



American River Common Features (ARCF) Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) Frequently Asked Questions

Purpose of the Draft SEIS/SEIR

The U.S. Army Corps of Engineers (USACE), Sacramento District, and its non-Federal partners, the State of California, Central Valley Flood Protection Board (Board), and the Sacramento Area Flood Control Agency (SAFCA), propose Design Refinements to the 2016 American River Common Features General Reevaluation Report, Final EIS/EIR (2016 ARCF GRR FEIS/EIR), involving Magpie Creek Project (MCP); American River Erosion Contracts 3B, 4A and 4B; Sacramento River Erosion Contract 3; American River Mitigation Site (ARMS); Sacramento River Mitigation Site (SRMS), and installation of a Piezometer Network.

This SEIS/SEIR supplements the 2016 ARCF GRR FEIS/EIR authorized project, which addressed seepage, slope stability, overtopping, erosion, and height concerns on the levees along the Sacramento and American Rivers for the purposes of flood risk management for the Sacramento Metropolitan area. This SEIS/SEIR describes existing environmental resources in each project component area, evaluates the direct, indirect, and cumulative environmental effects of eight alternatives, including the No Action Alternative, and describes avoidance, minimization, and mitigation measures. Most potential adverse effects would be short-term or avoided using mitigation measures; however, there would be some significant and unavoidable impacts associated with the Proposed Action.

Public Review Period (December 22, 2023 – February 5, 2024)

This is your opportunity to learn about the Project and submit comments in **writing**. Response to comments will be published in the Final SEIS/SEIR. **The 45-day public review period will end on February 5, 2024.**

Two virtual public meetings will be held on January 10 and 16, 2024 at 5:30 pm respectively. Instructions to access the virtual meeting, sign up to receive email updates, and view a copy of the Draft SEIS/SEIR can be found at: www.sacleveeupgrades.com.

USACE understands the importance of public comments and in order to adequately respond to *comments*, USACE requests comments be submitted in **writing via the following**:

Email

Arcf_SEIS@usace.army.mil

PublicCommentARCF16@water.ca.gov

U.S. Postal Service

U.S. Army Corps of Engineers, Public Affairs Office

ATTN: ARCF SEIS/SEIR

1325 J Street, Room 1513

Sacramento, California 95814

Department of Water Resources, Flood Projects Branch

ATTN: ARCF SEIS/SEIR

3464 El Camino Avenue Room 200

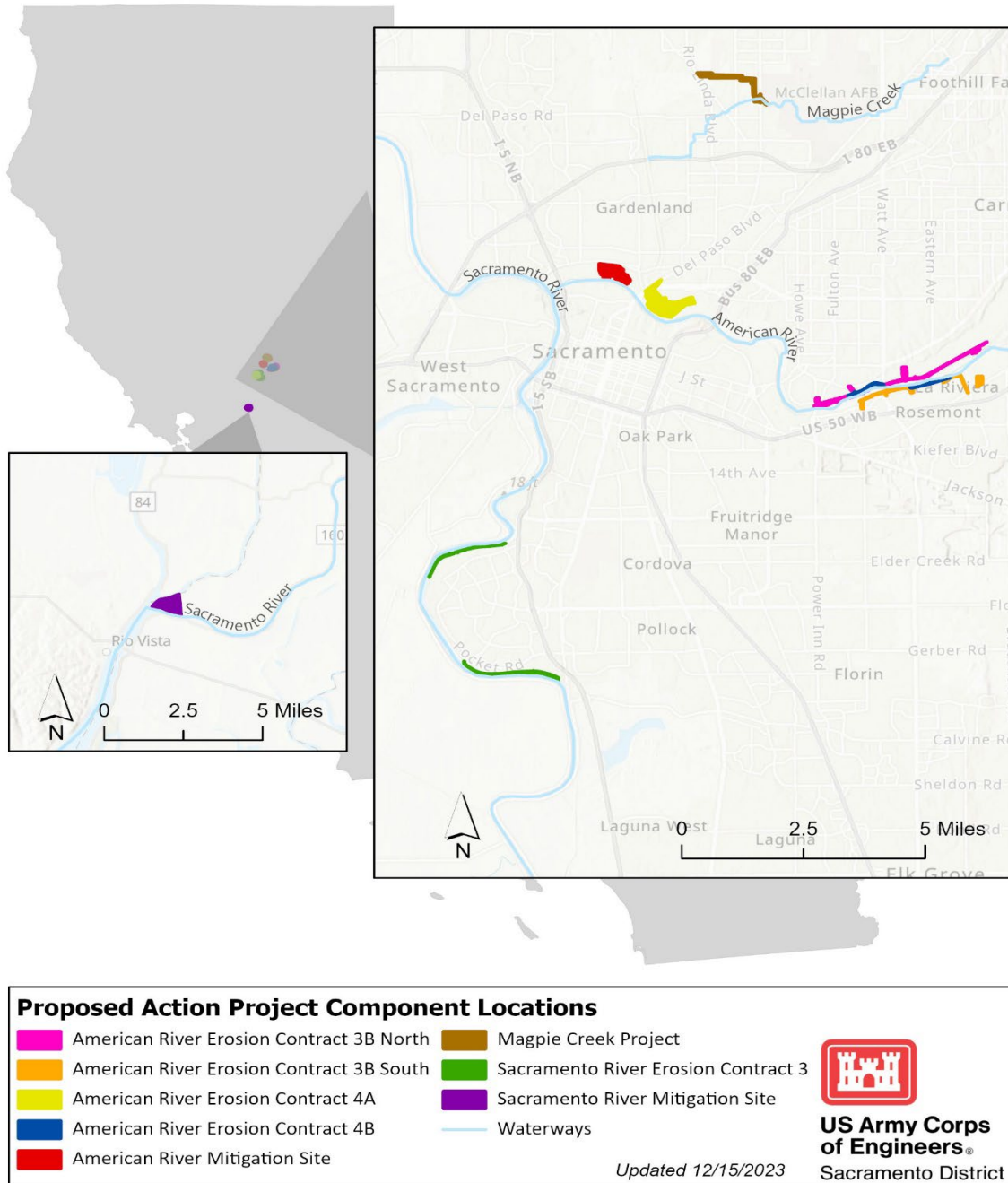
Sacramento, CA 95821



Project Area

The Project is located throughout the Sacramento Metropolitan Area on the American River, Sacramento River, Magpie Creek area.

Figure 1: Projects included in this SEIS/SEIR.





Anticipated Construction Schedule

1. MCP Construction Schedule (Summer 2027 – Fall/Winter 2027)
2. American River Erosion Contract 3B (Summer 2025– Fall/Winter 2026)
3. American River Erosion Contract 4A (Summer 2026 – Fall/Winter 2027)
4. American River Erosion Contract 4B (Unknown due to early designs)
5. Sacramento River Erosion Contract 3 (Summer 2025 – Fall/Winter 2025)
6. ARMS Construction Schedule (Summer 2025 – Fall/Winter 2027)
7. SRMS Construction Schedule (Summer 2025 to Fall/Winter 2026)
8. Piezometer Network (Summer 2025 to Fall/Winter 2029)

Frequently Asked Questions

1. Why is this Project necessary?

The Sacramento metropolitan area is one of the most at-risk areas for flooding in the United States due to its location at the confluence of two major rivers, the Sacramento, and American rivers, with both rivers being leveed and in some cases these levees are over 100 years old. Both rivers have large watersheds with very high potential runoff, which in the past has overwhelmed the existing flood management system that was designed and built many years ago, before modern construction methods were employed. The consequences of flooding in the region would be catastrophic.

Sections of levees that confine the rivers throughout the project area require additional erosion protection to adequately contain the energy of the water flow during major storm events. Without proper erosion protection, there could be detrimental effects to the levee by undercutting the foundation materials beneath the levees. The erosion of the riverbank adjacent to the levee embankment may also increase under-seepage through the foundation soil and reduce the overall stability of the levee. Significant erosion can lead to failure of the levee and presents an unacceptable level of risk to public safety.

