

THIS PRINT COVERS CALENDAR ITEM NO.: 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Adopt a resolution summarizing the SFMTA Board of Directors' feedback, including comments by the public, and transmit to the United States Army Corps of Engineer (USACE) and the Port of San Francisco, on the San Francisco Waterfront Coastal Flood Study (Flood Study), Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan).

SUMMARY:

- On February 20, 2024, the SFMTA Board of Directors heard an informational report on the Flood Study and USACE's Draft Plan and the SFMTA Board requested staff to return with an item formalizing the comments from Director's and the public.
- The Flood Study's Draft Plan 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 the Flood Study, has been focused on protecting critical transportation assets, reducing impacts from disruption to the transportation network and planning for a future mobility system that builds upon the proposed USACE investment.
- The SFMTA Board's feedback highlights the important role of inclusive outreach and engagement, reducing impacts and burdens on diverse communities and local businesses, integrating climate risk principles into SFMTA projects and processes, building a transportation network that has redundant elements, and planning for a world class transportation network along the City's vibrant waterfront.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>March 27, 2024</u>
SECRETARY 	<u>March 27, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: April 2, 2024

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PURPOSE

Adopt a resolution summarizing the SFMTA Board of Directors' feedback, including comments by the public, and transmit to the United States Army Corps of Engineer (USACE) and the Port of San Francisco on the San Francisco Waterfront Coastal Flood Study (Flood Study), Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan).

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

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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

Background and Context

On February 20, 2024, the SFMTA Board of Directors heard an informational presentation on the Flood Study and USACE's Draft Plan. To access background and context that was presented at the February 20, 2024 Board meeting please see agenda Item 11 on the Board meeting calendar: <https://www.sfmta.com/calendar/board-directors-meeting-february-20-2024>

The following context, purpose, and draft plan implications were part of or represented in the presentation and subsequent discussion with SFMTA Board of Directors:

San Francisco's dynamic waterfront plays an important role in the complex history of San Francisco and supports a diverse array of land uses, neighborhood corridors, public open spaces, and recreational amenities. The waterfront's multimodal transportation network is used by residents and visitors to get to work, access their neighborhoods, recreate along the shoreline, and enjoy the scenic views across the San Francisco Bay.

The local, regional, and statewide transportation network is dependent on the City's seawall and shoreline protection measures that protect key transportation corridors, facilities and assets including the Muni F-line, Ferry Building, BART, Muni subway system, Caltrain corridor, the Folsom MUNI portal, highways, bridges and critical facilities such as the Islais Creek Motor Coach and the Muni Metro East rail facilities.

The City's waterfront and the local, regional, and statewide transportation infrastructure along it faces seismic risk and increasingly risks and hazards generated by a changing climate system. Climate change is driven by increased contributions of greenhouse gas emission, many of which are generated by the transportation sector. For example, as of 2021, San Francisco's transportation sector generated approximately half of all citywide greenhouse gas emissions. Furthermore, many of the communities of color that are adjacent to freeways, such as in the Bayview and Hunters Point communities, bear disproportionate health, mobility, and economic burdens as a result of poor air quality, environmental injustice, and past infrastructure planning efforts and projects that have failed to adequately engage residents and elevate community priorities.

One of the primary impacts of climate change will be increased rates of sea level rise which will impact many coastal cities such as San Francisco. Additional impacts include heatwaves and more intense and frequent storm events. Impacts will likely be more severe in low lying coastal areas that were historic wetlands such as the areas in Mission Bay and along Islais and Mission

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Creeks. Furthermore, many of these low-lying areas support industrial uses and as a result have a history of contamination placing additional burdens upon local communities. The SFMTA has several important facilities in the southeast portion of San Francisco such as the Islais Creek Motor Coach Facility which currently experiences flood events during moderate rain events. In 2021, the SFMTA partnered with community advocates, students, the Port of San Francisco, San Francisco Public Utilities Commission, and the Planning Department on the development of the Islais Creek Adaptation Strategy which contains strategies and actions that can build community resilience, reduce flood impacts, improve stormwater management, and protect critical infrastructure such as bridges and transportation facilities that are located along Islais Creek.

