

BOARD OF DIRECTORS MEETING
Menlo Park City Council Chambers
April 25, 2019 at 2:30 p.m.

AGENDA

1. **ROLL CALL**
2. **APPROVAL OF AGENDA**
3. **APPROVAL OF MEETING MINUTES: February 28, 2019 Regular Board meeting**
4. **PUBLIC COMMENT: *Individuals may speak on any topic for up to three minutes; during any other Agenda item, individuals may speak for up to three minutes on the subject of that item.***
5. **REGULAR BUSINESS: Executive Director's Report**
 - a. **Fiscal Year 2019-20 Operating Budget: discuss and approve proposed Operating Budget**
 - b. **Upstream of Highway 101 project: discuss Draft Environmental Impact Report released on April 22, 2019 for public comment through June 19, 2019**
 - c. **SAFER Bay project: Authorize the Executive Director to execute Task Order No. 3 within the project's Master Service Agreement with HDR, Inc. to conduct the environmental and design work necessary to complete 30% design of the project features between San Francisquito Creek and the north end of Tara Street in East Palo Alto and between former Salt Pond R2 and Highway 84/PG&E's Ravenswood Electrical Substation**
6. **BOARD MEMBER COMMENTS: *Non-agendized requests or announcements; no action may be taken.***
7. **CLOSED SESSION: Performance Evaluation of Executive Director pursuant to Government Code Section 54957**
8. **CLOSED SESSION: Conference with Labor Negotiators pursuant to Government Code Section 54957.6**
SFCJPA Designated Representatives: Ruben Abrica & Drew Combs, Unrepresented Employee: Executive Director
9. **ADJOURNMENT**

Agenda Item 3:

APPROVAL OF BOARD MEETING MINUTES

February 28, 2019 Regular Meeting

Agenda Item 4:

PUBLIC COMMENT

Individuals may speak on any topic for up to three minutes; during any other Agenda item, individuals may speak for up to three minutes on the subject of that item.

Agenda Item 5:

REGULAR BUSINESS – EXECUTIVE DIRECTOR’S REPORT

- a. Fiscal Year 2019-20 Operating Budget:
discuss and approve proposed Operating Budget**

**Proposed Board action: approve Fiscal Year 2019-20
Operating Budget of revenues and expenses**

Proposed Fiscal Year 2019-20 Operating Budget Highlights

Revenues:

- No change to \$185,000 annual member agency contribution
- \$100,000 from Bay-Hwy. project and \$50,000 from Upstream of Hwy. 101 project will complete operational funding from those sources

Expenses:

- 5% cumulative salary adjust. for staff
- anticipated 15% increase in benefits (medical & retirement)
- \$10,000 increase in project consultants
- \$6,000 for potential rent increase

At end of FY19-20, reserves would equal about 27% or \$280,000

FY19-20 capital project budget ~\$6 million

REVENUES	Amount
Member Agency contributions (\$185,000 x 5) ¹	925,000
Grant funding: S.F. Bay-Hwy. 101 project	100,000
Grant funding: SAFER Bay project	0
Upstream of Hwy. 101 project EIR legal	50,000
Interest	1,500
Total Revenues	1,076,500

EXPENSES

Acct.	Description	
Personnel		
1	Executive Director Salary	172,224
2	E.D. Transportation Allowance	5,000
3	Finance & Administration Manager Salary	101,588
4	Senior Project Manager Salary	117,600
5	Project Manager Salary	105,000
	Staff salary adjustments ²	16,210
6	Employee Benefits	260,000
7	Membership Dues	7,000
8	Payroll Administration/Fees	2,000
9	Employer Taxes	42,000
Subtotal Personnel		828,622
Contract Services		
10	Legal Counsel	40,000
11	Auditor	15,000
12	Project Consultants	45,000
Subtotal Contract Services		100,000
Administrative		
13	Computers/Software	3,000
14	Meeting Supplies	1,000
15	Travel/Training	6,500
16	Office Supplies	1,200
17	Telecommunication	4,000
18	Postage	200
19	Printing/Design	1,000
20	Website	3,000
21	Liability Insurance	8,500
22	Office Lease	42,000
23	Utilities	6,500
24	Office furniture/maintenance	2,500
Subtotal Administrative		79,400
General Contingency		
25	General Contingency	35,000
Total Expenses		\$1,043,022

Agenda Item 5:

REGULAR BUSINESS – EXECUTIVE DIRECTOR’S REPORT

- b. Upstream of Highway 101 project:
discuss Draft Environmental Impact Report
released on April 22, 2019 for public comment
through June 19, 2019**

Since completion of the Bay-Hwy. 101 project, the existing Pope-Chaucer Bridge is the location of least capacity

Upstream face
(looking downstream)



Downstream face





Project Objectives in Draft EIR

- **Protect life, property, and infrastructure from floodwaters exiting the creek during flows up to 7,500 cubic feet per second (cfs), while minimizing impacts of the project on adjacent communities and the environment;**
- **Enhance habitat within the project area, particularly interconnected habitat for threatened and endangered species;**
- **Create new recreational opportunities and connect to existing bike and pedestrian corridors;**
- **Minimize operational and maintenance requirements; and**
- **Not preclude future actions to bring cumulative flood protection up to a 100-year flow event.**

San Francisquito Creek Flood Protection, Ecosystem Restoration, and Recreation Project The Big Picture

Bay – Highway 101 Project

Protect against max creek flow with
sea level 10 ft above current high tide

Completed
Dec. 2018

Upstream of Highway 101 Project

7,500 cfs (1998 event) from
Pope-Chaucer to the Bay

Est. completion
Dec. 2022

1,000 cfs detained upstream

After 2022

100-year event = 8,150 cfs at Pope-Chaucer Bridge



First level of screening: how well does each meet the project objectives?

- Protect life, property & infrastructure from floodwaters exiting creek
- Minimize impacts on the adjacent community
- Minimize impacts on / enhance the environment
- Minimize operational and maintenance requirements

Second level of screening: is the alternative achievable?

- How costly is it?
- Is it logistically feasible?
- Is it technically feasible?

After two levels of screening, green alternatives were analyzed in the Draft EIR.

- 1. No action / no project**
- 2. Replace Pope-Chauc. Bridge & railing at Woodland & Univ., widen bottlenecks**
- 3. Construct one or more detention basins in upper watershed**
- 4. Construct an underground bypass culvert**
- 5. Replace Pope-Chaucer Bridge & railing at Woodland & Univ., build floodwalls**
- 6. Construct a culvert through Pope-Chaucer Bridge**
- 7. Construct a channel around Pope-Chaucer Bridge**
- 8. Replace Pope-Chaucer with a bridge for bikes and peds only**
- 9. Remove and do not replace Pope-Chaucer Bridge**
- 10. Increase the removal of debris and non-native vegetation**
- 11. Deepen the channel**
- 12. Construct multiple small-scale water detention facilities**
- 13. Increase incentives for Low Impact Development (LID)**
- 14. Utilize overland floodways**
- 15. Construct a new pump station**
- 16. Construct a new Ladera Dam**
- 17. Pope-Chaucer Bridge, widen 4 creek bottlenecks (satisfies Corps objective)**

**San Francisquito Creek Flood Protection,
Ecosystem Restoration, and Recreation Project
Upstream of Highway 101**



Draft Environmental Impact Report – April 2019



PREPARED FOR:
San Francisquito Creek Joint Powers Authority
615 B Menlo Avenue, Menlo Park, CA 94025
sfcjpa.org / jpa@sfcjpa.org / 650-324-1972

Highlights

885 pages (540 DEIR, 345 Appendices)

