

File No. 140681

Committee Item No. 13

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date June 16, 2014

Board of Supervisors Meeting

Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
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OTHER (Use back side if additional space is needed)

- | | | |
|-------------------------------------|--------------------------|---------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Airport Commission No. 14-0030</u> |
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Completed by: Linda Wong Date June 13, 2014

Completed by: _____ Date _____

1 [Accept and Expend Grant - State Coastal Conservancy's Climate Ready Grant - Not to
2 Exceed \$200,000]

3 **Resolution authorizing the Airport Director to accept and expend a grant in an amount**
4 **not to exceed \$200,000 from the California Coastal Conservancy for conducting a sea**
5 **level rise vulnerability assessment of San Bruno Creek and Colma Creek just northwest**
6 **of the San Francisco International Airport, and for developing sea level rise adaptation**
7 **strategies, for a term of August 1, 2014 through July 31, 2015.**

8
9 WHEREAS, The California State Coastal Conservancy's (Coastal Conservancy)
10 Climate Ready grants are intended to encourage local governments and non-governmental
11 organizations to act now to prepare for a changing climate by advancing planning and
12 implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen
13 the impacts of climate change on California's coastal communities and natural resources; and

14 WHEREAS, On January 23, 2014, the Coastal Conservancy Board, at a regularly
15 scheduled meeting, awarded a grant in the amount of \$200,000 to the San Francisco
16 International Airport (Airport) and San Mateo County jointly for an assessment of sea level rise
17 vulnerability for San Bruno Creek and Colma Creek, which are just northwest of the Airport,
18 and for the development of sea level rise adaptation strategies for these creeks and their
19 affected areas including the Airport; and

20 WHEREAS, Based on preliminary discussions with San Mateo County representatives,
21 the Airport anticipates that it will receive all of the grant funds as the primary grantee, and that
22 the Airport will be responsible for contracting with a consultant to provide the necessary
23 services; and

24 WHEREAS, The Airport proposes establishing a working group with representatives
25 from the Airport, San Mateo County, the City of San Bruno, the City of South San Francisco,

1 the Bay Conservation and Development Commission, and Caltrans to support the vulnerability
2 assessment; and

3 WHEREAS, By Resolution No. 14-0030 dated February 18, 2014, the Airport
4 Commission authorized the Airport Director to accept up to \$200,000 in Climate Ready grant
5 funds from the Coastal Conservancy and authorized the Director to expend the Climate
6 Ready grant funds on project work in compliance with Coastal Conservancy's grant
7 agreement and in accordance with Commission's established procedures; and

8 WHEREAS, The Airport proposes to maximize use of available grant funds on project
9 expenditures by not including indirect costs in the grant budget; now, therefore, be it

10 RESOLVED, That pursuant to San Francisco Administrative Code section 10.170-1,
11 the Board of Supervisors does hereby authorize the Airport Director to accept and expend
12 funds awarded in this Climate Ready grant from the California State Coastal Conservancy;
13 and, be it

14 FURTHER RESOLVED, That the Board of Supervisors hereby authorizes the Airport
15 Director to negotiate and enter into a grant agreement with the California State Coastal
16 Conservancy; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of
18 indirect costs in the grant budget.

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RECOMMENDED:

AIRPORT COMMISSION




JOHN L. MARTIN
Airport Director

APPROVED:



for EDWIN M. LEE
Mayor

APPROVED:



for BEN ROSENFELD
Controller

File Number: _____

Grant Information Form

(Effective January 2000)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grants referred to in the accompanying resolutions:

1. Grant Title: California State Coastal Conservancy's Climate Ready Grant
2. Department: Airport Commission
3. Contact Person: Cathy Widener Telephone: (650) 821-5023
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$200,000
- 6a. Matching Funds Required: \$20,000
- b. Source(s) of matching funds (if applicable): Operating Funds
- 7a. Grant Source Agency: California State Coastal Conservancy
- b. Grant Pass-Through Agency (if applicable): N/A
8. Proposed Grant Project Summary:

San Mateo County has more property at risk from sea level rise than any other county in the Bay Area. Of particular concern is the San Francisco International Airport (Airport). The Airport has been addressing the risks posed by sea level rise by building seawalls and undertaking a comprehensive shoreline protection study for its property. However, the Airport cannot be protected from sea level rise hazards without also collaboratively addressing the contiguous properties both northwest and southwest of the Airport.

The Airport will: (1) assess the vulnerability of the Airport and its neighbors to flooding from sea level rise and storms along the Bay shoreline directly northwest of the Airport where the San Bruno Creek and Colma Creek meet the Bay (Project Area); and (2) prepare an adaptation/mitigation plan with alternative conceptual adaptation strategies for the Project Area.

The Airport will establish an interagency working group to include representatives from the Airport, San Mateo County, the City of San Bruno, the City of South San Francisco, the Bay Conservation and Development Commission, and Caltrans due to the complexity of the Project Area.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start Date: April 2014 End Date: Jun 2015

10. Number of new positions created and funded: 0

11. If new positions are created, explain the disposition of employees once the grant ends?

12a. Amount budgeted for contractual services: \$200,000

b. Will contractual services be put out to bid?

No. This project scope will be added the Shoreline Protection Feasibility Study project under Airport Contract 8354.1 with Moffatt & Nichol + AGS, Joint Venture.

If so, will contract services help to further the goals of the department's Local DBE requirements?

c. Is this likely to be a one-time or ongoing request for contracting out? One-time.

13a. Does the budget include indirect costs? Yes No

b1. If yes, how much?

b2. How was the amount calculated?

c. If no, why are indirect costs not included?

Not allowed by granting agency

To maximize use of grants funds on direct services

Other (please explain):

14. Any other significant grant requirements or comments:

**** Disability Access Checklist****

15. This Grant is intended for activities at (check all that apply):

Existing Site(s) Existing Structure(s) Existing Program(s) or Service(s)

Rehabilitated Site(s) Rehabilitated Structures(s) New Program(s) or Service(s)

New Site(s) New Structure(s)

Rehabilitated Site(s) Rehabilitated Structures(s) New Program(s) or Service(s)

New Site(s) New Structure(s)

16. The Departmental ADA Coordinator and/or the Mayor's Office on Disability has reviewed the proposal and concluded that the projects as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

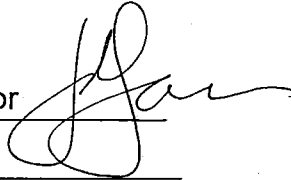
Comments:

Airport Commission authorized the airport to accept and expend this grant on February 18, 2014 by Airport Commission Resolution No. 14-0030.

Departmental or Mayor's Office of Disability

Reviewer: Jorge Garcia, Airport ADA Coordinator

Date Reviewed: 4.9.14



Department Approval:

John Martin
(Name)

Airport Director
(Title)



(Signature)

**CALIFORNIA COASTAL CONSERVANCY CLIMATE READY GRANT
BUDGET:**

Major tasks of the proposed project, the estimated cost of each task, and the funding sources.

Task Number	Task	Applicant's Funding	Coastal Conservancy	Other Funds	Total Cost
1	Convene working group (see Note 1)	\$60,000	NA	NA	\$60,000
2	Working group defines scope of sea level rise assessment study for the Project Area	NA	\$50,000	NA	\$50,000
3	Consultant collects data, performs surveying work, and modeling	NA	\$107,300	NA	\$107,300
4	Consultant prepares final report	NA	\$42,700	NA	\$42,700
TOTAL		\$60,000	\$200,000	\$0	\$260,000

Note 1: The budget for Task #1 reflects the value of the estimated SFO/BCDC/SMC staff time dedicated to the project.

**CALIFORNIA COASTAL CONSERVANCY CLIMATE READY GRANT
BUDGET:**

Major tasks of the proposed project, the estimated cost of each task, and the funding sources.

