

**CITY OF WEST SACRAMENTO**

**URBAN LEVEL OF FLOOD PROTECTION**

**2018 ADEQUATE PROGRESS ANNUAL REPORT**



**Prepared by:**

West Sacramento Area Flood Control Agency

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## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>PURPOSE AND NEED.....</b>	<b>2</b>
<b>3.0</b>	<b>URBAN LEVEL OF FLOOD PROTECTION REQUIREMENTS.....</b>	<b>2</b>
3.1.	Urban Level of Flood Protection Overview .....	2
3.2.	Deadline for Findings .....	3
3.3.	Requirements for Finding of Adequate Progress.....	3
3.4.	Effective Period for a Finding of Adequate Progress .....	4
3.5.	Adequate Progress Annual Report .....	5
<b>4.0</b>	<b>ANALYSIS IN SUPPORT OF ADEQUATE PROGRESS FINDING .....</b>	<b>5</b>
4.1.	Project Scope, Schedule, and Cost.....	5
4.2.	History of Expenditures .....	7
4.3.	Cash Flow Model.....	10
4.4.	Revenue and Expenditures .....	14
4.5.	History of Appropriations .....	17
4.6.	Actual vs. Planned Expenditures.....	18
4.7.	Advancement of Critical Features.....	18
4.8.	Delays.....	19
<b>5.0</b>	<b>CONCLUSIONS.....</b>	<b>20</b>
<b>6.0</b>	<b>REFERENCES.....</b>	<b>21</b>
<b>7.0</b>	<b>DOCUMENT PREPARERS .....</b>	<b>22</b>

## LIST OF TABLES

<b>Table 1:</b>	Revised WSLIP Cost Estimate by State-Local Led Project and Federal Led Project .....	6
<b>Table 2a:</b>	WSLIP 200-year Expenditure Assumptions (ULOP Adequate Progress Report, June 2016) .....	8
<b>Table 2b:</b>	WSLIP 200-year Actual Expenditures to FY 2016-17 with Revised Projections (Updated Sept. 2017).....	8
<b>Table 3a:</b>	WSAFCA Cash Flow Model (ULOP Adequate Progress Report, June 2016) .....	11
<b>Table 3b:</b>	WSAFCA Cash Flow Model (Updated Sept. 2017) .....	12
<b>Table 4a:</b>	WSLIP 200-year planned revenue and expenditures (ULOP Adequate Progress Report, June 2016) .....	15
<b>Table 4b:</b>	WSLIP 200-year actual FY 2016-17 revenue/expenditures and revised projections (Updated Sept. 2017).....	15
<b>Table 4c:</b>	WSLIP 200-year actual FY 2017-18 revenue/expenditures and revised projections (Updated Sept. 2018).....	16
<b>Table 5:</b>	Status of Appropriations.....	17
<b>Table 6:</b>	Percent of actual versus planned expenditures for Fiscal Year 2017-18 in 2017 AAPR .....	18

## LIST OF FIGURES

<b>Figure 1:</b>	Sacramento River Flood Control Project Map .....	23
<b>Figure 2:</b>	City of West Sacramento – Levee Protected Area (200-year flood event).....	24
<b>Figure 3:</b>	West Sacramento Levee System Description .....	25

## 1.0 INTRODUCTION

The California Legislature passed five bills in 2007 to better align flood risk reduction investments, land-use decisions, and statewide flood planning objectives. One of these bills, Senate Bill (SB) 5, requires cities and counties within the Sacramento and San Joaquin Valleys to make findings related to an urban level of flood protection before approving certain land-use decisions. An “urban level of flood protection” is defined as 200-year level of flood protection, that is, the level of protection necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria developed by the California Department of Water Resources (DWR). Examples of the land-use decisions affected by these requirements include the continued ability to approve discretionary permits, entitlements, and tentative maps.

State law currently requires cities and counties within the Sacramento and San Joaquin Valleys to make a finding related to the urban level of flood protection no later than July 1, 2016. One of the findings a city or county can make is of “adequate progress”. A city can find that the local flood management agency has made adequate progress on the construction of a flood protection system that will result in flood protection equal to or greater than the urban level of flood protection. For areas protected by State Plan of Flood Control (SPFC) levees, the urban level of flood protection must be achieved by 2025.

The City of West Sacramento (City) is within the floodplain of the Sacramento River and almost entirely surrounded by floodways and levees [Figure 1]. During large flood events, the City can become an urban island that depends on the successful performance of nearly 50 miles of levees to protect against the inflow of flood waters. However, this levee system does not meet current design standards and needs substantial repairs to provide the required urban level of flood protection.

The West Sacramento Area Flood Control Agency (WSAFCA) is advancing a comprehensive program of activities referred to as the West Sacramento Levee Improvement Program (WSLIP) to reduce flood risk to the City. This program includes: (1) partnering with the U.S. Army Corps of Engineers (USACE) and the Central Valley Flood Protection Board (CVFPB) to implement the West Sacramento Project as authorized by Congress in the 2016 Water Infrastructure Improvements for the Nation Act; (2) partnering with DWR in the planning, design, and construction of improvements along several high risk reaches of levee protecting the City; and (3) community outreach regarding the existing flood risk and improved emergency response planning. The primary goal of WSAFCA is to achieve at least a 200-year level of flood protection for the City as soon as possible, but no later than 2025 as required by SB 5.

Since 2007, WSAFCA and DWR have expended approximately \$194.2 million toward the planning, design, land acquisition, and construction of levee improvements to reduce flood risk to the City. This includes the completion of three Early Implementation Projects (EIPs) totaling approximately \$36.5 million, clearly demonstrating a local commitment to funding critical flood risk reduction actions. The construction contract for a fourth EIP, the Southport Sacramento River Early Implementation Project (Southport Project), was awarded in November 2016. The Southport Project has an estimated total cost of \$176.5 million. Once the Southport Project is complete, WSAFCA and DWR will have advanced \$213.0 million toward the implementation of critical features within the City’s flood protection system. This report describes the progress that the City and WSAFCA have made toward achieving an urban level of flood protection for the City.

## 2.0 PURPOSE AND NEED

This report is intended to address California Government Code 650007(a)(5), which requires an annual report to the CVFPB describing progress toward achieving an urban level of flood protection for the flood protection system. The City adopted a finding of adequate progress through approval of Resolution 16-45 by the City Council on June 1, 2016, for the Levee Protected Area (Figure 2). The first Adequate Progress Annual Report and the ***substantial evidence necessary to support a finding of adequate progress*** toward achieving an urban level of flood protection was posted to the City website in June 2016, and provided to the Central Valley Flood Protection Board.

## 3.0 URBAN LEVEL OF FLOOD PROTECTION REQUIREMENTS

### 3.1. Urban Level of Flood Protection Overview

In 2007, the California Legislature passed and the Governor signed five interrelated bills to strengthen the alignment between flood risk reduction investments, land-use decisions, and statewide flood planning objectives. These bills, effective January 1, 2008, collectively added or amended sections in the California Government Code, Health and Safety Code, Public Resources Code, and Water Code. Specifically, SB 5 (2007), as amended by SB 1278 (2012) and Assembly Bill (AB) 1259 (2013), requires cities and counties within the Sacramento and San Joaquin valleys to make ***findings*** related to an ***urban level of flood protection*** before approving certain ***land-use decisions***.

California Government Code Section 65007(n) states:

***“Urban level of flood protection” means the level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria consistent with, or developed by, the Department of Water Resources. “Urban level of flood protection” shall not mean shallow flooding or flooding from local drainage that meets the criteria of the national Federal Emergency Management Agency standard of flood protection.***

Based on this definition of an urban level of protection, SB 5 requires local land-use agencies to make one of the following ***findings*** prior to approving certain land-use decisions (GC §65865.5, §65962, and §66474.5):

1. The existing flood management facilities protect the property to the urban level of flood protection in urban areas.
2. The city or county has imposed conditions that will protect the property to the urban level of flood protection in urban areas.
3. ***The local flood management agency has made adequate progress on the construction of a flood protection system which will result in providing an urban level of flood protection to property located within a flood hazard zone. For an urban area, the urban level of flood protection shall be achieved by 2025.***
4. The property in an undetermined risk area has met the urban level of flood protection based on substantial evidence in the record.

The **land-use decisions** affected by these requirements include all of the following:

1. Entering into a development agreement for any property that is located within a flood hazard zone (GC §65865.5);
2. Approving a discretionary permit or other discretionary entitlement, or a ministerial permit that would result in the construction of a new residence, for a project that is located within a flood hazard zone (GC §65962); or,
3. Approving a tentative map, or a parcel map for which a tentative map was not required, for any subdivision that is located within a flood hazard zone (GC §66474.5).

