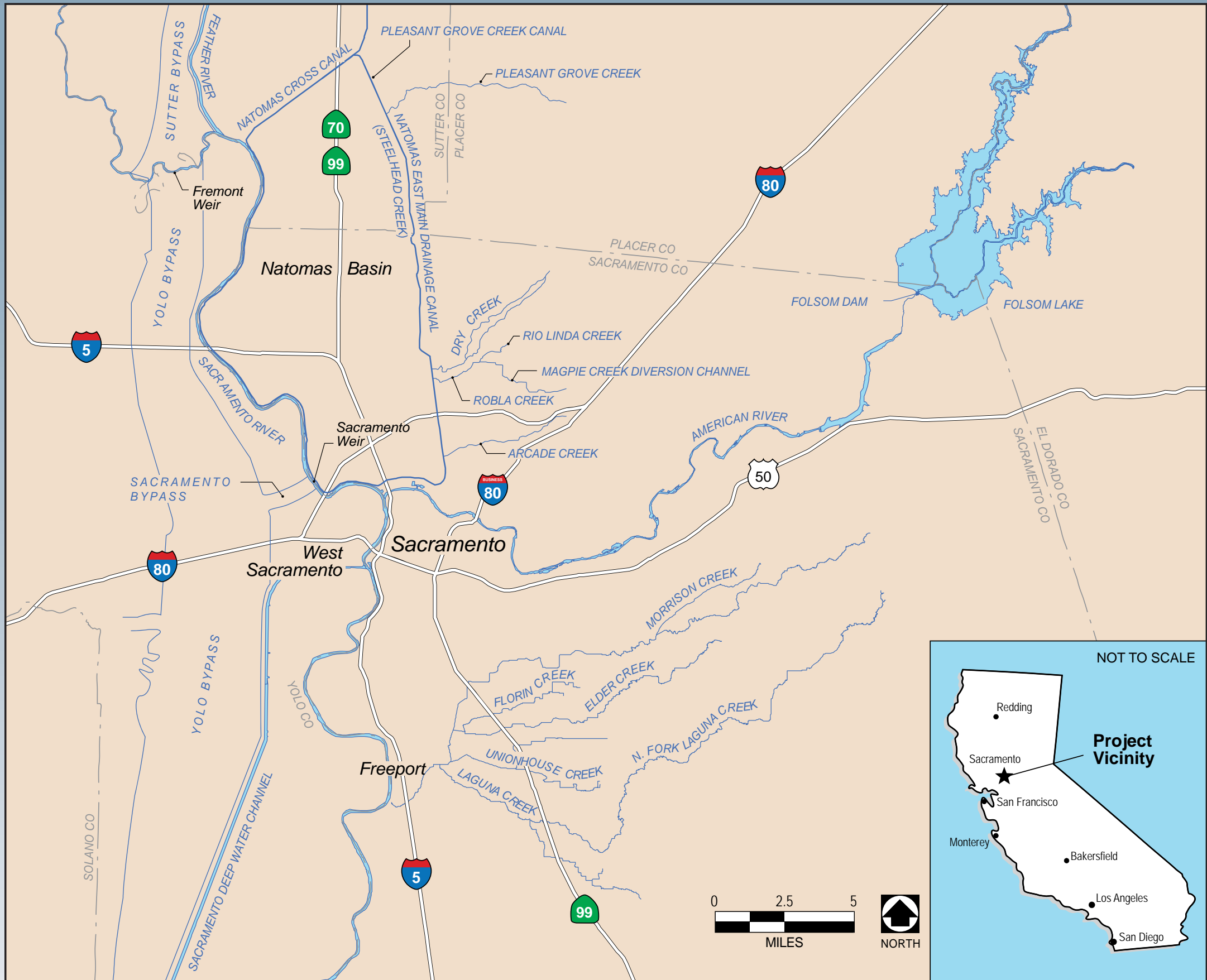


Station I – Project Location



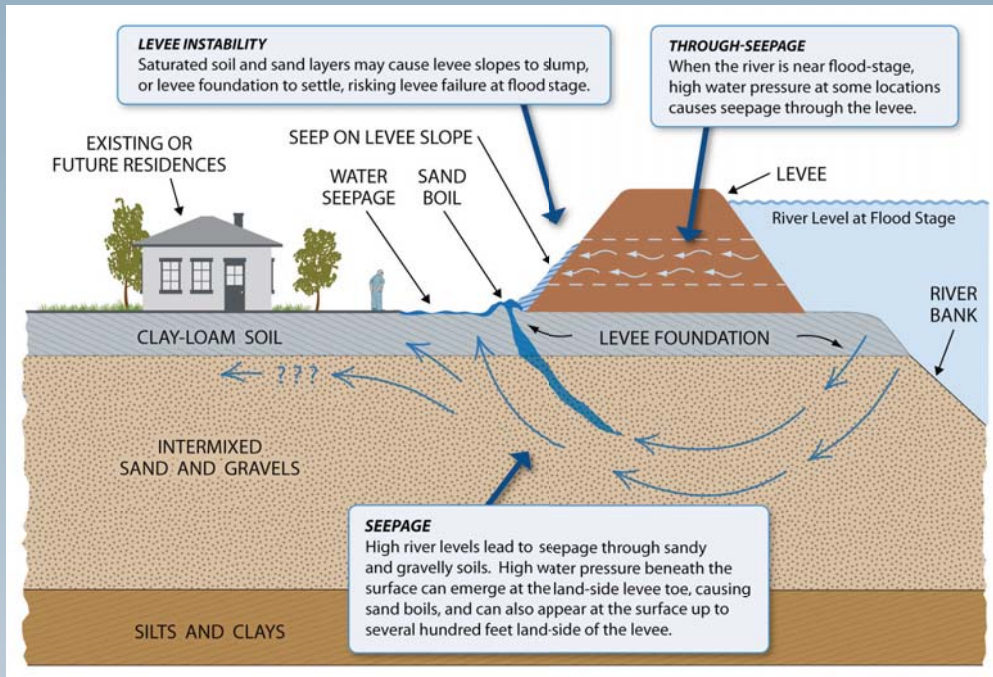
Station 2 – Project Purpose and Need

SAFCA's Project Purpose

Provide at least 100-year flood protection as quickly as possible while laying the groundwork to achieve at least "200-year" flood protection over time

Project Need: Levee Problems

Seepage: Geotechnical studies have identified seepage beneath and through segments of the Natomas levee system as a significant risk to the stability and reliability of the system.

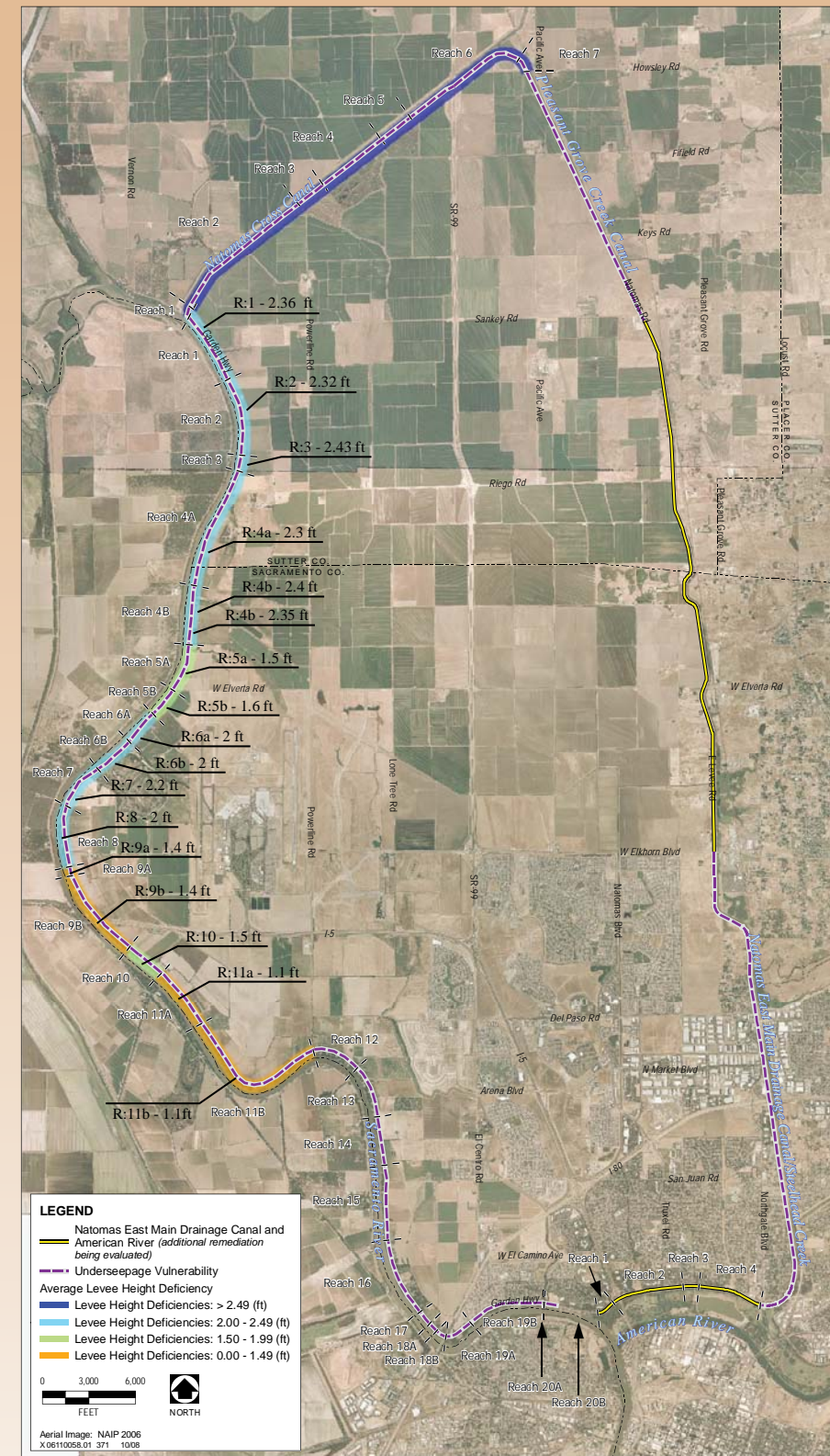


Height Deficiency: Much of the Natomas levee system is not high enough to meet the FEMA criteria for the National Flood Insurance Program and the Urban Level of Flood Protection required by state law.

Encroachments: USACE levee guidance requires the removal of vegetation greater than 2 inches in diameter on the levee slopes and within 15 feet of the waterside and land-side levee toes. Other encroachments that penetrate the levee and limit access on the land side and the water side (e.g., fences, retaining walls and driveways) may also be subject to removal.



Levee Segments Requiring Seepage Remediation and Levee Height Increases



Station 4

Summary of NLIP Phase 2 Modifications

Soil Borrow and Haul Routes

- ▶ Two potential borrow sites—Sutter Pointe and Dunmore—have been added to the construction plan. The Brookfield and Airport North Borrow sites have been designated as preferred, while the RD 1001 site would remain as a back-up. The Vestal, Spangler, Nestor, and Bolen South sites have been dropped from consideration.
- ▶ Design changes have increased the soil borrow requirement from 1.6 million to 2.8 million cubic yards.
- ▶ Sankey Road, Pacific Avenue, Powerline Road, and a portion of Riego Road have been eliminated as haul routes. Several off-road routes have been added at the Airport North Bufferlands. The haul route on West Elverta Road has been extended eastward approximately 1 mile to provide access to and from the Dunmore borrow site.

Construction Phasing and Timing

- ▶ The limit of the Phase 2 construction footprint along the Sacramento River East Levee has shifted 14,000 feet south to the end of reach 4B.
- ▶ Phase 2 levee construction start has been delayed to May 2009 and may overlap with Phase 3 construction.
- ▶ Construction of cutoff walls on a 24-hours-per-day, 7-days-per-week basis will take place as needed to complete work prior to the flood season.