2. A GRR FEIS/EIR was adopted in 2016, why is there a need for an additional EIS/EIR?

This SEIS/SEIR supplements the 2016 ARCF GRR FEIS/EIR authorized project with Design Refinements, which addressed seepage, slope stability, erosion, and height concerns on the levees along the Sacramento and American Rivers for the purposes of flood risk management for the Sacramento Metropolitan area.

3. Where is the Project located?

The Proposed Action includes design refinements to the MCP; American River Erosion Contracts 3B, 4A and 4B; Sacramento River Erosion Contract 3; ARMS; SRMS, and installation of a Piezometer Network (See Figure 1).

4. How will stakeholder concerns/Project impacts be addressed?

Full disclosure of the Project impacts are presented in the draft SEIS/SEIR; all stakeholders and members of the public have an opportunity to review the document and provide input/comment during the 45-day public review period (December 22, 2023 – February 5, 2024). The project team will also provide two public meeting presentations on the project (January 10, and 16, 2024). In addition, the project partners are reaching out to various stakeholders, non-governmental organizations, tribes, and other interested groups on the Project.



5. How will mitigation be addressed?

Although impacts to resources would be avoided where possible, short-term impacts due to construction are considered unavoidable. To the extent feasible, USACE would avoid and protect existing elderberry shrubs on-site along with doing biological surveys for both state and federally listed species. However, for erosion protection construction, there may be unavoidable adverse effects to special status species that will be mitigated through a combination of on-site and off-site actions. Mitigation measures include transplanting elderberry shrubs, and if needed, planting of compensation vegetation to account for the loss of vegetation from construction of erosion features. This compensation vegetation may be planted at mitigation sites on the American and Sacramento River, and these mitigation sites would also be used to compensate for fish habitat. The project partners are working closely with Sacramento County Parks, the U.S. Fish and Wildlife Service (USFWS), and the National Marine Fisheries Service (NMFS) during the planning efforts to align on the most reasonable long-term approach to mitigation.

6. When would work occur?

Each project component schedule is outlined above in this document under the anticipated schedule. In general, woody vegetation and tree removal will occur along with elderberry transplanting and site preparation from November to February prior to any major construction activities. After these activities, spring-summer mobilization would include control of stormwater runoff, building temporary access roads, preparing staging areas, rerouting pedestrian and bicycle trails, and installing signage for traffic and alternate transportation routes that would be affected by construction activities. Demobilization may occur in late fall or winter depending upon precipitation amounts which can impact project activities and worker safety.

7. What should I expect during construction?

In general, neighborhoods located near project areas would be notified of work hours, haul routes, ingress and egress points, staging areas, detours, lane closures (if any), and closed recreational areas (including bike paths) prior to the commencement of construction activities. MCP haul routes and detour are shown in Figure 2 and Figure 3 below. American River Erosion Contract 3B and 4B haul routes are shown in Figure 4 below. American River Erosion Contract 4A haul routes are included in Figure 5 below. Haul routes for Sacramento River Erosion Contract 3 and SRMS were not analyzed as material for this project will be hauled in via barge on the Sacramento River. A figure is currently not available for ARMS haul routes, but in general, ARMS would be accessed either from Garden Highway by Natomas Park Drive through Discovery Park, or from Northgate Boulevard via the Riverdale Mobile Home Park access and existing operational and maintenance roads. In addition, the Piezometer Network would use a combination of all these haul routes.

8. How can I stay informed?

USACE is planning to host two virtual public meetings on January 10, and 16, 2024, at 5:30 p.m. to discuss the draft SEIS/SEIR and obtain public feedback. USACE values public comments and in order for your comments to be documented in the final SEIS/SEIR, you will need to submit comments in writing to ARCF_SEIS@usace.army.mil or PublicCommentARCF16@water.ca.gov.

Instructions on how to participate in the virtual meetings can be found at www.sacleveeupgrades.com. Stakeholders can also obtain a copy of the draft SEIS/SEIR from the website and sign up to receive future project-related email updates, such as the Final SEIS/SEIR along with any changes and response to public comments.



