



# SAN FRANCISQUITO CREEK

JOINT POWERS AUTHORITY



Historical flood photos

## San Francisquito Creek Joint Powers Authority

The watershed and floodplain of San Francisquito Creek encompasses approximately 50 square miles from the Santa Cruz Mountains to San Francisco Bay, with the creek serving as the boundary between Santa Clara and San Mateo counties.

After the historic flood of 1998, the cities of Palo Alto, Menlo Park and East Palo Alto, the San Mateo County Flood Control District and the Santa Clara Valley Water District joined together to create the **San Francisquito Creek Joint Powers Authority**. In addition to addressing issues of flooding, the SFCJPA projects also provide ecosystem restoration and enhance recreational opportunities.

The SFCJPA is governed by a board of directors with elected officials representing each of the five member agencies. With the goal of transforming San Francisquito Creek from a divisive liability into a unifying asset, the SFCJPA plans, designs and implements projects from the upper watershed to coastal wetlands that are of mutual interest to these jurisdictions.

## Contact Us

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## Funding Sources

### Santa Clara Valley Water District

Through its November 2000 Clean, Safe Creeks and Natural Flood Protection Plan, the district secured \$10.6 million for the planning and design of flood protection in the San Francisquito Creek watershed.

In November 2012, Santa Clara County voters approved the district's Safe, Clean Water and Natural Flood Protection Program which included \$35.5 million for the construction of the improvements designed for the Bay to Highway 101 reach and remediation of channel constrictions upstream of Highway 101.

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The SFCJPA received grant funds from the Department of Water Resources, which includes approximately \$8 million from Proposition 1E funds and approximately \$4 million from Proposition 84 funds for construction of the Bay to Highway 101 reach, and is actively pursuing additional funding from state and federal sources for construction of improvements upstream of Highway 101.

### Caltrans

Caltrans is funding the construction of the Highway 101 Bridge replacement, as well as about 90 percent of the costs to replace the Newell Road Bridge.

### San Mateo County jurisdictions

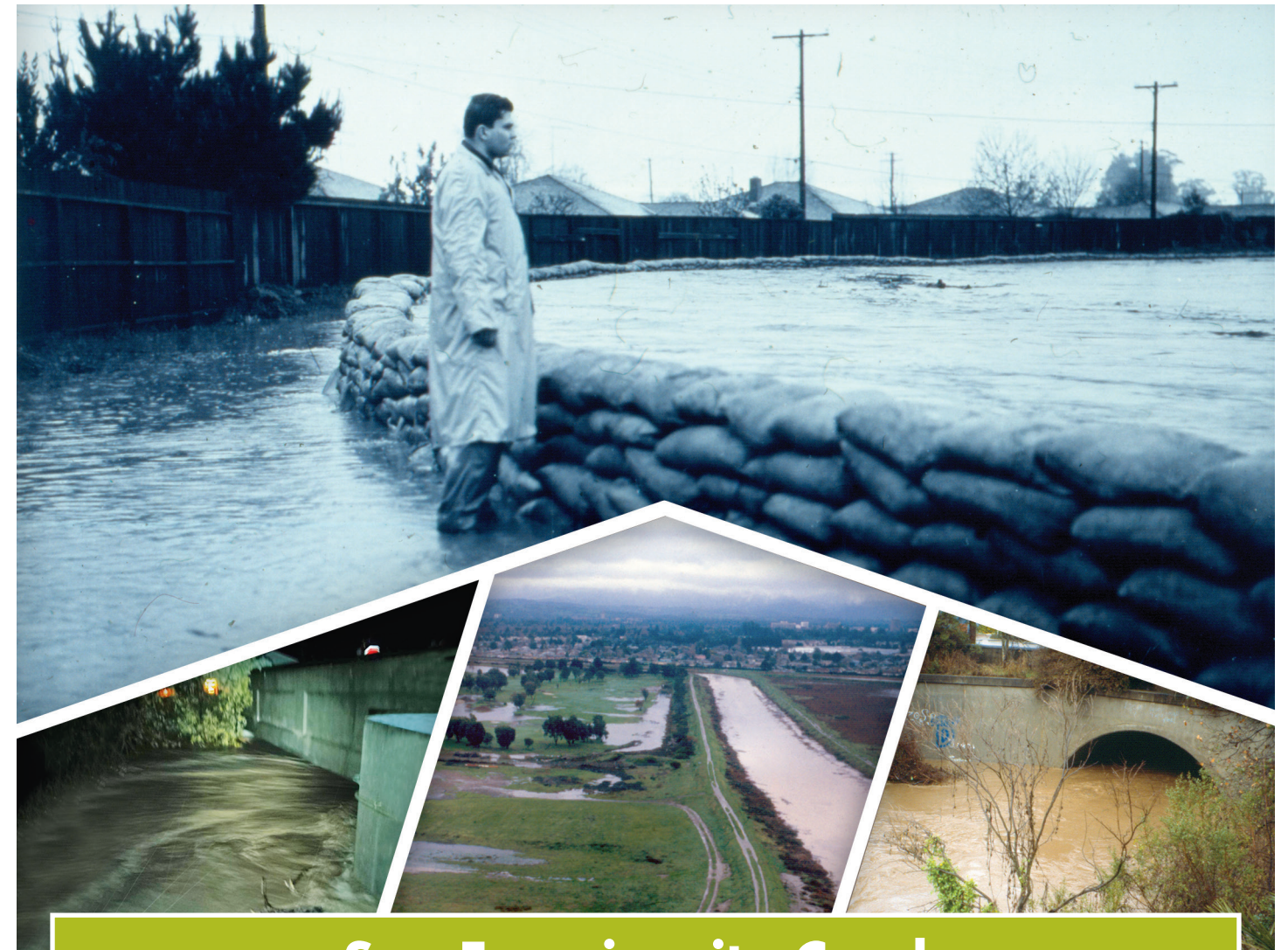
For the Bay to Highway 101 segment, San Mateo County is contributing \$2.06 million, the City of East Palo Alto is contributing \$1.26 million, the City of Menlo Park is contributing \$800,000, and the City of Palo Alto is contributing \$400,000.

