

West Sacramento Flood Protection Project



Background and Project Description

Surrounded almost entirely by water, the City of West Sacramento depends on levees for the safety of its residents. Previously, the Corps of Engineers planned, designed and constructed a project, completed only 5 years ago, to provide the city an appropriate level of flood protection. Over \$33 million was invested in this federal project. However, in light of new federal standards and lessons learned from past flood control system failures, a re-evaluation of the city flood protection system must now be undertaken.

The city has been pro-active in initiating studies to evaluate its levee system, investing scarce local funds for levee evaluations, which will lay the groundwork for a General Re-evaluations Report (GRR). The GRR will identify work necessary to ensure that city levees meet appropriate urban standards and provide an acceptable level of protection for West Sacramento's 43,000 residents.

Benefits of the Project

The Army Corps of Engineers is directly responsible for approximately 30 miles of the Sacramento Deep Water Ship Channel levee that provides the primary defense of the city from substantial flood flows in the Yolo Bypass. The improvement of these levees offers tangible benefits both to West Sacramento residents/businesses and to the region as a whole. The project will ultimately:

- Reduce federal liability associated with levees for which the Corps is responsible.
- Reduce the risk of a Katrina-like disaster to a city of 43,000, with an employee population of over 41,200.
- Protect the previous \$33 million investment in the West Sacramento flood protection system as well as federal investment in the U.S. Post Office Regional Distribution Center.
- Reduce flood risk to an urbanized area that is integral to the regional economy.
- Protect key infrastructure (Interstate 80, Port of Sacramento, Union Pacific Railroad).
- Reduce flood risk to maintenance yards operated by the USACE, state Department of Water Resources (DWR), and Caltrans, in addition to the California Highway Patrol Academy—all of which are potentially critical in emergency response situations.

Project Schedule

MILESTONE	STATUS
Construction Contracts A & B	COMPLETE
Deficiency Repairs	2008
Levee Evaluation Studies (Underway)	FY 2007
Economic and Environmental Analysis	FY 2007/2008
Completion of General Re-evaluation (GRR)	FY 2010
Construction Plans/Specs & Land Acquisition	FY 2012
Start Construction	FY 2013
Complete Construction	FY 2015

Partners / Supporters

- US Army Corps of Engineers
- California Department of Water Resources
- West Sacramento Flood Control Agency
- City of West Sacramento
- Reclamation District 900
- Reclamation District 537
- West Sacramento Chamber of Commerce
- Partners for Safe Levees (a partnership of local businesses and citizens)
- County of Yolo

City of West Sacramento Authorization & Appropriations Requests

1. Authorized West Sacramento Project - correction of potential design deficiencies

- \$8 million (FY 2008) for design and construction.

2. USACE Preparation of a General Re-evaluation Report (GRR)

- \$500,000 (FY 2008) for GRR.
- 75:25 cost-shared under existing authorization.
- Credit early work towards local share of federal project.

FUTURE FUNDING Needs for Design & Construction

- Appropriations to provide federal share of design, construction documents and construction.

Sacramento Deep Water Channel 35' Deepening Project



Background and Project Description

The existing depth of the deep water ship channel is too shallow for many cargo vessels, impairing the Port of Sacramento's competitiveness and threatening its economic survival. The proposed project would result in a uniform depth of 35' along the entire channel, giving shippers worldwide direct deep-water access to the Sacramento region.

- The project would connect the Port of Sacramento to the San Francisco Bay and the Pacific Ocean.
- Deepening is a congressionally authorized project, i.e. "Continuing Construction."
- Project was undertaken in 1988, but stopped in 1989 due to a conflict (now resolved) with a local utility.
- LRR (Limited Re-evaluation Report) was begun by the Corps in 2002 to study the possibility of re-initiating the deepening work. Scheduled for completion 2008 / 2009.

Benefits of the Project

The proposed project would result in both direct economic and environmental benefits to the Sacramento region.

- Increases ship cargo capacity potential by 40%, improving the economics of moving cargo.
- Greater ship capacities mean the use of more modern and environmentally friendly ships, resulting in less emissions during channel transit.
- The proposed project would provide a source of 15 million cubic yards of material for potential use on Delta flood levees (WRDA 2000).
- Re-use of dredge material for levees helps to protect adjacent lands and property from catastrophic floods, preventing huge flows of sediments and man-made materials from entering the sensitive Delta ecosystem.
- The proposed 2008 throughput of 1.3 million tons would take 57,320 trucks off I-80, resulting in 2.2 million less vehicle miles traveled.
- Environmental restoration projects/mitigation bank resulting from construction of dredging project.

