Protecting public safety, the regional economy and critical infrastructure.
Overview

- August 22 Advisory Committee Recommendations:
  - 2013 Operating Budget
  - 2013 Capital Budget and CIP
  - Watershed Management?

- Future Advisory Committee Discussions:
  - Plan update issue papers
  - Action plan updates
  - Financing options
2013-4 Proposed Operating Changes ($1.75M increase from $8.3M to $10.1M)

- No proposed change to FTE count (40)
- Corps PL 84-99 Levee Vegetation Compliance (2013-4 only) $500,000
- Green River Pump Station fuel increase (2013 only) $185,000
- Green River Pump Station operations costs (2013-4 only) $300,000
- Levee Vegetation Tree Root Strength study, Recreational Use Study (2013 only) $160,000
- Communications for capital projects (MWH report) $75,000
- Capital Project Recreational Safety Support (MWH report) $75,000
- Sammamish River channel maintenance (2013 only) $450,000
Sammamish River Corps Flood Control Project - Transition Zone

- 2011 Flood Reduction Work Plan to reduce impacts on lakeside properties
- Mowing Reed Canary grass and trim Willows and maintain buffer
- Monitoring – increased gages and flow measurement:
  - Approx. 0.4 Ft reduction in Lake level for 700cfs (28.0 Ft. NGVD)
- Sediment Removal Study – 0.1-0.2 ft reduction potential
- Estimated Cost:
  - $450,000
  - Timing: 2014 at earliest, depending on permits
- Willowmoor Conveyance Project Status and timing:
  - @$4M capital project
  - Feasibility work starting now, timeline TBD
2013-2018 Approach to CIP Adjustments

- CIP revisions made based on risk, readiness, and investments to date:
  - Areas at high-risk must be a priority (Briscoe, City of Pacific)
  - Contractual or permit commitments (Seawall, Coal Creek, Black River Pump Station)
  - Grants in hand (Countyline, Reddington, Briscoe)
  - Respect landowner discussions to date – don’t lose opportunity (Aldair, Sans Souci)
  - Design progress and investments (Middle Fork Snoqualmie, Reddington)

- Proposed Deferrals:
  - Landowner willingness to be determined (Timberlane, Alpine Manor)
  - Project feasibility proposed, future construction needed (several lower Cedar levee setbacks)
  - Most acquisitions complete, defer construction (Tolt levee breach site)
  - Cost-sharing multi-objective projects (Green River Boeing Corps project; Cedar Riverbend Mobile Home Park)
  - Major impacts are Snoqualmie and Cedar
  - Reductions are to projects that score from 66% to 89% for flood risk out of 100%

If updated revenue projections create additional capacity in CIP, preferentially restore funding to projects currently proposed for deferral
Upper Snoqualmie CIP Highlights

Middle Fork Conveyance Improvements
• Corridor Management Project
• Improve alignment and functioning of levees
• Combination of levee retrofits and buyouts
• Construction in 2014

South Fork Levee Improvements
• Rebuild highest priority levee segments along 5 miles of levees to address geotechnical and flooding concerns
• Construction in 2014-15
Upper Snoqualmie: CIP Highlights

Residential Flood Mitigation
• Home elevation cost sharing and priority buyouts
• Partnership with Snoqualmie and North Bend
• Multiple FEMA grants to FCD and City of Snoqualmie

Record Office Repair
• 2012 Flood Damage Repair

500 Year Flood
Several buyout projects
- San Souci (Tolt)
- Acquisitions in 2013 to work with willing landowners
- Alpine Manor (Raging) - delayed

Tolt River “Supplemental Study”
- Corridor plan to determine highest priority levee retrofit and property acquisition needs
- Partnership with WRIA 7 as high priority salmon river
Lower Snoqualmie: CIP Highlights

Projects to mitigate flood impacts on farmlands
- Farm pads, barn elevations
- Home elevations

Aldair/ Fall City Area Buyouts

Large revetment retrofits/ repairs
- Sinnera Quaale Upper (2014 construction)
- Winkelman /Tolt Pipeline Protection (2015 construction)
S. Fork Skykomish : CIP Highlights

Timberlane Village Buyouts – delayed to 2016

Miller River Road Protection
- Coordinate river facility maintenance or removal with King County Roads decision on Old Cascade washout
Snoqualmie 2013-8 Reductions Compared to 2012 Adopted CIP