Stakeholders can also contact the USACE Public Affairs Office directly at:

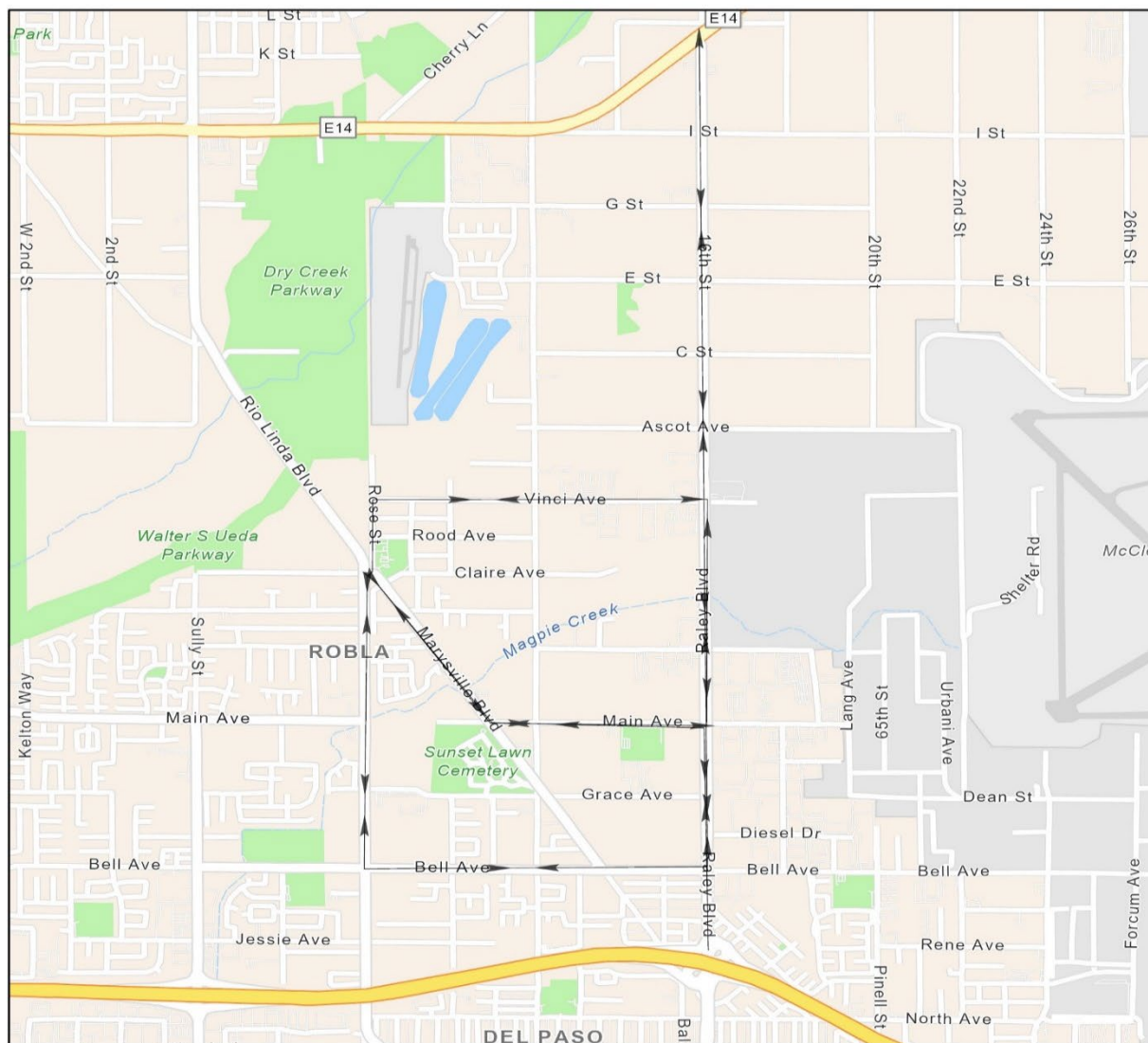
Phone: (916) 557-5100

Email: spk-pao@usace.army.mil

Facebook: www.facebook.com/sacramentodistrict

Twitter: www.twitter.com/usacesacramento

