

Report to Congress for Future Water Resources Development (WRRDA 7001) Submission Package

Proposal Name: Yolo Bypass System Integrated Comprehensive Study

Submission Date: 08/23/2019

Proposal ID Number: 3b2ea299-2771-4cc4-b4fb-204e15665418

Purpose of Proposal: YOLO BYPASS SYSTEM INTEGRATED COMPREHENSIVE STUDY Objectives
oTo develop a comprehensive, collaborative investigation of water & related resources planning, implementation & management within the Yolo Bypass System to: • Address a broad geographical area: the Yolo Bypass, connecting waterways & adjacent communities • Integrate multiple objectives: flood control, ecosystem restoration, water quality_supply & agriculture affecting the Basin • Involve agencies at all levels • Adopt a system-wide approach to addressing needs, challenges and opportunities, including project evaluation & compliance with the full spectrum of regulatory & 408 requirements Components Comprehensive Study for the Yolo Bypass System • Reexamine the full scope of what constitutes “Federal Interest” among the various Federal agencies in the Yolo Bypass study area in Flood Risk Management & Ecosystem Restoration through assessment of congressional directives in WRDAs 2014, 2016 & 2018 • Improve utilization of non-Federal sponsors’ resources, capabilities & experience • Improve system-wide, integrated multipurpose approach to the Yolo Bypass by improving the process for addressing flood risk for urban areas • Improve quantification and demonstration of multi-purpose & urban flood benefits provided by USACE projects Master Plan for the Yolo Bypass • Identify challenges & opportunities facing local, regional, State & Federal agencies • Determine the feasibility & describe projects proposed within the Bypass by such agencies • Develop & provide a programmatic framework & documentation for technical reviews, environmental evaluation & 408 permitting to establish requirements & process efficiencies • Establish a system-wide hydraulic & ecosystem baseline to assess the impacts of projects to be evaluated in detail and for regulatory & 408 purposes • Make recommendations on an overarching process & governance structure for coordinating & making recommendations on implementation of projects to ASA(CW).

1. Administrative Details

Proposal Name: Yolo Bypass System Integrated Comprehensive Study

by Agency: Sacramento Area Flood Control Agency

Locations: CA

POC Name: Executive Director

POC Phone:

POC Email:

Date Submitted: 08/23/2019

Confirmation Number: 3b2ea299-2771-4cc4-b4fb-204e15665418

Supporting Documents

File Name	Date Uploaded
2019.08.22-Proposals for USACE 2020 Annual Report on Future Water Resources Development.pdf	08/23/2019
Yolo Bypass Map.pdf	08/23/2019

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
Sacramento Area Flood Control Agency(Primary)	The Sacramento Area Flood Control Agency (SAFCA) fully supports the proposed Comprehensive Study and is prepared to assist in its implementation. SAFCA views a system-wide, integrated multi-purpose approach to the Yolo Bypass as critical component of restoring the Federal flood control system protecting Sacramento to the Standard Project Flood level of protection the system originally provided, while providing a system-wide approach to examining other potential benefits and purposes examining the entire system and interconnectedness of Federal and non-Federal actions in the basin.

3. State if this proposal is for new feasibility study authority, a modification to an existing feasibility study authority, a modification to an existing USACE project authority, or a modification to an existing USACE Environmental Infrastructure Program authority. If it is a proposal for a modification to an existing study, project or program authority, provide the authorized water resources development feasibility study or project name.

