Proposal Full View

APPLICANT INFORMATION

Organization Name*	County of Ventura
Tax ID	956000944
Point Of Contact *	**Division/Address List:** County of Ventura **Address1:** 800 South Victoria Avenue **Address2:** **City:** San Buenaventura **State:** CA **Zip:** 93003 **First Name:** Martha **Last Name:** Symes **Email:** martha.symes@ventura.org **Phone (Direct):** 8056542013
Point Of Contact Position Title*	Grant Specialist
Proposal Name*	Santa Clara River Levee (SCR 1) Critical Repair Design Project
Proposal Objective*	Perform preliminary design, CEQA/NEPA, and final design plans, specifications and estimate preparation work that leads to levee rehabilitation construction work required to certify the Santa Clara River levee (SCR-1). The SCR-1 levee protects the northernmost section of the city of Oxnard, located in Ventura County. This levee system was constructed by the U.S. Army Corps of Engineers in 1961, and is approximately 4.72 miles long located along the east side of the Santa Clara River, just north of Highway 101. The SCR-1 levee now protects approximately 7,600 people living in an estimated 2,100 residential units. On top of the residences, this area contains a large outdoor shopping complex, several large office structures, an industrial area, and three local schools. Economic studies have estimated that the total value of all structures and contents protected by this levee is 907 million dollars, and it has been estimated that if a 100-year event were to inundate this area then it could cause upwards of 53 million dollars in damages. The levee also protects over 6,000 linear feet of State Highway 101, and the bridge abutments, which is the primary transportation route through this part of the county. Based

	on deficiencies in the SCR-1 system, the levee was listed by FEMA as To be De-Accredited in March of 2010. The proposed plan to rehabilitate the SCR-1 levee involves the realignment of a portion of the upstream levee section to run along Central Avenue Drain. The design would also raise the levee in several locations to meet FEMA freeboard requirements, extend the scour protection below the river invert, place soil cement bank protection from the top of levee to the toedown depth, and extend the levee under the State Highway 101 bridge. The project currently has a positive benefit-cost ratio of 1.13 thus demonstrating that there are significant flood protection and flood-risk reduction benefits to completing the required levee rehabilitation work.

BUDGET

Other Contribution	0
Local Contribution	1327746
Federal Contribution	0
Inkind Contribution	0
Amount Requested*	1622800
Total Project Cost*	2950546

GEOGRAPHIC INFORMATION

Latitude *	**DD(+/-):**	34	**MM:**	15	**SS:**	41
Longitude*	**DD(+/-):**	-119	**MM:**	9	**SS:**	3
Longitude/Latitude Clarification			**Location**			
County*	Ventura					
Ground Water Basin	Santa Clara River Valley-Oxnard					
Hydrologic Region	South Coast					
Watershed	Santa Clara River					

LEGISLATIVE INFORMATION

Assembly District*	35th Assembly District
Senate District*	19th Senate District
US Congressional District*	District 26 (CA)

Project Information

PROJECT NAME: SANTA CLARA RIVER LEVEE (SCR 1) CRITICAL REPAIR DESIGN PROJECT

SANTA CLARA RIVER LEVEE (SCR 1) CRITICAL REPAIR DESIGN PROJECT

Implementing Organization	Ventura County Watershed Protection District
Secondary Implementing Organization	
Proposed Start Date	1/1/2016
Proposed End Date	12/31/2018
Scope Of Work	Rehabilitate and certify the SCR-1 levee system in compliance with 44 CFR 65.10, thereby facilitating FEMA accreditation of engineered flood protection from a 1% annual-chance flood on future DFIRMs issued for the northernmost section of the city of Oxnard, located in Ventura County. SofW is grounded in the SCR-1 Levee Section 216 Review of Completed Projects guidance received from the USACE.
Project Description	
Project Objective	Perform preliminary design, CEQA/NEPA, and final design work that leads to levee rehabilitation construction work required to certify the SCR-1 levee system in compliance with 44 CFR 65.10 including the resolution of the following certification deficiencies present: (1) insufficient freeboard, (2) large length of current channel thalweg below the rock revetment toe-down elevations, (3) channel thalweg elevations lower than the groin toe elevations, and (4) scour and embankment concerns.

PROJECT BENEFITS INFORMATION

No records found.

