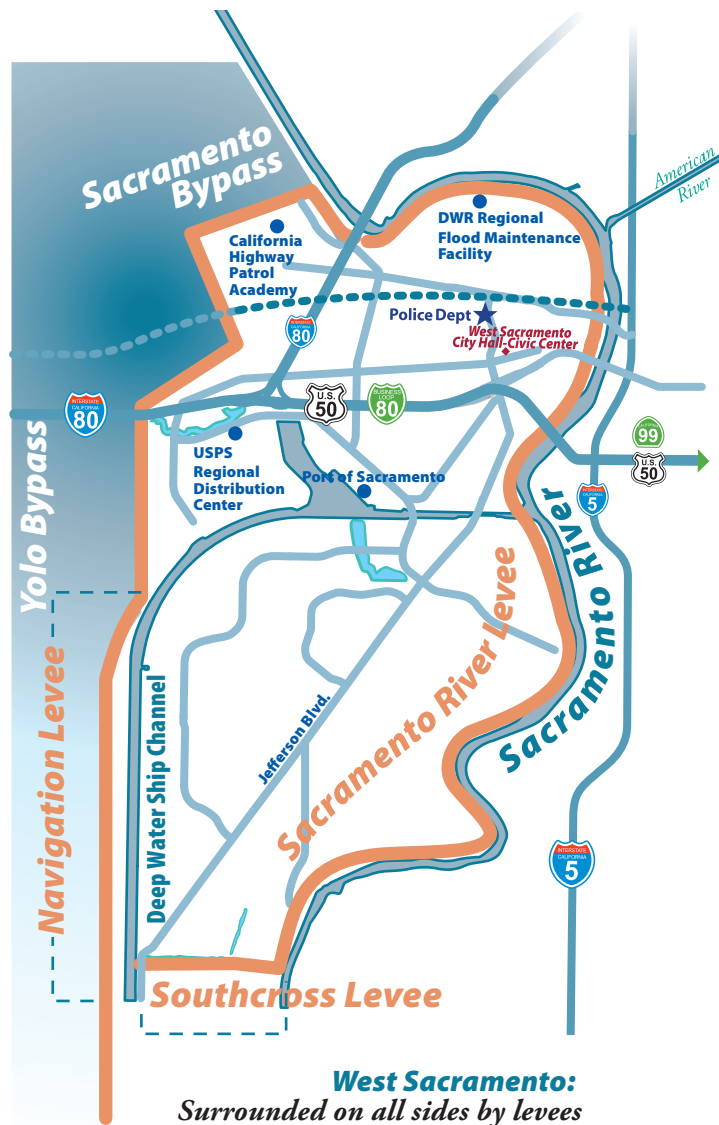


CITY OF WEST SACRAMENTO and PORT OF WEST SACRAMENTO FY 2010 FEDERAL PRIORITIES



West Sacramento:
Surrounded on all sides by levees



The Sacramento Deep Water Ship Channel:
Provides the Sacramento Region with maritime access to the Pacific Ocean

West Sacramento Flood Protection Project

West Sacramento: Surrounded on all sides by levees

Surrounded by levees on all sides, the city of West Sacramento is inherently more vulnerable to flooding than most other urbanized areas in the country. The City and the California Department of Water Resources have undertaken an extensive effort to analyze the condition of the levees that protect the City's 47,000 residents. This evaluation has identified multiple problems, with seepage, stability, and erosion as the primary forms of levee deficiencies.

A levee breach in West Sacramento would have catastrophic consequences both for the City's residents, and for key regional facilities, including the regional Postal Service sorting facility, the Union Pacific main rail line (which connects the San Francisco Bay Area to the rest of the country), and I-80 and US-50, the main east-west highways in Northern California.

The City is undertaking an effort to improve all of its levees to current standards. The federal government has a major interest in the delivery of appropriate flood protection to West Sacramento. The project will:

- Reduce the risk of a Katrina-like disaster to this community, protecting the safety of 47,000 residents and over \$3 billion in property value.
- Preserve the previous federal investment by addressing deficiencies that remain in the still-active congressionally-authorized West Sacramento Project.
- Protect facilities of regional and national significance, including the Union Pacific main railroad line, US-50, I-80, the regional USPS mail processing center, the regional Department of Water Resources flood fight facility, the California Highway Patrol Academy (a key facility in state emergencies), and the Port of West Sacramento.



West Sacramento with Flood Waters in Yolo Bypass

THE CITY OF WEST SACRAMENTO

Mayor _____ *Christopher Cabaldon*

Port Commission Chair _____ *Mike McGowan*

City Manager / Port CEO _____ *Toby Ross*

Flood Control Contact

Division Manager, Capital Facilities *Bill Panos*
(916) 617-4645
billp@cityofwestsacramento.org

Channel Deepening Contact

Port Manager _____ *Mike Luken*
(916) 371-8000
mikel@cityofwestsacramento.org

Other Inquiries

Deputy City Manager _____ *Jon Robinson*
(916) 617-4511
jonr@cityofwestsacramento.org



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, which connects West Sacramento to the San Francisco Bay. The project will:

- Allow 75% of the world's general cargo fleet to access the Sacramento region, as opposed to 30% currently.
- Reduce air emissions and decrease congestion on Interstate 80 by improving the economy of using the "water highway".
- Enhance cargo exports such as rice which strengthens the local and regional economies and the national balance of trade.
- Facilitate the import of bulk construction materials (cement, aggregate, lumber etc.) to the Sacramento region for private and public projects.
- Create habitat areas in the Sacramento River Delta.



Port's Newest Green Cargo:
Wind turbines off-loaded at the Port of West Sacramento are expanding wind energy production in the Central Valley.

