

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



APR 12 2007

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The Budget Act of 2006 requires the Department of Water Resources (DWR) to report quarterly, beginning August 1, 2006, on expenditures of funds pursuant to Assembly Bill 142 (Nunez, Chapter 34, Statutes of 2006) until such funds are exhausted. DWR is required to report on expenditures by project. This report is submitted in compliance with these requirements and covers the quarter ending November 30, 2006.

If you have any questions, please contact me at (916) 653-7007, or your staff may contact Les Harder, Deputy Director for Public Safety and Business Operations, at (916) 653-9502.

Sincerely,

Original Signed By
Nancy Saracino
For

Lester A. Snow
Director

Attachments

bcc: (See attached list.)

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Sacramento, California 95814

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Sacramento, California 95814

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1416 Ninth Street, Room 1311
Sacramento, California 95814

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REPORT TO LEGISLATURE
Assembly Bill 142 Expenditures
November 30, 2006

Overview

The following is a summary of AB 142 expenditures and obligations as of November 30, 2006:

Project	Expenditures	Contractual Obligations & Commitments	Total (Nov. 30, 2006)
2005 Ayres Critical Erosion Repairs (33 Sites)	\$110,240,000	\$44,704,000	\$154,944,000
2006 Ayres Critical Erosion Repairs (24 Sites)	\$236,000	\$16,000,000	\$16,236,000
PL 84-99 Rehabilitation Assistance (47 Sites)	\$13,725,000	\$1,492,000	\$15,217,000
American River Common Features	\$2,100,000	\$0	\$2,100,000
Levee Evaluations Program	\$115,000	\$35,019,000	\$35,134,000
Flood Maintenance	\$2,227,000	\$276,000	\$2,503,000
Flood Fight Materials & Equipment	\$620,000	\$580,000	\$1,200,000
April 2006 Flood Fighting	\$8,983,000	\$4,870,000	\$13,853,000
Grants for Non-project Levees	\$52,000	\$0	\$52,000
TOTAL	\$138,298,000	\$102,940,000	\$241,238,000

Note: Amounts in this table and throughout the report are rounded to the nearest thousand dollars. The rounded totals are based on actual amounts and may vary slightly from the total of the rounded subtotals.

Critical Erosion Repairs

Introduction

On February 24, 2006, Governor Arnold Schwarzenegger declared a state of emergency for California's levee system. Executive Order S-01-06 directs the California Department of Water Resources (DWR) to identify and repair critical eroded levee sites on the California levee system to prevent catastrophic flooding and loss of life and to also identify additional damaged sites.

Accordingly, a total of 33 sites were identified for repair and are referred to as the “2005 Critical Erosion Repairs.”

In 2006, the U.S. Army Corps of Engineers (Corps) identified an additional 24 Critical Erosion Sites on the Sacramento River and its tributaries. Furthermore, the January and April, 2006 flood events damaged levees throughout the Sacramento and San Joaquin flood control systems. Hundreds of levee damage sites were prioritized by the Corps under the federal PL 84-99 Rehabilitation Program. Of these, 47 sites were identified as critical sites for which repairs are economically justified. In response, the Governor issued Executive Order S-18-06 on October 3, 2006 directing the immediate repair of these 71 new sites, referred to as the “2006 Critical Erosion and PL 84-99 Sites.” DWR is spending AB 142 funds to respond to this emergency.

2005 Critical Erosion Repairs

33 critical erosion sites (24 sites originally identified in 2005 were increased to 33 in 2006) are being repaired throughout the Sacramento River Flood Control System. As shown on the attached Location Map (Figure 1) for the 2005 sites, they are located in six counties: Colusa, Sacramento, Solano, Sutter, Yolo and Yuba. DWR, with the assistance of the Corps has substantially completed repairs on all 33 sites. DWR repaired 22 sites while the Corps, in partnership with The Reclamation Board, took the lead on repairing the remaining 11 sites under the Sacramento River Bank Protection Project. The State has advanced \$32,883,000 in AB 142 funds for repairs handled by the Corps with the expectation that the State’s funding toward these repairs will be used as a credit towards the State’s share of future cost-shared projects with the Corps. DWR estimates the total cost to repair all 33 critical erosion sites to be approximately \$190.9 million, which includes \$151.8 million from AB 142 funds and \$39.1 million from federal funds. In addition to these construction contracts, DWR is purchasing plants and related materials for the repair sites. The plants are part of the environmental compliance requirements of the project and will be supplied to the repair contractor when needed. The Corps is proceeding to plant during the winter; DWR sites will be planted in the spring of 2007.

