



Staff Report

TO: Board of Harbor Commissioners

FROM: John Moren, Director of Operations
THRU: James B. Pruet, General Manager

DATE: April 19, 2023

SUBJECT: Monthly Capital Projects Update

Recommendation/Motion:

Receive Monthly Capital Projects update.

Fiscal Implications/Budget Status:

All Capital Projects are budgeted appropriately.

Capital Projects Update: (Yellow Highlighted is Most Recent Activity)

- **PPH Johnson Pier Reconfiguration, DEFGH Dock and Fuel Dock Replacement Project: Initiated Jan. 2017, added DEFG Docks 10/20/21**
 - H-Dock replacement meeting to gain input from public/tenants/stakeholders was held January 23, 2018 at the HMBYC.
 - Public input was addressed in a new drawing and sent with an additional questionnaire to all H-Dock tenants on March 21, 2018.
 - Addressed input gathered at first meeting and from questionnaire for H-Dock replacement. The second public meeting was held on May 15, 2018 at the HMBYC.
 - Terminus reconfiguration preliminary stakeholder/public meetings held on May 29, 2018 and July 17, 2018 to gather input/ideas on needed alterations.
 - Design/engineering consultant M&N provided a project update at the March 20, 2019 Board meeting, along with proposal to combine Johnson Pier Terminus Reconfiguration so that programmatic permitting can be made most cost efficient.
 - Consultant M&N provided Project update presentation at 12/18/19 Board meeting.

- Consultant M&N worked on condition survey of potentially damaged pier support pilings and crossmembers which were identified in a cursory inspection as a part of the Master Plan. M&N Team conducted boring tests to determine structural integrity on 10/7/21, reports indicated that there is no damage due to overstressing, it was simply spalling caused by corrosion of rebar close to the surface.
 - 11/1/21 M&N submitted final report on observed damage to pilings and crossmembers and suggested actions for repair. M&N will continue working with Calif Grant Consulting in identifying and applying for grant funding opportunities.
 - On 10/20/21 Board approved adding Design & Engineering for replacement of docks DEFG. M&N prepared a Change Order to reflect the additional D&E efforts, which was approved 1/19/22. M&N will continue working on design/engineering and is working to schedule a Bathymetric survey of the inner harbor so the need for an associated dredge episode can be evaluated.
 - 2/4/22 M&N submitted 30% plan drawings, GM and DOO met with M&N to review.
 - 5/25/22 Board considered a Change Order for M&N to add design/engineering of electrical upgrades and to repair the crossmember spalling that was identified in the GHD condition survey.
 - 90% Pier Expansion/Dock Replacement plans complete, final permitting underway. 80% of plans complete for electrical upgrades and repair crossmember spalling, permitting underway.
- **PPH West Trail Shoreline Protection Project: Initiated May 2015**
 - Geotech testing, core sampling, took place 11/6/17. CCC issued an Incomplete Filing Status on 1/17/18. Consultant currently revising Project plans and addressing CCC concerns.
 - Met with GHD and their sub-consultant at West Trail on 2/15/18 to discuss soil nail wall construction methods for further submittals to CCC.
 - GHD provided update presentation to Public/Board at April 18, 2018 BoC Meeting.
 - Consultant GHD directed to re-look at beach nourishment alternatives with emphasis on Living Shoreline options per CCC Incomplete Filing Status notification letter.
 - Project consultants GHD/ESA provided a project update and proposal for Board consideration at the April 17, 2019 Board meeting. Proposal was approved, GHD/ESA Team working on design, engineering and permitting.
 - Draft Project site ecology memo from Dr. Peter Baye being reviewed by team. Rookery survey complete and memo being drafted by GHD. Eelgrass survey complete (no eelgrass within our site). Topo/Bathy survey undergoing QC by ESA team, should be available next month. Evaluating DWR flood protection grant draft guidelines. Drainage options are being formulated and making our way towards a recommended solution.