Project Schedule

MILESTONE	STATUS
Evaluate project impacts of new ESA species listings	COMPLETE
Reconfirm existing mitigation plan	COMPLETE
Reconfirm a sufficient benefit/cost ratio	COMPLETE
Update drainage quantities and upland site capacities	FY 2007/2008
Reconfirm lack of significant impact to fresh water supplies	FY 2007/2008
Supplemental NEPA and CEQA documents circulated	FY 2007/2008
Completion of LRR	FY 2008/2009
Start Dredging Construction	FY 2009/2010
Complete Dredging Construction	FY 2012/2014

Partners / Supporters

The proposed project enjoys broad local support from an array of public and private entities, including:

- County of Yolo
- Ports of Oakland and Stockton
- City and County of Sacramento
- Sacramento Metro and West Sacramento Chambers of Commerce
- Greater Sacramento Building Industry Association,
- Association of General Contractors
- International Association of Longshore & Warehouse Workers (ILWU)
- Teamsters
- Construction & General Laborers Local 185
- Sacramento Clean Air Partnership
- Sacramento Area Council of Governments (SACOG)
- Bay Area Metropolitan Transportation Commission
- Farmers Rice Cooperative, Archer Daniels Midland (ADM), Agrium, Yara North America
- Stevedoring Services of America, Marine Terminals Corporation

The Port's Federal Appropriations and Authorization Requests

1. \$1.4 million for completion of the limited reevaluation report (matches Corps capability)

- FY 2007 - \$200 K
- FY 2008 - \$900 K
- FY 2009 - \$300 K

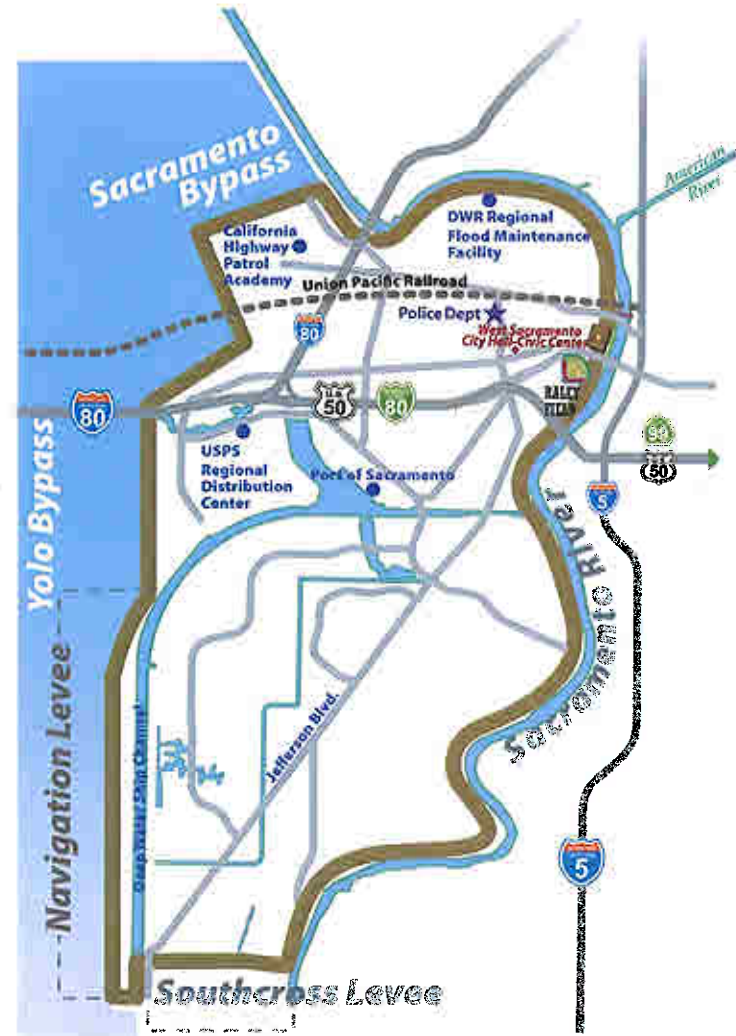
2. \$57.3 million total estimated project cost of channel deepening starting in the 2009 Presidential Budget.

- Federal Cost _____ \$28.3 M
- Local Share (cash) _____ \$9.3 M
- Other Costs (R.O.W., utilities, etc.) _____ \$19.7 M

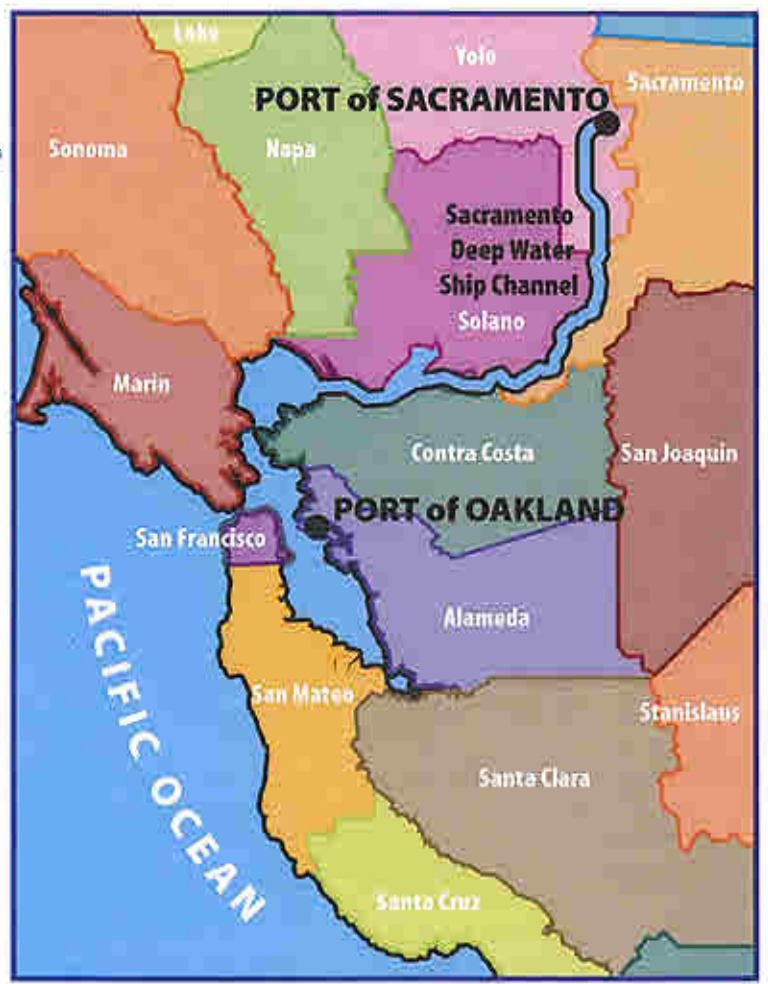
3. Affirm project's continuing construction designation as the project has continued progress without any break in activity (either construction or studies).



CITY OF WEST SACRAMENTO and PORT OF SACRAMENTO FY 2008 FEDERAL PRIORITIES



West Sacramento:
Surrounded on all sides by levees



West Sacramento Flood Protection Project

West Sacramento: Surrounded on all sides by levees

The Sacramento urban area is widely recognized as being the most susceptible to flooding of any urbanized area in the country with the exception of New Orleans. Surrounded on all sides by levees, West Sacramento is particularly vulnerable.

Construction of the federally authorized West Sacramento flood control project was substantially completed only 5 years ago. This project was designed to provide a 400-year level of flood protection for West Sacramento. However, new standards adopted by the US Army Corps of Engineers (USACE) since that time have necessitated a re-evaluation of the city's flood protection. A strong federal interest remains in delivering an appropriate level of flood protection for the West Sacramento. This project will:

- Reduce the risk of a Katrina-like disaster to this community, which also serves as a regional economic and employment center.
- Protect previous federal investment by addressing deficiencies that remain from the still-active congressionally authorized West Sacramento project.
- Strengthen major facilities in the federal Sacramento River Flood Control Project.
- Reduce risks posed to the Sacramento Deep Water Ship Channel for which the Corps is solely and directly responsible.



West Sacramento with Flood Waters in Yolo Bypass

Sacramento Deep Water Ship Channel 35' Deepening Project

This project would complete a congressionally-authorized construction project adding five feet in depth to the Sacramento Deep Water Ship Channel between the harbor and San Francisco Bay. The project would:

- Allow 75% of the world's general cargo fleet to access the Sacramento region.
- Reduce air emissions and decrease congestion on Interstate 80.
- Reduce the cost of rice export for local growers.
- Facilitate the import of bulk construction materials (cement, aggregate, lumber etc.) to the Sacramento region.
- Creates habitat areas in the Sacramento River Delta.



35' Deepening Project:
Congressionally authorized construction to add five feet in depth to the Sacramento Deep Water Channel.

THE CITY OF WEST SACRAMENTO



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