

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Staff will present an informational item on the United States Army Corps of Engineer's (USACE) Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan). The San Francisco's waterfront and its multimodal transportation network face both seismic and flood risk which will increase as sea levels rise due to climate change. The USACE and the City, with the Port as lead agency, are advancing the San Francisco Flood Study and recently released the Draft Plan to defend 7.5 miles of the city's waterfront against coastal flood risk and sea level rise. Critical elements of the local, regional and statewide transportation network sit along the city's waterfront and are reliant on a resilient shoreline. As a Flood Study partner, SFMTA staff have been focused on protecting critical transportation assets, reducing impacts from disruption to the network and planning for a future mobility system that builds upon the USACE investment. The USACE is soliciting public feedback on the Draft Report until March 29, 2024.

SUMMARY:


- San Francisco's waterfront and its critical local, regional and statewide multimodal transportation network face seismic risk and flood risk which will increase as sea levels rise due to climate change.
- The Flood Study's Draft Report analyzes coastal flood risk and the effects of sea level rise along the Port's 7½ mile jurisdiction through 2140 and proposes shoreline improvements that address flood and seismic risk between Heron's Head Park in the south to Hyde Street Pier in the north.
- The SFMTA, a partner agency on Flood Study, has been focused on protecting critical transportation assets, reducing impacts from disruption to the network and planning for a future mobility system that builds upon the proposed USACE investment.
- The Corps of Engineers is soliciting feedback on the Draft Plan until March 29, 2024.

ENCLOSURES:

1. USACE Draft Integrated Feasibility Report and Environmental Impact Statement

APPROVALS:

DATE

DIRECTOR	 _____	<u>February 14, 2024</u>
SECRETARY	 _____	<u>February 14, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: February 20, 2024

PAGE 2.

PURPOSE

The Port and USACE are seeking public comment on the Draft Plan through March 29, 2024. Public comment on the Draft Plan can help the Port and USACE make decisions about how to prepare for coastal flood risks from sea level rise and more intense storms caused by climate change, and to consider the potential environmental impacts of building coastal flood defenses.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item aligns with the following SFMTA Strategic Plan Goals:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

Goal 7: Build stronger relationships with stakeholders.

Goal 8: Deliver quality projects on-time and on-budget.

Goal 9: Fix things before they break, and modernize systems and infrastructure.

This item aligns with the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional

PAGE 3.

mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

San Francisco's vibrant waterfront, including its multimodal transportation system and key facilities, currently faces risks from coastal flooding which will only increase as sea levels rise due to climate change. While San Francisco's waterfront primarily floods now at high tides and during weather events, climate change will cause storms to become more extreme and flood risk will expand to the entire waterfront, causing damage and adverse impacts to buildings and open spaces, small businesses, light industry, jobs, historic resources, disaster response facilities, transportation and utility networks, and Port maritime facilities.

New Start

In 2018, the Port was awarded a new start authorization (New Start) for USACE to conduct a general investigation of coastal flood risk along the City's Bay waterfront. As key partners, the USACE and the City then began an effort to defend one of the most densely developed and unique urban waterfronts in the nation against coastal flood risk and sea level rise. The goal of this work is to prepare for sea level rise while addressing current-day flood and seismic risks.

The Flood Study

The Flood Study is a planning-level feasibility study that analyzes coastal flood risk from 2040 through 2140, identifies and evaluates adaptation strategies, and conducts robust public engagement to inform the development of the Draft Plan. The Port's jurisdiction stretches from Heron's Head Park in the south to Hyde Street Pier in the north. The local, regional and statewide transportation system is also dependent on the seawall and existing shoreline protection measures that protect key assets including the Muni F-line, Ferry Building and regional ferry service, BART and Muni subway system, Caltrain corridor, the Folsom portal, highways, bridges and critical facilities such as the Islais Creek Motor Coach and the Muni Metro East facilities. After refining the Draft Plan to address public and technical comments, the Flood Study team will complete a Recommended Plan by late 2025, with a goal of a recommendation by the USACE Chief of Engineers to Congress by 2026.

