

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 240402-034

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, A significant portion of the streets along the City's waterfront are currently on the High Injury Network, the 12% of streets where 68% of fatalities and serious injuries occur, and San Francisco adopted a Vision Zero goal in 2014 to eliminate all serious injuries and fatalities by 2024, 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 28<sup>th</sup>, 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, including dedicated infrastructure for people of all ages and abilities to take transit, walk, bike and use mobility devices safely and comfortably, without fear of harm. The waterfront will include 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, Latinx or Latino, 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.

  
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency