

ITEM 1

Agenda of July 19, 2012

**TO: Board of Directors
Sacramento Area Flood Control Agency**

**FROM: Richard M. Johnson, Executive Director
(916) 874-7606**

SUBJECT: EXECUTIVE DIRECTOR'S REPORT FOR JULY 19, 2012

We are bringing a number of Items to the Board this month. These include:

- Contract actions in support of the Natomas Levee Improvement Program;
- Contract action in support of levee accreditation for much of the Sacramento area system;
- Contract actions in support of the South Sacramento Streams Group Project;
- Other actions to support SAFCA's overall program; and
- Information updates from the U.S. Army Corps of Engineers on:
 - South Sacramento Streams Group
 - American River Common Features General Re-evaluation Report
 - Folsom Dam Joint Federal Project.

CENTRAL VALLEY FLOOD PROTECTION PLAN

On June 29th the Central Valley Flood Protection Board (CVFPB) adopted the Central Valley Flood Protection Plan (CVFPP), a comprehensive new framework for flood management and flood risk reduction in the Sacramento and San Joaquin River Basins.

The adoption of the CVFPP, as modified by CVFPB Resolution 2012-25, fulfilled a legislative mandate outlined in the Central Valley Flood Protection Act of 2008 to approve the plan by July 1. It provides conceptual guidance to reduce the risk of flooding for about one million people and \$70.0 billion in infrastructure, homes and businesses with a goal of providing 200-year protection to urban areas, and reducing flood risks to small communities and rural agricultural lands. The adopted Resolution provides a road map for CVFPP interpretation and implementation.

This was a significant event for SAFCA. State participation in future projects for the Sacramento area will be through the CVFPP process and it was vital that this process keeps moving forward. Congratulations are in order to both the CVFPB and the Department of Water Resources for getting this difficult process to this point.

**FINAL ENVIRONMENTAL IMPACT REPORT NATOMAS LEVEE
IMPROVEMENT PROGRAM PHASE 4A LANDSIDE IMPROVEMENTS
PROJECT ADDENDUM NO. 3**

I wanted to make you aware that SAFCA prepared and filed Addendum No. 3 to the *Final Environmental Impact Report, Natomas Levee Improvement Program Phase 4a Landside Improvements Project* (Phase 4a EIR). This Addendum addresses the removal of approximately 9,000 cubic yards (cy) of spoil material along the West Drainage Canal between Power Line Road and 3,500 feet east of Power Line Road and transport of that material to Sacramento River east levee Reaches 10–12B along the Sacramento River.

The Phase 4a Project as described and analyzed in the previously certified EIR (Phase 4a EIR) did not identify the potential for hauling of fill material from this location as part of its previous analysis, therefore a minor revision to the certified EIR is necessary.

Analysis of removing spoil materials along the West Drainage Canal and transport of that soil to Sacramento River east levee reaches were previously evaluated in the *American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project EIS/EIR* (Phase 4b EIS/EIR).

This Addendum is needed because the entirety of the original source of materials identified and assumed in the Phase 4a EIS/EIR is not available for use by SAFCA to complete the Sacramento River east levee improvements as scheduled, and additional material (approximately 9,000 cy) is needed to fill in seepage berm areas and other areas along Sacramento River east levee Reaches 10–12B of the Natomas Levee Improvements Program (NLIP).

The source of the materials contemplated in this addendum is an existing operations and maintenance road along the southwest side (landside) of the West Drainage Canal, east of Sacramento River east levee Reaches 12A and 12B between Power Line Road and the 3,500 feet east of Power Line Road. The fill material would be removed from the West Drainage Canal berm by removing soils on the landside of the berm, while retaining a berm of soil above the existing top of bank of the West Drainage Canal. Loaded haul trucks would travel along an existing berm-top road along the West Drainage Canal and use existing dirt roads, temporary construction haul routes and established roadways such as Power Line Road and Del Paso Road to transport material to and from the excavation site and Sacramento River east levee Reaches 10–12B. Trucks would travel approximately 8-9 miles roundtrip between the West Drainage Canal excavation site and Sacramento River east levee Reaches 10–12B.

Implementation of this activity would not result in new substantial impacts, and the impacts presented in this Addendum would not result in new significant environmental effects nor a substantial increase in the severity of environmental effects identified in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR. Therefore, Addendum No. 3 to the *Final Environmental Impact Report, Natomas Levee Improvement Program Phase 4a Landside Improvements Project* has been filed appropriately.

RJlr/Ex Dir Rep July 2012
Attachment(s)