



MEETING NOTES

Project Name:	LSJ/DS RFMP	Date:	7/10/13 1p – 3p
	RD 2064, RD 2075, RD 2094, RD 2095		
Meeting Subject:	Small Group Meeting	Project No.:	
Location:	SJAFCA Conference Room 166	Page:	1
Notes by:	Steve Holmstrom		

Attendees: Sign-in sheet attached

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Purpose:

The purpose of this meeting was to introduce the stakeholders to the RFMP and to get information on local-level flood control challenges, needs, and opportunities.

Discussion:

Introductions were made by attendees, followed by a brief presentation by Jesse Patchett (PBI) on the RFMP.

Following the presentation, open discussion began.

Some key findings of the individual Reclamation Districts (RD's) is included below:

ALL

All of the RDs present support the Paradise Cut project, and PL 84-99 standard, increase in upstream storage at Friant (FRT) and Don Pedro (DNP), and at Los Banos (see the MBK report on DNP and the 1993 USACE reconnaissance report on the San Joaquin mainstem). They also support channel maintenance dredging in the San Joaquin River (SJR). They also support more stream gages, and better calibration of existing gages. All have a problem with permits required to place rock on the riverside of levees to arrest erosion. And, they have a problem with prohibited mowing of levees because of the protected brush rabbit.

RD 2096.

RD 2096 is Weatherbee Island, and is primarily a mobile home park. The RD accepted help from RD 17 during the 1997 flood with electrical work at the pump station located at the northwest corner of the RD. They also got partial help from the Hazard Mitigation Grant funds after the 1997 flood. The RD has no five-year plan.

Chris Neudeck notes that the right bank levee along the San Joaquin River is treated as one system from the Stanislaus River downstream to French Camp Slough. The levee maintenance responsibility and ranking of reliability by state and federal agencies must be done by each RD, so the system must be split up for those political and financial reasons.

RD 2094.

This is the Walthall Tract. Brian Mizuno said the project, or State Plan of Flood Control (SPFC), levees are in good shape. The non-project cross levees are lower than and less reliable than the project levees. The cross levee on the north side extends from the river east to Airport Way which is high ground. The cross levee on the north side is shared with RD 17 and was breached during the 1997 flood. The locations that were breached or relief cut are shown on the Emergency Response map updated by Ron Baldwin and KSN.

There are seepage issues with levees in RD 2094. The SJR channel has silted in significantly (8-12 feet) since the Dec 1955 design profiles were published. There is an all-weather access road on top of the project levees, however, there were holes (breaches or relief cuts) in the levee during the 1997 flood which made inspection and egress difficult. The cross levees provide a means for egress of local residents, however, the warning time is 6 hours or less before failures



MEETING NOTES

start to limit exit routes. In 1997 there was a break upstream at 2:00 a.m. and the cross levee was overtopped by 6:00 a.m. stopping use of the cross levee as an exit route. The Almond-Wood cross levee is near the south side of RD 2094 and abuts RD 2075. The original purpose of the cross levees was to prevent water from backing into the areas protected, not to limit flow proceeding downstream.

The RD spends about \$8-10,000 annually on maintenance issues including rodent control, vegetation management, and rock for erosion control. The project levee is 2.85 miles long. The RD supports a PL 84-99 standard but probably not the ULOP standard. The RD has no five-year plan.

RD 2075.

The project levees in RD 2075 are generally too steep and too narrow. The reach of the SJR adjacent to the RD is supposed to pass 52,000 cfs however, it is doubtful that that capacity remains because of siltation. Rock was added for erosion protection in 1998. Vegetation management and rodent control are ongoing maintenance issues. The farmers maintain the non-project levees including the Almond-Wood and Trahern cross levees. The Almond-Wood levee is the north boundary of the RD, while the Trahern levee is on the south side, but not on the south boundary of the RD. The RD supports dredging of the SJR with fill placed on the levees. The RD has no five-year plan.

The RD support using approximately 109,000 acres near Los Banos to provide approximately 210,000 AF of flood attenuation. The RD supports the PL 84-99 standard. O&M expenses are about \$30-40,000 per year, with an assessment of about \$60-90,000 per year. Legal fees, permits, insurance and so forth are additional expenses. Vegetation management, rodent control, and erosion protection are the usual maintenance issues.

RD 2064.

The RD has about 12 +- miles of project levees along the right (north) bank of the Stanislaus River and the right (east) bank of the San Joaquin River. The project levee is too narrow for all weather access, although the height is OK. The O&M issues are vegetation management including tree trimming, rodent control, and erosion protection including placing rock. The RD supports the PL 84-99 standard. Annual O&M expenses are about \$30-50,000, with an assessment of about \$50-100,000. The RD has no five-year plan.

There has been bank erosion at the boundary with RD 2075 and other locations as shown on Regional Flood Atlas MAP 14 (DWR, May 2013). It was noted that there is a state / federal program to address bank protection in the Sacramento River basin, however, no similar program exists in the San Joaquin River basin. Erosion maintenance is an expensive ongoing problem that is complicated by the requirement for permits to place rock on the riverside of the levees. It is noted that sloughing banks add to sedimentation in the river which is not addressed by state or federal agencies. The Flood Safety Repair Program (FSRP) shows the locations of previous failures and repairs that have been completed. There was a breakout upstream of the Airport Way Bridge during the 1997 flood. Subsequently repairs were made with additional piers and shoulder berms that may make the situation worse in the RD.



