

PETALUMA RIVER

CITY OF PETALUMA, CALIFORNIA

CONGRESSIONAL DISTRICT: 6th District, Rep. Lynn Woolsey

<u>PROJECT DESCRIPTION</u>: The Petaluma River is located within the City of Petaluma, about 35 miles N/NW of San Francisco, and drains into San Pablo Bay. Residential and commercial areas are subject to extensive flood damages from river overflows. Damages of \$28,000,000 and \$1,000,000 occurred in January 1982 and February 1986, respectively. Most recently, flooding occurred again in February 1998. The City of Petaluma is the project sponsor.

FISCAL YEAR 03 BUDGET: \$4,000,000

<u>POSSIBLE SOLUTIONS</u>: The locally preferred project plan includes improvements to a 3,500 foot section of the Petaluma River near Lakeville Avenue and the confluence with Lynch Creek, which flows through residential and commercial developments. The project will provide the following levels of protection: (1) Federal Emergency Management Agency (FEMA) 100-year flood event to year 2005 under general plan build out; and (2) FEMA 40-year flood event after 2040 is fully watershed developed.

<u>PRESENT STATUS</u>: The project was initiated as a Continuing Authorities Project (CAP) Section 205 project under the Project Coordination Act (PCA) signed in 1996, with the Federal funding limit of \$5,000,000. Under WRDA 2000, Section 112, it was changed to a specifically authorized project at 65% of the total project cost. Further Congressional direction in House Report 106-693 (accompanying the Energy & Water Development Appropriation Bill, 2001) provided guidance to the Corps to use available funds to continue the project. The PCA was amended in FY 01 with the local sponsor eligible for reimbursement due to the overspending of local contributions.

The project is divided into five parts: U-shaped Channel, Trapezoidal Channel, Transition Channel, Vehicular Bridges, and Railroad Bridges. The U-shaped Channel construction contract was awarded in March 1998, and the contract was completed in December 1998. Two locally funded (City of Petaluma) vehicular bridge replacements have been completed under the City's construction contract. The trapezoidal channel construction contract was awarded in May 1999 and completed in May 2001. The Mainline Railroad Bridge replacement contract was awarded under the City's construction contract in April 1999, and was completed in March 2001. The Transition Channel construction contract was awarded in late September 2001 and is scheduled for completion in March 2002. The sponsor transferred the design of the Mainline Railroad Approach to the Corps for completion in May FY01. The Corps is currently in the process of finalizing the plans and specifications. (The channel excavation work in the transition channel area will be incorporated into the Mainline Railroad Approach contract.) The sponsor is currently preparing the construction

estimate, plans and specifications of the Industry Railroad Track for the replacement of the second railroad bridge.

Federal funds of \$3.1 million were reprogrammed to the project in FY01 to complete the Trapezoidal Channel. Additional Federal funds of \$5.0 million were added in FY 02 to complete the Transition Channel, and the award of the Mainline Railroad Approach construction contract in FY 02.

<u>FUTURE EFFORTS</u>: Complete the construction of the Transition Channel; award the construction contract for the Mainline Railroad Approach, including the channel excavation work in the transition channel area in FY02. Coordinate with the local sponsor to complete the construction cost, plans and specifications of the Industry Railroad Track in FY 02. The Industry Track construction contract scheduled for FY03, and the amount reimbursed to the local sponsor, will be based on the availability of federal funds.