BUDGET

Other Contribution	0
Local Contribution	1327746
Federal Contribution	0
Inkind Contribution	0
Amount Requested*	1622800
Total Project Cost*	2950546

GEOGRAPHIC INFORMATION

Latitude *	**DD(+/-):**	34	**MM:**	15	**SS:**	41
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Longitude/Latitude Clarification			**Location**			
County*	Ventura					
Ground Water Basin	Santa Clara River Valley-Oxnard					
Hydrologic Region	South Coast					
Watershed	Santa Clara River					

LEGISLATIVE INFORMATION

Assembly District*	35th Assembly District
Senate District*	19th Senate District
US Congressional District*	District 23 (CA)

Section : Project Information

Applicants must answer all questions. If the question cannot be answered, the applicant must explain why the information is absent or inapplicable. At the end of this section are project specific questions depending on grant strategy being used. Applications will be ranked based on the responses given in the project information

section. Specific emphasis should be directed to rating criteria sections (Appendix A and B) of the Guidelines. Proposals specifically addressing questions listed in the rating criteria section will allow DWR to accurately rank individual projects.

Question 1. Contact Information

The individuals completing this application on GRaNTS must provide contact information in the space provided below. Please denote which contact should be used for additional information regarding the project and application if needed. For each individual, please include the following:

1. Name
2. Position
3. Organization
4. Phone Number
5. Email

Martha Symes, Grant specialist, Ventura County Watershed Protection District, 805-654-2013, martha.symes@ventura.org Contact for additional information: Gerard Kapuscik, Manager, Ventura County Watershed Protection District, 805-648-9284, gerard.kapuscik@ventura.org

Question 2. Contracting With State

Have you contracted with the Department of Water Resources in the past?

a) [X] Yes
b) [X] No

Question 3. Eligibility

Is the project levee or flood control structure eligible for grant funding under the following criteria?
(1) The project is not a part of the State Plan of Flood Control or under consideration by the State for being added to the State Plan of Flood Control.
(2) The project is not located within the Sacramento-San Joaquin Delta.
(3) The project is not an urban non-project levee in the Central Valley eligible for evaluation under Section 5096.955 (a) (2) of the Public Resources Code.

A) [X] Yes

B) [X] No

Question 4. Project Qualifications

Select all qualifications which may apply to the project.

A) [X] The project consists of repairs to levees or other flood control facilities.

B) [X] The project will be constructed solely to repair levees that have sustained critical erosion damage or that have unstable slopes, or to stabilize other unstable flood control facilities.

C) [X] An engineer registered in the State of California has found that the facilities in the project area are critically damaged and incapable of safely carrying the design flood flow.

D) [X] The project is needed to protect life and property.

E) [X] The work will consist of hydrology and hydraulic studies and the geotechnical evaluation of a levee.

F) [X] The project consists of a levee that has exhibited seepage, underseepage, erosion or other signs of instability.

Question 5. Grant Strategy Type

The Local Levee Assistance Program (LLAP) awards grants to applicants through two program strategies. These strategies are the Local Levee Evaluation (LOLE) or the Local Levee Critical Repair (LLCR).

LOLE projects may include a Feasibility Study, Geotechnical Investigation, or a combination of both. LLCR projects may include Design, Construction, or a combination of both. Please select the strategy and project type which the applicant wishes to use from the list below. (Select only one option)

A) [X] LOLE Feasibility Study

B) [X] LOLE Geotechnical Evaluation

C) [X] LOLE Combination Grant

D) [X] LLCR Design

E) [X] LLCR Construction

F) [X] LLCR Combination Grant

Question 6. Executive Summary

Provide a summary of the project, including a short description of the proposed work and, for LLCR projects, the extent of the improvement expected in flood carrying capacity or stability. Provide a description of why the project is urgently needed. (4000 character limit)

