

Central Valley Flood Protection Board Meeting  
September 26, 2014

INFORMATIONAL BRIEFING

**FLOOD SYSTEM REPAIR PROJECT**

*(Dave Wheeldon, DWR)*

**BRIEFING SUMMARY**

**Background**

The 2012 Central Valley Flood Protection Plan (CVFPP) proposed a State System-wide Investment Approach for sustainable, integrated flood management to be implemented over the next 15 years. As one of the near-term priority actions, DWR has developed the Flood System Repair Project (FSRP) to assist local maintaining agencies in reducing flood risks by providing technical and financial support for the repair of documented critical problems to flood control facilities of the State Plan of Flood Control (SPFC) in non-urban areas of the Sacramento and San Joaquin River systems.

FSRP is being funded from a portion of \$3 billion authorized under the Disaster Preparedness and Flood Prevention Act of 2006 (Proposition 1E). FSRP repair projects are funded through a site eligibility and selection process that includes input from the LMA and is cost-shared with eligible LMA.

FSRP may be used to repair SPFC facilities up to their initial design level of performance and may include the following actions:

- Erosion Repair
- Levee repairs
- Crest/access road repairs
- Weir/flood relief structure repair
- Pumping plant repairs to maintain design capacity

On an annual basis, DWR compiles and updates a list of all potential repair sites from a variety of sources including United States Army Corps of Engineers inspection and evaluation data, DWR maintenance and evaluation program data, and input from LMAs. For each site that meets FSRP screening criteria, DWR will work with LMAs to assess the sites and remediation options, and will prioritize sites for implementation.

For each eligible repair project, DWR works with the LMA to establish a Project Agreement that will define the roles and responsibilities for each sponsor. Costs will be shared between DWR and the LMA consistent with State guidelines which includes provisions for increased State share for disadvantaged communities and other incentives. Typical cost-share calculations result in a 10-20 percent local share of the total project cost.

For repairs to facilities maintained by an LMA, it is anticipated that the LMA will prepare the design and perform the repair with DWR oversight. However, should the LMA lack the resources, DWR may perform the repair on behalf of the LMA. DWR will perform repairs for damage to State-maintained facilities.

### **Current Status**

- In fall of 2013, FSRP Guidelines were finalized, which include a description of FSRP, project and LMA eligibility requirements, and cost share and project funding requirements.
- Field reconnaissance and data collection began in 2013 and continues to be updated annually.
- Notices of FSRP eligibility have been sent to 48 non-urban LMAs, with 27 returning intent to participate letters.
- At this time, five project agreements have been executed to re-gravel levee access and patrol roads, repair critical erosion sites and repair an electrical control structure. Construction on these projects has not begun. DWR has committed approximately \$6 million to these projects.

### **Next Steps**

- DWR will continue to work with eligible and interested LMAs to develop FSRP Project Agreements to initiate repairs to non-urban SPFC leveed areas.
- Annual field reconnaissance and data collection will continue, including coordination with LMAs to identify any critical levee issues within the non-urban SPFC system.
- Repair projects, under cost-shared funding, will be implemented according to the terms of the associated Project Agreement.