Figure 2: MCP Haul Routes



Magpie Creek Project Haul Routes

← Haul Route



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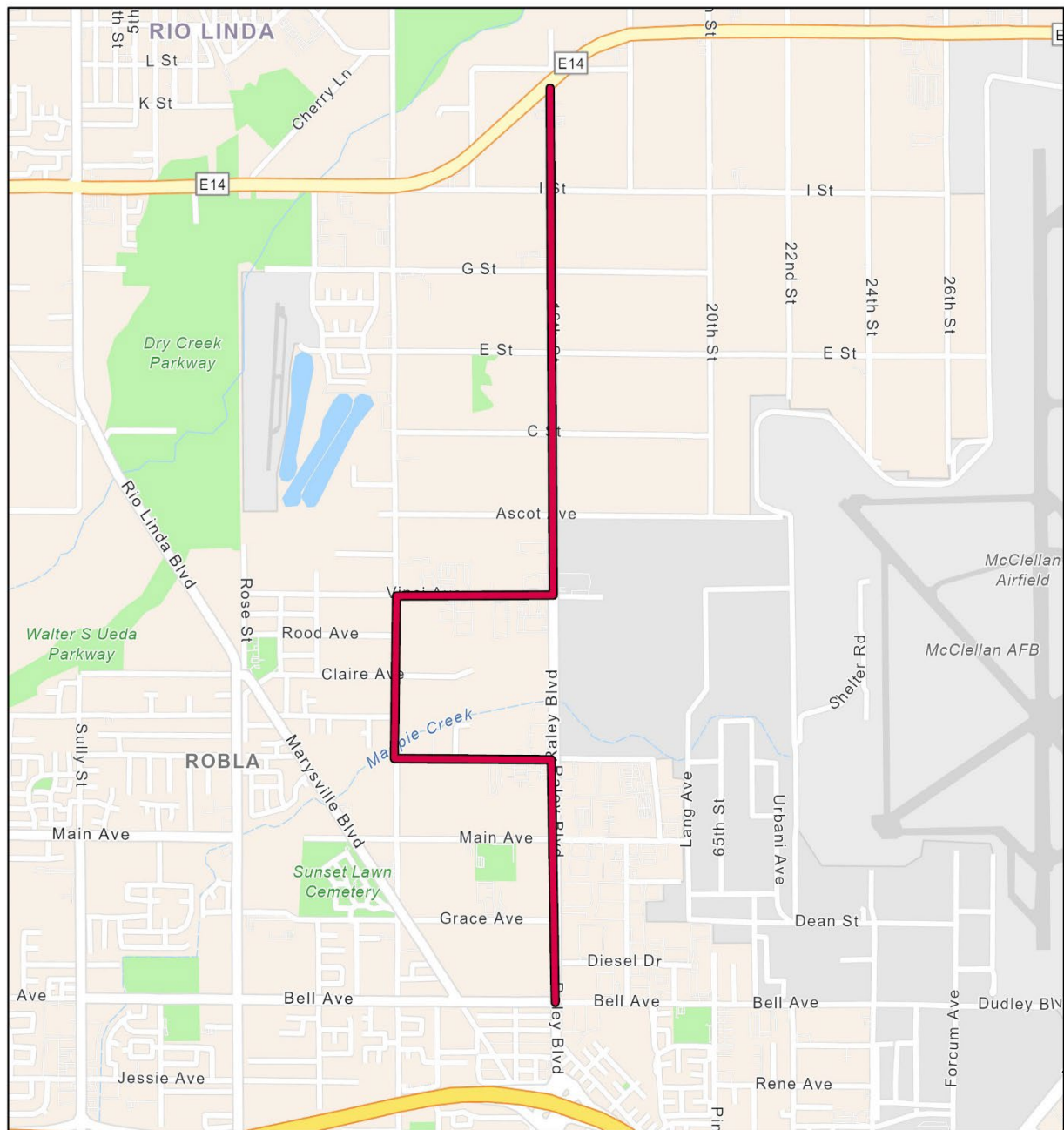
0 0.3 0.6 Miles



Updated 7/11/2023



Figure 3: MCP detour.