2006 Critical Erosion and PL 84-99 Repairs

Project Planning

All 71 sites are shown on the attached Location Map (Figure No. 2). DWR, in coordination with the Corps, developed a plan to accomplish the work on a priority basis throughout the winter of 2006-2007. Due to the large number of sites, inclement weather conditions and a compressed repair schedule, 30 of the sites to be repaired were phased to allow work to begin before final designs are completed in 2007. The Corps is repairing 14 Critical Erosion sites and DWR is repairing 10 Critical Erosion sites. Similarly, the Corps is repairing 22 PL 84-99 sites and DWR is taking the lead on 25 PL 84-99 sites. Thirteen of the DWR sites are being designed and constructed by the Brannan Andrus Levee Maintenance District (BALMD).

In October 2006, the planning and design phase of the project began with site inspections, field surveys, and collection of relevant design information on each of the 71 sites. In November 2006, DWR and the Corps consulted with resource agencies to enable the State and the Corps to meet all environmental laws and permit requirements while maintaining the emergency schedule for construction. Coordination between the resource agencies, the Corps and DWR is being done through a mutually agreed-upon

Action Plan for Alternative Endangered Species Consultation Procedures for the State-federal expedited repairs during winter. A Technical Team with representatives from the Corps, DWR, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration Fisheries Service, California Department of Fish and Game, and the State Water Resources Control Board is reviewing and approving designs and mitigation plans for both the PL 84-99 and the new 24 Critical Erosion sites.

By November 2006, DWR received provisional letters allowing construction to proceed and these will be followed by permits. The Action Plan enables timely completion of levee repairs and will allow DWR to meet all required federal environmental permits, including the Clean Water Act, Endangered Species Act, National Environmental Policy Act and other applicable federal laws. DWR also consulted with State environmental agencies to ensure this project meets all State environmental measures under CEQA. Those agencies include the California Department of Fish and Game, California Parks and Recreation, State Lands Commission, the Reclamation Board, State Water Resources Control Board and the Central Valley Regional Water Quality Control Board.

Project Construction

Current construction status is summarized in Table 1. All sites are being repaired in a two-phase approach; Phase I repairs to provide structural integrity for the levee, and Phase II permanent repairs incorporating on-site mitigation. Further details on the 2006 Critical Erosion and PL 84-99 Rehabilitation Programs follow.

2006 Critical Erosion Sites (24): Out of the 10 DWR sites, four sites are under construction and four are in final design. Final design will be completed for two sites on Cache Creek by April 2007 and construction will begin the summer of 2007. Construction contracts for the 14 sites being repaired by the Corps are to be awarded in December 2006 with construction scheduled to begin in January 2007.

PL 84-99 Rehabilitation Sites (47): Rehabilitation sites are categorized by the Corps as Order 1 (protects an area with urban development) and Order 2 (protects an area without urban development). As of November 30, 2006, DWR completed repairs to five sites, 14 sites are in design, and six sites in the Lower San Joaquin Levee District (two on the San Joaquin River and four on the Chowchilla Bypass) were scheduled for repair beginning in early December. Repairs for these latter six sites are an interim measure to get through the winter; permanent repairs will be performed in late spring and summer of 2007. The Corps has repaired five sites and construction starts for eight sites are planned for the middle of December and the remaining nine sites will be completed during winter and spring of 2007. Table 1 shows the sites organized by Order and lead agency for construction.

Project Budget

Estimated costs of all three programs; 2005 Critical Repair Sites, 2006 New Critical Repair Sites and 47 PL 84-99 Rehabilitation Sites are presented in Table 1. The actual expenditures as of November 30, 2006 are shown in Tables 2 and 3.

Table 1: Estimated Costs of Critical Repairs Program

Program Lead Agency	No. of Sites	Phase I Completion Date	Phase II Completion Date	Estimated Cost
2005 Critical Erosion				
USACE	10	N/A	10/31/2006	
USACE	1	N/A	11/18/2006	
		Construction Cost (11 Sites)		\$49,100,000
DWR	19	N/A	10/31/2006	
DWR	3	N/A	11/18/2006	
		Construction Cost (22 Sites)		\$107,300,000
		Design, R/W, Permitting and Legal		\$7,600,000
		Plant Materials		\$1,600,000
		Contract Administration, O&M and Contingencies		\$25,300,000
TOTAL	33			\$190,900,000
2006 Critical Erosion				
USACE	14	1/12/2007	7/31/2007	\$61,517,000
DWR	6	12/22/2006	9/12/2007	\$22,179,000
DWR	2	1/20/2007	9/12/2007	\$18,000,000
DWR	2	N/A	9/12/2007	\$2,965,000
TOTAL	24			\$104,661,000
2006 PL 84-99				
USACE Order 1	19	N/A	Winter 2007	\$13,361,000
DWR Order 1	8		Winter 2007	\$2,888,000
BALMD Order 1	13		Winter 2007	\$23,280,000
USACE Order 2	3		Winter 2007	\$3,450,000
DWR Order 2	4	12/15/2006		\$1,093,000
TOTAL	47			\$44,072,000
GRAND TOTAL	104			\$339,633,000

