



# 2019 California Maritime Infrastructure Funding Guide

This Funding Guide is produced by the California Maritime Infrastructure Bank (Not a Commercial Bank) Board for use by California's maritime professionals to identify potential maritime infrastructure funding opportunities. The list of opportunities that follow do not represent all potential sources of funds, but highlight the most prevalent and commonly used. We hope you will find this guide to be a valuable tool. Input on future versions of this guide are always appreciated!





## 2019 Maritime Infrastructure Funding Guide

The purpose of this guide is to provide a quick reference of funding opportunities for those engaged in maritime infrastructure improvements in the State of California. This guide provides a summary of potential funding sources for maritime infrastructure activities, and does not contain all of the specific application requirements, project eligibility requirements, or application deadlines. Follow up with the specific funding agencies for applicability to your project is recommended.

### Funding Providers

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The California Maritime Infrastructure Bank (not a commercial bank) (CMIB) was created by the State of California to provide technical assistance to California ports, and to provide financing through its authority, the California Maritime Infrastructure Authority (CMIA). The CMIB executive team has a vast amount of experience with operating, financing and administration of California’s ports, marinas and boating waterways.

Please contact us at:

California Maritime Infrastructure Bank and Authority  
 David Hull, Executive Director  
 4330 Cedar Street, Suite M  
 Eureka, CA 95503  
 phone: 707.496.3120  
<http://www.californiamaritimeinfrastructureauthority.org/>

The CMIB hopes that this guide is helpful in achieving funding for your maritime infrastructure needs.





## California Maritime Infrastructure Authority and Bank (not a Commercial Bank) (CMIB/CMIA)

### General Information

The California Maritime Infrastructure Bank (CMIB) and California Maritime Infrastructure Authority (CMIA) are two complimentary nonprofit organizations with the same purpose—to provide port and harbor agencies in California with an alternative maritime infrastructure technical assistance and financing mechanism. The CMIB, which is not a commercial bank, was formed to service the financing needs of projects not funded by the State of California, the federal government, or the private sector. Once capitalized, the bank’s potential tools for financing would include long-term, low interest loans and taxable and tax-exempt bonds. In 1995, the CMIB established a joint powers authority under state law to provide a mechanism for the financing of port and harbor infrastructure. The CMIA is a joint powers authority, the standing members of the Authority must be public entities (e.g., cities, counties, or special districts such as harbor districts and port districts).

### Programs

- **CMIA** provides maritime infrastructure conduit bond and lease financing services to California port and harbor agencies. Bond financing is available for public infrastructure and private business needs including land acquisition, building construction and improvements, equipment acquisition, and for a variety of other maritime capital needs. While CMIA members are public entities, CMIA can finance private and nonprofit entities that conduct maritime business or services on public lands. Infrastructure projects that benefit the general public usually are eligible to obtain tax-exempt financing. Projects that primarily benefit private businesses usually will qualify for taxable financing. The CMIA has a ready team of professional finance and legal counselors to assist in the determination the best method to structure financing for a specific project.
- **CMIB** provides technical assistance and financial advisory services to California port and harbor agencies, monitors and promotes State and Federal harbor financing programs, acts as a liaison between California ports and harbors and other funding institutions, collects maritime infrastructure needs data; is the technical advisor to the CMIA; and promotes use of CMIA through presentations, workshops and conferences.

### Eligible Infrastructure Projects

The CMIA can access both large bond funding capital markets, and small private placement capital markets. Municipal lease financing is also available for certain types of equipment and infrastructure improvements. Examples of eligible financing projects include:

- General port/marina public infrastructure improvements/capital projects such as wharves, docks, channels, seawalls, crane, utilities, telecommunications equipment, visitor complex, etc.
- Other public improvements such as roadways, water and sewer systems, and electrical generation systems.
- Private business facility tenant improvements and equipment.

Financing for other public improvements and private business needs may be available.

### Contact

David Hull, Executive Director  
California Maritime Infrastructure Bank and Authority  
4330 Cedar Drive, Suite M  
Eureka, CA 95503  
707.496.3120  
[CMIAexecutivedirector@gmail.com](mailto:CMIAexecutivedirector@gmail.com)  
Website: [www.californiamaritimeinfrastructureauthority.com](http://www.californiamaritimeinfrastructureauthority.com)



## California Air Resources Board

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### General Information

The Air Resources Board (ARB) is committed to ensuring that all Californians can live, work, and play in a healthful environment, free from harmful exposure to air pollution. Air pollution from maritime port activities is a significant and growing concern in California. Diesel-powered vehicles and engines at the ports emit soot, or diesel particulate matter (diesel PM), and other air pollutants that can increase health risks to nearby residents. Ports operations are also a significant source of oxides of nitrogen (NOx), which can contribute to the formation of regional smog, or ozone, and fine particulate matter. Continued growth in port activities, driven by increased global trade, requires that air quality regulators, port operators, shipping companies, and others act quickly to identify and implement new strategies to reduce emissions.