The Santa Clara River Levee System (SCR-1) protects a section of the city of Oxnard, which is located in Ventura County. This levee system was designed and constructed by the U.S. Army Corps of Engineers in 1961, and is approximately 4.72 miles long located along the east side of the Santa Clara River, just north of Highway 101. Approximately 2,000 linear feet of the levee and seven groins failed in 1961 causing significant flooding that occurred prior to the boom in construction that this area has seen this century. The levee now protects approximately 7,600 people living in an estimated 2,100 residential units. On top of the residences, this area contains a large outdoor shopping complex, several large office structures, an industrial area, and three local schools. Much of these structures have been constructed over the past ten to fifteen years. The levee also protects over 6,000 linear feet of State Highway 101, and the bridge abutments, which is the primary transportation route through this part of the county. Previous studies have shown that the current levee conditions have several deficiencies that would prevent the levee system from being certified by FEMA. These deficiencies include insufficient freeboard in the reach directly upstream from Highway 101, a large length of the current channel thalweg is below the rock revetment toe-down elevations, a section of the channel has thalweg elevations lower than the groin toe elevations, the weighted stone toe volume in insufficient to protect from scour, the existing rock may be interlocking improperly, and the rock groins are insufficient to prevent migration of the channel thalweg from moving against the levee side slope. All these deficiencies put the local community and economy at a significant risk. Economic studies have estimated that the total value of all structures and contents protected by this levee is 907 million dollars, and it has been estimated that if a 100-year event were to inundate this area then it could cause upwards of 53 million dollars in damages. The proposed plan for this system would eliminate these deficiencies and significantly decrease the chance of flooding, as well as meet the levee criteria of both FEMA and the Corps. The preferred design alternative was selected through a screening process that examined several conceptual-level design plans. The selected plan consists of realigning a portion of the upstream section of levee to run along Central Avenue Drain. The design would also raise the levee in several locations to meet FEMA freeboard requirements, extend the scour protection below the river invert, place soil cement bank protection from the top of levee to the toedown depth, and extend the levee under the Highway 101 bridge. All these levee improvements would significantly lessen the risk of flooding for this region. Thus ensuring the safety of a large population and maintaining the economic growth this community has seen recently. The County is moving forward with the next phases which would include

preliminary design, CEQA and final design prior to construction. Preliminary budget estimates for this future work have been added to the previous phases already completed. The total estimated cost for the completed work and future designs has been estimated to be approximately 2.95 million dollars. The VCWPD is requesting $1.6 Million in State LLAP grant funds for the SCR-1 project which equates to a 55-percent State cost-share, due to State Highway 101 being protected by the levee system. State LLAP grant funds are critical in assisting the VCWPD move forward with improving the SCR-1 levee system and ultimately certifying it in full compliance with Federal Levee Certification requirements (i.e. 44 CFR 65.10), and thereby provide protection from a 1-percent annual chance flood for residential, commercial, industrial properties and critical local public infrastructure located behind the SCR-1 levee.

Question 7. Project Location Map

Please upload a one-page map(s) of the vicinity and the project area cleary showing the extent of the proposed work. If the legal boundary of the Sacramento-San Joaquin Delta passes through the project area map please show the boundary.

Last Uploaded Attachments: SCR-1_Maps.pdf

Question 8. CVFPB Jurisdiction

If the project lies within the jurisdiction of the Central Valley Flood Protection Board(CVFPB), the applicant must be in the process of obtaining or have already obtained the appropriate permits and must agree to comply with all CVFPB requirements. Please select the appropriate statement below for the project. If an applicant is in the process of obtaining a required permit from the CVFPB, a copy of the letter of intent must be uploaded in the additional information section.

A) [X] Project does not lie within jurisdiction of the CVFPB.

B) [X] All required CVFPB permits have been obtained.

C) [X] Applicant is in the process of obtaining CVFPB permit(s).

Question 9. Project Environment & History

In the form of a narrative, describe the project environment and history of the project. Provide sufficient information to enable DWR to rank the project in accordance with the criteria set forth in the Guidelines (see Appendix A of

the Guidelines). If a project or evaluation lies within the jurisdiction of the CVFPB, a statement must be provided stating that the applicant is in the process of obtaining appropriate permits and will comply with all CVFPB requirements. Please be sure to address the following topics in your discussion of the project environment and history:

- Where is the project located? What type of area is being benefitted?
- Has the levee proposed for evaluation exhibited lack of hydraulic capacity, seepage, underseepage, or signs of instability in recent flood events?
- Has the levee failed previously?
- Was the levee remediated after any previous failure, overtopping, seepage or underseepage incident, or sign of instability?
- Has there been overtopping, seepage, underseepage, or a sign of instability on adjacent or nearby levees of similar construction and foundation conditions?
- Has a repair or improvement project been proposed previously for the levee proposed for evaluation?

