

**PETALUMA RIVER
CONSTRUCTION, GENERAL**

PROJECT LOCATION AND DESCRIPTION: The Petaluma River is located within the City of Petaluma, about 35 miles N/NW of San Francisco, California, and drains into San Pablo Bay. The locally preferred project plan includes improvements to a 3,500-foot section of the Petaluma River near Lakeville Avenue and the confluence with Lynch Creek, which flows through residential and commercial developments. The project will provide the following levels of protection: (1) Federal Emergency Management Agency 100-year flood event to year 2005 under general plan build out (2) Federal Emergency Management Agency 40-year flood event by the year 2040, assuming residential and commercial development of the watershed continues at the current pace.

TOTAL FUNDING:

TOTAL COST:	\$ 39,660,000
FEDERAL COST:	\$ 24,992,000
NON-FEDERAL COST:	\$ 14,668,000

TOTAL FEDERAL COST THROUGH FY04:	\$ 21,308,000
FISCAL YEAR 05 BUDGET:	\$ 3,404,000
COST TO COMPLETE:	\$ 280,000

FY 04 ACCOMPLISHMENTS: Coordinate with local sponsor (City of Petaluma) to complete construction costs and plans and specifications for the Industry Railroad Track. The Industry Track construction contract, scheduled for June 2004, will include removal of the last old Railroad Bridge and cleanup/minor repair of the flood control project. This last contract is key in realizing the design level of flood protection.

FY 05 ACCOMPLISHMENTS: Project clean up and close out scheduled for last quarter.

ISSUES AND OTHER INFORMATION: The project was initiated as a Continuing Authorities Project Section 205 under the Project Coordination Act signed in 1996, with the Federal funding limit of \$5,000,000. Under the Water Resources Development Act 2000, Section 112, it was changed to a specifically authorized project at 65% of the total project cost. Further Congressional direction in House Report 106-693 (accompanying the Energy & Water Development Appropriation Bill, 2001) provided guidance to the Corps to use available funds to continue the project. The Project Coordination Act was amended in FY 01, with the local sponsor eligible for reimbursement due to the overspending of local contributions. Construction contract for the Mainline Railroad Approach was awarded in December 2003.

CONGRESSIONAL INTEREST: 6th District, Rep. Lynn Woolsey

DISTRICT: San Francisco