

**CITY OF WEST SACRAMENTO**

**URBAN LEVEL OF FLOOD PROTECTION**

**2017 ADEQUATE PROGRESS ANNUAL REPORT**



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## 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 is 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. Most of the 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 General Re-evaluation Report (GRR); (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 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 invested approximately \$110 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 and is currently under construction. The Southport Project has an estimated total cost of \$170 million. Once the Southport Project is complete, WSAFCA and DWR will have advanced \$206.5 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 that 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 year 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 Financial Plan served as the baseline to benchmark revenue allocations and expenditures for future Adequate Progress Annual Reports. It is assumed that construction of the EIP phase of the WSLIP will be completed in 2019 and that the federally-led portion of the West Sacramento Project will be initiated in 2018 and completed in seven years by 2025. The total cost estimate to complete the WSLIP in the 2016 Adequate Progress Report was \$864.5 million and was estimated assuming that the EIPs cost \$239.5 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 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 to construct Southport was revised accordingly and is now estimated at \$170 million. This affected both the total estimated program cost and the timing and magnitude of the amount of assumed State revenue. This reduced the State-local led project cost from \$239.5 million to \$206.5 million and the total program cost to \$831.5 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	\$170,000,000	\$3,442,000	\$135,000,000	\$173,442,000
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>\$170,000,000</b>	<b>\$422,788,000</b>	<b>\$135,000,000</b>	<b>\$592,788,000</b>
<b>Total</b>	<b>\$206,500,000</b>	<b>\$624,998,000</b>	<b>\$138,200,000</b>	<b>\$831,498,000</b>
Federal Share of 200-year Project		\$406,248,700	\$138,200,000	\$544,448,700
State Share of 200-year Project [1]	\$165,500,000	\$142,187,045	(\$108,180,000)	\$199,507,045
Local Share of 200-year Project [2]	\$41,000,000	\$76,562,255	(\$30,020,000)	\$87,542,255
<b>Total</b>	<b>\$206,500,000</b>	<b>\$624,998,000</b>		<b>\$831,498,000</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 \$34.0 million (Column B + C).

[2] After accounting for Section 221 credit, the remaining local share for the Federal Project is approximately \$46.5 million (Column B + C).

#### **4.2. History of Expenditures**

Since 2007, WSAFCA, in partnership with the State of California, has expended approximately \$110 million toward the planning, design, land acquisition and construction of levee improvements to reduce flood risk to the City. This includes the completion of approximately \$36.5 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 that implementation of the Southport Project will cost \$170 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 \$206.5 million toward the improvement of critical features in the flood protection system. 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 difference in the planned 200-year project expenditures between tables 2a and 2b is associated with the approximate \$33.0 million reduction in the estimated cost to complete 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
<b>Total EIP-UFRR-FESSRO Project [1]</b>	<b>\$68,738,199</b>	<b>\$32,968,287</b>	<b>\$64,186,562</b>	<b>\$63,127,773</b>	<b>\$8,902,182</b>	<b>\$859,123</b>	<b>\$501,652</b>	<b>\$144,182</b>	<b>\$72,041</b>	<b>\$0</b>	<b>\$0</b>	<b>\$239,500,000</b>
<b>West Sacramento Federal Project</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Sub-Total West Sacramento Federal Project [2]</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$88,714,000</b>	<b>\$88,714,000</b>	<b>\$88,714,000</b>	<b>\$88,714,000</b>	<b>\$88,714,000</b>	<b>\$88,714,000</b>	<b>\$88,713,999</b>	<b>\$624,998,000</b>
<b>Total - Planned 200-year Program Expenditures</b>	<b>\$68,738,199</b>	<b>\$32,968,287</b>	<b>\$64,186,562</b>	<b>\$67,127,773</b>	<b>\$97,616,182</b>	<b>\$89,573,123</b>	<b>\$89,215,652</b>	<b>\$88,858,182</b>	<b>\$88,786,041</b>	<b>\$88,714,000</b>	<b>\$88,713,999</b>	<b>\$864,498,000</b>
<b>Cumulative - Planned 200-year Program Expenditures</b>	<b>\$68,738,199</b>	<b>\$101,706,486</b>	<b>\$165,893,048</b>	<b>\$233,020,821</b>	<b>\$330,637,003</b>	<b>\$420,210,126</b>	<b>\$509,425,778</b>	<b>\$598,283,960</b>	<b>\$687,070,001</b>	<b>\$775,784,001</b>	<b>\$864,498,000</b>	