The local, regional, and statewide transportation network plays a critical role in the local and regional economy and serves an important role of moving goods and people to many of the vibrant commercial corridors such as those along the Jefferson Street in Fisherman's Wharf and 3rd Street corridor in Mission Bay and the Bayview. Local commercial corridors are also heavily impacted by infrastructure construction projects which can disrupt transit service, access, and reduce parking. It is likely that the construction of the proposed waterfront improvements will be phased and will span the decades ahead which warrants a proactive planning approach and robust transportation disruption mitigation program that aims to improve the overall function and redundancy of the network while reducing impacts on businesses and local communities.

Delivering large and complex infrastructure projects has been challenging given significant financial requirements, multi-jurisdictional regulatory landscape, the high costs of labor and construction in the region, and the need to phase construction to reduce impacts upon local businesses and communities. These challenges have been further impacted by substantial disruption during the recent COVID-19 pandemic, which adversely impacted the City's budget and financial resources.

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 Draft Plan

The Draft Plan 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 Plan 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 have been conducting robust public outreach and engagement activities to get feedback on the Draft Plan and environmental analysis.

Establishing a federal interest is important as it brings federal resources to help fund critical improvements to the City's aging waterfront infrastructure. The USACE and City team

developed high-level cost estimates and evaluated benefits using a suite of metrics including physical damages, economic impacts, community services and transportation connectivity.

Protecting Transit Service and Potential Impacts

The informational hearing also highlighted that the multimodal transportation network will be impacted by the proposed Draft Plan or by coastal hazards in the following ways:

- Projects from the plan may require elevating portions of the Embarcadero corridor in Reach 2, which spans the area near the Ferry Building, likely causing impacts to the multimodal transportation network.
- Temporary water diversion closure structures proposed for the Fourth Street Bridge over Mission Creek and the Illinois Street Bridge over Islais Creek, while anticipated only to be deployed less than once a year through mid-century, will disproportionately impact Equity Priority Communities as well as affect systemwide transit service.
- All of the bridges over Mission Creek and Islais Creek must be replaced and elevated in advance of mid-century as they are essential for the transportation network, especially access to the Muni Metro East Rail Facility and the Bayview. These disruptions require significant planning, potential planning for redundancy, and mitigation measures to maintain connections to communities and facilities.
- Islais Creek Facility is in urgent need of flooding solutions and these should be consistent with the Islais Creek Adaptation Strategy.

Embarcadero Connectivity Plan

Finally, as a next step of planning, the SFMTA was recently awarded a Caltrans planning grant for Embarcadero mobility resilience planning that will fund the development of a long-range transportation master plan along the northern waterfront. 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.

SFMTA Board Feedback and Public Comment

At the February 20, 2024 SFMTA Board of Directors meeting, the Board and members of the public provided feedback and public comment on the Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan). Table 1 captures SFMTA and public feedback (left side) and staff-synthesized and reflected statements in the resolution (right side).

Table 1.

SFMTA Board feedback and public comments:	Proposed synthesis and resolution statements:
Conduct robust, inclusive, and effective public outreach and engagement that builds trust with	Conduct inclusive and comprehensive outreach with local communities and cultural districts, specifically the Bayview, Chinatown, SOMA Pilipinas, and Fisherman’s Wharf business