SB 5 also required DWR to develop criteria that cities and counties could use to make findings related to an urban level of flood protection. DWR met this requirement through the development of two guidance documents. First, DWR developed the *Urban Level of Flood Protection Criteria* (2013) to establish the procedural criteria associated with making a finding consistent with the legislative requirements. Second, DWR incorporated by reference the *Urban Levee Design Criteria* (2012) in the *Urban Level of Flood Protection Criteria* to provide additional engineering guidance to civil engineers in situations where levees and floodwalls are used to provide an urban level of flood protection.

### **3.2. Deadline for Findings**

SB 5 required that cities and counties amend their general plans within 24 months of adoption of the 2012 Central Valley Flood Protection Plan (CVFPP). It also required that zoning ordinances be amended within 12 months after completion of the general plans amendments. The Urban Level of Flood Protection requirements apply once the general plan and zoning ordinance amendments become effective, but no later than 36 months after adoption of the CVFPP.

SB 1278 (2012) extended the deadline for amending general plans by twelve months. As a result, cities and counties needed to amend their general plans within 36 months of adoption of the CVFPP – July 1, 2015. The City amended its General Plan consistent with the requirements of SB 5 through adoption of Resolution 15-43 on June 17, 2015. SB 1278 (2012) did not change the zoning ordinance timeline; therefore, zoning ordinances must be updated, and a finding related to the Urban Level of Flood Protection is required, no later than 48 months after adoption of the CVFPP – July 1, 2016.

### **3.3. Requirements for Finding of Adequate Progress**

The *Urban Level of Flood Protection Criteria* document requires the presentation of substantial evidence to support a finding of **adequate progress** on the construction of a flood protection system which will result in providing an urban level of flood protection to an urban area. Such a finding by a local agency shall be based, at a minimum, on the following:

1. A report prepared by the local flood management agency demonstrating adequate progress as defined in California Government Code Section 65007(a).
2. A report prepared by a Professional Civil Engineer registered in California to document the data and analyses for demonstrating the property, development project, or subdivision will have an urban level of flood protection at the time when the flood protection system is completed.

3. A report by an Independent Panel of Experts on the review of the report prepared by the Professional Civil Engineer.
4. A response by the Professional Civil Engineer to the comments from the Independent Panel of Experts.
5. The most recent annual report prepared by the local flood management agency that was submitted to the Central Valley Flood Protection Board documenting the efforts in working toward completion of the flood protection system.
6. Any additional data and information that cities or counties use to make the finding.

California Government Code Section 65007(a) defines **adequate progress** as all of the following:

- (1) The total project scope, schedule, and cost of the completed flood protection system have been developed to meet the appropriate standard of protection.*
- (2) (A) Revenues that are sufficient to fund each year of the project schedule developed in paragraph (1) have been identified and, in any given year and consistent with that schedule, at least 90 percent of the revenues scheduled to be received by that year have been appropriated and are currently being expended.*  
*(B) Notwithstanding subparagraph (A), for any year in which state funding is not appropriated consistent with an agreement between a state agency and a local flood management agency, the Central Valley Flood Protection Board may find that the local flood management agency is making adequate progress in working toward the completion of the flood protection system.*
- (3) Critical features of the flood protection system are under construction, and each critical feature is progressing as indicated by the actual expenditure of the construction budget funds.*
- (4) The city or county has not been responsible for a significant delay in the completion of the system.*
- (5) The local flood management agency shall provide the Department of Water Resources and the Central Valley Flood Protection Board with the information specified in this subdivision sufficient to determine substantial completion of the required flood protection. The local flood management agency shall annually report to the Central Valley Flood Protection Board on the efforts in working toward completion of the flood protection system.*

### **3.4. Effective Period for a Finding of Adequate Progress**

In many cases, a finding adopted by a local agency can be used for subsequent land-use approvals within the covered area. Setting an effective period for the finding is necessary because it is unreasonable to assume that conditions, information, and assumptions used as a basis for a finding will remain constant in perpetuity. In the specific case of an adequate progress finding, the initial finding can last no longer than 10 years; and, it can only be used beyond 2025 if the covered area is not protected by SPFC levees.

The *Urban Level of Flood Protection Criteria* document encourages local agencies to formally review the initial finding (1) when significant physical changes are experienced in the covered area, and, (2) as part of recurring review process conducted by USACE through the Periodic Inspection Program.

### **3.5. Adequate Progress Annual Report**

California Government Code Section 65007(a)(5) requires the “local flood management agency shall annually report to the Central Valley Flood Protection Board on the efforts in working toward completion of the flood protection system.” As a result, WSAFCA will prepare annual progress reports related to the finding of adequate progress. Given that the Adequate Progress Annual Report relies heavily on demonstrating that planned funding has been secured and expended, these reports will be submitted after August of each year to summarize progress for the previous fiscal year. This will provide adequate time for WSAFCA to finalize the previous fiscal years financial information.

## **4.0 ANALYSIS IN SUPPORT OF ADEQUATE PROGRESS FINDING**

### **4.1. Project Scope, Schedule, and Cost**

The scope to achieve a minimum 200-year level of protection for the City includes the structural improvements associated with the EIPs and the remaining flood risk remediation measures identified in the 2016 Alternatives Analysis Report prepared by WSAFCA. WSAFCA developed an Adequate Progress Financial Plan (Financial Plan) that includes an implementation schedule and assumptions for the timing and amount of federal, State, and local funding appropriations required to complete the WSLIP structural improvements by 2025. The revised Financial Plan in the 2017 Annual Adequate Progress Report (AAPR) served as the baseline to benchmark revenue allocations and expenditures for future AAPR. It was assumed that construction of the EIP phase levee improvements of the WSLIP would be completed in 2019 and that the federally-led portion of the West Sacramento Project would be initiated in 2018 and completed in seven years by 2025. The total cost estimate to complete the WSLIP in the 2017 AAPR was \$831.5 million and was estimated assuming that the EIPs cost \$206.5 million and the remaining cost to complete the levee improvements is \$625.0 million.

The original estimated cost to complete the Southport Project was \$203.5 million in the 2016 Adequate Progress Report and was included in the \$239.5 million in estimated EIP project expenses. Bids for the Southport Project were opened in November 2016 and the winning bid was significantly lower than the estimate used in the 2016 Adequate Progress Report. The total cost estimate to construct the Southport Project was revised accordingly to \$170 million in the 2017 AAPR. The total cost estimate to construct the Southport Project is now estimated at \$176.5 million with heavy earthwork scheduled to be completed in 2018. The State-local led project cost is now estimated to cost \$213.0 in the 2018 AAPR as compared to \$206.5 million as estimated in the 2017 AAPR. The total program cost increased from \$831.5 million to \$838.0 million. A revised estimate to complete the WSLIP was prepared to account for the reduction in the Southport Project cost estimate (**Table 1**).



**Table 1: Revised WSLIP Cost Estimate by State-Local Led Project and Federal Led Project**

Levee Reach	State-Local Led Projects [A]	Remaining Federal Project [B]	Advanced Federal Project [C]	WSLIP 200-year [D]
<b>North Basin</b>				
Sac River West North Levee	\$24,800,000	\$87,116,000	\$3,200,000	\$111,916,000
Training Berm	\$0			\$0
Sacramento Bypass	\$11,700,000	\$3,091,000		\$14,791,000
Yolo Bypass	\$0	\$61,078,000		\$61,078,000
Port North Levee	\$0	\$48,425,000		\$48,425,000
Closure Structure				
Stone Lock Structure	\$0	\$2,500,000		\$2,500,000
<b>Sub-Total North Basin</b>	<b>\$36,500,000</b>	<b>\$202,210,000</b>	<b>\$3,200,000</b>	<b>\$238,710,000</b>
<b>South Basin</b>				
Sac River West South Levee	\$176,544,000	\$3,442,000	\$137,400,000	\$179,986,000
Deep Water Ship Channel West	\$0	\$297,577,000		\$297,577,000
Deep Water Ship Channel East	\$0	\$65,055,000		\$65,055,000
Port South Levee	\$0	\$42,498,000		\$42,498,000
South Cross Levee	\$0	\$14,216,000		\$14,216,000
<b>Sub-Total South Basin</b>	<b>\$176,544,000</b>	<b>\$422,788,000</b>	<b>\$137,400,000</b>	<b>\$599,332,000</b>
<b>Total</b>	<b>\$213,044,000</b>	<b>\$624,998,000</b>	<b>\$140,600,000</b>	<b>\$838,042,000</b>
Federal Share of 200-year Project		\$406,248,700	\$140,600,000	\$546,848,700
State Share of 200-year Project [1]	\$165,500,000	\$142,187,045	(\$110,020,000)	\$197,667,045
Local Share of 200-year Project [2]	\$47,544,000	\$76,562,255	(\$30,580,000)	\$93,526,255
<b>Total</b>	<b>\$213,044,000</b>	<b>\$624,998,000</b>		<b>\$838,042,000</b>

**Notes**

[A] State and Local-led Project costs based on actual and projected costs to complete the Southport Project. Identified projects funded by the State under EIP and UFRR programs.

