Appendix A

Southport Sacramento River EIP
Draft EIS/EIR Public Comment Period Summary Report

Memorandum

Date:	August 15, 2014
To:	Tanis Toland U.S. Army Corps of Engineers, Sacramento District 1325 J Street Sacramento, CA 95814 Greg Fabun West Sacramento Flood Control Agency 1110 West Capitol Avenue West Sacramento, CA 95691
Cc:	Eric Nagy, MBK Engineers; Lucy Eidam Crocker, Crocker & Crocker; Kenric Jameson, RD 900
From:	Jennifer Rogers, ICF Community Affairs Specialist Megan Smith, ICF Southport EIR Senior Project Manager
Subject:	**Southport Sacramento River EIP Draft EIS/EIR** **Public Comment Period Summary Report**

Introduction

To comply with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), the U.S. Army Corps of Engineers (USACE) and the West Sacramento Area Flood Control Agency (WSAFCA) have prepared a joint Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Southport Sacramento River Early Implementation Project (Southport EIP). The Draft EIS/EIR analyzes and discloses the potential effects the Southport EIP may have on the natural and human environment and identifies mitigation measures and alternatives to avoid significant effects. WSAFCA is the project proponent and lead agency under CEQA. USACE is the lead agency under NEPA. USACE approval is needed for alterations to Federal levees under Section 14 of the Rivers and Harbors Act, discharge of dredge or fill materials into jurisdictional waters of the United States under Section 404 of the Clean Water Act, and activities in navigable waters under Section 10 of the Rivers and Harbors Act.

In summer 2011, USACE and WSAFCA issued a Notice of Intent (NOI) and Notice of Preparation (NOP), respectively, to prepare the joint Draft EIS/EIR. A 30-day comment period was opened, and two scoping meetings were held. In 2013, WSAFCA expanded the Southport EIP study area to include additional soil borrow sites that may be needed to construct the Southport EIP and a

modified roadway alignment. To initiate a second scoping period, USACE issued a Revised NOI and WSAFCA issued a Supplemental NOP. This second scoping period was held in spring 2013 to accommodate the expanded study area. After considering all comments received during both scoping periods, USACE and WSAFCA completed and released the Draft EIS/EIR on November 8, 2013. The 60-day CEQA public comment period to receive public input on the document was conducted from November 8, 2013 to January 6, 2014. The 52-day NEPA comment period took place from November 20, 2013 to January 6, 2014. This memorandum summarizes the public outreach effort associated with the release of the Draft EIS/EIR and comment period. It also includes a high-level summary of comments received during that period.

Noticing

All public notices prepared in support of the Draft EIS/EIR are available for review in Attachment A. Attachment A contains copies of the following documents.

- CEQA Notice of Availability
- To All Interested Parties letter
- NEPA Notice of Availability as published in the *Federal Register*
- Abbreviated Notice of Availability
- City of West Sacramento Utility Bill insert
- *Sacramento Bee* legal notice

Notice of Availability (NOA)

In compliance with the requirements set forth in CEQA, WSAFCA, as the lead agency, prepared a Notice of Availability (NOA), to signal the availability of the Draft EIS/EIR to the public on November 8, 2013. The NOA contained a brief description of the proposed project; probable environmental effects; the date, time, and place of the public meetings; locations where the Draft EIS/EIR could be viewed; and contact information for both WSAFCA and USACE. The NOA was also filed with the Yolo County and Sacramento County Clerk Recorder's offices, as well as the California State Clearinghouse, on November 8, 2013, in compliance with CEQA requirements. Between November 15 and November 18, 2013, the NOA was sent directly to Responsible and Trustee Agencies and involved Federal agencies and parties previously requesting notice in writing.

To comply with NEPA, USACE issued a "To All Interested Parties" (TAIP) letter on November 7, 2013, announcing availability of the Draft EIS/EIR to cooperating agencies. USACE also published an NOA in the *Federal Register* on Wednesday, November 20, 2013. It can be viewed online at: https://www.federalregister.gov/articles/2013/11/20/2013-27441/environmental-impact-statements-notice-of-availability.

Mailings

WSAFCA mailed approximately 2,000 abbreviated, one-page versions of the NOA to stakeholders, namely landowners, between November 15 and November 18, 2013, to make them aware of the availability of the document and the two public meetings on December 11 and December 18, 2013. The document was sent to residences within 500 feet of construction activities, 100 feet of a haul route, and to anyone who had previously attended a scoping meeting, commented during a scoping period, or otherwise inquired about the project.

Inserts publicizing the document's availability and the two meetings were included in more than 15,500 utility bills delivered to residences throughout the city of West Sacramento between November 18 and December 8, 2013. Using the bill inserts to notify the public at large helped to ensure residents and property owners not directly affected by project construction were also notified about the release of the NOA and the associated public meetings.

Websites

Both lead agencies have maintained project websites to publicize the project and alert the public when project-related documentation is available for public review. To publicize the public meetings and release of the Draft EIS/EIR in advance of the two public meetings, the Draft EIS/EIR, NOAs, and TAIP letter were posted on the USACE website at: http://www.spk.usace.army.mil/Media/USACEProjectPublicNotices.aspx and on the WSAFCA website at: http://www.cityofwestsacramento.org/city/flood/southport_eip/environmental_studies.asp. The materials presented at the meetings, discussed below, were also posted on WSAFCA's project website after the meetings to serve as a public record of the event and for the review of those unable to attend the meeting.

Legal Notice

A legal notice briefly introducing the lead agencies, describing the proposed Southport EIP, publicizing the release of the Draft EIS/EIR, and announcing public meetings was published in the *Sacramento Bee* on November 10, 2013. The *Sacramento Bee* reports on issues in West Sacramento, Sacramento, and the surrounding region, and is a newspaper of general circulation for the project area.

Public Meetings

Meeting Format and Materials

Two public meetings were held to inform the public about the proposed Southport EIP and the conclusions of the Draft EIS/EIR analysis. The first meeting was held on December 11, 2013, from 3 to 5 p.m., and the second on December 18, 2013, from 6 to 8 p.m. at the Bridgeway Lakes Boathouse, located at 3650 Southport Parkway in West Sacramento. The two meeting times and dates were chosen to accommodate the widest variety of interested members of the public.

A 25-minute presentation was given approximately 30 minutes after each meeting started to briefly introduce the agency roles, the project, objectives, schedule, the NEPA/CEQA processes, the public comment period, alternatives analyzed, and next steps.

The meetings were open-house style, in which attendees could read and view the information about the Southport EIP, the Draft EIS/EIR, and interact with project staff, including USACE, WSAFCA, Department of Water Resources (DWR), and consultant staff from MBK Engineers, HDR, Inc., ICF International, and Crocker & Crocker, among others.

Approximately 20 graphic displays were available for attendees to view. The boards described and illustrated the West Sacramento Levee Improvements Program history and the Southport EIP purpose, need, and objectives, levee deficiencies, alternatives analyzed, environmental considerations, and the NEPA/CEQA process. Project staff were stationed at the display boards to provide additional detail and answer questions.

A fact sheet was available for attendees to read and take with them. The fact sheet provided information related to the Southport EIP and its objectives, the purpose and content of the Draft EIS/EIR, and the public comment period.

Comment cards were offered so that meeting attendees could provide feedback on the EIP. These cards could be filled out during the meeting and given to a project team member or filled out after the meeting and sent to either USACE or WSAFCA representatives by the close of the comment period. Additionally, a transcriptionist was present at the December 18, 2013 meeting to document the contents of the meeting and record public comment.

Attachment B contains copies of the following materials.

- PowerPoint presentation at meetings
- Display boards
- Fact sheet
- Comment card
- Meeting transcript

Meeting Attendance and Comment Received

A total of 17 people attended the first meeting and 20 attended the second. All written comment received will be circulated for public review in both the Final EIS and Final EIR. Below is a summary of recurring topics expressed in the comments received at the meetings and throughout the comment period.

- Project construction and implementation will affect wildlife resources. Specifically, the project will decrease foraging habitat for Swainson's hawk and could lead to an increase in invasive, nonnative species.
- The project would result in removal of waterfront vegetation to comply with USACE vegetation policy.

- The project's habitat restoration efforts between the existing and setback levee are not sufficiently defined for public comment.
- The preferred alternative would unnecessarily displace residents, result in the seizure of private property, and interrupt business enterprises.
- WSAFCA was predecisional in selecting Alternative 5 and proceeding with project design prior to adoption of the Final EIR and did not adequately consider public input during the EIP's development.
- The Draft EIS/EIR contains incomplete, undetailed, or outdated information and should be recirculated.

Generally, commenters expressed concern or requested more information about the following issues.

- Disclosure and legality of mitigation banking.
- The project's effect on groundwater levels.
- Expected volume and nature of land acquisition and right of way transfer.
- Degree of impacts related to Alternatives 2 and 5, the setback levee alternatives.
- Effects on emergent wetlands.
- Traffic impacts on residents, including hours of construction and dust emissions.
- Decreased air quality, increased GHG emissions, and increased noise.
- Suitability of borrow materials for use within mitigation sites, potential public levee access, boating and marina access, and other recreation impacts.
- Potential public utilities impacts/relocation (related to Sacramento Municipal Utilities District, Pacific Gas and Electric, and Sacramento Regional County Sanitation District).
- Potential impacts on and mitigation for agricultural lands.
- Need for realignment of South River Road.

Next Steps and Recommendations

USACE and WSAFCA will consider all written and oral comments in deciding which alternative(s) to select and implement. WSAFCA will respond to all comments through preparation of a Final EIR in spring 2014 for release in summer 2014. USACE will respond through preparation of a Final EIS in spring 2014 for release in fall 2014. WSAFCA will document its alternative selection in a CEQA Notice of Determination. USACE will also document its decision through preparation of a NEPA Record of Decision, to be issued no sooner than 30 days following publication of the Final EIS. WSAFCA will continue its outreach efforts to landowners and other stakeholders through its cooperation with its outreach consultant, Crocker & Crocker.

Attachment A

- CEQA Notice of Availability
- To All Interested Parties letter
- NEPA Notice of Availability as published in the *Federal Register*
- Abbreviated Notice of Availability
- City of West Sacramento Utility Bill insert
- *Sacramento Bee* legal notice

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2011082069

Project Title: Southport Sacramento River Early Implementation Project

Lead Agency: West Sacramento Flood Control Agency | Contact Person: John Powderly

Mailing Address: 1110 West Capitol Avenue, Second Floor | Phone: 916-617-4645

City: West Sacramento | Zip: CA | County: Yolo

Project Location: County: Yolo | City/Nearest Community: West Sacramento

Cross Streets: South River Road and Village Parkway | Zip Code: 95691

Longitude/Latitude (degrees, minutes and seconds): ____° ____' ____" N / ____° ____' ____" W Total Acres: ____

Assessor's Parcel No.: Various | Section: Various | Twp.: Various | Range: Various | Base: ____

Within 2 Miles: State Hwy #: ____ | Waterways: Sacramento River, American River, Deep Water Ship Ch

Airports: ____ | Railways: ____ | Schools: River City High School, C

RECEIVED
NOV 08 2013
STATE CLEARING HOUSE

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ ☐ Mit Neg Dec ☐ Other: ____ ☐ Early Cons ☐ Neg Dec

NEPA: ☐ NOI ☐ EA ☒ Draft EIS ☐ FONSI

Other: ☒ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Flood structure

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☐ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☒ Other: Community effects

Present Land Use/Zoning/General Plan Designation:

low-, medium- and high-density residential; agriculture; recreation; open space; river mixed use; public and quasi-public use

Project Description: *(please use a separate page if necessary)*

See attached Notice of Availability. The EIP would implement flood risk-reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The area of flood risk-reduction measure implementation extends along the right bank of the Sacramento River south of the Barge Canal downstream 5.6 miles to the South Cross Levee, adjacent to the Southport community of West Sacramento.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X	Air Resources Board	X	Office of Historic Preservation
X	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District #3		Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #5
	Caltrans Planning		Resources Agency
S	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
X	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
S	Fish & Game Region #2		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	S	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date Nov. 8, 2013 Ending Date January 6, 2014

Lead Agency (Complete if applicable):

Consulting Firm: ICF International
Address: 630 K Street Suite 400
City/State/Zip: Sacramento, CA 95814
Contact: Megan Smith
Phone: 916-231-7677

Applicant: Same as Lead Agency
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: _____ **Date:** 7Nov13

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Notice of Availability

To:	State Clearinghouse, Responsible Agencies, Trustee Agencies, Interested Parties *(Agency)*	From:	West Sacramento Area Flood Control Agency *(Agency)*
	See Attached Distribution List *(Address)*		1110 West Capitol Avenue West Sacramento, CA 95691 *(Address)*

Subject: Notice of Availability of a Draft Environmental Impact Statement/Environmental Impact Report for the Southport Sacramento River Early Implementation Project

The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood risk–reduction measures along 5.6 miles of the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. U.S. Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Policy Act (NEPA), and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), released the draft environmental impact statement/report (DEIS/R) for public review on Nov. 8, 2013.

Project Description and Location. The project would bring the Sacramento River South Levee up to standard with Federal and state flood risk reduction criteria, as well as providing opportunities for ecosystem restoration and public recreation. The construction area would extend along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 5.6 miles to the South Cross Levee, adjacent to the Southport community of West Sacramento. The potential soil borrow sites are located to the east and west of southern Jefferson Blvd.; adjacent to the construction area; immediately west of the Deep Water Ship Channel; and south of the South Cross Levee.

Significant Environmental Effects. The DEIS/EIR analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects. Implementation of the Applicant Preferred Alternative (APA) may result in significant environmental effects to geomorphic conditions; water quality and groundwater resources; soil resources; transportation; air quality; noise; vegetation and wetlands; fish and aquatic resources; wildlife; land use and agriculture; socioeconomics and community; visual resources; utilities; and cultural resources. Effects are described in greater detail in Table 1, attached.

Public Meetings Scheduled. Members of the public may meet with lead agency representatives and provide comments by attending one of two public meetings to be held on **December 11, 2013, from 3:00-5:00 p.m. and December 18, 2013, from 6:00-8:00p.m., at the Bridgeway Lakes Boathouse, 3650 Southport Parkway, West Sacramento.** A presentation will start 30 minutes after the meetings begin.

Comments Solicited. You are invited to review and comment on the DEIS/EIR during the public comment period, ending Jan. 6, 20143. The DEIS/EIR can be viewed online at http://www.cityofwestsacramento.org/city/_ood/southport_eip/environmental_studies.asp. It is also available at the Yolo County Library at 1212 Merkley Avenue, West Sacramento, and City of West Sacramento City Hall, 1110 W. Capitol Ave., West Sacramento. Interested parties are invited to comment in writing during the comment period. Send comments to the addresses below, **postmarked no later than Jan. 6, 2014.** If commenting on behalf of a public agency or non-governmental organization, please include the name of a contact person.

Megan Smith, Project Manager
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Email: megan.smith@icfi.com

or

Ms. Tanis Toland
U.S. Army Corps of Engineers, Sacramento District
Delta Programs Integration & Ecosystem Restoration
1325 J Street
Sacramento, CA 95814
Email: tanis.j.toland@usace.army.mil

Date: 7 Nov 13

Signature:

Title: Associate Planner, City of West Sacramento

Telephone: (916) 617-4645

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Sections 15082(a), 15103, 15375.

Notice of Availability List of Recipients

The following elected officials and representatives, Federal, state, local agencies, private organizations, businesses, interested parties and those who may be affected by the project will receive notification of document availability.

8.1 Government Departments and Agencies

8.1.1 Federal Agencies

- Federal Emergency Management Agency, Region IX
- U.S. Army Corps of Engineers, Sacramento District
- U.S. Environmental Protection Agency, Environmental Review Office (CED-2)
- United States Postal Service

8.1.2 Native American Contacts

- Buena Vista Rancheria of Me-wuk Indians
- Cachil DeHe Band of Wintun Indians
- Chicken Ranch Rancheria of Me-wuk Indians
- Cortina Band of Indians
- Enterprise Rancheria of Maidu Indians
- Ione Band of Miwok Indians
- Jackson Rancheria of Me-Wuk Indians
- Shingle Springs Band of Miwok Indians
- Tsi-Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Wintun Environmental Protection Agency
- Yocha Dehe Wintun Nation

8.1.3 State Agencies

- California Department of Fish and Wildlife
- California Department of Transportation, District 3
- California Department of Water Resources
- California Native American Heritage Commission
- Central Valley Flood Protection Board

- Central Valley Regional Water Quality Control Board
- Governor's Office of Planning and Research
- State Lands Commission

8.1.4 Elected Officials

- Christopher Cabaldon, City of West Sacramento Mayor
- Honorable Barbara Boxer, U.S. Senator
- Honorable Dianne Feinstein, U.S. Senator
- Honorable Doris Matsui, U.S. Congresswoman, District 6
- Honorable Darrell Steinberg, California State Senator, District 6
- Honorable Roger Dickinson, California Assembly member, District 7

8.1.5 Regional, County, and City

- City of West Sacramento
- City of West Sacramento City Council
- City of West Sacramento Agriculture and Natural Resources Commission
- City of West Sacramento Economic Development Advisory Council
- City of West Sacramento Planning Commission
- Delta Protection Commission
- Reclamation District 537
- Reclamation District 900
- Sacramento County Clerk Recorder
- Sacramento-Yolo Mosquito and Vector Control District
- West Sacramento Area Flood Control Agency
- Yolo County Clerk-Recorder
- Yolo County Library
- Yolo-Solano Air Quality Management District

8.2 Other Interested Parties

- Baker Williams Engineering Group
- Blackburn Consulting
- cbec eco engineering
- Crocker & Crocker
- Day Carter Murphy LLP
- Defenders of Wildlife
- Downey Brand Attorneys LLP

- Embarcadero Realty Services LP
- Fenocchio Properties LLC
- Forecast Land Investment LLC
- Friends of the River
- HDR, Inc.
- Larsen, Wurzel & Associates, Inc.
- Luhdorff and Scalmanini Consulting Engineers
- MBK Engineers
- Miller Starr Regalia
- Pacific-TEAC Development
- PMA, Inc.
- Sacramento Area Bicycle Advocates
- Seecon Financial and Construction Co
- Sun M Capital LLC
- Yokoyama Farm

8.3 Members of the Public

All members of the general public who requested information about the project will receive either an electronic version of the Draft EIS/EIR or notification of document availability. Additionally, those who submitted comments during the scoping process and provided complete mailing addresses and those who may be affected by the proposed project will receive notification of document availability.

Table 1. Summary of Effects and Mitigation Measures for the Southport Project Applicant Preferred Alternative

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
FLOOD RISK MANAGEMENT AND GEOMORPHIC CONDITIONS				
FR-3: Alteration of Existing Drainage Pattern of Site or Area	Significant	Significant	Less than significant	FR-MM-1: Coordinate with Owners and Operators, Prepare Drainage Studies as Needed, and Remediate Effects through Project Design
FR-7: Change in Stream Energy and Modification of Floodplain Scour/Deposition	Significant	No effect	Less than significant	FR-MM-2: Monitor Depositional Feature Integrity and Stability Postconstruction, and Remediate Effects through Restoration Activities
WATER QUALITY AND GROUNDWATER RESOURCES				
WQ-3: Effects on Groundwater or Surface Water Quality Resulting from Contact with the Water Table	Significant	Significant	Less than significant	WQ-MM-1: Implement Provisions for Dewatering
GEOLOGY, SEISMICITY, SOILS AND MINERAL RESOURCES				
GEO-7: Potential Loss of Soil Productivity and Change in Site Usability of Borrow Areas	Unknown, potentially significant	Unknown, potentially significant	Less than significant	GEO-MM-1: Implement the Reclamation Actions of a Project-Specific Reclamation Plan
TRANSPORTATION AND NAVIGATION				
TRA-1: Temporary Increase in Traffic Volumes from Construction-Generated Traffic	Significant and unavoidable	No effect	NA	None

Effect	NEPA/CEQA Finding: Direct	NEPA/CEQA Finding: Indirect	Finding with Mitigation	Mitigation Measure
AIR QUALITY				
AIR-2: Violate Any Air Quality Standard or Substantial Contribution to Existing or Projected Air Quality Violation—CEQA	Significant	No effect	Significant and unavoidable	AIR-MM-1: Implement Measures to Reduce Exhaust Emissions of NO_X and PM10 AIR-MM-2: Implement Fugitive Dust Control Plan AIR-MM-3: Provide Advance Notification of Construction Schedule and 24-Hour Hotline to Residents AIR-MM-4: Mitigate and Offset Construction-Generated NO_X Emissions to Net Zero (0) for Emissions in Excess of General Conformity *de Minimis* Threshold (Where Applicable) and to Quantities below Applicable YSAQMD and SMAQMD CEQA Thresholds AIR-MM-5: Mitigate and Offset Construction-Generated NO_X Emissions to Quantities below Applicable BAAQMD CEQA Thresholds
AIR-3: Violate Any Air Quality Standard or Substantial Contribution to Existing or Projected Air Quality Violation—NEPA	Significant	No effect	Less than significant	AIR-MM-1: Implement Measures to Reduce Exhaust Emissions of NO_X and PM10 AIR-MM-3: Provide Advance Notification of Construction Schedule and 24-Hour Hotline to Residents AIR-MM-4: Mitigate and Offset Construction-Generated NO_X Emissions to Net Zero (0) for Emissions in Excess of General Conformity *de Minimis* Threshold (Where Applicable) and to Quantities below Applicable YSAQMD and SMAQMD CEQA Thresholds

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
AIR-4: Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region is a Non-Attainment Area under NAAQS and CAAQS	Significant	No effect	Significant and unavoidable	AIR-MM-1: Implement Measures to Reduce Exhaust Emissions of NO_X and PM10 AIR-MM-2: Implement Fugitive Dust Control Plan AIR-MM-3: Provide Advance Notification of Construction Schedule and 24-Hour Hotline to Residents AIR-MM-4: Mitigate and Offset Construction-Generated NO_X Emissions to Net Zero (0) for Emissions in Excess of General Conformity *de Minimis* Threshold (Where Applicable) and to Quantities below Applicable YSAQMD and SMAQMD CEQA Thresholds AIR-MM-5: Mitigate and Offset Construction-Generated NO_X Emissions to Quantities below Applicable BAAQMD CEQA Thresholds
AIR-5: Expose Sensitive Receptors to Substantial Fugitive Dust Concentrations	No effect	Significant	Less than significant	AIR-MM-2: Implement Fugitive Dust Control Plan
NOISE				
NOI-1: Exposure of Sensitive Receptors to Temporary Construction-Related Noise	Significant	No effect	Significant and unavoidable	NOI-MM-1: Employ Noise-Reducing Construction Practices
NOI-2: Exposure of Sensitive Receptors to Temporary Construction-Related Vibration	Significant	No effect	Significant and unavoidable	NOI-MM-2: Employ Vibration-Reducing Construction Practices
NOI-3: Exposure of Sensitive Receptors to Traffic Noise from the Extension of Village Parkway	Significant	No effect	Less than significant	M.M. 4-8-1 from the Southport Framework Plan draft EIR.

