

Flood System Repair Project – Briefing Summary

Flood System Repair Project (FSRP):

- Near term action under the State Systemwide Investment Approach (SSIA)
- Funded by up to \$150M of Proposition 1E funds to cost-share with Local Maintaining Agencies (LMAs)
- State cost share up to 85 percent (90 percent for economically disadvantaged areas)
- Program developed with consistent LMA review and input
- FSRP will address the following types of SPFC issues:
 - Repair documented critical problems – levees, hydraulic structures, channels
 - Repair deteriorated levee patrol roads for emergency response and maintenance needs
 - Allow for proactive repair of minor levee problems, such as erosion sites shorter than 50 feet

Background:

- FSRP based on a continuation or expansion of previous levee repair programs:
 - 2006 Governor's Declaration initiating the Critical Repairs Program where DWR repaired 32 sites with 100% state funding in 2006 and 2007.
 - Sacramento Riverbank Protection Project (SAC Bank) and changing economic criteria
- LMA concerns on intensive mitigation leading to increasing maintenance costs.

FSRP Implementation Approach:

FSRP intends to achieve maximum flood risk reduction with a focus on rural SPFC facilities.

- DWR will identify Critical levee performance problems through:
 - Field reconnaissance of all known past performance problems (DWR, USACE inspections, and LMA reports)
 - LMA initial input and concurrence of LMAs to final list
- Problems prioritized based on severity and potential to impact flood protection.
- Funding of repairs prioritized by ranking the hydraulic basins based on potential hazards and the consequences of failure
- DWR will approach LMAs to partner for repairs.
- LMAs encouraged to take lead on design and repair to be summarized in a Project Agreement

FSRP Guidelines:

FSRP Guidelines developed following the FAIR committee guidelines to describe the components of the project. Major components of the guidelines are:

- Background and description of FSRP
- Implementation process
- Project and LMA eligibility requirements
- Cost share and project funding criteria:
 - Standard provisions of DWR cost-share formula, starting at 50% base cost-share
 - Program Specific cost-share enhancements to help small repair projects in rural areas for:
 - Operation and maintenance practices, Emergency response planning
 - Multi-benefit project component (regional planning participation)
 - Environmental enhancements, Reporting performance
 - LMA-provided material, planning and design activities can contribute to LMAs cost as in-kind-service

FSRP Guidelines have gone through various internal and external reviews:

- DWR Legal, DFM management, FESSRO, Inter-agency collaborative, CVFPB through Coordination Committee.
- Key LMA representatives (Gang of six)
- 45-day public review for comments and questions (2 public outreach meetings held)
- Major comments:
 - Site repairs should be 100% state funded
 - FSRP does not promote multi-benefit projects, may actually foreclose future environmental restoration opportunities
- Director, DWR approved the FSRP guidelines in July, 2013 and have been posted on FloodSAFE website

FSRP Implementation Status:

- DWR and LMAs have developed a list of critical sites through a collaboration process.
- Notices of eligibility are being prepared to request the LMAs in Tier 1 Leveed Areas,
 - These NOE's contain scope of work, estimated cost and preferred repair alternative
 - DWR is soliciting LMAs intent to participate in repairing the critical sites, either as a lead or as a supporting partner.
- Project Agreement negotiation will follow defining the detailed scope of project, percentage cost share, and roles and responsibilities in implementation of repairs