[B] Remaining Federal Project cost estimate based on Wood Rodgers draft 2016 AAR and excludes improvements to the training berm.

[C] Federally Creditable costs based on creditable projected costs through completion of the Southport and I Street Bridge Projects.

[D] 200-year cost estimate based State and Local-led Project and an estimate of the remaining federal project. Total LERRDs costs estimated at \$90.5 million or about 11% of the total program cost.

[1] After accounting for Section 221 credit, the remaining state share for the Federal Project is approximately \$32.2 million (Column B + C).

[2] After accounting for Section 221 credit, the remaining local share for the Federal Project is approximately \$46.0 million (Column B + C).



## 4.2. History of Expenditures

From 2007 through June 2018, WSAFCA, in partnership with the State of California, has expended approximately \$152.2 million, as shown in Cumulative Program Expenditures in **Table 2c**. These expenses supported the planning, design, land acquisition and construction of levee improvements to reduce flood risk to the City. This includes the completion of approximately \$36.6 million for the I Street Bridge, the Rivers, and CHP Academy EIPs, clearly demonstrating a local commitment to funding and implementing critical flood risk reduction projects. It is estimated implementation of the Southport Project will cost \$176.4 million. WSAFCA awarded the Southport Project in November 2016, and it is planned for completion in 2019. In total, WSAFCA and DWR plan to advance \$213.0 million toward the improvement of critical features in the flood protection system as shown in **Table 2c** Total EIP-UFRR Project Expense. Funding was appropriated by the State of California through Proposition 1E Bond funds and locally matched with funds from WSAFCA and a portion of the City's Measure V tax revenue.

The planned expenditures for the federal, State, and local funding for the West Sacramento Federal Project, as presented in the 2016 Adequate Progress Report, are shown in **Table 2a**. The current planned expenditures for the federal, State, and local funding assumed as of July 2017 are shown in **Table 2b**. The current planned expenditures for the federal, State, and local funding assumed as of July 2018 are shown in **Table 2c**. The difference in the planned 200-year project expenditures between tables 2a versus 2b and 2c are associated with the cost estimated adjustments for the Southport project.

Table 2a: WSLIP 200-year Expenditure Assumptions (ULOP Adequate Progress Report, June 2016)

Planned 200-year Program Expenditures	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
EIP-UFRR-FESSRO Project (Local)												\$0
State Share	\$37,102,579	\$10,868,740	\$81,413,703	\$35,430,833	\$4,218,759	\$1,391,982	\$15,725,183	\$4,278,220				\$190,430,000
Local Share	\$31,635,620	\$22,099,547	(\$17,227,141)	\$27,696,940	\$4,683,423	(\$532,859)	(\$15,223,531)	(\$4,134,039)	\$72,041			\$49,070,000
Total EIP-UFRR-FESSRO Project [1]	\$68,738,199	\$32,968,287	\$64,186,562	\$63,127,773	\$8,902,182	\$859,123	\$501,652	\$144,182	\$72,041	\$0	\$0	\$239,500,000
West Sacramento Federal Project	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share				\$2,000,000	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$406,248,700
Federal Credit					\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$94,770,000
State Share				\$1,000,000	\$9,744,878	\$9,744,878	\$9,744,878	\$9,744,878	\$9,744,878	\$9,744,878	\$9,744,878	\$69,214,145
Local Share	\$0	\$0	\$0	\$1,000,000	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,736	\$54,765,155
Sub-Total West Sacramento Federal Project [2]	\$0	\$0	\$0	\$4,000,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,713,999	\$624,998,000
Total - Planned 200-year Program Expenditures	\$68,738,199	\$32,968,287	\$64,186,562	\$67,127,773	\$97,616,182	\$89,573,123	\$89,215,652	\$88,858,182	\$88,786,041	\$88,714,000	\$88,713,999	\$864,498,000
Cumulative - Planned 200-year Program Expenditures	\$68,738,199	\$101,706,486	\$165,893,048	\$233,020,821	\$330,637,003	\$420,210,126	\$509,425,778	\$598,283,960	\$687,070,001	\$775,784,001	\$864,498,000	

Notes:

Negative values represent years in which the State reimbursements exceed WSAFCA contributions.  
Assumes Southport Project Levee Construction is complete in FY 2017-18 and Offset Area Establishment is complete in FY 2021-22  
Congressional authorization in 2016 and Federal appropriations for design in FY 2017-18 with construction/deign appropriations beginning in FY 2019-20.

Table 2b: WSLIP 200-year Actual Expenditures to FY 2016-17 with Revised Projections (Updated Sept. 2017)

Planned 200-year Program Expenditures	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
EIP-UFRR-FESSRO Project (Local)												\$0
State Share	\$37,102,579	\$10,593,004	\$43,260,909	\$51,518,327	\$11,356,324	\$561,192	\$13,022,823	\$243,126	\$0	\$0	\$0	\$167,658,283
Local Share	\$31,629,283	\$18,207,194	(\$30,864,137)	\$2,846,106	\$25,271,371	\$275,664	(\$11,063,406)	\$798,707	\$753,458	\$475,692	\$557,700	\$38,887,633
Total EIP-UFRR-FESSRO Project	\$68,731,862	\$28,800,198	\$12,396,772	\$54,364,433	\$36,627,695	\$836,856	\$1,959,417	\$1,041,833	\$753,458	\$475,692	\$557,700	\$206,545,917
West Sacramento Federal Project	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share					\$2,000,000	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$406,248,700
Federal Credit-State						\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$108,148,000
Federal Credit-WSAFCA						\$5,008,667	\$5,008,667	\$5,008,667	\$5,008,667	\$5,008,667	\$5,008,667	\$30,052,000
State Share					\$1,000,000	\$5,506,500	\$5,506,500	\$5,506,500	\$5,506,500	\$5,506,500	\$5,506,500	\$34,039,000
Local Share					\$1,000,000	\$7,585,050	\$7,585,050	\$7,585,050	\$7,585,050	\$7,585,050	\$7,585,050	\$46,510,300
Sub-Total West Sacramento Federal Project	\$0	\$0	\$0	\$0	\$4,000,000	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$624,998,000
Total - Planned 200-year Program Expenditures	\$68,731,862	\$28,800,198	\$12,396,772	\$54,364,433	\$40,627,695	\$104,336,522	\$105,459,083	\$104,541,500	\$104,253,125	\$103,975,358	\$104,057,367	\$831,543,917
Cumulative - Planned 200-year Program Expenditures	\$68,731,862	\$97,532,060	\$109,928,832	\$164,293,265	\$204,920,961	\$309,257,483	\$414,716,566	\$519,258,066	\$623,511,191	\$727,486,550	\$831,543,917	

Notes:

Negative values represent years in which the State reimbursements exceed WSAFCA contributions.  
Assumes Southport Project Levee Construction is complete in FY 2018-19 and Offset Area Establishment is complete in FY 2021-22  
Congressional authorization in 2016 and Federal appropriations for design in FY 2018-19 with construction/design appropriations beginning in FY 2019-20.