[x] New Feasibility Study Authority

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

YOLO BYPASS SYSTEM INTEGRATED COMPREHENSIVE STUDY Objectives oTo develop a comprehensive, collaborative investigation of water & related resources planning, implementation & management within the Yolo Bypass System to: •Address a broad geographical area: the Yolo Bypass, connecting waterways & adjacent communities •Integrate multiple objectives: flood control, ecosystem restoration, water quality_supply & agriculture affecting the Basin •Involve agencies at all levels •Adopt a system-wide approach to addressing needs, challenges and opportunities, including project evaluation & compliance with the full spectrum of regulatory & 408 requirements Components Comprehensive Study for the Yolo Bypass System •Reexamine the full scope of what constitutes “Federal Interest” among the various Federal agencies in the Yolo Bypass study area in Flood Risk Management & Ecosystem Restoration through assessment of congressional directives in WRDAs 2014, 2016 & 2018 •Improve utilization of non-Federal sponsors’ resources, capabilities & experience •Improve system-wide, integrated multipurpose approach to the Yolo Bypass by improving the process for addressing flood risk for urban areas •Improve quantification and demonstration of multi-purpose & urban flood benefits provided by USACE projects Master Plan for the Yolo Bypass •Identify challenges & opportunities facing local, regional, State & Federal agencies •Determine the feasibility & describe projects proposed within the Bypass by such agencies •Develop & provide a programmatic framework & documentation for technical reviews, environmental evaluation & 408 permitting to establish requirements & process efficiencies •Establish a system-wide hydraulic & ecosystem baseline to assess the impacts of projects to be evaluated in detail and for regulatory & 408 purposes •Make recommendations on an overarching process & governance structure for coordinating & making recommendations on implementation of projects to ASA(CW).

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$2,500,000	\$2,500,000	\$5,000,000
Construction	\$0	\$0	\$0

Explanation (if necessary)

This number is a placeholder. The study will determine what the project would include and the extent of Federal Interest. Unable to develop a construction cost estimate until there is an understanding of the extent of the project, which will occur after the Study is complete.

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

By way of background, after flooding in along the Mississippi and Sacramento Rivers, Congress gave the USACE its first civil works mission by authorizing work on those two systems in 1917. As a result of that authorization, the Yolo Bypass was constructed by the USACE. It was part of the flood control system implemented by the USACE to protect Sacramento. The system consisted of 106 miles of levees along the American and Sacramento Rivers and some tributaries, Folsom Dam on the American River, the Fremont Weir, the Yolo Bypass, the Sacramento Weir and the Sacramento Bypass. As was the USACE practice for urban areas, the system was originally designed to provide Sacramento with a Standard Project Flood level of protection. The Standard Project Flood (SPF) is defined as the flood resulting from the most severe combination of meteorological and hydrological conditions considered reasonably characteristic of the region. Currently the USACE have six authorized projects in various stages of construction rebuilding the entire system protecting Sacramento. However, in order to restore an SPF level for Sacramento from flooding from the Sacramento River, the Fremont Weir and Yolo Bypass need to be widened. A widened Yolo Bypass and Fremont Weir would restore SPF level of protection from the Sacramento River to more than 500,000 people in Sacramento, as well as other urban areas such as West Sacramento. Any breach of the flood control system for Sacramento would result in deep flooding with water temperatures in the 40 to 50 degree range. The Corps estimated 1,800 deaths, over 147,000 structures damaged, and about \$70 billion in damageable property. The Study seeks to establish a program that results in projects in the Yolo Bypass that in addition to reducing flood risk, would enhance floodplain ecosystems, support local economies, and serve as a model for system-wide integrated multipurpose approaches to USACE projects.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The State of California prepared the 2012 “Central Valley Flood Protection Plan” (CVFPP) and its 2017, which presented a comprehensive assessment of the flood management needs of the State and Federal flood control facilities in California’s Central Valley, including the Yolo Bypass. It recommended a suite of projects for the Yolo Bypass that contribute to broad public values including flood protection, supporting a vibrant agricultural industry, and providing vital habitat to migrating fish, water fowl, and many other terrestrial and aquatic species. An outgrowth of the CVFPP was the creation of a regional flood management planning area for the Lower Sacramento_Delta North study area, which encompasses the Yolo Bypass. Two studies completed at the State and regional level identified numerous multi-purpose project and activities to be accomplished in the Yolo Bypass complex. In addition, there are numerous other activities by Federal, State, and local entities in the Yolo Bypass. All these entities recognize that there has to be cooperation and collaboration in order for anyone to implement a project in the Bypass. As a result, fifteen Federal, State, and local agencies formed the Yolo Bypass_Cache Slough Partnership in 2015 to advance this collaboration. Since the Yolo Bypass is a Federal flood control facility, it is imperative that the USACE be involved in the Yolo Bypass complex planning and projects. As a result, this Study is being proposed as a way to further advance the collaboration that has occurred to date.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