**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
<b>Total EIP-UFRR-FESSRO Project</b>	<b>\$68,731,862</b>	<b>\$28,800,198</b>	<b>\$12,396,772</b>	<b>\$54,364,433</b>	<b>\$36,627,695</b>	<b>\$836,856</b>	<b>\$1,959,417</b>	<b>\$1,041,833</b>	<b>\$753,458</b>	<b>\$475,692</b>	<b>\$557,700</b>	<b>\$206,545,917</b>
<b>West Sacramento Federal Project</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Sub-Total West Sacramento Federal Project</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$103,499,667</b>	<b>\$103,499,667</b>	<b>\$103,499,667</b>	<b>\$103,499,667</b>	<b>\$103,499,667</b>	<b>\$103,499,667</b>	<b>\$624,998,000</b>
<b>Total - Planned 200-year Program Expenditures</b>	<b>\$68,731,862</b>	<b>\$28,800,198</b>	<b>\$12,396,772</b>	<b>\$54,364,433</b>	<b>\$40,627,695</b>	<b>\$104,336,522</b>	<b>\$105,459,083</b>	<b>\$104,541,500</b>	<b>\$104,253,125</b>	<b>\$103,975,358</b>	<b>\$104,057,367</b>	<b>\$831,543,917</b>
<b>Cumulative - Planned 200-year Program Expenditures</b>	<b>\$68,731,862</b>	<b>\$97,532,060</b>	<b>\$109,928,832</b>	<b>\$164,293,265</b>	<b>\$204,920,961</b>	<b>\$309,257,483</b>	<b>\$414,716,566</b>	<b>\$519,258,066</b>	<b>\$623,511,191</b>	<b>\$727,486,550</b>	<b>\$831,543,917</b>	

**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.

#### **4.1. Cash Flow Model**

A cash flow model and finance plan was 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 outlining the planned revenue and expenses for the WSLIP, including locally-led and federal project expenditures, and as presented in the 2016 Adequate Progress Report, is shown in **Table 3a**. The current 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 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 a pledge of 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)**

