



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3e

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Memorandum

TO: Legislation Committee

DATE: May 2, 2014

FR: Executive Director

W. I. 1131

RE: SB 1184 (Hancock): Sea Level Rise: Regional Resilience Strategy

Background

SB 1184 would require the San Francisco Bay Conservation and Development Commission (BCDC), in collaboration with the Joint Policy Committee, the State Coastal Conservancy, the Ocean Protection Council, and the Office of Planning and Research, to develop and submit to the Legislature a regional resilience strategy by December 31, 2018. The goal of the study is to determine the best ways to protect residents from potential inundation and flooding from sea level rise, and to reduce flood risk to valuable shoreline development, bay-related habitat and wildlife. SB 1184 further requires that the strategy be adopted in a manner that it may serve as the shoreline resiliency component of the Bay Area's sustainable communities strategy.

Recommendation: Support

Discussion

Some of the Bay Area's most important transportation infrastructure is vulnerable to climate change-induced sea-level rise, according to "Adapting to Rising Tides: Transportation Vulnerability and Risk Assessment," the 2011 study funded by the Federal Highway Administration and commissioned by BCDC, in partnership with MTC and Caltrans. The study selected the Alameda County shoreline as the focus area, based on a regionwide competition, and found that the Posey and Webster tubes connecting Oakland to Alameda, BART's Transbay Tube between Oakland and San Francisco, and the eastern approach to the Bay Bridge in Oakland are all at risk. A subsequent study to be released later this year will focus on the adaptation options for three specific areas identified as vulnerable in the report:

- The West Oakland/Emeryville/Bay Bridge Peninsula
- The Oakland Coliseum Area
- The State Route 92 Corridor

The Bay Area's sea-level rise analysis conducted to date has made clear the importance of a regionwide assessment of the vulnerability of transportation infrastructure and a rigorous adaptation planning effort. While much of the work called for in SB 1184 already is underway, BCDC is sponsoring the legislation as it codifies this important work in state law, provides clear direction and a timeline for the strategy's completion, and sets goals and objectives that ensure a wide range of considerations. For this reason, staff recommends a support position on the bill.

Known Positions

Support

East Bay Municipal Utility District

The Nature Conservancy (if amended)

Bay Planning Coalition (if amended)

R. Zachary Wasserman, Chair, San Francisco Bay Conservation and Development Commission

Oppose

None on file



Steve Heminger

SH: RL