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### Programs and Eligible Projects

In regards to ports and marinas, ARB's programs focus on strategies to reduce emissions from port operations involving ships and harbor craft, diesel trucks, trains, cargo handling equipment and other portside equipment. Some of ARB's maritime-related programs include:

- **Low Carbon Transportation and Air Quality Improvement Programs** provide mobile source incentives to reduce greenhouse gas (GHG) emissions, criteria pollutants, and air toxics through the development of advanced technology and clean transportation. Low Carbon Transportation investments are supported by California Cap-and-Trade auction proceeds projects.
- **Carl Moyer Memorial Air Quality Standards Attainment Program** provides grant funding for cleaner-than-required engines and equipment.
- **Advanced Clean Truck Program** promotes the development and use of advanced clean trucks.
- **Zero and Near Zero Emission Freight Facility Program** supports transformative, cost-effective clean technologies that can be adopted by other freight facilities and accelerate the commercialization of these technologies statewide.
- **Providing Loan Assistance for California Equipment (PLACE) Program** provides assistance for off-road vehicles to finance retrofits, repowers and replacement, and on-road heavy duty vehicles that are subject to two ARB regulations.

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### Contact Information

ARB and various program staff can be reached at:  
(800) 242-4450  
helpline@arb.ca.gov  
1001 I Street, Sacramento, CA 95814  
P.O. Box 2815, Sacramento, CA 95812  
Website: [www.arb.ca.gov](http://www.arb.ca.gov)



## California Coastal Commission

### General Information

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. In partnership with coastal cities and counties, The Coastal Commission plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

### Programs and Contacts

- **Local Coastal Programs (LCPs)** are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission. LCPs contain the ground rules for future development and protection of coastal resources in the 76 coastal cities and counties. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as zoning ordinances). Prepared by local government, these programs govern decisions that determine the short- and long-term conservation and use of coastal resources. While each LCP reflects unique characteristics of individual local coastal communities, regional and statewide interests and concerns must also be addressed in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the Coastal Commission for review for consistency with Coastal Act requirements.  
**Contact:** California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105- 2219  
(415) 904- 5200  
Website: [www.coastal.ca.gov/lcps.html](http://www.coastal.ca.gov/lcps.html)
- **Local Programs Planning Assistance** provides assistance to local governments to develop LCPs, and to amend or comprehensively update LCPs.  
Website: LCP Update Guide [www.coastal.ca.gov/rflg/lcp-planning.html](http://www.coastal.ca.gov/rflg/lcp-planning.html)
- **Local Coastal Program Local Assistance Grant Program** provides funds to support local governments in completing or updating Local Coastal Programs (LCP) consistent with the California Coastal Act, with special emphasis on planning for sea-level rise and climate change. The Coastal Commission has awarded five rounds of LCP Local Assistance grants to date.  
**Contact:**  
Kelsey Ducklow at [Kelsey.Ducklow@coastal.ca.gov](mailto:Kelsey.Ducklow@coastal.ca.gov) (Del Norte through San Luis Obispo counties)  
Ashley Reineman at [ashley.reineman@coastal.ca.gov](mailto:ashley.reineman@coastal.ca.gov) (Santa Barbara through Los Angeles counties)  
Carey Batha at [Carey.Batha@coastal.ca.gov](mailto:Carey.Batha@coastal.ca.gov) (Orange through San Diego counties). General inquiries may be directed to [LCPGrantProgram@coastal.ca.gov](mailto:LCPGrantProgram@coastal.ca.gov).  
Website: [www.coastal.ca.gov/lcp/grants/](http://www.coastal.ca.gov/lcp/grants/)

**General Information**

The California Department of Transportation's (Caltrans) mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. After continued effort on the part of the Governor and Legislature to address the state's transportation funding shortfall, Senate Bill 1 was signed in April 2017. This comprehensive funding package includes a combination of new taxes and fees, accelerated loan repayments, and cost-saving reforms. It is expected to generate an average of \$5.4 billion in new transportation revenue annually, divided between state and local transportation priorities. These priorities include funding for the State Highway Operation and Protection Program (SHOPP) and Maintenance projects to repair roadways; additional resources for transit and intercity rail; funding for corridor mobility projects; and investments in freight.