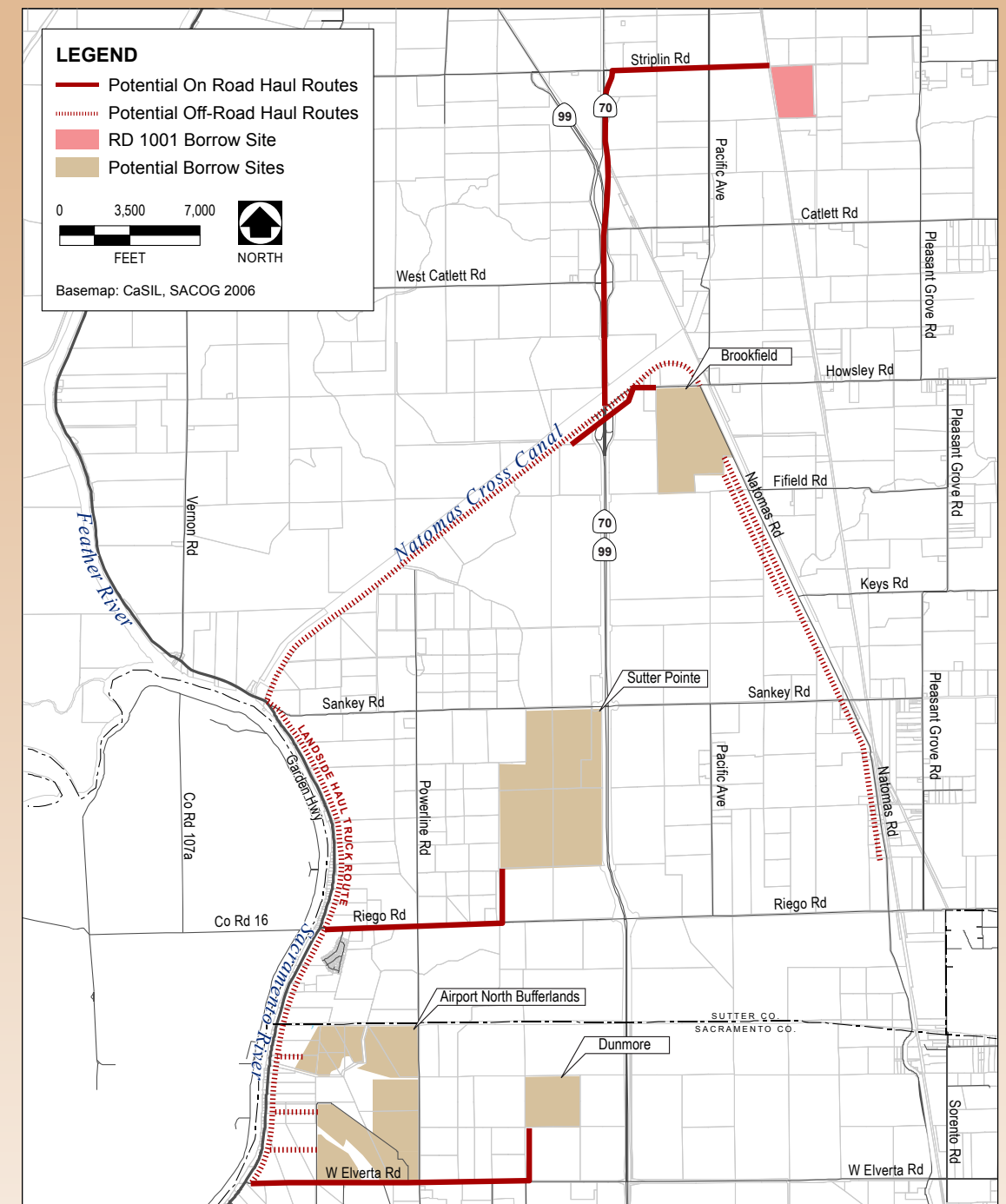
Levee Design and Seepage Remediation

- ▶ The design of the NCC south levee raise in Reaches 1 and 2 has been widened to the land side to reduce the need for vegetation removal on the water side.
- ▶ Seepage remediation measures in the Sacramento River east levee (Reaches 1-4B) have been modified as follows:
 - cutoff walls would be added for Reach 1, and cutoff walls would replace seepage berms in used in Reaches 2 and 3
 - seepage berms have been widened in several locations in Reach 4B.
- ▶ Sacramento River adjacent setback levee slope has been flattened from 3H:1V to 5H:1V in Reaches 1, 4A, and 4B.
- ▶ A portion of the seepage berm in Reach 4B of the Sacramento River east levee would be widened to 500 feet, reducing the need for relief wells, to help minimize impacts to cultural resources.

