Attachment 9. Program Preferences

Overview

The Project meets 6 of the 8 Program Preferences and five of the Statewide Priorities identified in the Proposition 84 and Proposition 1E IRWM Guidelines. This attachment details the specific Program Preferences and Statewide Priorities that are met by the Project, the certainty that the Proposal will meet the Program Preferences, and the breadth and magnitude to which the Program Preferences will be met. Table 9-1, below, identifies the Program Preferences which the Project will assist in meeting.

Table 9-1. Program Preferences Met by Project

Project	Program Preferences							
	Include Regional Projects or Programs	Integrates Projects Within an Identified Region or IRWM Sub-region	Effectively resolves Significant Water-related Conflicts within or between Regions	Contribute to Attainment of One or More CALFED Objectives	Address Critical Water Supply or Quality Needs of DAC	Integrates Water Manage-ment with Land Use Planning	Not Receiving State flood funding and provides multiple benefits	Address Statewide Priorities
San Francisquito Creek Flood Protection Project	✓	✓		✓		✓	✓	✓

In addition, this project will assist in achieving the following Statewide Priorities.

Table 9-2. Statewide Priorities Met by Project

Project	Assists in Meeting Statewide Priorities							
	Drought Prepared-ness	Use and Reuse Water More Efficiently	Climate Change Response Actions	Expand Environ-mental Stewardship	Practice Integrated Flood Manage-ment	Protect Surface Water Quality	Improve Tribal Water and Natural Resources	Ensure Equitable Distribution of Benefits
San Francisquito Creek Flood Protection Project			✓	✓	✓	✓		✓

Program Preferences Achieved by Proposal

As described above, the proposed project will assist in achieving the following Program Preferences:

- Regional Projects or Programs
- Integrates Projects Within an Identified Region or IRWM Sub-region
- Contribute to Attainment of One or More CALFED Objectives
- Integrates Water Management with Land Use Planning
- Not Receiving State Funding and Provides Multiple Benefits
- Address Statewide Priorities

The manner in which the project will address each program preference is discussed below.

Include Regional Projects or Programs

This Project is a regional Project and part of a regional program, as discussed below.

- **Part of a Regional Program:** In November 2000, the voters of Santa Clara County approved the Clean, Safe Creeks, and Natural Flood Protection Program (CSC Program), which provides funding to improve flood and erosion protection for channels and creeks within the Santa Clara

Valley Water District's (District) jurisdiction. As part of this program, the District initiated the Project to address flooding problems, potentially improve water quality, potentially restore habitat areas, and provide recreation opportunities. The District completed flood protection and erosion protection projects on San Francisquito Creek in 1955, 1958, 1969, and 2003. Erosion along the creek, which is influenced by Searsville Dam, is common and flooding along the creek has occurred in 1955, 1958, 1982, 2002 and 2005. The mission of the District is a healthy, safe, and enhanced quality of living in Santa Clara County through watershed stewardship and comprehensive management of water resources in a practical, cost-effective, and environmentally sensitive manner. This project is an integral component of the District's regional flood control program.

- **Meets California Water Code (section 10537) definition of a "Regional" Project:** The California Water Code defines a regional project as any project in an Integrated Regional Water Management (IRWM) Plan that accomplishes any of the following : (a) reduced water demand; (b) increased water supplies for beneficial use; (c) Improve operational efficiency/reliability; (d) Improve water quality; (e) Improve resource stewardship; and (f) Improve flood management. This Project will improve operational efficiency for the Santa Clara valley Water District's (District's) flood control operations, improve water quality by reducing sediment loading, improve resources stewardship by improving water quality for habitat and ecosystem function, and improve flood management.
- **Identified in the Bay Area IRWM Plan:** The proposed project has been listed and described in the IRWM Plan since its inception when it was adopted by most participating agencies in late 2006. The proposed project was updated and submitted in September 2013 for the Bay Area IRWM Plan Update. On January 28, 2013, the Bay Area IRWM Plan Coordinating Committee, following the procedures outlined in Section G.1.3 of the Bay Area IRWM Plan and more refined later with the creation of the Project Selection Committee, voted to include the list of projects for the Plan Update in the existing IRWM Plan. The list is an updated Appendix G, New Projects Added to the IRWMP dated January 28, 2013, and may be found at the following link: http://bairwmp.org/plan/Appendix G - New Projects Added to IRWMP for Jan 28-2013 CC.pdf. The proposed project is Number 284 on Page 5 of 7.