Table 2c: WSLIP 200-year Actual Expenditures to FY 2017-18 with Revised Projections (Updated Sept. 2018)

Planned 200-year Program Expenditures	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
EIP-UFRR Project (Local)												\$0
State Share	\$37,094,990	\$10,593,004	\$16,244,400	\$33,154,615	\$46,495,994	\$5,700,281	\$16,128,748	\$265,228	\$287,331	\$243,126	\$265,228	\$166,472,946
Local Share	\$31,636,873	\$18,207,194	(\$2,235,951)	\$7,485,581	\$2,339,643	\$538,579	(\$14,452,851)	\$870,746	\$943,308	\$711,922	\$526,012	\$46,571,055
Total EIP-UFRR Project	\$68,731,862	\$28,800,198	\$14,008,449	\$40,640,197	\$48,835,637	\$6,238,860	\$1,675,896	\$1,135,974	\$1,230,639	\$955,048	\$791,240	\$213,044,000
West Sacramento Federal Project	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share					\$2,000,000	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$406,248,700
Federal Credit-State						\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$110,020,000
Federal Credit-WSAFCA						\$5,096,667	\$5,096,667	\$5,096,667	\$5,096,667	\$5,096,667	\$5,096,667	\$30,580,000
State Share					\$1,000,000	\$5,194,500	\$5,194,500	\$5,194,500	\$5,194,500	\$5,194,500	\$5,194,500	\$32,167,000
Local Share					\$1,000,000	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$45,982,300
Sub-Total West Sacramento Federal Project	\$0	\$0	\$0	\$0	\$4,000,000	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$624,998,000
Total - Planned 200-year Program Expenditures	\$68,731,862	\$28,800,198	\$14,008,449	\$40,640,197	\$52,835,637	\$109,738,527	\$105,175,563	\$104,635,641	\$104,730,305	\$104,454,715	\$104,290,907	\$838,042,000
Cumulative - Planned 200-year Program Expenditures	\$68,731,862	\$97,532,060	\$111,540,509	\$152,180,706	\$205,016,343	\$314,754,869	\$419,930,432	\$524,566,073	\$629,296,378	\$733,751,093	\$838,042,000	

**Notes:**  
Negative values represent years in which the State reimbursements exceed WSAFCA contributions.  
Assumes Southport Project Levee Construction is complete in FY 2018-19 and Offset Area Establishment is complete in FY 2021-22  
Congressional authorization in 2016 and Federal appropriations for design in FY 2018-19 with construction appropriations beginning in FY 2019-20.

### **4.3. Cash Flow Model**

A cash flow model and finance plan were prepared to demonstrate that the City has a plan to secure necessary local, State, and federal funding required to achieve a 200-year level of protection by 2025. The WSAFCA cash flow model assuming the planned revenue and expenses for the WSLIP, including locally-led and federal project expenditures, presented in the 2016 Adequate Progress Report, is shown in **Table 3a**. The 2017 AAPR cash flow model as modified to reflect a reduction in the cost and timing for Southport project and a delay in federal appropriations is shown in **Table 3b**. The current cash flow model as modified to reflect an increased cost for Southport project of \$176.4 million as shown in **Table 3c**, U5: Total Capital Project Funding Uses.

The local property assessments have supported the issuance of bonds in 2008, 2011, and 2015 totaling \$41.2 million. In addition to bond proceeds, WSAFCA has secured \$4.5 million from the City in Measure V tax revenue, with Authorization from the City Council for an additional \$5.5 million, for a total of \$10 million. WSAFCA also receives “Pay-Go” funding from the annual land-based assessment that is not obligated to pay for debt service, operation and maintenance (O&M) contributions, and operation and administration of the WSAFCA Joint Powers Authority (JPA).

Table 3a: WSAFCA Cash Flow Model (ULOP Adequate Progress Report, June 2016)

Annual Planning Level Cash Flow Model	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
U1: Fund Balance (Beginning of Period)		\$18,265,852	\$273,491	\$18,758,372	\$6,274,169	\$383,874	\$265,195	\$8,433,499	\$5,598,728	\$653,378	\$480,845	
U2: Local Funding Sources (Revenue)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Special Tax/Assessment	\$36,746,327	\$4,832,585	\$4,859,825	\$4,957,021	\$5,056,162	\$5,157,285	\$5,260,430	\$5,365,639	\$5,472,952	\$5,582,411	\$5,694,059	\$88,984,696
2008 Bond Proceeds	\$9,187,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,187,418
2011 Bond Proceeds	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000
2015 Bond Proceeds	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000
2016 Bond Proceeds	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
State Funding EIP-UFRR	\$37,102,579	\$10,868,740	\$81,413,703	\$35,430,833	\$4,218,759	\$1,391,982	\$15,725,183	\$4,278,220	\$0	\$0	\$0	\$190,430,000
RFMP Reimbursements	\$1,717,873	\$290,480	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,358,353
Other Local Funding (New Assessment Bond, In-Lieu Fee, etc.)	\$0	\$0	\$0	\$0	\$6,000,000	\$6,500,000		\$0	\$2,000,000	\$6,500,000	\$6,100,000	\$27,100,000
Measure V	\$0	\$4,500,000	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
Sub Total Local Funding Sources	\$116,754,197	\$20,491,805	\$86,623,528	\$55,887,854	\$15,274,920	\$13,049,267	\$20,985,614	\$9,643,859	\$7,472,952	\$12,082,411	\$11,794,059	\$370,060,466
U3: Total Cash Available (Before Cash Out) [U1 + U2]	\$116,754,197	\$38,757,657	\$86,897,019	\$74,646,226	\$21,549,089	\$13,433,141	\$21,250,809	\$18,077,358	\$13,071,680	\$12,735,789	\$12,274,904	
U4: JPA Operation Costs (GO&A-O&M)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
General Overhead and Administrative Expenses	\$5,392,773	\$977,274	\$703,829	\$703,829	\$703,829	\$703,829	\$703,829	\$703,829	\$703,829	\$598,800	\$598,800	\$12,494,450
2008 Debt Service	\$4,752,765	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,752,765
2011 Debt Service	\$3,210,774	\$882,250	\$881,344	\$880,325	\$878,850	\$881,494	\$875,325	\$875,450	\$874,825	\$878,325	\$875,950	\$11,994,911
2015 Debt Service	\$0	\$2,419,501	\$1,458,463	\$1,674,238	\$1,674,238	\$1,671,538	\$1,670,788	\$1,671,663	\$1,671,288	\$1,664,788	\$1,667,038	\$17,243,539
2016 Debt Service	\$0	\$0	\$0	\$232,426	\$556,844	\$587,319	\$585,394	\$587,194	\$583,694	\$583,769	\$582,269	\$4,298,907
O&M Transfers (RD 900, RD 537 & COWS)	\$5,071,335	\$764,203	\$738,693	\$753,467	\$768,537	\$783,907	\$799,585	\$815,577	\$831,889	\$848,526	\$865,497	\$13,041,216
Subtotal JPA Operation Costs (GO&A-O&M)	\$18,427,646	\$5,043,228	\$3,782,329	\$4,244,284	\$4,582,297	\$4,628,086	\$4,634,921	\$4,653,712	\$4,665,524	\$4,574,208	\$4,589,553	\$63,825,788
U5: Capital Improvement Projects Funding Uses	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
North Area Projects	\$35,570,381	\$429,619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000,000
Southport Project	\$33,167,818	\$32,538,668	\$64,186,562	\$63,127,773	\$8,902,182	\$859,123	\$501,652	\$144,182	\$72,041	\$0	\$0	\$203,500,000
Other Planning Efforts	\$11,322,500	\$472,652	\$169,756	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,964,908
Local Share of Federal Project	\$0	\$0	\$0	\$1,000,000	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,737	\$7,680,736	\$54,765,155
Subtotal Capital Improvement Projects	\$80,060,699	\$33,440,938	\$64,356,318	\$64,127,773	\$16,582,919	\$8,539,859	\$8,182,389	\$7,824,918	\$7,752,777	\$7,680,737	\$7,680,736	\$306,230,063
U6: Total Cash Paid Out [U4 + U5]	\$98,488,345	\$38,484,166	\$68,138,647	\$68,372,057	\$21,165,215	\$13,167,946	\$12,817,309	\$12,478,630	\$12,418,301	\$12,254,944	\$12,270,289	\$370,055,851
U7: End Cash Position [U3 - U4]	\$18,265,852	\$273,491	\$18,758,372	\$6,274,169	\$383,874	\$265,195	\$8,433,499	\$5,598,728	\$653,378	\$480,845	\$4,615	\$4,615

Table 3b: WSAFCA Cash Flow Model (Updated Sept. 2017)

