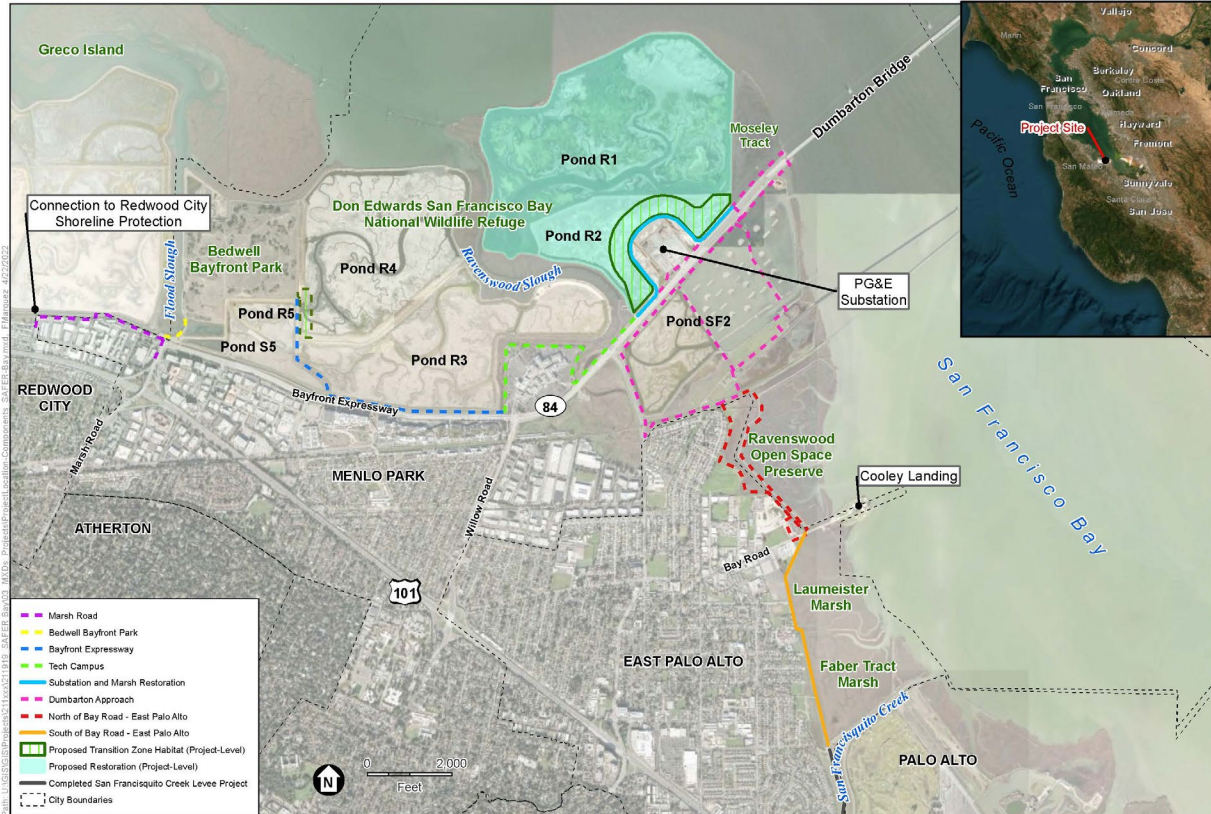




SAFER Bay Project Summary

Strategy to Advance Flood protection, Ecosystems Restoration and Recreation along San Francisco Bay (SAFER Bay) Project, East Palo Alto & Menlo Park, San Mateo County



SOURCES: ESA, 2021; HDR, 2021; HT Harvey & Associates, 2021; ESRI World Imagery, 2021

SAFER Bay Project

- NOTES: 1. Reaches to be evaluated at a project-level of detail are shown in solid lines; reaches to be evaluated at a program-level of detail are shown as dashed lines.
 2. While program-level transition zones are indicated, additional areas that are not yet determined will be evaluated in the EIR. This figure does not reflect proposed improvements to western snowy plover habitat in Pond R3.
 3. Water control structures will affect ecotone levee arrangement. Water control structures are/will be located between Ponds R5 and S5 and S5 and R3.
 4. SAFER Bay Project will not conflict with Dumbarton Rail corridor or efforts to place it back in service.

Map of SAFER Bay Area, East Palo Alto and Menlo Park, San Mateo County

The SAFER Bay Project is a multi-benefit, multi-jurisdictional, public-private collaboration that will protect critical infrastructure, provide community resilience to current tidal flooding and projected sea level rise, and improve recreational access, using both engineered structures and nature-based flood protection.

The SAFER Bay Project will enable the restoration of rare and historic habitats in former salt ponds using nature-based solutions and the best available science.



The project is using the [Bay Adapt Joint Platform](#) for implementation and is the first large project to do so. This is a consensus-based regional strategy to protect people and the natural and built environment from rising sea levels that will enable successful adaptation outcomes throughout the nine county Bay Area.