Integrates Projects Within An Identified Region or IRWM Sub-Region

The Project is an integral component of the District's regional flood control program, and is designed to integrate with other program projects. In addition, providing effective flood protection requires the Project to function as part of an integrated whole with other projects currently being implemented and / or proposed for the watershed. Attachment 7 summarizes related projects and studies with which the San Francisquito Creek Flood protection Project integrates, including the following.

- **San Francisquito Creek General Investigation Study:** The San Francisquito Creek Feasibility Study is a congressionally authorized feasibility study conducted by the U.S. Army Corps of Engineers (Corps), with the San Francisquito Creek Joint Power Authority (JPA) as the local sponsor. This study will determine the feasibility of a federally funded project to reduce flood damages, restore ecosystems and create recreational opportunities within the San Francisquito Creek watershed. Many of the tasks being completed for the feasibility study are informing the planning of capital projects on which the JPA and its member agencies may begin construction ahead of final federal appropriations for the feasibility study. These capital projects will be considered elements of the preferred plan, and will be eligible for future federal credit against final construction costs of the preferred plan.
- **Early Implementation Project:** The Early Implementation Project (EIP) was initiated by the JPA to provide a limited flood damage reduction effort as an interim measure to the U.S. Army Corps of Engineers San Francisquito Creek General Investigation Study. The EIP project will complete

design 2012. This project is supported by the District's Early Implementation Flood Protection Project (project number 26284002).

- **Caltrans Highway 101 Project:** The California Department of Transportation (Caltrans) is currently planning and designing a project to replace the U.S. Route 101 (and frontage roads) crossing over San Francisquito Creek to improve traffic flow. Caltrans will coordinate with the JPA so that the U.S. Route 101 bridge structure will match JPA improvements for the channel to provide flood protection, should a one-percent flow event occur at the same time as a high-tide event (JPA, 2011). Construction is scheduled to begin in 2013. The JPA will be responsible for designing and constructing the inlet from the creek at the upstream face of West Bayshore Road and the downstream face of East Bayshore Road.
- **Upstream of U.S. Highway 101 Project:** Since the fall of 2009, the JPA and the District have been analyzing capital improvements necessary to provide one-percent flood protection for the flood prone reach of San Francisquito Creek upstream of U.S. Highway 101. Creek capacity improvements being analyzed include bridge replacement, channel widening and naturalization, floodwall construction or enhancement, a bypass culvert, and an upstream detention facility. It is likely that a suite of these alternatives will be required to address the flooding problem.
- **South San Francisco Bay Shoreline Study:** The South San Francisco Bay Shoreline Study (Shoreline Study) is a congressionally-authorized study being performed by the District with the Corps and other local sponsors to identify and recommend, for Federal funding, one or more projects for flood damage reduction, ecosystem restoration and related purposes such as public access. The Shoreline Study will be funded through a partnership among the District, the Corps, and the Conservancy. The U.S. Fish and Wildlife Service, the State Department of Fish and Game and the City of San Jose are also involved in the planning process.
- **South Bay Salt Pond Restoration Project:** The South Bay Salt Pond Restoration Project (SBSP Project) is a currently active project encompassing approximately 15,100 acres of former salt ponds located around the edge of South San Francisco Bay. The SBSP Project is led by the California State Coastal Conservancy (Conservancy), the U.S. Fish and Wildlife, and the California Department of Fish and Game. The SBSP Project is the largest wetlands restoration project on the West Coast of the United States. The SBSP Project is intended to restore and enhance wetlands in South San Francisco Bay while providing for flood management and wildlife-oriented public access and recreation.
- **Bay Division Pipeline Reliability Upgrade Project:** The San Francisco Public Utilities Commission (SFPUC) is undertaking a water system improvements project to upgrade major distribution pipelines and bore a new tunnel under San Francisco Bay to carry Hetch Hetchy water to over 2.5 million residents in Alameda, Santa Clara, San Mateo, and San Francisco counties. The Bay Division Pipeline Reliability Upgrade Project is among the largest of the SFPUC Water System Improvement Program projects to seismically upgrade, repair, and replace the aging Hetch Hetchy water system. The pipeline will replace the current Bay Division Pipelines 1 and 2, between Fremont and Redwood City, and Bay Division Pipelines 3 and 4, through the South Bay and Silicon Valley. The pipeline is planned to begin at the Irvington Portal in Fremont, pass through Don Edwards San Francisco Bay National Wildlife Refuge (Refuge), and end at the Bay Peninsula, with a tunnel segment under San Francisco Bay beneath Menlo Park. The 5-mile-long portion of the proposed tunnel under San Francisco Bay and adjacent marshlands is referred to as the "Bay Tunnel" project. The project Notice of Preparation (NOP) was released in 2006 and construction is scheduled to be completed in 2015 (SFPUC, 2008).
- **Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan:** The U.S. Fish and Wildlife Service (USFWS) is initiating the planning process for preparation of a comprehensive conservation plan (CCP) for the Refuge. The Refuge comprises approximately 30,000 acres of tidal wetland, mudflat, salt pond, seasonal wetland, upland grassland, and