<b>Annual Planning Level Cash Flow Model</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	
<b>U1: Fund Balance (Beginning of Period)</b>		<b>\$18,265,852</b>	<b>\$273,491</b>	<b>\$18,758,372</b>	<b>\$6,274,169</b>	<b>\$383,874</b>	<b>\$265,195</b>	<b>\$8,433,499</b>	<b>\$5,598,728</b>	<b>\$653,378</b>	<b>\$480,845</b>	
<b>U2: Local Funding Sources (Revenue)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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	\$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
<b>Sub Total Local Funding Sources</b>	<b>\$116,754,197</b>	<b>\$20,491,805</b>	<b>\$86,623,528</b>	<b>\$55,887,854</b>	<b>\$15,274,920</b>	<b>\$13,049,267</b>	<b>\$20,985,614</b>	<b>\$9,643,859</b>	<b>\$7,472,952</b>	<b>\$12,082,411</b>	<b>\$11,794,059</b>	<b>\$370,060,466</b>
<b>U3: Total Cash Available (Before Cash Out) [U1 + U2]</b>	<b>\$116,754,197</b>	<b>\$38,757,657</b>	<b>\$86,897,019</b>	<b>\$74,646,226</b>	<b>\$21,549,089</b>	<b>\$13,433,141</b>	<b>\$21,250,809</b>	<b>\$18,077,358</b>	<b>\$13,071,680</b>	<b>\$12,735,789</b>	<b>\$12,274,904</b>	
<b>U4: JPA Operation Costs (GO&amp;A-O&amp;M)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal JPA Operation Costs (GO&amp;A-O&amp;M)</b>	<b>\$18,427,646</b>	<b>\$5,043,228</b>	<b>\$3,782,329</b>	<b>\$4,244,284</b>	<b>\$4,582,297</b>	<b>\$4,628,086</b>	<b>\$4,634,921</b>	<b>\$4,653,712</b>	<b>\$4,665,524</b>	<b>\$4,574,208</b>	<b>\$4,589,553</b>	<b>\$63,825,788</b>
<b>U5: Capital Improvement Projects Funding Uses</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Capital Improvement Projects</b>	<b>\$80,060,699</b>	<b>\$33,440,938</b>	<b>\$64,356,318</b>	<b>\$64,127,773</b>	<b>\$16,582,919</b>	<b>\$8,539,859</b>	<b>\$8,182,389</b>	<b>\$7,824,918</b>	<b>\$7,752,777</b>	<b>\$7,680,737</b>	<b>\$7,680,736</b>	<b>\$306,230,063</b>
<b>U6: Total Cash Paid Out [U4 + U5]</b>	<b>\$98,488,345</b>	<b>\$38,484,166</b>	<b>\$68,138,647</b>	<b>\$68,372,057</b>	<b>\$21,165,215</b>	<b>\$13,167,946</b>	<b>\$12,817,309</b>	<b>\$12,478,630</b>	<b>\$12,418,301</b>	<b>\$12,254,944</b>	<b>\$12,270,289</b>	<b>\$370,055,851</b>
<b>U7: End Cash Position [U3 - U4]</b>	<b>\$18,265,852</b>	<b>\$273,491</b>	<b>\$18,758,372</b>	<b>\$6,274,169</b>	<b>\$383,874</b>	<b>\$265,195</b>	<b>\$8,433,499</b>	<b>\$5,598,728</b>	<b>\$653,378</b>	<b>\$480,845</b>	<b>\$4,615</b>	<b>\$4,615</b>

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

<b>Annual Planning Level Cash Flow Model</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	
<b>U1: Fund Balance (Beginning of Period)</b>		<b>\$18,272,188</b>	<b>\$3,904,999</b>	<b>\$35,714,893</b>	<b>\$32,503,371</b>	<b>\$6,635,131</b>	<b>\$373,316</b>	<b>\$4,996,200</b>	<b>\$25,742,644</b>	<b>\$17,576,674</b>	<b>\$9,770,757</b>	
<b>U2: Local Funding Sources (Revenue)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Sub Total Local Funding Sources</b>	<b>\$116,754,197</b>	<b>\$20,201,372</b>	<b>\$48,044,937</b>	<b>\$58,242,785</b>	<b>\$16,552,198</b>	<b>\$5,571,447</b>	<b>\$18,133,282</b>	<b>\$34,455,795</b>	<b>\$5,316,922</b>	<b>\$5,423,261</b>	<b>\$5,531,726</b>	<b>\$334,227,922</b>
<b>U3: Total Cash Available (Before Cash Out) [U1 + U2]</b>	<b>\$116,754,197</b>	<b>\$38,473,560</b>	<b>\$51,949,937</b>	<b>\$93,957,679</b>	<b>\$49,055,569</b>	<b>\$12,206,578</b>	<b>\$18,506,598</b>	<b>\$39,451,995</b>	<b>\$31,059,566</b>	<b>\$22,999,934</b>	<b>\$15,302,483</b>	
<b>U4: JPA Operation Costs (GO&amp;A-O&amp;M)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal JPA Operation Costs (GO&amp;A-O&amp;M)</b>	<b>\$18,427,646</b>	<b>\$5,241,335</b>	<b>\$3,559,481</b>	<b>\$7,086,827</b>	<b>\$5,042,743</b>	<b>\$5,057,619</b>	<b>\$3,965,931</b>	<b>\$5,082,467</b>	<b>\$5,202,343</b>	<b>\$5,110,477</b>	<b>\$5,126,839</b>	<b>\$68,903,708</b>
<b>U5: Capital Improvement Projects Funding Uses</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Capital Improvement Projects</b>	<b>\$80,054,363</b>	<b>\$29,327,226</b>	<b>\$12,675,563</b>	<b>\$54,367,481</b>	<b>\$37,377,695</b>	<b>\$6,775,643</b>	<b>\$9,544,467</b>	<b>\$8,626,883</b>	<b>\$8,280,550</b>	<b>\$8,118,700</b>	<b>\$10,039,013</b>	<b>\$265,187,583</b>
<b>U6: Total Cash Paid Out [U4 + U5]</b>	<b>\$98,482,009</b>	<b>\$34,568,561</b>	<b>\$16,235,043</b>	<b>\$61,454,308</b>	<b>\$42,420,438</b>	<b>\$11,833,262</b>	<b>\$13,510,398</b>	<b>\$13,709,351</b>	<b>\$13,482,893</b>	<b>\$13,229,177</b>	<b>\$15,165,852</b>	<b>\$334,091,291</b>
<b>U7: End Cash Position [U3 - U4]</b>	<b>\$18,272,188</b>	<b>\$3,904,999</b>	<b>\$35,714,893</b>	<b>\$32,503,371</b>	<b>\$6,635,131</b>	<b>\$373,316</b>	<b>\$4,996,200</b>	<b>\$25,742,644</b>	<b>\$17,576,674</b>	<b>\$9,770,757</b>	<b>\$136,631</b>	<b>\$136,631</b>