The Draft Plan

The Draft Report describes a proposal for coastal flood defenses, cost and benefit analysis, the rationale for choosing the Draft Plan, analysis of environmental impacts under the National Environmental Policy Act (NEPA), and supporting information. The Draft Report was released to the public on January 26, 2024, starting a 60-day formal public comment period running from January 26 through March 29, 2024. During this period, USACE and the City will be conducting robust public outreach and engagement activities to get feedback on the Draft Plan and environmental analysis.

PAGE 4.

The Draft Plan proposes a \$13.5 billion investment in a safer and more resilient San Francisco. Funding to implement the Draft Plan, if approved by U.S. Congress, will be cost-shared with the federal government with a 65% federal share and 35% local share, representing potentially billions of dollars in federal investment for San Francisco's waterfront resilience. State, regional, and local sources will be required to match federal investment.

If Congress authorizes funding for the Recommended Plan, the Port will continue to partner with USACE to design and deliver the Recommended Plan through subsequent project phases. The Port and USACE would begin design work through the Pre-Construction Engineering and Design (PED) Phase, which would include detailed design, engineering, cost estimation, construction phasing (e.g., priority areas of the shoreline to reinforce and elevate), and implementation funding.

After the PED phase, the Port and USACE would begin to construct elements of the Recommended Plan per the approved phasing and implementation plan. This work would be delivered in phases over multiple decades. All such further work would be conditioned on approval of local and/or federal funding to advance design and construction in phases.

SFMTA in Partnership with the Port

The SFMTA has been a partner agency on the Flood Study and has been involved in recent waterfront planning efforts to better understand climate and seismic risk and coastal hazards along the city's waterfront and to identify strategies to protect and improve the resilience of key transportation facilities, corridors, and assets. These planning efforts have included the Multi-Hazard Risk Assessment, Islais Creek Adaptation Strategy, Ocean Beach Master Plan and the Sea Level Rise Vulnerability and Consequence Assessment. As part of the Flood Study, the SFMTA conducted a comprehensive network impact assessment that evaluated the various alternatives and their potential impacts on the transportation network and identified initial investments that could reduce impacts while ensuring the network continues to be reliable, safe and connects residents and visitors to their destinations.

Key mobility considerations with the Draft Plan include how to protect critical elements of the multimodal transportation system, adapt to dynamic coastal conditions and reduce impacts to key elements of the transportation network.

Protecting Transit Service

Based on an initial scan of the Draft Plan, there are a few elements of the multimodal network that may be impacted by the proposed Draft Plan or by coastal hazards. Planning should be advanced to identify ways to reduce significant disruption to the citywide light rail system and broader transportation network. This includes:

- Portions of the Embarcadero corridor in Reach 2 may need to be elevated likely causing impacts to the multimodal circulation system.

PAGE 5.

- The Draft Plan proposes that temporary closure structures be deployed less than once a year through mid-century on the 4th Street Bridge over Mission Creek and on the Illinois Street bridge over Islais Creek. These temporary measures will reduce future flood risk but will likely impact transit service and roadway access around mid-century which is approximately when these bridge reaches its useful life.
- The Mission Creek and Islais Creek bridges need to be replaced and elevated in advance of mid-century to reduce impacts on communities that rely on these critical elements of the transportation system and connect to the Bayview and the Muni Metro East Facility. Public Works is currently advancing a project that will elevate the Third Street bridge over Islais Creek which will impact light rail service to the Bayview. The Fourth Street Bridge currently has operational challenges as a drawbridge and should be prioritized for replacement in quick succession.
- No facilities will need to be relocated but the flooding near the Islais Creek Facility should be addressed consistent with the strategies in the Islais Creek Adaptation Strategy.

As the Draft Plan is refined additional details will emerge and coordinated planning efforts should be advanced in these areas to help identify transportation investments that can both improve mobility and reduce impacts especially on communities that rely on transit service.

Embarcadero Mobility Resilience Planning

Finally, the SFMTA was recently awarded a Caltrans planning grant that will fund the development of a long-range transportation master plan along the northern waterfront which builds upon our partnership with the Port and USACE. Beginning in mid-2024, this planning effort will engage local stakeholders and community partners to responsibly work to reduce impacts and enhance benefits of this substantial project. The intent is to develop a master plan which guides the investments in the future mobility network and identifies phased improvements to the transportation system along the vibrant Embarcadero corridor.

