

**CORTE MADERA CREEK
CONSTRUCTION, GENERAL**

PROJECT LOCATION AND DESCRIPTION: Corte Madera Creek and its tributaries drain an area of 28 square miles in Marin County, California, and discharge into the west side of San Francisco Bay at a point about 9 miles north of the Golden Gate bridge. The flood control project has been built in separate units.

TOTAL FUNDING:

TOTAL COST:	\$ 37,100,000
FEDERAL COST:	\$ 21,900,000
NON-FEDERAL COST:	\$ 15,200,000

TOTAL FEDERAL COST THROUGH FY04:	\$ 12,996,000
FISCAL YEAR 05 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 8,898,000

FY 04 AND 05 ACCOMPLISHMENTS: Initiate Phase 2 of the General Re-Evaluation Report in FY 04.

ISSUES AND OTHER INFORMATION: The Project Study Plan, approved on February 17, 1999, initiated the General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement/Environmental Impact Report to develop a concept plan based on the 1996 Marin County Board of Supervisors' Design Guidelines for a consensus plan. The 1966-authorized cost sharing and financing requirements apply as long as the originally authorized project remains the recommended project. Phase I of the GRR determined that project benefits exceed costs. The Design Advisory Committee, which includes representatives from Ross, Kentfield, Corte Madera, and Larkspur, incorporated the results of several design workshops, providing community input, and an Alternative Screening Conference held in September 1999, in order to identify the optimal plan for federal cost participation. A Draft Alternative Screening Conference Report was released in November 1999. Public review meetings in Ross, Kentfield, Corte Madera and Larkspur helped Marin County identify the Locally Preferred Plan, which included a bypass culvert to divert high flows around the historically significant Lagunitas Road Bridge. Corps studies in FY 02 showed the project would not significantly improve the already poor survivability of the historic Lagunitas Road Bridge, and the Town of Ross endorsed replacement of the bridge. The Town of Ross no longer endorses the bridge and bypass culvert. Exigent and clear endorsements from judicially mandated design review parties and adequate funding might allow completion of the GRR in FY 05.

CONGRESSIONAL INTEREST: 6th District, Rep. Lynn Woolsey

DISTRICT: San Francisco