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
VEGETATION AND WETLANDS				
VEG-1: Disturbance or Removal of Riparian Habitat as a Result of Project Construction	Significant	Significant	Significant and unavoidable	VEG-MM-1: Compensate for the Loss of Woody Riparian Habitat VEG-MM-2: Install Exclusion Fencing along the Perimeter of the Construction Work Area and Implement General Measures to Avoid Effects on Sensitive Natural Communities and Special-Status Species VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel VEG-MM-4: Retain a Biological Monitor
VEG-2: Loss of Waters of the United States as a Result of Project Construction	Significant	Significant	Less than significant	VEG-MM-2: Install Exclusion Fencing along the Perimeter of the Construction Work Area and Implement General Measures to Avoid Effects on Sensitive Natural Communities and Special-Status Species VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel VEG-MM-4: Retain a Biological Monitor VEG-MM-5: Compensate for the Loss of Waters of the United States
VEG-3: Disturbance or Removal of Protected Trees as a Result of Project Construction	Significant	Significant	Less than significant	VEG-MM-2: Install Exclusion Fencing along the Perimeter of the Construction Work Area and Implement General Measures to Avoid Effects on Sensitive Natural Communities and Special-Status Species VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel VEG-MM-4: Retain a Biological Monitor VEG-MM-6: Compensate for Loss of Protected Trees

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
VEG-4: Potential Loss of Special-Status Plant Populations Caused by Habitat Loss Resulting from Project Construction	Potentially significant	No effect	Less than significant	VEG-MM-2: Install Exclusion Fencing along the Perimeter of the Construction Work Area and Implement General Measures to Avoid Effects on Sensitive Natural Communities and Special-Status Species VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel VEG-MM-4: Retain a Biological Monitor VEG-MM-7: Retain Qualified Botanists to Conduct Floristic Surveys for Special-Status Plants during Appropriate Identification Periods VEG-MM-8: Avoid or Compensate for Substantial Effects on Special-Status Plants
FISH AND AQUATIC RESOURCES				
FISH-1: Temporary Disturbance of Fish and Degradation of Habitat during Construction Activities	Significant	Significant	Less than significant	FISH-MM-1: Limit In-Water Construction Activities to Periods of the Year that Minimize Effects on Fish
FISH-3: Loss or Degradation of Riparian and SRA Cover Associated with Levee Construction	Significant	Significant	Significant and unavoidable	FISH-MM-2: Implement Onsite and Offsite Compensation Measures to Replace Riparian and SRA Cover Losses FISH-MM-3: Incorporate Riparian and Wetland Vegetation in the Design of the Levee Breaches
FISH-5: Fish Stranding in Offset Area Associated with Floodplain Inundation	Significant	No effect	Less than significant	FISH-MM-4: Develop and Implement a Drainage and Grading Plan that Minimizes Losses of Fish from Stranding

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
WILDLIFE				
WILD-1: Disturbance or Loss of VELBs and Their Habitat (Elderberry Shrub)	Significant	No effect	Less than significant	VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-1: Establish a Minimum 20-Foot-Wide Buffer around the Elderberry Shrub WILD-MM-2: Transplant Elderberry Shrubs That Cannot Be Avoided or Implement Dust Control Measures during Construction WILD-MM-3: Compensate for Removal and Transplantation of VELB Habitat
WILD-2: Disturbance or Loss of Western Pond Turtles and Their Habitat	Significant	Significant	Less than significant	VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-4: Conduct a Preconstruction Survey for Western Pond Turtle and Exclude Turtles from Work Area
WILD-3: Disturbance or Loss of Giant Garter Snakes and Their Habitat	Significant	Significant	Less than significant	VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-5: Install and Maintain Construction Barrier Fencing around Suitable Giant Garter Snake Habitat WILD-MM-6: Minimize Potential Effects on Giant Garter Snakes during Construction in Suitable Habitat WILD-MM-7: Compensate for Permanent Loss of Giant Garter Snake Habitat

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
WILD-4: Loss of Swainson's Hawk Foraging and Nesting Habitat	Significant	No effect	Less than significant	VEG-MM-1: Compensate for the Loss of Woody Riparian Habitat VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-8: Avoid Disturbance of Tree-, Shrub-, and Ground-Nesting Special-Status and Non-Special-Status Migratory Birds and Raptors and Conduct Preconstruction Nesting Bird Surveys WILD-MM-9: Compensate for Permanent Removal of Swainson's Hawk Foraging Habitat
WILD-5: Disturbance or Loss of Western Burrowing Owls and Their Habitat	Significant	No effect	Less than significant	VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-10: Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the 2012 California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, If Necessary WILD-MM-11: Coordinate with Resource Agencies and Develop an Appropriate Compensation Plan for Burrowing Owl
WILD-6: Loss or Disturbance of Tree-, Shrub-, and Ground-Nesting Special-Status and Non-Special-Status Migratory Birds and Raptors	Significant	Significant	Less than significant	VEG-MM-1: Compensate for the Loss of Woody Riparian Habitat VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-8: Avoid Disturbance of Tree-, Shrub-, and Ground-Nesting Special-Status and Non-Special-Status Migratory Birds and Raptors and Conduct Preconstruction Nesting Bird Surveys

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
WILD-7: Loss or Disturbance of Bats and Bat Roosts	Significant	No effect	Less than significant	VEG-MM-1: Compensate for the Loss of Woody Riparian Habitat VEG-MM-3: Conduct Mandatory Contractor/Worker Awareness Training for Construction Personnel WILD-MM-12: Conduct Preconstruction Surveys for Roosting Bats and Implement Protective Measure
LAND USE AND AGRICULTURE				
LU-2: Change in Land Use Designations or Potential to Conflict with Local Land Use Designations as a Result of Construction	Significant	No effect	Significant and unavoidable	None feasible
LU-3: Loss of Important Farmland and Agricultural Production Value	Significant	No effect	Significant and unavoidable	GEO-MM-1: Implement the Reclamation Actions of a Project-Specific Reclamation Plan LU-MM-1: Provide Compensatory Agricultural Land Protection LU-MM-2: Avoid Important Farmland in Borrow Areas
SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND COMMUNITY EFFECTS				
EJSOC-2: Temporary or Permanent Displacement of Residents due to Project Construction	Significant and unavoidable	Significant and unavoidable	NA	None
VISUAL RESOURCES				
VIS-1: Result in Temporary Visual Effects from Construction	Significant	No effect	Significant and unavoidable	VIS-MM-1: Use Native Wildflower Species in Erosion Control Grassland Seed Mix VIS-MM-2: Develop a Soil Borrow Strategy and Site Reclamation Plan VIS-MM-3: Limit Construction near Residences to Daylight Hours
VIS-2: Adversely Affect a Scenic Vista	Significant and unavoidable	No effect	NA	None

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
VIS-3: Substantially Degrade the Existing Visual Character or Quality of the Site and Its Surroundings	Significant and unavoidable	No effect	NA	None
VIS-4: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Public Views	Significant and unavoidable	No effect	NA	None
UTILITIES AND PUBLIC SERVICES				
UTL-1: Potential Temporary Disruption of Domestic Water Supply and Irrigation/Drainage Facilities due to Project Construction	Significant	Significant	Less than significant	UTL-MM-1: Coordinate with Water Supply Users before and during All Water Supply Infrastructure Modifications and Implement Measures to Minimize Interruptions of Supply
UTL-2: Decrease in Domestic and Irrigation Water Supply	No effect	Significant	Less than significant	UTL-MM-2: Restore Affected Domestic and Irrigation Water Service to Pre-project Conditions
UTL-3: Damage of Public Utility Infrastructure and Disruption of Service as a Result of Project Construction	Significant	No effect	Less than significant	UTL-MM-3: Verify Utility Locations, Coordinate with Utility Providers, Prepare a Response Plan, and Conduct Worker Training
PUBLIC HEALTH AND ENVIRONMENTAL HAZARDS				
HAZ-5: Accidental Release of Hazardous Materials into the Environment during Project Construction or Operation	Potentially significant	No effect	Less than significant	HAZ-MM-1: Coordinate and Implement Pipeline Avoidance and Protection Measures
CULTURAL RESOURCES				
CUL-1: Effects on Architectural (Built Environment) Resources (the Sacramento River Levee)	Significant	Significant	Significant and unavoidable	CUL-MM-1: Detailed Recordation of the Affected Levee
CUL-2: Change in the Significance of an Archaeological Resource	Significant	No effect	Significant and unavoidable	CUL-MM-2: Complete Archaeological Inventory and Evaluation prior to Construction and Implement Treatment or Preservation for Eligible and Adversely Affected Resources CUL-MM-3: Implement Inadvertent Discovery Procedures
CUL-3: Disturbance of Native American and Historic-Period Human Remains	Significant	No effect	Significant and unavoidable	CUL-MM-4. Implement Human Remains Discovery Procedures

Effect	NEPA/CEQA Finding		Finding with Mitigation	Mitigation Measure
	Direct	Indirect		
CUL-4: Effects on Cultural Resources Associated with Excavation of Borrow Material	Significant	No effect	Significant and unavoidable	CUL-MM-5: Implement Cultural Resource Management Protocols for Borrow Areas

NA = not applicable.

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA, 95814-2922

Environmental Resources Branch

NOV 07 2013

TO ALL INTERESTED PARTIES:

The draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for 408 Permission to West Sacramento Area Flood Control Agency (WSAFCA) for the Southport Early Implementation Project (EIP) is now available for public review.

The overall purpose of the project is to implement flood risk-reduction measures along 5.6 miles of the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project would bring the levee up to standard with the Federal and state flood risk reduction criteria, as well as provide opportunities for ecosystem restoration and public recreation. To implement the proposed improvements, WSAFCA is requesting a 408 and a 404 permit from the U.S. Army Corps of Engineers (USACE).

Printed copies of the DEIS/DEIR are available for review at the following locations:

- Yolo County Library, 1212 Merkley Avenue, West Sacramento
- City of West Sacramento City Hall, 1110 W. Capitol Ave, West Sacramento

The draft EIS/EIR is also available at USACE's Web site: http://www.spk.usace.army.mil/Media/USACEProjectPublicNotices.aspx CD copies of the draft EIS/EIR may be requested from USACE by contacting Ms. Tanis Toland (see below). The 52-day public review period for the DEIS/EIR ends on January 6, 2013. Please provide any written comments by 4:00 p.m. on January 6, 2014, to:

U.S. Army Corps of Engineers, Sacramento District
Attn: Ms. Tanis Toland, Environmental Resources Branch
1325 J Street, Sacramento, CA 95814-2922
Fax: (916) 557-7856
E-mail: tanis.j.toland@usae.army.mil

Two public meetings will be held: one on December 11, 2013, from 3:00 p.m. to 5:00 p.m., and one on December 18, 2013, from 6:00 p.m. to 8:00 p.m. Both meetings will be held at the Bridgeway Lakes Boathouse, 3650 Southport Parkway, West Sacramento. A presentation will start 30 minutes after the meetings begin.

All comments received on the draft EIS/EIR will be considered and incorporated into the final EIS/EIR, as appropriate. For further information, please contact Ms. Toland at (916) 557-6717.

Sincerely,

Alicia E. Kirchner
Chief, Planning Division

of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses. EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval. At that time, EPA will issue another **Federal Register** notice to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: Under the provisions of national Program Development and Approval Guidance implementing section 6217 of the Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) which was jointly developed and published by EPA and the National Oceanic and Atmospheric Administration (NOAA), 29 coastal States and 5 coastal Territories with federally approved Coastal Zone Management Programs have developed and submitted to EPA and NOAA Coastal Nonpoint Pollution Programs. Another State (Illinois) is developing its program for submittal to EPA and NOAA in early 2014. EPA and NOAA have fully approved 17 States and 5 Territories, and conditionally approved 11 States. Another State that was conditionally approved (Alaska) ceased its participation in this program in 2011.

Form Numbers: None.

Respondents/affected entities: Entities affected by this action are 11 coastal States with conditionally approved Coastal Nonpoint Pollution Control Programs and 1 coastal State that will submit its program for federal approval in 2014.

Respondent's obligation to respond: Required to obtain or retain benefits.

Estimated number of respondents: 12 States (total).

Frequency of response: On occasion.

Total estimated burden: 1,500 hours (per year). Burden is defined at 5 CFR 1320.3(b).

Total estimated cost: $55,500 (per year), includes $0 annualized capital or operation & maintenance costs.

Changes in Estimates: There is a decrease of 125 hours (per year) in the total estimated respondent burden compared with the ICR currently approved by OMB. This decrease is the result of progress that States which are not yet unconditionally approved have made that have resulted in the reduction in the number of conditions imposed on them by EPA and NOAA, offset by the addition of a new State coastal nonpoint program (Illinois), as well as the sunsetting of one State program in 2011 (Alaska).

Dated: November 6, 2013.

Benita Best-Wong,

Director, Office of Wetlands, Oceans, and Watersheds.

[FR Doc. 2013–27830 Filed 11–19–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9011–9]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements.

Filed 11/04/2013 through 11/08/2013.

Pursuant to 40 CFR 1506.9.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

EIS No. 20130329, Draft EIS, FHWA, TX, US 69/Loop 49 North Lindale Reliever Route, Comment Period Ends: 01/20/2014, Contact: Gregory Punske 512–536–5960.

EIS No. 20130330, Final EIS, NRC, 00, Generic—License Renewal of Nuclear Plants (NUREG–1437), Review Period Ends: 12/16/2013, Contact: Jeffrey Rikhoff 301–415–1090.

EIS No. 20130331, Final EIS, USFS, NE., Allotment Management Planning in the Fall River West and Oglala Geographic Areas, Review Period Ends: 12/16/2013, Contact: Robert Novotny 605–745–4107.

EIS No. 20130332, Final EIS, FHWA, CALTRANS, CA, Interstate 5 North Coast Corridor Project, Review Period Ends: 12/16/2013, Contact: Manuel Sanchez 619–699–7336.

EIS No. 20130333, Final EIS, USFS, OR, Fox Canyon Cluster Allotment Management Plans, Review Period Ends: 12/16/2013, Contact: Jeffrey Marszal 541–416–6436.

EIS No. 20130334, Draft EIS, BIA, MA, Mashpee Wampanoag Tribe Fee-to-Trust Acquisition and Casino Project, Comment Period Ends: 12/30/2013, Contact: Chester McGhee 615–564–6500.

EIS No. 20130335, Final EIS, BLM, NV, Pan Mine Project, Review Period Ends: 12/16/2013, Contact: Miles Kreidler 775–289–1893.

EIS No. 20130336, Draft EIS, FHWA, FL, SR 997/SW 177th Avenue/Krome Avenue South, Comment Period Ends: 12/30/2013, Contact: Cathy Kendall 850–553–2225.

EIS No. 20130337, Draft EIS, USACE, CA, Southport Sacramento River Early Implementation Project, Comment Period Ends: 01/06/2014, Contact: Tanis Toland 916–557–6717.

Amended Notices

EIS No. 20130261, Draft Supplement, NPS, CA, Golden Gate National Recreation Area Draft Dog Management Plan, Comment Period Ends: 01/11/2014, Contact: Michael B. Edwards 303–969–2694.

EIS No. 20130324, Final EIS, BLM, CA, Stateline Solar Farm Project, Proposed Final Plan Amendment, Review Period Ends: 12/16/2013, Contact: Jeffery Childers 951–807–6737. Revision to FR Notice Published 11/08/2013; Correction to change Review Period from 02/05/2014 to 12/16/2013.

Dated: November 12, 2013.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2013–27441 Filed 11–18–13; 11:15 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OPP–2013–0001; FRL–9902–31]

SFIREG Full Committee; Notice of Public Meeting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Association of American Pesticide Control Officials (AAPCO)/State FIFRA Issues Research and Evaluation Group (SFIREG), Full Committee will hold a 2-day meeting, beginning on December 9, 2013 and ending December 10, 2013. This notice announces the location and times for the meeting and sets forth the tentative agenda topics.

DATES: The meeting will be held on Monday, December 9, 2013 from 8:30 a.m. to 5 p.m. and 8:30 a.m. to noon on Tuesday, December 10, 2013.

To request accommodation of a disability, please contact the person listed under **FOR FURTHER INFORMATON CONTACT**, preferably at least 10 days prior to the meeting, to give EPA as much time as possible to process your request.

ADDRESSES: The meeting will be held at EPA. One Potomac Yard (South Bldg.)

You're Invited to a Public Meeting about the Southport Levee Project Draft Environmental Impact Statement/Environmental Impact Report

The U.S. Army Corps of Engineers and the West Sacramento Area Flood Control Agency have released a draft environmental impact statement/environmental impact report (DEIS/EIR) for the Southport Sacramento River Early Implementation Project (project). The project would bring the Sacramento River South Levee up to standard with Federal and state flood risk reduction criteria, as well as providing opportunities for ecosystem restoration and public recreation. The DEIS/EIR analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects.

The construction area would extend along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 5.6 miles to the South Cross Levee, adjacent to the Southport community of West Sacramento. The potential soil borrow sites are located to the east and west of southern Jefferson Blvd.; adjacent to the construction area; immediately west of the Deep Water Ship Channel; and south of the South Cross Levee.

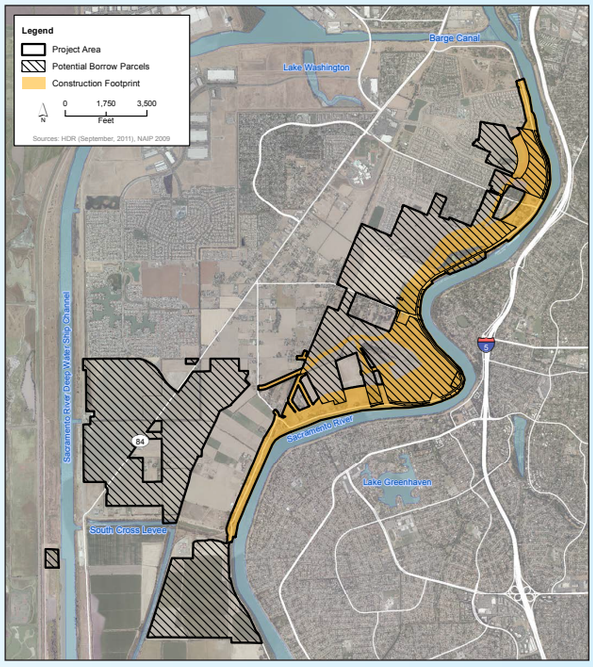
You are invited to review and comment on the DEIS/EIR during the 60-day comment period, **ending Monday, January 6, 2014**. The DEIS/EIR can be viewed online at:

www.cityofwestsacramento.org/city/flood/southport_eip/environmental_studies.asp

It is also available for review at the following locations:

Yolo County Library
1212 Merkley Avenue, West Sacramento

City of West Sacramento City Hall
1110 W. Capitol Ave., West Sacramento



Two public meetings will be held where you can learn more and comment on the DEIS/EIR:

- **December 11, 2013, 3:00-5:00 p.m.**
- **December 18, 2013, 6:00-8:00p.m.**
- **Location: Bridgeway Lakes Boathouse 3650 Southport Parkway, West Sacramento**

A presentation will start 30 minutes aftet the meetings begin.

Interested parties are also invited to comment in writing during the comment period. Send comments to:

Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
megan.smith@icfi.com

or

Ms. Tanis Toland
U.S. Army Corps of Engineers
Sacramento District Delta Programs
Integration & Ecosystem Restoration
1325 J Street, Sacramento, CA 95814
tanis.j.toland@usace.army.mil

US Army Corps of Engineers
Sacramento District

WSAFCA
West Sacramento Area Flood Control Agency

Southport Levee Project
Draft EIS/EIR Has Been Released!

The U.S. Army Corps of Engineers and the West Sacramento Area Flood Control Agency have released a draft environmental impact statement/environmental impact report (DEIS/EIR) for the Southport Sacramento River Early Implementation Project (project). If implemented, the project would construct 5.6 miles of flood risk-reduction measures along the Sacramento River South Levee, located to the east of the Southport community in the city of West Sacramento. The DEIS/EIR analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects.

US Army Corps of Engineers
Sacramento District

WSAFCA
West Sacramento Area Flood Control Agency

You are invited to review and comment on the DEIS/EIR during the 60-day comment period, ending Monday, January 6, 2014. The DEIS/EIR can be viewed online at www.cityofwestsacramento.org/city/flood/southport_eip/environmental_studies.asp. It is also available for review at the Yolo County Library at 1212 Merkley Avenue, West Sacramento, and City of West Sacramento City Hall, 1110 W. Capitol Ave., West Sacramento.

Two public meetings, where you can learn more and comment on the DEIS/EIR, will be held, one on December 11, 2013, from 3:00-5:00 p.m. and one on December 18, 2013, from 6:00-8:00p.m., at the Bridgeway Lakes Boathouse, 3650 Southport Parkway, West Sacramento. A presentation will start 30 minutes after the meetings begin.

Interested parties are also invited to comment in writing during the comment period. Send comments to:

Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
megan.smith@icfi.com

or

Ms. Tanis Toland
U.S. Army Corps of Engineers
Sacramento District Delta Programs
Integration & Ecosystem Restoration
1325 J Street, Sacramento, CA 95814
tanis.j.toland@usace.army.mil

Southport Levee Project
Draft EIS/EIR Has Been Released!

The U.S. Army Corps of Engineers and the West Sacramento Area Flood Control Agency have released a draft environmental impact statement/environmental impact report (DEIS/EIR) for the Southport Sacramento River Early Implementation Project (project). If implemented, the project would construct 5.6 miles of flood risk-reduction measures along the Sacramento River South Levee, located to the east of the Southport community in the city of West Sacramento. The DEIS/EIR analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects.