The Santa Clara River Levee (VCWPD SCR-1, FEMA ID No. 18) protects existing residential and recreational properties in low-lying areas behind the levee within the floodplain of Santa Clara River in the City of Oxnard, California. The levee extends along 4.72 miles of the east side of the river from Highway 101 north to Saticoy. The levee system consists of earthen embankments with heights 4 to 13 feet above natural ground on the landward side. The levee was designed and constructed by the U.S. Army Corps of Engineers, and completed in 1961; the levee is maintained and operated by VCWPD. Over 2,000 linear feet of the levee and 7 groins failed during the 1969 storm events. In response to FEMA 2004 countywide map update for the National Flood Insurance Program (NFIP), the County Board of Supervisors approved an initial contract November 2008 authorizing VCWPD to retain Tetra Tech to perform field investigations, conduct evaluations, and prepare documents for certification pursuant to FEMA regulatory requirements, Title 44 CFR Section 65.10. Tetra Tech completed a FEMA PAL Response Report for the SCR-1 Levee [FEMA ID No. 18], in November 2009 that identified certification deficiencies in the levee. The field investigation and hydrology and hydraulic analysis summarized in the PAL Response Report identified critical issues that needed to be resolved prior to certification including: 1. Calculated freeboard is insufficient in the reach immediately upstream of Hwy 101; 2. Current channel thalweg elevation is below the levee rock revetment toe-down elevation along the levee from the 1969 levee failure location to the upstream end of the levee system; 3. Current channel thalweg elevations are lower than the groin toe elevations from station 360+00 to the upstream end of the levee system; 4. The weighted stone toe volume is insufficient by a factor of 3, from as-built station 335+50 to station 391+75, to be able to protect from the current scour depth if the channel thalweg migrated towards the levee; 5. The poor gradation distribution of the field observed rocks from all the test pits may result in the rock being unable to interlock properly; and 6. The rock groins are insufficient to prevent migration of the channel thalweg against the levee side slope. The levee, to remain stable, must resist the hydraulic forces and scour that would occur with the thalweg against the toe of the levee. However, the levee protection is

not adequate to resist the resulting forces and scour. Because of the results of the Hydrology and Hydraulic analysis, no structural or geotechnical evaluations were performed. In the March 26, 2010 letter to the VCWPD, FEMA describes the levee Status as -To be De-Accredited- pursuant to 44 CFR 65.10. In addition, the Corps issued a Periodic Inspection Report in August 2011 identifying a number of issues with the condition of the levee. To address these critical issues, VCWPD and their consultants are completing a Basis Design Report consistent with Section 216 of the Flood Control Act of 1970. The work was performed under a Board of Supervisors approved contract. The costs of this effort and the next phase which will include preliminary design, CEQA and final design are the basis for this LLCR grant request. In the event of failure, the topographic slope of the floodplain protected by the levee systems would convey flood water in a southerly direction. The floodplain behind the levee includes 1,400 acres of farmlands, residences and US Hwy 101. Highway US 101 is the main transportation route along the California coast between Los Angeles and Salinas. Failure of the SCR-1 levee system due to a major flood event has the potential to cause over $100 Million in damages from large storm events, and severely impact the overall economy of the surrounding communities as well as the County of Ventura.

Question 10. Project Benefits

In the form of a narrative, describe the benefits of the project and provide sufficient information to enable DWR to rank the project in accordance with the criteria set forth in the Guidelines (see Appendix A of the Guidelines). Please be sure to address the following topics in your discussion of the project benefits:

- Protection of lives and property – Describe how the proposed work has the potential of protecting lives. What is the population of the area being benefitted?
- Protection of property and critical infrastructure – Describe how the project has the potential to protect against property damage or damage to critical infrastructure such as highways, streets, bridges, hospitals, public buildings, dams, etc.
- Flooding characteristics – Discuss the project's potential to protect against a great depth of flooding. What is the current level of protection? What depth of flooding is the benefitted area being protected against? What are the current and post-project probabilities of occurrence of flooding?

If the project is part of a larger regional project with greater flood benefits, supporting information describing the scope and benefits of the larger project is needed along with a funding summary. If the project is using benefits from a project larger than what will be funded by the awarded grant, the feasibility of the larger project must be verified both technically and

financially. Provide sufficient information to enable DWR to develop a flood benefit ranking for the larger project.