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<p>all communities and especially diverse communities of color which may have been left out of past planning processes or harmed by processes or projects.</p>	<p>community and others, prioritizing conversations with Black communities, Chinese-American, American Indian, and other communities of color that have experienced government harm, exclusion from decision-making, and past disinvestment.</p>
<p>Make information accessible to all members of the public given its complexity so that more members of public can contribute to the planning process.</p>	
<p>Integrate environmental and racial justice considerations into the planning process and the need to consider and reduce impacts and burdens on local commercial corridors and small businesses along the waterfront.</p>	<p>Seek outcomes that use redundant and well-connected elements, such as critical facilities, bridges, and corridors, to improve the resilience and connectivity of the transportation network and public realm and reduce impacts upon all communities and especially disadvantaged communities from the construction phase of the proposed USACE project.</p>
<p>Reduce impacts on local businesses from construction projects and the need to integrate partners such as the Office of Economic Development and Workforce Development (OEWD) into the planning process.</p>	<p>Engage merchant organizations and work with the Office of Economic Development and Workforce Development (OEWD) to reduce impacts on and structure mitigation measures for small businesses along key transportation corridors along the waterfront including adjacent to the Ferry Building, the Embarcadero, and Third Street.</p>
<p>Engage youth and families throughout the planning process so these voices can play an active role in shaping the future waterfront and its transportation network.</p>	<p>Center policy and project choices coming from youth voices, by engaging the Youth Transportation Advisory Board (YTAB) and other community-based youth organizations.</p>
<p>Plan and design a world class waterfront transportation network that has redundant, resilient, and protected elements of the transportation network including bridges, facilities, assets, and corridors that safely connects residents and visitors to their destinations in the decades ahead.</p>	<p>The planning and design of a world class public place and waterfront transportation network with redundant, resilient, and protected elements including bridges, facilities, assets, and corridors that safely connects residents and visitors to their destinations, supports businesses, housing, and access to the waterfront and open space, and empowers a joyful and vibrant experience of San Francisco.</p>
<p>The SFMTA and the Port of San Francisco should take a proactive, comprehensive, and thoughtful approach to addressing the issues along the waterfront given its role in supporting tourism, housing,</p>	

<p>and transportation.</p>	
<p>Leverage partnerships that can help plan, design, and fund improvements to the waterfront and its critical transportation network that sustain vibrant commercial corridors.</p> <p>Clarify the role of the SFMTA in helping to fund the local cost share and how these future costs will be captured in budget cycles and in the agency’s capital plans.</p>	<p>Leverage partnerships with local, regional, state, and federal agencies, for example with the Metropolitan Transportation Commission’s and Bay Conservation and Development Commission’s Sea Level Rise Adaptation Funding and Investment Framework and Plan Bay Area and Caltrans’s State Climate Resilience Improvement Plan for Transportation (SCRIPT) to help fund improvements that compliment and do not compete with needed state of good repair efforts for the waterfront transportation network since capital commitments will be a long-term challenge.</p> <p>Review and confirm that the methods and data used to evaluate costs in the USACE study are accurate given the unique current and projected conditions of San Francisco’s construction and project delivery environment and determine the comparative cost of not doing a project in the USACE study includes a comprehensive assessment of economic and workforce burdens including equity considerations, for example unpaid labor.</p>
<p>Integrate climate risk into SFMTA projects such as the Train Control Upgrade Project and the broader capital planning processes.</p>	<p>Integrate climate risk and green infrastructure principles into agency wide projects and capital planning efforts, such as in the SFMTA 20 Year Capital Plan and continue to use the Office of Resilience and Capital Planning Sea Level Rise Guidance and Checklist.</p>
<p>Create a transportation system that has redundant elements and parallel processes to ensure that users of the network can move seamlessly through the city even when there is disruption to specific network elements and to ensure the planning process builds upon relevant planning efforts.</p>	<p>Develop a comprehensive transportation disruption mitigation program to fund alternative transit planning, active transportation facilities, emergency services access, and traffic rerouting phased for projects within the Port’s 7.5 mile jurisdiction which spans Reaches 1, 2, 3, and 4.</p> <p>Request that the USACE evaluate the replacement of the Third and Fourth Street Bridges over Mission Creek and the Illinois Street Bridge over Islais Creek during the Preconstruction, Engineering and Design Phase and to help identify sources that can fund the replacement of these critical bridges and mitigation measures during their replacement.</p>
<p>Recognize the role of SFMTA transportation infrastructure and facilities in providing daily transit service and how important it is to consider and address flood risk, both in the near term and in the future.</p>	<p>Avoid impacts to the light rail network and place bay fill adjacent to Rincon Park as it is necessary to avoid impacting the underground Muni Portal and transportation infrastructure between Pier 14 and Rincon Park.</p> <p>Advance and implement the Islais Creek Adaptation Strategy which aims to reduce flood impacts to key facilities such as the Islais Creek Motorcoach Facility and serving facilities and communities in the Bayview and Hunter’s Point where weather events have both immediate and long-range impact.</p>
<p>Address seismic risk and climate risk to critical transportation infrastructure, such as bridges, facilities, and assets, along the</p>	<p>Fund mitigation measures during construction of the existing project to raise and replace the Third Street Bridge at Islais Creek.</p>