US Army Corps of Engineers
Sacramento District

WSAFCA
West Sacramento Area Flood Control Agency

You are invited to review and comment on the DEIS/EIR during the 60-day comment period, ending Monday, January 6, 2014. The DEIS/EIR can be viewed online at www.cityofwestsacramento.org/city/flood/southport_eip/environmental_studies.asp. It is also available for review at the Yolo County Library at 1212 Merkley Avenue, West Sacramento, and City of West Sacramento City Hall, 1110 W. Capitol Ave., West Sacramento.

Two public meetings, where you can learn more and comment on the DEIS/EIR, will be held, one on December 11, 2013, from 3:00-5:00 p.m. and one on December 18, 2013, from 6:00-8:00p.m., at the Bridgeway Lakes Boathouse, 3650 Southport Parkway, West Sacramento. A presentation will start 30 minutes after the meetings begin.

Interested parties are also invited to comment in writing during the comment period. Send comments to:

Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
megan.smith@icfi.com

or

Ms. Tanis Toland
U.S. Army Corps of Engineers
Sacramento District Delta Programs
Integration & Ecosystem Restoration
1325 J Street, Sacramento, CA 95814
tanis.j.toland@usace.army.mil

The Sacramento Bee

P.O. Box 15779 • 2100 Q Street • Sacramento, CA 95852

ICF INTERNATIONAL
630 K ST
SACRAMENTO, CA 95814

DECLARATION OF PUBLICATION
(C.C.P. 2015.5)

COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the printer and principal clerk of the publisher of The Sacramento Bee, printed and published in the City of Sacramento, County of Sacramento, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under the date of September 26, 1994, Action No. 379071; that the notice of which the annexed is a printed copy, has been published in each issue thereof and not in any supplement thereof on the following dates, to wit:

November 10, 2013

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Sacramento, California, on **November 10, 2013**

(Signature)

NO 226 PUBLIC NOTICE

Notice of Availability of DEIS/EIR for the Southport Sacramento River Early Implementation Project

The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood risk–reduction measures along 5.6 miles of the Sacramento River South Levee (levee) in the city of West Sacramento, Yolo County, California. U.S. Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Policy Act (NEPA), and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), released the draft environmental impact statement/report (DEIS/R) for public review on Nov. 8, 2013. The DEIS/EIR analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects.

Project Description and Location. The project would bring the levee up to standard with Federal and state flood risk reduction criteria, as well as providing opportunities for ecosystem restoration and public recreation. The construction area would extend along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 5.6 miles to the South Cross Levee, adjacent to the Southport community of West Sacramento. The potential soil borrow sites are located to the east and west of southern Jefferson Blvd.; adjacent to the construction area; immediately west of the Deep Water Ship Channel; and south of the South Cross Levee.

Significant Effects. Implementation of the Applicant Preferred Alternative (APA) may result in significant environmental effects to geomorphic conditions; water quality and groundwater resources; soil resources; transportation; air quality; noise; vegetation and wetlands; fish and aquatic resources; wildlife; land use and agriculture; socioeconomics and community; visual resources; utilities; and cultural resources.

Comments Solicited. The public comment period is open through Jan. 6, 2014. The DEIS/EIR can be viewed online at http://www.cityofwestsacramento.org/city/_ood/southport_eip/environmental_studies.asp. It is also available at the Yolo County Library, 1212 Merkley Ave., West Sacramento, and City of West Sacramento City Hall, 1110 W. Capitol Ave., West Sacramento. Members of the public may meet with lead agency representatives and provide comments by attending one of two public meetings to be held on **December 11, 2013, from 3:00-5:00 p.m. and December 18, 2013, from 6:00-8:00p.m., at the Bridgeway Lakes Boathouse, 3650 Southport Parkway, West Sacramento.** A presentation will start 30 minutes after the meetings begin. Interested parties are also invited to comment in writing during the comment period. **Send comments to the addresses below, postmarked no later than Jan. 6, 2014.** If commenting on behalf of a public agency or non-governmental organization, please include the name of a contact person.

Megan Smith, Project Manager
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Email: megan.smith@icfi.com

Ms. Tanis Toland
U.S. Army Corps of Engineers, Sacramento District
Delta Programs Integration & Ecosystem Restoration
1325 J Street
Sacramento, CA 95814
Email: tanis.j.toland@usace.army.mil

Attachment B

- PowerPoint presentation at meetings
- Display boards
- Fact sheet
- Comment card
- Transcript and errata sheet of December 18, 2013 public meeting

Southport Sacramento River Early Implementation Project

Environmental Impact Statement/ Environmental Impact Report

Public Draft Review

U.S. Army Corps of Engineers &
West Sacramento Area Flood Control Agency

December 2013

Welcome and Meeting Purpose

- Joint Draft Environmental Impact Statement Environmental Impact Report (Draft EIS/EIR) was released in November 2013
- Opportunity to describe the project and the EIS/EIR process, and solicit comments on the document
- Compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)

Lead Agencies

- West Sacramento Area Flood Control Agency (WSAFCA)
  - Joint Powers Authority comprised of the City and the reclamation districts that maintain the levees around the city
  - Overseeing planning and implementation of flood risk-reduction measures
  - Lead agency under CEQA
- U.S. Army Corps of Engineers (USACE)
  - Responsible for permission to modify Federal flood project levees
  - Responsible for work in navigable waters under the Rivers and Harbors Act
  - Responsible for fill in jurisdictional waters under the Clean Water Act
  - Lead agency under NEPA

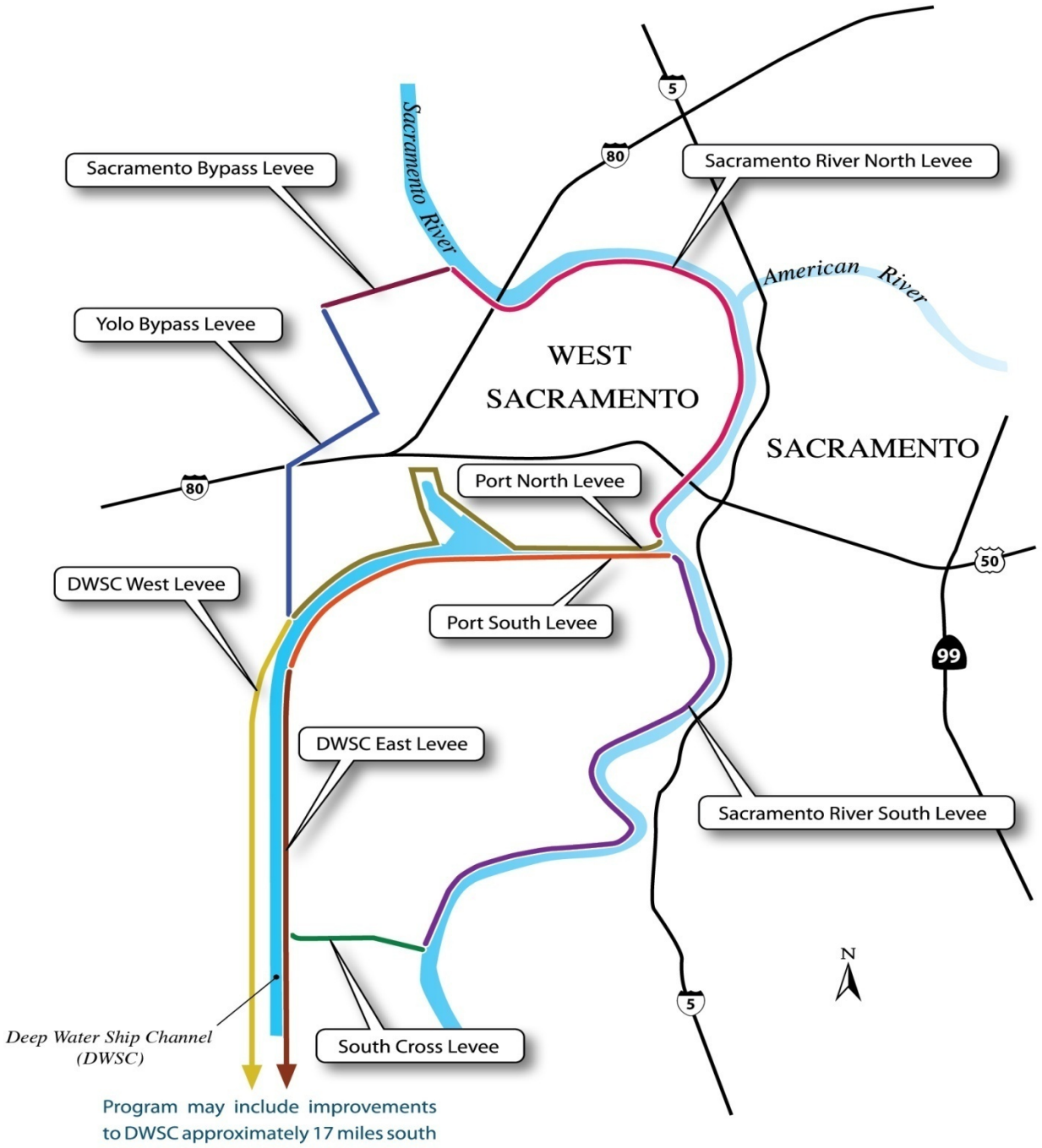
WSAFCA's Overall Goals

- Achieve 200-year level of performance (0.5% chance of occurring in any given year) for the city by modifying the ~50 miles of levees around the West Sacramento
- Construct levee improvements as soon and as completely as possible to reduce flood risk
- Provide recreational and ecosystem restoration elements compatible with flood risk-reduction measures

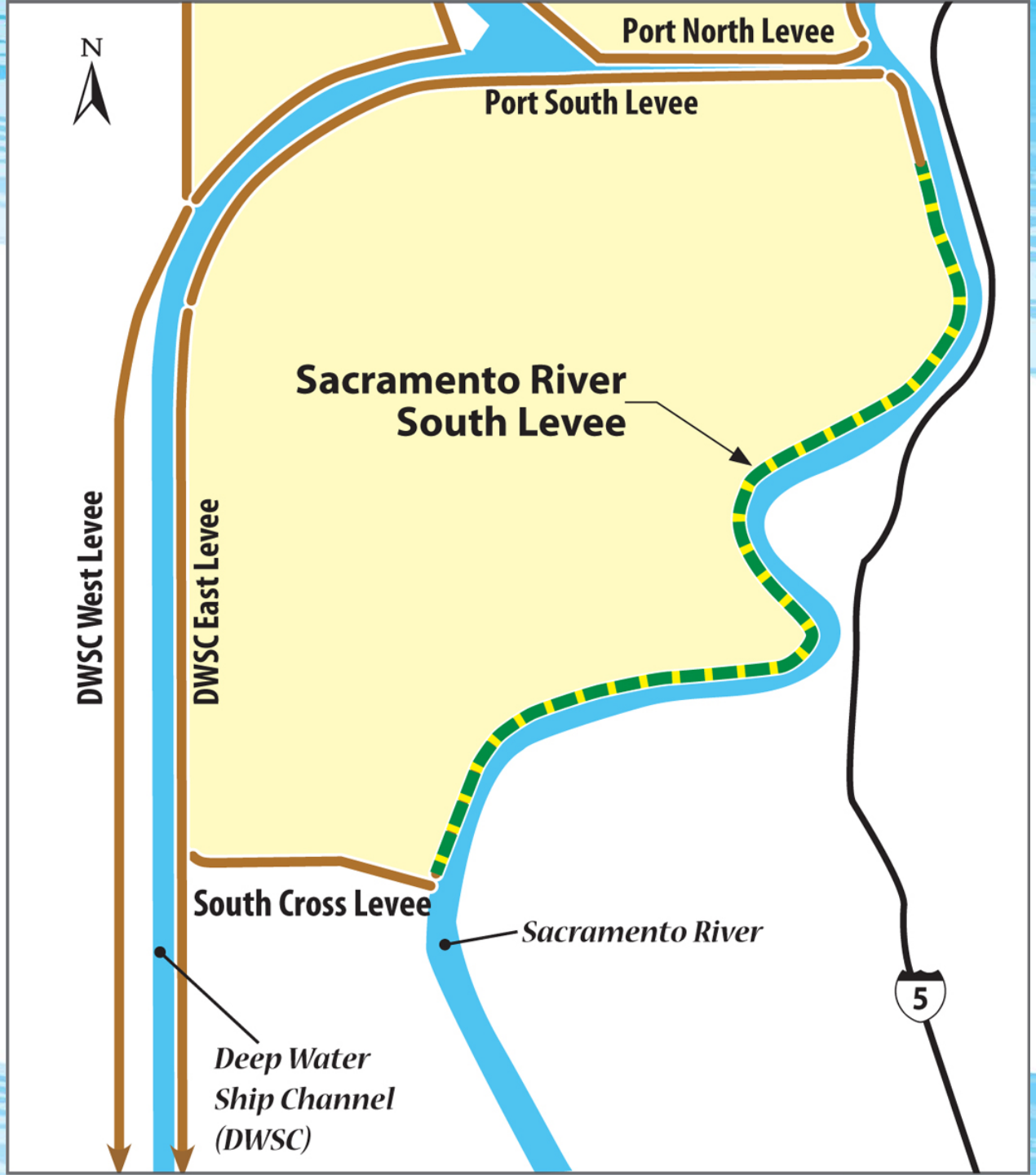
The Southport Sacramento River EIP

- What is an Early Implementation Project (EIP)?
  - Constructed in coordination with the State's Central Valley Flood Protection Plan and Federal West Sacramento Project
  - Identified as a critical need site
  - Paid for through locally generated funding and Props 1E and 84 in partnership with State
- Southport EIP details
  - Address deficiencies in a ~6-mile reach of levee protecting Southport
  - Treat under- and through-seepage, unstable slopes, and erosion
  - Bring levee up to current Federal and state standards

WSLIP Levee Evaluation Locations



Southport EIP Location



Recent Local Flood Protection Efforts

- 2005: USACE issues new levee design standards
- 2006: State performs critical erosion repairs on three sites in West Sacramento
- 2006: WSAFCA and CA DWR begin comprehensive evaluation of levees
- 2007: WSAFCA proposes the WSLIP
- 2007: USACE constructs a seepage berm at Davis Road under PL84-99
- 2008: I Street Bridge EIP is constructed
- 2010: WSLIP Draft EIS/EIR is released

Recent Local Flood Protection Efforts continued…

- 2010: USACE begins construction on setback levee south of Barge Canal
- 2010: WSAFCA begins planning Southport EIP
- 2011: Environmental analysis for the Southport EIP begins; scoping conducted
- 2011: The Rivers and the CHP Academy EIPs and are constructed
- Feb 2013: Re-scoping conducted for the Southport EIP
- Nov 2013: Southport EIP Draft EIS/EIR released for public comment

Flood Risk-Reduction Project Process

- Problem Identification – locating and scoping deficiencies
- Alternatives Analysis – matching potential improvements to address the deficiencies
- Design Development – detailed engineering and preparing plans and specifications
- Environmental Analysis and Documentation – evaluating possible environmental effects from the potential risk-reduction measures
- Permitting
- Construction

Identified Levee Deficiencies for Southport EIP

- Slope instability caused by inadequate levee geometry and/or deficient levee material
- Seepage (under or through the levee)
- Erosion
- Non-compliant vegetation

Flood Risk-Reduction Measures

The document analyzes the impacts and feasibility of combinations of the following measures:

- Slurry cut-off walls through the levee
- Slope flattening of the existing levee
- Setback levee landside of the existing levee
- Adjacent levee landside of the existing levee
- Seepage berms/stability berms on the landside of the levee
- Rock slope protection on the waterside of the levee
- Relief wells
- Vegetation removal

Multi-Objective Benefits

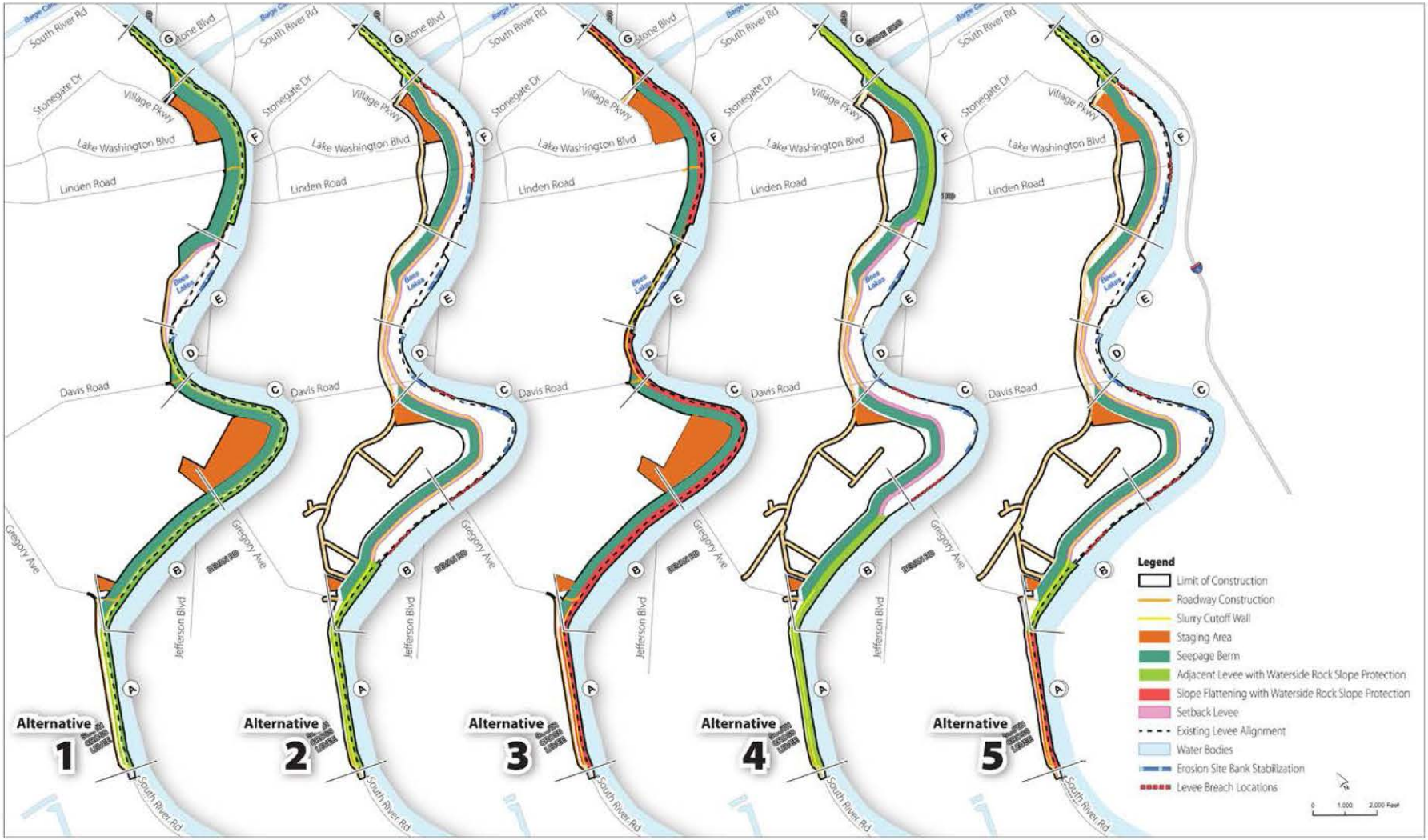
- Recreation
  - Corridors for walking, jogging, biking, and, where appropriate, equestrian use
  - Other recreation features may include landscaping, benches, small picnic areas, and other amenities
- Open Space and Habitat
  - Restored areas to mitigate project effects
  - Enhancement of fish and aquatic habitat along the river's edge and wetland and upland areas on and near levees
  - Potential for areas for floodplain expansion and restoration

NEPA and CEQA Process

- Scoping process (Solicit public input to be considered in EIS/EIR)
- Prepare Draft EIS/EIR
- Circulate Draft EIS/EIR for public review (we are here)
- Respond to comments and prepare Final EIS/EIR
- WSAFCA adopts project and findings of fact, certifies EIR, adopts mitigation and monitoring plan, and records Notice of Determination
- Circulate Final EIS for 30-day public review
- USACE prepares Record of Decision

Alternatives Analyzed in Draft EIS/EIR

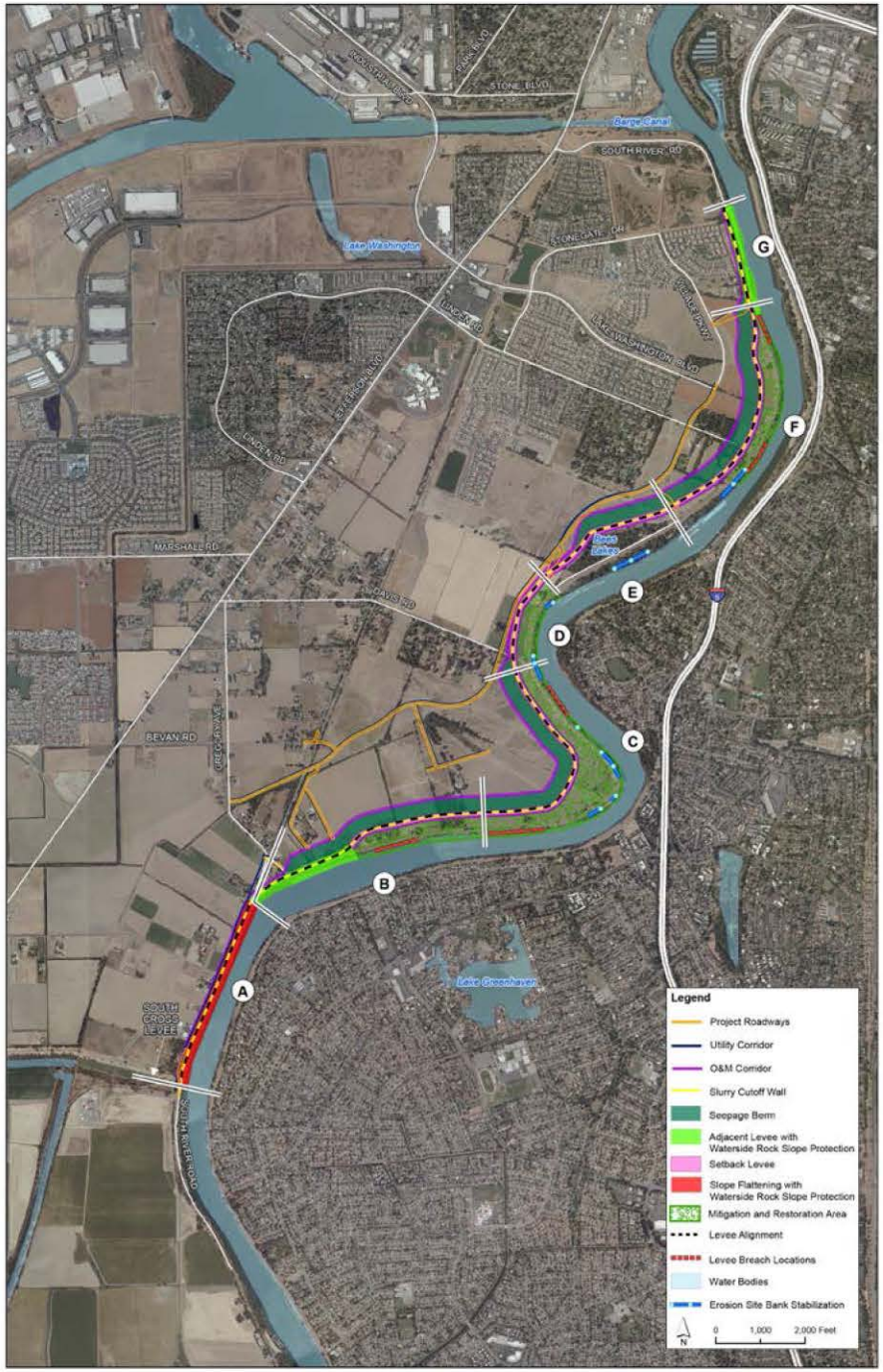
- Five alternatives are being considered
- The priority of each alternative is to reduce flood risk, but each also provides varying opportunities for ecosystem restoration and future recreation
- Alternatives are a combination of two or more flood risk-reduction measures:
  - levee slope flattening
  - seepage berms on the landside of the levee
  - setback levee
  - rock slope protection on the waterside
  - adjacent levee and slurry cutoff walls.