Land Use and Habitat

- ▶ The existing condition at the Airport North Bufferlands (NOP baseline) has changed from “active rice cultivation” to “fallow field.”
- ▶ A planned 118-acre marsh at Airport North Bufferlands has been eliminated.
- ▶ Compensation for alfalfa “foraging habitat” that may be lost as a result of Phase 2 construction has been added to the habitat plan.

Borrow Sites and Anticipated Haul Routes



Source: Mead & Hunt 2007, EDAW 2007

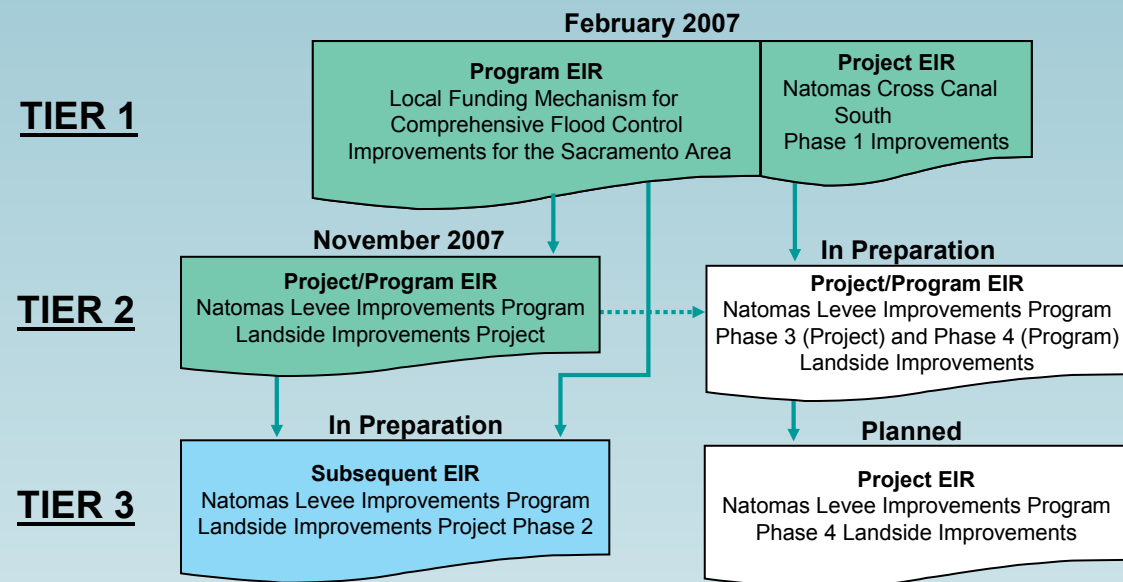
Station 3

SAFCA EIR Documents and Relationships

This Subsequent EIR will focus on changes to the Phase 2 (formally called the 2008 phase of construction) Project and new significant environmental effects driven by those modifications, as required under CEQA.

The Phase 2 Project consists of levee upgrades and seepage remediation for the Natomas Cross Canal south levee and Sacramento River east levee (Reaches 1-4B), relocation of the northern portion of the Elkhorn Canal, and creation of the first section of a new GGS/Drainage Canal. This phase was originally analyzed in the Natomas Levee Improvement Program Landside Improvements Project EIR, which the SAFCA Board of Directors certified in November 2007.

CEQA Lead Agency - SAFCA



EIR Process Timeline Subsequent EIR for Phase 2 Project

October 2, 2008	Issue NOP
November 3, 2008	Close of scoping period
November 18, 2008	Release Public Draft SEIR
January 2, 2009	Close of public comment period
January 27, 2009	Issue Final SEIR
February 19, 2009	Certify Final SEIR and file Notice of Determination

Station 5

Overview of Phase 2 Project Features