waterfront.	
Elevate the importance of improving stormwater management and integrating green infrastructure and ecological restoration to help build resilience, reduce impacts and to improve the health of the shoreline.	Advocate for the development of a citywide flood resilience policy that identifies a governance structure and guides plans and projects that will minimize the impacts of storms upon the multimodal transportation network.
Clarify the role and challenges of using managed retreat to reduce impacts upon critical infrastructure, communities and ecological systems.	Upgrade the City’s combined sewer and stormwater system to account for the new shoreline condition to reduce flood impacts upon the multimodal transportation network and improve the health of ecological communities through integration of green infrastructure.

ALTERNATIVES CONSIDERED

For this item, the alternative would be not to adopt a resolution summarizing the SFMTA Board of Directors’ feedback, including comments by the public. However, at the February 20, 2024 SFMTA Board of Directors’ meeting, the Directors requested staff to return with an item summarizing the feedback from Directors and the public.

FUNDING IMPACT

There is no direct cost to the SFMTA of adopting the Resolution formalizing the SFMTA Board’s feedback and public comment. As discussed in the February 20, 2024 staff report, 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. In the years ahead, the SFMTA will update its 20 Year Capital Plan to capture any estimated costs to improve the resiliency of the waterfront transportation system.

ENVIRONMENTAL REVIEW

On February 28, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the Resolution summarizing the SFMTA Board’s feedback, including comments by the public, to the United States Army Corps of Engineer (USACE) and the Port on the San Francisco Waterfront Coastal Flood Study (Flood Study), Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan) is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b). A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

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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.

STAKEHOLDER ENGAGEMENT

The Draft Plan 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 conducted 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, such as at the SFMTA Board meeting on February 20, 2024, and regulatory bodies. In addition to the public comment, the City will also be submitting a comment letter in early April.

Details and materials, including interactive StoryMaps, are available on the Waterfront Resilience Program website at www.sfport.com/wrp. A full copy of the Draft Plan including appendices can be found at the following location <https://www.swt.usace.army.mil/>

The item on the April 2, 2024 SFMTA Board calendar will be considered part of the stakeholder engagement for this item.

RECOMMENDATION

Adopt a resolution summarizing the SFMTA Board of Directors' feedback, including comments by the public, and transmit to the United States Army Corps of Engineer (USACE) and the Port of San Francisco on the San Francisco Waterfront Coastal Flood Study (Flood Study), Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan).

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Climate change poses immediate and extraordinary threats to ecosystems, economy, and public health in San Francisco and beyond, including sea level rise; and,

WHEREAS, July 2023 marked the hottest month in global human history, and San Francisco's average temperature has increased by 2.9°C (5.22 °F) since 1970 due to rapidly rising global greenhouse gas emissions many of which are generated by the transportation sector; and,

WHEREAS, San Francisco's waterfront and its local, regional and statewide transportation network is facing increasing flood risk due to the climate crisis and existing seismic risk, protecting and stabilizing the waterfront will be essential for the city's future; and,

WHEREAS, San Francisco's future economic and social vitality rests on a strong and functioning local, regional, and statewide transportation network dependent upon critical facilities and infrastructure adjacent to its waterfront; and,

WHEREAS, Many communities that host critical SFMTA facilities, including the Central Waterfront, Islais Creek, and especially the Bayview, have and currently experience some of the most harmful environmental impacts of the transportation sector and sit in low-lying areas subject to damage from flooding during weather events; and,

WHEREAS, Historically, San Francisco's Black communities and other communities of color have been planned over in the name of city enhancement and been minimized in or excluded from key decision-making on large-scale infrastructure projects, for example along the Embarcadero during both freeway planning and removal. And the future of these areas is vital to vibrant but vulnerable small business, service, and regional communities that rely on the multimodal transportation network along the waterfront such as Chinatown; and,