Project Alternatives

WSAFCA Preferred Alternative

- Alternative 5 is considered the APA (setback with slope flattening)
- Key factors include:
  - addressing the levee deficiencies with high confidence in technical feasibility
  - minimizing environmental effects
  - optimizing multi-benefit opportunities
  - providing cost-effective value
- Deemed most feasible, with consideration to public agency and stakeholder feedback
- No decisions have yet been made



Southport Early Implementation Project Post-Construction Conditions - Alternative 5

Environmental Resources Analyzed in Draft EIS/EIR

- Aesthetics
- Air quality
- Biological resources
- Geology and soils
- Land use/planning
- Recreation
- Noise
- Utilities/public services
- Hazardous materials
- Socioeconomics/environmental justice
- Cultural resources
- Agriculture
- Population and housing
- Public services
- Mineral resources
- Transportation/Navigation
- Growth-inducement
- Cumulative effects

Public Comment Period

- Compliant with NEPA and CEQA
- Provides opportunity for public comment on the project, the alternatives analysis in the Draft EIS/EIR, and associated mitigation
- Allows for public agency comment
- Informs the design element of the project past 65% stage

Next Steps

- Ask questions of project team members
- Provide written comments at this meeting, later via U.S. Postal Service, or via e-mail – comments due by Monday, January 6, 2014
- Final EIS and Final EIR to be released in Spring 2014
- Sign in with us to be notified of release of Final EIS and Final EIR

Welcome to the

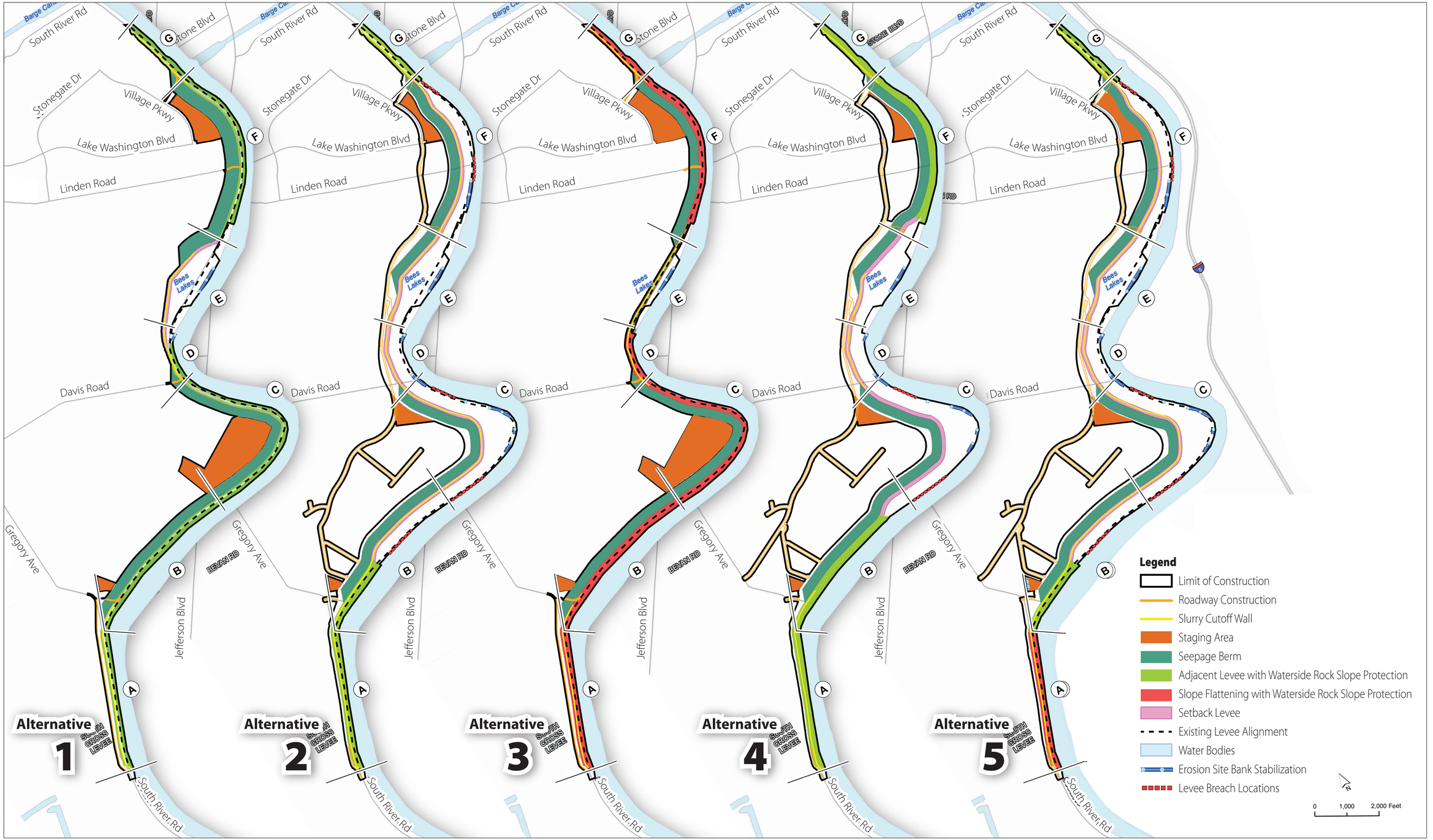
Southport Sacramento River Early Implementation Project EIS/EIR

Public Meeting

December 2013

Southport Board - Welcome.indd 1 12/9/13 11:14 AM

ES-1_Board.pdf 1 12/4/13 4:42 PM



Project Alternatives

West Sacramento Levee Improvements Program Purpose and the Southport Sacramento River Early Implementation Project

In 2007 the West Sacramento Area Flood Control Agency (WSAFCA) initiated the West Sacramento Levee Improvements Program (WSLIP) to reduce the risk of a catastrophic flood event in West Sacramento. The City of West Sacramento, as part of WSAFCA, and in collaboration with the California Department of Water Resources, embarked on a comprehensive evaluation of the levees protecting the city to determine deficiencies and develop treatments. As the agency with authority over jurisdictional waters of the United States and alterations to Federal levees, the U.S. Army Corps of Engineers (USACE) acts as the lead agency as it relates to the Federal environmental review process. Based on findings of the levee evaluation, the objectives of the WSLIP are to:

- Achieve a minimum of "200-year" level of flood protection for the City of West Sacramento in line with Federal and state flood protection criteria;
- Construct levee improvements as soon as possible to reduce flood risk;
- Construct levee improvements that are politically, socially, and environmentally acceptable; and
- Provide recreational and open space elements for the city that are compatible with flood improvement measures.

West Sacramento Area Flood Control Agency (WSAFCA) is a Joint Powers Authority created in 1994 to coordinate planning and construction of flood protection facilities within its boundaries and to finance the local share of flood control projects. Member agencies of WSAFCA are the City of West Sacramento, Reclamation District 900, and Reclamation District 537.

USACE approval is needed for alterations to Federal levees under Section 14 of the Rivers and Harbors Act; discharge of dredge or fill materials into jurisdictional waters of the United States under Section 404 of the Clean Water Act; and activities in navigable waters under Section 10 of The Rivers and Harbors Act.

WSAFCA is proposing the Southport Sacramento River Early Implementation Project (Southport EIP) to implement flood risk–reduction measures along approximately 6 miles of the Sacramento River South Levee. This is the fourth levee flood risk management project (following the I-Street Bridge, CHP Academy, and The Rivers projects) under the WSLIP and would address under-and through-seepage, erosion, and slope instability. The Southport EIP may also provide opportunities for ecosystem restoration and public recreation. The Southport EIP would bring the levee up to current standard with Federal and state flood risk-reduction criteria.

In 2011, WSAFCA and USACE issued a Notice of Preparation and Notice of Intent, respectively, to prepare a joint environmental impact statement/environmental impact report (EIS/EIR) for the Southport EIP and held a 30-day comment period. Since then, WSAFCA has expanded the Southport EIP study area to include additional soil borrow sites that may be needed to construct the Southport EIP and a modified roadway alignment. Supplemental public scoping was conducted in early 2013 on account of these changes. The EIS/EIR is now available for public comment to inform USACE's and WSAFCA's decision-making.

How Did We Get Here?

Over the past decades, there have been several flood risk evaluations and risk management efforts in the city of West Sacramento.

1986-1987: Significant rainfall event occurs in Sacramento region; U.S. Army Corps of Engineers (USACE) recommends significant flood risk management efforts in West Sacramento.

1987-1990: City obtains Federal funding and authorization for two levee flood risk-reduction projects.

1990-1993: Sacramento Urban Levee Reconstruction Project completes building of stability berm along the Sacramento River in Southport. Costs were $9 million; local share was $800,000.

1994: West Sacramento Flood Control Agency (WSAFCA) is created to coordinate, fund, and construct major flood risk-reduction projects, and spearhead West Sacramento-area flood risk management effort.

1997: Significant rainfall event occurs in Sacramento region and levees sustain damage.

1999-2002: USACE's West Sacramento Project strengthened five miles of levees adjacent to the Sacramento and Yolo bypasses. Costs were approximately $32.1 million; local share was $3.6 million.

2005: USACE issues new levee design standards.

2006: State performs critical erosion repairs on three sites in West Sacramento.

2006: WSAFCA, in collaboration with California Department of Water Resources, embarks on comprehensive evaluation of levees.

2007: WSAFCA proposes the West Sacramento Levee Improvements Program (WSLIP). This is a comprehensive program to bring the city's levees up to current standards.

2007: USACE constructs a seepage berm at Davis Road and South River Road under Public Law 84-99.

2008: The I Street Bridge early implementation project (EIP) is constructed under WSLIP after USACE approved Section 408 permission requested by WSAFCA. The Rivers and CHP Academy EIPs are proposed.

2009/2010: A joint USACE and WSAFCA environmental scoping meeting is held for the WSLIP, including The Rivers and CHP Academy EIPs. The WSLIP Draft EIS/EIR is released.

Winter 2010: USACE begins construction on a setback levee project along the west bank of the Sacramento River south of the Stone Locks, as part of the Sacramento River Bank Protection Project. Anticipated completion is fall 2013.

Summer 2010: WSAFCA and USACE begin planning the Southport Sacramento River EIP (Southport EIP).

Mid-2011: The Rivers and CHP Academy EIPs complete environmental review and are constructed.

Summer 2011: The environmental review process for the Southport EIP is initiated. Initial public scoping is held.

March 2013: The Southport EIP study area is expanded to include additional borrow sites. A second round of public scoping is conducted.

Winter 2013/2014: The Draft EIS/EIR for the Southport EIP is released for public review. Project design continues beyond the 65% level.

Board 1B - How Get Here.indd 1 12/4/13 4:46 PM

West Sacramento Area Levee Projects

During the past 10 years, several key flood risk management projects have been initiated or constructed by various government agencies or agency partnerships in the city of West Sacramento. Below is a list of major projects that are in the planning stage, under construction, or that have been constructed.

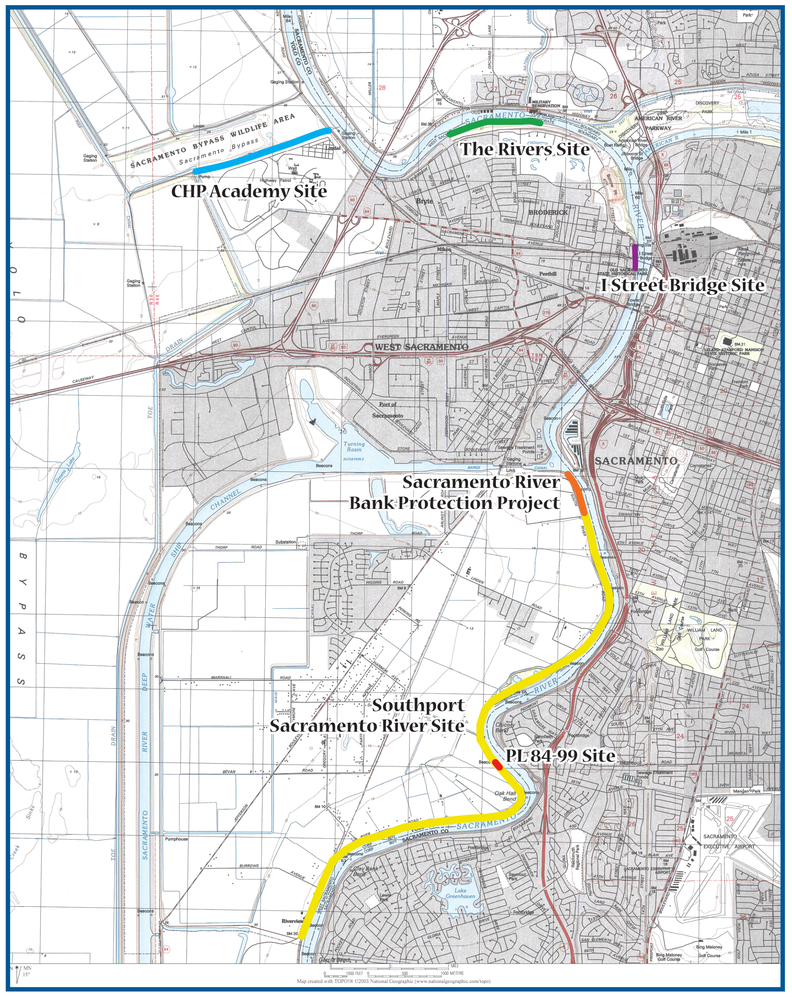
I Street Bridge Site. Construction of the I Street Bridge Early Implementation Project (EIP) was completed in November 2008. The treatment consisted of a 475-foot-long slurry wall approximately 37 feet in depth to correct seepage deficiencies. The City's Riverwalk extension project commenced soon after construction was completed.

CHP Academy Site. Construction of the CHP Academy EIP was completed in 2011. This EIP treated 6,500 feet of levee along the Sacramento Bypass to address through-seepage, under-seepage, and levee geometry and instability.

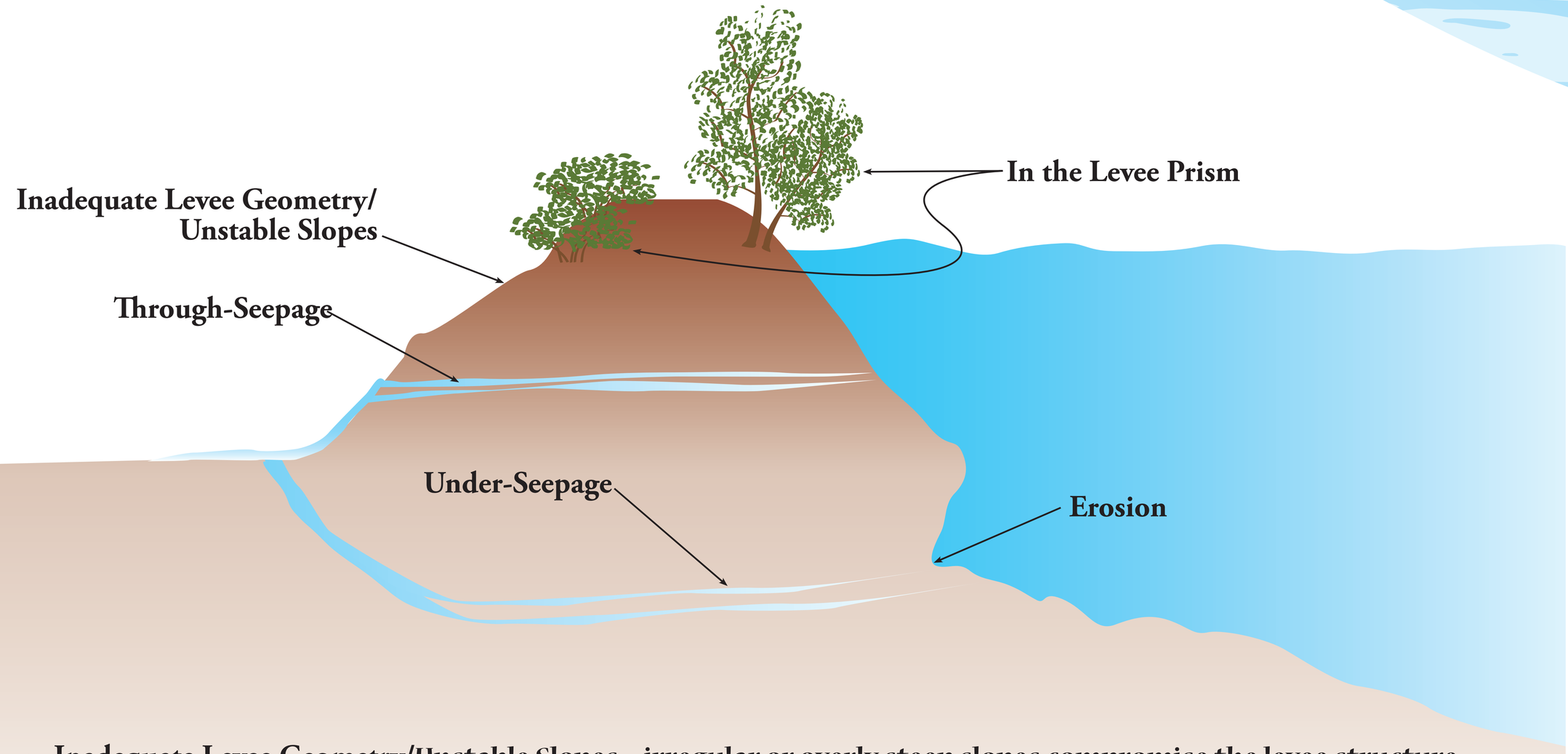
The Rivers Site. Construction of The Rivers EIP was completed in 2011. This EIP treated approximately 3,000 feet of the Sacramento River North Levee, just north of the confluence of the Sacramento and American rivers, to address levee geometry, stability, and under-seepage.

Southport Sacramento River Site. The Southport Sacramento River EIP, if constructed, would implement flood risk-reduction measures along 6 miles of the levee along the west bank of the Sacramento River. It would address under-and through-seepage, erosion, and slope instability. The Draft environmental impact statement/environmental impact report for this EIP was released in winter 2013/2014.

Sacramento River Bank Protection Project. Construction on this project began in December 2010, including implementation of a setback levee along the west bank of the Sacramento River, just south of the Stone Locks. This effort is led by the U.S. Army Corps of Engineers under the Sacramento River Bank Protection Project, separate from the efforts of the West Sacramento Area Flood Control Agency.



