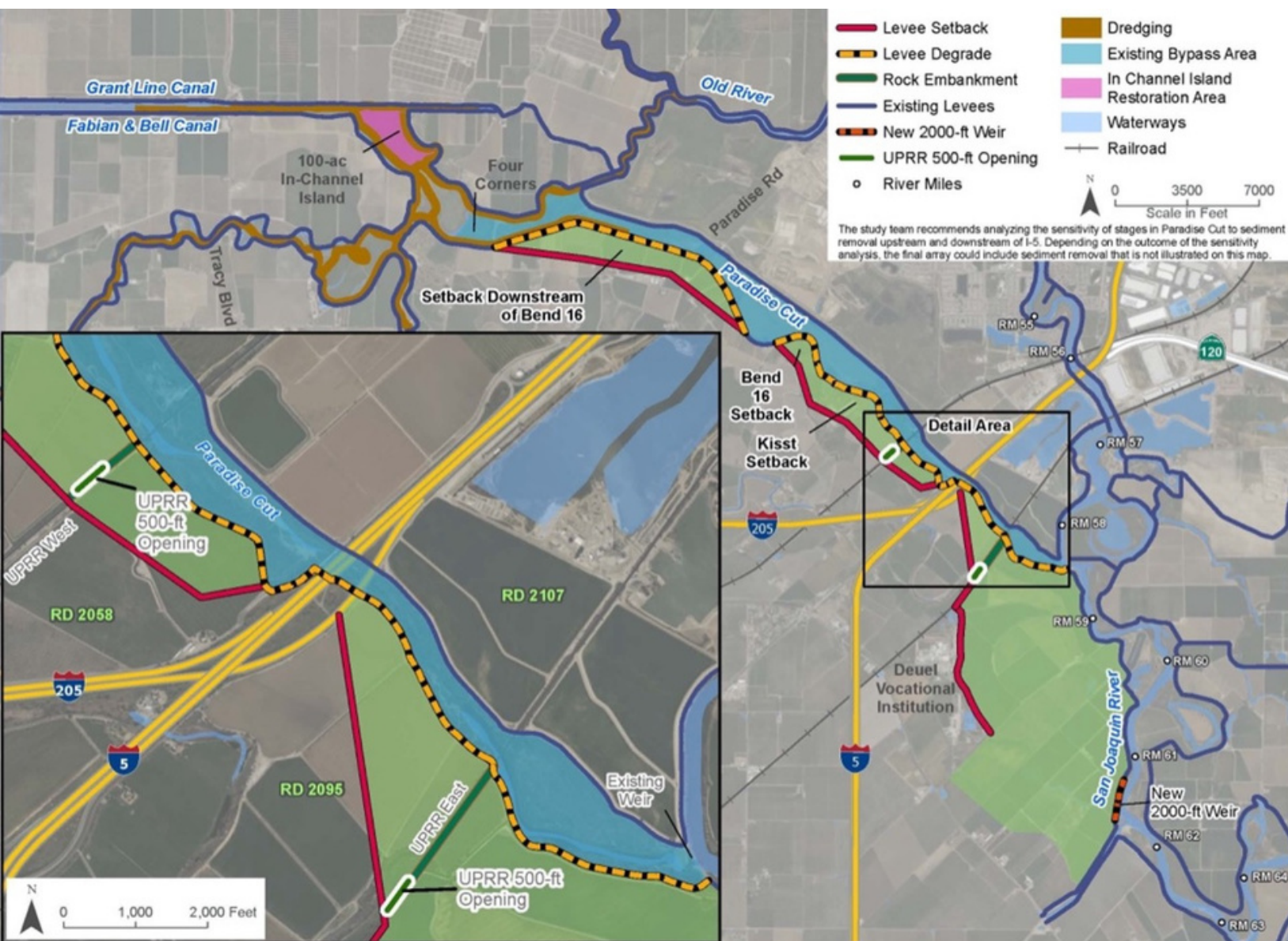
FINAL ARRAY OF ALTERNATIVES

ALTERNATIVE 6B

NEW 2,000-FOOT UPSTREAM WEIR

This alternative is the largest alternative, with a larger weir upstream and more setback levees downstream. It also includes restoration of the Salmon Slough area. Alternative 6B includes the following elements:

- New 2,000-ft long weir upstream of Paradise Cut
- 500-ft opening in the east and west UPRR crossings
- Levees setback from Deuel Vocational Institution to the east UPRR crossing, and from the east UPRR crossing to just beyond the west UPRR crossing
- Levee degrade on left back of Paradise Cut between existing weir and UPFF east crossing
- Setback levees at Kisst Dairy and Bend 16
- Setback levees downstream of Bend 16
- Restoration of Salmon Slough (pink on map)
- New floodway areas would be restored to create habitat for target terrestrial species



FINAL ARRAY OF ALTERNATIVES

DREDGING AND RESTORATION

All three alternatives include the following:

- Over 40 miles of dredging, including areas along Paradise Cut, Tom Paine Slough, Middle River, Old River (west), Grant Line Canal (east), and the Four Corners area
- Restoration opportunities at twelve locations along the San Joaquin River compiled from an earlier phase of the Project, the Mossdale Urban Flood Risk Reduction Study, and the ongoing Lathrop and Manteca Feasibility Study