- GHD/ESA Team provided Project update presentation 11/20/19. Project design/engineering and permitting efforts ongoing.
 - Project update to Board/public occurred on August 19, 2020.
 - Permitting nearing completion. We anticipate CCC hearing CDP application soon, however, USACE, WQCB and NOAA Fisheries are backed up due to COVID-19 challenges. 95% of plans complete, bids will be solicited for construction when permitting timeline is determined. Project update to Board/public occurred on November 18, 2020.
 - IFB solicited, bids opened on April 16, 2021, was considered by the Board on May 19, 2021. Staff were directed to reject all bids and re-solicit bids for construction. New IFB Pre-Qualification Forms were due July 7, 2021.
 - IFB Pre-Qualification Forms evaluated and 3 contractors passed criteria. Site Visit with qualified contractors was held 7/29/21.
 - Bids opened 8/10/21, low bidding contractor was approved 8/18/21, final permitting has been completed, Notice to Proceed issued, materials being ordered and actual construction commencement will be scheduled soon.
 - The winning project construction contractor has been issued a full Notice to Proceed. A planned construction kick-off meeting and environmental training was conducted on Dec 20th. Initial equipment staging began Tuesday and construction started, but is suffering from delays due to rain. Signage is being placed and notice of west trail parking lot closures has begun on our website, Social Media and public outreach.
 - Met with CCC team for site visit on 3/1/22, GM spoke to group, all went very well. Project construction is going as planned, sediment stored at the airport for beneficial re-use was removed and being used on site at West Trail. Project completion date is anticipated for mid-April.
 - Construction was completed on 4/27/22, project monitoring will continue for a 5 year period. Planting for soil stabilization has begun, had to wait for rains to wash away residual salt from the transplanted sand/soil. Recent storms have caused significant sand erosion, the underlying cobble and large rock fingers held up well. Consultants evaluated effectiveness and made recommendation for West Trail area SW of the project, which sustained storm damage erosion. The contractor will do required maintenance improvement to prevent future erosion from hillside drainage.
- **PPH RV Park Restroom Project: Initiated Nov. 2017**
 - Discussed project with CCC on October 3, 2018.
 - HMB Study Session was held Jan 8, 2019.
 - Met with City of Half Moon Bay and RV Park tenant on Jan 25, 2019, discussed public input from Study Session and potential preferred site location.
 - Preferred alternative considered at 6/19/19 Board meeting.
 - RFP for design engineering advertised, Pre-Bid Conference held Sept 20,2019, Proposals due October 7, 2019.
 - RFP proposals evaluated, Board voted on March 15, 2020 to award contract to Questa Engineering. Initial staff design/engineering kick-off meeting was held

5.20.20. The first public outreach meeting was held vis Zoom on 10.5.20. Public input being incorporated in design alternatives.

- A meeting with RV Park lessee occurred on 11.3.20.
- Consultant Questa provided presentation/update on preferred plan December 16, 2020. Continuing work on final plans, permitting and IFB package.
- Construction Invitation for Bid solicited, low bid approved by Board Sept 21st . In addition to the \$298k PCA grant already approved, the Coastal Conservancy approved grant award for \$212k. This project includes 2 elec vehicle charging stations, PCE \$15k grant monies awarded. Notice to Proceed issued Jan 9th.
- Pre-construction meeting held on Jan 23, 2023 and construction has begun.

- **Surfers Beach Sand Replenishment Pilot Project: Initiated Oct. 2015**

Project Engineering and Design: The project planning team prepared 30% of Plans (permitting level) for the Surfers Beach Project and Eelgrass Mitigation. The team also completed a Preliminary Design Report for the Surfers Beach Project. Currently, the engineering team from ESA is coordinating with consultant Brad Damitz and District staff on revising the plans based on input from permitting agencies and to achieve a more natural beach profile for the constructed beach. We expect the revised (90%) to be completed in February 2023.

Permitting:

All permit applications have been submitted for the project. District staff and consultants have been coordinating with agency staff to respond to requests for additional information. Permit applications for the project were submitted to U.S. Army Corps of Engineers, California Coastal Commission, Regional Water Quality Control Board, and Monterey Bay/Greater Farallones National Marine Sanctuaries. Permit applications were submitted for a volume of up to 100K cy of sand to be placed on Surfers Beach.

Funding and Grants:

Additional funding is actively being sought by the District. The District and its consultants will continue to seek additional opportunities as more grant funds are announced. Applications have been submitted for more than 9 grant opportunities since 2020. Additionally, the project has already been approved for grant funding from California Ocean Protection Council (\$75K), California Division of Boating and Waterways (\$800K), and National Oceanic and Atmospheric Administration (\$125K) for project related costs.

