**City of West Sacramento Authority & Appropriations Requests**

1. **Authorized West Sacramento Project - correction of potential design deficiencies**
   - $8 million (FY 2008) for design and construction.

   - $500,000 (FY 2008) for GRR.
   - $75,250 cost-shared under existing authorization.
   - Credit early work towards local share of federal project.

**Future Funding Needs for Design & Construction**

- Appropriations to provide federal share of design, construction documents, and construction.

**Project Schedule**

**MILESTONE**
- Deficiency Repairs
- Level Evaluation Studies (Undertake) FY 2007
- Economic & Environmental Analysis FY 2007/2008
- Completion of General Re-evaluation (GRR) FY 2010
- Construction Plans/Spec & Land Acquisition FY 2012
- Start Construction FY 2013
- Complete Construction FY 2015

**STATUS** COMPLETE

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**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, impeding the Port of 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 would connect the Port of Sacramento to the San Francisco Bay and the Pacific Ocean.
- Deepening is a congressionally authorized project. "Continuing Construction" Project was undertaken in 1989, 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 2008/2009.

**Benefits of the Project**

The proposed project would result in both direct economic and environmental benefits to the Sacramento region.

- Increases ship cargo capacity potential 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 potentialization on Delta flood levees (MRDA 2000).
- Re-use of dredge material for levees helps to protect adjacent lands and property from catastrophic floods, preventing huge flows of sediment and man-made materials from entering the sensitive Delta ecosystem.
- The proposed 2008 throughput of 1.3 million tons would take 7,520 trucks off I-5, resulting in 2.2 million less vehicle miles traveled.
- Environmental restoration projects/mitigation bank resulting from construction of dredging project.

**Project Schedule**

<table>
<thead>
<tr>
<th>MILESTONE</th>
<th>STATUS</th>
</tr>
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<tbody>
<tr>
<td>Evaluate project impacts of new ESA species listings</td>
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</tr>
<tr>
<td>Refinements to existing mitigation plans</td>
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</tr>
<tr>
<td>Refinements to a sufficient benefit/cost ratio</td>
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</tr>
<tr>
<td>Update drainage quantities and sediment site capacities</td>
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</tr>
<tr>
<td>Recovers of significant impact to fresh water supplies</td>
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</tr>
<tr>
<td>Supplemental NAWA and CERCLA documents circulated</td>
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</tr>
<tr>
<td>Completion of LRR</td>
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<tr>
<td>Start Dredging Construction</td>
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<tr>
<td>Complete Dredging Construction</td>
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</tbody>
</table>

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**The Port’s Federal Appropriations and Authorization Requests**

1. **$1.4 million for completion of the limited reevaluation report (matches Corps capability)**

2. **$57.3 million total estimated project cost of channel deepening starting in the 2009 Presidential Budget.**

   - **Federal Cost** $28.3 M
   - **Local Share (m)** $9.3 M
   - **Other Costs (Rel, utilities, etc.)** $19.7 M

3. **Affirm projects continuing construction designation as the project has continued progress without any break in activity (either construction or studies).**

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**West Sacramento Flood Protection Project**

**Background and Project Description**

Surrounded almost entirely by water, the City of West Sacramento depends on levees for the safety of its residents. Previously, the Corps of Engineers planned, designed, and constructed a project, completed only 5 years ago, to provide the city an appropriate level of flood protection. Over $33 million was invested in this federal project. However, in light of new federal standards and lessons learned from past flood control system failures, a re-evaluation of the city flood protection system must now be undertaken.

The project has been proactive in initiating studies to evaluate its levee system, investing scarce local funds for levee evaluations, which will lay the groundwork for a General Re-evaluation Report (GRR). The GRR will identify work necessary to ensure that city levees meet appropriate urban standards and provide an acceptable level of protection for West Sacramento’s 45,000 residents.

**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 primary defense of the city from substantial flood flows in the Yolo Bypass. The improvement of these levees offers tangible benefits both to West Sacramento residents/businesses and to the region as a whole. The project will ultimately:

- Reduce federal liability associated with levees for which the Corps is responsible.
- Reduce the risk of a Katrina-like disaster to a city of 43,000, with an employee population of over 41,000.
- Protect the previous $32 million investment in the West Sacramento flood protection system as well as federal investment in the U.S. Post Office Regional Distribution Center.
- Reduce flood risk to an urbanized area that is integral to the regional economy.
- Protect key infrastructure (Interstate 80, Port of Sacramento, Union Pacific Railroad).
- Reduce flood risk to maintenance yards operated by the USACE, state Department of Water Resources (DWR), and Caltrans, in addition to the California Highway Patrol Academy—all of which are potentially critical in emergency response situations.

**Project Schedule**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Construction Contracts A &amp; B</td>
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<td>Deficiency Repairs 2008</td>
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<td>Level Evaluation Studies (Undertake) FY 2007</td>
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CITY OF WEST SACRAMENTO and PORT OF SACRAMENTO

FY 2008 FEDERAL PRIORITIES

West Sacramento Flood Protection Project

The Sacramento urban area is widely recognized as being the most susceptible to flooding of any urbanized area in the country with the exception of New Orleans. Surrounded on all sides by levees, West Sacramento is particularly vulnerable.

Construction of the federally authorized West Sacramento flood control project was substantially completed only 5 years ago. This project was designed to provide a 400-year level of flood protection for West Sacramento. However, new standards adopted by the US Army Corps of Engineers (USACE) since that time have necessitated a re-evaluation of the city's flood protection. A strong federal interest remains in delivering an appropriate level of flood protection for the West Sacramento. This project will:

- Reduce the risk of a Katrina-like disaster to this community, which also serves as a regional economic and employment center.
- Protect previous federal investment by addressing deficiencies that remain from the still-active congressionally authorized West Sacramento project.
- Strengthen major facilities in the federal Sacramento River Flood Control Project.
- Reduce risks posed to the Sacramento Deep Water Ship Channel for which the Corps is solely and directly responsible.

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 between the harbor and San Francisco Bay. The project would:

- Allow 75% of the world's general cargo fleet to access the Sacramento region.
- Reduce air emissions and decrease congestion on Interstate 80.
- Reduce the cost of rice export for local growers.
- Facilitate the import of bulk construction materials (cement, aggregate, lumber etc.) to the Sacramento region.
- Create habitat areas in the Sacramento River Delta.