#### **4.1. 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 actual federal, State, and local revenues and expenditures for State/WSAFCA fiscal year 2016-17 are shown in **Table 4b**. These tables reflect changes in the total Southport Project cost estimate and a one-year delay in securing planned federal appropriations. Both tables 4a and 4b include local expenditures for operations, maintenance and capital projects currently being advanced that are not directly related to the 200-year project.

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

<b>Summary of federal, State and Local Revenue</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Capital federal, State and Local Funding</b>	<b>\$115,036,324</b>	<b>\$20,201,325</b>	<b>\$86,273,528</b>	<b>\$58,887,854</b>	<b>\$96,308,184</b>	<b>\$94,082,530</b>	<b>\$102,018,877</b>	<b>\$90,677,123</b>	<b>\$88,506,215</b>	<b>\$93,115,674</b>	<b>\$92,827,323</b>	<b>\$937,934,959</b>
<b>Cumulative Revenue</b>	<b>\$115,036,324</b>	<b>\$135,237,649</b>	<b>\$221,511,177</b>	<b>\$280,399,032</b>	<b>\$376,707,216</b>	<b>\$470,789,746</b>	<b>\$572,808,623</b>	<b>\$663,485,746</b>	<b>\$751,991,961</b>	<b>\$845,107,636</b>	<b>\$937,934,959</b>	

<b>Planned Expenditures (Excludes WSAFCA GO&amp;A)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Planned Expenditures</b>	<b>\$80,060,699</b>	<b>\$33,440,938</b>	<b>\$64,356,318</b>	<b>\$68,127,773</b>	<b>\$105,296,919</b>	<b>\$97,253,860</b>	<b>\$96,896,389</b>	<b>\$96,538,918</b>	<b>\$96,466,777</b>	<b>\$96,394,737</b>	<b>\$96,394,735</b>	<b>\$931,228,063</b>
<b>Cumulative Expenditures</b>	<b>\$80,060,699</b>	<b>\$113,501,637</b>	<b>\$177,857,956</b>	<b>\$245,985,729</b>	<b>\$351,282,647</b>	<b>\$448,536,507</b>	<b>\$545,432,896</b>	<b>\$641,971,814</b>	<b>\$738,438,591</b>	<b>\$834,833,328</b>	<b>\$931,228,063</b>	

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

<b>Summary of federal, State and Local Funding</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Capital federal, State and Local Funding</b>	<b>\$115,036,324</b>	<b>\$20,060,892</b>	<b>\$48,037,150</b>	<b>\$57,692,785</b>	<b>\$19,268,338</b>	<b>\$96,477,397</b>	<b>\$109,039,232</b>	<b>\$125,361,745</b>	<b>\$96,222,872</b>	<b>\$96,329,211</b>	<b>\$96,437,676</b>	<b>\$879,963,622</b>
<b>Cumulative Revenue</b>	<b>\$115,036,324</b>	<b>\$135,097,216</b>	<b>\$183,134,366</b>	<b>\$240,827,152</b>	<b>\$260,095,490</b>	<b>\$356,572,886</b>	<b>\$465,612,119</b>	<b>\$590,973,864</b>	<b>\$687,196,736</b>	<b>\$783,525,947</b>	<b>\$879,963,622</b>	