Schedule:

The District is planning to begin a phased approach, first completing the eelgrass dredging/filling components of the project, followed by surfers beach dredging and beach placement and transplanting of eelgrass several weeks

after the mitigation site is constructed, pending availability of Project funding and permits. Consultant Damitz will provide project update presentation at District regularly scheduled Board meeting April 19.

- **PPH Public ADA Restroom Within, or Adjacent To, Ketch Joanne Restaurant : Initiated February 2019**
 - Project RFP for design/engineering/permitting was advertised 5.27.20.
 - 7 Firms were in attendance for the Pre-Bid Conference, bids due August 19.
 - 3 bids were submitted, Sally Swanson Architects approved by the Board on September 16th. Initial kick-off site visit with SSA and stakeholders on October 1, 2020.
 - Met with design/engineering team 11.4.20 to discuss initial design alternatives. Engineering estimates for all three alternatives being calculated. Public workshop January 26, 2021 at 5:30pm.
 - Public Workshop was held 1/26/21, positive feedback, good public/stakeholder input. On 2/17/21 project update by SSA and preferred plan brought to Board for approval to progress.
 - SSA working on obtaining necessary geotech, underground utility surveys to prepare final technical specifications for IFB. SSA and sub-consultants visited site on 3/24/21 to determine strategy for required permit surveys.
 - Geo-tech surveys/boring were completed in May, 90% of plans submitted to County for permitting approval on July 9th.
 - Tech Specs and permitting completed and IFB was publicly advertised, Bid Opening was 6/30/22. Low bid considered at Board Meeting on 7/20/22.
 - EVRA Construction Inc was determined low bidder and Notice to Proceed was issued 8/9/22, protective fencing was put in place on October 4th and construction is underway.

- **OPM East Dock Replacement Project: Initiated March 2018**
 - Project design/engineering RFP completed. RFP advertised, bids accepted October 1st.
 - Design/engineering RFP proposal recommendation presented to Board for consideration on 11.18.20, Moffatt & Nichols approved for D&E.
 - M&N is working on D&E for the replacement of docks 12, 13 and 14. Dredge need areas have been identified after conducting bathymetric bottom survey. A public workshop was held 7/8/21. 7/21/21 Board approved moving forward with Maint Dredging east basin to -8'. M&N teams working on all D&E/permitting and timelines. Design for replacing the gangway landings for docks 1-6 was added to the project as a Change Order on January 19, 2022. Dredging permit being reviewed by BCDC.

- **PPH Retail Center Replacement Project, 2022-01: Initiated January 2022**
 - Request for Proposal was solicited, pre-bid conference was held on 1/27/22. We had an outstanding response with 15 firms in attendance. Proposals opened on 2/14/2022.
 - The proposal found to best meet the District's specific needs for this project by the selection committee was approved by the Board on 5/25/22. PSA was executed. The winning bidder, Goring & Straja, design team made first site visit 6/2/22, hazmat eval 7/12-14/22. Meetings with stakeholders have taken place.
 - A public workshop meeting to explain the project and gather public input took place December 8th at 6pm, 22 people attended. An online poll/survey to gain additional input on preferred location was initiated, results will be tabulated and input considered. A Board/public update for feedback and direction will take place on April 19.

- **PPH C-1, C-2, C-3 and Launch Ramp Access Road Paving/Resurfacing Project, 2022-05: Initiated September 2022**
 - Invitation for Bid solicited, bids opened 11/29/22, low bid approved by Board on 12/21/22. NTP will be issued in the spring, after rains stop and CDP is obtained.

- **Admin Bldg Water Damage Repair Project, 2022-04: Initiated May 2022**
 - Invitation for Bid solicited, bid opening occurred 10/5/22, low bid considered at October 19, 2022 regular Board meeting.
 - Construction contract fully executed and NTP issued. Contractor began repair work 12/5/22. Change Order #1 approved by Board 12/21/22.

- **PPH Launch Ramp, Restroom and Boat Rinse Replacement Project, 2023-02: Initiated February 2023**
 - Request for Proposals for design/engineering/permitting was publicized February 1, 2023. Bid opening will occur April 5, 2023.
 - Project put on temporary hold, as we have been notified by DBW that we may be selected in June to receive a grant award for financial assistance with design/engineering/permitting. If so, we will need to modify our RFP with contract changes in accordance with DBW grant requirements.