Annual Planning Level Cash Flow Model	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
U1: Fund Balance (Beginning of Period)		\$18,272,188	\$3,904,999	\$35,714,893	\$32,503,371	\$6,635,131	\$373,316	\$4,996,200	\$25,742,644	\$17,576,674	\$9,770,757	
U2: Local Funding Sources (Revenue)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Special Tax/Assessment	\$36,746,327	\$4,967,888	\$4,776,241	\$4,815,700	\$4,912,014	\$5,010,255	\$5,110,460	\$5,212,669	\$5,316,922	\$5,423,261	\$5,531,726	\$87,823,463
2008 Bond Proceeds	\$9,187,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,187,418
2011 Bond Proceeds	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000
2015 Bond Proceeds	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000
State Funding EIP-UFRR	\$37,102,579	\$10,593,004	\$43,260,909	\$47,377,085	\$11,356,324	\$561,192	\$13,022,823	\$243,126	\$0	\$0	\$0	\$163,517,041
RFMP Reimbursements	\$1,717,873	\$140,480	\$7,787	\$550,000	\$283,860	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
Other Local Funding (New Assessment Bond, In-Lieu Fee, etc.)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,000,000	\$0	\$0	\$0	\$29,000,000
Measure V	\$0	\$4,500,000	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
Sub Total Local Funding Sources	\$116,754,197	\$20,201,372	\$48,044,937	\$58,242,785	\$16,552,198	\$5,571,447	\$18,133,282	\$34,455,795	\$5,316,922	\$5,423,261	\$5,531,726	\$334,227,922
U3: Total Cash Available (Before Cash Out) [U1 + U2]	\$116,754,197	\$38,473,560	\$51,949,937	\$93,957,679	\$49,055,569	\$12,206,578	\$18,506,598	\$39,451,995	\$31,059,566	\$22,999,934	\$15,302,483	
U4: JPA Operation Costs (GO&A-O&M)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
General Overhead and Administrative Expenses	\$5,392,773	\$2,114,093	\$636,740	\$700,278	\$843,029	\$843,029	\$843,029	\$843,029	\$948,058	\$843,029	\$843,029	\$14,850,116
2008 Debt Service	\$4,752,765	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,752,765
2011 Debt Service	\$3,210,774	\$882,250	\$883,344	\$880,325	\$878,850	\$881,494	\$875,325	\$875,450	\$874,825	\$878,325	\$875,950	\$11,996,911
2015 Debt Service	\$0	\$1,786,307	\$1,129,764	\$1,674,238	\$1,674,238	\$1,671,538	\$1,670,788	\$1,671,663	\$1,671,288	\$1,664,788	\$1,667,038	\$16,281,646
O&M Transfers (RD 900, RD 537 & COWS)	\$5,071,335	\$458,685	\$909,633	\$731,986	\$746,626	\$761,559	\$776,790	\$792,326	\$808,172	\$824,336	\$840,822	\$12,722,270
Repair, Replacement and Rehabilitation	\$0	\$0	\$0	\$2,000,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$8,300,000
SMARA Reserve Funding	\$0	\$0	\$0	\$1,100,000	\$0	\$0	(\$1,100,000)	\$0	\$0	\$0	\$0	\$0
Subtotal JPA Operation Costs (GO&A-O&M)	\$18,427,646	\$5,241,335	\$3,559,481	\$7,086,827	\$5,042,743	\$5,057,619	\$3,965,931	\$5,082,467	\$5,202,343	\$5,110,477	\$5,126,839	\$68,903,708
U5: Capital Improvement Projects Funding Uses	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
North Area Projects	\$35,904,790	\$509,036	\$131,660	\$430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,545,916
Southport Project	\$32,827,073	\$28,291,162	\$12,265,111	\$54,364,003	\$36,627,695	\$836,856	\$1,959,417	\$1,041,833	\$695,500	\$533,650	\$557,700	\$170,000,000
Other Planning Efforts	\$11,322,500	\$527,028	\$278,791	\$3,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,131,366
Local Share of Federal Project	\$0	\$0	\$0	\$0	\$750,000	\$5,938,788	\$7,585,050	\$7,585,050	\$7,585,050	\$7,585,050	\$9,481,313	\$46,510,301
Subtotal Capital Improvement Projects	\$80,054,363	\$29,327,226	\$12,675,563	\$54,367,481	\$37,377,695	\$6,775,643	\$9,544,467	\$8,626,883	\$8,280,550	\$8,118,700	\$10,039,013	\$265,187,583
U6: Total Cash Paid Out [U4 + U5]	\$98,482,009	\$34,568,561	\$16,235,043	\$61,454,308	\$42,420,438	\$11,833,262	\$13,510,398	\$13,709,351	\$13,482,893	\$13,229,177	\$15,165,852	\$334,091,291
U7: End Cash Position [U3 - U4]	\$18,272,188	\$3,904,999	\$35,714,893	\$32,503,371	\$6,635,131	\$373,316	\$4,996,200	\$25,742,644	\$17,576,674	\$9,770,757	\$136,631	\$136,631

Table 3c: WSAFCA Cash Flow Model (Updated Sept. 2018)

Annual Planning Level Cash Flow Model	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
U1: Fund Balance (Beginning of Period)		\$18,264,599	\$3,897,410	\$7,187,547	\$689,256	\$4,173,395	\$1,126,917	\$9,199,347	\$933,296	\$15,673,155	\$7,652,694	
U2: Local Funding Sources (Revenue)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Special Tax/Assessment	\$36,746,327	\$4,967,888	\$4,776,241	\$4,902,991	\$4,880,927	\$4,977,999	\$5,077,559	\$5,179,110	\$5,282,693	\$5,388,346	\$5,496,113	\$87,676,195
2008 Bond Proceeds	\$9,187,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,187,418
2011 Bond Proceeds	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000
2015 Bond Proceeds	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000
State Funding EIP-UFRR	\$37,094,990	\$10,593,004	\$16,244,400	\$33,154,615	\$46,495,994	\$5,700,281	\$16,128,748	\$265,228	\$287,331	\$243,126	\$265,228	\$166,472,946
RFMP Reimbursements	\$1,717,873	\$140,480	\$7,787	\$169,992	\$550,000	\$63,868	\$0	\$0	\$0	\$0	\$0	\$2,650,000
Other Local Funding (New Assessment Bond, In-Lieu Fee, etc.)	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$23,000,000	\$0	\$0	\$28,000,000
Measure V	\$0	\$4,500,000	\$0	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
Sub Total Local Funding Sources	\$116,746,608	\$20,201,372	\$21,028,428	\$38,227,599	\$57,426,921	\$15,742,149	\$21,206,307	\$5,444,339	\$28,570,023	\$5,631,472	\$5,761,342	\$335,986,559
U3: Total Cash Available (Before Cash Out) [U1 + U2]	\$116,746,608	\$38,465,971	\$24,925,838	\$45,415,146	\$58,116,177	\$19,915,544	\$22,333,224	\$14,643,686	\$29,503,319	\$21,304,627	\$13,414,036	
U4: JPA Operation Costs (GO&A-O&M)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
General Overhead and Administrative Expenses	\$5,392,773	\$2,114,093	\$528,311	\$192,074	\$758,294	\$843,029	\$843,029	\$843,029	\$948,058	\$843,029	\$843,029	\$14,148,748
2008 Debt Service	\$4,752,765	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,752,765
2011 Debt Service	\$3,210,774	\$882,250	\$883,344	\$303,644	\$878,850	\$881,494	\$875,325	\$875,450	\$874,825	\$878,325	\$875,950	\$11,420,230
2015 Debt Service	\$0	\$1,786,307	\$1,129,764	\$1,290,571	\$1,674,238	\$1,671,538	\$1,670,788	\$1,671,663	\$1,671,288	\$1,664,788	\$1,667,038	\$15,897,980
O&M Transfers (RD 900, RD 537 & COWS)	\$5,071,335	\$458,685	\$909,633	\$750,952	\$741,819	\$756,656	\$771,789	\$787,225	\$802,969	\$819,029	\$835,409	\$12,705,501
Repair, Replacement and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$5,400,000
SMARA Reserve Funding	\$0	\$0	\$0	\$1,100,000	\$0	\$0	(\$1,100,000)	\$0	\$0	\$0	\$0	\$0
Subtotal JPA Operation Costs (GO&A-O&M)	\$18,427,646	\$5,241,335	\$3,451,052	\$3,637,241	\$4,053,201	\$5,052,716	\$3,960,931	\$5,077,366	\$5,197,140	\$5,105,170	\$5,121,426	\$64,325,224
U5: Capital Improvement Projects Funding Uses	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
North Area Projects	\$35,904,790	\$509,036	\$131,660	\$68,703	\$69	\$0	\$0	\$0	\$0	\$0	\$0	\$36,614,258
Southport Project	\$32,827,073	\$28,291,162	\$13,876,788	\$40,571,494	\$48,835,568	\$6,238,860	\$1,675,896	\$1,135,974	\$1,135,974	\$1,049,713	\$790,929	\$176,429,431
Other Planning Efforts	\$11,322,500	\$527,028	\$278,791	\$448,452	\$53,944	\$0	\$0	\$0	\$0	\$0	\$0	\$12,630,715
Local Share of Federal Project	\$0	\$0	\$0	\$0	\$1,000,000	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$7,497,050	\$45,982,300
Subtotal Capital Improvement Projects	\$80,054,363	\$29,327,226	\$14,287,239	\$41,088,649	\$49,889,581	\$13,735,910	\$9,172,946	\$8,633,024	\$8,633,024	\$8,546,763	\$8,287,979	\$271,656,704
U6: Total Cash Paid Out [U4 + U5]	\$98,482,009	\$34,568,561	\$17,738,291	\$44,725,890	\$53,942,782	\$18,788,626	\$13,133,877	\$13,710,390	\$13,830,164	\$13,651,933	\$13,409,405	\$335,981,928
U7: End Cash Position [U3 - U4]	\$18,264,599	\$3,897,410	\$7,187,547	\$689,256	\$4,173,395	\$1,126,917	\$9,199,347	\$933,296	\$15,673,155	\$7,652,694	\$4,631	\$4,631