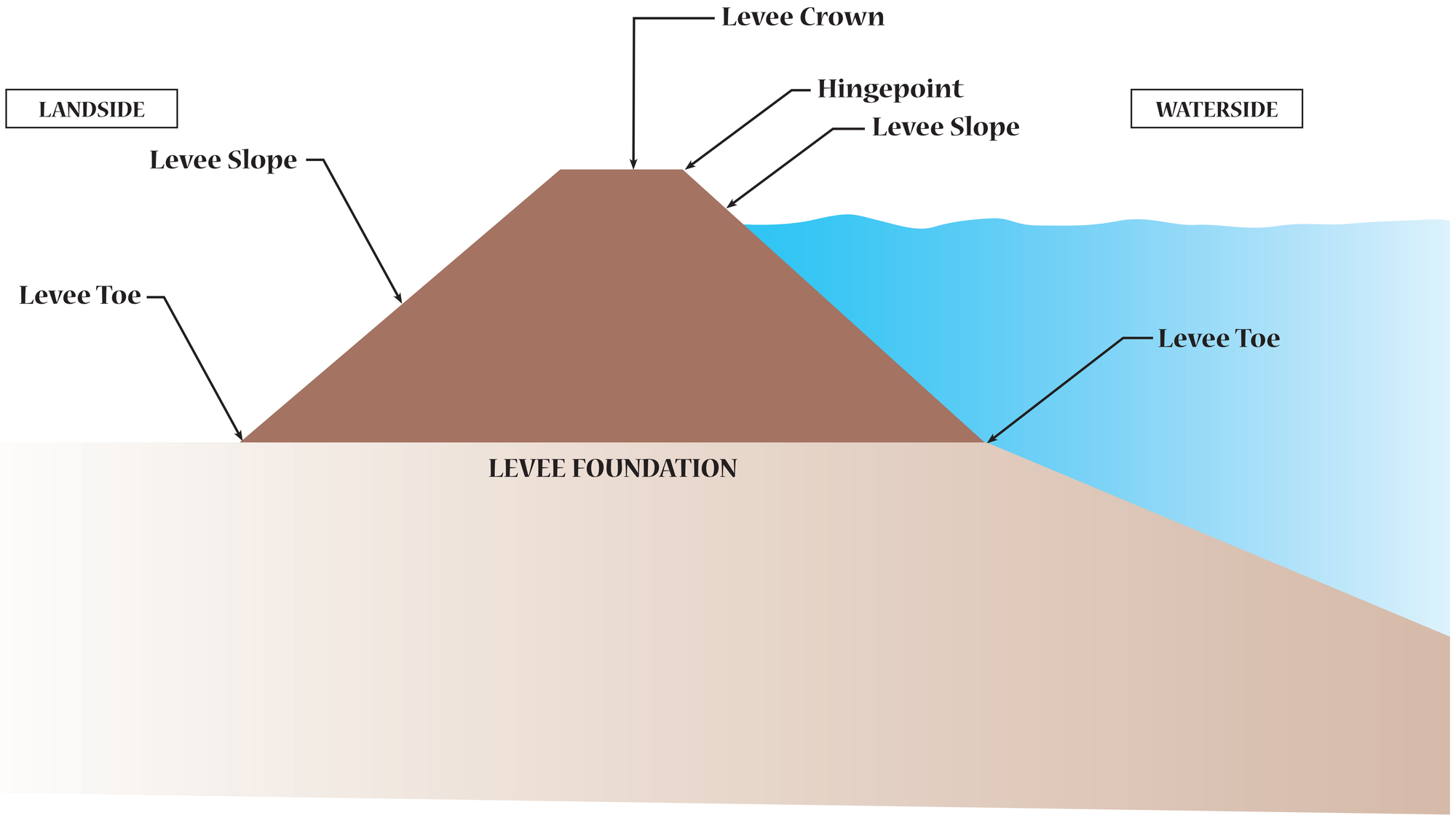
Typical Levee Deficiencies



- **Inadequate Levee Geometry/Unstable Slopes – irregular or overly steep slopes compromise the levee structure**
- **Vegetation in the Levee Prism – can lead to levee instability and hinder levee monitoring and maintenance**
- **Erosion – water flow, wakes, and waves remove soil material, damaging the levee**
- **Through-Seepage/Under-Seepage – soil material can be washed away by water flowing through or under the levee, ultimately causing failure**

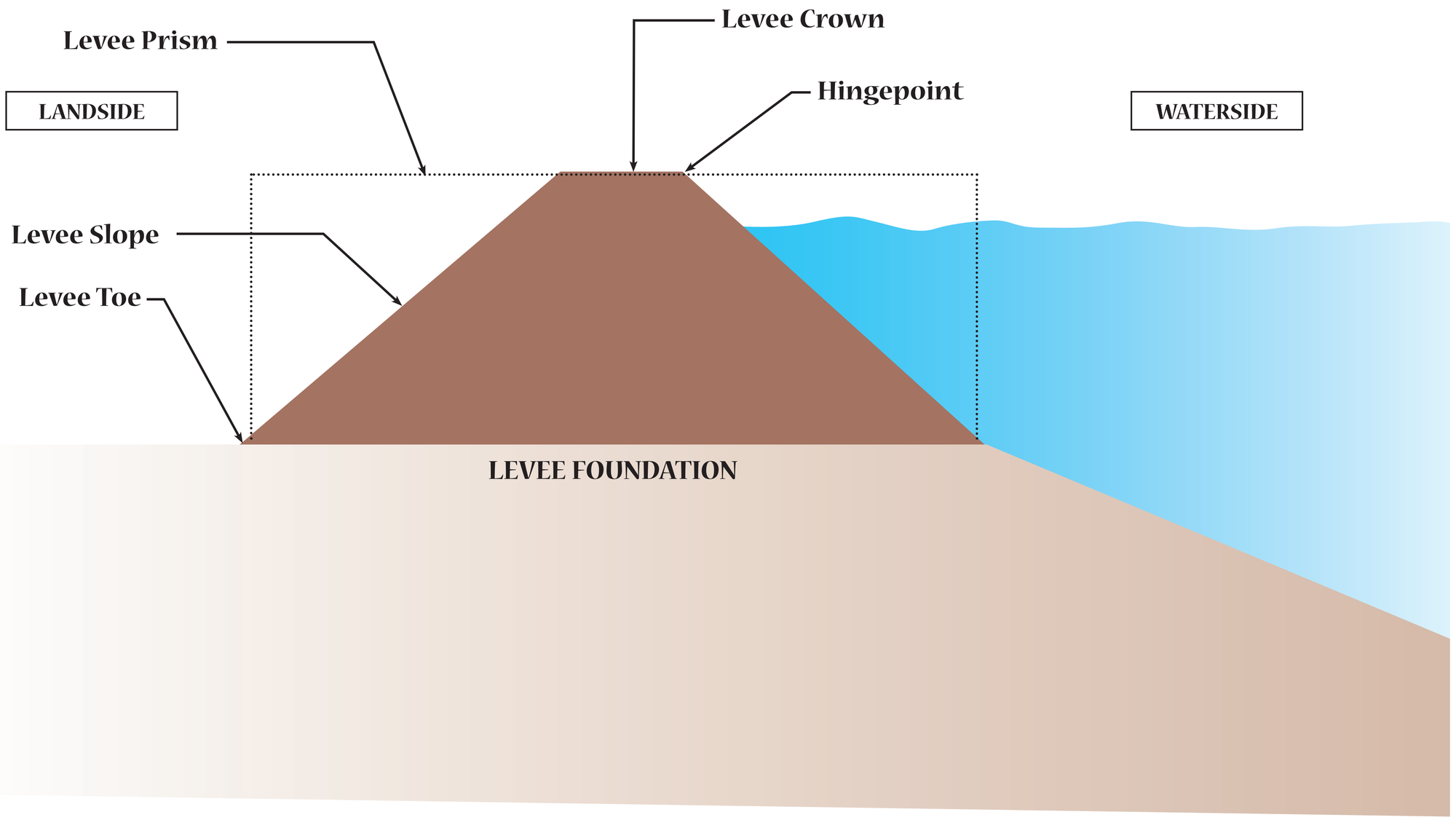
Board 1D - Typical Deficiencies.indd 1 12/4/13 4:51 PM

An "Inside Look" at a Levee



Board 1E - Inside Look.indd 1 3/22/13 2:32 PM

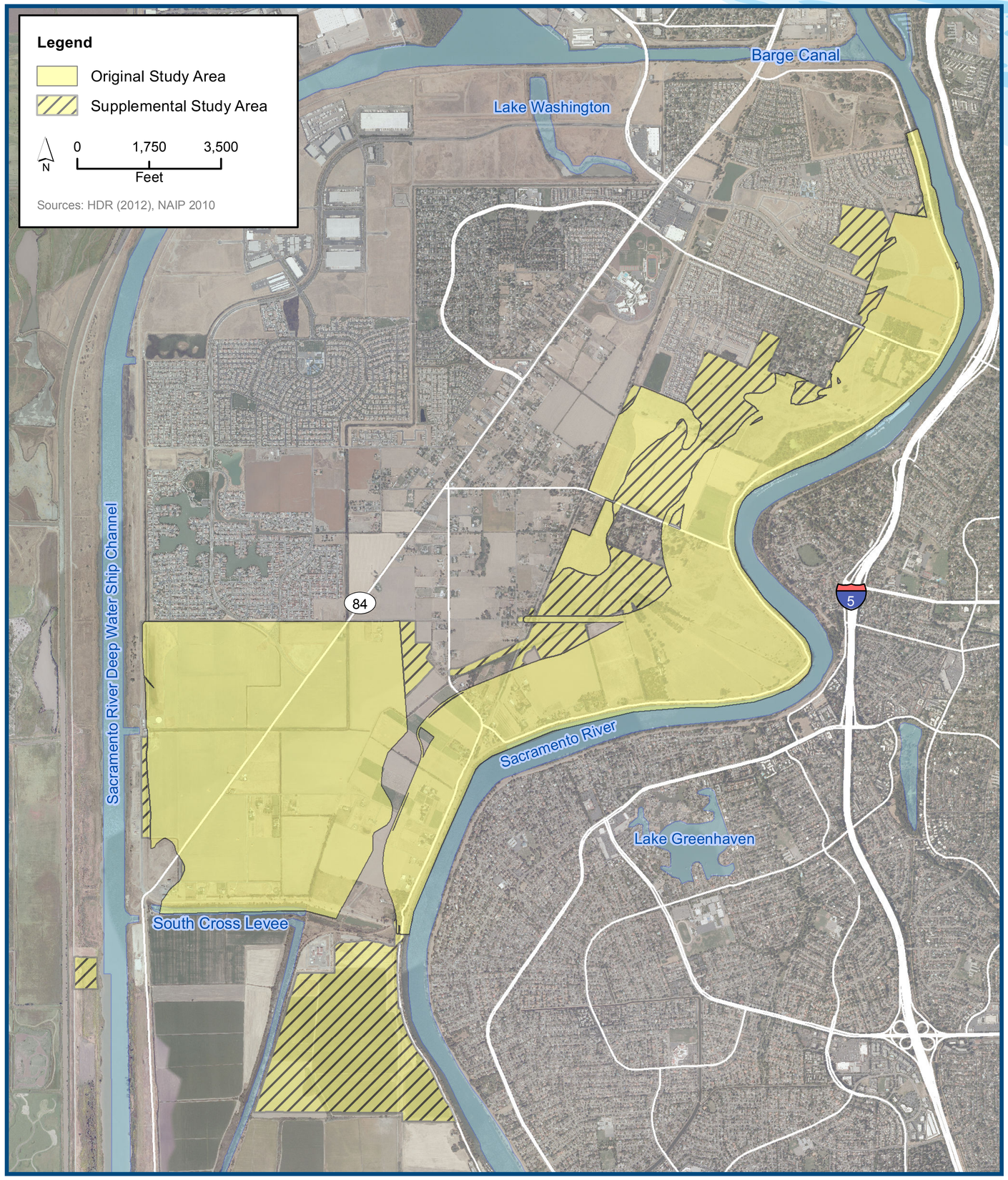
Typical Levee Cross Section



Board 1E - Typical Levee CS.indd 1
12/4/13 4:38 PM

The Expanded EIP Study Area

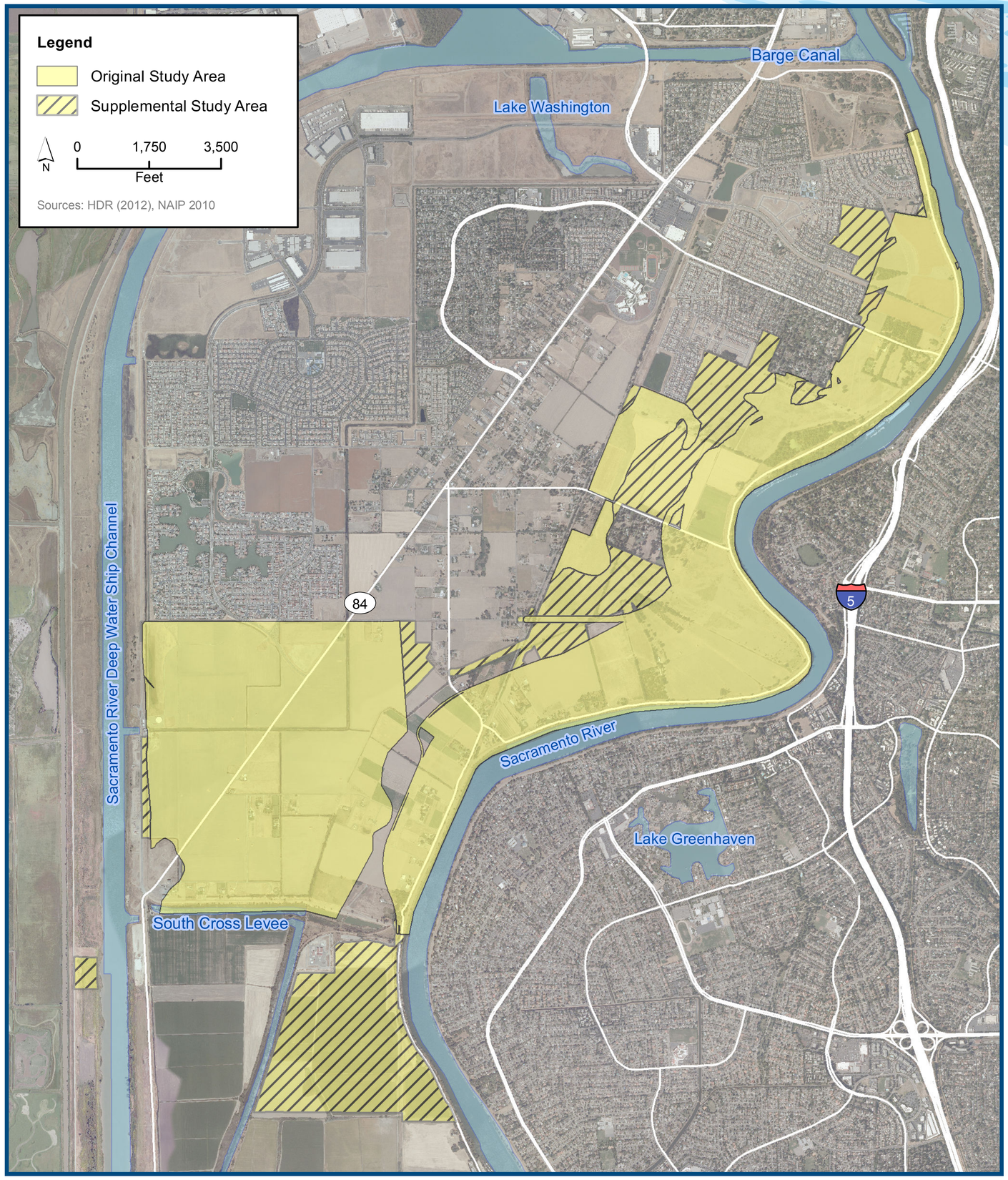
Since the initiation of the Southport Sacramento River Early Implementation Project (EIP) in 2011, the West Sacramento Area Flood Control Agency expanded the study area to include additional soil borrow sites that may be needed to construct the EIP. The expanded study area includes the area of levee construction, roadway construction and/or relocation, and potential soil borrow sites. The map at right illustrates both the original and supplemental study areas.



Board 1F - Expanded Study Area.indd 1
12/4/13 12:09 PM

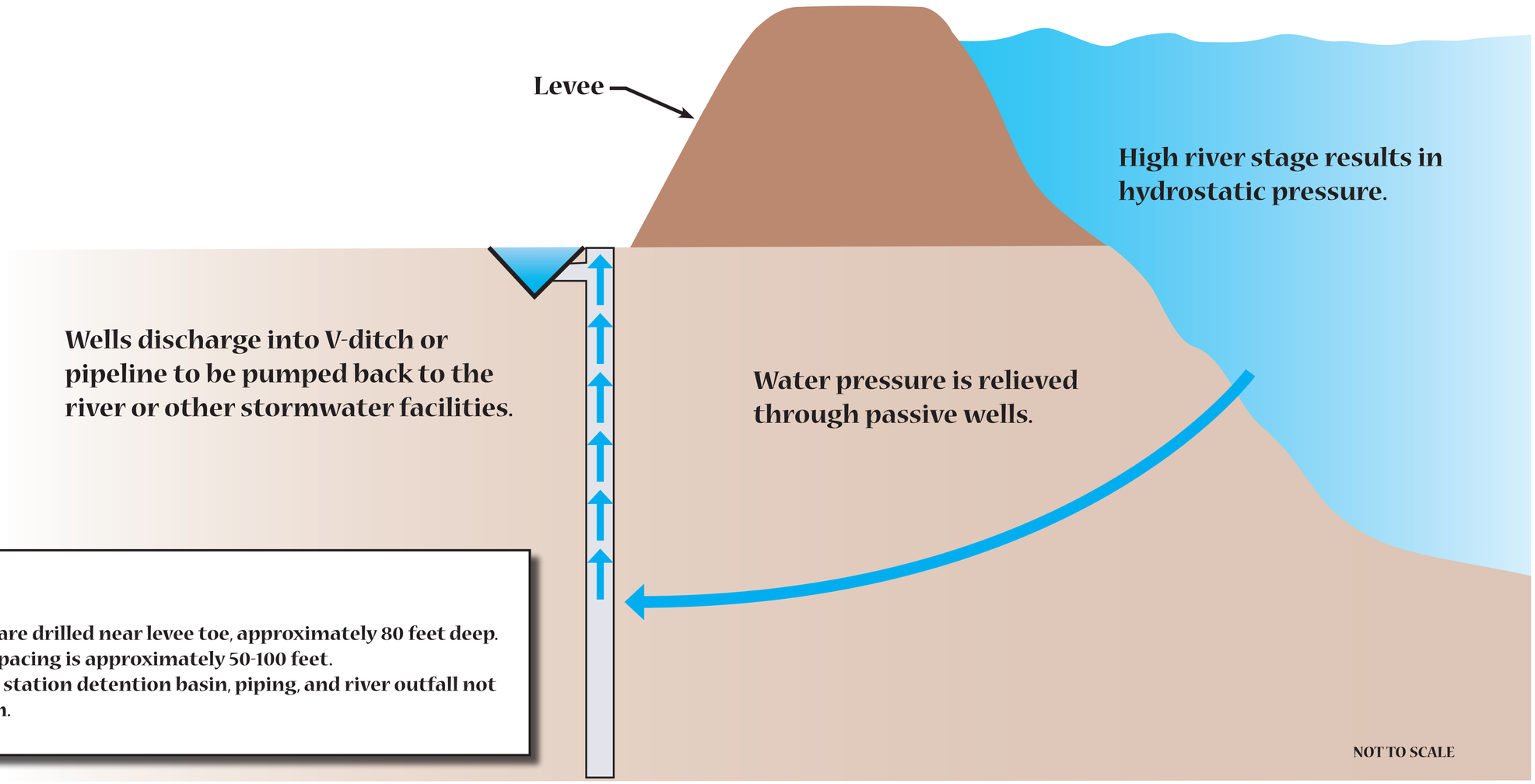
The Southport EIP Study Area

Since the initiation of the Southport Sacramento River Early Implementation Project (EIP) in 2011, the West Sacramento Area Flood Control Agency expanded the study area to include additional soil borrow sites that may be needed to construct the EIP. The expanded study area includes the area of levee construction, roadway construction and/or relocation, and potential soil borrow sites. The map at right illustrates both the original and supplemental study areas.



Relief Wells

Concept: Water pressure is relieved via passive wells, which direct water discharge into a collection system.



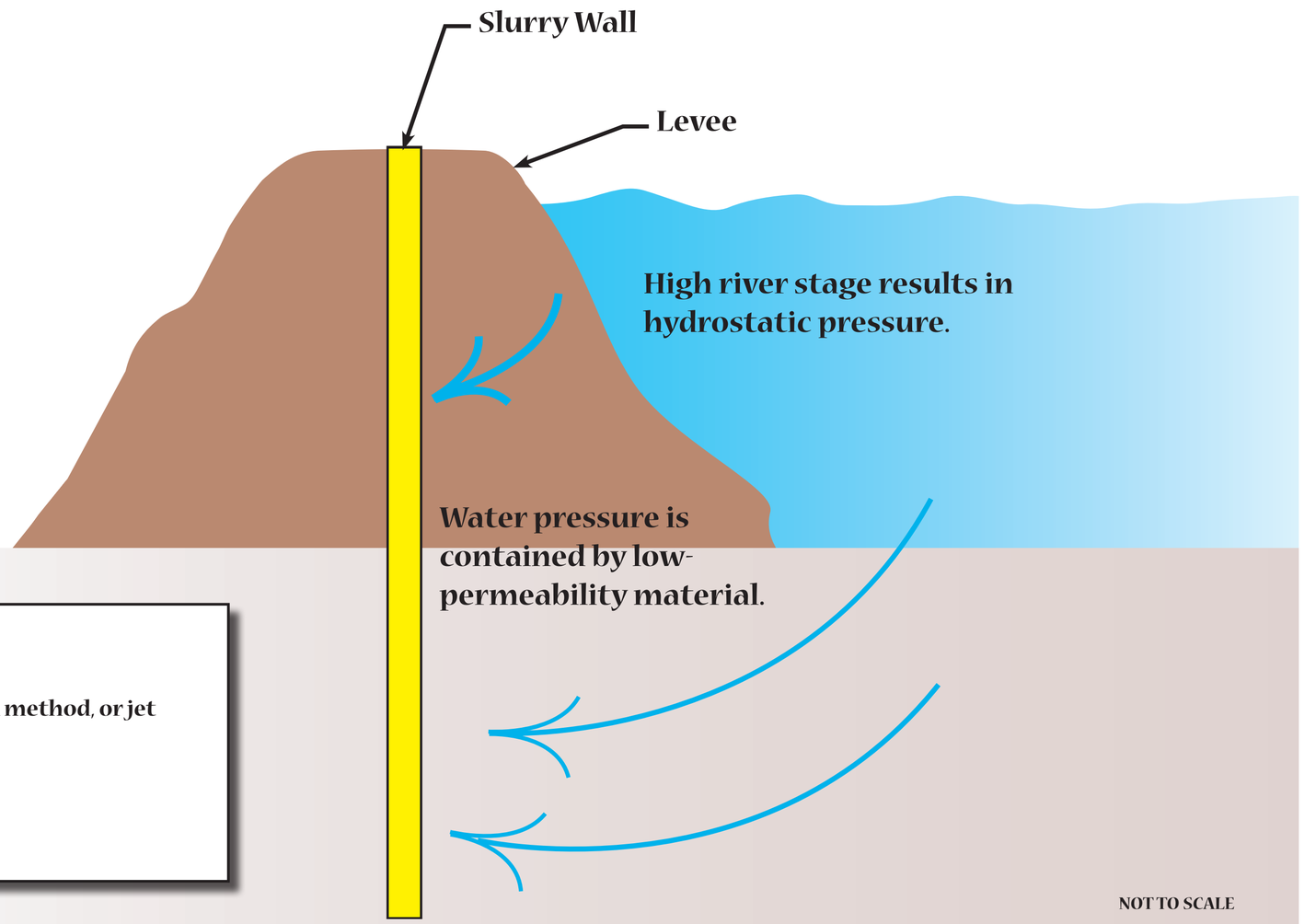
DETAILS

- Wells are drilled near levee toe, approximately 80 feet deep.
- Well spacing is approximately 50-100 feet.
- Pump station detention basin, piping, and river outfall not shown.