San Mateo County Harbor District

Grant Progress Report

April 19, 2023

GRANTS CURRENTLY IN THE WORKS

National Fish & Wildlife Foundation: Coastal Resilience Fund FY2023 Request for Grant Proposals

SMCHD POC: Brad Damitz

Deadline: LOI due on April 12, 2023 by 8:59pm PT; Full Proposal due on June 28, 2023

Amount: \$1,000,000 to \$10,000,000

Match: Not required, but strongly encouraged

Eligibility: Nonprofits, state and territorial government agencies, local governments, municipal governments, educational institutions or commercial for-profit organizations.

URL: www.nfwf.org/programs/national-coastal-resilience-fund/national-coastal-resilience-fund-2023-request-proposals

Summary: The 2023 National Coastal Resilience Fund (NCRF) will make investments in planning, design, and implementation of natural and nature-based solutions. The goal is to enhance protections for coastal communities from the impacts of storms, floods, and other natural coastal hazards and to improve habitats for fish and wildlife. Natural habitats such as coastal marshes and wetlands, coastal forests, rivers, lakes, and streams, dune and beach systems, and oyster and coral reefs – maintained at a significant size for the habitat type and natural hazard being addressed – can provide communities with enhanced protection and buffering from the growing impacts of natural coastal hazards, including rising sea- and lake- levels, changing flood patterns, increased frequency and intensity of storms, and other environmental stressors.

U.S. Department of Transportation: Port Infrastructure Development Grant Program

SMCHD POC: M&N

Deadline: April 28, 2023

Amount: \$1,000,000 to \$11,250,000

Match: The Federal share of the costs of an eligible project carried out using a grant provided under the Port Infrastructure Development Program shall not exceed 80% unless (1) a grant for a project that is located in a rural area; or (2) a grant awarded to a small project at a small port under 46 U.S.C. 54301(b). Applicants should use the following equation when determining the cost share for their project:

(RAISE Grant Request+Other Federal Funds) DIVIDED BY Total Project Cost=Federal Cost Share

Eligibility: An eligible applicant for a FY 2023 PIDP discretionary grant is a port authority, a commission or its subdivision or agent under existing authority, a State or political subdivision of a State or local government, an Indian Tribe, a public agency or publicly chartered authority established by one or more States, a special purpose district with a transportation function, a multistate or multijurisdictional group of entities, or a lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port). Federal agencies are not eligible applicants for the FY 2023 PIDP.

URL: <https://www.maritime.dot.gov/PIDPgrants>

Summary: DOT seeks projects that support the following program objectives:

1. Improving the safety, efficiency, or reliability of the loading and unloading of goods, the movement of goods, operational improvements (including projects to improve port resilience), or environmental and emissions mitigation measures.
2. Supporting economic vitality at the national and regional levels.
3. Addressing climate change and environmental justice impacts.
4. Advancing equity and opportunity for all.
5. Leveraging Federal funding to attract non-Federal sources of infrastructure investment.

Consistent with these objectives, the Department seeks to fund projects that reduce greenhouse gas emissions and minimize impacts to the climate and surrounding communities from port operations. Specifically, DOT is looking to award funding for projects that align with greenhouse gas reduction goals, incorporate electrification or zero emission infrastructure for vehicles and locomotives that service a port, increase a port's resilience to climate-related hazards, reduce pollution from port operations, and address environmental justice concerns (particularly for communities that disproportionately experience climate change-related consequences).

Division of Boating and Waterways: Boating Safety & Enforcement Equipment Grant (BSEE)

SMCHD POC: Cary Smith

Deadline: April 28, 2023

Amount: \$12,000 to \$148,000

Match: No

Eligibility: Local government agencies who can demonstrate a need for boating safety and law enforcement equipment pursuant to the application assessment criteria. Grants are for local boating safety and law enforcement only.