17 Alternatives (including No Project)

Significant and Unavoidable Impacts

Project impact: Noise

Cumulative impact: Air Quality

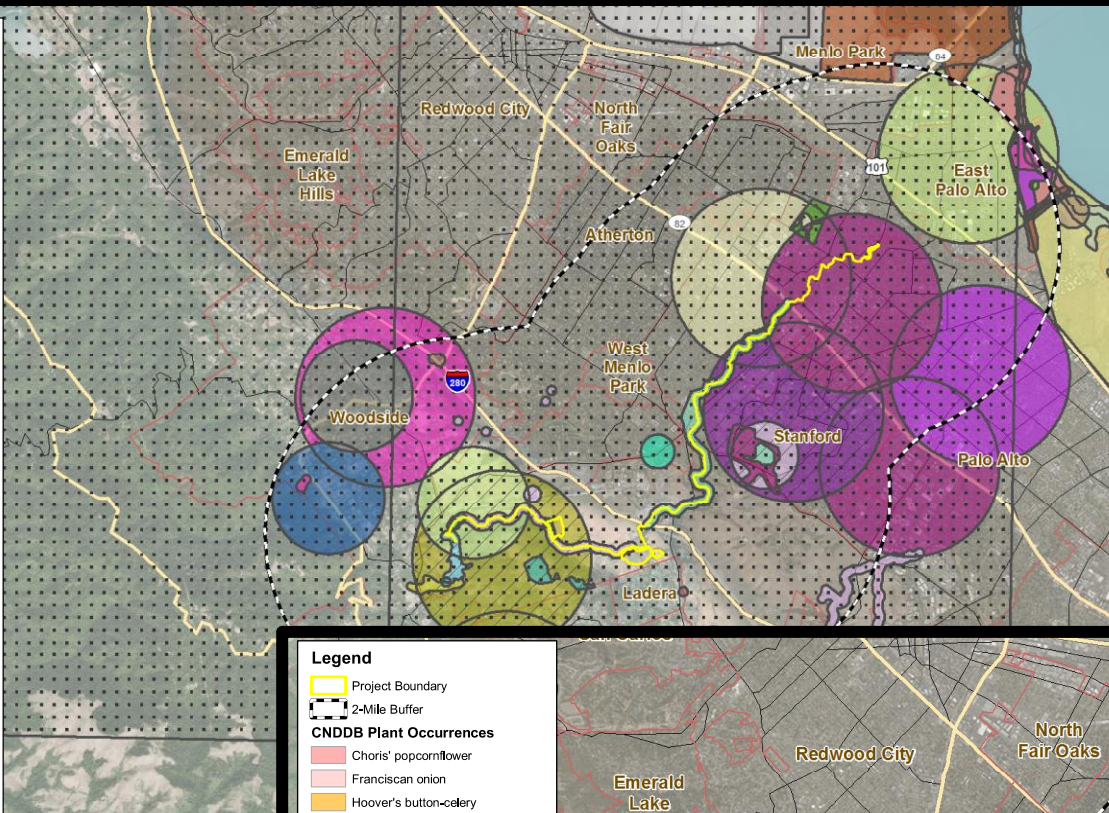
Significant Impacts Mitigated

Air quality, biology, cultural resources, soils, greenhouse gas, hazardous materials, hydrology, recreation, and traffic

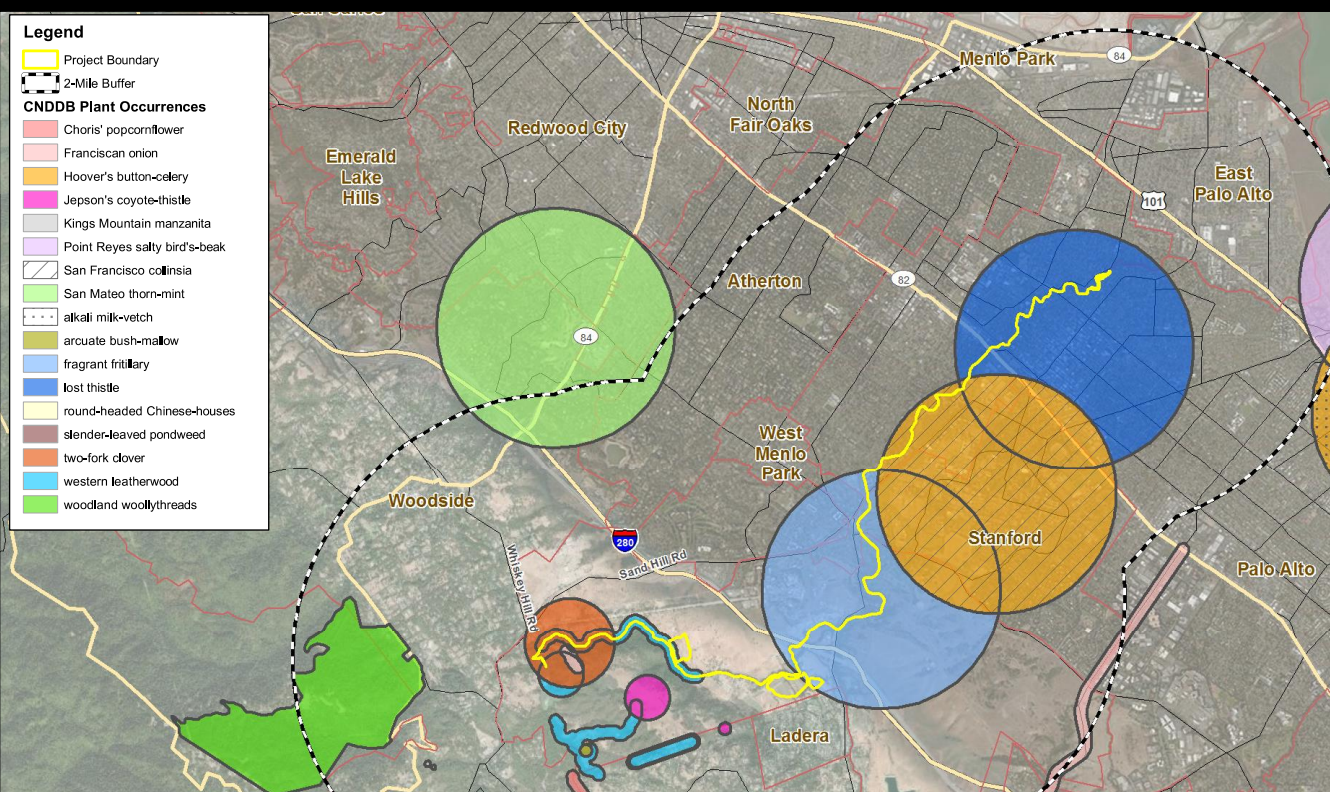
Conclusion: preferred project is the environmentally superior alternative

Animals

- Legend**
- Project Boundary
 - 2-Mile Buffer
 - Species Name**
 - Alameda song sparrow
 - American badger
 - Bay checkerspot butterfly
 - California Ridgway's rail
 - California black rail
 - California giant salamander
 - California least tern
 - California red-legged frog
 - California tiger salamander
 - Crotch bumble bee
 - Northern Coastal Salt Marsh
 - San Francisco dusky-footed woodrat
 - San Francisco gartersnake
 - Santa Cruz black salamander
 - Santa Cruz kangaroo rat
 - Serpentine Bunchgrass
 - Townsend's big-eared bat
 - Valley Oak Woodland
 - bald eagle
 - burrowing owl
 - foothill yellow-legged frog
 - hoary bat
 - longfin smelt
 - northern harrier
 - obscure bumble bee
 - pallid bat
 - salt-marsh harvest mouse
 - saltmarsh common yellowthroat
 - western bumble bee
 - western pond turtle
 - western snowy plover
 - yellow rail