Magpie Creek Project Traffic Detour for use During Raley Boulevard Closure

— Traffic Detour



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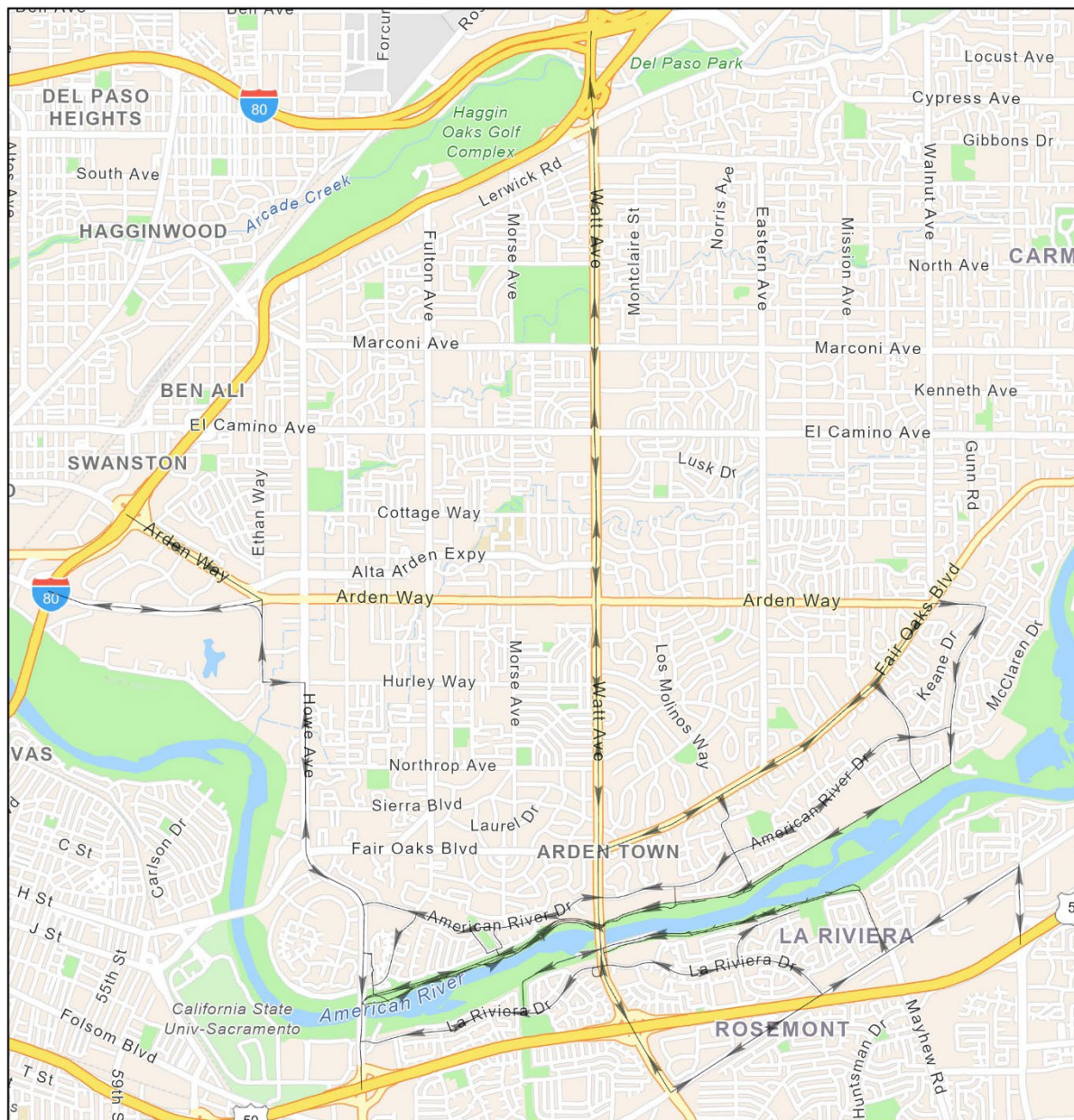
0 0.3 0.6 Miles



Updated 7/11/2023



Figure 4: American River Erosion Contract 3B North and South and 4B Haul Routes



**American River Erosion
Contract 3B North and
South Haul Routes**



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Updated 11/15/2023

0 250 500 Miles



American River Erosion Contract 4A Haul Routes

— Haul Route

Updated 7/11/2023

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