URL: https://dbw.parks.ca.gov/?page_id=28778

Summary: Division of Boating and Waterways (DBW) provides grants to local government agencies to purchase boating safety and law enforcement equipment through the Boating Safety and Enforcement Equipment Grant Program (BSEE). Examples of allowable marine patrol enforcement equipment:

- Law Enforcement Patrol Boats
- Marine Patrol Equipment
- Personal Watercraft (PWC)
- Search and Rescue Equipment
- Dive Gear
- Engines, repowers, and replacements

Division of Boating and Waterways: Surrendered and Abandoned Vessel Exchange (SAVE)

SMCHD POC: Kin Yip Chan

Deadline: April 28, 2023

Amount: \$25,000 to \$2.7 million

Match: No

Eligibility: 525 (1)(A) of the Harbors and Navigation Code (HNC) allows DBW to distribute grants to local public agencies that have jurisdiction over navigable waterways in California. Private businesses cannot apply for a SAVE grant; however, they may work through a local public agency that is participating in the SAVE to 1) remove abandoned vessels on their private property, 2) surrender vessels through the Surrendered Vessel Program they have title to, and/or 3) remove navigational hazards.

URL: https://dbw.parks.ca.gov/?page_id=28816

Summary: The SAVE grant program is designed to remove, reduce and prevent abandoned recreational vessels from entering our waterways. Administered by the California State Parks Division of Boating and Waterways (DBW), grants are awarded annually to qualified local public agencies statewide. The SAVE program, formerly called the Abandoned Watercraft Abatement Fund and the Vessel Turn In Program enacted

in 1998 and 2010 respectively, has provided millions of dollars in grants and has successfully removed thousands of vessels.

BayREN: FLEXmarket Area Grant Program

Deadline: Rolling for LOI

Amount: Because incentive payments are based on actual savings, contractors earn more than from traditional rebates.

Match: No

Eligibility: Jurisdictions and business entities located in the Bay Area

URL: www.bayren.org/small-medium-businesses/energy-efficient-upgrades

Summary: BayREN has partnered with Recurve Analytics to bring its FLEXmarket initiative to nine Bay Area counties. The innovative FLEXmarket approach pays contractors for energy efficiency projects that deliver real kWh and therm savings. Whether SMCHD may want to replace an HVAC unit, install LED lights, or make other energy upgrades, this funding opportunity can connect us to a participating contractor who is able to meet our facilities' needs, particularly for its greenspace restroom although there has yet to be issued a formal notice of procurement. This grant's overarching purpose is to help entities save energy by helping award recipients significantly minimize their utility bills while maximizing upgrade opportunities.

UPCOMING GRANTS TO CONSIDER

EDA: FY2023 Public Works and Economic Adjustment Assistance Program (PWEAA)

SMCHD POC: Chis Tibbe

Deadline: Rolling

Amount: \$100,000 to \$30 million

Match: Yes

Eligibility: Cities, counties, special districts, state governments, private, public and state controlled institutions of higher education, nonprofit organizations

URL: www.grants.gov/web/grants/view-opportunity.html?oppld=346815

Summary: EDA is now accepting new grant initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities, with funds awarded toward community or regionally generated ideas that can assist communities with advancing to the next level of economic development. EDA's FY2023 funding priorities remain in alignment with two core economic development programs: 1) Public Works and Economic Development Facilities; and 2) Economic Adjustment Assistance (EAA). Bottom-up strategies that build on regional assets to spur economic growth and resiliency will have a competitive edge. Eligible applicants seeking economic prosperity for distressed communities are only encouraged to apply if new development initiatives or creative approaches can integrate with other priorities specified (e.g., equity workforce development, reduced climate change impacts). Through the primarily construction-oriented Public Works program, EDA provides catalytic investments to help distressed communities build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals to promote regional prosperity. The Public Works program provides resources to meet the construction and/or infrastructure design needs of communities to enable them to become more economically competitive. Examples of projects that have been funded previously include, but are not limited to:

- Acquisition and development of land and improvements for use in public works or other types of development facilities;
- Design and engineering, construction, rehabilitation, alteration, expansion, or improvement of public works, public service, or related development facilities, including related machinery and equipment;
- Water and sewer system improvements;
- Creation or expansion of industrial parks;
- Creation or expansion of business incubator and accelerator facilities;

- **Expansion of port and harbor facilities;**
- Construction or expansion of facilities for workforce development;
- Redevelopment of brownfield sites;
- Expansion, construction, or improvements of technology-based facilities and research and development commercialization centers, including the procurement of necessary equipment;
- Construction, expansion, or improvement of wet labs, including the procurement of necessary equipment;
- Construction of multi-tenant manufacturing facilities;
- Expansion or improvement of research, business and science parks; and
- Expansion or enhancement of public facilities with higher quality fiber optic cables and telecommunications infrastructure and broadband infrastructure deployment.