subtidal habitat bordering portions of Alameda, Santa Clara, and San Mateo counties in the South Bay. It is one of the seven refuges within the San Francisco Bay National Wildlife Refuge Complex. Several Federally listed species and state species of concern use the Refuge, and it is also a significant Pacific Flyway stopover for migratory waterfowl and shorebirds.

- **East Palo Alto Bay Access Master Plan:** Created by the City of East Palo Alto Redevelopment Agency, the East Palo Alto Bay Access Master Plan (BAMP) was designed to organize a vision for San Francisco Bay access and future development of the Ravenswood Business District (RBD). Its direction is a guide for East Palo Alto policy makers and the Bay Conservation Development Commission (BCDC). BAMP includes plans for a series of San Francisco Bay pocket parks that are connected by pedestrian trails. The three main goals of BAMP are to assist BCDC by prioritizing San Francisco Bay access and RBD projects to reflect the needs of East Palo Alto residents, provide guidance to policy makers who are analyzing and shaping projects and plans along San Francisco Bay and within the RBD, and create a vision of an open space "emerald necklace" that will make RBD-planned new office space and communities more attractive and desirable. Because the BAMP is a conceptual planning document only, it is exempt from National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), (City of East Palo Alto Redevelopment Agency, 2007).
- **Palo Alto Emergency Water Supply Project:** The California Department of Health Services designated the City of Palo Alto as not having the recommended amount of water supply for emergency water situations. The Palo Alto Emergency Water Supply Project was led by the City of Palo Alto to address the deficiency in the city's emergency water supply. The Hetch Hetchy aqueduct system provides 100 percent of the City of Palo Alto's water supply. Specific project goals included allocatio of a stand-alone emergency water system, 8-hour supply of maximum-day water demand for all areas during an emergency shutdown of the Hetch Hetchy system, maintaining city fire system reserves, and possible water supply supplementation for drought needs. To achieve these goals, the project included the following actions: rehabilitating existing city wells, constructing new wells, constructing a new 2.5-million-gallon (MG) water storage reservoir and pump station, and altering the existing Mayfield Pump Station. The project NOP was released in 2006 and project construction was completed in 2010 (City of Palo Alto, 2010a).
- **San Francisco Bay Area Regional Rail Plan:** The San Francisco Bay Area Regional Rail Plan was a joint effort, created by the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the Bay Area Rapid Transit District (BART), and the California High-Speed Rail Authority (CHSRA). The plan was finalized in September 2007 and includes a long-range vision for improving and expanding the passenger rail system in the San Francisco Bay Area (Bay Area) to address travel demands and an anticipated population growth in the region of 40 percent by 2050. This population growth will place tremendous pressure on the existing transportation network. Specific plans include construction of a rail network that connects San Francisco, Oakland, and San Jose, using Caltrain and BART as the network's backbone. The plan NOI/NOP was released in 2005. Overall, the plan reviewed improvements and extensions of railroad, rapid transit, and high-speed rail services for the near term (5 to 10 years), intermediate term (10 to 25 years), and long term (25 years and beyond).
- **Stanford University Habitat Conservation Plan:** Stanford University, in partnership with USFWS and the National Marine Fisheries Service (NMFS), developed a habitat conservation plan (HCP) for Stanford University lands in April 2010. The HCP is intended to ensure the land's long-term protection of endangered species as the university grows, and includes concentrated conservation efforts in high-priority areas, long-term habitat protection, restoration and protection of riparian areas, habitat enhancement, implementation of a conservation credit system, and monitoring and adaptive management practices. The HCP NOI was released in 2006 and implementation of the HCP began in 2009.