#### 4.4. Revenue and Expenditures

California Government Code Section 65007 (A) defines the requirements to demonstrate annual progress toward achieving a 200-year level of protection. Section (2) (A) states, *“Revenues that are sufficient to fund each year of the project schedule developed in paragraph (1) have been identified and, in any given year and consistent with that schedule, at least 90 percent of the revenues scheduled to be received by that year have been appropriated and are currently being expended.”* The projected revenue and expenditures for both locally-led and federal project as presented in the 2016 Adequate Progress Report are shown in **Table 4a**. The projected federal, State, and local revenues and expenditures for State/WSAFCA fiscal year 2016-17 from the 2017 AAPR are shown in **Table 4b**. The actual federal, State, and local revenues and expenditures for State/WSAFCA fiscal year 2017-18 are shown in **Table 4c**. These tables reflect changes in the total Southport Project cost. Tables 4a, 4b and 4c include local expenditures for operations, maintenance and capital projects that are being advanced, but not directly related to the 200-year project.

Table 4a: WSLIP 200-year planned revenue and expenditures (ULOP Adequate Progress Report, June 2016)

Summary of federal, State and Local Revenue	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share	\$0	\$0	\$0	\$2,000,000	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$57,749,814	\$406,248,700
Federal Credit	\$0	\$0	\$0	\$0	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$13,538,571	\$94,770,000
State Share	\$37,102,579	\$10,868,740	\$81,413,703	\$36,430,833	\$13,963,637	\$11,136,860	\$25,470,061	\$14,023,098	\$9,744,878	\$9,744,878	\$9,744,878	\$259,644,145
Local Share	\$77,933,745	\$9,332,585	\$4,859,825	\$20,457,021	\$11,056,162	\$11,657,285	\$5,260,430	\$5,365,639	\$7,472,952	\$12,082,411	\$11,794,059	\$177,272,114
Subtotal Capital federal, State and Local Funding	\$115,036,324	\$20,201,325	\$86,273,528	\$58,887,854	\$96,308,184	\$94,082,530	\$102,018,877	\$90,677,123	\$88,506,215	\$93,115,674	\$92,827,323	\$937,934,959
Cumulative Revenue	\$115,036,324	\$135,237,649	\$221,511,177	\$280,399,032	\$376,707,216	\$470,789,746	\$572,808,623	\$663,485,746	\$751,991,961	\$845,107,636	\$937,934,959	
Planned Expenditures (Excludes WSAFCA GO&A)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Capital Improvement Projects	\$80,060,699	\$33,440,938	\$64,356,318	\$64,127,773	\$16,582,919	\$8,539,859	\$8,182,389	\$7,824,918	\$7,752,777	\$7,680,737	\$7,680,736	\$306,230,063
Federal Project	\$0	\$0	\$0	\$4,000,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,714,000	\$88,713,999	\$624,998,000
Subtotal Planned Expenditures	\$80,060,699	\$33,440,938	\$64,356,318	\$68,127,773	\$105,296,919	\$97,253,860	\$96,896,389	\$96,538,918	\$96,466,777	\$96,394,737	\$96,394,735	\$931,228,063
Cumulative Expenditures	\$80,060,699	\$113,501,637	\$177,857,956	\$245,985,729	\$351,282,647	\$448,536,507	\$545,432,896	\$641,971,814	\$738,438,591	\$834,833,328	\$931,228,063	

Table 4b: WSLIP 200-year actual FY 2016-17 revenue/expenditures and revised projections (Updated Sept. 2017)

Summary of federal, State and Local Funding	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share	\$0	\$0	\$0	\$0	\$2,000,000	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$406,248,700
Federal Credit	\$0	\$0	\$0	\$0	\$0	\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$18,024,667	\$108,148,000
State Share	\$37,102,579	\$10,593,004	\$43,260,909	\$47,377,085	\$12,356,324	\$6,067,692	\$18,529,323	\$5,749,626	\$5,506,500	\$5,506,500	\$5,506,500	\$197,556,041
Local Share	\$77,933,745	\$9,467,888	\$4,776,241	\$10,315,700	\$4,912,014	\$5,010,255	\$5,110,460	\$34,212,669	\$5,316,922	\$5,423,261	\$5,531,726	\$168,010,881
Subtotal Capital federal, State and Local Funding	\$115,036,324	\$20,060,892	\$48,037,150	\$57,692,785	\$19,268,338	\$96,477,397	\$109,039,232	\$125,361,745	\$96,222,872	\$96,329,211	\$96,437,676	\$879,963,622
Cumulative Revenue	\$115,036,324	\$135,097,216	\$183,134,366	\$240,827,152	\$260,095,490	\$356,572,886	\$465,612,119	\$590,973,864	\$687,196,736	\$783,525,947	\$879,963,622	
Planned Expenditures (Excludes WSAFCA GO&A)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Capital Improvement Projects	\$80,054,363	\$29,327,226	\$12,675,563	\$54,367,481	\$37,377,695	\$6,775,643	\$9,544,467	\$8,626,883	\$8,280,550	\$8,118,700	\$10,039,013	\$265,187,583
Federal Project	\$0	\$0	\$0	\$0	\$4,000,000	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$624,998,000
Subtotal Planned Expenditures	\$80,054,363	\$29,327,226	\$12,675,563	\$54,367,481	\$41,377,695	\$110,275,310	\$113,044,133	\$112,126,550	\$111,780,217	\$111,618,367	\$113,538,680	\$890,185,583
Cumulative Expenditures	\$80,054,363	\$109,381,588	\$122,057,151	\$176,424,632	\$217,802,327	\$328,077,637	\$441,121,770	\$553,248,320	\$665,028,537	\$776,646,904	\$890,185,583	

Table 4c: WSLIP 200-year actual FY 2017-18 revenue/expenditures and revised projections (Updated Sept. 2018)

Summary of federal, State and Local Funding	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Federal Share	\$0	\$0	\$0	\$0	\$2,000,000	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$67,374,783	\$406,248,700
Federal Credit	\$0	\$0	\$0	\$0	\$0	\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$18,336,667	\$110,020,000
State Share [1]	\$37,094,990	\$10,593,004	\$16,244,400	\$33,154,615	\$47,495,994	\$10,894,781	\$21,323,248	\$5,459,728	\$5,481,831	\$5,437,626	\$5,459,728	\$198,639,946
Local Share [1]	\$77,933,745	\$9,467,888	\$4,776,241	\$4,902,991	\$10,380,927	\$9,977,999	\$5,077,559	\$5,179,110	\$28,282,693	\$5,388,346	\$5,496,113	\$166,863,613
Subtotal Capital federal, State and Local Funding	\$115,028,735	\$20,060,892	\$21,020,641	\$38,057,606	\$59,876,921	\$106,584,231	\$112,112,257	\$96,350,289	\$119,475,973	\$96,537,422	\$96,667,292	\$881,772,259
Cumulative Revenue	\$115,028,735	\$135,089,627	\$156,110,268	\$194,167,874	\$254,044,795	\$360,629,026	\$472,741,283	\$569,091,571	\$688,567,545	\$785,104,967	\$881,772,259	
Planned Expenditures (Excludes WSAFCA GO&A)	2006-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Capital Improvement Projects [1]	\$80,054,363	\$29,327,226	\$14,287,239	\$41,088,649	\$49,889,581	\$13,735,910	\$9,172,946	\$8,633,024	\$8,633,024	\$8,546,763	\$8,287,979	\$271,656,704
Federal Project	\$0	\$0	\$0	\$0	\$4,000,000	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$103,499,667	\$624,998,000
Subtotal Planned Expenditures	\$80,054,363	\$29,327,226	\$14,287,239	\$41,088,649	\$53,889,581	\$117,235,577	\$112,672,613	\$112,132,691	\$112,132,691	\$112,046,430	\$111,787,646	\$896,654,704
Cumulative Expenditures	\$80,054,363	\$109,381,588	\$123,668,828	\$164,757,477	\$218,647,058	\$335,882,634	\$448,555,247	\$560,687,938	\$672,820,629	\$784,867,058	\$896,654,704	

Notes:  
[1] Includes costs to construction CHP Academy, the Rivers and I Street Bridge projects.