The SFCJPA and its partners are currently considering additional funding mechanisms to implement the SFCJPA's long-term objective of removing all parcels in the San Francisquito Creek floodplain from FEMA flood insurance requirements.



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## San Francisquito Creek

**Flood Protection | Ecosystem Restoration | Recreation**

*Providing flood protection to more than 5,700 homes and businesses  
in Palo Alto, Menlo Park and East Palo Alto.*

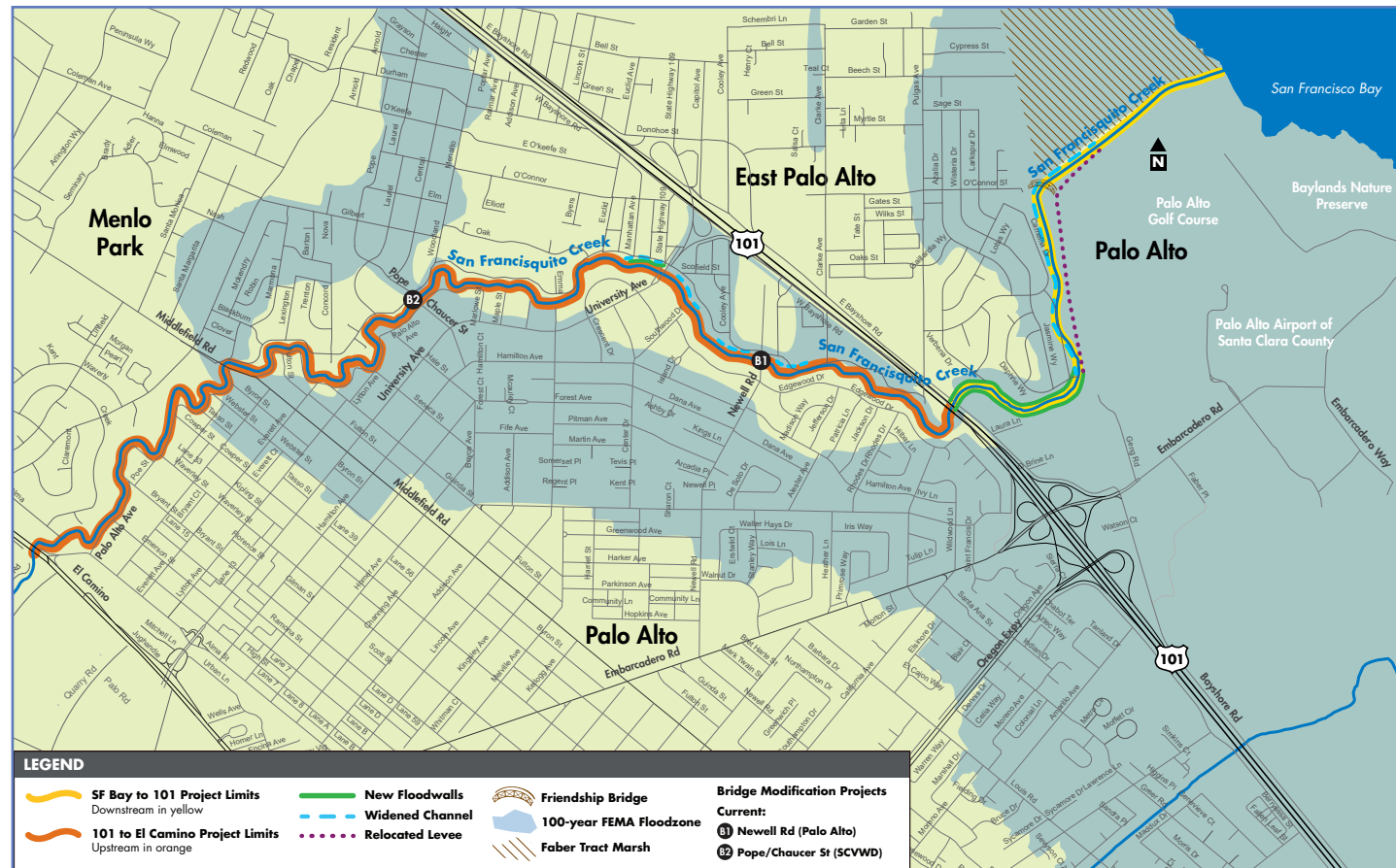


SFCJPA.ORG



# San Francisquito Creek

Flood Protection | Ecosystem Restoration | Recreation



A graphic representation not intended as a technical exhibit. Map is not to scale.

## Project background

San Francisquito Creek has a history of flooding homes and businesses in Palo Alto, East Palo Alto and Menlo Park. Flooding occurred in 2012, as recently as 2017, and the largest recorded flood event, since measurements began in 1930, occurred in February 1998, affecting more than 1,700 homes and businesses with more than \$28 million in damages. The 1998 event was measured at 7,200 cubic feet per second (cfs) at the United States Geological Survey stream gauge upstream of the floodplain; this flow is now estimated by the U.S. Army Corps of Engineers to represent a 70-year flood event.

## About the project

The goal of the project is to provide flood protection to more than 5,700 homes and businesses in Palo Alto, Menlo Park and East Palo Alto. This multi-jurisdiction and multi-benefit project consists of three complementary projects where the floodplains intersect: along the creek from the San Francisco Bay to Highway 101, upstream of Highway 101, and along the Bay shoreline.

The SFCJPA ultimately intends to provide 100-year\* creek and tidal flood protection\*\* to all homes and businesses in these cities and remove parcels from the Federal Emergency Management Agency (FEMA) flood zone and from the requirement to purchase flood insurance.

\* A 1% (or 100-year) flood has a one percent chance of occurring in any given year.

\*\* Creek flood protection applies to flooding from a creek, as opposed to tidal flooding.

## Bay to Highway 101

The flood protection improvements along the segment of San Francisquito Creek from Highway 101 to San Francisco Bay is currently being constructed. Upon completion, this project will provide protection from a 1% (or 100-year) creek flow event during an extreme high tide, with more than several feet of sea level rise. The improvements include: widening the creek channel into the Palo Alto golf course; building acres of new marsh between floodwalls or levees; enhancing connectivity between the creek and adjacent marsh; and improving access to trails and existing marsh habitat, including on a horizontal levee that can adapt to sea level rise.