Task Number	Task	Applicant's Funding	Coastal Conservancy	Other Funds	Total Cost
1	Convene working group (see Note 1)	\$60,000	NA	NA	\$60,000
2	Working group defines scope of sea level rise assessment study for the Project Area	NA	\$50,000	NA	\$50,000
3	Consultant collects data, performs surveying work, and modeling	NA	\$107,300	NA	\$107,300
4	Consultant prepares final report	NA	\$42,700	NA	\$42,700
TOTAL		\$60,000	\$200,000	\$0	\$260,000

Note 1: The budget for Task #1 reflects the value of the estimated SFO/BCDC/SMC staff time dedicated to the project.



GRANT APPLICATION FORM

(Click in the shaded text fields to enter text, numbers and dates. The fields will expand to accommodate the data. Press the tab key to move between fields.)

PART A: SUMMARY

APPLICANT INFORMATION:

Applicant name (organization):

San Francisco International Airport (SFO) and San Mateo County (SMC) with support from the City of San Bruno and City of South San Francisco.

Address/Contact Information of Applicants:

Michael Barber

Chief Legislative Aide/Budget Analyst

Office of Supervisor Dave Pine

400 County Center, 1st Floor

Redwood City, CA 94063

(650) 483-5087 (p)

(650) 368-3012 (f)

mbarber@smcgov.org

San Mateo County's Fed. Tax ID#: 94-6000532

Rosalyn Yu

Design, Construction & Technology – Civil Engineering

San Francisco International Airport

PO Box 8097

San Francisco, CA 94128-8097

(650) 821-7819 (p)

(650) 821-7850 (f)

rosalyn.yu@flysfo.com

SFO's Fed. Tax ID#: 94-6000417

Position(s) whose incumbents are authorized to negotiate agreements and amendments:

Michael Barber (SMC) & Rosalyn Yu (SFO)

PROJECT INFORMATION:

Project name (limit 75 characters): SFO/San Bruno Creek/Colma Creek Resilience Study

Project location: City: SFO, City of San Bruno, and City of South San Francisco.

County: San Mateo County

Street: S. Airport Blvd Cross street: North Access Road

Proposed start date: Upon grant approval Estimated completion: June 1, 2015

Acreage (if relevant):

SFO 2,300 acres; San Bruno Creek Watershed 2,616 acres; Colma Creek Watershed 10,415 acres (Total of 15,257 acres in the Project Area and vicinity)

APN's (if an acquisition): Not applicable

Trail length (if relevant -- miles or linear feet):

Bike: 9.0 miles; Completed Bay Trail: 3.5 miles; Proposed Bay Trail: 4.5 miles (In the Project Area and vicinity)

Stream miles (if relevant -- miles or linear feet):

San Bruno Creek 2.3 miles; Colma Creek 4.4 miles (In the Project Area and vicinity)

Latitude (e.g. 38.337094): 37.63889

Longitude: (e.g. -122.589652): -122.396473

Note: Latitude/Longitude can be determined using Google Earth, <http://itouchmap.com/latlong.html>, and other on-line resources

What point is represented by the lat/longs (i.e., parking lot, center of site, etc):

Tail of San Bruno Creek

Elected Representatives for Project:

Congressional District(s): www.house.gov

District number	Name
14	Jackie Speier

State Senate District(s): www.senate.ca.gov

District number	Name
8	Leland Yee
13	Jerry Hill

Assembly District(s): www.assembly.ca.gov

District number	Name
22	Kevin Mullin

PROJECT DESCRIPTION:

Specific need for the project:

San Mateo County has more property at risk from sea level rise than any other county in the Bay Area (Pacific Institute 2012). Of particular concern is the San Francisco International Airport (SFO). As the 7th busiest airport in the nation, SFO is critical to the Bay Area economy but it faces a substantial risk of being submerged in several feet of water in the event of a 100 year storm and/or projected sea level rise. SFO has been addressing the risks posed by sea level rise by building seawalls and undertaking a comprehensive shoreline protection study for its property. However, SFO cannot be protected from sea level rise hazards without also collaboratively addressing the contiguous properties both northwest and southwest of the airport.

This grant proposal seeks funding to: (1) assess the vulnerability of SFO and its neighbors to flooding from sea level rise and storms along the Bay shoreline directly northwest of the airport where the San Bruno Creek and Colma Creek meet the Bay (Project Area); and (2) prepare an adaptation/mitigation plan with alternative conceptual adaptation strategies for the Project Area.

The Project Area, which is shown in the Site Specific Map included with this application, is extremely complex as it:

- Is under the governing jurisdiction of multiple entities including SFO, San Mateo County (SMC), the SMC Flood Control District, the City of San Bruno, the City of South San Francisco (SSF), the Bay Conservation and Development Commission (BCDC), and Caltrans.
- Includes multiple major property owners including SFO and Caltrans.
- Has experienced severe flooding in the past, which has significantly impacted lower income neighborhoods.
- Provides habitat for the California Clapper Rail, San Francisco Garter Snake and the California Red-legged Frog, all of which are federally and state listed endangered species.
- Includes substantial public infrastructure in addition to SFO including two major highways, Caltrain and BART lines, two sanitary sewage treatment plants, and multiple flood control channels and pump stations.
- Provides important Bay Trail segments as well as bike paths.

Project's goals and objectives:

1) Establish an interagency working group focused on the Project Area. Given the complexity of the Project Area, the success of the project will depend on the establishment of an engaged and effective interagency working group. The working group will consist of representatives from SFO, SMC, San Bruno, SSF, BCDC and Caltrans. Following the completion of the project it is anticipated that the working group will continue to meet on a regular basis to further develop and eventually implement the adaptation strategies.

The degree of collaboration required by this project is significant. The project's success would provide an example for other sea level rise assessment and adaptation projects requiring the participation of multiple agencies. The project will specifically provide a template for SFO, the City of Millbrae and the City of Burlingame when addressing flooding risks in a similar setting southwest of the airport (see Site Specific Map showing this potential study area).

2) Conduct a sea level vulnerability assessment of the Project Area. The SFO Shoreline Protection Feasibility Study now underway includes a flooding vulnerability analysis of SFO's property. The primary purpose of the study is to develop a shoreline protection system that will protect the airport's property from a 100-year flood that is based on sound geotechnical and structural engineering. Moffatt & Nichol and AGS Joint Venture are conducting the study. This work provides an excellent foundation for the conceptual adaptation strategy alternatives to be developed as part of this study.

Applicants wish to extend the scope of the SFO Shoreline Protection Feasibility Study to cover the Project Area. The working group will define in detail the scope of the sea level vulnerability assessment. It is anticipated that Moffatt & Nichol and AGS (Consultants) would conduct the assessment. The assessment would follow the guidelines set forth in the California Climate Adaptation Planning Guide, consider a range of sea level rise scenarios for the years 2050 and 2100, and build off the lessons learned from BCDC's Adapting to Rising Tides (ART) project. Work will include:

- a. Gathering hydrology and hydraulics data for both creeks from previous FEMA flood insurance studies and performing additional cross section surveys to update this data. Collecting LiDAR topographic data to assess elevations of levees, trails, roadways, and parking lots.
- b. Conducting engineering analyses (including estimating the combined effects of storm surges, astronomical tides, and rainfall) to determine flood and storm risks. Coordinating with the Interagency Working Group to select the appropriate sea level rise criteria for analysis of future risks.
- c. Developing an existing condition assessment to identify constraints including available versus required freeboard, potential overtopping, existing gaps, adequacy of existing erosion protection, potential impacts to existing sensitive habitat, and other design considerations.
- d. Performing one-dimensional unsteady state hydraulic modeling and two-dimensional hydrodynamic modeling to develop flood stages and inundation depths for varying tailwater conditions. Conducting hydrologic modeling for a range of storm events for the present and the future with different sea level rise scenarios including mid-century and end of century.
- e. Developing alternative flood protection system improvements to address the identified deficiencies, and analyzing alternatives using multi-objective criteria.