Board 2A - Relief Well.indd 1 3/22/13 10:39 AM

Slurry Cutoff Wall

Concept: Water pressure is contained and dispersed by a low-permeability wall constructed within the levee cross section.



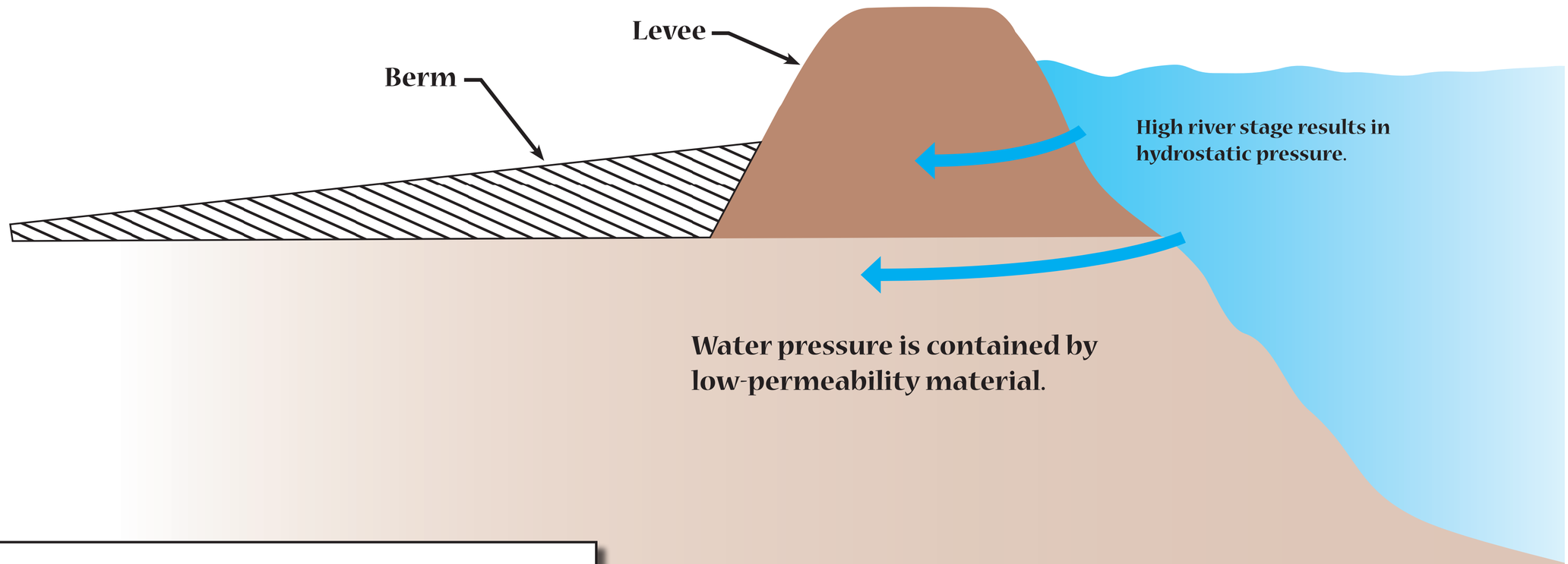
DETAILS

- Constructed via traditional slot trench, deep soil mix method, or jet grouting.
- Wall is approximately 3 feet wide.
- Wall depths vary based on subsurface conditions.

Board 2B - Slurry Wall.indd 1 12/4/13 12:13 PM

Seepage Berm

Concept: Water pressure is contained and dispersed by a thickened soil layer.



DETAILS

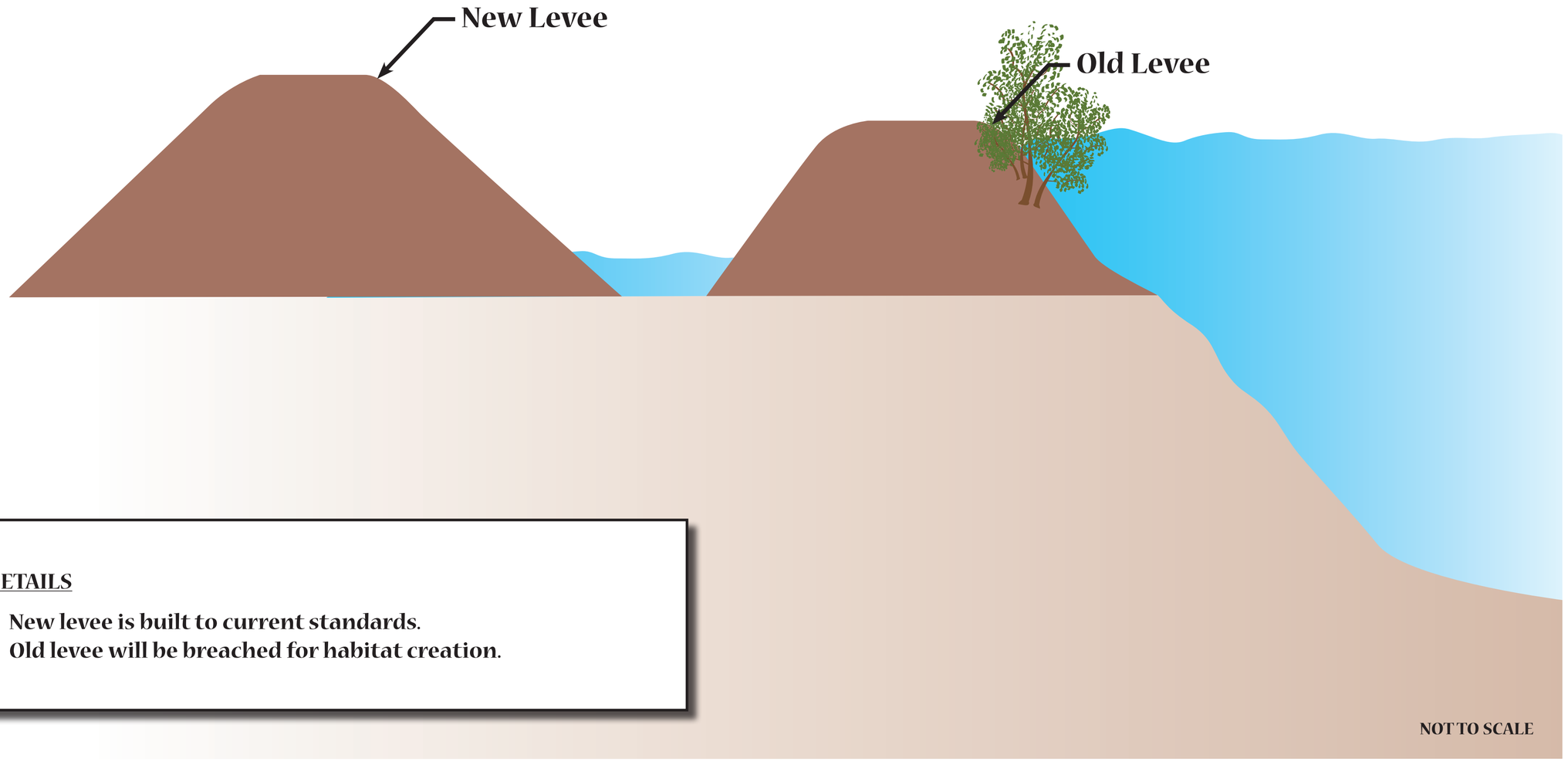
- Berm is typically one-third the height of the levee.
- Berm may extend as much as 300 feet from the levee.

NOT TO SCALE

Board 2C - Seepage Berm.indd 1 12/4/13 12:10 PM

Setback Levee

Concept: A new levee is built toward the landside of an existing levee where there are substantial challenges in bringing the levee up to standard, or where an expanded floodplain is desired for increased capacity or habitat value.



DETAILS

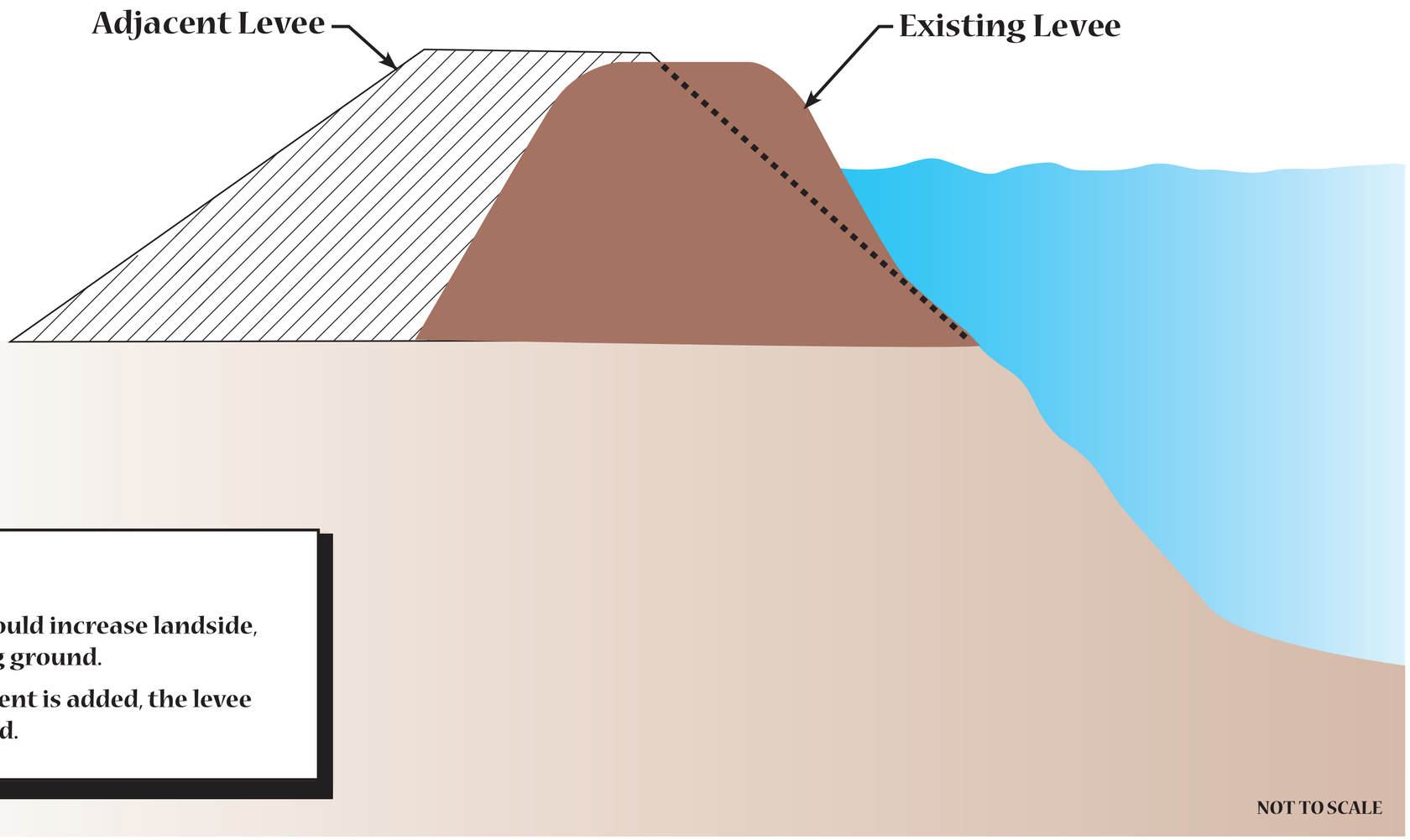
- **New levee is built to current standards.**
- **Old levee will be breached for habitat creation.**

NOT TO SCALE

Board 2D - Setback Levee.indd 1 12/5/13 10:51 AM

Adjacent Levee

Concept: A new embankment strengthens the existing levee and enlarges the slopes.



DETAILS

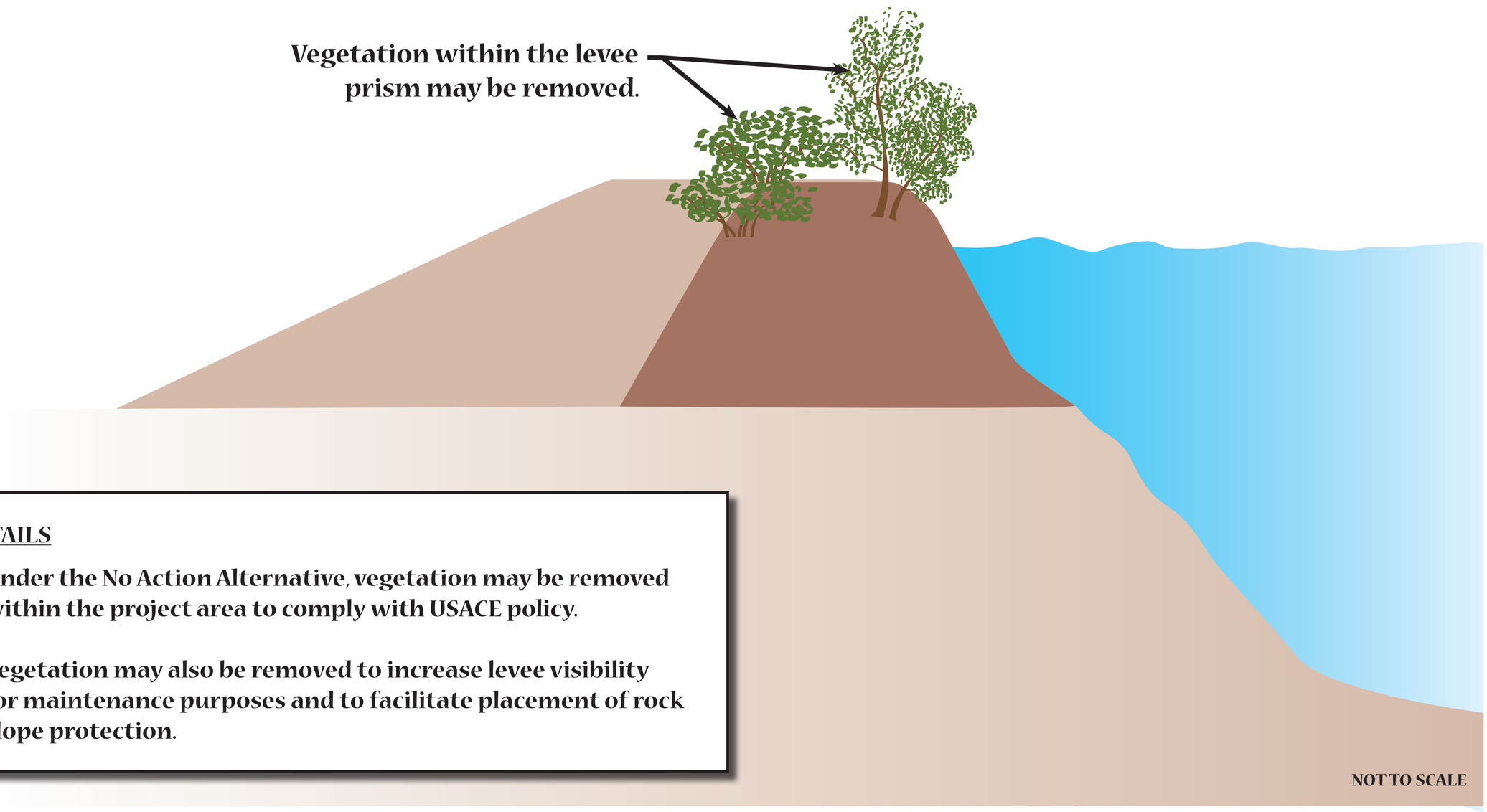
- **The crown of the levee would increase landside, with a 3:1 slope to existing ground.**
- **When the new embankment is added, the levee centerline shifts landward.**

NOT TO SCALE

Board 2E - Adjacent Levee.indd 1 12/4/13 3:30 PM

Vegetation Removal

Concept: Vegetation within the levee prism may inhibit levee maintenance, visibility, and performance.

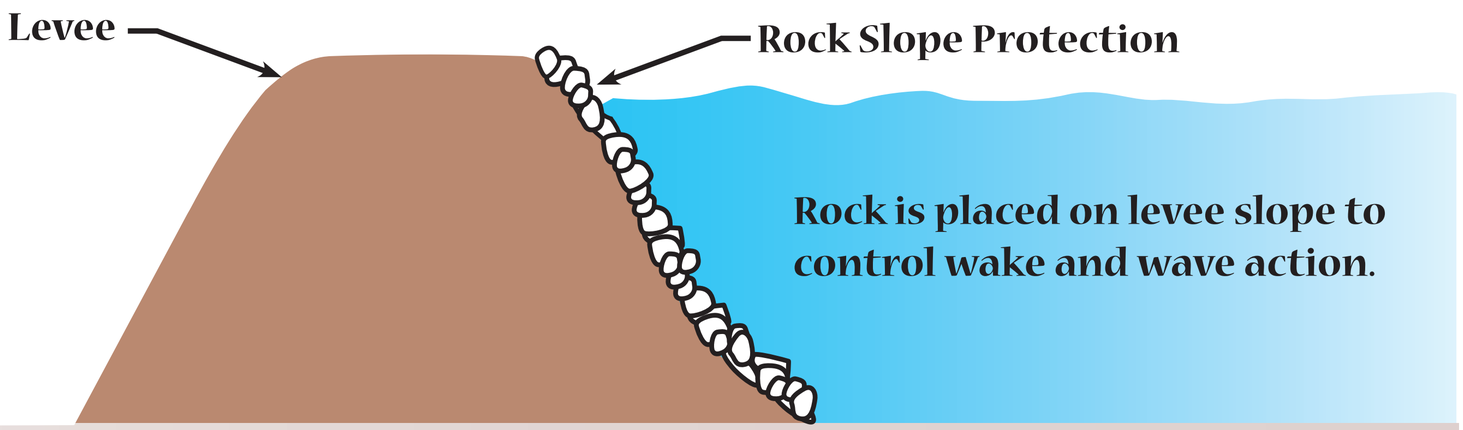


DETAILS

- Under the No Action Alternative, vegetation may be removed within the project area to comply with USACE policy.
- Vegetation may also be removed to increase levee visibility for maintenance purposes and to facilitate placement of rock slope protection.

Rock Slope Protection

Concept: Water-side erosion is prevented by placement of rock.



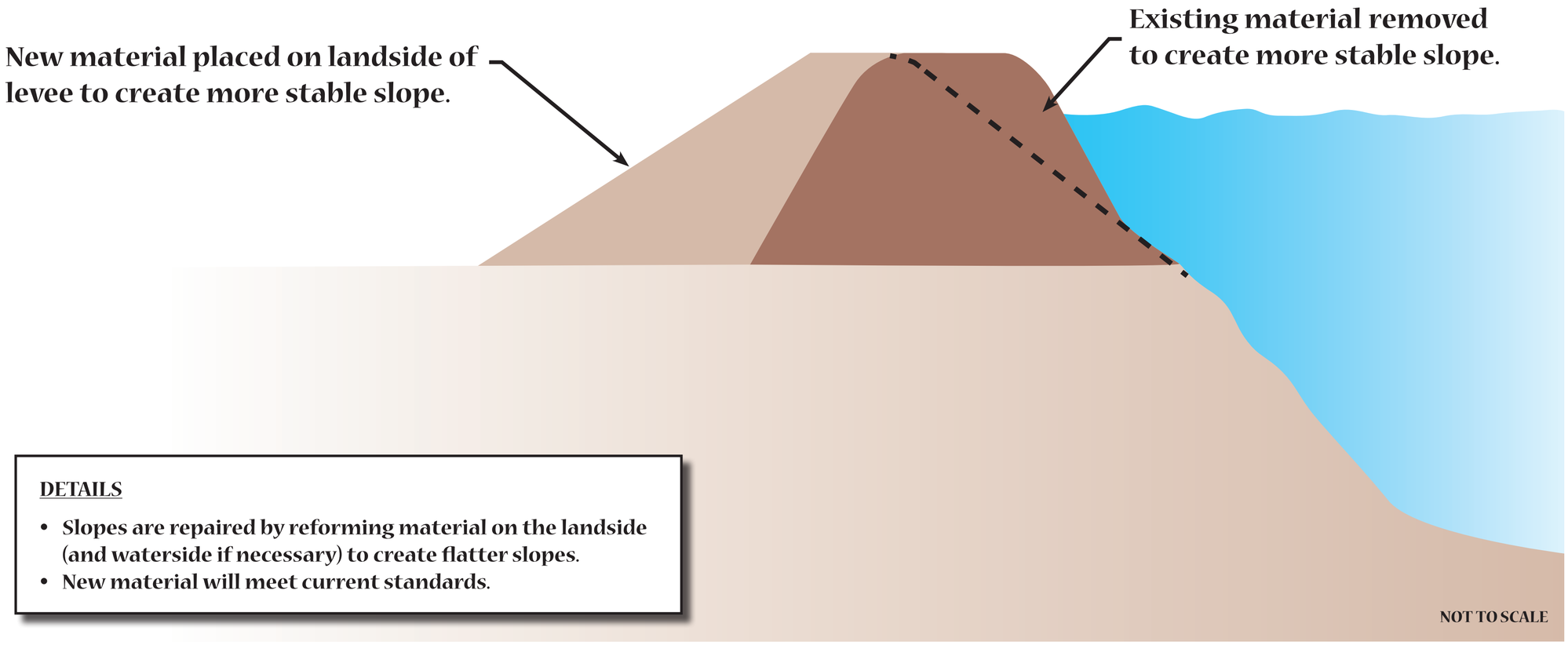
DETAILS

- Rock is typically 8 to 18 inches in diameter, placed in a 12 to 24-inch layer.
- Rock could be covered by soil and/or non-woody vegetation.

Board 2G - Rock Slope Protection.indd 1 3/22/13 10:48 AM

Slope Flattening

Concept: Flatter slopes are more stable and less susceptible to erosion.