WHEREAS, The human and geographic history of San Francisco's waterfront has been complex, multi-cultural, intrinsic to its unique identity and characteristics, and discovery of it through its streets, public space, and transit system can be a source of pride and learning for residents and visitors; and,

WHEREAS, Small businesses and commercial tenants are vital to neighborhoods, downtown, and San Francisco's workforce and economic health, and disruption through renovation or construction of streets and the broader transportation network can create workforce and customer access challenges, long-term uncertainty, and financial hardship; and,

WHEREAS, The impacts of the climate crisis will be increasing over the coming decades with catastrophic implications anticipated when today's youth are in prime phases of their lives such that decisions must be made now to build the capital resources and construction resources needed to protect the future of current and successive generations; and,

WHEREAS, The City's waterfront transportation network is reliant on several singular connections to critical facilities that will suffer disruption during replacement or construction, such as the Fourth Street bridge over Mission Creek and the Islais Creek bridges, which link the vast majority of SFMTA light-rail vehicles to daily operations and maintenance facilities such as at the Muni Metro East Rail Facility; and,

WHEREAS, Efficiently delivering large capital projects across agencies and departments is challenging given the complexity of local, regional, and state regulations, constraints, and capacity and needs additional consideration of coordination, financing and governance; and,

WHEREAS, The City is still in the shadow of the pandemic and the reduction in the city's budget will be a substantial challenge given a variety of needs and priorities, no funding for large- capital projects has yet been identified, and capital planning will be a long and incremental process; and,

WHEREAS, The future transportation network and the land, public space, recreation, business activity, and cultural events it serves along the City's waterfront should be planned and designed in a coordinated manner to serve as a world class multimodal transportation network and uphold San Francisco's aspiration to lead the world in how to be a fair, inclusive, joyful, safe, and resilient city; and,

WHEREAS, The United States Army Corps of Engineer's (USACE) and the City, with the Port as lead agency, are advancing the San Francisco Flood Study and recently released the Draft Integrated Feasibility Report and Environmental Impact Statement (Draft Plan) to defend 7.5 miles of the city's waterfront against coastal flood risk and sea level rise. And the SFMTA recognizes this once-in-a-generation opportunity to shape substantial changes to a vital part of the city for the next generations; and,

WHEREAS, Staff from the Port and SFMTA presented an informational item at the February 20, 2024 SFMTA Board meeting and gathered feedback and public comments and, the USACE is soliciting public feedback on the Draft Plan until March 29, 2024; and,

WHEREAS, The United States Army Corps of Engineer's (USACE) and the City, are striving to maximize protection and the public benefits in order to assist in making a determination of a federal interest in improving the resiliency of the City aging waterfront infrastructure; and,

WHEREAS, The SFMTA has been awarded a Caltrans Adaptation Planning grant to help protect, connect, and improve the transportation network along the northern waterfront through the end of the century. And to responsibly prepare with stakeholders and communities in Chinatown, Financial District, Fisherman's Wharf, SOMA Pilipinas, and South Beach, to develop a visionary long-range master plan which identifies phased improvements to the transportation system and public realm; and,

WHEREAS, On February 28th, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the Resolution on SFMTA Board of Directors and Public Feedback on United States Army Corps of Engineers' Draft Integrated Feasibility Report and Environmental Impact Statement is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now therefore, be it

RESOLVED, That, as a partner in support of the Port-led USACE process, the SFMTA will continue to define the role of transportation in the federal interest in the rebuilding, to seismic standards, of San Francisco’s sea wall and coastal protection structures. SFMTA will act to meet the city’s anticipated transportation needs including supporting housing access, economic stability, public health, and inclusive public engagement. And thus, the City comment letter should include that the following are within the federal interest and within the Flood Study phase of the effort as they fit in the National Economic Development Regional Economic Development, and Other Social Effects public benefit categories as they are vital to core Muni service, emergency vehicles access, and active transportation routes:

- Request that the USACE evaluate the replacement of the Third and Fourth Street Bridges over Mission Creek and the Illinois Street Bridge over Islais Creek during the Preconstruction, Engineering and Design Phase and to help identify sources that can fund the replacement of these critical bridges and mitigation measures during their replacement,
- Avoid impacts to the light rail network and place bay fill adjacent to Rincon Park as it is necessary to avoid impacting the underground Muni Portal and transportation infrastructure between Pier 14 and Rincon Park,
- Fund mitigation measures related to the construction of the existing project to raise and replace the Third Street Bridge at Islais Creek,
- Develop and fund a comprehensive transportation disruption mitigation program to fund alternative transit planning, active transportation facilities, emergency services access, small business disruption grants, and traffic rerouting phased for projects within Reaches 1, 2, 3, and 4,
- Upgrade the City’s combined sewer and stormwater system to account for the new shoreline condition to reduce flood impacts upon the multimodal transportation network and improve the health of ecological communities through integration of green infrastructure; and,

The following study aspects are essential to establish the federal interest and should be reviewed and confirmed:

- The methods and data used to evaluate costs in the USACE study are accurate given the unique current and projected conditions of San Francisco's construction and project delivery environment,
- The methods and data used to determine the comparative cost of not doing a project in the USACE study includes a comprehensive assessment of economic and workforce burdens including equity considerations, for example unpaid labor; and be it further

RESOLVED, That the SFMTA will prioritize the following in the on-going Port-led design phase as well as any City- or SFMTA-led planning efforts that accompany it, including the Embarcadero Connectivity Plan:

- The planning and design of a world class public place and waterfront transportation network with redundant, resilient, and protected elements including bridges, facilities, assets, and corridors that safely connects residents and visitors to their destinations, supports businesses, housing, and access to the waterfront and open space, and empowers a joyful and vibrant experience of San Francisco,
- Advance and implement the Islais Creek Adaptation Strategy which aims to reduce flood impacts to key facilities such as the Islais Creek Motorcoach Facility and serving facilities and communities in the Bayview and Hunter's Point where weather events have both immediate and long-range impact,
- Conduct inclusive and comprehensive outreach with local communities and cultural districts, specifically the Bayview, Chinatown, SOMA Pilipinas, and Fisherman's Wharf business community and others, prioritizing conversations with Black communities, Chinese-American, American Indian, and other communities of color that have experienced government harm, exclusion from decision-making, and past disinvestment,
- Engage merchant organizations and work with the Office of Economic Development and Workforce Development (OEWD) to reduce impacts on and structure mitigation measures for small businesses along key transportation corridors along the waterfront including adjacent to the Ferry Building, the Embarcadero, and Third Street,
- Center policy and project choices coming from youth voices, by engaging the Youth Transportation Advisory Board (YTAB), and other community-based youth organizations,

- Seek outcomes that use redundant and well-connected elements, such as critical facilities, bridges, and corridors, to improve the resilience and connectivity of the transportation network and public realm and reduce impacts upon all communities and especially disadvantaged communities from the construction phase of the proposed USACE project,
- Leverage partnerships with local, regional, state, and federal agencies, for example with the Metropolitan Transportation Commission's and Bay Conservation and Development Commission's Sea Level Rise Adaptation Funding and Investment Framework and Plan Bay Area and Caltrans's State Climate Resilience Improvement Plan for Transportation (SCRIPT) to help fund improvements that compliment and do not compete with needed state of good repair efforts for the waterfront transportation network since capital commitments will be a long-term challenge,
- Integrate climate risk and green infrastructure principles into agency wide projects and capital planning efforts, such as in the SFMTA 20 Year Capital Plan and continue to use the Office of Resilience and Capital Planning Sea Level Rise Guidance and Checklist,
- Advocate for the development of a citywide flood resilience policy that identifies a governance structure and guides plans and projects that will minimize the impacts of storms upon the multimodal transportation network; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors provides the feedback in this resolution captured at the February 20, 2024 SFMTA Board of Directors meeting and directs staff to transmit it to the United States Army Corps of Engineer (USACE) and the Port of San Francisco.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 2, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency