



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY AGENDA

OCTOBER 31, 2006 – SPECIAL MEETING

Yuba County Government Center
Board of Supervisors' Chambers
915 Eighth Street, Suite 109A
Marysville, California

Unless otherwise indicated

No other business shall be conducted at this meeting. The public shall have an opportunity to address the Authority only with respect to items set forth in this agenda. Each individual or group will be limited to no more than five minutes. Prior to this time, speakers must fill out a "Request to Speak" card and submit it to the Clerk of the Board.

11:30 A.M. I CALL TO ORDER

II ROLL CALL – Directors Rick Brown, Mary Jane Griego, Dan Logue, Richard Webb

III ACTION ITEMS

A. Provide direction on construction approach in regards to Yuba Phase Four levee work to achieve 200 year flood level protection.

IV BOARD AND STAFF MEMBERS' REPORTS (Reports to be provided to Board members at the meeting)

A. Update field activities and identification of field work to extend into November 2006

B. Update expenditures from Environmental Escrow Accounts

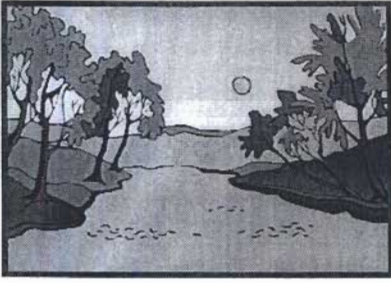
C. Report on topic discussed at October 20, 2006 State Reclamation Board meeting

D. Report on Channel 40 news story, tour for Assemblyman Keene, Senator Aanestad and Staffers, Bear River Set Back levee dedication

E. Update on office move

F. Update on Executive Director Evaluation

V ADJOURN



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

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October 31, 2006

TO: Three Rivers Levee Improvement Authority Board
FROM: Paul Brunner, Executive Director
Ric Reinhardt, Program Manager
Larry Dacus, Design Manager
SUBJECT: California Reclamation Board Position on Raising the Yuba Levee

Recommended Action

This item is presented to the TRLIA Board to seek direction on a construction approach to take in respect to the Yuba River Levee. TRLIA Staff recommends Option 1 described below in the discussion portion of this report. If Option 1 is not supported by the State Reclamation Board then TRLIA staff recommends Option 2

Reason for Recommended Action

At the October 20, 2006 State Reclamation Board Meeting did not approve raising of the Yuba River levee (from Hwy 70 to Simpson Lane) to achieve 200 year flood level protection

Background

Over past several years TRLIA has been working with the State Department of Water Resources and the State Reclamation Board to design and construct a levee system in South Yuba County to achieve 200 year flood protection. This commitment to a 200 year objective was requested by the State Reclamation Board in order to allow development to proceed in South Yuba County. Yuba County, RD784, and TRLIA have made 200 year flood protection an objective to achieve in all its levee work to fulfill its agreement with the prior State Reclamation Board. The State Reclamation Board is aware of the 200 year objective but is concerned about the impacts of raising the levee.

In conjunction with the work that is underway with State Reclamation Board; Yuba County, RD 784, and TRLIA are pressing hard to obtain 100 year flood protection certification in order to meet FEMA requirements.

To this end, the Yuba River Phase 4 levee work was designed to achieve 200 year protection. This levee work is currently under construction and is expected to be completed in early November 2006. Yuba River levee from Highway 70 to UPRR (Phase 2) will also require raising to achieve 200 year protection. The work from Highway 70 to UPRR is planned to be accomplished by a later contract in 2007 or a

future modification to current Phase 4 Yuba River levee contract, if the Feather River setback levee is not selected for implementation. If the Feather River Setback is selected, raising the Yuba is not required.

The California Reclamation Board Encroachment Permit for the Phase 4 Yuba levee work (issued in August 2006) contained a special condition that stated:

The maximum crown elevations of the levee reaches addressed by the permit shall be limited to the maximum crown elevations shown for the same levee reaches on the US Army Corps of Engineers Sacramento River Flood Control Project, California, Levee and Channel Profiles, dated March 15, 1957, or as modified by the Corps of Engineers and shown on "as-built" drawings provided subsequent to March 15, 1957.

This condition prohibits TRLIA from raising the levee to the proposed design elevation that would provide 3 feet of freeboard above the 200-year water surface elevation. TRLIA's proposed design elevation in most cases is 0.2 to 0.3 feet above the 1957 Design Profile without first obtaining State Reclamation Board Approval. The State Reclamation Board concern is that additional water would be passed downstream thus causing liability issues for the State. The State Reclamation Board is in the process of establishing a policy/process for allowing levee raising, but the completion of this effort is not expected until sometime next year (no date is projected).

TRLIA has prepared a hydraulic analysis which demonstrates there is no hydraulic impact from this levee raising. The State Reclamation Board has this analysis, but has not reviewed it.

Discussion

This issue was discussed at the October 20 Reclamation Board meeting. Reclamation Board Staff's recommendation was to not hear the item because they had not reviewed the TRLIA hydraulic impact analysis, but if it was heard staff's recommendation was to deny the request to raise the levee above the 1957 Profile. The Reclamation Board agreed to hear the item, but postponed making a decision until their staff had time to review the hydraulic impact analysis. It is unclear if the Reclamation Board Staff can accomplish this review prior to the next (17 November) State Reclamation Board meeting. TRLIA staff is discussing with the Reclamation Board staff the concept that the State Reclamation Board approve TRLIA raising the UPRR to Simpson Lane levee reach to the 200-year plus 3 foot design profile and leave the Highway 70 to UPRR reach as it is until the Reclamation Board has clarified its position on levee raising, most likely sometime next year. This option would allow the current work to proceed as planned, with some delay, but the planned future levee raising work on the Yuba River from Hwy 70 to the UPRR would be delayed until the State Reclamation Board has established their policy/process on levee raising.

TRLIA's contractor is completing the Phase 4 work as quickly as possible. The project is currently scheduled for completion by November 10. TRLIA Staff has directed the

contractor to not raise the levee above the 1957 Design Profile per the Reclamation Board condition. TRLIA Staff is seeking TRLIA Board direction on the question of when to place the aggregate on top of the restored levee.

Staff considered the following options. Both options would result in FEMA certification.

Option 1: Raise the levee to the 1957 Design Profile and delay placing the aggregate until after the November 17 Reclamation Board meeting. Based on the Reclamation Board decision, we will then either complete raising the levee and aggregate or place the aggregate at the 1957 Design Profile elevation. The State will be considering both hydraulic impacts and liability issues. The contractor could have the final levee raise complete and the patrol road aggregate placed by the end of November after the State Reclamation Board approval decision is made on November 17. This approach would make patrolling this reach of levee more difficult if there is significant rainfall in the month of November. Should the Reclamation Board not give its approval at the 17 November meeting the levee would be completed with aggregate and raising the levee would be dealt with at a future time, at a projected cost of approximately \$300,000.

Option 2: Raise the levee to the 1957 Design Profile and immediately place the patrol road aggregate to complete work for this construction season. If the Reclamation Board agrees to allow this levee to be raised to the proposed design profile at its November 17 meeting, we would return to this reach of levee next spring, remove the aggregate, complete the levee raise, and then replace the aggregate. This approach would ensure adequate top of levee access for any early winter heavy rains but would result in an added construction cost of approximately \$300,000.

Fiscal Impact

Implementing Option 1 would result in an estimated cost of 100,000 dollars in construction delay time and potentially another \$300,000 in the future to raise the levee should the Reclamation Board not agree to raising the levee. Implementing Option 2 would result in increased construction costs of approximately \$300,000 to raise the levee at a future time.