### Schedule

- Construction began in 2016 and is scheduled to be completed in late 2018.



San Francisquito Creek downstream of Highway 101



San Francisquito Creek upstream of Highway 101

## Upstream of Highway 101

The project to address creek flooding along San Francisquito Creek upstream of Highway 101 is in the planning and environmental review phase, and includes a robust stakeholder process throughout.

Community input for the upstream of Highway 101 project has helped guide planning toward a project that will be both meaningful and achievable: meaningful, in that it can protect against a creek flow similar to the 1998 flood of record; and achievable, in that it is feasible in the near future, within regulatory and funding constraints.

The SFCJPA published a Revised Notice of Preparation (NOP) for a draft Environmental Impact Report (EIR) in December 2016. Four scoping meetings were held in January and February 2017 and two workshops and a site tour are planned for October 2017. Based on public input, several additional and optimized combinations of alternatives are being evaluated. The alternatives will be weighed against the project objectives and potential environmental impacts to determine a preferred alternative that, when implemented, would maximize flood protection and minimize adverse impacts to adjacent communities and the environment, seek to minimize requirements for new land easements, and, where possible, incorporate green infrastructure. The Draft EIR is planned to be released by early 2018 and will include a public comment period.

Simultaneously, the U.S. Army Corps of Engineers is preparing a similar federal document, an Environmental Impact Statement (EIS), to potentially aid in the implementation of a project.

### Schedule

- The SFCJPA Draft EIR is expected to become publicly available by early 2018.
- The City of Palo Alto is managing a separate environmental review for replacement of the Newell Road Bridge, and a Draft EIR is expected to be also released in early 2018.
- Caltrans is currently replacing the Highway 101 bridge over San Francisquito Creek, which is a major constriction to creek flow, and expects the new bridge to be completed by early 2018.
- The SFCJPA is incorporating these evaluations to consider cumulative environmental effects and optimum project synchronization to minimize temporary construction impacts.