DETAILS

- Slopes are repaired by reforming material on the landside (and waterside if necessary) to create flatter slopes.
- New material will meet current standards.

Board 2H - Slope Flattening.indd 1 12/4/13 3:33 PM

About NEPA and CEQA

The purpose of the National Environmental Policy Act (NEPA) is to include environmental consideration into Federal agency planning and action. It also ensures that a proposed activity's potential effects on both the natural and built environments are analyzed and disclosed to the public. This information is presented in an Environmental Impact Statement (EIS). NEPA serves to inform Federal agencies' planning and actions.

Similarly, the California Environmental Quality Act (CEQA) requires the preparation of an Environmental Impact Report (EIR) for non-exempt projects where there is substantial evidence that the project may cause a significant environmental impact. EIRs disclose the effects of the project to agencies and the public and serve as a decision-making aid for governing bodies.

While the West Sacramento Area Flood Control Agency is proposing the project, U.S. Army Corps of Engineers' approval is needed for alterations to Federal levees under Section 14 of the Rivers and Harbors Act; discharge of dredge or fill materials into jurisdictional waters of the United States under Section 404 of the Clean Water Act; and activities in navigable waters under Section 10 of The Rivers and Harbors Act. Therefore, compliance with both NEPA and CEQA is required. USACE is serving as the lead agency under NEPA and WSAFCA is the lead agency under CEQA.

A joint EIS/EIR is often prepared when there is both Federal and state agency interest in an activity, or when a state agency needs permission to perform an action under Federal jurisdiction, as is the case with the Southport Sacramento River Early Implementation Project (Southport EIP). The Draft EIS/EIR is available for public review and comment to inform USACE's and WSAFCA's decision-making.

Board 3A - NEPA_CEQA.indd 1 12/3/13 4:09 PM

Ecosystem Restoration Opportunities & Mitigation

While the highest priority of the Southport Sacramento River Early Implementation Project (Southport EIP) is to implement flood risk-reduction measures, the project would also allow the West Sacramento Area Flood Control Agency (WSAFCA) to partially or fully mitigate many of the project's environmental impacts onsite. In addition, it may provide an opportunity for restoration of historical habitat within the project area.

Potential Habitat Restoration Activities

The goal of restoration is to create self-sustaining, high-value habitats. As part of the Southport EIP, habitat would be created to replace that which may be lost during construction. This minimum level of habitat creation is required under environmental regulations and is considered mitigation. Where space within the project area is available, additional restoration could be undertaken that would restore habitat to historical conditions. Likely objectives for habitat mitigation and restoration include:

- Mitigation for temporary and permanent impacts to protected land cover types
- Mitigation for temporary and permanent impacts to special-status species and potential habitat for these species
- Restoration of portions of the historical Sacramento River floodplain through construction of a setback levee
- Restoration of riparian and oak woodland habitat on the restored floodplain
- Restoration of grasslands on the restored floodplain, setback levee, seepage berm, and other disturbed areas

Alternatives 2, 4, and 5, which primarily use a setback levee, include a wildlife habitat restoration element through the use of expanded floodplain areas. This term refers to the increased floodway provided on the waterside of the proposed setback levee. Project activities in this area would include borrow excavation, grading, and floodplain and habitat restoration. The expanded floodplain area mitigates the losses of existing habitat values due to project effects, as well as maximizes the potential habitat value in the Sacramento River floodplain. The amount of onsite habitat mitigation and restoration that could be implemented depends on the alternative selected.

Board 3C - Ecosystem Restoration.indd 1 12/4/13 12:25 PM

Recreation Opportunities

The highest priority of the Southport Sacramento River Early Implementation Project is to implement flood risk-reduction measures. However, where it is compatible with those measures and operations, the West Sacramento Area Flood Control Agency (WSAFCA) is considering recreation improvements on, adjacent to, or near the levee.

South River Road, which runs atop the levee, provides easy access to the river and serves as a gateway to many recreational uses. Much of the levee supports a mature riparian forest that is attractive to recreationists. The scenic quality of the road and relatively light traffic make it a popular corridor for pedestrians, joggers, equestrians, cyclists, and anglers accessing the river.

WSAFCA seeks to improve conditions, accessibility, and maintenance of recreation sites along the levee. The current recreational uses listed above may be enhanced by adding parking or staging areas, seating along the corridor, picnic areas, and other amenities.

Ease of maintenance and increased accessibility are the two criteria that will be primarily used to evaluate implementation of enhanced recreation options. Recreation features proposed as part of each flood risk-reduction are included for review and comment in this Draft EIS/EIR.

Board 3D - Recreation Opportunities.indd 1 12/3/13 4:15 PM

Potential Environmental Effects

Implementation of the proposed Southport Sacramento River Early Implementation Project would affect both the natural and built environments. The draft environmental impact statement/ environmental impact report (DEIS/EIR) analyzes the project's potential environmental effects and proposes mitigation measures that may reduce those effects. Implementation of the Applicant Preferred Alternative (APA) may result in significant environmental effects to:

- geomorphic conditions
- water quality and groundwater resources
- soil resources
- transportation
- air quality
- noise
- vegetation and wetlands
- fish and aquatic resources
- wildlife
- land use and agriculture
- socioeconomics and community
- visual resources
- utilities
- cultural resources

Board 3E - Potential Enviro Issue.indd 1 12/6/13 3:16 PM

Comments?

Thank you for your interest in this public safety project. Please provide us with your input on the content of the Environmental Impact Statement/ Environmental Impact Report here.

Southport EIP Alternatives

Five alternatives are being considered for the Southport EIP. The priority of each alternative is to reduce flood risk, but each also provides varying opportunities for ecosystem restoration and future opportunities for recreation. Each alternative is a combination of two or more of the following flood-risk reduction measures: levee slope flattening, seepage berms on the landside of the levee, setback levee, rock slope protection on the waterside, adjacent levee, and slurry cutoff walls.

Among the five alternatives analyzed is the Applicant Preferred Alternative (APA), a setback levee with slope flattening (Alternative 5). The APA is the alternative that WSAFCA has determined to be the most feasible and beneficial alternative, following consideration of public agency and stakeholder feedback during the past two years. A graphic representation of the five alternatives is included in the interior of this brochure.

We Want Your Input

USACE and WSAFCA are seeking public input on the Southport EIP project alternatives. The public is invited to review the Draft EIS/EIR and provide comment during the public comment period, which ends on **Monday, January 6, 2014**. You can access the Draft EIS/EIR online at:
www.cityofwestsacramento.org/city/flood/southport_eip/environmental_studies.asp and at
http://www.spk.usace.army.mil/Media/USACEProjectPublicNotices.aspx.

Additionally, it is available for review in print and digital versions at the **Yolo County Library**, 1212 Merkley Avenue, West Sacramento, **and in print at the City of West Sacramento City Hall**, 1110 W. Capitol Avenue, West Sacramento.

Two public meetings are also being held, where **attendees can learn more about the Southport EIP and comment on the project and the Draft EIS/EIR**. These meetings are on December 11, 2013, from 3-5 p.m. and on December 18, 2013, from 6-8 p.m. These meetings will take place at the **Bridgeway Lakes Boathouse, at 3650 Southport Parkway, West Sacramento**. A presentation will begin approximately 30 minutes after the start of each of the two meetings. **Comments may also be submitted** via U.S. Postal Service or email to the contacts below.

Comments received or postmarked by January 6, 2014, will be addressed in the Final EIS/EIR.

Next Steps

Upon closure of the public comment period, USACE and WSAFCA will consider the comments received during the development of the design of the Southport EIP. In accordance with NEPA and CEQA, responses to comments received will be published in a Final EIS/EIR in spring 2014 as part of USACE and WSAFCA's decision-making process.

For More Information

For more information about this and other projects in the city, visit
http://www.cityofwestsacramento.org/city/flood.

Ms. Tanis Toland
U.S. Army Corps of Engineers, Sacramento District Delta
Programs Integration & Ecosystem Restoration
1325 J Street
Sacramento, CA 95814
tanis.j.toland@usace.army.mil

Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814
megan.smith@icfi.com

US Army Corps of Engineers ®
Sacramento District

WSAFCA
West Sacramento Area Flood Control Agency

The Southport Sacramento River Early Implementation Project

Environmental Review Process Fact Sheet

The Draft Environmental Impact Statement/Environmental Impact Report Has Been Released!

About the Project

The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (Southport EIP) to implement flood risk-reduction measures along approximately 5.6 miles of the Sacramento River South Levee. The Southport EIP is the fourth project pursued by WSAFCA under the West Sacramento Levee Improvement Program (WSLIP), following construction of the I-Street Bridge project (2008), and CHP Academy and The Rivers projects (2011). The WSLIP is a city-wide, comprehensive, flood risk-management program that was initiated in 2007. WSAFCA's goal for the program is to achieve the state-mandated minimum 200-year level of levee performance for the city by modifying the approximately 50 miles of levees surrounding West Sacramento. A 200-year flood is an event that has a 1-in-200 chance (0.5%) of occurring in any given year.

Construction of the Southport EIP would bring the levee up to current standard with Federal and state flood risk-reduction criteria, addressing the under- and through-seepage, erosion, and slope instability issues that compromise levee integrity. The Southport EIP may also provide opportunities for ecosystem restoration and future opportunities for public recreation. This project would reduce flood risk for the businesses, properties, and residents in the Southport community specifically, and the city of West Sacramento in general. The project is funded through state grants, community investments (already made through parcel tax assessments), and sales taxes presently in place to protect life, commerce, and property values.

The Southport EIP construction area would extend along the right (west) bank of the Sacramento River south of the Barge Canal/Stone Lock area downstream approximately 5.6 miles to the South Cross Levee (the southern city limit), adjacent to the Southport community of West Sacramento. Potential soil borrow sites are located on undeveloped parcels in the Southport area, adjacent to the levee, adjacent to the Deep Water Ship Channel, and south of the city.

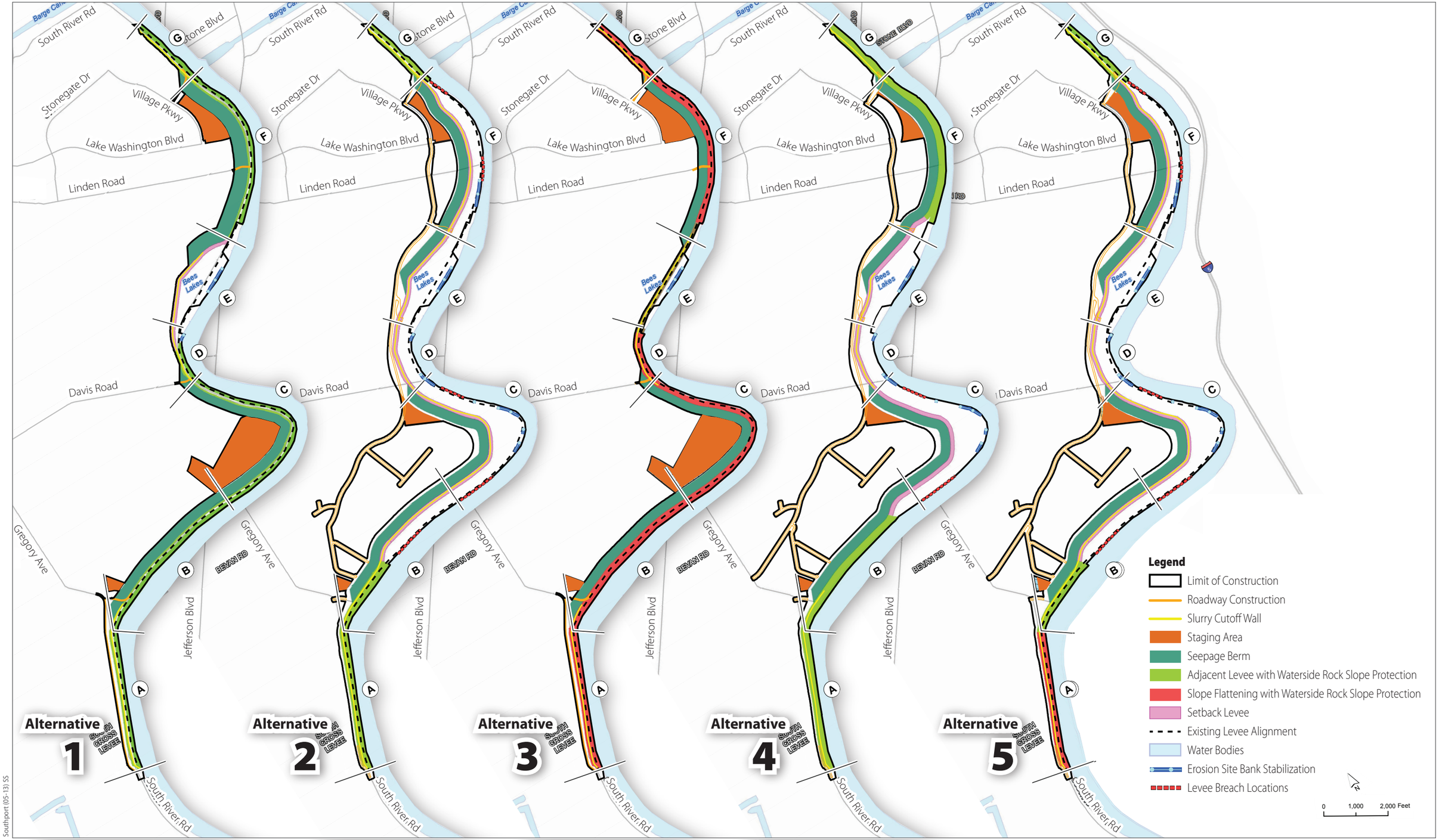
Environmental Review Process

To develop and complete this project, compliance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) is required. WSAFCA is the project proponent and therefore has obligation under CEQA as the lead agency to disclose and analyze potential environmental impacts if a project were to be adopted, and mitigation to reduce those impacts. While WSAFCA is the proponent, the U.S. Army Corps of Engineers (USACE) has authority for approval of alterations to Federal levees under Section 14 of the Rivers and Harbors Act, discharge of dredge or fill materials into jurisdictional waters of the United States under Section 404 of the Clean Water Act, and activities in navigable waters under Section 10 of the Rivers and Harbors Act. These decisions require compliance with NEPA.

In 2011, WSAFCA partnered with USACE to begin development of a joint draft environmental impact statement/environmental impact report (Draft EIS/EIR), as required by NEPA and CEQA. The purpose of this joint document is to describe the range of project alternatives for implementation of the Southport EIP, the potential impacts of each alternative to the natural and built environments, and feasible mitigation measures that may reduce or eliminate those effects. This document is based upon extensive technical research and field studies. Following more than two years of development, the Draft EIS/EIR was released in November 2013 for public review.

(continued on back)

Side-by-side Alternative Comparison



Southport (05-13) SS

Southport Sacramento River Early Implementation Project Draft EIS/EIR Public Meeting

Comment Card

WSAFCA West Sacramento Area Flood Control Agency

US Army Corps of Engineers Sacramento District

Name:_____ Date:_____

Telephone: _____Email:_____

Affiliation: _____Title (if applicable):_____

Street Address:_____

City:_____ State:_____ Zip:_____

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency and the U.S. Army Corps of Engineers value your input. Please provide us with your comments regarding the content of the Draft Environmental Impact Statement/ Environmental Impact Report that has been prepared for this project. Please write legibly in the space below.

For your convenience, you may take this self-addressed card home, fill it out, and fold it in half and mail it. You may also send comments via email to Megan Smith at *megan.smith@icfi.com* or Tanis Toland at *tanis.j.toland@usace.army.mil*. **All comments must be received or postmarked by Monday, January 6, 2014**.

- Megan Smith, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814
- Tanis Toland, U.S. Army Corps of Engineers, Sacramento District, Delta Programs Integration & Ecosystem Restoration, 1325 J Street Sacramento, CA 95814

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Southport Sacramento River Early Implementation Project Draft EIS/EIR Public Meeting

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency
c/o Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814

PLACE
POSTAGE
HERE

West Sacramento Area Flood Control Agency
c/o Ms. Megan Smith
ICF International
630 K Street, Suite 400
Sacramento, CA 95814

CERTIFIED TRANSCRIPT

WEST SACRAMENTO AREA FLOOD CONTROL AGENCY

ORIGINAL

SOUTHPORT SACRAMENTO RIVER EARLY IMPLEMENTATION PROJECT

PUBLIC MEETING

Wednesday, December 18, 2013

6:30 p.m. - 8:00 p.m.

Electronically signed by Charlotte Mathias (101-349-127-4150)

48f2846b-f385-41a7-a611-5c4d0040d7d0

LUCY CROCKER: So I appreciate your patience with the presentation not getting started until 6:30. That we didn't advertise the presentation until -- to start until 6:30, so we wanted to make sure that everyone was here and able to hear the whole presentation.

So, again, thank you for your patience. It is so good to see all of you that I recognize that we've been working with for the past couple of years. I see some new faces. So, again, welcome. I appreciate you coming.

My name is Lucy Crocker, and I work on the public outreach component of this project of the Southport EIP project. And so if you have any questions about being notified about things or anything like that, please come see me. I'll be here for the duration of the evening.

We are here to talk about the environmental process, the EIR/EIS, tonight. We're in the middle of the draft EIR/EIS. And we're also going to be talking to you about how to make the formal public comment as part of this document.

And I'm going to just do a few brief introductions of some of the key, important people who are here tonight. I'm not going to introduce the

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

entire team, but pretty much anyone who has on a printed nametag can help you with information this evening.

So I want to introduce Greg Fabun. He's the flood protection manager. He's from the City of West Sacramento and from West Sac Flood Protect. I also want to introduce Ken Ruzich, who I know is here. Ken is in the back of the room. He's the general manager for West Sac Flood Protect. And also Paul Dirksen, in the back of the room, also from the same organization.

From the U.S. Army Corps of Engineers, Tanis Toland is over there in the purple sweater. And then also Rachel Firstberg -- I can't even read this --

GREG FABUN: Hirschberg.

LUCY CROCKER: I'm sorry. I can't even read it. Okay. I need my glasses on. I'm sorry, Rachel. ICF. Chris Elliot is here and also Megan Smith. Thank you so much. And then MBK, Ric Reinhardt is in the back of the room. And also from Crocker and Crocker, Christine Braziel is in the back of the room. So is there anyone else missing? Thank you, team. I think we got everybody.

Okay. So we're going to walk through a

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

brief presentation, and I'm going to turn it over to Greg for a couple of minutes and then we're going to have Chris come up and he's going to make the formal presentation. So without further ado, Greg.

GREG FABUN: Thank you. So welcome everybody. Thank you for coming. As Lucy said, my name is Greg Fabun. I'm the flood protection manager for the City of West Sacramento. But our team, my team, we are all City of West Sacramento employees, but we also kind of have double duty. We also are the administrative arm for the West Sacramento Area Flood Control Agency, also known as West Sac Flood Protect.

This project that we're going to talk about tonight -- and I think Chris will go through some of this in more detail -- is our fourth project that we have embarked upon to bring our levees up to 200-year level of flood protection. We've completed three projects in the past: I Street project, the Rivers project, and the CHP project.

This project that we're talking about tonight, the Southport Early Implementation Project, is our fourth and by far our largest project that's going to bring the Southport area and the entire community, really, up to 200-year level of flood

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

protection.

So that's pretty much all I had to say in introducing where we've been and where we're going. I'll turn it over to Chris to go into the details on the environmental process, the project elements itself, and how you can participate. Chris.

CHRIS ELLIOT: Well, welcome. I'm Chris Elliot with ICF, and we are the environmental consultants serving the West Sacramento Area Flood Control Agency and the U.S. Army Corps of Engineers and the primary authors of this environmental impact statement, environmental impact report.

I'm very glad that you're all here this evening. It's a very important part of the process that we have good public feedback and input to craft a better document and ultimately a better project.

So the purpose of the meeting tonight is to discuss the specifics that are contained in the environmental impact statement and environmental impact report. Right now, we are in the midst of the public review process of the draft, and that comment period extends until January 6th. And there are a number of different mechanisms by which you can comment that we will talk about. And then those comments will be taken and responses will be

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

developed jointly by the Corps of Engineers and West Sacramento to ultimately lead to a final environmental impact report and a final environmental impact statement. It will be published as two separate documents, but the responses and comments and the content will be effectively the same.

So tonight we're here to talk about not only the document, but about more of the specifics of the project. So I'll be going through some of that here in the presentation. A number of you have already taken advantage of the staff who are here with any comments and questions that you might have. And then we'll be here for the duration and afterwards to talk about more questions and comments you have.

We also have a court reporter who is here and available to take formal oral comment on the document. And she's stationed there in the back corner of the room. So this is a meeting that is in compliance with the National Environmental Policy Act as well as the California Environmental Quality Act.

So as far as the roles of the lead agencies, which West Sacramento Area Flood Control Agency and Corps of Engineers are serving in that capacity.

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

So WSAFCA or West Sac Flood Protect, the names are synonymous, is a joint powers authority that is comprised of three entities, the City of West Sacramento, and Reclamation Districts 537 and 900 that provide for the operations and maintenance of much of the levee system protecting the Sacramento.

So WSAFCA is overseeing the planning and implementation of this project and implementing flood risk reduction measures; and by virtue of that, is the lead agency under the California Environmental Quality Act. And those responsibilities are being carried out through the environmental impact report.

The Corps of Engineers is not a direct sponsor or a funder of the project. They are not a proponent of the project, but the Corps has very important responsibilities in a project like this one. And there are three primary areas over which the Corps has their permission.

One, is permission which is known as Section 408, which is really Section 14 of the Rivers and Harbors Act, 33 of the United States Code Section 408. And that is permission to modify or alter the federal flood project levees, which West Sacramento is protected by. The Corps also has authority under Section 10 of the Rivers and Harbors

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

Act, which is looking at patchwork in navigable waters, which the Sacramento River is considered one of. The Corps also has another responsibility which is very important to this project, which is for fill and jurisdictional waters under Section 404 of the Clean Water Act.

So those three authorities the Corps has over the project contribute to their need to comply with the National Environmental Policy Act, or NEPA, and that is what the environmental impact statement has been prepared for. And it's been done jointly by WSAFCA and the Corps in crafting that document in order to have the efficiency of everything under a single cover.