Table 2: Critical Erosion Repair Expenditures

Description	Amount
2005 Critical Erosion Repairs (33 Sites)	
2005-06 Expenditures Paid in 2005-06 FY	\$35,088,000
2005-06 Expenditures Paid in 2006-07	\$929,000
2006-07 Expenditures Paid in 2006-07	\$74,224,000
Total AB 142 Funds (33 Sites)	\$110,240,000
2006 Critical Erosion Repairs (24 Sites)	
2006-07 Expenditures Paid in 2006-07 FY	\$236,000
Total AB 142 Funds (24 Sites)	\$236,000

Table 3: PL 84-99 Rehabilitation Expenditures

Description	Amount
Management	\$5,000
Geodetic and mapping	\$3,000
PL 84-99 planning and design	\$1,035,000
Real estate and borrow certifications	\$18,000
Contractor Construction Payments	
DWR	\$400,000
USACE	\$13,264,000
Total	\$14,725,000
Federal contribution	(\$1,000,000)
AB 142 Funds	\$13,725,000

2005 Critical Erosion Repairs: The total cost to repair the 33 sites is estimated at \$190.9 million. The Corps has indicated that with the additional federal funding it acquired in June 2006, it will contribute \$39.1 million toward this project. Therefore, DWR will spend \$151.8 million (\$190.9 million minus \$39.1 million) in AB 142 funds to repair the critical sites for which we have designs and permits to date, while continuing to assess additional critical erosion sites that also need repair. A cost breakdown for these sites is presented in Table 1.

2006 Critical Erosion Repairs: DWR has committed to fund 14 Corps sites with \$30 million under the Sacramento River Bank Protection Project. This amount will be credited towards DWR's share of future program costs. DWR is spending AB 142 funds for repairs to 10 critical sites (\$236,000 to date) and to fund the 14 Corps sites.

2006 PL 84-99 Rehabilitation: Although funding for this program is the responsibility of the federal government, DWR has advanced \$13.264 million in AB 142 funds to the Corps for repairs to 22 sites. The Corps is contributing \$1.0 million towards design and other field investigations.

Project Website

DWR has developed a website (<http://www.levees.water.ca.gov>) specifically for those interested in the emergency levee repair project. Visitors can find exact site locations, up-to-date construction progress, fact sheets by site, photos of erosion sites and information for those living near or on a critical levee erosion site.

FIGURE 1: 2005 Critical Erosion Repairs (33 sites)