****NOTE:** SMCHD should revisit this grant opportunity in lieu of EDA's shifting funding priorities for 2023. SMCHD will consider requesting at minimum \$1.2 million from EDA to help provide the capital needed to support replacing and making improvements to Johnson Pier with a new, modern facility that's much more capable of competently handling vehicles and features enhanced electrical lines with larger amperages. As a result of the rebuilt pier, as estimated 600 jobs will be created (including commercial fishers) and many others saved.

Jackie Speier Fund for Community Project Funding

SMCHD POC: Chis Tibbe

Deadline: Rolling

Amount: \$100,000,000

Match: No

Eligibility: Individuals, teams, nonprofits, and local San Mateo County organizations who develop ingenious solutions to the problems of the past four decades: Poverty, Domestic violence, Unhoused women and children, and Childcare solutions

URL: www.venturesfoundation.org/community-initiatives/the-jackie-speier-fund/

Summary: Congresswoman Jackie Speier's Appropriations Committee for Community Enhancement Fund improves the lives of families in San Mateo District by advancing infrastructure, creating jobs, and supporting the economy.

California Air Resources Board/VW Mitigation Trust: Zero-Emission Freight and Marine Grant

Deadline: First-come, first-served basis

Amount: Up to \$2,500,000

Match: 25%

Eligibility: Individuals, businesses, nonprofits, government entities and Indian Tribes

URL: <https://www.californiavwtrust.org/zero-freight-marine/>

Summary: The California VW Mitigation Trust has allocated \$35 million in funding for zero-emission freight and marine projects. Desirable project categories include, but aren't limited to:

- Scrap and replace projects that upgrade heavy-lift forklifts, port cargo handling equipment, and airport ground support equipment to new zero-emission technologies;
- Scrap and repower projects for ferries, tugboats, and towboats that replace engines with new, zero-emission, all+ technologies; and
- Shore power installation projects at berths that serve ocean-going vessels

Metropolitan Transportation Commission (MTC): One Bay Area Grant Program

Deadline: May 15, 2023 (est.)

Amount: \$300,000

Match: No

Eligibility: Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds.

URL: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>

Summary: The One Bay Area Grant, now in its third iteration, guides how MTC distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals. Funds will be targeted to address critical climate and focused growth goals of Plan Bay Area 2050, and used to coordinate and deploy strategies that are best suited for regional implementation, such as:

- Climate Initiatives
- Transformational Transit Action Plan near-term investments
- Near-term multimodal operational improvements, such as Bay Bridge Forward
- Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and other new growth geographies planning and implementation
- Complete Streets Policy and Regional Active Transportation Plan
- Regional Safety/Vision Zero Policy
- Pavement Management Program

California Natural Resources Agency: Environmental Enhancement and Mitigation Grant

Deadline: June 2, 2023

Amount: \$500,000

Match: N/A

Eligibility:

1. Local, state, and federal agencies and 501(c)(3) nonprofit entities may apply for and receive grants. The applicant entity is not required to be transportation- or highway-related organization but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed and be eligible for funding under Article XIX of the State Constitution. Partnerships are encouraged; however, a project proposal can only be submitted by one entity.
2. For Development projects, only one project proposal may be submitted per eligible applicant. However, more than one project proposal may be submitted per eligible applicant for Acquisition projects.

URL: <https://grantsforus.io/type-of-eligible-entity/organizations/nonprofits-with-501c3/environmental-enhancement-and-mitigation-grant-program-california/>

<https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/>

Summary: Environmental Enhancement and Mitigation (EEM) projects must contribute to the mitigation of the environmental effects of transportation facilities. Eligible EEM projects must fit one of the following categories:

- **Urban Forestry** – projects designed to offset vehicular emissions of carbon dioxide.
- **Resource Lands** – projects for the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for transportation improvements.
- **Mitigation Projects Beyond the Scope of the Lead Agency** – projects to mitigate the impact of proposed Transportation Facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

DOT: Biden Boating Infrastructure's American Marine Highway Program

Deadline: June 16, 2023

Amount: \$200,000 to \$2,500,000

Match: An eligible applicant must provide at least 20% of project costs from non-federal sources.