- Legend**
- Project Boundary
 - 2-Mile Buffer
 - CNDB Plant Occurrences**
 - Choris' popcornflower
 - Franciscan onion
 - Hoover's button-celery
 - Jepson's coyote-thistle
 - Kings Mountain manzanita
 - Point Reyes sally bird's-beak
 - San Francisco collinsia
 - San Mateo thorn-mint
 - alkali milk-velch
 - arcuate bush-mallow
 - fragrant fritillary
 - lost thistle
 - round-headed Chinese-houses
 - slender-leaved pondweed
 - two-fork clover
 - western leatherwood
 - woodland woollythreads

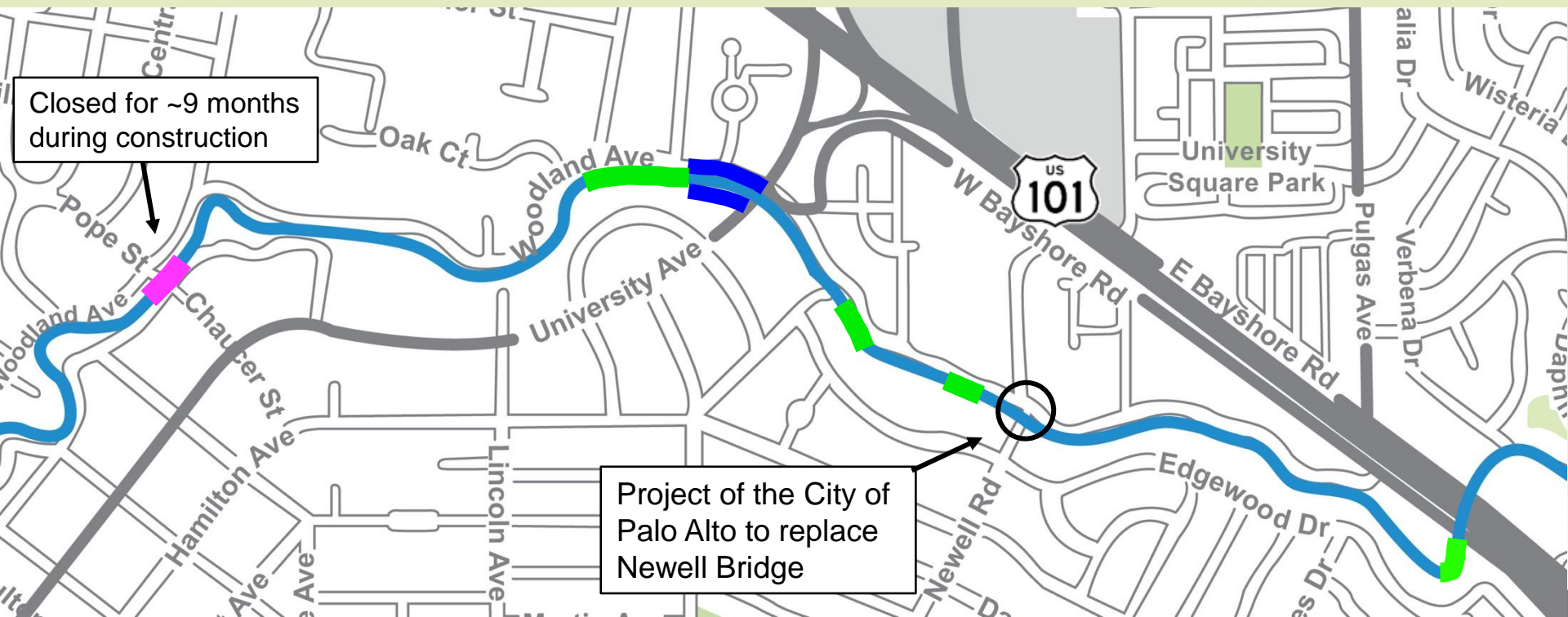


Plants

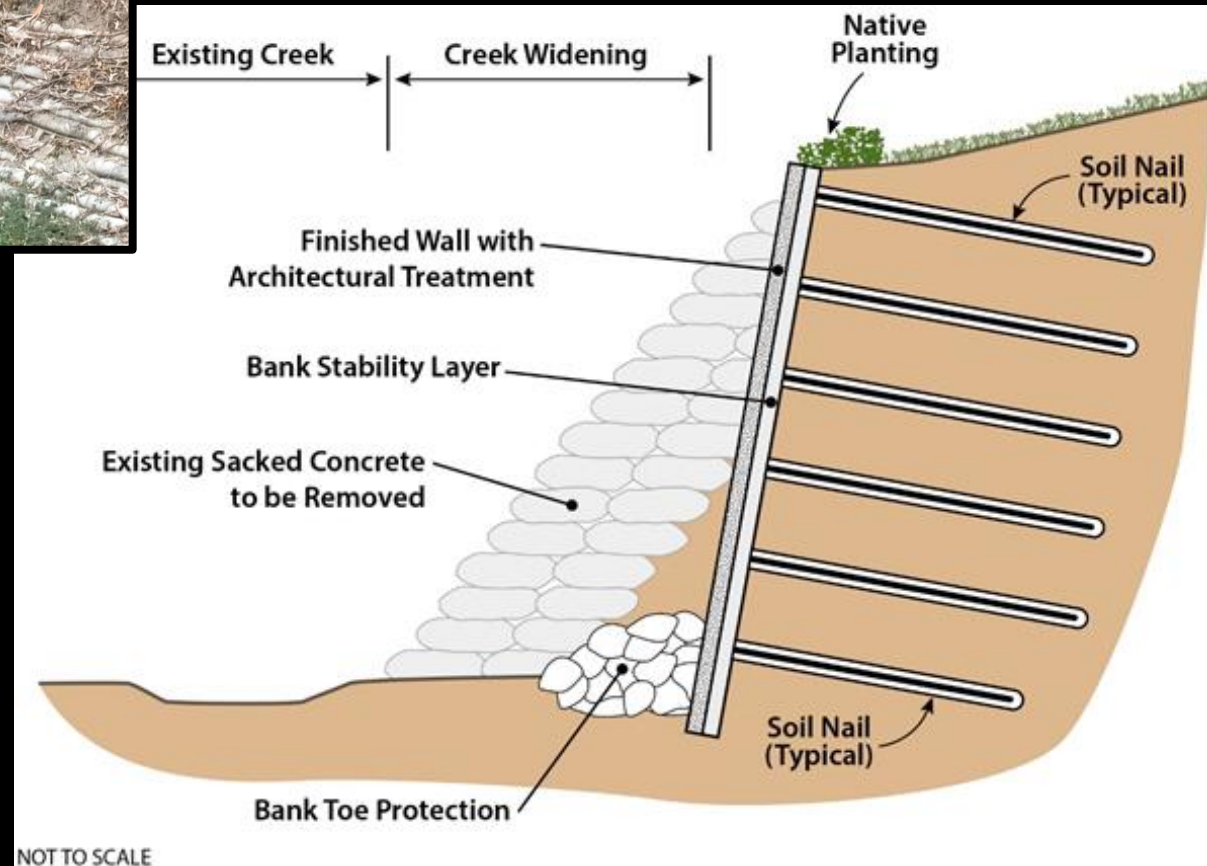
The preferred alternative upstream of Highway 101: *a meaningful and achievable project*

- **Replace Pope-Chaucer**
- **Widen creek bottlenecks to accommodate increased flow**
- **Replace wooden parapet at Woodland & Univ. and match PA top of bank**

Creek could contain the 1998 flow from Pope-Chaucer to the Bay. Draft EIR includes alternatives to achieve 100-year protection through upstream detention.