#### 4.5. History of Appropriations

The local property assessments have supported the issuance of bonds in 2008, 2011, and 2015 totaling \$41.2 million. In addition to bond proceeds, WSAFCA has secured \$4.5 million from the City in Measure V tax revenue. The State of California has provided approximately \$97.1 million of the \$185 million in State funding appropriated to the WSLIP.

WSAFCA has secured approximately 140% of the appropriations for planned expenditures through Fiscal Year 17-18. The State and WSAFCA have respectively appropriated approximately 130% and 209% of funding to cover planned expenditures through Fiscal Year 17-18 as compared to the 2017 AAPR. The State and WSAFCA have appropriated approximately 28% of the estimated cost of the 200-year project based on the revised total project cost of \$838.0 million. The \$838.0 million project cost is based on the revised estimate to complete the Southport project. The State and WSAFCA have respectively appropriated approximately 94% and 49% of the funding required to achieve a 200-year level of protection.

**Table 5:** Status of Appropriations

Summary of federal, State and Local Funding	Total Appropriations A	Planned Expenses [1] B	% Appropriated vs. Planned Exp. C = B/A	WSLIP 200-Year D	% Appropriated 200-year Project E = A/D
Federal	\$0.0	\$0.0	N/A	\$546.8	N/A
State Share [1]	\$185.0	\$142.5	130%	\$197.7	94%
WSAFCA/City of West Sacramento	\$45.7	\$21.8	209%	\$93.5	49%
<b>Totals</b>	<b>\$230.7</b>	<b>\$164.3</b>	<b>140%</b>	<b>\$838.0</b>	<b>28%</b>

**Notes:**

[1] Planned expenses are the cumulative expenses through Fiscal Year 2017-18 reported in the September 2017 Annual Adequate Progress Report.

#### 4.6. Actual vs. Planned Expenditures

**Table 6** shows the percent of actual versus planned expenditures for the State/WSAFCA fiscal year 2017-18. The percent of actual versus planned expenditures is lower due to slower than expected expenditures for the Southport project. However, levee construction is still on schedule to be completed in 2018.

**Table 6:** Percent of actual versus planned expenditures for Fiscal Year 2017-18 in 2017 AAPR

Summary of federal, State and Local Funding	2006-15	2015-16	2016-17	2017-18
Federal Share				
Federal Credit				
State Share	100%	100%	38%	70%
Local Share	100%	100%	100%	48%
<b>Subtotal Capital federal, State and Local Funding</b>	<b>100%</b>	<b>100%</b>	<b>44%</b>	<b>66%</b>
<b>Cumulative Revenue</b>	<b>100%</b>	<b>100%</b>	<b>85%</b>	<b>81%</b>

**Notes:**

[\*] Percentages calculated from values in Table 4b (2017 AAPR) for planned expenditures and Table 4c (2018 AAPR) for actual expenditures.

#### 4.7. Advancement of Critical Features

WSAFCA has demonstrated its ability to advance critical features of the WSLIP. The following critical features have been advanced by WSAFCA in partnership with DWR, the CVFPB and the USACE.

1. Early Implementation Projects – WSAFCA, in a close technical and financial partnership with DWR, has engaged in levee improvements at four project sites including: (a) I-Street Bridge – construction completed in 2008; (b) CHP Academy – construction completed in 2012; (c) The Rivers – construction completed in 2012; and (4) Southport – levee construction contract was awarded in November 2016 and construction initiated in June 2017 [Figure 3].
2. Sacramento River Bank Protection Project (RM 57.2 Setback Levee) – USACE, through the Sacramento River Bank Protection Project, setback approximately 2,000 feet of levee in lieu of placing rock protection on the existing riverbank. The project was completed in 2015 [Figure 3].
3. West Sacramento Project Repairs – USACE, under the West Sacramento Project authority, repaired two locations along the Yolo Bypass Levee. These projects were completed in 2009 and 2012 [Figure 3].
4. West Sacramento General Reevaluation Report (GRR) – USACE, in partnership with WSAFCA and the CVFPB, conducted a general reevaluation of the City of West Sacramento levee system and determined a Federal interest in approximately \$1.2 billion in flood risk reduction measures. WSAFCA executed a Section 221 Memorandum of Understanding (MOU) with the USACE on July 23, 2014, allowing WSAFCA to credit most of the expenditures on the Southport Project against future implementation of the GRR. The Chief of Engineer's Report was signed on April 26, 2016. Congress authorized the West Sacramento Project in the Water Infrastructure Improvements for the Nation (WIIN) Act in December 2016. WSAFCA has initiated the pursuit of federal appropriations to support Pre-Construction Engineering and Design (PED) activities as well as execution of a Design Agreement with USACE and the CVFPB. The execution of PED activities allows the project to

progress while working to secure the “New Start” designation from the Office of Budget and Management necessary to receive federal appropriations for construction.

5. South Cross Levee – USACE conditionally approved a request by WSAFCA to include this non-SPFC facility in the PL 84-99 Rehabilitation Program as a non-Federal Flood Work. Approval creates opportunity for federal emergency response and rehabilitation assistance. Conditional approval was received in April 2016 [Figure 3].
6. Hydraulic Separation of West Sacramento Levee System – USACE approved a request to redefine the West Sacramento - Sac Yolo South Levee System by dividing it at the South Cross Levee based on an analysis of hydraulic separation commissioned by WSAFCA. Approval removes several miles of levee along the Sacramento River south of the city limit from the West Sacramento levee system. It also means that future federal eligibility determinations (levee inspections) will be based solely on levees protection the City and not the expansive rural levee system to the south. Approval was received in April 2016.
7. West Sacramento Systemwide Improvement Framework – WSAFCA submitted a Letter of Intent (LOI) to prepare a Systemwide Improvement Framework (SWIF) to the USACE that was approved on April 18, 2018. The levee system protecting the City is now eligible for Public Law (PL) 84-99 federal rehabilitation assistance for a period of two-years from the date of the original LOI approval. WSAFCA plans to development a SWIF and facilitate coordination between Reclamation District (RD) 900, RD 537, and DWR to ensure the SWIF meets all affected agencies objectives.

#### **4.8. Delays**

Due to the severe wet weather season and associated high river and ground water levels in 2017, construction of the Southport project was initiated in June 2017 instead of April 2017. Production during the 2017 construction season was also slower than originally projected which delayed planned expenditures. The minor delay in implementation influence both the total estimated program cost and the timing and magnitude of the amount of assumed State revenue in this AAPR as compared to previous reports.

The 2016 Annual Progress Report assumed that federal funding for execution of a Project Partnership Agreement and design activities would be secured in Fiscal Year 2016-17. The West Sacramento Project has not been included in the President’s Budget or the Emergency Supplemental Budget for federal Fiscal Year 2018. WSAFCA is working to secure federal appropriations as part of the 2018 Work Plan. This resulted in a one-year delay in federal project implementation. The current plan to achieve a 200-year level of protection assumes that federal appropriations required to complete the project will be secured over a seven-year timeframe.

## 5.0 CONCLUSIONS

This report demonstrates WSAFCA's continued adequate progress on critical features of the flood protection system to bring the West Sacramento levee system to a 200-year level of flood protection as compared to the plan included in the 2017 AAPR.

Since publication of the 2017 AAPR, WSAFCA has advanced the Southport Project on schedule and has received authorization of the West Sacramento GRR in the 2016 WIIN Act. Successful completion of the WSLIP by 2025 will rely on the ability to secure planned federal, State, and local appropriations necessary to construct the remaining critical flood risk reduction features. WSAFCA will need to partner closely with the State and the USACE to ensure that the project can be implemented before 2025.

The local funding appropriated to date is above 100% of the planned expenditures through Fiscal Year 2017-18. Revenues and expenditures planned in the 2019 AAPR will be revised based on actual costs of the Southport Project. The next Adequate Progress Annual Report will rely on the revised planned expenditures, cash flow model, and planned appropriations present in the 2018 AAPR as the base line for demonstrating that the City is making adequate progress toward providing a minimum 200-year level of flood protection.