<b>Planned Expenditures (Excludes WSAFCA GO&amp;A)</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>Totals</b>
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
<b>Subtotal Planned Expenditures</b>	<b>\$80,054,363</b>	<b>\$29,327,226</b>	<b>\$12,675,563</b>	<b>\$54,367,481</b>	<b>\$41,377,695</b>	<b>\$110,275,310</b>	<b>\$113,044,133</b>	<b>\$112,126,550</b>	<b>\$111,780,217</b>	<b>\$111,618,367</b>	<b>\$113,538,680</b>	<b>\$890,185,583</b>
<b>Cumulative Expenditures</b>	<b>\$80,054,363</b>	<b>\$109,381,588</b>	<b>\$122,057,151</b>	<b>\$176,424,632</b>	<b>\$217,802,327</b>	<b>\$328,077,637</b>	<b>\$441,121,770</b>	<b>\$553,248,320</b>	<b>\$665,028,537</b>	<b>\$776,646,904</b>	<b>\$890,185,583</b>	

#### 4.1. 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 \$91 million of the \$185 million in State funding appropriated to the WSLIP.

WSAFCA has secured approximately 139% of the appropriations for planned expenditures through Fiscal Year 16-17. The State and WSAFCA have respectively appropriated approximately 143% and 125% of funding to cover planned expenditures through Fiscal Year 16-17 based on the 2016 Annual Progress Report. 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 \$831.5 million. The \$831.5 million project cost is based on the revised estimate to complete the Southport project. The State and WSAFCA have respectively appropriated approximately 93% and 52% 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	\$544.4	N/A
State Share [1]	\$185.0	\$129.4	143%	\$199.5	93%
WSAFCA/City of West Sacramento [2,3]	\$45.7	\$36.5	125%	\$87.5	52%
<b>Totals</b>	<b>\$230.7</b>	<b>\$165.9</b>	<b>139%</b>	<b>\$831.5</b>	<b>28%</b>

**Notes:**

[1] Planned expenses are the cumulative expenses through Fiscal Year 2016-17 reported in the June 2016 Annual Progress Report.

#### 4.2. Actual vs. Planned Expenditures

**Table 6** shows the percent of actual versus planned expenditures for the State/WSAFCA fiscal year 2016-17. The percent of actual versus planned expenditures is lower than planned as the Southport project cost estimate decreased by approximately \$33.5 million based on actual bid results as compared to the final engineers cost estimate and a slight delay in construction due to wet weather during Fiscal Year 2016-17.

**Table 6:** Percent of actual versus planned expenditures for Fiscal Year 2016-17

<b>Summary of federal, State and Local Funding</b>	<b>2006-15</b>	<b>2015-16</b>	<b>2016-17</b>
Federal Share			
Federal Credit			
State Share	100%	97%	53%
Local Share	100%	101%	98%
<b>Subtotal Capital federal, State and Local Funding</b>	100%	99%	56%
<b>Cumulative Revenue</b>	100%	100%	83%

**Notes:**

[\*] Percentages calculated from values in Table 4a for planned expenditures and Table 4b for actual expenditures.

**4.3. 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 Management and Budget 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.

#### **4.4. Delays**

Due to the severe wet weather season and associated high river and ground water levels, construction of the Southport project was initiated in June 2017. The lower estimated project cost and 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 annual report as compared to the 2016 Annual Progress Report.

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 is not currently included in the President's Budget or the USACE Work Plan for Fiscal year 2016-17. This will result 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-yr level of flood protection.

Since publication of the 2016 Annual Progress Report, 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 and State appropriations.

The funding appropriated to date is above 100% of the planned expenditures through Fiscal Year 2016-17. Revenues and expenditures planned in the 2016 Annual Progress Report will be revised based on the Southport Project cost savings realized through award of the construction contract. The next Adequate Progress Annual Report will rely on the revised planned expenditures, cash flow model, and planned appropriations 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

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Figure 1: Sacramento River Flood Control Project Map

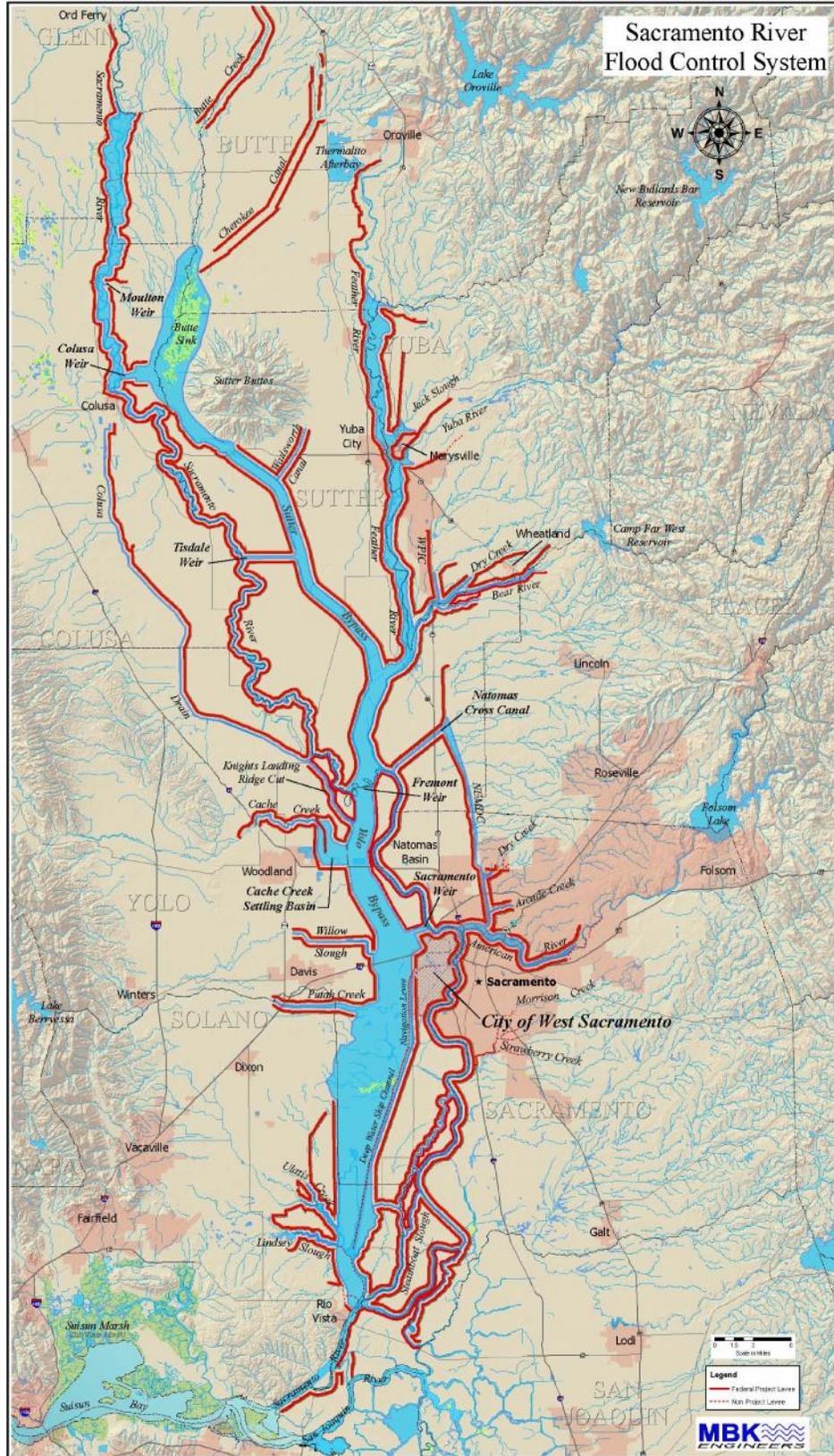


Figure 2: City of West Sacramento – Levee Protected Area (200-year flood event)

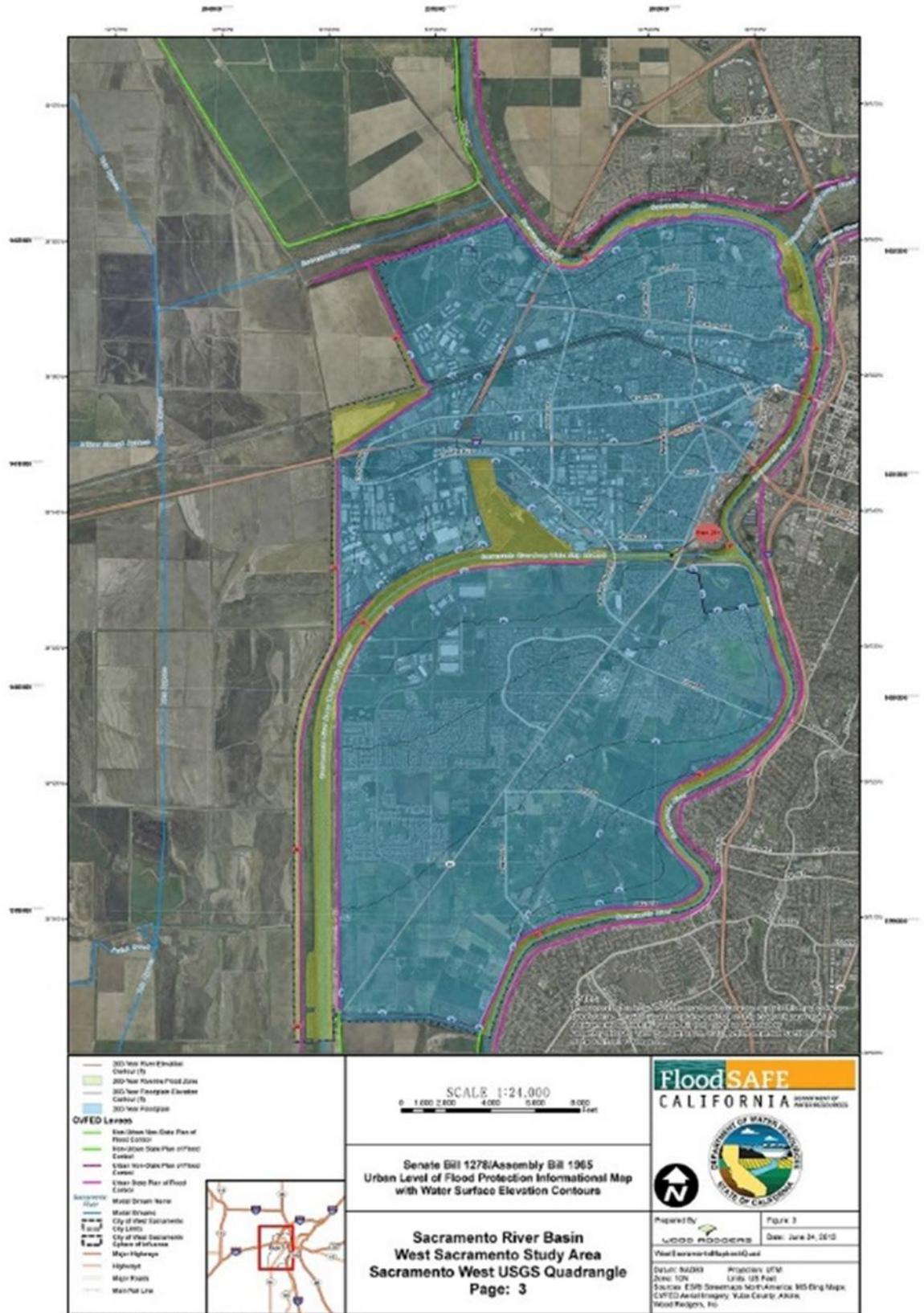


Figure 3: West Sacramento Levee System Description