- **Steelhead Habitat Enhancement Project:** Stanford University HCP actions for structural modifications and operational changes to the Los Trancos Creek and San Francisquito Creek Pumping Station diversions, and accompanying maintenance to restore storage capacity at Felt Reservoir, are known as the Steelhead Habitat Enhancement Project (SHEP). Design for the proposed modifications and operating protocols for SHEP were finalized by Stanford, in consultation with the California Department of Fish and Game (DFG), and NFMS. NMFS issued a Biological Opinion (BO) to the Corps for the project in April 2008, and the CEQA process was completed in August 2008. Construction of SHEP was completed in late 2009. The new protocols substantially increase flows through the fish ladder, which enhances conditions for steelhead migration and spawning. These enhancements also accommodate the upstream and downstream movement of juvenile steelhead.
- **Interim Flood Channel Improvements:** San Francisquito Creek overtopped its banks and caused severe flood damages at numerous locations in 1955. Local areas suffered flooding again in 1958 when an earthen levee failed and creek flows inundated the Palo Alto Golf Course and Airport. As a result of these flood events, the District and SMCFCD partnered to construct "Interim Flood Channel Improvements" along San Francisquito Creek. These improvements are described below.
    - *Interim Flood Channel Improvements, 1955:* After the 1955 flood, the District lined approximately 800 linear feet of the south bank in Santa Clara County with sacked concrete upstream of Highway 101; in Reach 2 between Highway 101 and Newell Road.
    - *Interim Flood Channel Improvements, 1958:* Following the floods of 1958, the District constructed about 800 linear feet of low berm along the south bank which was previously lined with sacked concrete in 1955. The District also placed approximately 2,200 linear feet of sacked concrete along the south bank between this berm and the bridge at Newell Road. In the same year, the SMCFCD constructed low floodwalls along Woodland Avenue in Menlo Park in San Mateo County, upstream of Highway 101. Also in 1958, Reach 1 was excavated, graded, and widened in a cooperative effort between the District and the SMCFCD. Levees were repaired and improved to carry a design flow of 7,100 cfs with 1.5 to 2 feet of freeboard.
    - *Interim Flood Channel Improvements, 1969:* In 1969, "Interim Flood Control Measures" were implemented in Reach 2 between Highway 101 and Middlefield Road, in a cooperative effort between the SMCFCD and the District. The project included the installation of low berms at Middlefield Road and Pope/Chaucer Street bridges, and intermittent sacked concrete revetment and low floodwalls along both banks from approximately 1,200 feet upstream of University Avenue to Highway 101. The improvements were designed to increase the capacity of San Francisquito Creek to 6,000 cfs. It is not known if design freeboard was provided. The project was designed as an interim measure to reduce residential flooding while a permanent solution was to be studied and implemented.
- **San Francisquito Creek Levee Project, 2003:** In 2003, members of the JPA completed a levee restoration project in Reach 1. The primary objectives of the project were to partially restore the original level of flood protection to the area downstream of Highway 101 by restoring the levees to their 1958 elevations and to provide supplemental flood protection to the area until a comprehensive multiyear planning study could be completed for the entire watershed. In addition to levee improvements in Reach 1, the project also constructed approximately 1,000 linear feet of concrete floodwall extending upstream from West Bayshore Road along the Santa Clara County side of Reach 2.

The San Francisquito Creek Flood Protection Project, and all of the projects identified above, are located within Northern Santa Clara County, which has been identified as a sub-Region of the San Francisco Bay

Area IRWM Plan. As discussed previously, the Project has been identified as contributing to several Bay Area IRWM Plan goals and objectives through the Southern Subregion (located in Northern Santa Clara County).

Contributes to Attainment of One or More CALFED Objectives

The Project contributes to the attainment of two CALFED Bay-Delta Program objectives – the water quality and ecosystem restoration objectives. In fact, the two objectives are integrated, with ecosystem restoration generating water quality improvements. The CALFED water quality objective is met because the Project improves the hydrologic function of San Francisquito Creek by controlling excessive in-stream erosion and sedimentation, establishing and expanding the existing riparian corridor. The Project contributes significantly to ecosystem restoration as it employs sediment removal, vegetation management, bank protection, natural channel formation, and creation of habitat acreages for emergent wetlands, open water/emergent wetlands, riparian habitat, and uplands. The project will remove 234 cubic yards of concrete, enabling establishment of native vegetation, and it will reduce channel velocities during the 50-year event, enhancing fish passage. San Francisquito Creek empties into the San Francisco Bay, which is part of the CALFED Program area**.**