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## 7.0 DOCUMENT PREPARERS

The following agencies and individuals contributed to the preparation of this plan:

West Sacramento Area Flood Control Agency:

Kenric Jameson	General Manager
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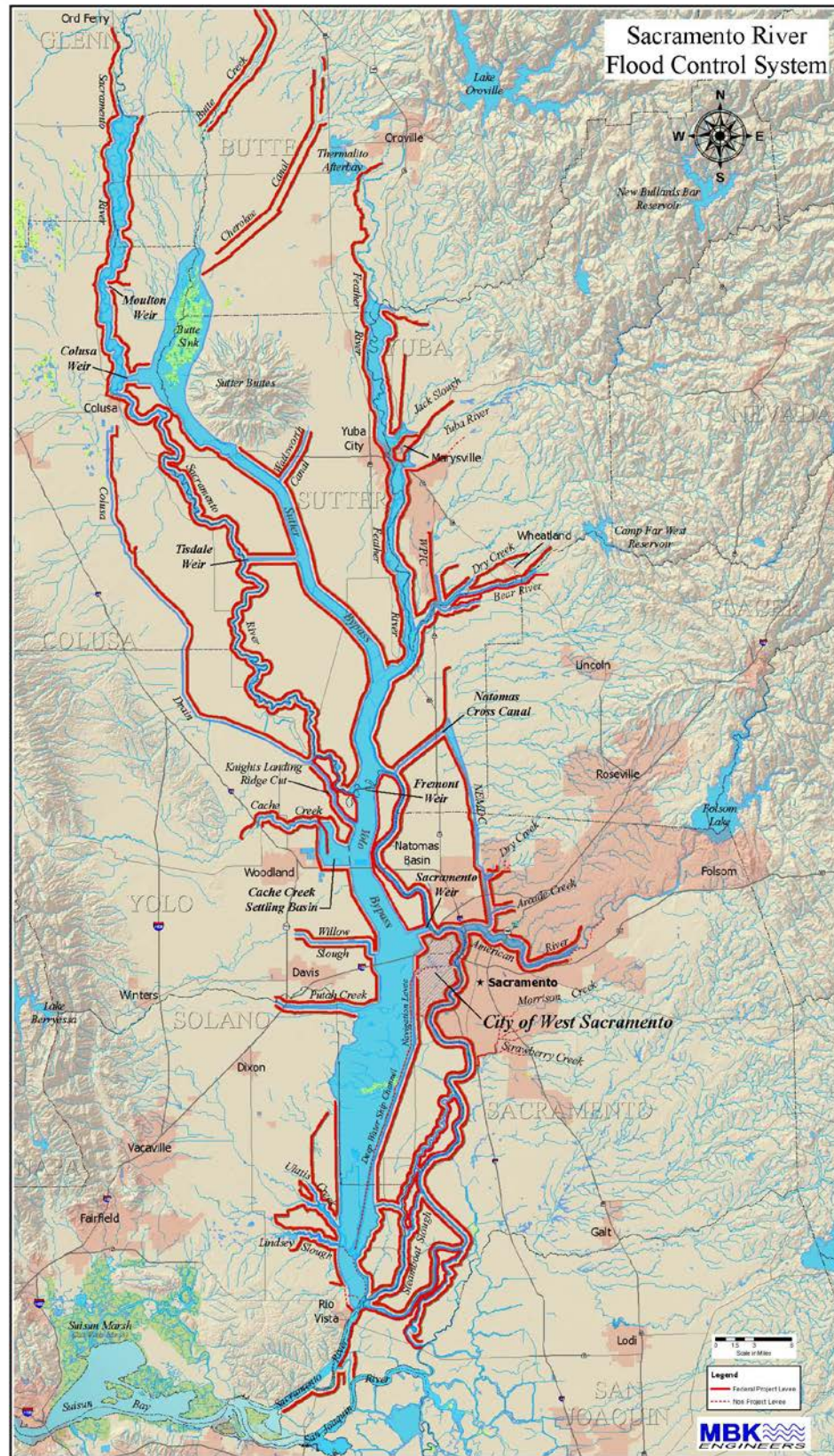
City of West Sacramento:

Charline Hamilton	Director, Community Development
Greg Fabun	Flood Program Manager, Community Development
David Tilley	Principal Planner, Community Development

Consultants:

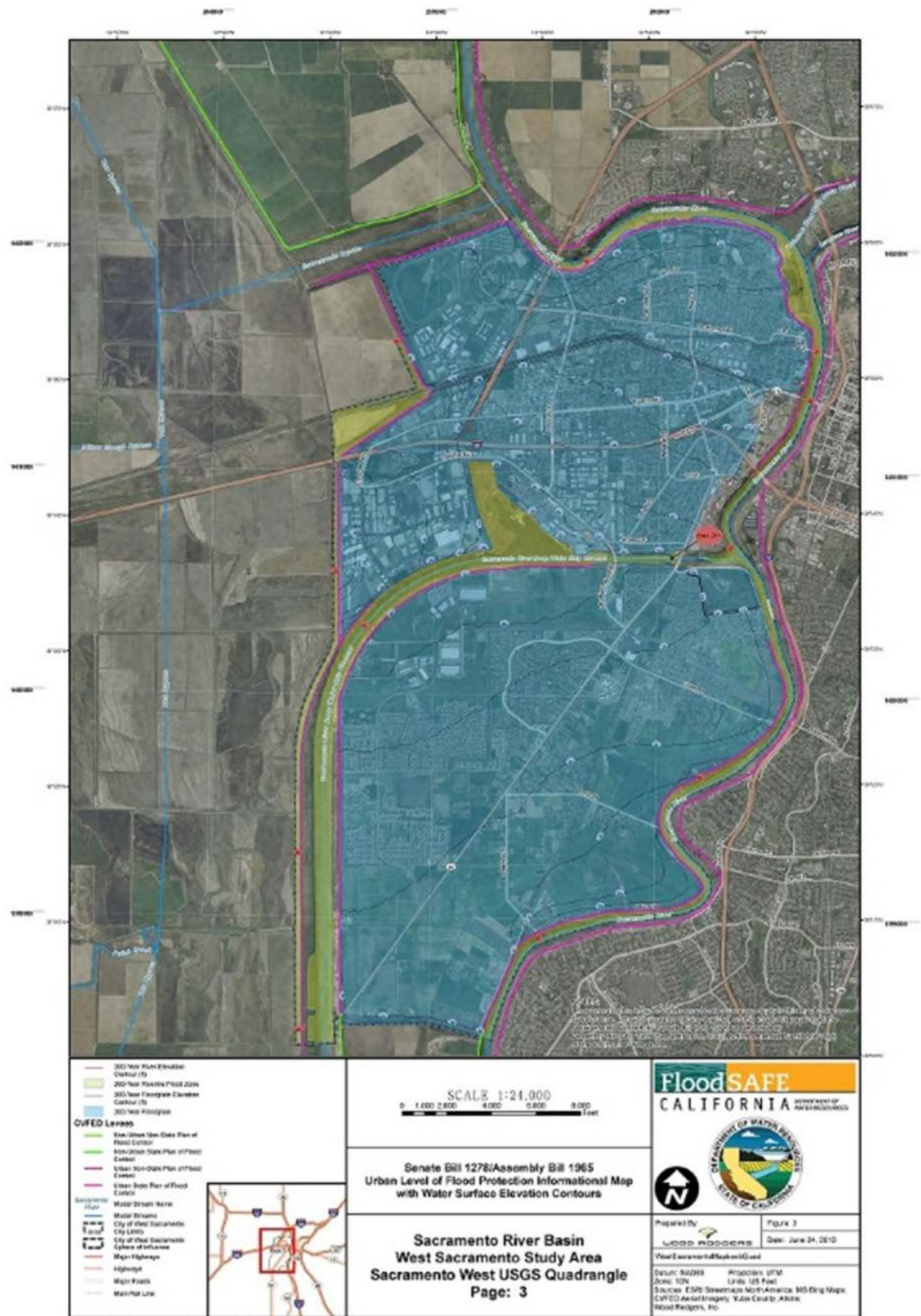
Derek Larsen	Larsen Wurzel & Associates
Eric Nagy	Larsen Wurzel & Associates

**Figure 1: Sacramento River Flood Control Project Map**





**Figure 2: City of West Sacramento – Levee Protected Area (200-year flood event)**



**Figure 3: West Sacramento Levee System Description**

