CENTRAL VALLEY
FLOOD MANAGEMENT
PLANNING PROGRAM

FloodSAFE
CALIFORNIA

Errata to the Public Draft

2012 Central Valley Flood Protection Plan

Volume V – Attachment 9

June 2012

STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY
DEPARTMENT OF WATER RESOURCES

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CENTRAL VALLEY FLOOD MANAGEMENT PLANNING PROGRAM

FloodSAFE CALIFORNIA

Errata to the Public Draft 2012 Central Valley Flood Protection Plan Volume V – Attachment 9

1. **Attachment 9A – Regional Advance Mitigation Planning, Section 2.0, page 2-9, second bullet**

   Documents are being prepared that outline the RAMP goals and ~~create~~propose a policy and financial framework for how a program could work, based on the pilot project, policy research, and other models.

2. **Attachment 9A – Regional Advance Mitigation Planning, Table 2-1, pages 2-10 and 2-11**

   Revise Table 2-1 "RAMP Timeline (Past, Present, and Future) as follows:

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Table 2-1. RAMP Timeline (Past, Present, and Future)

2008	• Data gathered on DWR and Caltrans projects that potentially have impacts (demand analysis) • Pilot area identification process began and initial pilot area identified (CSV)
2009	• MOU signed between agencies (see text box on page 2-3) • Marxan analysis developed (a conservation planning tool) to find suitable mitigation sites in pilot area • "Advance mitigation" legislation developed by The Nature Conservancy
Q1 2010	• Next steps in RAMP discussed, including how to secure funding, create a governance structure, further define the "pilot area," and document RAMP as a program • Work began on a "Policy Paper" that described RAMP as a program and the obstacles to implementation
Q2 2010	• Contract signed with private consultants to develop three documents for RAMP (Statewide Framework, Regional Assessment (for the pilot area), and RAMP Manual) (DWR) • Contract signed with UC Davis for a Central Valley-wide analysis for suitable mitigation and also a wildlife corridor analysis (DWR) • Contract signed with UC Davis to include more transportation plans into "demand" analysis and perform an optimization analysis with results (Caltrans)
Q3 2010	• Efforts began to capture federal funds through SAMI (Caltrans)
Q4 2010	• Internal draft of the Statewide Framework chapters developed by core group • Outreach occurred to Strategic Growth Council and also to other infrastructure agencies
Q1 2011	• Internal draft of the Statewide Framework reviewed by geographic-specific staff of the signatory agencies to the MOU (DFG, DWR, Caltrans, etc.) - Caltrans met with MPOs and local transportation entities - DWR met with Regional Office staff and Regional Coordinators - DFG, USACE, and USFWS received feedback from Regional Office staff
Q2 2011 through Q4 2011	• Meetings began on internal draft of the CSV Regional Assessment (Pilot Project) with signatory agencies • Formal engagement occurred on internal draft of the CSV Regional Assessment with nonsignatories to the MOU (see text box on page 2-3) • Continue review of internal draft of the Statewide Framework
~~Q3 2011~~ ~~Q4 2011~~ Anticipated for 2012	• Formally engage on internal draft of the Statewide Framework with nonsignatories to MOU (see text box on page 2-3) and continue to improve the document • Begin a larger outreach effort internal and external to DWR to gather ideas on processes and methods that support or hinder development of advance mitigation and to improve upon the ideas proposed in the internal draft of the Statewide Framework • Publish internal draft of the CSV Regional Assessment to capture all ideas on the document's preferred content and proposed methodologies (e.g., various methods for estimating mitigation needs or for displaying conservation priorities on maps), but keep document as draft until more data gathering and outreach have been completed • Estimate costs for creating Action Plan(s) and related documentation • Write MOU and/or Interagency Agreements to divide planning costs among interested parties (at a minimum between DWR and Caltrans and possibly other agencies that are not on the Statewide MOU but have local infrastructure projects) • Write Action Plan(s) based on internal draft of the CSV Regional Assessment for pilot area (as needed) • Create appropriate CEQA documentation and decide on State-preferred alternative for implementation based on Action Plan(s) • Continue to identify and where possible begin work on "Actions Needed" from internal draft of the Statewide Framework (e.g., ~~make~~ propose changes to agency policy, propose new funding structures)

Table 2-1. RAMP Timeline (Past, Present, and Future) (contd.)

