

**San Francisquito Creek Joint Powers Authority**

**October 22, 2009 Board Meeting**

**Agenda Item 7**

**Informational Items**

a) Federal and State Government Updates

At the September 24, 2009 Board meeting, Executive Director Len Materman discussed the JPA's request to Congresswoman Eshoo that the downstream project be included in the 2010 Water Resources Development Act (WRDA) so that it may become authorized and thus eligible for federal funding. The following week, that request was submitted, along the letter of support approved by a unanimous Board.

Just prior to the September Board meeting, the JPA received word that we should expect a 2010 federal appropriation for the Corps Feasibility Study of \$179,000, despite a more intensive communication campaign by local residents, and JPA Board members and staff. With this appropriation and local matching funds from both the 2009 and 2010 fiscal years, we have approximately \$540,000 to dedicate to the Feasibility Study between now and late next year.

We are concentrating this spending on Study tasks that will also serve to advance our capital project downstream of Highway 101, as well as our discussions with Caltrans and our plans between Middlefield and Highway 101. Thus, in this way, the federal government is, in fact, paying for one-half the cost of a number of studies that directly benefit our so-called early implementation projects.

Since the beginning of the Feasibility Study in 2005, the average annual federal appropriation to the Corps for the Study has been \$192,000. Should it continue at this rate, the Feasibility Study would not be complete until approximately 2020, with federally funded construction beginning in approximately 2025. This is unacceptable to the local communities.

Since the September Board meeting, Len Materman has discussed the JPA's federal government appropriations history and current advocacy activities with senior Corps staff in San Francisco, and with lobbying firms and individuals familiar with JPA projects and with federal support for water issues in general. It is clear that making progress on the JPA's goal of making people safer requires a multi-pronged effort of advancing locally funded capital projects and advancing the Corps Feasibility Study so that the Study tasks can contribute towards the planning of JPA capital projects. Key elements of this strategy are to use existing local funding to continue our "march upstream" of capital improvements, and to raise additional local funding to accomplish that. Over the next few months, the Board will discuss both of these strategies in detail.

Regarding the Caltrans project, since the September Board meeting, JPA staff had two conference calls with Caltrans staff, and we are working closely with them so that our project outcomes and schedules are seamless. The status of their project to replace the U.S. 101 and East Bayshore Road span, and the West Bayshore Road structure, and alter both to accommodate additional flow (able to pass a 100-year flow during mean high tide), is as follows:

- By February 2011, Caltrans intends to complete its Environmental Document that will assess the environmental impacts of their project;
- The \$6.3 million in funding needed to replace the U.S. 101/East Bayshore Rd. span is in place; and
- In April 2010, Caltrans will know if funding for the construction of West Bayshore Road is available.

b) Board Meeting Schedule

The November and December JPA Board meetings are on the **third** Thursday of those months due to the Thanksgiving and Christmas Eve holidays. This agenda item is to call this fact to the attention of Board members, and discuss the agendas for these meetings.