STAKEHOLDER ENGAGEMENT

The Draft Report was publicly released on January 26, 2024, starting a 60-day public comment period running from January 26 through March 29, 2024. During this period, the Port and USACE will be conducting robust public outreach and engagement activities, such as four in-person community workshops and four walking tours, one walking tour per each Study Area (or Reach). The Flood Study team will solicit comments from other sources, including policymakers, partner agencies, and regulatory bodies.

Port staff have reached out to over 100 community-based organizations to offer briefings and opportunities for feedback on the Draft Plan. Staff will also be hosting two in-person community workshops, one in Chinese and one in Spanish, to provide additional outreach to the Latine and Chinese American communities, who have previously been underrepresented in outreach efforts. The Port will also offer two webinars that will be open to everyone.

PAGE 6.

Details and materials, including interactive StoryMaps, are available on the Waterfront Resilience Program website at <https://sfport.com/wrp>. A full copy of the Draft Report including appendices can be found at the following location (scroll down to San Francisco Waterfront Coastal Flood Study under Corps Studies): <https://www.swt.usace.army.mil/>

There are several ways that members of the public can comment:

- Join the Port and Army Corps for one of four upcoming community workshops being hosted along the waterfront that will include comment cards and a recording station.
- Share written comments online by using the following form: https://docs.google.com/forms/d/e/1FAIpQLSc0pRdrEYEhtkQcibbL7TrOTMW45hLPJekPoKg1ye51_ghnVQ/viewform.
- Follow links or QR codes from the online StoryMaps and other materials which can be found here: <https://sfport.com/wrp/draft-plan>.
- Emailing comments to USACE and the Port using this email address: SFWFRS@usace.army.mil.

ALTERNATIVES CONSIDERED

The Flood Study includes an array of studied alternatives:

- Alternative A included taking a “no action” approach,
- Alternative B included taking a non-structural (floodproofing) approach,
- Alternative C and D included defending the waterfront at low and intermediate rates of sea level rise, and
- Alternatives E, F, and G, which included providing coastal flood defenses at a high rate of sea level rise in different ways. Alternative E included defending the waterfront largely at the existing shoreline, Alternative F included managing water including tidal gates at Mission Creek and Islais Creek, and Alternative G included managed retreat from areas of high flood risk.

The Draft Report’s Tentatively Selected Plan is a cost effective, hybridized plan that combines retreat and defend measures, scaled to perform under the lowest initial risk and to adapt to risk of a higher rate of sea level rise.

FUNDING IMPACT

The Draft Plan proposes a \$13.5 billion investment in a safer and more resilient San Francisco. Funding to implement the Draft Plan, if approved by U.S. Congress, will be cost-shared with the federal government with a 65% federal share and 35% local share, representing potentially billions of dollars in federal investment for San Francisco’s waterfront resilience. State, regional, and local sources will be required to match the federal investment. The SFMTA will update its

PAGE 7.

20 Year Capital Plan to capture any estimated costs to improve the resiliency of the waterfront transportation system. Currently, there are no sources identified to fund this expense. Identifying a funding plan would be part of SFMTA's capital funding advocacy efforts.

ENVIRONMENTAL REVIEW

The Draft Report is a Draft Integrated Feasibility Report and Environmental Impact Statement, combining both a description of the development of the Draft Plan and alternatives with an Environmental Impact Statement for environmental analysis under the National Environmental Policy Act (NEPA). NEPA review will be coordinated by the Port and USACE.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

During the public review period, the USACE and City team will receive public, agency, policy, and technical comments through formal public comment and from agency and USACE reviewers. These comments will be used to guide plan refinements. Plan refinements will be identified and described prior to an Agency Decision Milestone, scheduled for Summer 2024. The Agency Decision Milestone represents the USACE decision to prepare a recommendation for Congress on the Recommended Plan.

Following the Agency Decision Milestone, the USACE and City team will refine the plan to develop a Recommended Plan by early 2025, including updated supporting cost, benefit, and environmental analysis. This period will be the opportunity to seek formal City endorsement, including the Port Commission, Board of Supervisors, and Mayor's endorsement of the Recommended Plan.

RECOMMENDATION

There is no recommendation at this time as this is an information item.