



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
**U.S. Army Engineer District, Sacramento**  
**Corps of Engineers**  
**1325 J Street**  
**Sacramento, California 95814-2922**



Engineering Division

Mr. James B. Giottonini, Executive Director  
San Joaquin Area Flood Control Agency  
22 East Weber Avenue, Suite 301  
Stockton, California 95202-2317

APR 25 2012

Dear Mr. Giottonini:

In a letter to the San Joaquin Area Flood Control Agency dated March 24, 2000, the U.S. Army Corps of Engineers (USACE) Sacramento District provided its determination, based on existing data and policy in place at the time, that reaches of levees (Table 1) within the Stockton metropolitan region were designed and constructed to safely pass the FEMA base flood event. This determination was used as supporting documentation for FEMA National Flood Insurance Program accreditation for these reaches.

In August 2010, the USACE published Engineering Circular (EC) 1110-2-6067 titled *USACE Process for the National Flood Insurance Program Levee System Evaluation*. The EC consolidates, supplements, and clarifies existing policy, procedural, and technical guidance for what has been previously called 'levee certification' and is now called 'NFIP levee system evaluation'. In a continuing effort to modernize and improve national levee safety standards, the EC requires that existing USACE levee certifications must meet current USACE standards to remain valid. The Sacramento District has completed its review of past levee certifications as well as current engineering studies to determine if the levee certifications provided by the Sacramento District in the past are still valid.

Sacramento District records indicate that ten levee reaches, plus the transition features for five waterways, received certification from the Sacramento District in March 2000. Table 1 identifies all of the levee reaches and transition features certified in 2000. In February 2009, the Sacramento District rescinded certification of several reaches of levee certified in 2000. Table 2 identifies the levee reaches where the Sacramento District rescinded certifications in letters dated February 24, 2009 and February 27, 2009.

The Sacramento District reviewed the results of the Periodic inspections conducted in 2010 and the reinspections conducted in 2011. These inspections identified deficiencies which impact our ability to support our past certifications. Details related to those deficiencies are being sent under separate cover. The USACE inspection rating represents an evaluation of operations and maintenance of the flood risk reduction system and may be used in conjunction with other information for a levee certification determination for NFIP purposes, if applicable. An acceptable or minimally acceptable USACE inspection rating, alone, does not equate to a certifiable levee for

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the NFIP. Following future inspections in which the USACE assigns unacceptable ratings for levee systems accredited by the Federal Emergency Management Agency (FEMA) for National Flood Insurance Program (NFIP) purposes, USACE will recommend the levee owner evaluate the deficiencies identified during the inspection to determine their potential impacts on the certifications used in supporting FEMA accreditation.

The Sacramento District reviewed the certifications for the levee reaches in Table 1 and has determined that the certifications were comprised of only a letter and are greater than ten years old. The EC states that for those certifications greater than ten years old, the USACE must notify you that the previous certifications are no longer valid. Therefore, this letter informs you that based upon the age of the certifications included in Table 1, the certifications provided are no longer valid.

Table 1: Levee Segments Certified by USACE in March 2000

<b>Waterway</b>	<b>Levee Reach Description</b>
Potter Creek	From Jack Tone Road downstream to the Mouth, and upstream transition feature
Mormon Slough	From 700 feet upstream of Potter Creek downstream to the Stockton Diverting Canal
Stockton Diverting Canal	From Mormon Slough downstream to the Upper Calaveras River
Upper Calaveras River	From the Central California Traction Railroad downstream to the Stockton Diverting Canal, and upstream transition feature
South Paddy Creek	From Jack Tone Road downstream to the Mouth, and upstream transition feature
Paddy Creek	From South Paddy Creek downstream to the Mouth
Upper Mosher Creek	From Jack Tone Road downstream to the Mosher Creek Diversion, and upstream transition feature
Mosher Diversion	Upper Mosher Creek downstream to the Mouth
Bear Creek	From Paddy Creek downstream to the Mouth
Pixley Slough	From Lower Sacramento Road downstream to the Mouth, and upstream transition feature

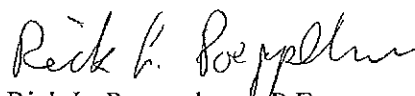
Table 2: Certifications Rescinded by USACE in February 2009

Waterway	Levee Reach Description
Potter Creek	Left Bank from Jack Tone Road downstream to the Mouth
Mormon Slough	Left Bank from 700 feet upstream of Potter Creek downstream to the Stockton Diverting Canal
Stockton Diverting Canal	Left Bank from Mormon Slough downstream to the Upper Calaveras River
Upper Calaveras River	From the Central California Traction Railroad downstream to the Stockton Diverting Canal
Bear Creek	Left bank, from levee mile 0 to Interstate 5

The Sacramento District will continue its commitment to working with the San Joaquin Area Flood Control Agency, Central Valley Flood Protection Board, California Department of Water Resources and City of Stockton in responding to this information and informing the public.

If you have any questions, please contact Ms. Meegan Nagy, Chief, Flood Protection and Navigation Section, at 916-557-7257. A copy of this letter is being provided to Ms. Kathleen Schaefer, Regional Engineer, Federal Emergency Management Agency, Region IX, 1111 Broadway, Suite 1200, Oakland, California, 94607.

Sincerely,



Rick L. Poepelman, P.E.  
Chief, Engineering Division