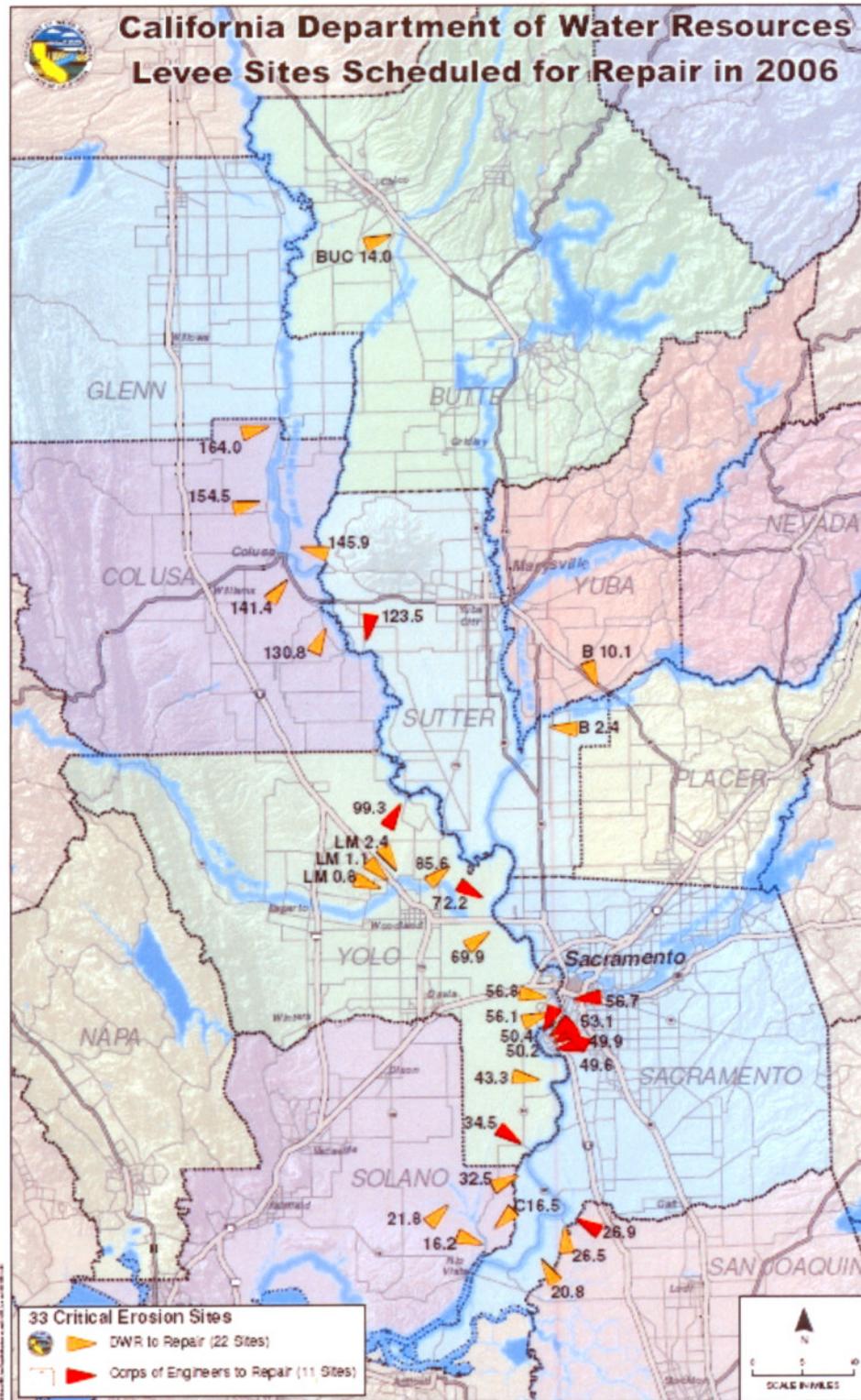
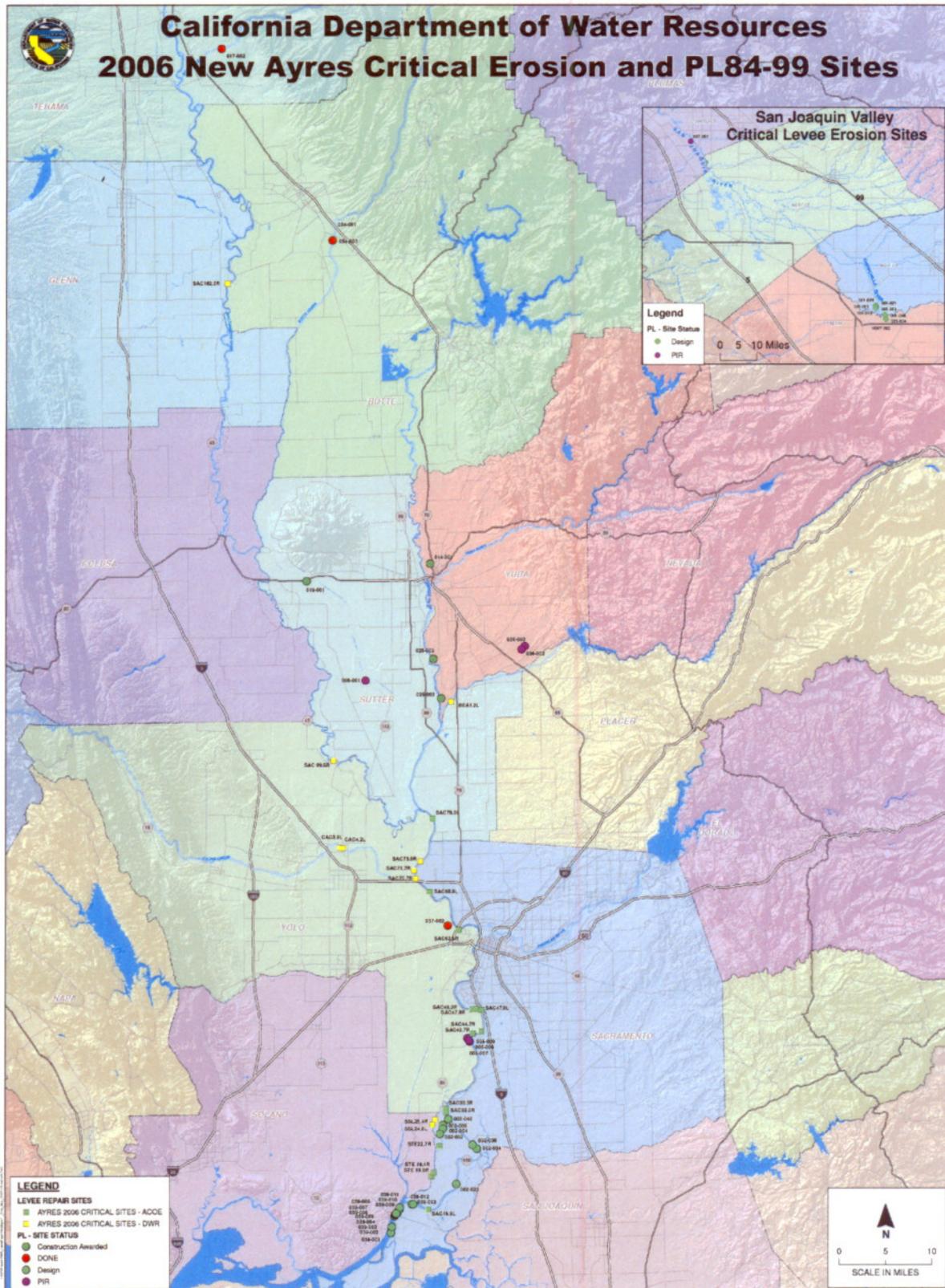