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**2019.08.22__Proposals for USACE 2020 Annual Report on Future
Water Resources Development.pdf**



August 22, 2019

U.S. Army Corps of Engineers
441 G Street, NW
Washington, DC 20314-1000

SUBJECT: PROPOSALS FROM NON-FEDERAL INTERESTS TO BE INCLUDED IN THE U.S. ARMY CORPS OF ENGINEERS' 2020 ANNUAL REPORT TO CONGRESS ON FUTURE WATER RESOURCES DEVELOPMENT

To Whom It May Concern:

It is requested that the proposal identified in this letter be included in the U.S. Army Corps of Engineers' 2020 Annual Report to Congress on Future Water Resources Development. This proposal has been submitted online as required at <http://www.wrrda7001proposals.us/>. The proposed study is the "Yolo Bypass System Integrated Comprehensive Study (The Study)."

The objectives and overview of the Study are as follows:

- To develop a comprehensive, collaborative investigation of water and related resources planning, implementation and management within the Yolo Bypass System of central California. This multi-component Study would:
 - Address a broad geographical area, consisting of the Yolo Bypass and its connecting waterways and adjacent communities;
 - Integrate multiple objectives, including flood control, ecosystem restoration, water quality and supply and agriculture affecting the entire Yolo Bypass Basin;
 - Involve numerous agencies and governments at the Federal, State, regional and local levels; and
 - Adopt a system-wide, or holistic, approach to addressing needs, challenges and opportunities, including project evaluation and compliance with the full spectrum of regulatory and 408 requirements.
- To make maximum use of information and lessons learned from prior and ongoing studies and collaborative efforts, including:
 - USACE Sacramento River General Reevaluation Report;
 - State of California Central Valley Flood Protection Plan and Basin-Wide Feasibility Study;
 - Yolo Bypass/Cache Slough Partnership;

Office 916-874-7606
Fax 916-874-8289

1007 - 7th Street, 7th Floor
Sacramento, CA 95814-3407

- Sacramento and San Joaquin River Basins Comprehensive Study; and
- Other Federal, State, regional and local initiatives.
- To establish a comprehensive Master Plan for reaching conceptual consensus on the development, implementation and prioritization of individual projects and compliance with environmental and regulatory requirements. The goal is not to predetermine specific outcomes but to develop agreed-to and overarching baselines to streamline future decision-making.
- Would require authorization at Federal and State levels.
- Would be undertaken jointly by:
 - U.S. Army Corps of Engineers (USACE);
 - Sacramento Area Flood Control Agency (SAFCA);
 - State of California (Department of Water Resources & Central Valley Flood Protection Board); and
 - Other Appropriate Regional and Local Agencies

The components of the Study include the following:

- Comprehensive Study for the Yolo Bypass System
 - Reexamine the full scope of what constitutes “Federal Interest” among the various Federal agencies in the Yolo Bypass study area in Flood Risk Management and Ecosystem Restoration through assessment of Congressional directives in “WRDAs” 2014, 2016 and 2018;
 - Improve utilization of non-Federal sponsors’ resources, capabilities, experience and knowledge;
 - Improve system-wide, integrated multipurpose approach to the Yolo Bypass by improving the process for addressing flood risk management for urban areas; and
 - Improve quantification and demonstration of multi-purpose and urban flood benefits provided by USACE projects.
- Master Plan for the Yolo Bypass
 - Identify specific needs, challenges and opportunities facing local, regional, State and Federal agencies involved in or affected by projects in the Yolo Bypass;
 - Determine the feasibility and describe specific projects and activities proposed within the Yolo Bypass by such agencies;
 - Develop and provide a programmatic framework and documentation for technical reviews, environmental evaluation and “408” permitting to establish requirements and process efficiencies;
 - Establish a system-wide hydraulic and ecosystem baseline to assess the impacts of potential projects to be evaluated in detail and for regulatory and 408 purposes; and

- Make recommendations on an overarching process and a governance and/or advisory structure for coordinating and making recommendations on implementation of individual projects and activities to the Assistant Secretary of the Army (Civil Works).