CITY OF WEST SACRAMENTO and PORT OF WEST SACRAMENTO FY 2010 FEDERAL PRIORITIES

West Sacramento Flood Protection Project



Background and Description

Surrounded by water during the winter months, the city of West Sacramento depends on levees for the safety of its residents. Only six years ago, U.S. Army Corps of Engineers completed levee improvements that were thought to have provided West Sacramento with adequate flood protection. However, the federal project improvements have already shown signs of deterioration, while the Katrina disaster and the new standards that have resulted have prompted the City to undertake a thorough, State and locally-funded review of its flood projection system.

This analysis has yielded sobering results. Based on the newest federal standards, multiple deficiencies have been found in the federal levee system that protects the City, with the predominant dangers being seepage, stability and erosion. The total estimated cost for needed repairs is over \$400 million. The City has moved proactively to address this challenge, with City residents recently voting to assess themselves for up to \$40 million of the needed funds. The balance is expected to come from private, state and federal sources.

For 2010 the City is requesting an appropriation of \$6.725 million for repair of an existing project levee and preparation of a general re-evaluation report (GRR) to facilitate a local/state/federal partnership to correct the rest of the City's levee system.

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 City's primary defense against substantial flood flows in the Yolo Bypass. The federal government has a tangible interest in the improvement of these levees, as well as the levees that protect the City from the Sacramento River to the east. **These improvements will:**

- **Reduce federal liability** associated with levees for which the Corps is responsible
- **Lower the risk of a Katrina-like disaster** inundating a city of 47,000 people and improvements assessed at over \$3 billion
- **Preserve the federal government's previous \$33 million investment** in the West Sacramento flood protection system
- **Protect key facilities** operated by the Corps, the State Department of Water Resources, Caltrans, and the California Highway Patrol, all of which are potentially critical in regional emergency response
- **Protect infrastructure and facilities** of regional and national significance, including the regional U.S. Postal Service processing facility, US-50, Interstate 80, the Union Pacific main railroad line, and the Port of West Sacramento.

Project Schedule (federal fiscal year)

MILESTONE	STATUS
Initial Re-evaluation Contracts	COMPLETE
Deficiency Repairs	2009/2010
Levee Evaluation Studies	FY 2008/2009
Economic and Environmental Analysis	FY 2008/2009
Completion of General Re-evaluation (GRR)	FY 2012
Construction Plans/Specs & Land Acquisition	FY 2013
Start Re-construction	FY 2013
Complete Construction	FY 2018

Partners / Supporters

- US Army Corps of Engineers
- California Department of Water Resources
- West Sacramento Area Flood Control Agency (WSAFCA)
- 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
- Sacramento Area Flood Control Agency (SAFCA)

City of West Sacramento Authorization & Appropriations Requests

1. West Sacramento Flood Protection - Urgent Repairs

- \$5,625,000 (FY2010) for system evaluation, design and construction (Energy and Water Appropriations)

2. West Sacramento Flood Protection - General Re-evaluation Report

- \$1,100,000 (FY2010) for Sytem Re-evaluation Report (Energy and Water Appropriations)

3. Future Funding for West Sacramento Flood Protection -

Federal Cost	\$260 M
State	\$ 98 M
Local	\$ 42 M
■ TOTAL	\$400 M

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 West 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 will enhance the Port of West Sacramento's connection to the San Francisco Bay and the Pacific Ocean.
- Deepening is already 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 2009.

Benefits of the Project

The proposed project would generate direct economic and environmental benefits to the Sacramento region, and is necessary for the survival of the port.

- Increases ship cargo capacity 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.
- Annual throughput of 1.3 million tons takes 57,320 trucks off I-80, resulting in 2.2 million less vehicle miles traveled. Channel deepening alone eliminates 23,545 truck trips per year.
- Environmental benefits of the proposed project include restoration projects and a mitigation bank resulting from the dredging project.

Project Schedule (federal fiscal year)

MILESTONE	STATUS
Evaluate project impacts of new ESA species listings	COMPLETE
Reconfirm existing mitigation plan	COMPLETE
Reconfirm a sufficient benefit/cost ratio	COMPLETE
Update dredge quantities and upland site capacities	FY 2009
Supplemental NEPA and CEQA documents circulated	INITIATED; COMPLETE 2010
Completion of LRR	FY 2010
Start Dredging Construction	FY 2010
Complete Dredging Construction	FY 2013



PORT OF WEST SACRAMENTO

Partners / Supporters

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

- County of Yolo, City and County of Sacramento
- Ports of Oakland and Stockton
- Sacramento Metro and West Sacramento, Chambers of Commerce
- Greater Sacramento Building Industry Association
- Association of General Contractors
- ILWU, Teamsters, Laborers International
- Sacramento Clean Air Partnership, Breathe California
- Sacramento Area Council of Governments (SACOG)
- Bay Area Metropolitan Transportation Commission
- Farmers Rice Cooperative, Archer Daniels Midland (ADM), Agrium, Star Shipping
- Stevedoring Services of America, Ports America
- Cemex Cement, Pan Pacific Cement, Enligna, Primafuel
- California Association of Port Authorities
- American Association of Port Authorities
- Northern California Trade Coalition

Port of West Sacramento Authorization & Appropriations Requests

1. \$10.0 million to complete the limited re-evaluation report and initiate plans, specifications and dredging (matches Corps capability)

- FY 2008 - \$900 K
- FY 2009 - \$1.8 M
- FY 2010 - \$10.0 M

2. \$57.3 million total estimated project cost of channel deepening.

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

3. Water Resource Development Act (WRDA) Request for local match credit for dredge material left in place for flood control projects.