FIGURE 2: 2006 Critical Erosion and PL 84-99 Repairs (71 sites)



American River Common Features

Introduction

The Department of Water Resources (DWR) is spending AB142 funds to perform scheduled improvements to levees protecting the City of Sacramento under the American River Common Features Project (Project). The Project was authorized by the Legislature in 1997 to provide flood damage reduction improvements along the lower American River (downstream of Folsom Dam), the Sacramento River (downstream of the Natomas Cross Canal) and the Natomas Cross Canal (NCC). The Project's proposed improvements include: (1) strengthening the levees to reduce the chance of failure due to seepage and levee instability; (2) raising the levees to increase flood conveyance capacity to a level of performance consistent with providing system-wide minimum levee parity; and (3) providing bank protection on the American River for conveyance of the design flow. The Project has been funded and is continuing to be funded with capital outlay appropriations. However, an urgent need to fund \$2.1 million beyond available capital outlay funds developed in June 2006 and AB 142 funds were spent to fund the improvements and maintain the project construction schedule.

Location

The Project includes approximately 12 miles of the north and south banks of the lower American River, immediately upstream of the confluence with the Sacramento River; approximately 10 miles of the east levee of the Sacramento River from near the confluence with the American River to the lower Pocket area; approximately 12 miles of the east levee of the Sacramento River, immediately downstream of the NCC; and approximately 5 miles of the north and south levees of the NCC, immediately upstream of the confluence with the Sacramento River. The Project reaches are located within the jurisdictional boundaries of Sacramento County, Sutter County, the City of Sacramento, Reclamation District No. 1000, the American River Flood Control District, the Sacramento Area Flood Control Agency and DWR.

Description

The Project is sponsored and cost shared by the U.S. Army Corps of Engineers, The Reclamation Board and the Sacramento Area Flood Control Agency. The Project has been under construction since 1998. Planned and constructed Project features include:

- Strengthening and raising approximately 12 miles of the Sacramento River east bank levee downstream of the NCC.
- Installing slurry walls in approximately 12 miles of the American River north and south bank levees (24 miles total), immediately upstream of the confluence with the Sacramento River.
- Raising approximately 4,500 feet of the American River south bank levee immediately upstream of Mayhew Drain by approximately 2.5 feet.
- Raising approximately 5,500 feet of the American River north bank levee in the vicinity of Howe Avenue by approximately one foot.
- Modifying approximately five miles of the NCC south bank levee to provide a level of performance consistent with that provided by proposed improvements to the Sacramento River east bank levee.
- Modifying approximately five miles of the NCC north bank levee to provide a levee height equivalent to that provided for the NCC south bank levee.

- Installing a closure structure for the Mayhew Drain to prevent American River outflow and flood backwater at Folsom Boulevard.
- Installing approximately 1.2 miles of slurry walls in the American River north bank levee near Natomas East Main Drainage Canal.
- Installing approximately one mile of slurry wall in the American River north bank levee near Jacobs Lane.
- Repairing four erosion sites along the American River totaling approximately 7,000 feet.

AB 142 funds totaling \$2.1 million were paid to the Corps in June 2006 to facilitate construction for the following features:

- Modifying approximately 600 feet of the Sacramento River East Levee near the Pioneer Reservoir (near the Pioneer Bridge over the Sacramento River) to control excessive seepage.
- Installing a 110-foot deep slurry wall for a distance of approximately 800 feet of the Sacramento River East Levee in the Pocket Area to control excessive seepage.
- Installing a 40-foot deep slurry wall for a distance of approximately 1,500 feet of the Sacramento River East Levee in the Pocket Area to control excessive seepage.

By providing the \$2.1 million payment, the Corps was able to open bids in July and complete work on schedule. Without this payment, the work would have been deferred until 2007.

The map below shows work in the Pocket Area of Sacramento necessary for achieving FEMA 100-year level protection. The map shows the Pioneer Reservoir site and two Geotechnical Repair sites funded by AB 142 under the American River Common Features Project, along with erosion site repairs performed with other funds under the Sacramento River Bank Protection Project (Critical Erosion Repairs).

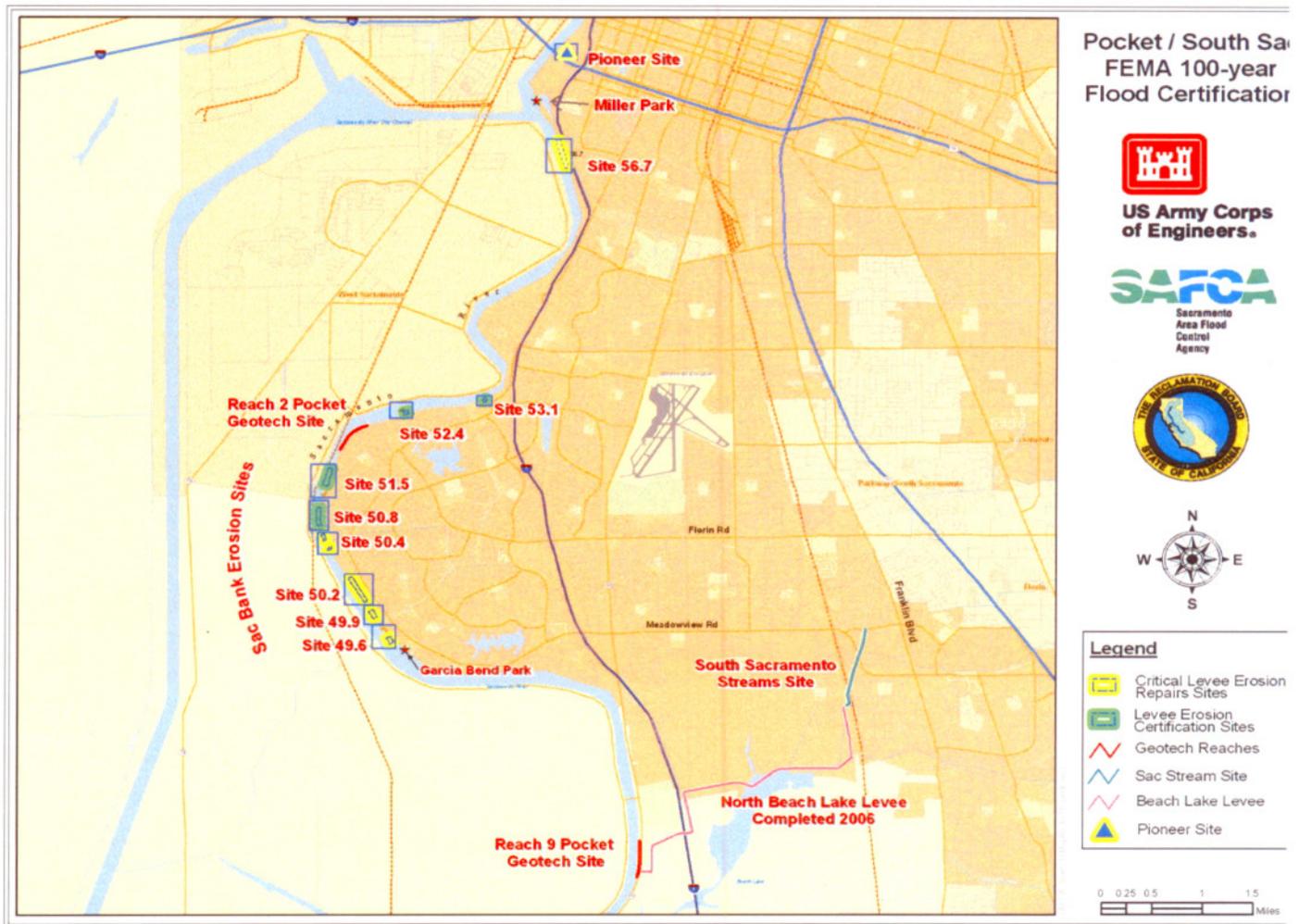


Figure 3: Pocket and Nearby Areas Map Depicting Locations of Flood Control Improvements

Levee Evaluations

DWR is currently evaluating approximately 300 miles of State-federal project levees that protect urban areas in the Sacramento and San Joaquin Valleys. This evaluation program includes geotechnical exploration, testing, analysis, and pre-feasibility design. In September 2006 a Request for Qualifications (RFQ) was prepared for experienced firms that perform geotechnical services associated with levee evaluations. Three geotechnical engineering consulting firms responded to the RFQ and URS Corporation was awarded a \$35 million three year contract on October 27, 2006.