The Santa Clara River 1 Levee (SCR-1) was designed and constructed by the United States Army Corps of Engineers (USACE) between 1958 and 1961. This levee was designed to provide protection to the City of Oxnard, California. The area directly protected by the levee is a densely populated section of Oxnard with a large mix of residential, industrial, commercial and public structures. The levee was breached during a severe flood event in 1969. The estimated peak discharge of this event was 165,000 cubic feet per second (cfs). A detailed economic report has been developed to analyze potential flood damages and to develop a benefit-cost ratio for this project. The report is titled Santa Clara River Levee Evaluation and Rehabilitation, Economic Analysis Report (2015) and is provided as an attachment to this grant. This report showed that flooding would cause severe damages to the community in terms of property damages and critical State and local transportation routes being adversely impacted from flood events. The SCR-1 Levee protects a relatively large section of residential neighborhoods. These neighborhoods consist of a general mix of single family, multi-family (condominiums), and apartment structures. A large section of the residential structures have been built within the last decade. In total there is an estimated 1,312 residential parcels, and once accounting for estimated apartment units, a total of approximately 2,107 individual residential units. Based on census data for Ventura County and the number of residential units, it is estimated that approximately 7,606 persons are currently living in the area protected by this levee system. A vast majority of these people are located immediately upstream of Highway 101, which is the location of deficient freeboard for this levee. In addition to the 1,312 individual residential parcels there are an estimated 56 commercial, 23 industrial and 7 public parcel types. Many of these parcels contain more than one structure or unit. The public parcels consist of Rio Del Mar Elementary School, Rio Vista Middle School, Providence Court School, and City of Oxnard Fire Station No. 7. The levee also protects several large business complexes, an industrial section, and The Collection, which consists of over 600,000 square feet of outdoor retail property. The downstream end of the levee also protects nearly 6,000 feet of Highway 101 and the large highway bridge that spans the channel. In all, it is estimated that the total replacement value of all structures and contents protected by the SCR-1 Levee is equal to approximately 907 million dollars. The residential structures and contents are valued at nearly 644 million dollars. Based on the results of a risk and uncertainty analysis, it was determined that the existing levee has a 0.5-percent chance of flooding in a given year due to overtopping. This R&U analysis also located four sections of the levee that were most vulnerable, and are estimated to have less than a 90-percent chance of containing flows from a 100-year event. These locations are all towards the downstream section of levee, which protects the majority of the residential structures in this area. Thus, the levee does not meet the NFIP levee system requirements. The proposed levee design would decrease the chances of overtopping at these four locations to a level that is sufficient to meet the NFIP requirements. The detailed Economic Analysis Report calculated a benefit-cost ratio based on the total estimated annual damages, and the total project costs. Once accounting for the total annual benefits and total project costs annualized over the proposed 50 year lifespan, a benefit-cost ratio of 1.13 was generated for the proposed plan.

Question 11. Scope of Work & Task Breakdown

Provide a breakdown of the project into tasks such as permitting, technical evaluations, design work, advanced preparation for right of way acquisition, environmental work, etc. Describe the extent of the proposed work, the methods planned to perform the work, and the potential for discovery of critical conditions requiring additional work.
Describe each task fully and correlate construction tasks to the items and quantities in the construction estimate. Tasks should be listed numerically and include subtasks if necessary.

Last Uploaded Attachments: SCR-1 Scope of Work.pdf

Question 12. Schedule

Provide a project schedule in the same format structure as the project task breakdown. The schedule should be displayed as a gantt chart and show the number of calendar days needed to complete the project. Provide an estimate of the required construction period, a discussion of the quality of the estimate, and a statement of the expected completion date relative to the next two flood seasons (November through April).

Last Uploaded Attachments: SCR-1 Schedule.pdf

Question 13. Budget

Provide a project budget in a table in the same format structure as the project task breakdown. Briefly discuss the estimated project cost and financial resources to be utilized in meeting those costs. At minimum, the budget table should include columns for tasks, total overall eligible costs, State cost share, and local cost share. If design work is included as part of the proposal, include a financial plan as described in the Guidelines.

Last Uploaded Attachments: SCR-1 Total Budget.pdf

Question 14. State Cost Share Amount

Please provide the requested State Cost-Share for the project (ie. please provide a breakdown and explain why your project is eligible for more than the base 50% cost share).

This section should include:
(1) The overall project amount, local cost share, and requested State cost share
(2) The sources and amounts of any other funds to be applied toward the study
(3) Justification for the proposed cost-share percentage (ie describe or discuss any enhancements in detail)

For the SCR-1 LLCR application, the County requests $1,622,800 of LLAP grant funds, which equates to 55% of the estimated total project costs of $2,950546. An additional 5% has been added to the State?s 50% base cost share because of the stretch of U.S. Highway 101 that is protected by this levee system. US 101 continues to be the major coastal north?south route that links the Greater Los Angeles Area, the Central Coast, the San Francisco Bay Area, and the North Coast (Redwood Empire). Based on FEMA floodplain mapping, Highway 101 would be inundated during a 100-year event. Please see the table of overall project amount, local cost share, and requested State cost share in Additional Documents.

Question 15. Environmental Stewardship

Environmental stewardship is a concept and commitment of responsibility to manage and protect natural resources (water, air, land, plants and animals) and ecosystems in a sustainable manner that ensures they are available for future generations. The goal of environmental stewardship is to create human systems consistent with natural systems, where each is ultimately sustainable.

The applicant agrees to embrace the Department's mission of environmental stewardship: "To manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments."

A) [X] Yes
B) [X] No

Question 16. Environmental Stewardship Opportunities

In the space below, please provide an explanation of the opportunities the project will engage to manage and protect natural resources and ecosystems in a sustainable manner. Will the project contribute to ecosystem restoration?

The SCR-1 project provides opportunities to engage, manage and protect natural resources and ecosystems in a sustainable manner. The purpose of the project is to correct

deficiencies in the existing levee along the left descending bank of the Santa Clara River to reduce the potential for overbank flooding into nearby urban areas. By keeping the storm flows in the creek, water quality degradation is reduced. When urban areas are flooded, water carries debris and pollutants from the urban areas back into the creeks via the storm drains. In addition, aquatic life can be carried out of the riverbed and stranded on uplands and floodplains, These conditions will be avoided by implementation of the project. Improvement of existing bank protection (larger rock to be installed as part of the project) will prevent bank erosion, which can increase turbidity and then deposit in downstream reaches of the creek, potentially smothering aquatic life. The future project design will also provide scour protection for the levee toe and likely also a series of existing rock groins that currently rest above the thalweg elevation. Enhancing stability of the existing rock groins and levee toe may limit scouring, reducing vegetation losses in the channel during storm events. Deep rooted willows and native shrubs will be able to establish and persist through storm events between the groins better than under pre-project conditions. This would increase the natural functions and values of the channel by creating more habitat opportunities for plants and wildlife. Such changes may ultimately support greater populations of endangered least Bell?s vireo and shade for migrating endangered steelhead trout. Existing vegetation comprises both native and non-native species. The project area will be maintained free of non-native vegetation for a five-year period following construction to encourage natural recruitment of native riparian plants in the channel bottom. The project may also incorporate a cowbird trapping program to curb parasitism of native songbird nests along the lower Santa Clara River. Deep rooted willows and native shrubs would be able to establish and persist through storm events better than under pre-project conditions. This would increase the natural functions and values of the channel by creating more habitat opportunities in the form of mature riparian forests for plants and wildlife. Such changes may ultimately support greater populations of endangered least Bell?s vireo, Southwestern willow flycatcher, and California red-legged frog, as well as shade for migrating endangered steelhead trout. This project achieves environmental stewardship goals in a sustainable manner. The project improvements will be designed for ease of maintenance and a service period of at least 50 years.

Question 17. FEMA Accreditation

In the space below, please provide a statement describing the status of the levee or structures accreditation by FEMA and the likelihood of becoming unaccredited.

On August 31, 2007, FEMA sent a letter to VCWPD initially identifying sixty levees or levee-like situations in Ventura County that might provide base flood protection from a 1-percent annual-chance flood, including the SCR-1 Levee (FEMA ID No. 53). The SCR-1 levee extends along 4.72 miles of the east side of the river from Highway 101 north to Saticoy. The SCR-1 levee protects existing residential and recreational in low-lying areas behind the levee structures within the floodplain of Santa Clara River in the City of Oxnard, California, including a densely populated section of Oxnard with a large mix of residential, industrial, commercial and public structures. The levee was breached during a severe flood event in 1969. The estimated peak discharge of this event was 165,000 cubic feet per

second (cfs). On November 27, 2007 VCWPD submitted a Two-Year Provisionally Accredited Levee (PAL) designation request letter to FEMA for the SCR-1 levee system. On June 5, 2008 FEMA confirmed VCWPD?s request for a PAL-designation status for the SCR-1 levee, and established a December 1, 2009 deadline for the submittal of all levee certification evaluation information required by 44 CFR 65.10. The VCWPD was unable to certify the SCR-1 levee, in its existing condition, in conformance with applicable requirements of 44 CFR 65.10 by the expiration of the PAL-Designation period in December 2009. Accordingly, in March of 2010, FEMA listed the status of the SCR-1 Levee as To be De-Accredited, due to several critical issues which could not be resolved during the PAL evaluation period. Critical issues included: (1) insufficient freeboard in the reach directly upstream from Highway 101, (2) a large length of the current channel thalweg is below the rock revetment toe-down elevations, (3) a section of the channel has thalweg elevations lower than the groin toe elevations, (4) the weighted stone toe volume in insufficient to protect from scour, (5) the existing rock may be interlocking improperly, and (6) the rock groins are insufficient to prevent migration of the channel thalweg from moving against the levee side slope. All these deficiencies put the local community and economy at a significant risk. The VCWPD is proactively addressing SCR-1 levee critical issues through the implementation of a final design study based on the initial project analysis work performed during the Initial Appraisal and 905(b) Reconnaissance Reports preparation in 2011 and 2012. The VCWPD Scope of Work in this grant application is grounded in the SCR-1 Levee Section 216 Review of Completed Projects guidance received from the USACE. Based on census data for Ventura County, it is estimated that approximately 7,600 people living in an estimated 2,100 residential units are currently living in the area protected by this levee system. On top of the residences, this area contains a large outdoor shopping complex, several large office structures, an industrial area, and three local schools. Much of these structures have been constructed over the past ten to fifteen years. The levee also protects over 6,000 linear feet of State Highway 101, and the bridge abutments, which is the primary transportation route through this part of the county. Economic studies have estimated that the total value of all structures and contents protected by this levee is 907 million dollars, and it has been estimated that if a 100-year event were to inundate this area then it could cause upwards of $100 million dollars in damages from large storm events, and severely impact the overall economy of the surrounding communities as well as the County of Ventura. The proposed project improvement plan for the SCR-1 levee system would eliminate the abovementioned deficiencies and significantly decrease the chance of flooding, as well as meet the levee criteria of both FEMA and the Corps.

Question 18. Contracting With State (Statutory Enabling Laws)

In the space below, please include citations of the applicant's statutory enabling laws, authority to conduct the project, and authority to contract with the State, including a brief description of the procedural steps required by the applicant's enabling laws to contract with the State. Additional information can be uploaded in the "Additional Information" section of the PSP.

The Ventura County Watershed Protection District (District) was created as a subdivision of the State of California on September 12, 1944, by act of the California State legislature, Chapter 46 of the Statutes of the 1944 Fourth Extraordinary Session (California Water Code Appendix, Chapter 46 [Act]). The objects and purposes of the District as set out in Section 7 of the Act are to provide for the control of the flood and storm waters of the District, and the flood and storm waters of streams that have their source outside of the District but which flow into the District. The boundaries of the District as defined in Section 1 of the Act are all of the territory of the County of Ventura lying within the exterior boundaries of the county but excluding the islands of Anacapa and San Nicolas. Section 7 of the Act declared the District to be a body corporate and public and, as such, has the legal authority to enter into a grant or funding contract with the State of California. In order to enter into such a contract, the District is required to have their board, the Ventura County Watershed Protection District Board of Supervisors, adopt a resolution authorizing such contract. Such approval must be granted at a public meeting held in accordance with the requirements of the Brown Act. Approval of contracts requires a majority vote of the board. In the case of this application, the Board approved application following the above procedure at their March 3, 2015 regular meeting. The District is not required to hold an election before entering into a funding contract, nor are funding agreements between the District and the State subject to review or approval by any other governmental agency. There is no pending litigation that would adversely impact the financial condition of the District or the operation of flood management facilities.

Section : Required Documents

All requested forms are required. If a form is not provided by the Applicant, the application will be deemed incomplete. Electronic copies of these forms can be downloaded from the LLAP webpage at http://www.water.ca.gov/floodmgmt/fpo/sgb/llap/.

Project Information Form

Please upload the Project Information Form.

Last Uploaded Attachments: Project-Information-Form SCR 1.pdf

Registered Engineer's Letter

Please upload a one page letter describing the purpose of the project and why it is urgently needed. The letter will be used as a cover letter formally submitting the application and will need to be stamped and signed by a registered California Civil Engineer.

Last Uploaded Attachments: SCR-1 Letter.pdf

Authorizing Resolution

Please upload a copy of the Authorizing Resolution from the applican'ts governing body authorizing a designated representative to sign documents on behalf of the governing body and to submit the project application. Please use the template which can be downloaded from the LLAP webpage. If a different form is required by the applicant's governing body, the form must contain all information in the template.

Last Uploaded Attachments: Certified Resolution - LLCR.pdf

Certifications and Signatures

Please upload the Certifications and Signatures Form.

Last Uploaded Attachments: SCR-1 Certifications and Signatures.pdf

Attorney's Certification

Please upload the Attorney's Certification Form.

Last Uploaded Attachments: Attorney Certification Form Signed.pdf

Environmental Information Form

Please upload the Environmental Information Form.