3) Develop sea level rise adaptation strategies for the Project Area. With the assistance of the Consultants, the working group will develop sea level rise adaptation and mitigation strategies for the Project Area. These strategies may include: improvements to the San Bruno Creek and Colma Creek; tidal land restoration; habitat enhancement; the development of parks, recreation areas and trails; and levee construction. The strategies will include protection of endangered species and spartina management.

Specific tasks that will be undertaken (tasks in the budget and schedule):

- Convene working group
- Working group defines scope of sea level rise assessment study for the Project Area
- Consultants prepare sea level rise assessment
- Consultants and working group develop adaptation/mitigation strategy alternatives and evaluation criteria for the Project Area
- Consultants prepares final report

Work products and deliverables:

The project deliverables will consist of a report describing (i) sea level vulnerability for the Project Area, and (ii) alternative adaption strategies evaluated against criteria weighing and balancing protection of the built and natural environments.

FUNDING REQUEST:

Funding amount requested from Conservancy: \$200,000

Month and Year Conservancy funding needed: March 2014

Other Funding Sources (not including in-kind services):

Source of funds	Amount (\$)	Estimated commitment date
SFO/SMC/BCDC (Approximately \$20,000 of staff time from each entity)	\$60,000	Upon grant approval

Total Project Cost: \$260,000

Note: SFO is providing \$620,000 of funding for a separate SFO Shoreline Protection Feasibility Study. The purpose of this study is to develop a shoreline protection system that will protect the airport property adjacent to the Project Area from a 100 year flood event and sea level rise.

In-kind Services

Not applicable.

PROJECT GRAPHICS

See enclosed pdf and jpg files for: regional map; site specific map; letters of support; and site photos (5)

PART B: BUDGET, TIMELINE, AND ADDITIONAL QUESTIONS

PRELIMINARY BUDGET:

In the budget matrix below, list the major tasks of the proposed project, the estimated cost of the task, and the funding sources (applicant, Conservancy, and other) for the task. The listed tasks should correlate with the tasks described in the Project Description and listed on the Schedule.

Task Number	Task	Applicant's Funding	Coastal Conservancy	Other Funds	Total Cost
1	Convene working group (see Note 1)	\$60,000	NA	NA	\$60,000
2	Working group defines scope of sea level rise assessment study for the Project Area	NA	NA	NA	NA
3	Consultant prepares sea level rise assessment	NA	\$100,000	NA	\$100,000
4	Consultant and working group develop adaptation/mitigation strategies for the Project Area	NA	\$75,000	NA	\$75,000
5	Consultant prepares final report	NA	\$25,000	NA	\$25,000
TOTAL		\$60,000	\$200,000	\$0	\$260,000

Note 1: The budget for Task #1 reflects the value of the estimated SFO/BCDC/SMC staff time dedicated to the project.

SCHEDULE:

List the project tasks and all significant project milestones related (for example, California Environmental Quality Act compliance, obtaining of permits, appraisal preparation and other land acquisition documents, commencement of construction, and project completion). For each item provide the expected completion date and any factors that could influence the timely implementation of the project.

The project will commence upon award of funds. The schedule below assumes a start date of March 1, 2014

Task or Milestone	Expected Completion Date
Convene working group	April 1, 2014 (1 month)
Working group defines scope of sea level rise assessment study for the Project Area	June 1, 2014 (2 months)
Consultant prepares sea level rise assessment	December 1, 2014 (6 months)
Consultant and working group develop adaptation/mitigation strategies for the Project Area	April 1, 2015 (4 months)
Consultant prepares final report	June 1, 2015 (2 months)

ADDITIONAL QUESTIONS:

Questions 1-7 should be answered by all applicants. For each question, limit your answer to a half page, with one concise paragraph preferred. See grant application instructions for more information.

- 1. Project and Applicant History:** *Provide a history of the project, and any background information not provided in the project description. Is the project related to any previous or proposed Coastal Conservancy projects? If so, which ones and how are they related?*

SFO has been building seawalls over the last three decades to prevent land erosion and protect the airfield from tidal floods. After the City of San Francisco adopted its flood management ordinance and joined the National Flood Insurance Program (NFIP) in 2010, FEMA started to prepare Flood Insurance Rate Maps (FIRM) for the city and the rest the Bay Area. The new FEMA flood maps characterize SFO as almost entirely in Special Flood Hazard Area (SFHA) Zone A.

SFO has completed significant foundational work for the project with site surveys, engineering studies and flood protection assessments for areas within their jurisdiction primarily on the Bay front. This work was conducted as part of SFO's comprehensive Shoreline Protection Feasibility Study, the purpose of which is to develop a shoreline protection system that will protect the airport property from a 100 year flood event and sea level rise.

The SMC San Bruno Creek Flood Control Zone channel consists of a tide gate, concrete box culverts, and two distinctive earthen lined trapezoidal segments: Cupid Row Canal and North Channel. The channel was improved in 1970 under a cooperative funding agreement between the San Mateo County Flood Control District and the City and County of San Francisco to alleviate extensive flooding in the City of San Bruno. Due to the nature of the channel bottom and the presence of endangered/threatened species, maintenance work within the channel has been limited to mainly vegetation clearing and dredging.

The SMC Colma Creek Flood Control Zone has completed several improvement projects and has several others in process. Culvert improvements have been made in Old Mission Road and El Camino Real, and the South Airport Boulevard Bridge has been replaced. Replacement of the Mainline Railroad Bridge over Colma Creek was completed in 2004. Channel improvements from Spruce Avenue to San Mateo Avenue and the raising of the San Mateo Avenue Bridge is complete. Construction between Spruce and San Mateo Avenues on Colma Creek resulted in the filling of half an acre of salt marsh wetlands within the original earthen channel of Colma Creek. Required mitigation for this project has resulted in the establishment of 1.5 acres of salt marsh wetlands and 2.0 acres of "native" upland habitat. This project, known as the Colma Creek Flood Control Habitat Mitigation Project, is located along the mouth of Colma Creek where it enters San Francisco Bay, below

Utah Avenue. This habitat is expected to be used by the endangered California Clapper Rail, which has been observed in the area.

- 2. *Site Description:*** Describe the project site or area, including site characteristics that are tied to your project objectives (i.e.: for acquisition of habitat, describe current vegetation assemblages, condition of habitats, known wildlife migration corridors, etc.). When relevant, include ownership and management information.

The project would consider and plan for climate change and related flooding concerns along San Bruno and Colma Creeks as they enter the SF Bay:

San Bruno Creek extends from Junipero Serra County Park near I-280, through Central Park in San Bruno, through the airport's property west of Highway 101 (which includes a San Francisco Garter Snake and California Red-legged Frog population), before flowing under San Bruno Avenue, Highway 101, and out to the Bay. Lion's Field, a 4-H Club and Belle Air Elementary School in San Bruno are nearby and have been impacted periodically by flooding during heavy rains.

Colma Creek extends from Daly City and provides drainage for the southern portion of San Bruno Mountain and extends through the heart of South San Francisco. The primary risk from Colma Creek is the additional water runoff and drainage at the confluence of San Bruno Creek, Colma Creek and the Bay just north of SFO.

The combined watersheds of Colma and San Bruno Creeks cover a land area of about 23 square miles. The confluence of these creeks north of SFO create significant flood hazards for the area, particularly as the head of tide migrates landward with sea level rise.

The Project Area, SFO and the watersheds contain important habitat for at least three listed endangered species. At the same time, the marshes at the watershed mouth are some of the most heavily invaded by non-native *Spartina Foliosa*. Eradication efforts have had significant effects on the Clapper Rail populations there, and it is important to consider how to simultaneously address eradication of this invader, habitat protection and protection of the built environment as sea level rises. This site provides a unique opportunity for these considerations.