On November 27, 2006, field explorations (drilling) commenced on project levees in West Sacramento and Marysville. In addition, DWR is reviewing levee evaluations being conducted by consultants for the City of West Sacramento. Field explorations on project levees in Reclamation District 17 (Lathrop area) will begin in December 2006 and field explorations in the Sutter Basin (Yuba City area) will begin in mid January 2007. These drilling operations will continue throughout 2007.

A media event was held in West Sacramento at one of the drilling sites on November 30, 2006. DWR Executive and field staff were present to answer questions and explain program goals. Additional public outreach events are planned in conjunction with the City of West Sacramento and USACE in the first quarter of 2007. A database for accumulated geotechnical information has been developed. A Geographical Information System database for levee evaluations is also under development and is anticipated to be operational in two to four months.

A contract with the Corps of Engineers for engineering technical support is being prepared. Also, a technical advisory board is being established to guide the program, and consulting services contracts will be developed as necessary to fund the board's activities.

No invoices have been received to date from URS. DWR costs to date for staff time administering the URS contract, management of the program, and field activities are \$115,000.

Flood Maintenance

A total of \$2,227,000 of AB 142 funds have been expended to date to repair Sacramento River Flood Control Project facilities for which DWR has maintenance responsibilities. Following are details for these repairs.

Sutter Bypass Weir 2

Weir 2 was built in 1925 in the Sutter Bypass to maintain water surface elevations in the Sutter Bypass East Borrow Canal for diversion of water to farms. The original structure was replaced in 1946 but recent inspections of the weir have revealed that the downstream apron is worn and the underlying soil is exposed. This condition indicates seepage is eroding the soil and has made the weir structure unsafe and makes it imperative that the weir be replaced. If the weir were to fail, DWR could be exposed to liability associated with crop loss as irrigation flows from the East Borrow Canal would be interrupted. Additionally, the existing fish ladder at the weir does not meet today's standards for fish ladders. Fish passage is difficult due to the ladder's low flow capacity and lack of sufficient steps. The Endangered Species Act (ESA) listing of spring-run Chinook salmon and steelhead, which are both found in the Sutter Bypass, requires that adequate passage at the weir be provided.

AB 142 funds have been spent for preliminary engineering analyses and environmental compliance. Preliminary design analyses have included a detailed hydraulic analysis of the new weir design and evaluations of the advantages of an inflatable gate over the typical stoplog checkdam, power supply alternatives, and control building alternatives. Total budgeted cost for this project is \$2.5 million. Costs to date are shown below:

Sutter Bypass Weir 2 expenditures

DESCRIPTION	AMOUNT
Project Management	\$1,000
Design/Analysis	\$86,000

Willow Slough Weir

Willow Slough Weir is an earthen dam with three 60-inch culverts with slide gates that control flow from the lower end of the Sutter Bypass Eastside Channel into Willow Slough. The weir was completed in 1925 to control water levels downstream of Weir 2 in the Eastside Channel so irrigation water could be diverted to farms. A fish ladder was constructed through the weir in the 1980s. The weir does not drain water quickly enough to allow water to drain by gravity out of adjacent drainage canals. After rebuilding this weir, DWR will improve the efficiency of the flood control operation by doubling its flow capacity. This will allow for improved gravity drainage of adjacent canals and will reduce the amount of DWR pumping presently required to increase water drainage out of the weir. Additionally, the rebuilt fish ladder will reduce the migration delays of salmon and reduce stranding of salmon protected under the Endangered Species Act.

Funds have been expended for preliminary engineering analyses and environmental compliance. The preliminary engineering analyses include both structural and foundation design and analysis. The environmental compliance team is evaluating the proposed construction sequence to determine what permits may be needed and determine the biological surveys that must accompany permit applications. Total budgeted cost for this project is \$2.5 million. Costs to date are shown below:

Willow Slough expenditures

DESCRIPTION	AMOUNT
Project Management	\$1,000
Design/Analysis	\$34,000

Pump Rehabilitation

The Sutter Maintenance Yard operates and maintains three pumping plants along the East levee of the Sutter Bypass. These plants pump agricultural return water and rainfall runoff into the Bypass so that the water can be safely moved through the flood control system. The nearby ditches drain water from as far away as Yuba City and the pumping of water into the Sutter bypass prevents localized flooding throughout Sutter County. Two of the pumping plants (Plant 1 and 3) have four electric motors and pumps and one plant (Plant 2) has six electric motors and pumps

These plants were put into service approximately 25 years ago. The motors and pumps are reaching the end of their normal life expectancy and the yard staff have reported that the pumps have lost efficiency and the motors are running for longer periods of time. The Flood Maintenance Office has determined that all of the pumps and motors should be systematically removed and refurbished or replaced due to age and wear.