Increasing flow capacity by widening at locations where there is sacked concrete





**The new Pope-Chaucer Bridge:
Aerial view (looking downstream)
when construction completed**

Looking downstream 1-2 years after construction

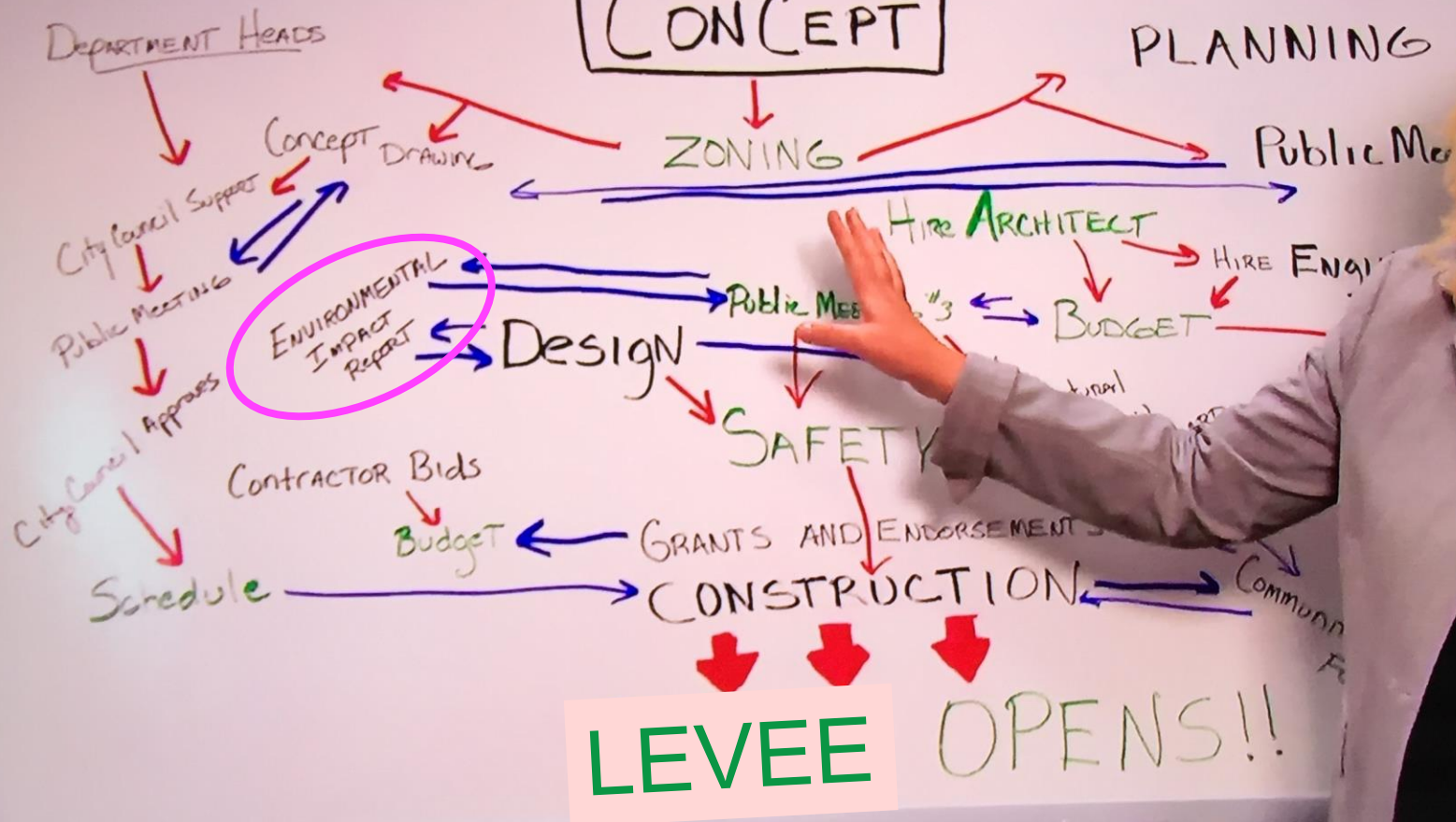


**Menlo
Park**

**Palo
Alto**

HOW WE BUILD A **Levee**

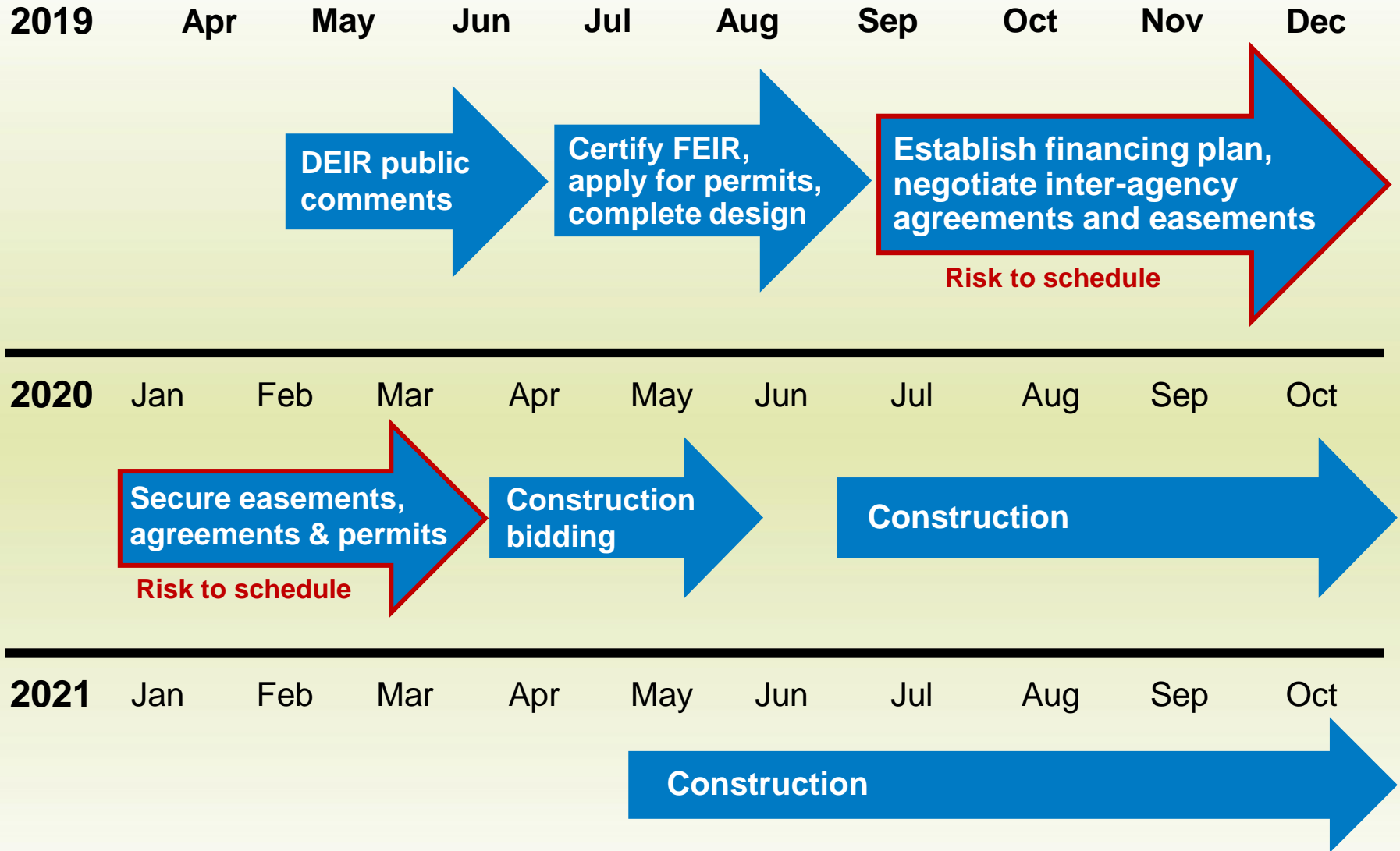
CONCEPT



LEVEE OPENS!!



Upstream of Hwy. 101 schedule: **AGGRESSIVE, BUT ACHIEVABLE**





Draft EIR Public Hearings

All meetings are from 7:00-8:30 p.m.