The Comprehensive Study and Master Plan, taken together, would (1) provide the baseline and streamlined basis for recommendation of individual projects by the USACE, which would follow the normal Congressional authorization process, as well as for regulatory actions; and (2) provide a more comprehensive framework for assessing the entire gamut of Federal Interest among all Federal agencies.

By way of background, after flooding along the Mississippi and Sacramento Rivers, Congress gave the USACE its first civil works mission by authorizing work on those two systems in 1917. As a result of that authorization, the Yolo Bypass was constructed by the USACE. It was part of the flood control system implemented by the USACE to protect Sacramento. The system consisted of 106 miles of levees along the American and Sacramento Rivers and some tributaries, Folsom Dam on the American River, the Freemont Weir, the Yolo Bypass, the Sacramento Weir and the Sacramento Bypass. As was the USACE practice for urban areas, the system was originally designed to provide Sacramento with a Standard Project Flood level of protection. The Standard Project Flood (SPF) is defined as the flood resulting from the most sever combination of meteorological and hydrological conditions considered reasonably characteristic of the region.

Currently the USACE have six authorized projects in various stages of construction rebuilding the entire system protecting Sacramento. However, in order to restore an SPF level for Sacramento from flooding from the Sacramento River, the Freemont Weir and Yolo Bypass need to be widened. A widened Yolo Bypass and Freemont Weir would restore SPF level of protection from the Sacramento River to more than 500,000 people in Sacramento, as well as other urban areas such as West Sacramento.

The Study seeks to establish a program that results in projects in the Yolo Bypass that reduce flood risk, enhance floodplain ecosystems, supports local economies, and serves as a model for system-wide integrated multipurpose approaches to USACE projects.

The Sacramento Area Flood Control Agency fully supports the proposed Study and is prepared to assist in its implementation. SAFCA views a system-wide, integrated multi-purpose approach to the Yolo Bypass as critical component of restoring the Federal flood control system protecting Sacramento to an SPF level of protection, while providing a system-wide approach to examining other potential benefits and purposes examining the entire system and interconnectedness of Federal and non-Federal actions in the basin.

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Future Water Resources Development
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Please let me know if any additional information is required. I can be contacted at (916) 874-7606 or at johnsonr@saccounty.net.

Thank you,



Richard M. Johnson
Executive Director

cc:

The Honorable R.D. James
Assistant Secretary of the Army
Department of the Army, Civil Works
108 Army Pentagon, Room 3E446
Washington, DC 20310-0108

David J. Leach, P.E. Deputy Assistant Secretary of the Army
(Project Planning and Review)
Department of the Army, Civil Works
108 Army Pentagon, Room 3E446
Washington, DC 20310-0108

James C. Dalton, Director of Civil Works
Headquarters, U.S. Army Corps of Engineers
441 G Street NW
Washington, DC 20314-1000

Stacey Brown, Chief of Planning and Policy
Headquarters, U.S. Army Corps of Engineers
441 G Street NW
Washington, DC 20314-1000

Honorable Doris O. Matsui
House of Representatives
Rm. 222 Cannon House Office Building
Washington, DC 20515

Map Document

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Yolo Bypass Map.pdf

YOLO BYPASS SYSTEM

INTEGRATED

COMPREHENSIVE

STUDY

FISH PASSAGE

- FREMONT WEIR
- WALLACE WEIR
- LISBON WEIR
- AG ROAD CROSSING

HABITAT RESTORATION

- 1 - FLOODPLAIN SALMONID HABITAT TIDAL WETLANDS INUNDATION (8,000 ACRES)
- 2 - LEVEE SETBACK AREA RESTORATION
- 3 - PUTAH CREEK RESTORATION (1,500 ACRES)
- 4 - LITTLE EGBERT AND CACHE SLOUGH RESTORATION

FLOOD RISK MANAGEMENT

- EXPANSION AT FREMONT WEIR, LOWER ELKHORN, UPPER ELKHORN, SACRAMENTO WEIR, SACRAMENTO BYPASS, AND PUTAH CREEK LEVEE SETBACK
- DEEP WATER SHIP CHANNEL
- LOWER YOLO BYPASS LEVEE IMPROVEMENTS
- RIO VISTA FLOOD WALL AND SMALL COMMUNITIES FRR

