



STACEY,
THIS IS THE
MAP SHOWING
HWY 160 ACROSS
RYER ISLAND.
THIS IS FROM THE
MOST RECENT PROJECT
REPORT, NOT
ANYTHING APPROVED
YET.
Nicky Suard
(Sugar Harbor Resort)

- Increase delta levee maintenance by increasing subventions to \$12 million/year
- Enhance emergency preparedness/response by spending \$50 million for prepositioning construction materials
- 20 miles of setback levees to restore shaded riverine habitat selected from 100 miles of setback levees constructed for seismically-resistant design
- Fish screens at Delta Cross Canal, Clifton Court Intake, Tracy Pumping Plant, and agricultural river diversions

Risk Reductions			
Economic Costs (Direct)		\$7.9 B	
Economic Impacts (Indirect)		\$9.9 B	
No.	Building Block Cost Estimate	Capital	Annual
1.1	Improved delta levee maintenance	-	\$12M
1.2	Upgraded delta levees to PL 84-99	\$1.9B	-
1.2	Upgraded delta levees to seismic resistant	\$6.6B	-
1.3	Enhanced emergency preparedness/response	\$50M	-
1.5	Land use changes to reduce island subsidence	\$60M	\$6.2M
2.1	Raise SR 12 & 160 and place on piers (similar to I-80 across Yolo Bypass)	\$3.2B	-
2.2	Construct armored infrastructure corridor across central delta	\$880M	-
3.1	Suisun Marsh tidal wetland restoration	\$167M	-
3.2	Cache Slough restoration	\$410M	-
3.3	Fish screens at DCC, Tracy PS, Banks PS, and ag. river diversions	\$1.2 B	-
Total		\$14.5B	\$18.2M

Note: Environmental Benefit Not Quantified

FIGURE 15. DRMS Scenario 1: Improved Levees