Anticipated for 2012 continued	• ~~DWR to submit BCP for first mitigation approach identified in Action Plan (will get $ in FY 13/14)~~ • Caltrans to work at the federal level to secure SAMI ~~or write a BCP for first mitigation approach~~ funding to support advance mitigation • DWR to review federal funding for advance mitigation with USACE • Caltrans to give financial support for a DFG position to work on SAMI and RAMP tasks • Begin any negotiations on land (DWR typically has an 18-month timeline) • Begin any negotiations with regional plan partners under Natural Community Conservation Planning efforts or Habitat Conservation Plans • Begin any negotiations with private commercial mitigation bankers • Review opportunities for creation of new regions in the State that could benefit from using RAMP's tools and templates • ~~Publish Statewide Framework, Regional Assessment, and RAMP Manual with lessons learned~~
2013	• Complete purchase of land and begin permitting work (as needed) • Data gathering on DWR and Caltrans projects that potentially have impacts (demand analysis) and new conservation planning efforts and repeat analysis done in 2011 for CSV Regional Assessment based on the most current information • Publish public versions of the Statewide Framework, CSV Regional Assessment, and RAMP Manual with lessons learned
2014	• Second Regional Assessment for new portion of the State

Key:
BCP = Budget Change Proposal
Caltrans = California Department of Transportation
CEQA = California Environmental Quality Act
CSV = Central Sacramento Valley (the pilot area's given name)
DFG = California Department of Fish and Game
DWR = California Department of Water Resources
FY = fiscal year
MOU = memorandum of understanding
MPO = Metropolitan Planning Organization, a legally defined entity that is tasked with transportation planning
Q = Quarter
RAMP = regional advance mitigation planning
SAMI = Statewide Advance Mitigation Initiative being performed by Caltrans
State = State of California
UC Davis = University of California, Davis
USACE = U.S. Army Corps of Engineers
USFWS = U.S. Fish and Wildlife Service

3. Attachment 9A – Regional Advance Mitigation Planning, Section 2.0, pages 2-11 and 2-12

The RAMP Work Group is currently developing a Statewide Framework document intended to convey to lawmakers and agency leaders the goals, benefits, and operational framework of a statewide RAMP initiative. The internal draft of the Statewide Framework ~~has been~~ could be completed as early as summer 2012, ~~and~~ but a widely circulated version will not be available until ~~fall 2012~~ at least 2013. Outreach related to this document will be directed toward agency staff as well as several outside organizations (e.g., county staff, land trust organizations, nonprofits). The Statewide Framework will have a companion document, the RAMP Manual, which will serve as a comprehensive guidance document for planning and implementing regional advance mitigation throughout California. The manual will be developed to an internal draft in ~~early~~ 2012, and a circulating draft in ~~fall 2012~~ 2013. Development of the RAMP Manual will draw from lessons learned during testing of the RAMP concept through a pilot

project. The pilot project will include preparation of the first internal draft of the Regional Assessment (planned completion in ~~spring~~ 2012), which will provide the proposed strategy for implementing advance mitigation in the pilot project region. Input on all these documents will be sought and a public version should become available in 2013.

The RAMP Work Group has selected a region in the central Sacramento Valley (along the main-stem Sacramento River from approximately the Tehama County line south to Verona and along the Feather River and its tributaries to the east) for the pilot project (Figure 2-4). Outreach to DWR's Regional Offices and Regional Coordinators is in progress. Caltrans, DFG, and USFWS will perform similar outreach with their local offices. Outreach external to DWR, Caltrans, and the RAMP Work Group will take place in ~~spring~~ 2012. If time allows, in fall 2012, an open forum will be held for nonprofits, county staff, private mitigation bankers, and other potentially affected parties to learn about RAMP, and to provide information on problems and opportunities within the region.

4. **Attachment 9C – Fish Passage Assessment, Section 9.0, page 9-1, third sentence of first paragraph**

   If all the barriers are removed and/or repaired, approximately ~~1,500~~ 4,000 miles[16] of anadromous fish habitat from the western edge of the legal Delta to the headwaters will become fully accessible for migration, spawning, and rearing; approximately 1,500 miles of this habitat are within the Systemwide Planning Area.

5. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 2.2.1, page 2-5, first bulleted item**

   Water-surface profiles at the time of the CVFED (Central Valley Floodplain Evaluation and Delineation) Light Detection and Ranging (LiDAR) flights in March 2008 representing a low-water baseflow condition; termed the "Baseflow" FIP (most months have greater discharges and higher water surface elevations than March 2008 (e.g., during 1945–2010, at Red Bluff, the Sacramento River had a discharge greater than March 2008 in 93 percent of months)). Areas with Baseflow FIP would provide aquatic (riverine or lacustrine) habitats if hydrologically connected to a river.

6. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 2.2.1, page 2-7, first paragraph**

   CalSim-derived synthetic flows were queried directly by HEC-EFM after converting the Excel-based time series flow data to USACE-HEC's Data Storage System (HEC-DSS) format. The flow values were derived from CalSim simulations to capture the flow impacts of recent regulations and projects that are not reflected in the historical record. Daily values were developed from the monthly CalSim values using a pattern matching algorithm based on historical daily flow records. For the pilot study, the flows were used as boundary conditions to an unsteady-flow HEC-RAS model developed by AECOM from the Comprehensive Study and Common Features models, and the flows and stage time series produced by unsteady HEC-RAS were queried using HEC-EFM.

7. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.0, page 3-2**

   As described in Appendix A, Section ~~2.2.9~~2.9, the process used to estimate water surface elevations resulted in elevations that varied within 1 foot of true elevations.

8. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.2.2, page 3-12, first paragraph**

   Between the Yuba and Bear rivers, most of the corridor along the Feather River has 50 percent chance FIP. More than two-thirds of these areas are disconnected from the river. Less than one percent of the corridor along this reach has 67 percent chance Sustained Spring FIP.

9. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.2.3, page 3-13, first paragraph**

   From the Bear River to the Sutter Bypass, most of the corridor along the Feather River has 50 percent chance FIP. About two-thirds of these areas are disconnected from the river. Less than one percent of the corridor along this reach has 67 percent chance Sustained Spring FIP.

10. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.6, note 1 of Tables 3-1 through 3-12, pages 3-57 through 3-68**

    [1]Data are for a corridor extending 1 mile from ~~each riverbank~~ the centerline of evaluated rivers; acreages are rounded to the nearest 100 acres and percentages are rounded to the nearest percent.

11. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.6, note 3 of Tables 3-1 through 3-12, pages 3-57 through 3-68**

    [3]Elevation below or at water surface elevation of March 2008 base flow (i.e., LiDAR FIP $\leq$ 1 foot). Elevations within 1 foot of base flow were considered to represent the water surface because estimated elevations varied within 1 foot of true elevations.

12. **Attachment 9F – Floodplain Restoration OpportunityAnalysis, Section 3.6, page 3-58, note 6 of Table 3-2**

    [6]Connected to or disconnected ~~(Discon.)~~ from river system during a 50 percent chance flow (i.e., modeled as below and connected to river channel by terrain below elevation of 50 percent chance flow ~~inundated by flood flows under existing conditions~~)

13. **Attachment 9G – Regional Permitting Options, Section 4.2.4, page 4-16, first pagraph**

The S~~s~~tate strategy to manage levee vegetation consistent with these and other ~~CVFPB~~ Board regulations is a component of the CVFPP.

14. Attachment 9G – Regional Permitting Options, Section 4.2.4, page 4-16, second pagraph

Replace the second paragraph:

The Board has all the responsibilities and authorities necessary to oversee future modifications to the SPFC. The Board has existing regulatory authority including approval or removal of encroachments within flood management projects, floodplains, floodways, and drainage areas of the Sacramento River, the San Joaquin River and their tributaries and distributaries. The Board's regulations are also preempted by obligations to the USACE pursuant to assurance agreements with the USACE, USACE Operation and Maintenance Manuals and Title 33 Code of Federal Regulations Sections 408 and 208.10.

As part of the permit application, the CVFPB requires documentation that meets the Board standards governing the design and construction of encroachments which can affect, any authorized flood control project or any adopted plan of flood control (Title 23, Section 111). The permit application and Title 23 CCR can be found on the Board's website (http://www.cvfpb.ca.gov/).

15. Attachment 9G – Regional Permitting Options, Section 7.0, page 7-1

Add the following reference:

California Code of Regulations (CCR). Title 23. Waters.