Thursday, May 23

**Laurel School Upper Campus Atrium
275 Elliott Drive, Menlo Park, CA**

Wednesday, May 29

**East Palo Alto City Hall Community Room
2415 University Avenue, East Palo Alto, CA**

Wednesday, June 5

**Palo Alto Art Center Auditorium
1313 Newell Road, Palo Alto, CA**

Agenda Item 5:

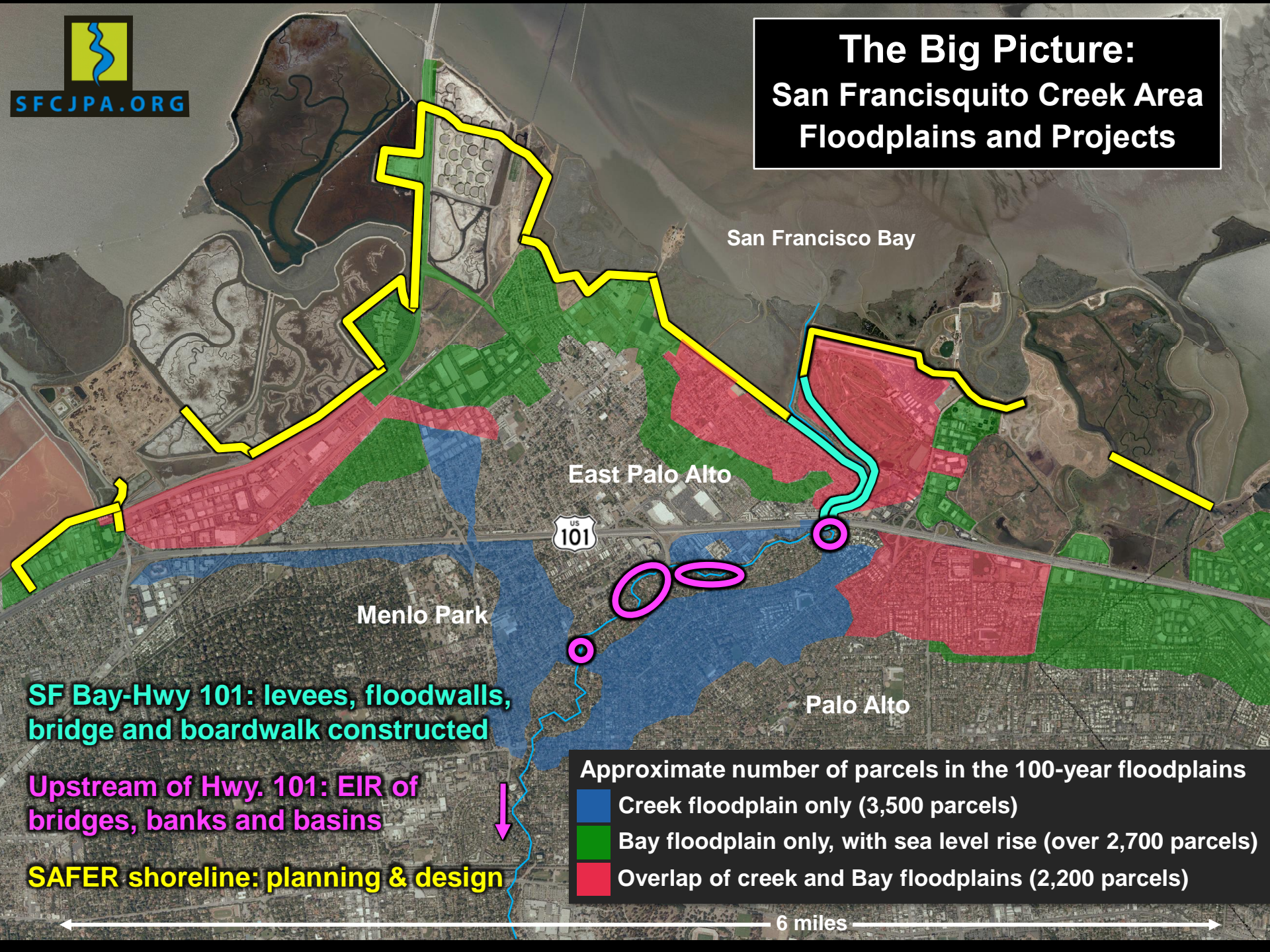
REGULAR BUSINESS – EXECUTIVE DIRECTOR’S REPORT

c. SAFER Bay project: Authorize the Executive Director to execute Task Order No. 3 within the project’s Master Service Agreement with HDR, Inc. to conduct the environmental and design work necessary to complete 30% design of the project features between San Francisquito Creek and the north end of Tara Street in East Palo Alto and between former Salt Pond R2 and Highway 84/PG&E’s Ravenswood Electrical Substation



SFCJPA.ORG

The Big Picture: San Francisquito Creek Area Floodplains and Projects



SF Bay-Hwy 101: levees, floodwalls, bridge and boardwalk constructed

Upstream of Hwy. 101: EIR of bridges, banks and basins

SAFER shoreline: planning & design

- Approximate number of parcels in the 100-year floodplains
- Creek floodplain only (3,500 parcels)
 - Bay floodplain only, with sea level rise (over 2,700 parcels)
 - Overlap of creek and Bay floodplains (2,200 parcels)

← 6 miles →



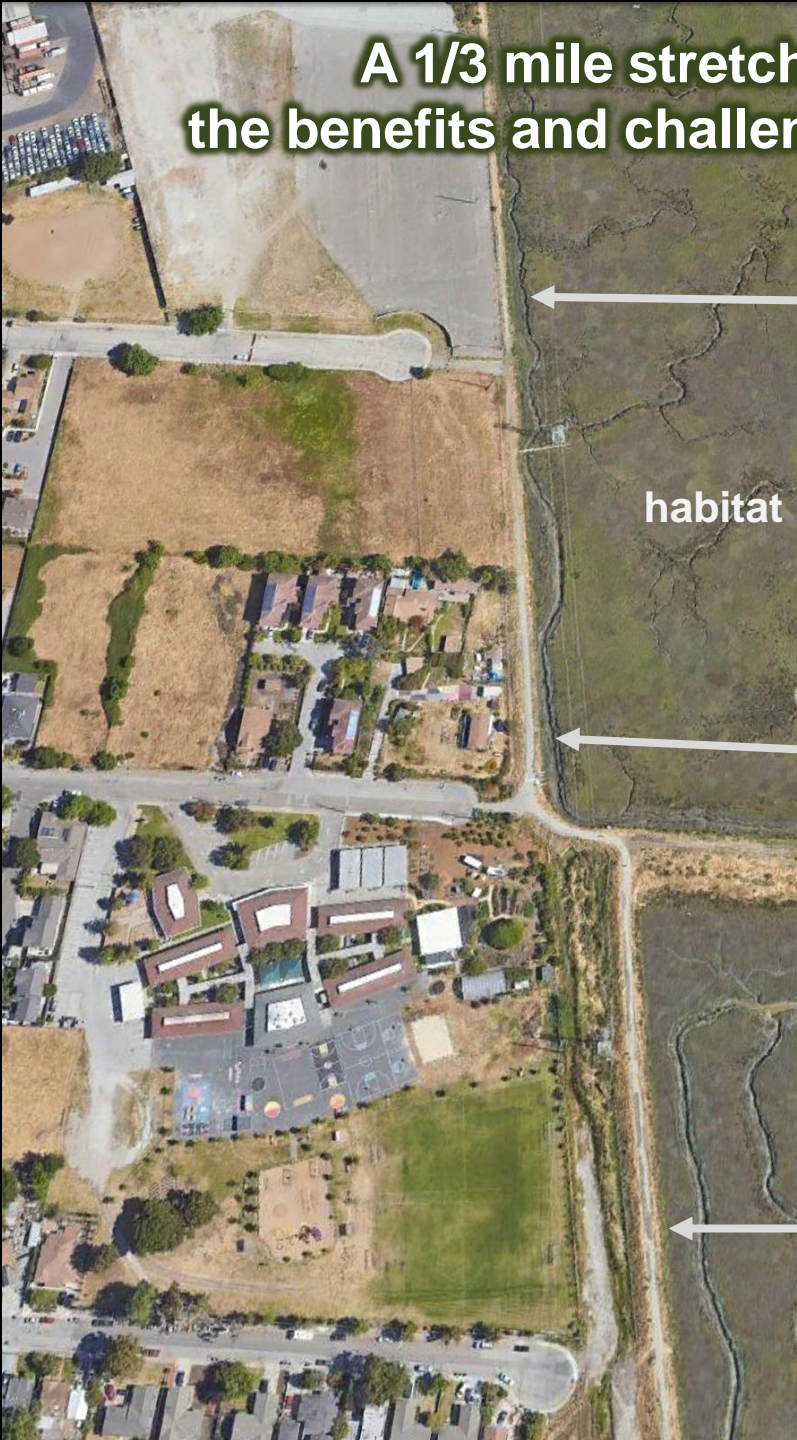
FEMA floodplain map for East Palo Alto



SAFER Bay project, Phase 1
 Continue north on shoreline to:

- Protect over 1,600 properties
- Restore 600+ acres to marsh

A 1/3 mile stretch of this project demonstrates the benefits and challenges of SLR projects in the Bay Area



habitat



business development

Bay Trail



housing



infrastructure



Tara St.

Bay Road





Dumbarton Br.

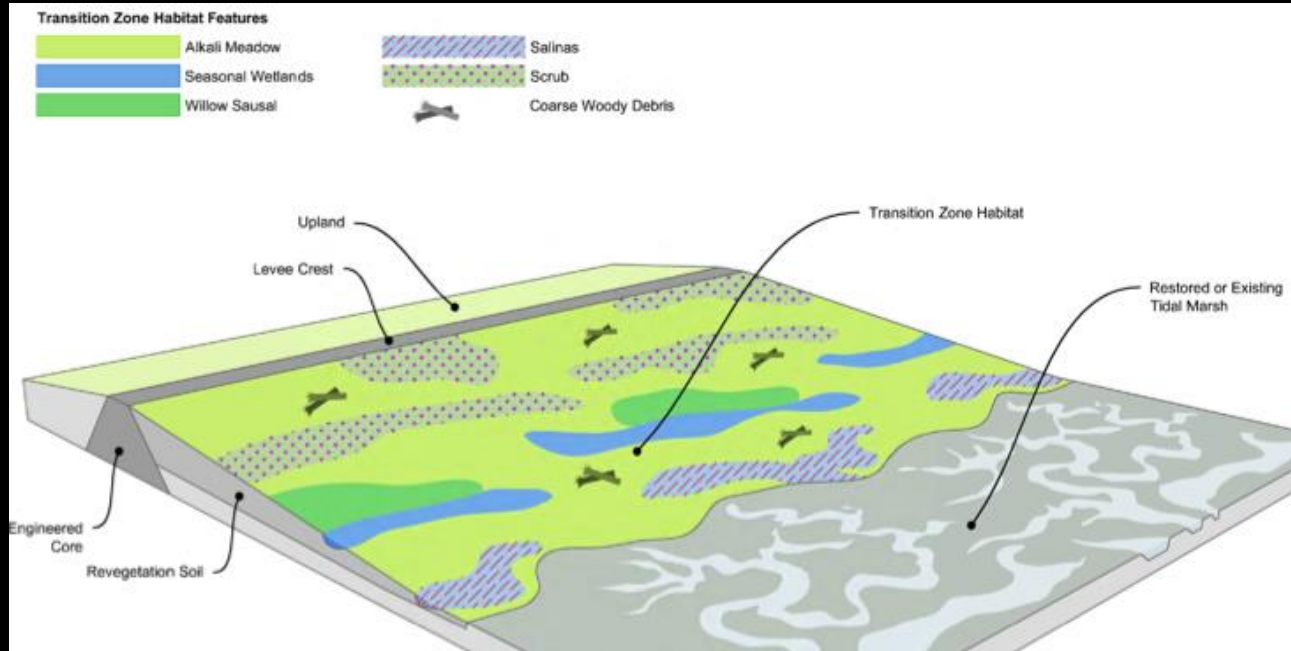
PG&E

f

Nature based flood protection

A horizontal levee:

- creates habitat zones to sustain levee & marsh
- captures & stores carbon
- may cost less



In 2017, we constructed a small horizontal levee into the marsh north of San Francisquito Creek.

Challenges: finding right soil, regulatory approval



SAFER Bay Task Order 3 highlights

Deliverables:

- **Collect property, utility, habitat, geotechnical, and interior drainage data to enable the completion of:**
 - **30% design of 1.3 mile Bay levee from Bay-Hwy. 101 project terminus at O'Connor St. to north end of Tara St.**
 - **30% design of 1.1 mile levee between former salt pond and Highway 84 / PG&E Ravenswood Electrical Substation**
 - **Draft CEQA Project Description**
- **Grant support**

Funding from:

- **FEMA (through CalOES) – 75%**
- **City of East Palo Alto – 23.8% (anticipated to be offset by future grants)**
- **City of Menlo Park, State, US Fish & Wildlife Service – 1.2%**



SAFER Bay Task Order 3 highlights

Task Order 3 is enabled by Nov. 2013 Master Service Agreement

- HDR is lead consultant / engineering design, ESA is CEQA consultant, HT Harvey is ecological consultant
- MSA allows for up to \$4.3 million for planning and design of entire shoreline; MSA should be updated to include the FEMA grant and define Palo Alto shoreline plan
- The FEMA grant allows \$3.65 million for planning and design of two levee segments included in Task Order 3.

Task Order 3 new Not-To-Exceed amount: \$1,290,000

Agenda Item 6:

BOARD MEMBER COMMENTS

*Non-agendized requests or announcements;
no action may be taken.*

Agenda Item 7:

CLOSED SESSION

**Performance Evaluation of Executive Director
pursuant to Government Code Section 54957**

Agenda Item 8:

CLOSED SESSION

**Conference with Labor Negotiators pursuant to Gov't Code Section 54957.6
SFCJPA Designated Representatives: Ruben Abrica & Drew Combs,
Unrepresented Employee: Executive Director**



NEXT BOARD MEETING

Thursday, May 23, 2019

3:30 p.m.

East Palo Alto City Council Chambers

Creek flows before and after project is built

San Francisquito Creek Joint Powers Authority

Hydrology and Water Resources

Table 3.8-1. Approximate Flows during 1998 and Modeled 100-year Storms, and Bridge and Creek Capacities Now and After the Proposed Project is Built (maximum flow reaching area is 7,500 cfs)

Bridge Location	Approximate Storm Event Flows (in cfs) ¹		Bridge and Adjacent Creek Minimum Capacity (cfs)	
	1998 flood	100-year	Existing	Post-Project
Pope-Chaucer Streets	7,380	8,150	5,800	7,500
University Avenue	7,440	8,250	6,800	7,500
Newell Road	7,490	8,310	6,600	7,500
U.S. Highway 101 ³	7,550	8,410	>8,000	9,400

Sources: USACE 2009, 2011; Valley Water 2016; Caltrans 2017.

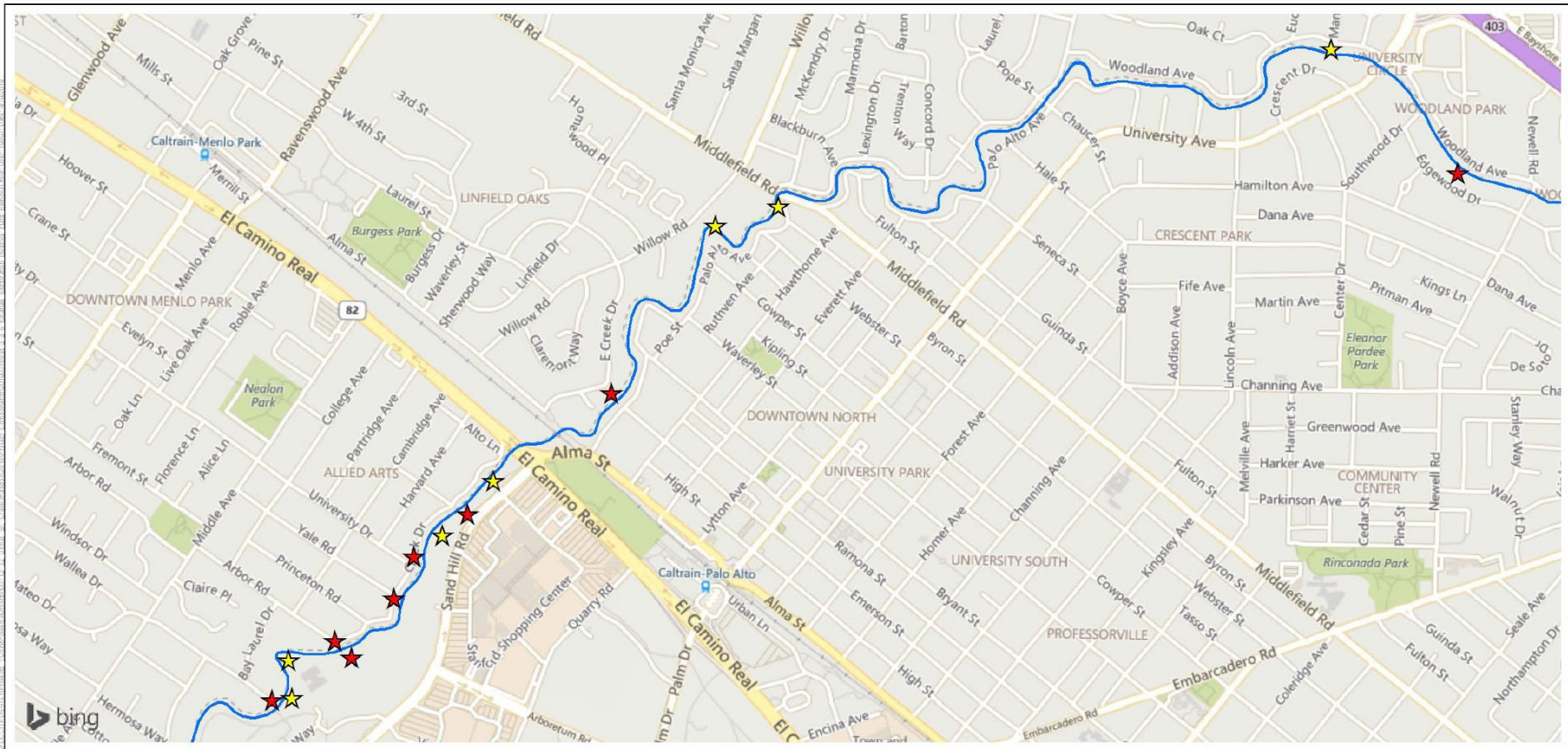
cfs = cubic feet per section

¹ The storm event flow values for the bridges at University Avenue and Newell Road are interpolated based on the values at the Pope-Chaucer Streets and U.S. Highway 101 bridges.

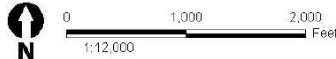
² The capacity of the creek adjacent to each bridge assumes no obstruction from that existing bridge.

³ Refers to the three connected bridges at U.S. Highway 101, East Bayshore Road, and West Bayshore Road.

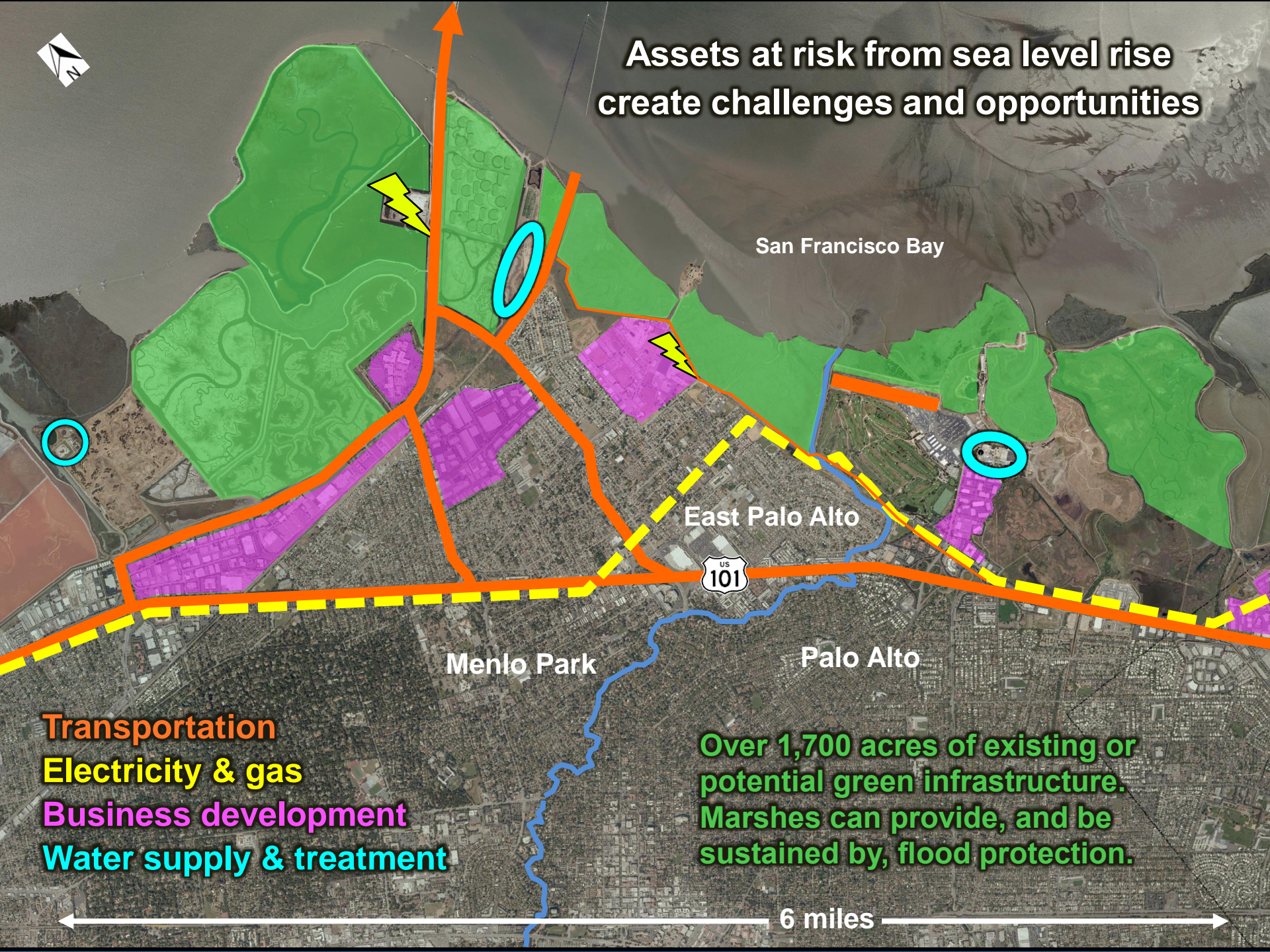
Opportunities to enhance / restore creek



- Legend**
- ★ Identified Area with Significant Invasive Species
 - ★ Identified Area for Potential Riparian Enhancement/Restoration
 - San Francisco Creek



Assets at risk from sea level rise create challenges and opportunities



San Francisco Bay

East Palo Alto

Menlo Park

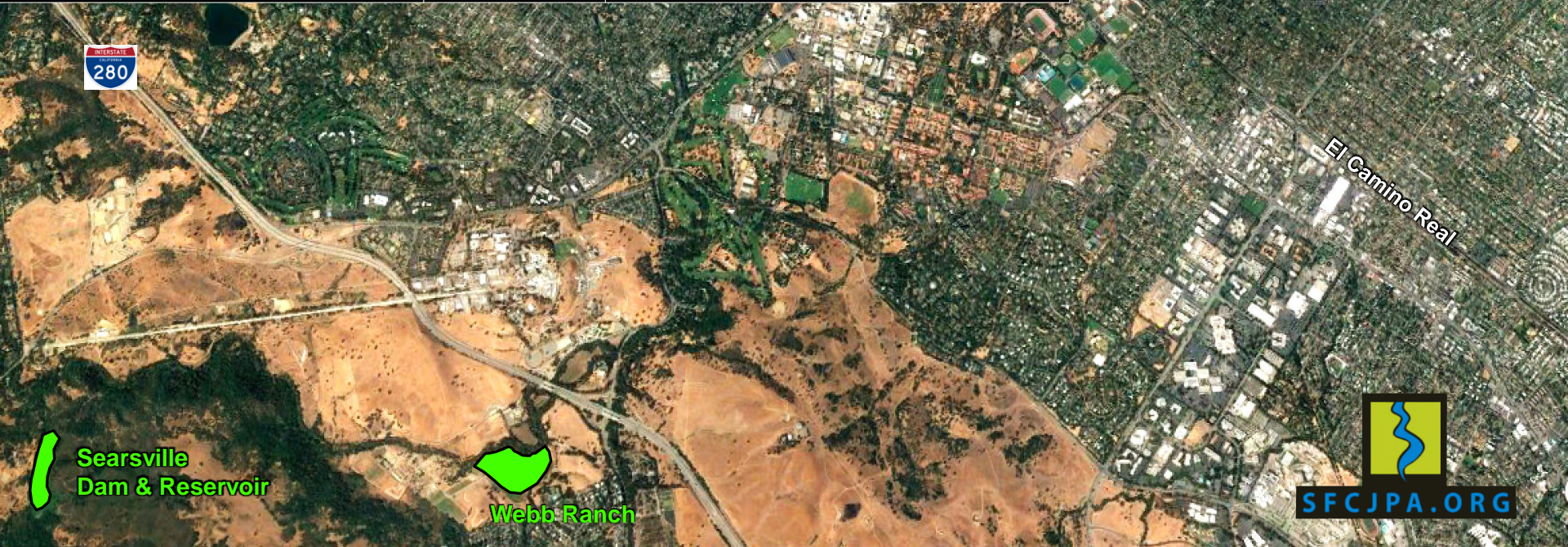
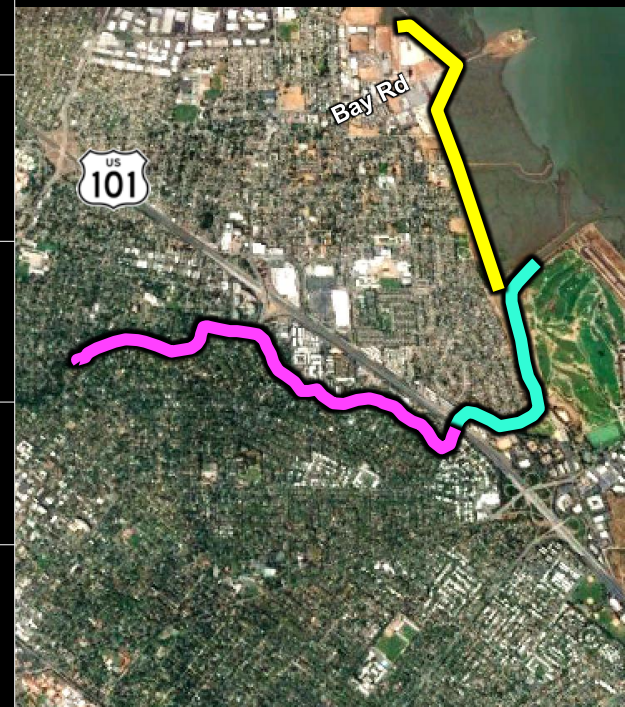
Palo Alto

Transportation
Electricity & gas
Business development
Water supply & treatment

Over 1,700 acres of existing or potential green infrastructure. Marshes can provide, and be sustained by, flood protection.

6 miles

Flood protection objective	Project completion	Comments
Between Bay-Hwy. 101, max creek flow w/ sea level 10 feet above current high tide	Nov. 2018	Parcels adjacent to the Creek would remain in Bay floodplain.
Upstream of Hwy. 101, a 70-year creek flow (1998 flood of record)	Dec. 2022	Now floods above a 22-yr flow. 70-yr = st. flooding @ Middlefield
Along Bay shoreline, a sea level ~ 9 feet above current high tide	Unknown	Possible 1 st phase of SAFER Bay – Creek to Tara St – built by 2022
Upstream of Hwy. 101, a 100-yr. flow (eliminate FEMA floodplain)	After 2023	Stanford modifies Searsville Dam, <u>or</u> JPA builds Webb Ranch basin



Every alternative upstream of Hwy. 101 includes widening the Palo Alto creek bank on the upstream side of the highway frontage road (W. Bayshore) to align with and take advantage of the Bay-Hwy. 101 project downstream



**Between W. Bayshore and Euclid Ave,
the preferred alternative also:**

- **increases creek capacity**
- **reduces concrete in the channel**
- **strengthens creek bank behind homes**



BIG PICTURE: S.F. Bay–Pope-Chaucer Bridge Projects	Estimated Amount
S.F. Bay – Highway 101 ¹	\$76,277,000
Upstream of Hwy. 101 (replace Pope-Chaucer, Newell, widen channel) ²	\$34,270,000
Total Estimated Costs	\$110,547,000
Total funds available as of October 2018 ³	\$97,777,000
Funding needed to construct Upstream of Hwy. 101 ⁴	\$12,770,000

¹ Includes creek widening, floodwalls, levees, utilities, mitigations and Highway 101

² Assumes 25% contingency and 15% construction management costs

³ Assumes Caltrans Newell grant continues, CalOES FEMA second grant approved

⁴ Assumes \$1 million for Bay-Hwy. 101 and \$11.77 million for Upstream of Hwy. 101

- Costs above Funding Agreement for Bay-Hwy. 101 project**
 - + Costs to monitor, report and maintain Bay-101 restoration for years 2-10 (year 1 from Prop. 84 grant)**
 - + Costs to implement the Upstream of Hwy. 101 project selected for construction in EIR**
-

Comprehensive Agreement costs

Current funding provided by SCVWD and external grants

Potentially funded by: external grants, new finance district, Corps of Engineers, Member Agencies, private interests



Options to raise funds for construction by mid-2020

1. External grants

(2 grant apps to CalOES totaling \$8M, Prop. 1, 2018 statewide bond measures)

2. Contributions from SFCJPA Member Agencies

(of the committed \$56.4M from local agencies & grants, \$4.5M is from 3 cities and SMCFCFD)

3. Bond financing through:

- **Special Tax District** (~12 mo. post-decision, ~6 mo. Board/hearing/election process)
- **Assessment District** (~12 mo. post-decision, ~3 mo. Board/hearing/election process)
- **General Obligation Bonds** (by SFCJPA members, not JPA)
- **Enhanced Infrastructure Financing District** (at least one year)

4. Corps of Engineers (Feasibility Study/EIS to be released within two months)

5. Large private developers (cash/land contribution, or by assessment district)

6. Aggregated private flood insurance