- 3. *Consistency with Plans:*** Describe how the project is supported by, consistent with, or in conflict with any applicable local or regional plans, such as Local Coastal Plans, San Francisco Bay Plan, general plans, county or regional trail plans, specific area plans, regional conservation plans, climate action plans, the 2009 California Climate Adaptation Strategy, Habitat Conservation Plans/Natural Community Conservation Plans, watershed management plans, Integrated Regional Water Management Plans, etc. Identify the pertinent plan(s) and the date adopted by the applicable local/regional entity.

The project would be consistent with the San Mateo County Climate Action Plan which identifies the need for collaboration along the Bay shoreline between SMC;

municipalities, and other stakeholders (including SFO) in addressing sea level rise and climate adaptation. The strategies developed during the project will consider guidance in the State's Climate Adaptation Strategy, and will be consistent with the climate change and habitat protection policies in the San Francisco Bay Plan and the Coastal Conservancy's policies regarding sea level rise.

4. **Support:** *What public agencies, non-profit organizations, elected officials, and other entities and individuals support the project and why?*

Public Agencies/ Non-Profit Organizations	Elected officials
SF Travel	Assemblyman Mullin
SF Chamber of Commerce	Assemblyman Gordon
BCDC	Assemblyman Ting
Bay Planning Coalition	Assemblyman Leno
Bay Area Council	Senator Yee
City of San Bruno	Senator Hill
City of South San Francisco City	Supervisor Pine (San Mateo County)
ABAG/Bay Trail	

Letters of support from each of the above listed agencies and individuals are included with this application.

5. **Regional Significance:** *Describe the regional significance of the project with respect to recreation (regional trails and parks, staging areas, environmental education facilities, etc.) and natural resources (including listed species, identified high priority habitat, wildlife corridors, watersheds, and agricultural soils). Who will benefit from the project? Will it serve a greater than local need?*

Approximately 3.5 miles of Bay Trail have been constructed, and an additional 4.5 miles are proposed, in and around the Project Area. Moreover, there are approximately 9 miles of bike paths in and around the Project Area. These segments provide critical north south links and opportunities for wildlife viewing and appreciation.

West of Highway 101 SFO has a resident population of San Francisco Garter Snakes and California Red-legged Frogs, both of which are federally and State listed threatened species. SFO, in cooperation with the US Fish and Wildlife Service, the California Department of Fish and Wildlife and San Mateo County, has undertaken a 10-year Recovery Action Plan to implement a number of habitat enhancement measures to encourage population increases for both species. As mentioned above,

the California Clapper Rail, an endangered species, is endemic to the marshes in the Project Area.

SFO is a key entry and departure point for millions of travelers, with a record high of 44.7 million passengers in its 2012/2013 fiscal year, and is continuing to grow at a rapid pace. SFO accounts for 66% of domestic flights and 96% of international flights to and from the Bay Area. SFO is critical to the overall Bay Area economy.

6. ***Need for Conservancy Funds:*** *What would happen to the project if no funds were available from the Conservancy? What project opportunities or benefits could be lost and why if the project is not implemented in the near future?*

The proposed project does not have current funding. Without funding from the Coastal Conservancy, a critical section of the Bay shore is at risk of flooding. Even without sea level rise, the Subject Area is highly vulnerable. In the event of a severe storm, SFO's operations would potentially be impacted. Moreover, federally and State listed endangered species and habitats would be severely impacted if the adaptive plans are not completed. In addition, the SMC San Bruno Creek Flood zone (the center of the Project Area) is significantly underfunded with a tax base of less than \$200K per year. This funding is barely enough to complete annual maintenance, let alone the proposed project.

7. ***Compliance with CEQA:*** *Projects funded by the Coastal Conservancy must be reviewed subject to the California Environmental Quality Act ("CEQA"). CEQA does not apply to projects that will not have either a direct or indirect effect on the environment. For all other projects, if the project is statutorily or categorically exempt under CEQA, no further review is necessary. If the proposed project is not exempt, it must be evaluated by a public agency that is issuing a permit, providing funding, or approving the project, to determine whether the activities may have a significant effect on the environment. The evaluation results in a "Negative Declaration," "Mitigated Negative Declaration," or "Environmental Impact Report."*

If the proposed project qualifies for a CEQA exemption, please specify which exemption and why it qualifies. If the project does not qualify for a CEQA exemption, specify who will be the "lead agency" under CEQA, the status of preparing the environmental review document, and your views as to which type of document would be required for the project. Please note that the Conservancy will need to review and approve any CEQA document. For more information on CEQA, visit: http://ceres.ca.gov/topic/env_law/ceqa/flowchart/index.html.

The project would qualify for both statutory and categorical exemptions. As a feasibility and planning study, the project would be statutorily exempt under section 15262 of the CEQA Guidelines, and categorically exempt under section 15306 (Information Gathering).

8. **California Conservation Corps:** Applicants proposing construction projects are urged to consider using the California Conservation Corps. If your project involves construction, please indicate whether you have contacted the Corps regarding your project and the results of that contact.

Not applicable.

9. **Willing Seller:** Projects that involve acquisition of property **must** involve a willing seller. If your project includes property acquisition, please describe the status and expected conclusion of landowner negotiations.

Not applicable.

10. **Management and Monitoring:** For projects involving restoration, construction or land acquisition, describe your management and monitoring plans? Who will be responsible for funding and implementing ongoing management and monitoring? Please describe your plans for compiling baseline data, undertaking future monitoring and implementing adaptive management strategies if necessary.

Not applicable.

11. **Sea Level Rise Vulnerability:** If the project involves a site that is close to a shoreline (i.e. potentially flooded or eroded due to climate change), please identify vulnerabilities of the site in relation to flooding, erosion, and sea level rise/storm surges for the years 2050 and 2100 (assume 16 inches and 55 inches of sea level rise respectively). For reference, see the State of California's Sea Level Rise Task Force Interim Guidance Document. Describe any adaptive management approaches you have considered for addressing Sea Level Rise. What is the expected lifespan or duration of the project?

Ground elevations at the SFO range from 3' to 13' NAVD88. FEMA's current coastal study finds the 100 year flood elevation or base flood elevation (BFE) to be 10.5' NAVD88 and its draft FIRM maps include substantially all of SFO in SFHA Zone AE(EL11). Sea level rise of 55 inches with a 100 year flood would put SFO in 12 feet of water. SFO has been building seawalls over the last 30 years and will continue to build and improve them to meet higher standards over the next 10 years.

12. **Vulnerability from Climate Change Impacts Other than Sea Level Rise:** Using Exhibit F: Climate Change Guidance, and the latest regional scenarios, predictions and trends, describe how the project objectives or project may be vulnerable to impacts (fire, drought, species and habitat loss, etc.) from climate change, other than sea level rise, coastal erosion or flooding? What design, siting, or other measures are you incorporating into the project to

reduce these vulnerabilities? Describe any adaptive management, project monitoring, and stewardship measures you intend to use.

In addition to increased flood risk, there is potential for other hydrologic effects of climate change that could impact the Colma Creek and San Bruno Creek watersheds including increased rain run-off, extended dry seasons, and extreme weather events (heat or storms), which could increase soil erosion. Increases in average temperature will result in longer dry seasons and less winter precipitation. This, as well as periods of drought, can noticeably reduce the amount of freshwater input into the creeks from their respective watersheds, which coupled with an increase salt water level in the Bay, can lead to salt water traveling farther up the creeks. This salt water intrusion can impact groundwater as well as water supply for the area. An increase in the frequency of extreme weather events would increase the number of bank overflows and could push a greater volume of salt water into the creeks. The proposed study will include a monitoring plan and assess changes in flow frequency for the creeks, which will be used to identify specific areas that could be significantly impacted by climate change.