- Tolt River levee construction delayed, focus on acquisitions and corridor study (66%-84% flood risk scores)
- Reduced funding for Tolt River Natural area acquisition (66% flood risk score)
- Alpine Manor MHP (Raging)— no willing seller at this time (76% flood risk score)
- Timberlane Village (SF Skykomish) – delay until 2016 (76% flood risk score)
- Reduced funding for Residential Flood Mitigation in Upper and Lower Snoqualmie
Renton 205 Project: Renton Airport

- 2013-4 construction
- Dredging channel to maintain capacity

February 1996
Flood peak 7520 cfs in Renton

January 2009
Flood peak 9470 cfs in Renton
Belmondo Revetment (2012-3 Construction)

- Channel migration area
- Gravel bars & wood
- Severe bank erosion
- Infrastructure at risk
- FEMA funding
Rainbow Bend Floodplain Reconnection (2013 Construction)
Elliott Reach Restoration Potential (WSDOT Partnership, 2014 Construction)
Cedar - Riverbend MHP Acquisition

- 1990 flood emergency repair
- Channel migration and flood risks over portions of property
- Priority for habitat and open space as well
- Willing seller
- @ $12 million total cost: $6M acquisition, $6M relocation
- Propose cost-share of $3M
- Evaluate options to phase costs over time
Other Lake Washington Projects

- **Coal Creek** – City of Bellevue (71%)
  - 6 year CIP cost $8.4M (2015-16 Construction)

- **Lyons/McAleer Creek** – City of Lake Forest Park (71%)
  - 6 year CIP cost $1.0M
  - Leverage FEMA grant (3:1 match)
Cedar River 2013-8 Reductions Compared to 2012

- Rhode Levee Setback (71%)
- Maplewood Levee Setback – Phase 2 (84%)
- Lower Jones Rd. levee setback (79%)
- Acquisition of At-Risk Homes (Dorre Don / Byers Bend) (79%)
Pacific Right Bank

- Temporary HESCOs installed
- 7 acre agricultural property
- 2 residential parcels along 3rd Place SE
- 5 relocations & 6 demolitions White River Estates
- Additional parcels to acquire south of White Ri. Estates
- 1 pending acquisition in White Ri. Estates
- Right Bank Setback levee (construction 2016-7)
Countyline to A-Street Levee Setback

Countyline levee setback

- Acquisition
- Preliminary design
- Technical analyses
- Construction (2014-15)
- Cost increase due to land and extended levee length
- Bridge constriction at 8th St. E. continues to be an issue
Primarily consist of levee reconstruction, repairs and setbacks with the inclusion of “benches” to facilitate repairs and accommodate habitat.

First project to be initiated is the Reddington Levee Setback and Extension.
- First phase to start construction in 2013
- Length of the project: 1.3 Miles
- Received $1.03 million in State funding to help with the project.

Significant investments at 180th-200th, Upper Russell, and Horseshoe Bend

Project deferrals as a result of sandbag removal costs

Third-Party Review regarding project approach in constrained sections of river
Reddington Levee Setback and Extension Project - 2013

- 6,600 feet of new levee construction
- 4,750 feet of existing levee to be removed
- $12 million est. construction cost
- $1 million state grant
- Auburn offers use of 7 city properties
Briscoe/Desimone

RM: approximately 14.30-17.00

- Setback levees in adopted Flood Plan
- Floodwalls proposed by City of Kent
- 3rd party review
Green River 2013-8 Reductions Compared to 2012

- Russell Rd. Upper Levee Setback (76%)
- Russell Rd. Lower/Holiday (76%)
- Boeing Levee USACE ERP match (95%)
Watershed Management

- Larger regional discussion on-going about KCD
- $3M per yr + $300K Opp Fund = $3.3M cost
- Levy increase impact of $3.78 on $350K home (2013)
- Less than the $5 parcel assessment under prior model for WRIAs
- Impact is $5.04 if 2013 funded and 2012 reimbursed over 2013-2015
Questions for 8/22 Advisory Committee

- Do you support the 2013 operating budget proposal?
  - Sammamish Sediment Removal
  - Capital project support: Communications and Recreational Safety design

- Do you support the 2013 capital budget and 2013-2018 capital project list?

- Do you support a levy rate increase to ‘pay back’ the $3M spent in 2012 on WRIA grants?

- Do you support funding for the watershed management grant program in the future?
  - If so, would you support a levy rate increase to offset the cost?