Last Uploaded Attachments: Environmental Information Form Signed LLCR.pdf

Labor Compliance

Please provide written evidence that your organization complies with the Labor Compliance Program (LCP) requirement as required by the LLAP Guidelines (ie a signed letter statement or certificate).

Public Resources Code §75075 requires the body awarding a contract for a public works project financed in any part with funds made available by Proposition 84 to adopt and enforce a labor compliance program pursuant to California Labor Code §1771.5(b). Compliance with applicable laws, including California Labor Code provisions, will become an obligation of the grantee under the terms of the grant agreement. A grant agreement cannot be executed without an approved labor

compliance program in place or proof of exemption.

For further information on the LCP requirements, refer to the Department of Industrial Relations website links below:
http://www.dir.ca.gov/lcp.asp
http://www.dir.ca.gov/lcp/lcplist.asp?lcptype=bond
http://www.dir.ca.gov/dlse/dlsePublicWorks.html

Last Uploaded Attachments: Labor Compliance Program.pdf

Median Household Income

If applicable, please upload documentation of the Median Household Income of the benefited area.

Initial Financial Plan

Please upload the project's Initial Financial Plan, as is described in section 2.12 of the LLAP Guidlines Document. For LLCR projects, the Initial Financial Plan must include a Cost Benefit Ratio and information supporting calculation of the ratio.

Last Uploaded Attachments: SCR-1 Economic Analysis Report (January 2015).pdf,SCR-1 Levee LLCR Grant IFP (3-17-15).pdf

Section : Additional Documents

If an applicant is not able to upload all requested information into the space provided under another section of this PSP, the applicant may upload that information here. Applicants can save space by using the "zip" function on their computer to condense file sizes. If applicant information exceeds the limits provided here, please upload the data to a server and provide an FTP or URL link that the file can be downloaded from.

LOLE PROJECTS (STUDIES & EVALUATIONS)

Reports

Please upload a report that presents any existing drilling and geologic information, fluvial geomorphologic evaluation, and any existing geotechnical analysis upon which

the Scope of Work is based. If necessary, please use the additional documents section below to upload more information.

Past Evaluations

Please upload any evaluations or documents previously prepared that support the current application. If necessary, please use the additional documents section below to upload more information.

LLCR PROJECTS (DESIGN & CONSTRUCTION)

Previous Evaluations

Please upload a copy of the feasibility study, alternatives analysis, and/or evaluation preceding this design or construction project. Include technical and financial supporting information, demonstrating the project is economically feasible. Please see the LLAP Guidelines definition of alternatives analysis for more information on requirements. If necessary, please use the additional documents section below to upload more information.

Last Uploaded Attachments: Evaluation Report_SCR-1.pdf,01 SCR-1 Evaluation Report (September 2009).pdf,02 SCR-1 FEMA-PAL Response Report (November 2009).pdf,03 SCR-1 USACE Periodic Inspection Executive Summary (October 2011).pdf,04 SCR-1 Draft White Paper (January 2012).pdf

Design Criteria

Please upload a list of all criteria, standards, and guidelines used by the project designer.

Last Uploaded Attachments: design manual.pdf

Plans, Specs, and Estimates

If the project has a completed design, please upload a copy of the project's construction documents, including plans, specifications, and cost estimates. These

items must be prepared and signed by an Engineer licensed pursuant to California law. If the project requires design work, please upload any available preliminary design reports, plans, or estimates.

ADDITIONAL DOCUMENTS

Please upload any additional documents which may be available related to the project, including, but not limited to, the following:
Engineering Reports or Analysis
Technical Analysis
Fiancial Information
Economic Information
Environmental Issues
Legal Analysis
Justifications

Additional Documents 1

Last Uploaded Attachments: 05 SCR-1 Sec. 905 (B) (WRDA 86) Draft Final Report (December 2014).pdf,06 SCR-1 Draft PMP (December 2014).pdf,07 SCR-1 100% Draft Feas. Level Alternatives Document (March 2015).pdf,08 SCR-1 Section 216 - Initial Appraisal Report (March 2014).pdf,09 SCR-1 Economic Analysis Report (January 2015).pdf

Additional Documents 2

Last Uploaded Attachments: 10 SCR-1 Draft Interim Risk Reduction Measures Plan (February 2015).pdf

Additional Documents 3

Last Uploaded Attachments: SCR-1 State Cost Share Calculation Spreadsheet.pdf

Additional Documents 4
Additional Documents 5
Additional Documents 6
Additional Documents 7
Additional Documents 8