- 13. Greenhouse Gas Emissions/Climate Change:** *If the proposed project will result in production of greenhouse gas emissions (including construction impacts and vehicle miles travelled as part of a public access component), describe the measures your project includes to reduce, minimize or avoid greenhouse gas emissions through project design, implementation construction, or maintenance (Refer to Exhibit F: Climate Change Guidance for resources on Best Management Practices and green building techniques and materials). What, if any, are the possible sources or sinks of greenhouse gases for your project, such as carbon sequestration from habitats at the site? If one of the project goals is to sequester carbon (reduce greenhouse gas concentrations), how do you intend to ensure continued long term sequestration while achieving project objectives? Do you have any plans to seek carbon credits for the carbon sequestration activities on the project site?*

SFO has reduced the greenhouse gas (GHG) emissions from its operation to 34% below its 1990 emission levels and has also mitigated the remaining GHG emissions by facilitating reductions in the GHG emissions of airlines and other enterprises operating at the airport. SFO has been honored with an Environmental Achievement Award by the Airports Council International-North America (ACI-NA). In the category of environmental management, SFO was recognized by ACI-NA for its Climate Action Plan, which outlines a variety of efforts intended to reduce GHG emissions related to airport operations. SFO is planning to achieve further reductions in GHG emissions in the future. SFO is also committed to increasing its solid waste recycling rate to 80%, achieving LEED gold certification for all new buildings, and reducing energy usage.

California Legislature

August 22, 2013

Mr. Douglas Bosco, Chairman
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support – SFO/San Mateo County/San Bruno Grant Application – Climate Ready Program

Dear Chairman Bosco,

As representatives of San Mateo County, which includes San Francisco Airport (SFO) and the City of San Bruno, we are writing to convey our support for a pending Coastal Conservancy grant application. The SFO, San Mateo County and the City of San Bruno joint application for a \$200,000 Coastal Conservancy grant through the Climate Ready Program would assist these entities in planning and adapting to sea level rise. This joint application is consistent with the goals of SB 1066 which authorized the Coastal Conservancy to issue grants to public agencies to address impacts of climate change on infrastructure within the Conservancy's jurisdiction.

The Coastal Conservancy grant would supplement and make complete an existing, ongoing coastal analysis of sea level rise at SFO, which is designed to help identify deficiencies in flood protection and plan for seawall construction. Specifically, the Coastal Conservancy grant would be used to consider and plan for climate change related flooding concerns along San Bruno and Colma Creeks which flow through and around airport land. Additionally, the study and assessment will take into account impacts on the resident populations of the San Francisco Garter Snake and the California Red-Legged Frog both of which are federal and state endangered species.

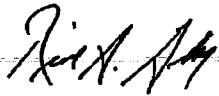
In order to assure a comprehensive analysis of flood risk to the airport and neighboring jurisdictions, a study and modeling of the alluvial flows of the creeks around the airport must be considered. The existing study underway by SFO does not include the creeks because these lands are not within SFO jurisdiction. However, the Coastal Conservancy grant would provide SFO, in collaboration with the County of San Mateo and the City of San Bruno, the necessary study and data to make an overall analysis complete.



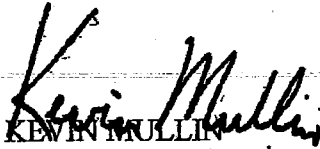
We respectfully request the Coastal Conservancy to support this joint grant application for funding from the Climate Ready Program.

Thank you for your consideration.

Sincerely,



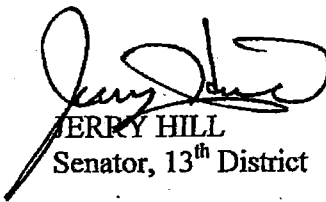
RICHARD S. GORDON
Assemblymember, 24th District



KEVIN MULLIN
Assemblymember, 22nd District



PHILIP Y. TING
Assemblymember, 19th District



JERRY HILL
Senator, 13th District



MARK LENO
Senator, 11th District



LELAND Y. YEE
Senator, 8th District

HALL OF JUSTICE AND RECORDS
400 COUNTY CENTER
REDWOOD CITY, CA 94063



TEL: (650) 363-4571
FAX: (650) 368-3012
E-MAIL: dpine@co.sanmateo.ca.us

DAVE PINE
SUPERVISOR, FIRST DISTRICT
SAN MATEO COUNTY

August 28, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support for SFO/San Mateo County Grant Application (Climate Ready Program)

Dear Chair Bosco:

I am writing in support of the joint application from San Francisco Airport, San Mateo County, the City of San Bruno, and the City of South San Francisco for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program to assist these entities in planning for and adapting to sea level rise.

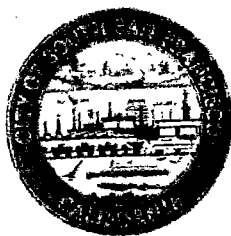
San Mateo County has more property at risk from sea level rise than any other county in the Bay Area. However, to date, little planning has been done in San Mateo County to prepare for sea level rise. A Coastal Conservancy grant would allow San Mateo County to begin the planning process by carefully studying the Bay shoreline directly northwest of the airport where the San Bruno Creek and Colma Creek meet the Bay.

San Mateo County, along with the other applicants, have proposed a project which would bring multiple jurisdictions together to work collaboratively on a common goal, focus on a portion of the Bay shoreline which is highly vulnerable to flooding today, and yield adaptation strategies that balance protection of the built and natural environments. A successful project would provide a template for future sea level rise projects that will need to be undertaken to comprehensively address sea level rise in San Mateo County.

Please contact me should you have any questions or need additional information.

Sincerely,

Dave Pine
Vice President
San Mateo County Board of Supervisors



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KARYL MATSUMOTO, MAYOR PRO TEM
MARK ADDIEGO, COUNCILMEMBER
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PRADEEP GUPTA, PH.D., COUNCILMEMBER

BARRY M. NAGEL, CITY MANAGER

OFFICE OF THE MAYOR

August 23, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA. 94612

SUBJECT: Support for Climate Ready Grant Application

Dear Chair Bosco:

I'm pleased to express the City Council's support for the joint grant application for the Coastal Conservancy's Climate Ready Grant Program from the Cities of South San Francisco and San Bruno, San Mateo County, and SFO. This grant funding will be instrumental in our ability to prepare for and adapt to sea-level rise along our shoreline.

Along with the City's partners, South San Francisco will strategically use the Airport Shoreline Protection Study to understand and plan for climate change-related flooding issues along Colma and San Bruno Creeks. The Airport Shoreline Protection Study will recommend specific actions our communities can individually and collectively take to achieve long-term resiliency to sea-level rise and other climate change impacts.

I appreciate this opportunity to express the City Council's support for the Climate Ready Program grant application. South San Francisco looks forward to joining our strategic partners to proactively plan for sea-level rise to preserve our shoreline and protect valuable public facilities and assets.

The City Council of South San Francisco urges the Coastal Conservancy to support the joint Climate Ready grant application.

Sincerely,

A handwritten signature in black ink that reads "Pedro Gonzalez".

Pedro Gonzalez, Mayor
City of South San Francisco



Jim Ruane
Mayor

CITY OF SAN BRUNO
MAYOR

August 27, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support for SFO/San Mateo County Grant Application (Climate Ready Program)

Dear Chair Bosco:

I am writing in support of the joint application from San Francisco Airport (SFO), San Mateo County, the City of San Bruno, and the City of South San Francisco for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program to assist these entities in planning for and adapting to sea level rise.

The Coastal Conservancy grant will supplement an existing, ongoing coastal analysis of sea level rise now underway at SFO. Specifically, the Coastal Conservancy grant would be used to plan for climate change related flooding concerns along the Bay shoreline directly northwest of the airport where the San Bruno Creek and Colma Creek meet the Bay.