Eligibility: Original Project Applicant as a substitute applicant that has been referred to the Program Office by the original Project Applicant in a written letter of support.

- The substitute applicant must have operational or administrative areas of responsibility that are adjacent to or near the relevant designated Project.
- The letter of support must be included as part of the grant application.
- Substitute applicants can be public or private sector entities.

Multiple eligible applicants can submit a joint application; however, the application must:

- Identify a lead applicant as the primary point of contact and recipient of the Federal funds;
- Include a description of the roles and responsibilities of each applicant; and
- Include a signed letter of support from each Eligible Applicant as an attachment.

URL: www.maritime.dot.gov/sites/marad.dot.gov/files/2023-03/FY2023%20USMHP%20NOFO%20v2_0.pdf

Summary: The benefits of using our marine waterways--such as reducing landside congestion and reducing system wear and tear--are not perceived on an individual level. Using our waterways more consistently would create more public benefits and incentivize shippers to use these critical transportation channels. Public benefits as a result of this funding opportunity include, but aren't limited to:

- 1) Creating and sustaining jobs in U.S. vessels, ports and shipyards
- 2) Relieving landside congestion
- 3) Reducing maintenance costs and improve the U.S. transportation system's overall state-of-repair (wear and tear on roads and bridges)
- 4) Driving the mandatory use of emerging engine technologies
- 5) Improving U.S. economic competitiveness by adding new cost-effective freight and passenger transportation capacities
- 6) Improving environmental sustainability of the U.S. transportation system by using less energy and reducing air emissions (such as greenhouse gases) per passenger or ton-mile of freight moved
- 7) Improving public safety and security by providing alternatives for the movement of hazardous materials outside heavily populated areas
- 8) Improving transportation system resiliency and redundancy by providing transportation alternatives during times of disaster or national emergency
- 9) Improving national security by adding to the nation's strategic sealift resources.

National Science Foundation: Disaster Resilience Research Grant

Deadline: June 20, 2023 (LOI)

Amount: \$200,000 to \$400,000

Match: No

Eligibility: NSF welcomes proposals on behalf of all qualified scientists, engineers, and educators

URL: https://www.nsf.gov/pubs/policydocs/pappg22_1/nsf22_1.pdf

Summary: With this joint solicitation, the NSF and the U.S Department of Commerce (DOC) National Institute for Standards and Technology (NIST) call for research proposals to advance fundamental knowledge related to disaster resilience. Advances in scientific and engineering methods and tools relevant to resilience are also of interest. Natural hazards that are of interest include, but are not limited to:

- Windstorm events, including hurricanes and tornadoes;
- Water events, including hurricanes, sustained rain, both coastal and inland flood, and tsunamis;
- Wildland-urban interface fires;
- Earthquakes.

Processes associated with disaster resilience that are of interest include, but are not limited to:

- Destructive forces associated with hazards, such as wind forces, seismic forces, water forces, and wildland-urban interface fire-related radiative, convective, or branding forces;

- Performance of structures and infrastructure in natural hazard events;
- Assessment of potential community-level disaster consequences, including characterization of risks, potential failures, and anticipated losses in support of planning and decision making;
- Development or assessment of alternatives for improving resilience that address prevention, preparedness, response, mitigation, or recovery;
- Diffusion, adoption and implementation of measures for resilience of households, organizations, or jurisdictions.

Entities associated with disaster resilience that are of interest include, but are not limited to:

- Structures; Infrastructures/Lifelines;
- Communities/National, State, Local, Tribal Territorial Jurisdictions;
- Households.

Disaster resilience-related policies and practices that are of interest include, but are not limited to:

- Building design practices, codes, and standards; Infrastructure design practices, codes, and standards;
- Community planning and decision making;
- Household planning and decision making;
- Land-use planning and decision making

Division of Boating and Waterways: Pumpout/Dump Station Installation Grant

Deadline: June 30, 2023

Amount: \$6,000

Match: Yes – 25%

Eligibility: Public and private marina owners

URL: https://dbw.parks.ca.gov/?page_id=29090

Summary: The Pumpout Facility Grant Program funds the operation and maintenance of pumpout and dump stations on California's Waterways.

DOT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant

Deadline: NOFA anticipated to be released May/June 2023

Amount: \$1.43 billion program total

Match: 80% federal - 20% non-federal

Eligibility: Metropolitan planning organization, local government, special purpose district or public authority with a transportation function—different eligibility applies for at-risk coastal infrastructure grants (e.g., Port facilities improving the efficiency of evacuations/disaster relief or aid transportation)

URL: www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

Summary: The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant was created to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. PROTECT funding can be used for any of the following:

- Planning Activities limited to developing a Resilience Improvement Plan; Resilience planning, pre-design, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation. Eligible

costs include development phase activities such as planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other pre-construction activities.

- Resilience Improvements to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Eligible costs include those related to construction, reconstruction, rehabilitation, and acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements.
- Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events.
- At-Risk Coastal Infrastructure activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Peninsula Clean Energy: Distributed Solar + Storage for Public Facilities Grant Program

Deadline: NOI due July 15, 2023; Full Proposal due August 1, 2023

Amount: Up to \$45,000

Match: No

Eligibility: Qualified applicants are public facilities and companies located within San Mateo County who are interested in procuring, installing, or maintaining solar photovoltaic and solar photovoltaic that can be paired with battery energy storage systems.

URL: <https://www.peninsulacleanenergy.com/solicitation/publicfacilitiesrfp/>

Summary: Peninsula Clean Energy is seeking proposals from qualified companies to procure, install, commission, and maintain solar photovoltaic (solar) and solar photovoltaic paired with battery energy storage systems (solar + storage) for a portfolio of 15 public facilities in San Mateo County and Los Banos. Peninsula Clean Energy, in conjunction with a solar engineering and design firm, has undertaken significant project development activities to develop solar and solar + storage designs for these facilities along with city council resolutions from each jurisdiction supporting the projects and authorizing city staff to execute a Power Purchase Agreement (PPA) directly with Peninsula Clean Energy. All eligible applications must fall into **one or both** of the following categories:

1. **EPC contractors** that will procure, install, commission, and maintain the systems for a specified price and do not monetize the tax benefits, which PCEA does independently.
2. **Bundled Master PPA providers** that will procure, install, commission, operate, and maintain the systems (via their own EPC contractor) and can provide Peninsula Clean Energy a 20-year Master PPA with pricing that reflects a share of the tax benefits.

Division of Boating and Waterways: Boating Infrastructure Grant

Deadline: August 2, 2023

Amount: \$200,000 to \$1.5 million

Eligibility: These federal grants are for boating infrastructure improvements that serve transient recreational vessels at least 26 feet in length. Transient vessels are those “passing through”, staying 15-days or less.

URL: https://dbw.parks.ca.gov/?page_id=28821

Summary: BIG is a two-tiered Grant Program intended to

- Enhance access to recreational, historic, cultural and scenic resources
- Strengthen community ties to the water's edge and economic benefits
- Promote public/private partnerships and entrepreneurial opportunities
- Provide continuity of public access to the shore
- Promote awareness of transient boating opportunities

California Coastal Conservancy: Prop 68 Grant Program

Deadline: Ongoing

Amount: \$200,000 to \$5 million

Match: Not required

Eligibility:

- Public Agencies, including Joint Power Authorities and Federally Recognized Indian Tribes
- Nonprofit organizations with 501(c)(3) status
- Other community-based organizations and non-federally recognized tribes may apply with a 501(c)(3) fiscal sponsor

URL: <https://scc.ca.gov/grants/current-grant-opportunities/>

Summary: The purposes of Prop 68 include creating parks, enhancing river parkways, and protecting coastal forests and wetlands. Prop 68 also provides funding for outdoor access, lower cost coastal accommodations and climate adaptation. For most Prop 68 grants, the Conservancy will use a pre-proposal process. Pre-proposals will be accepted on an ongoing basis. Eligible projects include, but aren't limited to:

- Developing plans and permits for projects that meet Prop 68 funding priorities
- Implement projects that meet Prop 68 funding priorities
- Acquire property that furthers Prop 68 funding priorities