At the present time, two motors and pumps from Plants 1 and 3 have been refurbished and put back into service. At Plant 2 two motors and three pumps were removed for refurbishment and are back in service. The remaining six motors and seven pumps will be removed in the spring after flood season to complete this phase of the work at the pumping plants. Total budgeted cost for this project is \$2.5 million. Costs to date are shown below:

Pump rehabilitation expenditures

DESCRIPTION	AMOUNT
Project Management and Contract Administration	\$34,000
Design/Analysis	\$6,000

Fremont Weir

DWR is obligated to operate and maintain the Fremont Weir at the northern end of the Yolo Bypass under Water Code section 8361. Sediment deposits in the Yolo Bypass reduce the flow capacity of the Weir and the efficiency of the flood control system by blocking water from entering the Bypass and forcing flows to remain in the Sacramento River. This results in higher flood stages in the Sacramento River in the vicinity of the City of Sacramento. As a part of the maintenance of the Yolo Bypass, sediment removal contracts for Fremont Weir were awarded in 1986, 1987 and 1991. In 1986, 560,000 cubic yards of sediment were removed from the west end of Fremont Weir. In 1987, approximately 930,000 cubic yards were removed from the Yolo Bypass at the Fremont Weir. In 1991, an additional 1.9 million cubic yards were removed from the eastern side of Yolo Bypass at the Fremont Weir

In order to comply with DWR's maintenance responsibility, funds were expended to remove approximately 1,000,000 cubic yards of sediment from the areas in front of and downstream of the weir. In addition, two scour holes that were eroding the weir were filled and the protective rock apron was restored. Total budgeted AB 142 funding for this project is \$2.2 million. Costs to date are shown below:

Fremont Weir expenditures

DESCRIPTION	AMOUNT
Project Management and Contract Administration	\$2,000
Design/Analysis	\$2,064,000

Flood Fight Materials and Equipment Purchase

Under the direction of Executive Order S-18-06 to improve emergency response capability, DWR is purchasing flood fight materials and equipment. Because DWR will not be able to repair all of the new critical sites before the upcoming flood season, DWR is purchasing approximately \$1 million of flood fight materials. DWR has encumbered \$800,000 of AB 142 funds to make this purchase of which \$620,000 was paid to date. Other fund sources will also be used to complete the purchase. The supplies being purchased with AB 142 funds include sandbags, plastic sheeting, twine, stakes, geotextile fabrics and large polypropylene bags. These flood fight materials are important for improving DWR's emergency response capabilities in the event of a major flood, especially considering the presence of more than 100 critical damage sites in the Sacramento and San Joaquin Rivers Flood Control Systems. In addition, DWR has experienced communications problems between the field and the Flood Operations Center in recent flood events. Therefore, DWR is purchasing two emergency communications trailers with AB 142 funds. The trailers will enhance cell phone communications, provide for two-way radio communications, facsimile transmission, and land-line connection capability. The trailers are expected to cost about \$200,000 each.

April 2006 Flood Fighting

In early April 2006, the Department of Water Resources' Division of Flood Management mobilized its flood fighting force due to forecasted warm storms which prompted high snow levels and increased releases from many reservoirs in Northern and Central California. As a result of this effort the Department expended \$8,983,000 with no flood emergency budget appropriation, (plus an additional estimated \$4.87 million expected in acquisitions and environmental compliance expenses for flood fight activities). To offset emergency costs associated with the April 2006 floods, the Department of Finance authorized the use of AB 142 funds.

This offset includes all known flood emergency expenditures and estimated future cost obligations associated with environmental compliance and land acquisition in the flood impacted areas.

Grants for Non-project Levee Repairs and Evaluations

DWR has allocated \$50 million of AB 142 funds for grants to local flood control agencies. The proposed grant program will financially assist local agencies to perform critical levee repairs; design and construct new local levees, flood control facilities, or bypasses; and perform geotechnical evaluations of existing local levees. The allocation will be expended through competitive or directed grants to local agencies responsible for flood control at the project location.

Approximately \$52,000 was expended primarily to develop the draft guidelines for the grant programs. The expended funds also include staff hours spent reviewing proposed projects and developing and negotiating agreements for emergency levee repairs in Yolo and Santa Barbara Counties (i.e., Cache Creek and Santa Maria River).