MEETING NOTES

Action Items:

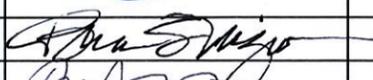
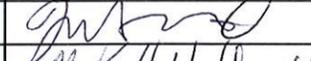
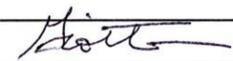
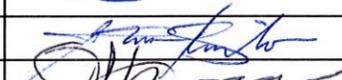
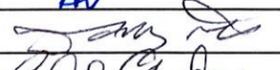
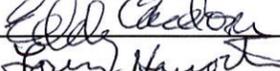
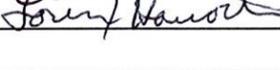
Consultant Team:

- PBI to prepare meeting minutes
- PBI to incorporate project needs/challenges into RFMP document
- PBI to get a copy of the 1993 USACE Recon Report on the San Joaquin River
- PBI to get copies of the FSRP reports
- Ron Baldwin of PBI will work with the RDs on flood history and ER

Stakeholders:

- RD's to work with their engineers (if applicable) to send existing information & project lists to PBI
- Mary Hildebrand has copy of MBK report on Re-Op of dams after 1997 flood
- Track in-kind labor and expenses and provide to SJAFCA

Sign-In Sheet for RFMP Small group Meeting #11, RD 2096 - Weatherbee Lake, RD 2094 - Walthall, RD 2075 - McMullin Ranch, and RD 2064 - River Junction

Name	Phone	Email	Address	Sign-in	Corrected/Updated Info
Stacey Cody	209-239-0147	stacey-cody@g3enterprises-com	916 East Lake Ave, Manteca, CA 95337		
Brian Mizuno	209-835-5154	bmizuno17@gmail-com	8925 West Velma Lane, Tracy, CA 95304		
Julie Rentner	209-521-1700	jrentner@riverpartners-org	912 11th Street, Suite LL2, Modesto, CA 95354		
Mary Hildebrand	209-823-4082	hildfarm@gmail-com	3290 Ad Art Road, Stockton, CA 95215- 23455 Haywards, Manteca 95337	M. Hildebrand	
Pam Forbus	209-943-5551	pamforbus@sbcglobal-net	311 East Main Street, Suite 504, Stockton, CA 95202		
Jim Giottonini	209-937-8339	jim-giottonini@stocktongov-com	22 East Weber Ave, Stockton, Ave, Suite 301, Stockton, CA 95202		
Roger Churchwell	209-937-8866	Roger-Churchwell@stocktongov-com	22 East Weber Ave, Stockton, Ave, Suite 301, Stockton, CA 95202		
Gemma Biscocho	209-937-8281	Gemma-Biscocho@stocktongov-com	22 East Weber Ave, Stockton, Ave, Suite 301, Stockton, CA 95202		
John Maguire	209-953-7617	jmaguire@sjgov-org	345 N- El Dorado Street, Stockton, CA, 95202		
Koosun Kim	209-456-8418	kkim@ci-manteca-ca-us	1001 W- Center Street, Manteca, CA 95337		
Ted Johnston	209-599-2151	tjohnston@cityofripon-org	259 N- Wilma Avenue, Ripon, CA 95366		
Fritz Buchman	209-468-3101	fbuchman@sjgov-org	348 N- El Dorado Street, Stockton, CA, 95202		
Sarah Kennedy-Modeste	916-740-6265	Sarah@kennedymodeste-com	974 Ashford Lane, Suite 1, Lincoln, CA 95648		
Sean Brooks	209-943-2021	sbrooks@siegfriedeng-com	3244 Brookside Road, Suite 100, Stockton, CA 95219		
Tony Lopes	209-943-2021	ajlopes@siegfriedeng-com	3245 Brookside Road, Suite 100, Stockton, CA 95219		
Christopher H- Neudeck	209-946-0268	cneudeck@ksninc-com	711 North Persing Avenue, Stockton, CA, 95203		
Jason Tokheim	209-946-0268	jtokheim@ksninc-com	711 North Persing Avenue, Stockton, CA, 95203		
Dave Peterson	916-608-2212	dpeterson@pbieng-com	1180 Iron Point Dr, Suite 260, Folsom, CA 95630		
Steve Holmstrom	916-608-2212	SHolmstrom@pbieng-com	1180 Iron Point Dr, Suite 260, Folsom, CA 95630	SRH	
Ron Baldwin	209-601-2175	RBaldwin@pbieng-com	1180 Iron Point Dr, Suite 260, Folsom, CA 95630		
Jesse Patchett	916-608-2212	JPatchett@pbieng-com	1180 Iron Point Dr, Suite 260, Folsom, CA 95630		
Don MORETTI	209-2963	no	2873 7-5- AIRPORT MANTeca 95337		2064 B.D.
Ed CARDOZA	607 4743		23595 OLEANDER AVE MANTeca 95337		2075
For Hannah	479-4522		5501 west Ripon Rd MANTeca 95337		2075