The Dumbarton Bridge/Highway 84 Corridor with over 80,000 vehicle trips per day bisects the SAFER Bay project area. A future upgrade of the Dumbarton Bridge /Highway 84 Corridor by Caltrans is envisioned for long term shoreline resiliency and community protection.

The SFCJPA has continued engagement with Caltrans, and this collaboration has resulted in Caltrans approval of internal funding in 2022 for a Project Study Report-Project Development Support (PSR/PDS) within Caltrans' right-of-way for the SAFER Bay Project as a first step to enable future Caltrans program funding.



Western end of the Dumbarton Bridge as it crosses tidal mudflats.

CLIMATE CHANGE AND EQUITY

The communities of Belle Haven in Menlo Park and the City of East Palo Alto are vulnerable to flooding today from a 100-year tide event and will face greater flood risk in the future. Protecting these communities is a priority of the SAFER Bay project.

*SAFER Citizen's Advisory Meeting
September 20, 2023*



SAFER Bay has partnered with community-based organizations Climate Resilient Communities and Nuestra Casa for sustained outreach using the Bay Adapt Joint Platform. A citizen's advisory committee meets to shape the SAFER Bay project into a flood risk solution that they want in their community.

We have also partnered with Grassroots Ecology for educational outreach and have held two outreach events, with a third planned for this fall to highlight SAFER restoration activities.

Engagement numbers for these activities have averaged about 30 to 50 people at each event.



Sea Level Rise –

SAFER's design criteria for flood protection accommodates the 100-year coastal flood event, FEMA freeboard, and up to 3.5 feet of projected sea level rise.



Flood hazard for 100-yr coastal flood & three feet of projected sea level rise

Source: NOAA sea level rise viewer

SAFER Bay is consistent with Draft [Planning Policy Guidance](#) from OneShoreline for San Mateo County's Bay shoreline.

The project will enable the restoration of rare and historic habitats in former salt ponds using nature-based solutions and the best available science. This will include habitat restoration and enhancement for several federally threatened and endangered wildlife species.

SAFER Bay is working in coordination with other Bay Area shoreline flood risk mitigation planning and implementation

projects, including the State Coastal Conservancy, SFEI, BAYCAN and many others.

Recreation and Access to Nature –

The SAFER Bay project will enhance public recreation opportunities by creating new access and improved levee-top bicycle and pedestrian trails on the existing and Bay Trail and connection network.



Example of a trail that will be improved by SAFER Bay Project

Protecting Infrastructure –

The SAFER Bay project will protect critical water and energy infrastructure, including:

- City and County of San Francisco's Hetch Hetchy water transmission pipelines to the Bay Tunnel and appurtenances at their Ravenswood facilities, with water service to 26 cities and 2.4 million water customers, and
- Ravenswood and Cooley Landing Electrical Substations that serve more than 300,000 customers throughout the Peninsula.



PROJECT STATUS

We are developing the needed technical studies and engineering designs that will be incorporated into a draft Environmental Impact Report (EIR) that is planned to be released in 2025. The EIR will be both programmatic and project level for Reaches South of Bay Road in East Palo Alto and for tidal restoration and/or managed pond enhancement of Ponds R1, R2, and SF2.

We are also conducting scientific evaluations to inform the SAFER Bay design, including the recently completed Draft Refugial Habitat Assessment that can serve as a model for other areas of the Bay. The competitively bid design team is led by HDR Engineering, with ESA and H.T. Harvey as key team members.

FUNDING

| Grant Agency | Grantee | Amount | Match | Match Source |
|--|----------------|-----------------------|-----------------|-------------------------------|
| CA Department of Water Resources | SFCJPA | \$ 1,045,625 | \$ 448,125 | East Palo Alto & Menlo Park |
| San Francisco Bay Restoration Authority (SFBRA) (Measure AA Parcel Tax 9-County Bay Area) | SFCJPA | \$ 4,980,000 | 0 | 0 |
| CalOES HMGP East Palo Alto Phase 1 Funding (active) | East Palo Alto | \$ 3,643,253 | \$ 1,162,310.00 | City of East Palo Alto |
| CalOES HMGP East Palo Alto Phase 2 Funding (pending) | East Palo Alto | \$ 18,454,137 | \$ 4,612,690 | City of East Palo Alto |
| FEMA BRIC/Menlo Park (Phase 1 awarded May31, 2023) | Menlo Park | \$ 3,759,474 | \$ 1,330,526 | PGE (\$10M) and Meta (\$7.8M) |
| FEMA BRIC/Menlo Park Phase 2 Funding (pending) | Menlo Park | \$ 46,240,526 | \$ 16,469,474 | PGE (\$10M) and Meta (\$7.8M) |
| Subtotal | | \$78,123,015 | \$ 24,023,125 | |
| TOTAL | | \$ 102,146,140 | | |

The project could not move forward without funding, and we gratefully acknowledge our funders, especially the SFBRA who is touring the project today.