

**DEPARTMENT OF DEFENSE
UNITED STATES ARMY**

**DRAFT FINDING OF NO PRACTICABLE ALTERNATIVE FOR
GENERAL REPAIR OF BRIDGES, ROADS, AND UTILITIES AT
MILITARY OCEAN TERMINAL CONCORD, CA**

1.0 Introduction

The Army proposed to make general repairs to the roads, bridges, and utilities at Military Ocean Terminal Concord (MOTCO), California. Elements of the proposed action are within the 100-year floodplain. Pursuant to Executive Order (EO) 11988 (*Floodplain Management*), the Army must find that there are no practicable alternatives to the proposed implementation of the project elements sited in the 100-year floodplain and take all practicable measures to minimize harm to the floodplain. The practicability of a given alternative is evaluated by considering such pertinent factors as community welfare, environmental impact, and feasibility in light of the overall project purposes. This finding incorporates the Environmental Assessment (EA) for General Repair of Bridges, Roads, and Utilities at MOTCO, California, and its findings and the agency and public review process for the EA and Finding of No Significant Impact of the proposals for actions in floodplains.

MOTCO is an Army Military Surface Deployment and Distribution Command munitions and general cargo transshipment facility located in north central Contra Costa County, California. MOTCO is in the East San Francisco Bay region, approximately 10 nautical miles inland past the Carquinez Strait that connects Suisun Bay to San Pablo Bay.

2.0 Notice of Floodplain Involvement

Flood potential is evaluated by the Federal Emergency Management Agency (FEMA), which defines the 100-year floodplain as an area within which there is a 1 percent chance of inundation by a flood event in a given year. Federal, state, and local regulations often limit floodplain development to passive uses, such as recreational and preservation activities, to reduce the risks to human health and safety. Floodplain management requires Federal agencies to determine whether a Proposed Action would occur within a floodplain. This determination typically involves consultation of FEMA Flood Insurance Rate Maps, which contain enough general information to determine the relationship of the proposed project area to nearby floodplains.

The 100-year floodplain for MOTCO is based on the FEMA Flood Insurance Rate Map for MOTCO, which was updated in September 2015. Elements of the Proposed Action occur within the 100-year floodplain.

3.0 Description of the Proposed Action and Alternatives and Floodplain Impacts Under All Alternatives

The Proposed Action is to repair linear infrastructure including roads, vehicular bridges, rail bridges, and utilities, and to conduct geotechnical exploration to gather data in support of those repairs. Two action alternatives and a No Action Alternative were analyzed.

No Action Alternative. Under the No Action Alternative, the linear infrastructure throughout MOTCO would not be repaired. Roads and bridges at MOTCO would

continue to degrade to a point at which they would be unsafe to be used during missions, and the utility system would deteriorate until it was dysfunctional.

Alternative 1. The Alternative 1 road repairs include 7.2 miles of near-term projects and 12.1 miles of long-term projects. Seven MOTCO bridges (three rail bridges and four road bridges) would undergo varying levels of repairs in the near-term. One intersection (Rinquist Road) would be realigned. Utility repairs include extending the functionality of existing electrical, telecommunication, water, and wastewater systems. Geotechnical investigations include various types of soil borings as required to support linear infrastructure repair needs. These utility repairs and geotechnical investigations would occur within the footprint of the proposed road and bridge projects evaluated. The estimated temporary disturbance area in the near-term would total 97 acres and 142 acres in the long-term and the estimated permanent disturbance would be 30 acres in the near-term and 36 acres in the long-term. The Rinquist Road realignment and the removal of North Taylor Road would involve fill and removal, respectively, of material within the 100-year floodplain. All other construction resulting in fill in the 100-year floodplain would occur along existing roadways. The proposed realignment and other improvements would improve safety of operations at MOTCO and there is no practicable alternative that would meet the purpose and need. Although this construction would result in a net fill of approximately 7,500 cubic yards of new fill within the 100-year floodplain, this loss in volume would result in a negligible increase in surface water elevation because Suisun Bay is an open system that can absorb storm surge over a very large area.

Alternative 2 (Preferred Alternative). Alternative 2 is the same as Alternative 1 with the exception of differences in the width and alignment of select road segments in support of mission safety and efficiency. Specifically, the White Road East and Anderson Road segments would be widened to accommodate a 24-foot roadway in support of safely facilitating 2-way traffic flow. The result is a greater area of permanent disturbance, but the area of temporary construction-related disturbance would be similar to Alternative 1. The estimated temporary disturbance area in the near-term would total 94 acres and 142 acres in the long-term, and the estimated permanent disturbance area would be 42 acres in the near-term and 36 acres in the long-term.

4.0 Finding

Following an evaluation of the impacts associated with the proposed action and the impacts of alternatives to implement the proposed action, I find that there is no practicable alternative to the proposed action. Furthermore, pursuant to EO 11988 as described in Paragraph 1.0, the Army will take all practicable measures to minimize impacts to and within the floodplain environment. A final decision will not be rendered until after the close of the public comment period for the EA and until after all timely submitted comments have been considered and appropriately addressed.

Date

Mr. Paul D. Cramer
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Installations, Housing & Partnerships