

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 19-0121

AUTHORIZATION TO SEEK A FINDING FROM THE SAN FRANCISCO BOARD OF SUPERVISORS THAT THE PROPOSED AIRPORT SHORELINE PROTECTION PROGRAM IS FISCALLY FEASIBLE AND RESPONSIBLE UNDER SAN FRANCISCO ADMINISTRATIVE CODE, CHAPTER 29

- WHEREAS, San Francisco Administrative Code, Chapter 29 requires that prior to initiating environmental review, City departments proposing a project that is estimated to have implementation or construction costs greater than \$25 million and use more than \$1 million in public monies prepare a financial feasibility study and submit it to the San Francisco Board of Supervisors (BOS) for a finding that the proposed project is fiscally feasible and responsible; and
- WHEREAS, on September 22, 2015, by Resolution No.15-0192, the Commission authorized the Airport Director to submit a fiscal feasibility study to and seek a finding from the BOS that a proposed \$58 million Shoreline Protection Program was fiscally feasible and responsible; and
- WHEREAS, the \$58 million Shoreline Protection Program proposed improvements to about half of the Airport's existing Bay-facing shoreline protection system and would protect against 11 inches of sea-level rise; and
- WHEREAS, on December 15, 2015, by Resolution No. 517-15, the BOS found the proposed \$58 million Shoreline Protection Program was fiscally feasible and responsible; and
- WHEREAS, on March 14, 2018, the State of California adopted new Sea-Level Rise Guidance, requiring the Airport to update the Shoreline Protection Program; and
- WHEREAS, the updated Shoreline Protection Program proposes construction of a new shoreline protection system around the entire perimeter of the Airport, including along our western boundary along Highway 101, and would protect the Airport's assets and runways, with a 99.5% level of confidence, to approximately 2085 by adopting a design criterion that protects against a 100-year storm and 36 inches of sea-level rise at an estimated cost of \$587 million; now, therefore, be it
- RESOLVED, that the Commission hereby authorizes the Director to submit an updated Fiscal Feasibility Study to and seek a finding from the San Francisco Board of Supervisors that the proposed updated Shoreline Protection Program is fiscally feasible and responsible under San Francisco Administrative Code, Chapter 29.

*I hereby certify that the foregoing resolution was adopted by the Airport Commission
at its meeting of* _____

MAY 21 2019


Secretary



San Francisco International Airport

MEMORANDUM

May 21, 2019

TO: AIRPORT COMMISSION
Hon. Larry Mazzola, President
Hon. Linda S. Crayton, Vice President
Hon. Eleanor Johns
Hon. Richard J. Guggenlime
Hon. Malcolm Yeung

19-0121

 MAY 21 2019

FROM: Airport Director

SUBJECT: Authorization to seek a finding from the San Francisco Board of Supervisors that the proposed Airport Shoreline Protection Program is fiscally feasible and responsible under San Francisco Administrative Code, Chapter 29.

DIRECTOR'S RECOMMENDATION: AUTHORIZE THE DIRECTOR TO SEEK A FINDING FROM THE SAN FRANCISCO BOARD OF SUPERVISORS THAT THE PROPOSED AIRPORT SHORELINE PROTECTION PROGRAM IS FISCALLY FEASIBLE AND RESPONSIBLE UNDER SAN FRANCISCO ADMINISTRATIVE CODE, CHAPTER 29

Executive Summary

Recognizing potential flood risks, the Airport completed a Shoreline Protection Feasibility Study to identify deficiencies in its existing shoreline protection system. The study provides recommendations on improvements necessary to protect the Airport from a 100-year flood and sea-level rise. Before the Airport can initiate environmental review for its recommended Shoreline Protection Program, the San Francisco Board of Supervisors (BOS) must find that it is fiscally feasible and responsible.

In 2015, the BOS reviewed and approved a fiscal feasibility study for the Shoreline Protection Program at an estimated cost of \$58 million. At that time, the program was focused on addressing current levels of flood risk and a moderate amount of sea-level rise. The sea-level rise projections incorporated into the program were based on science from 2012. However, based on updated science from 2018 with new design criteria from the State of California, the scope of the proposed Shoreline Protection Program has dramatically increased, with a new estimated cost of \$587 million.

Given the significant increase in program scope and cost, the Airport is submitting an updated fiscal feasibility study for BOS approval before initiating environmental review. Attached is a proposed Resolution authorizing the Director to seek a finding from the BOS that the updated Shoreline Protection Program is fiscally feasible and responsible under San Francisco Administrative Code, Chapter 29.

Background

Under Chapter 29 of the San Francisco Administrative Code, prior to initiating environmental review for a proposed project, any project with estimated implementation or construction costs greater than \$25 million and requiring more than \$1 million in public monies must be submitted to the BOS to determine whether the plan for undertaking and implementing the project is fiscally feasible and responsible. The Director of the proposing City department must prepare a financial feasibility study and submit it to the BOS prior to submitting the project to the San Francisco Planning Department for environmental review.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO
LONDON N. BREED MAYOR LARRY MAZZOLA PRESIDENT LINDA S. CRAYTON VICE PRESIDENT

THIS PRINT COVERS CALENDAR ITEM NO.

ELEANOR JOHNS RICHARD J. GUGGENHIME MALCOLM YEUNG


IVAR C. SATERO
AIRPORT DIRECTOR

The BOS then reviews the project and issues a formal determination of whether the project is fiscally feasible and responsible.

In 2015, the Airport completed a Shoreline Protection Feasibility Study to understand the deficiencies in the existing shoreline protection. At that time, the Commission proposed a \$58 million Shoreline Protection Program, which was limited to enhancements of about half of the Airport's existing shoreline protection system and assumed 11 inches of sea-level rise.

On September 22, 2015, by Resolution No. 15-0192, the Commission authorized the Airport Director to seek a finding from the BOS that the proposed program was fiscally feasible and responsible.

On December 15, 2015, by Resolution No. 517-15, the BOS found that the program was fiscally feasible and responsible.

However, in March 2018, the State of California issued a report: "Sea-Level Rise Guidance." This report provides guidance to state and local agencies for incorporating sea-level rise into design, planning, permitting, construction, investment, and other decisions. The 2018 report contained improved science and policy with a better understanding of risks quantified as probabilities.

The Airport accordingly updated the proposed Shoreline Protection Program to respond to these more stringent criteria. The proposed Shoreline Protection Program now covers the entire perimeter of the Airport, including along our western boundary of Highway 101, at an estimated cost of \$587 million. The updated Shoreline Protection Program would protect the Airport's assets and runways, with a 99.5% level of confidence, to approximately 2085 by adopting a design criterion that protects against a 100-year storm and 36 inches of sea-level rise.

Upon completion of the CEQA review, the Airport will seek funding opportunities from the State of California through the Office of Emergency Services (Cal OES) FEMA's Hazard Mitigation Assistance Grant Program.

Airport staff have prepared the attached Fiscal Feasibility Study for the updated Shoreline Protection Program, which supports a finding that the project is fiscally feasible and responsible.

Recommendation

I recommend the Commission authorizes the Director to submit the updated Fiscal Feasibility Study to and seek a finding from the San Francisco Board of Supervisors that the proposed Shoreline Protection Program is fiscally feasible and responsible under San Francisco Administrative Code, Chapter 29.



Ivar C. Satero
Airport Director

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Planning, Design & Construction

Attachments