San Bruno Creek and adjoining Cupid Row Canal have experienced severe flooding in the past. With sea level rise, the risks to the residents of San Bruno will only grow worse.

There is much work that needs to be done in the years ahead to prepare for sea level rise in the complex creek and tidal area covered by this application. A grant from the Coastal Conservancy would kick start that process and help bring multiple jurisdictions together to pursue the common goal of developing appropriate adaptation and mitigation strategies.

Please contact me should you have any questions or need additional information.

Sincerely,


Jim Ruane
Mayor

567 El Camino Real, San Bruno, CA 94066-4299
Voice: (650) 616-7060 • Fax: (650) 742-6515
<http://sanbruno.ca.gov>



SAN FRANCISCO
CHAMBER OF COMMERCE

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support – SFO/San Mateo County Grant Application – Climate Ready Program

Dear Chairman Bosco,

I wish to convey the San Francisco Chamber of Commerce's support for the joint application of the San Francisco Airport (SFO), San Mateo County and the City of San Bruno for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program. This grant will assist these entities in planning and adapting to sea level rise.

The Coastal Conservancy grant will supplement and make complete an existing, ongoing coastal analysis of sea level rise at SFO which is designed to help identify deficiencies in flood protection and plan for seawall construction. Specifically, the Coastal Conservancy grant would be used to consider and plan for climate change related flooding concerns along San Bruno and Colma Creeks which flow through and around airport land. The Coastal Conservancy grant will provide the necessary study and data to make an overall analysis complete.

SFO plays a vital economic role in the Bay Area and we are supportive of these efforts to mitigate any effects of sea level rise, flooding, or other natural disasters or occurrences which might have a detrimental effect on the continued operation of SFO.

The San Francisco Chamber of Commerce encourages the California Coastal Conservancy to support this joint application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Hagan".



Making San Francisco Bay Better

August 13, 2013

The Honorable Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

SUBJECT: Support – SFO/San Mateo County Grant Application (Climate Ready Program)

Dear Chairman Bosco:

I wish to convey my support for the joint application of the San Francisco Airport (SFO), San Mateo County and the City of San Bruno for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program to assist these entities in planning and adapting to sea level rise.

The Coastal Conservancy grant will supplement and make complete an existing, ongoing coastal analysis of sea level rise at SFO, which is designed to help identify deficiencies in flood protection and plan for seawall construction. Specifically, the Coastal Conservancy grant would be used to consider and plan for climate change-related flooding concerns along San Bruno and Colma Creeks, which flow through and around airport land. To assure a comprehensive analysis of flood risk to the airport and neighboring jurisdictions, a study that includes modeling of the storm flows of the creeks around the airport must be taken into consideration. The existing study underway by SFO does not include the creeks because they are outside of SFO's jurisdiction. By working collaboratively with the San Mateo County and the Cities of San Bruno and South San Francisco through the grant, SFO will be able to use the funding to conduct the necessary study and gather requisite data to complete an overall analysis. Additionally, the study and assessment will take into account impacts on the resident populations of the San Francisco Garter Snake and the California Red-Legged Frog, both of which are federal and state endangered species.

This joint application is consistent with the goals of SB 1066 that authorized the Coastal Conservancy to issue grants to public agencies to address impacts of climate change on infrastructure within the Conservancy's jurisdiction. As such, I encourage the California Coastal Conservancy to support this joint application. Knowing that you will receive a surfeit of applications and that all will merit consideration, I look forward to hearing back from you on those projects that are selected for funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence J. Goldzband", written over a white background.

LAWRENCE J. GOLDZBAND
Executive Director

cc: Joe LaClair, Chief Planner
Julian Potter, SFO Chief of Staff

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Amec

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Weston Solutions

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Paul Shepherd
Cargill

Phil Tagami
California Capital & Investment Group

Ellis A. Wallenberg III
Weiss Associates

Daniel Woldeesenbet
Alameda County Public Works Agency

August 15, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support – SFO/San Mateo County Grant Application – Climate Ready Program

Dear Chairman Bosco,

I wish to convey Bay Planning Coalition's support for the joint application of the San Francisco Airport (SFO), San Mateo County and the City of San Bruno for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program. This grant will assist these entities in planning and adapting to sea level rise, a crucial priority for any shoreline entities in our region.

The Coastal Conservancy grant will supplement and make complete an existing, ongoing coastal analysis of sea level rise at SFO which is designed to help identify deficiencies in flood protection and plan for seawall construction. Specifically, the Coastal Conservancy grant would be used to consider and plan for climate change related flooding concerns along San Bruno and Colma Creeks which flow through and around airport land. The Coastal Conservancy grant will provide the necessary study and data to make an overall analysis complete.

SFO plays a vital economic role in the Bay Area and we are supportive of these efforts to mitigate any effects of sea level rise, flooding, or other natural disasters or occurrences which might have a detrimental effect on the continued operation of SFO.

The Bay Planning Coalition encourages the California Coastal Conservancy to support this joint application.

Sincerely,



John A. Coleman
Executive Director



August 15, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Support for SFO-San Mateo County grant application – Climate Ready Program

Dear Chairman Bosco,

I write today in support of the joint San Francisco International Airport (SFO)-San Mateo County-City of San Bruno application for a \$200,000 Coastal Conservancy grant through the Climate Ready Program. With this grant, the Bay Area will move one step closer to defending our most critical infrastructure from the risks of sea level rise and extreme weather events.

Importantly, the Coastal Conservancy grant will add to existing efforts at SFO to address sea level rise. For example, SFO is currently examining both its own and surrounding properties for flooding vulnerabilities along the San Francisco Bay and both the San Bruno and Colma creeks. The Coastal Conservancy grant will provide the needed resources to back this work up with the hard data necessary to complete this critical work.

Past analysis has shown that SFO contributes over 63,000 jobs to Bay Area residents, and enables nearly \$14 billion in annual business revenue for the Bay Area economy, and generates \$1.2 billion in combined state and local tax revenue. Faced with rising tides and increasingly powerful precipitation events, defending SFO is critical.

The Bay Area Council encourages the California Coastal Conservancy to support the joint application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Wunderman".

Jim Wunderman
Chief Executive Officer



August 28, 2013

Mr. Douglas Bosco, Chair
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Re: Climate Ready Grant Application for the SFO/San Bruno Creek/Colma Creek Resilience Study

Dear Chairman Bosco:

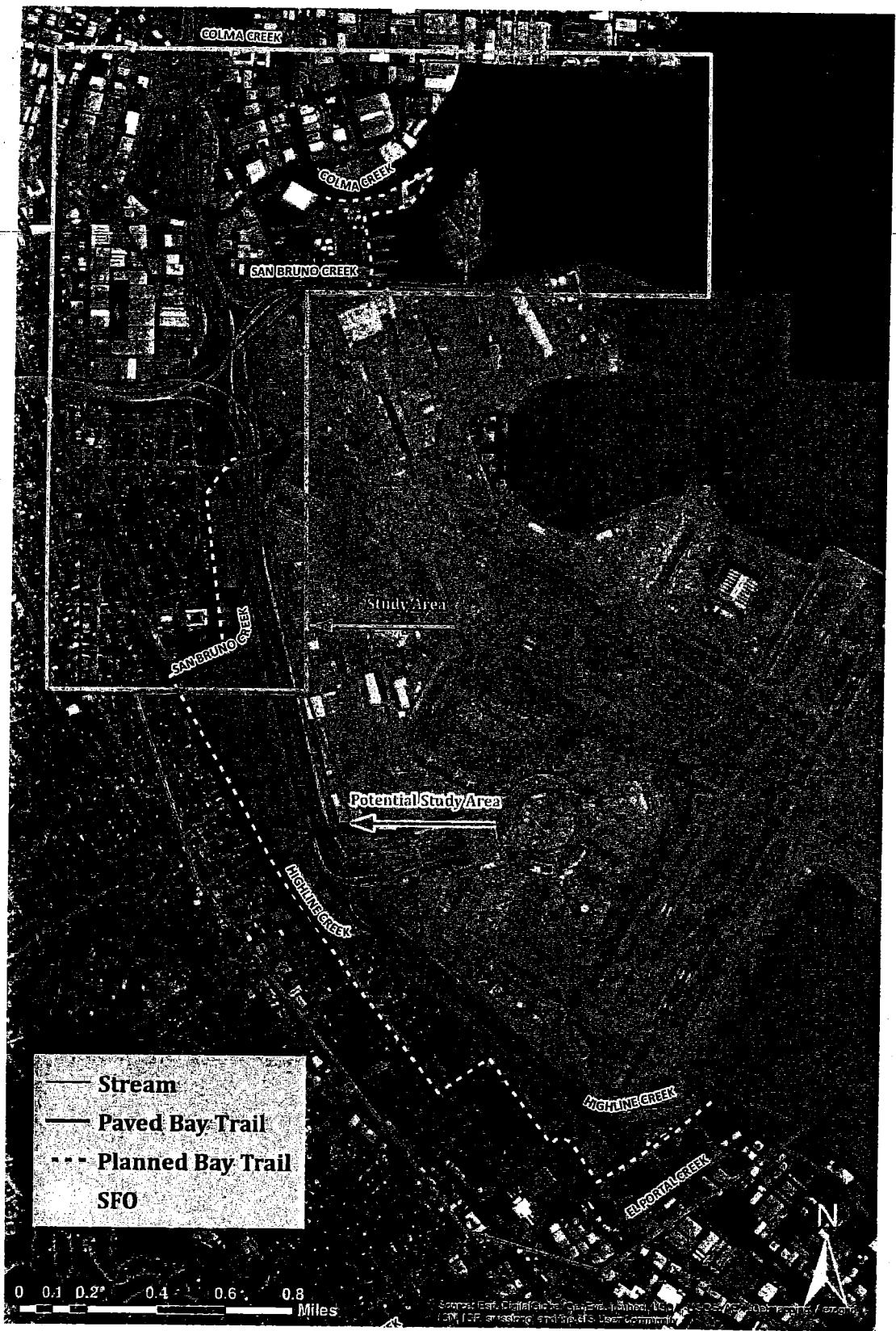
On behalf of the San Francisco Bay Trail Project, I am writing in support of the joint application from San Francisco Airport (SFO), San Mateo County, and the City of San Bruno for a \$200,000 Coastal Conservancy grant through the Conservancy's Climate Ready Program to assist these entities in planning and adapting to sea level rise.

The Resilience Study Area includes 9 miles of Bay Trail spine with 3.5 miles already completed and 4.5 miles planned. As a regional bicycling and walking trail, the 500-mile Bay Trail system serves as both a recreational and non-motorized commute opportunity that will play a critical role in shifting automobile trips to non-motorized trips and reducing greenhouse gas emissions. Due to its proximity to the Bay's shoreline edge, the Bay Trail is particularly vulnerable to the impacts of sea level rise. This study will help to identify and facilitate long-term planning for the impacts of sea level rise on the Bay Trail within the vicinity of SFO and help preserve the Bay Trail as an important tool in reducing greenhouse gas emissions and sea level rise.

The Bay Trail Project appreciates the Conservancy's positive consideration of this grant request. Please do not hesitate to contact me at (510) 464-7915 if you have any questions regarding this or other aspects of the Bay Trail.

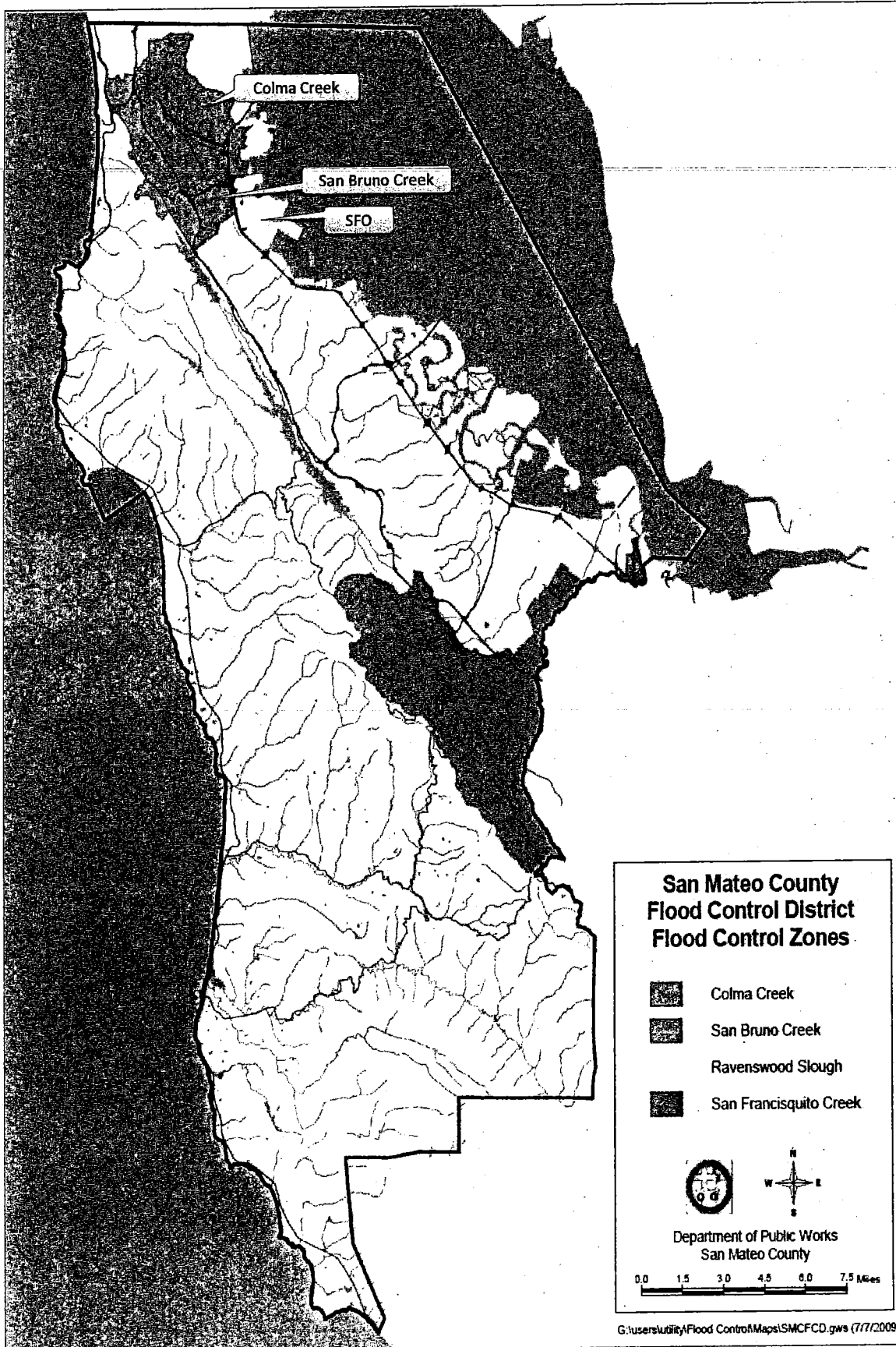
Sincerely,

Lee Chien Huo
Bay Trail Planner



Regional Map

SFO-San Mateo



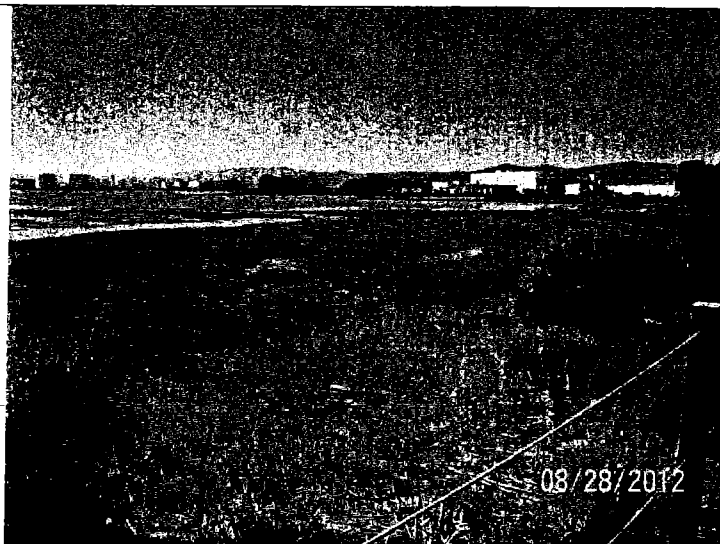


Figure 1, Colma Creek_Bay Confluence area of San Bruno and Colma creeks north of SFO from Bay Trail



Figure 2, Confluence of Colma Creek and subsidiary creek_north of SFO facing San Bruno Mt.



Figure 3, San Bruno Creek Stormsystem at Highway 380 Flyover west of 101 and SFO



Figure 4, San Bruno Creek Stormsystem culvert opening west of 101 and SFO



Figure 5, San Bruno_To Bay view from San Bruno flood gates north of SFO



Coastal Conservancy

Climate Ready

Helping California communities meet the challenge of a changing climate

October 31, 2013

Mr. Michael Barber
San Francisco International Airport and San Mateo County
400 County Center, 1st Floor
Redwood City, CA 94063

Dear Mr. Barber,

Thank you for your application for the State Coastal Conservancy's Climate Ready grant. We received 76 applications requesting over \$13 million from a wide range of climate adaptation and greenhouse gas reduction projects. We are happy to inform you that the grant selection committee found your proposal to be very competitive and has ranked it in the top priority for further consideration of partial or full funding.

The grant selection committee is recommending an award of \$200,000 for your application. The next step in the approval process is to work with the Conservancy's project manager to refine and further develop the project scope, detailed budget, schedule, and any other additional information that is needed to define the project and to prepare a staff recommendation for consideration for funding at the Coastal Conservancy's January 23, 2014 board meeting. Given the staff recommendation review schedule, these details need to be worked out by mid-November to meet this deadline.

Please be aware that your proposal must undergo internal legal review, the Conservancy board must approve the staff recommendation, and a grant agreement must be signed before funding is guaranteed.

We congratulate you on developing a strong Climate Ready project and we look forward to partnering with you on your Climate Ready project.

Please contact Deborah Hirst, at dhirst@scc.ca.gov or (510) 286-0729, since she will act as the project manager for this grant.

Nadine Peterson

Deputy Executive Officer
California State Coastal Conservancy

February 18, 2014

Given the complexity of the project area, the success of the project will depend on the effectiveness of a collaborative interagency working group consisting of representatives from the Airport, SMC, San Bruno, SSF, BCDC, and Caltrans. Following the completion of the project it is anticipated that the working group will continue to meet on a regular basis to further develop and eventually implement the adaptation strategies. The project will specifically provide a template for the Airport, the City of Millbrae and the City of Burlingame to follow when addressing flooding risks in a similar setting southwest of the Airport.

SMC representatives agreed prior to submitting the grant application that the Airport will be the primary grantee, receiving all of the funding. However, a formal agreement has not yet been drafted. Airport Staff plans to return to the Commission at a later date to propose that the scope of work for this project be added to the existing Contract No. 8354.1, as the work is closely related in scope and geography and that flows from both creeks can adversely impact the Airport.

Pursuant to San Francisco Administrative Code Section 10.170-1, the San Francisco Board of Supervisors must approve by resolution the acceptance and expenditure of state grant funds in the amount of \$100,000 or more.

Recommendation

Based on the above, I recommend that the Commission authorize the Director to accept the Climate Ready grant from the Conservancy in the amount of \$200,000, and expend these grant funds on work in compliance with Conservancy's grant agreement and in accordance with Commission's established procedures. I further recommend that the Commission direct the Commission Secretary to seek the approval of the Board of Supervisors pursuant to San Francisco Administrative Code Section 10.170-1.


John L. Martin
Airport Director

Prepared by: Ivar Satero
Deputy Airport Director
Design, Construction & Technology

Attachment

AIRPORT COMMISSION

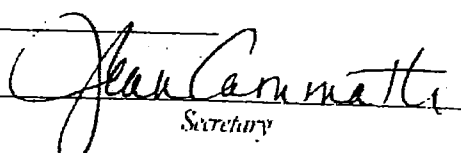
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 14-0030

AUTHORIZATION TO ACCEPT AND EXPEND CALIFORNIA COASTAL CONSERVANCY'S CLIMATE READY GRANT IN THE AMOUNT OF \$200,000

- WHEREAS, the Airport's Contract No. 8354.1, Airport Shoreline Protection Feasibility Study is currently assessing SFO's vulnerability to 1%-annual-chance floods and sea level rise and will make shoreline protection improvement recommendations to the Airport; and
- WHEREAS, the California State Coastal Conservancy announced the availability of funding for projects through its Climate Ready program in June 2013; and
- WHEREAS, Climate Ready grants are intended to encourage local governments and non-governmental organizations to act now to prepare for a changing climate by advancing planning and implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen the impacts of climate change on California's coastal communities and natural resources; and
- WHEREAS, on January 23, 2014, the California State Conservancy Board, at a regularly scheduled Board meeting, awarded a grant in the amount of \$200,000 to the Airport and San Mateo County jointly; and
- WHEREAS, this Climate Ready grant will provide funding for conducting a sea level rise vulnerability assessment and adaptation strategies for San Bruno Creek and Colma Creek (Project Area), both which border the Airport along the northwest boundary and create an area of vulnerability for the Airport in terms of flooding and sea level rise; and
- WHEREAS, Staff plans to establish a working group with representatives from the Airport, San Mateo County (SMC), the City of San Bruno, the City of South San Francisco, the Bay Conservation and Development Commission, and Caltrans to support this vulnerability assessment; and
- WHEREAS, it was agreed that the Airport receive the grant funds as the primary grantee, and Staff proposes that the additional scope of work be added as a modification to the existing Contract 8354.1; now, therefore, be it
- RESOLVED, that this Commission authorizes the Director to accept the Climate Ready grant funds from the California Coastal Conservancy in the amount of \$200,000 and expend the grant funds on Project Area work in compliance with California Coastal Conservancy's grant agreement and in accordance with Commission's established procedures; and, be it further
- RESOLVED, that this Commission directs the Commission Secretary to seek Board of Supervisors approval for the Airport to accept and expend the California State Coastal Conservatory grant of \$200,000, in conformance with San Francisco Administrative Code section 10.170-1.

I hereby certify that the foregoing resolution was adopted by the Airport Commission
at its meeting of FEB 18 2014


Secretary

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *EL* Mayor Edwin M. Lee *EL*
RE: Accept and Expend Grant – State Coastal Conservancy's Climate Ready Grant
DATE: June 10, 2014

Attached for introduction to the Board of Supervisors is the resolution authorizing the Airport Director to accept and expend a grant in an amount not to exceed \$200,000 from the California Coastal Conservancy for conducting a sea level rise vulnerability assessment of San Bruno Creek and Colma Creek just northwest of the San Francisco International Airport and for developing sea level rise adaptation strategies.

I request that this item be calendared in Budget and Finance Committee on June 19th.

Should you have any questions, please contact Jason Elliott (415) 554-5105.

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