So the basic steps and responsibilities that the lead agencies have in developing environmental documentation is to identify what the project purpose and need here is. Meaning, what is the problem that is intended to be solved? Disclose those alternatives or what would the actions be taken -- that could be taken to address that purpose in each statement to analyze and to disclose any effects that would occur from the project.

And when we talk about environmental effects, it's not just environment in the sense of

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

ecology and the bugs' and bunnies' world. It's also environment in the sense of the human world as well. We look at effects on land use. We look at effects on utilities, public services, socioeconomics, et cetera. So all of those categories in totality are looked at in the analysis of the document.

The document also looks at mitigation measures for any effects that would be determined. And then as well as looking at those alternatives which could be constructed under the project, the document looks at what's called a no-action or a no-project alternative, meaning what would be the consequences if the project were not to go forward.

So the overall goals that West Sac Flood Protect has in this project is to achieve a 200-year level of performances. That's also expressed as an event that has a half a percent chance of occurring in any given year for the City by modifying the roughly 50 miles of levees that protect West Sacramento.

The reason why a 200-year goal is the desire here -- often you hear about 100-year protection -- is that is the threshold that FEMA has for their national flood insurance program. But the State of California has more stringent standards than

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

that. The State of California, under Senate Bill 5, approved that a 200-year level of protection for populations of greater than 10,000 persons is desired. So that is the goal of this project, to get to not only that minimum threshold of 100-year for flood insurance, but to get to at least that 200-year criteria, consistent with the state.

So another goal that is subordinate of getting 200-year protection level of performance is to construct improvements at soon as possible, as completely as possible to address that risk. And also in addition to looking at flood risk reduction and benefits that could be achieved that way, looking at other multiple benefits that could be achieved by modifying the levee system, such as where there could be ecosystem restoration that could be built into the system, as well as amenities for the public and the citizens here in West Sacramento of looking at recreation elements that would be compatible as future opportunities.

So, that brings us to this project in particular. It's called the Southport Sacramento EIP or sometimes just the Southport Project. What EIP means -- that's early implementation project -- is that this project is being planned and would be

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

constructed in coordination with the State of California Central Valley Flood Protection Plan. This was a landmark planning tool that was developed by the Department of Water Resources. It looks comprehensively at the entirety of the Central Valley, looking at the infrastructure, looking at hydrology, looking at what the flood risks are, looking at how infrastructure is in shape to respond to those flood risks.

So that plan was adopted by the Central Valley Flood Protection Board in 2012, and EIP represents those projects that would be done initially in advance of when the plan was adopted, but now in coordination in the early stages of the plan being implemented. So this has been identified -- this, I mean, this reach of the levee and we'll look at the reach of levee and maps in just a moment -- is looked at as a critical-need site, meaning if you were to talk to Ken Ruzich about some of the specific threats that exist along this levee, there are seepage berms that are in place.

Despite those seepage berms, we have threats of erosion on the water side. We have threats of oil -- evidence of oils that have been shown on the land side. So this region of the river

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

is the one that has been determined as being the most ripe for need of improvement when we look at the totality of the system along West Sacramento.

Let's talk a little bit about the funding. And there have been some questions about that already. A lot of the funding that is in place for this project has already been approved by and paid for by those of you here in the room who live in West Sacramento, meaning there are parcel tax assessments that are in place, as well as local measures that contribute money through sales tax.

Those are at least two of the mechanisms. That money is combined with dollars that have been approved by the voters of the State of California through Propositions 84 and 1E, primarily 1E, which looks at infrastructure improvements like this project. The California Department of Water Resources administers those funds and then a cost-share agreement is worked out between West Sacramento and the State of California.

So some of the details of the project is intended to address the flood management deficiencies that are present in this roughly six-mile reach of levee protecting Southport. Some of the specific deficiencies that we'll look at in some more detail

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

in a moment to treat some of the through-seepage, under-seepage, some of the unstable slopes, as well as the water side erosion issues, all intended to bring the levee up to the current federal and state standards.

So this is a figure. Greg talked about some of the prior projects that have been executed by the Flood Control Agency, including the CHP Academy site which was a project completed in 2011 and provided improvements to the south levee of the Sacramento bypass which is also the north levee protecting the Sacramento.

And then there was another project that was constructed right in here, the area that used to be known as Lighthouse and now is know as The Rivers. And then in 2008, prior to that, just downstream of the I Street Bridge, another project had been completed by the West Sacramento Area Flood Control Agency.

What this figure is depicting is that the roughly 50 miles of levees surrounding the City have been broken out into nine different study reaches. And these study reaches are relatively homogenous within themselves in terms of the geotechnical considerations. So it's a way of further being able

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

to articulate what the problems and deficiencies are and to be able to come up with measures and alternatives to address those deficiencies.

So our subject reach is this one that is right here. This is the deep water ship channel, the port, the barge canal. And so let's look at this on the next figure. This shows this in greater detail. There's a project that has been under construction by the Corps of Engineers that is part of the Sacramento River Bank Protection Project, that the terminus of that project on its downstream or southern end is where this project, the Southport Project, would begin. And then it would proceed all the way down to the cross levee, addressing the deficiencies along the entirety of that reach.

So looking back at some of the other recent flood protection efforts, in addition to those projects that have been recently constructed, in 2005 the Corps issued new levee design standards. So some of you may be wondering about their improvements that were done to the levee system in the '80s, some in the '90s, and here we are again in 2000-almost-14 that we're looking at yet additional levee work that needed to be done. And the circumstances around that, unfortunately, it often results from

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

catastrophic events, like what we've seen from the 1986 and 1997 floods right here in the Central Valley. We look at the flood events on the Missouri River or on the Mississippi River or from Hurricanes Katrina and Rita, Hurricane Sandy, each one of these disasters, it tells us a little bit more about the science and engineering of what causes those disasters to happen.

And therefore, in response to that, the Corps, the states, come up with design standards that are better able to respond to those deficiencies and the reasons that those disasters occurred. So that's why we see new standards being developed. That's why we see the flood work assigned to the best standard that we know available to us on that day. But that's not a guarantee for the future.

So in 2006, the state performed critical erosion repairs on three sites in West Sacramento. In 2006, there was a further evaluation done by both WSAFCA and the State of California, and looking at a more comprehensive evaluation of levees which led to the development of the West Sacramento Levee Improvement Program. Some of you may recall a problematic environmental impact statement and the environmental report that was developed that

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

addressed the program in its totality. And as a result of that, the Rivers and CHP Academy projects were built. And that is also some of the foundation for this project here that's before us.

Oh, let's see. We already talked about most of those other events on there. So let's move along. 2010 was the beginning of that project of the Corps' work, part of the Sacramento River Bank Protection Project, just south of the barge canal.

And 2010, also, is when the planning for this project began. And 2011, we had the environment analysis kicked off. Scoping meetings were conducted that was followed by supplemental scoping earlier in 2013. And then bringing us to November, when the document was released for public comment, which is the main reason that we are here tonight.

So the basic steps that have been followed in executing these projects. One is starting with problem identification. What's the location? What are the deficiencies that cause flood risk to be higher than it needs to be? What are the alternatives that could address those deficiencies? How could those alternatives then be further studied through geotechnical engineering, hydrology, hydraulic engineering, civil design, looking at

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

effects on utilities, roadways, et cetera, the detailed planning that begins and development on plans, specifications, and estimates.

Parallel to that process is the environmental analysis and documentation that is developed. So the EIS/EIR is evidence of that. There are also a number of other federal, state, and local laws regarding protection of the environment that will be complied with for the project. And that's reflected in permitting and then ultimately getting to construction.

So talking more specifically about this project, this photo that's probably not reading very well with the light level in here right now, but this is along South River Road. And looking at one of the seepage berms that is already there in place that's identified as not being up to the present standards. So we have evidence of slope instability, which means the geometry doesn't match what the standards are. And just like when you're at a day at the beach and you pile sand, sand has an angle of repose it wants to be at, levees are the same way. There are slopes that are stable. There are slopes that are not.

There's seepage which can occur both through and underneath the levee. And there's

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

water-side erosion, which can occur during high water events. But also erosion can be an event -- or can be problematic during low water. This reach of the river, it's very popular for recreation, and the effects of boat wake have detrimental effects on the integrity of the levee.

We also have encroachments -- and non-compliant vegetation is one such encroachment -- where the levee prism, there's a, if you will, borrowing a term of fire safety, but a defenseless space of the levee. And being able to monitor and watch its performance and encroachments or penetrations in the levee can create seepage pathways. They can create pathways from an operations and maintenance perspective. And then being able to see how that levee performs.

So the flood risk reduction measures and -- once it analyzes the document, it is -- this is essentially the toolkit of what's available to address those deficiencies. And we have some figures on the boards over there that depict diagrammatically what those deficiencies look like. But some of the measures that are available to address those deficiencies, one example is a slurry cutoff wall, where you're constructing a less permeable barrier

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

within the core and through the foundation of that levee, so the water has less opportunity to exploit seepage pathways and either blow it out the back side of that levee or come underneath that levee and cause it to crumble on its foundation in place.

So flattening of the existing levee to address the geometry issues, setback levees where, based on a variety of engineering factors and other project planning factors, it might be desirable to be able to construct a foundation of the levee with methods and materials and equipment that's available to us today, and to be able to reconstruct that levee prism using modern materials, construction methods, et cetera.

An adjacent levee is another technique that could be employed. We have diagrams that are over here at the second station where we have the maps of each of the five alternatives where a number of the engineer team can talk more specifically about what these look like, if you are interested. They're also described in chapter 2 of the EIS/EIR.

Seepage berms and stability berms that can be placed on the back side of the levee, which is essentially just more material to be able to bolster and strengthen the levee and the land surface behind

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

the levee. Rock slope protection of riprap which can be replaced on the front face of the levee to protect from erosion. Use of relief wells as a spot treatment, and vegetation and encroachment.

So that's the basic universe of the measures that are evaluated in the document. So I think I've largely touched on this already in terms of multi-objective benefits. But to talk about it more specifically, what -- we all know that river corridors are a popular site for recreation, whether they are directly water-dependent activities like fishing, boating, but then there are also other things that are -- can be done in that corridor, such as passive recreation.

So an evaluation of a flood management project also looks at other potential benefits that could be achieved that are ancillary subordinate to the flood management features. And that's what is meant by looking at recreational activities as well as open space and habitat. Certainly a project of this type does have environmental effects and environmental effects on the ecology and the habitat of the river.

So it is highly desired to have a project that is self-mitigating because that can be the most

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

cost-effective way of achieving a project. So that's certainly a goal of this one where we will be restoring areas directly within the project area to be self-mitigating and compensate for those losses that have occurred as a result of the project. It's also a great opportunity for enhancement beyond just the mitigation needs.

So the NEPA/CEQA process, I think we've already talked about all these, the fact that there is a public scoping that is done. Scoping is an opportunity where the lead agencies can advertise their intent for the project and go out to the public with, this is what we think our purpose and need is. This is the rough area that we think we would be affecting. And here are the basic alternatives that we would be evaluating. What do you think about that? What feedback do you have?

So we did receive a number of scoping comments, and then the environmental impact statement. The environmental impact report is developed in response to those comments. And then the document is circulated for public review, which is exactly where we are in the process right now.

WSAFCA and the Corps will be responding to those comments. And then WSAFCA, in finalizing the

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

EIR, will adopt a project, and the board will formally make findings, certify the EIR, adopt a mitigation monitoring plan, and then a notice of determination will be recorded, and then the corollary on the NEPA side as the Corps of Engineers go through its process to complete the EIS.

So there will be a final EIS that will be published for a 30-day review. And then the Corps will make a record of decision that is based on the total analysis and seeking input from other lead agencies or other federal resource agencies, as well as the public, on its Section 408 permission, Section 404 permit, and the Section 10 authorization.

So getting to the specifics of the EIS and EIR, there are five billed alternatives that are described and analyzed. Those are depicted in those five aerial photographs which then have the project features overlaid on them. Those are directly from plates that are in the environmental document. In addition to those five alternatives, there's also the no-project alternatives. So six total alternatives.

The priority of each of these alternatives is to look at the essential mission of the project, which is to reduce flood risk, but then also looks at varying opportunities for ecosystem restoration and

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

future recreation. The alternatives are the combination of two or more of the measures being put together, such as those ones we just talked about, so slope flattening, setback levees, seepage berms, slurry cutoff walls, adjacent levees, et cetera.

So this is also borrowed from a plate that is in the document. This is plate ES 1. And what this is doing, it is showing each of the five project alternatives laid side by side for an easy comparison. There are two ways of viewing what the alternatives would result in terms of impact. So those figures over there are showing a post-construction condition. These maps are showing a during-construction condition.

And what is notable about that is where you see these patches of orange here, those represent construction staging areas, which might be used for material stockpiling, laydown yards. That's where equipment would be parked. That's where we would expect temporary power or batch plants. That's where we might expect construction workers to be able to park and where their facilities might be. So that's what is meant by those features in orange.

The lighter green on here represents where there would be adjacent levees, alternatives. The

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

darker green represents those features that would be seepage berms. The lavender, pinkish, lilac color represents where there would be setback levees proposed.

So to boil these down to their essence, alternatives one and three look at the project and formulate the alternatives primarily from the perspective that if we were to keep the levee largely in its plan form today, meaning not moving the center line, what could an alternative look like that batched all of those measures together?

Alternatives two, four, and five take a broader view of not necessarily accepting the levee center line in its current plan form, but what might an alternative look like if a setback levee were part of that, meaning a levee that doesn't live within its present footprint, but that levee were moved away from the channel or river.

So then the other thing that would be important to note about the setback levee alternatives is that -- most of you all know this, but the primary traffic route here, you have Jefferson Boulevard cutting right down the heart of Southport as the north/south route and then you have South River Road on the extreme eastern edge. And in

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

order to facilitate a setback levee, what this project would do, which is consistent with West Sacramento's ultimate plans that are contemplated in the general plan and specific area plans is to divert traffic off of South River Road, and where Village Parkway is now, behind Nugget and Target, it would extend more fully.

And so this would be that extension, but with the Parkway connecting with the existing piece, that would be, again, consistent with City's plans, but would be implemented by virtue of this project.

Let's see if there's anything else important to highlight here. I think we can move off the alternatives. If you have specific questions about them, this exact same figure is over here. It's part of station number three. So we'll be happy to answer any questions about it.

So it was that alternative that was farthest on the right that is in the document identified as alternative five. And alternative five is considered West Sacramento's preferred alternative, being that that is the alternative that, based on a variety of criteria that are explained in chapter two of the document, appears to be the best combination of those measures from an engineering,

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

economics, environmental effects, benefits perspective. That those aren't the totality of the factors, but those are a number of the ones that are described in the document, contributing to that being the preferred alternative and what CEQA is seeking permission from the Corps of Engineers to move forward with, as well as other permitting agencies.

It is deemed the most feasible with consideration of public agencies state voter feedback. But it's important to reflect that no decisions have officially been made. While it's identified at the preferred alternative, that's what the NEPA/CEQA process is all about, is making sure that all the considerations are appropriately vetted, that feedback is being taken, and input from the public is accounted for, as well as other interests, for WSAFCA to ultimately make that decision in adopting the project.

This is nearly impossible to read in this light. It's the exact same board that you see presented over there in the second station. It's the one farthest to the right. Any members of the team -- I don't think it's necessary, Jennifer, to turn off the lights -- we'd be happy to go over any questions that you have about this. It's also a

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

figure that's taken directly out of the plates in the document.

So the resources that are analyzed in the document, largely talked about these already, but this is -- these are the basic categories of how environmental effects are categorized in the NEPA/CEQA context. These are listed here. And, you know, I thought they were in alphabetical order, but they're -- that falls apart quickly, so they're not in alphabetical order, but these are the resources that are looked at in the document, in some random order.

So, again, the public comment period, to comment on the NEPA/CEQA document, closes on January 6th. Tonight is such an opportunity. We have other methods that are available. You probably are in receipt of one of these handouts which, on the inside, it shows the five alternatives. And then it has contact information on the back of how you can reach the Corps of Engineers or reach the City's representatives to provide official comment on the document.

We also have here this evening these comment cards which you are welcome to complete here, or you're also welcome to take them home and mail

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

them back. And then you can also comment via e-mail. And that information is on -- on this sheet. And then letters can be sent through U.S. mail as well. And the addresses are on that part of the handout.

So what will happen with the comments is that WSAFCA and the Corps will look at them. Right now the project is transitioning to the 90 percent design stage. So your comments could inform both the project as well as the environmental document.

And I should mention again that we do have the court reporter available here, too, so that you don't have to handwrite your comments. She is here to take your oral comments and record them dutifully, and then they will be responded to and published within the document with the responses developed by the Corps.

So the next steps, we are here to answer any questions you have. We have a variety of team members who can talk about overall project planning, can talk about the specifics of the environmental analysis, can talk about some of the more technical details of the engineering, and, again, the different mechanisms available to comment.

And then you can expect that the final EIS/EIR will be released in the spring of 2014. And

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

if you would like to receive further correspondence and you're not already part of the mailing list, then we would ask that you sign in at the front table and we will make sure that you be kept informed of any other details.

LUCY CROCKER: All right. So at this point, that's the end of the formal presentation. So we encourage you to go over to the information stations. All of the folks here with the nametags on are going to be stationed over there to take your questions. The -- there's like an overview section of the project right there when you first walked in the door. The main section that you're probably the most interested are where all the various alternatives are outlined. And then the environmental section is right over here to the right. And everyone can answer all of your questions over at the information stations.

And then again, the court reporter is over in the back. We're not going be taking questions in a formal way here. We're just encouraging you to go over to the information stations.

(Pause in proceeding at 7:05 p.m.)

BUCK RODGERS: I have a concern about the setback levee. When the river comes up, going to

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

fill up with water, the water is going to be moved back to the setback levee where there's never been any water before. I have some concerns about seepage from there, if it's going to seep worse than it does now. So you can doctor that up if you like, to make it -- I live on 4440 South River Road.

CHARLES ROBIA: I've never given dictation before. I'm a little worried about that. So, I live near one of soil borrow sites. And my concern is that there will be some foreseeable or unforeseeable consequences that could negatively impact me. And so, for example, maybe as this dirt is removed, all the animals that live there are going to be disturbed, and they're going to want to come and live at my house, like mice, rats, snakes, spiders.

So, I know there's plans for things like dust and probably there should be for noise and traffic and all this other stuff. But I just want to know is there going to be something for someone -- some way for me, if that situation should occur, to contact the City or somebody and say, "Hey, you guys need to come and fix my problem." Because it's going to be a problem that's caused by this activity.

So I don't know if there is that avenue, but I think that they definitely need to have

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

something like that in place, when I'm sure complaints will start coming in.

(Pause in proceeding.)

KARL MACHSCHEFES: My question was how many acres of land will be lost from potential development by moving the levees for the different alternatives?

(Pause in proceeding.)

KIM McDONALD: And my problem with this project is, as he phrased it, multi-objective benefits. It's them coming in and putting in recreational areas and stuff to help fund the project by getting money from other government entities, to put in recreation area, riparian habitat, that my house, where it stands, there's going to be a setback levee coming in, so the ground that they take from me, the more they take, the more ground they use for mitigation for the environmental damage that they're doing in the area.

And, you know, I can see if it was an issue of solely safety, but to take my home -- but the recreational and -- like I say, how they call it is multi-objective benefits. I don't want my house being taken away, basically, for future person's houses. Because what they want to do is develop the area, which means it will be high-density housing.

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

And right now it's all acreage farm ground out in that area. And so, basically, they want to put in riparian areas so when they put in the houses, there will be parks and a riparian habitat. I really take offense every time they put recreational areas in these things to get everybody all excited about it.

(Pause in proceeding.)

CAROLYN RECH: My comment is that this environmental document is incomplete and inaccurate and should not have ever been released for public comment in this condition. It's not -- was not ready for public release because it is inadequate and incomplete, and inaccurate also.

(Whereupon, the proceedings were adjourned at 8:00 p.m.)

Electronically signed by Charlotte Mathias (101-349-127-4150) 48f2846b-f385-41a7-a611-5c4d0040d7d0

CERTIFICATE OF REPORTER

I hereby certify that the foregoing proceedings were taken at the time and place herein named and that the proceedings were reported by me, a duly Certified Shorthand Reporter, and disinterested person, and was thereafter transcribed in my presence.

I further certify that I am not of counsel or attorney for any of the parties to said proceedings, nor in any way interested in the outcome of the proceedings.

IN WITNESS WHEREOF, I have hereunto set my hand this 27th day of December, 2013.

CHARLOTTE A. MATHIAS, CSR 9792
State of California

Electronically signed by Charlotte Mathias (101-349-127-4150)
48f2846b-f385-41a7-a611-5c4d0040d7d0

CAROL NYGARD
& ASSOCIATES
DEPOSITION REPORTERS

Corporate Office
2295 Gateway Oaks Drive
Suite 170
Sacramento, CA 95833
Phone: (916) 928-8999
Fax (916) 928-9989

The Standard Oil Building
225 Bush Street
Suite 1830
San Francisco, CA 94104
Phone: (415) 956-9400
Fax: (415) 956-9406

I, Joshua B. Colburn, do hereby certify that the following changes should be made to the original transcript of proceedings held on December 18, 2013 Re: Southpoint Sacramento River Early Implementation Project:

Line:	***Page:***	***Reads:***	***Should Read:***
16	3	Hirschberg	Hersh-Burdick
19	3	Elliot	Elliott
6	7	Sacramento	City of West Sacramento
18	7	permission.	jurisdiction.
1	8	patchwork	work
5	8	and jurisdictional	in jurisdictional\
16	9	performances. That's	performance (that's
18	9	year for	year) for
23	9	protection – is	protection, as
7	10	criteria;	criterion
22	10	Sacramento EIP	Sacramento River EIP
24	11	oil –	boils –
24	11	oils	boils
3	12	along	around
3	13	water side	waterside
24	15	problematic	programmatic
2	17	development on	developed in
9	18	there's a	there's in
10	18	defenseless	defensible
18	11	levee. And	levee, and
13	18	levee can	levee that can
18	18	once it analyzes the	what is analyzed in the
18	19	number	member
17	20	ancillary subordinate	ancillary, subordinate
15	22	five billed	five build
9	24	plan form	planform
14	24	plan form	planform

4-25-14
DATE

JOSHUA B. COLBURN