Integrates Water Management with Land Use Planning

The Project will restore or create new sidewalks and bicycle paths along approximately 400 feet of bridges, improving public access and providing a recreation benefit. In addition, the Palo Alto Comprehensive Plan and East Palo Alto General Plan include natural flood protection objectives. For example, Goal N-2 of the Palo Alto Comprehensive Plan (Conservation of Creeks and Riparian Areas as Open Space Amenities, Natural Habitat Areas, and Elements of Community Design) notes the need to conserve pristine riparian corridors; re-establish corridors that have been diminished by flood control culverts, concrete channels, and other disturbances; and prevent further degradation of the creek environment while balancing creek conservation with public safety needs, particularly flood control. East Palo Alto's General Plan Land Use Goal 4.0 deals with providing effective coordination with public facilities and service providers to address the issue need for public facilities and services, including flood protection. It includes a specific goal (4.2) related to participating with other public agencies providing facilities and services in East Palo Alto in cooperative efforts to address important regional issues. This Project will directly assist in achieving the objectives of these local land use plans by providing integrated flood protection benefits to the Palo Alto and East Palo Alto areas.

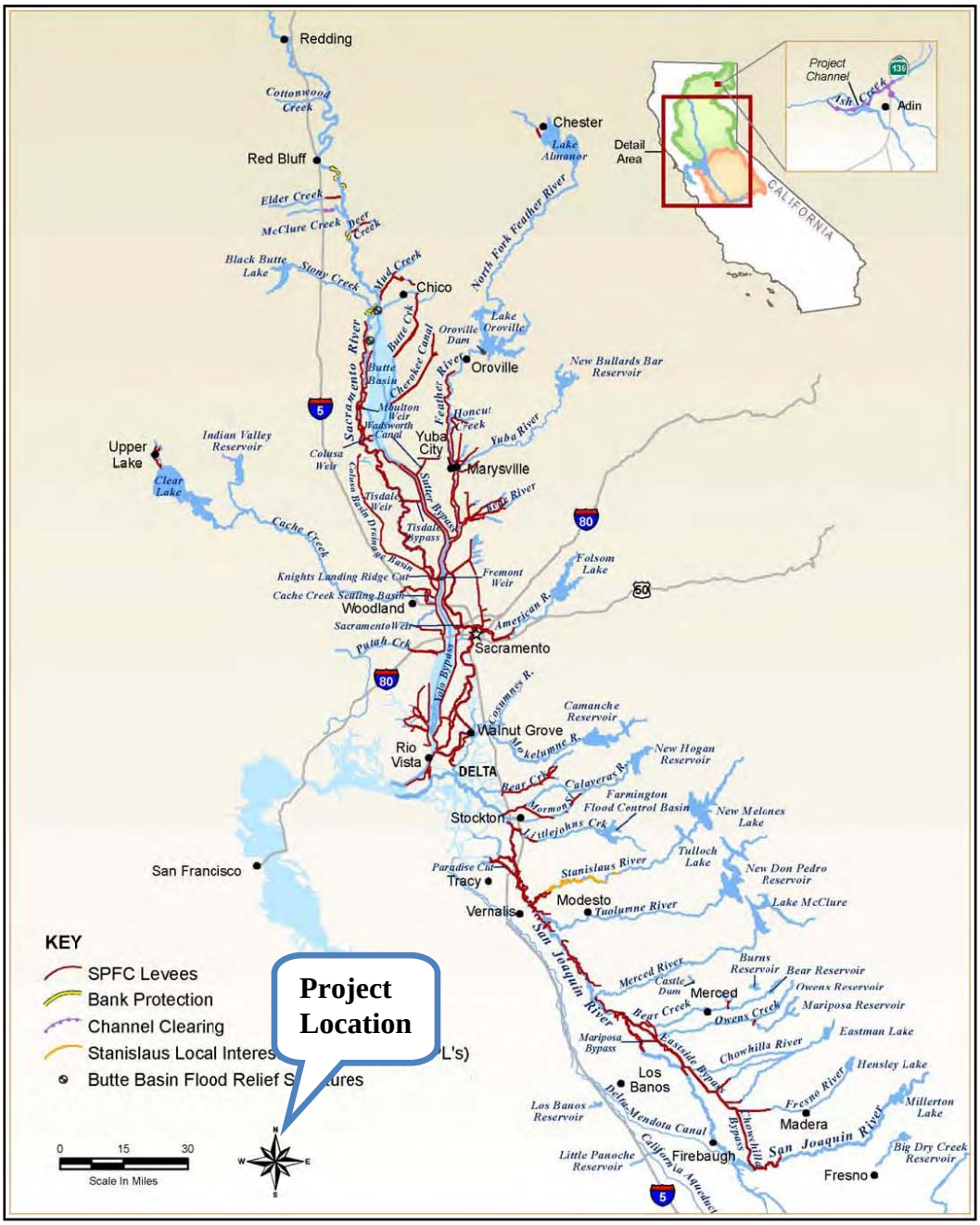
Not Receiving State Flood Protection Funding and Provides Multiple Benefits

The Project is eligible for funding as the Bay Area IRWM Region was approved through the Regional Acceptance Process. The Project is part of the Bay Area Integrated Regional Water Management Plan. The applicant, the San Francisquito Creek Joint Powers Authority, is not a water supplier and is therefore not required to complete an Urban Water Management Plan or to comply with AB 1420 or CWC 10920. The Project is not receiving State funding for flood control.

The Project is eligible for SWFM funding because:

- The Project is included in the adopted Bay Area IRWM Plan, which addresses all the Plan Standards, as listed in the IRWM Guidelines that were final at the time of the RWMG's adoption (i.e., Proposition 50 Guidelines)
- The IRWM Plan, adopted by the RWMG, has also been adopted by the applicant (San Francisquito Creek Joint Powers Authority)
- The project is not part of the State Plan Flood Control (SPFC), as shown in Figure 9-1.
- The project is designed to manage stormwater runoff and reduce flood damage.
- The project yields multiple benefits including water quality improvements, habitat enhancement, and recreation / public access.
- The project is consistent with the applicable regional Water Quality Control Plan to manage stormwater runoff to reduce flood damages.

Figure 9-1. Location of San Francisquito Creek Flood Protection Project Outside the State Plan of Flood Control



In addition to providing flood protection benefits, the Project will provide the following additional benefits, as discussed in Attachments 3, 7 and 8:

- Reduce Sedimentation and Erosion: As discussed in Attachment 7, the Project will reduce sedimentation by up to 1,700 cubic yards per year.
- Improve Water Quality: The banks of San Francisquito Creek are currently subject to significant erosion and sedimentation, which degrades the overall water quality of the creeks. Implementation of this Project will result in reduced sedimentation and erosion and will therefore improve water quality.

- Restore and Protect Habitat: The proposed improvements will result in removal of 234 cubic yards of concrete and a 52 percent reduction in average channel velocity during the 50-year storm event, enhancing fish passage.
- Improve Maintenance Capabilities: By reducing sedimentation, the project will reduce maintenance requirements.
- Expand Access/Recreation Opportunities: The Project will restore or create up to 400 feet of new sidewalks and bicycle paths, improving access and providing enhanced recreation opportunities.

Addresses Statewide Priorities

The Project addresses numerous Statewide Priorities as identified on page 13 of the Propositions 84 and 1E Guidelines. Table 9-2 below graphically illustrates the Statewide Priorities addressed by the Project.

Table 9-2. Addressing Statewide Priorities

Project	Assists in Meeting Statewide Priorities							
	Drought Prepared-ness	Use and Reuse Water More Efficiently	Climate Change Response Actions	Expand Environ-mental Stewardship	Practice Integrated Flood Manage-ment	Protect Surface Water Quality	Improve Tribal Water and Natural Resources	Ensure Equitable Distribution of Benefits
San Francisquito Creek Flood Protection Project			✓	✓	✓	✓		

The Project addresses six Statewide Priorities:

- **Climate Change Response Actions** – The Project was designed to consider the impact of rising sea level projected to occur as a result of climate change, in accordance with EC 1165-2-211 (1 July 2009), which mandates the consideration of various future sea level rise scenarios in the Corps' planning process. As such, Project implementation will reduce the impact of rising sea level when combined with a flooding event.
- **Environmental Stewardship** – As previously mentioned, the Project controls excessive in-stream erosion and sedimentation, and establishes and expands the existing riparian corridor. The Project employs vegetation management, stream bank protection, and provides channel velocity reductions that will enhance fish passage.
- **Practice Integrated Flood Management** – The Project would enable 4,500 homes and businesses to be removed from the 50-year floodplain. The Project balances environmental quality and protection from flooding in a cost-effective manner by employing natural flood control methods infrastructure and incorporating recreation and public access features such as new and / or restored sidewalks and bicycle paths.
- **Protect Surface Water Quality** – The project contributes to the protection and improvement of the quality of water resources by reducing mass loading of pollutants, such as metals and pathogens, and sediment to San Francisco Bay through the preservation and enhancement of the San Francisquito Creek stream corridor to improve filtration of point and non-point source pollutants.
- **Ensure Equitable Distribution of Benefits** – The project will ensure equitable distribution of benefits by providing flood protection to the portion of the City of East Palo Alto west of Highway 101, which has been designated as a disadvantaged community (DAC) within the Bay Area IRWM Plan.

Certainty that the Proposal will meet Program Preferences

All components of the Project have been well-studied; therefore, there is great certainty that the proposed Project will achieve the Program Preferences as outlined above. The Project meets criteria designed to address Proposition 1E and achieve the Bay Area IRWM Plan objectives. The Project has the ability to achieve its required benefits, is technically feasible, has secured an 86 percent local / non-State match, and is implementable within a reasonable length of time after the grant award date.

In addition to the studies and projects cited above, which have contributed data and information to support the San Francisquito Creek Flood protection Project, the following key studies demonstrate the project is technically sound, likely to be implemented, and likely to achieve the Program Preferences and Statewide Priorities identified above.

- **Draft Planning Study Report for the San Francisquito Creek Flood Protection Project**, Santa Clara Valley Water District, October 2012: documents the Project objectives, flooding and erosion problems, the development and evaluation of solutions to these problems. Provides a staff-recommended alternative to solve identified flooding problems.
- **San Francisquito Creek – Preliminary Flood Damage Analysis**, United States Army Corps of Engineers, San Francisco District, 2011: Completed detailed hydrologic modeling and analysis of without- and with-Project conditions. Developed a complete economic analysis consistent with Army Corps of Engineers standards.
- **90% Percent Design Drawings for the Inlet of West Bayshore**: 90 percent design has been completed, identifying specific improvements to be completed as part of the Project and substantiating the claimed physical benefits.

Breadth and Magnitude to Which Program Preference will be Met

The breadth and magnitude to which the Program Preferences will be met by the Project can be gauged by examining the breadth and magnitude to which the Project meets IRWM Plan goals. The Bay Area IRWM Plan goals are described in detail on page 3 of Attachment 3 – Work Plan.

The Bay Area IRWM Plan articulates six goals, five of which this Project will meet. Those goals are as follows:

1. Promote economic, social, and environmental sustainability
2. Protect and improve hydrologic function
3. Protect and improve quality of water resources
4. Protect public health, safety and property
5. Create, protect, enhance, and maintain environmental resources and habitats

Table 9-3 provides both quantitative and qualitative data on the breadth and magnitude to which the projects meet the IRWM Plan goals

Table 9-3: Quantitative and Qualitative Data – IRWM Plan Goals

Breadth/Magnitude to Which Project Achieves IRWM Plan Objectives	
Promote economic, social, and environmental sustainability	The multiple benefits of the Project have led to broad support from the surrounding cities and the local communities. The communities understand that the multiple benefits of the Project will lead to a more attractive environment which in turn increases economic viability of the region. Environmental sustainability is promoted by not only reducing the risk of flooding to homes and businesses but by factoring in the added benefits of erosion and sedimentation control, enhanced riparian vegetation, water quality improvements, and improved fish passage.
Protect and improve hydrologic function	The Project contributes to the protection and improvement of hydrologic function by controlling excessive in-stream erosion and sedimentation, improving in-stream flow conditions through reduced average channel velocities and concrete removal, and reducing flooding and channel bank failures by providing erosion control.
Protect and improve quality of water resources	The Project protects and improves the quality of water resources by reducing mass loading of pollutants to San Francisco Bay through the enhancement and widening of the San Francisquito Creek stream corridor to improve filtration of point and non-point source pollutants.
Protect public health, safety, and property	The Project contributes to the protection of public health, safety, and property by removing 4,500 homes, business, and roads from the 50-year flood zone of San Francisquito Creek.
Create, protect, enhance, and maintain environmental resources and habitats.	The Project creates, protects, enhances, and maintains environmental resources by removing 234 cubic yards of concrete, allowing establishment of native vegetation, and reducing average channel velocities, enhancing fish passage.