**Programs and Projects**

Caltrans released the FY 2019-20 Grant Application Guides and call-for-applications for the traditional State and federal funding, as well as grant funding from Senate Bill 1, the Road Repair & Accountability Act of 2017 in the Fall of 2018, with applications due November 30, 2018, and awards to be made in Spring 2019. A total of \$40 million is available for transportation planning projects statewide. In the future, it is expected that Caltrans will continue this funding availability cycle each year. The available transportation planning grants include:

- **Sustainable Communities Grants** fund local and regional multimodal transportation and land use planning projects that further the regional transportation plans, contribute to the State's greenhouse gas reduction targets, and also assist in achieving the Caltrans' Mission and Grant Program Overarching Objectives. The maximum grant is \$1,000,000. The grants are available to many types of applicants, including local government entities. Special districts can be a sub-applicant of an otherwise eligible applicant.
- **Adaptation Planning Grants** support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system, especially efforts that serve the communities most vulnerable to climate change impacts. The maximum grant is \$1,000,000. The grants are available to cities, counties and special districts entities either as a primary applicant or a sub-applicant.

**Contact:****Grants Contact:**

Priscilla Martinez-Velez, Senior Transportation Planner, Grant Management  
Office of Regional Planning  
(916) 651-8196  
1120 N Street, MS-32  
Sacramento, CA 95814  
[priscilla.martinez-velez@dot.ca.gov](mailto:priscilla.martinez-velez@dot.ca.gov)

**Seaports Contact:**

Ted Knapp, Maritime Liasion  
[Theodore.Knapp@dot.ca.gov](mailto:Theodore.Knapp@dot.ca.gov)

Website: [www.dot.ca.gov/transplanning/](http://www.dot.ca.gov/transplanning/)



## California Infrastructure and Economic Development Bank (I-BANK)

**General Information** The California Infrastructure and Economic Development Bank (IBank) is the State of California's only general purpose financing authority. The Legislature created IBank in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities.

IBank has broad statutory authority to issue tax-exempt and taxable revenue bonds, provide loans to state and local governments for public infrastructure and economic expansion projects, and loan guarantees to help small businesses. The IBank operates according to the Bergeson-Peace Infrastructure and Economic Development Bank Act found in California Government Code Sections 63000 *et seq.*

**Programs** The IBank accepts grant applications from government agencies, nonprofit organizations and private businesses on an ongoing basis. Applicants are strongly encouraged to contact IBank staff prior to submitting an application.

- **Infrastructure State Revolving Fund (ISRF) Program** finances a wide variety of public infrastructure. Loans are available to government entities and non-profits sponsored by a public entity.
- **501(c)(3) Bonds, Industrial Development Bonds; Exempt Facility Bonds and Public Agency Revenue Bonds** provide tax-exempt and taxable bonds to nonprofit entities, manufacturing businesses and exempt facilities such as ports and airports for a wide variety of infrastructure and equipment.
- **Small Business Finance Center** issues commercial bank loan guarantees to small businesses for buildings, leasehold improvements, business equipment and working capital.
- **California Lending for Energy and Environmental Needs Center –CLEEN Center** finances public infrastructure projects that helps to meet the State's greenhouse gas reduction goals.

**Eligible Public Infrastructure Projects** The ISRF and CLEEN Programs finance the following public maritime-related infrastructure projects:

- Environmental mitigation
- Goods movement-related infrastructure
- Industrial, utility and commercial facilities
- Parks and recreational facilities
- Ports and public transit facilities
- Power and communications facilities
- Sewage/solid waste collection, treatment and disposal
- Streets and highways
- Water projects (drainage, supply, flood control, treatment and distribution)

Other public infrastructure projects may be eligible.

**Contact Information** 1325 J Street, Suite 1300, Sacramento, CA 95814  
P.O. Box 2830, Sacramento, CA 95812-2830  
ibank@ibank.ca.gov  
(916) 341-6600  
Website: [www.ibank.ca.gov](http://www.ibank.ca.gov)



## California Ocean Protection Council (OPC)

### General Information

The Ocean Protection Council (OPC) is charged with implementing the California Ocean Protection Act (COPA). An important tool to achieve the provisions of COPA is the funding of projects and programs that target the actions identified in the OPC Strategic Plan. The OPC's Strategic Plan includes Goals regarding Climate Change and Sustainable Fisheries such as encouraging development and adoption of sea level rise adaptation strategies, and supporting science-based approaches to inform fisheries management and advancing improved governance of CA fisheries.

### Programs and Projects

- Proposition 68**  
 Proposition 68, Chapter 9, "Ocean, Bay, and Coastal Protection," allocates \$35 million to OPC for grants consistent with the COPA. Priority is to be given to projects that conserve, protect, and restore marine wildlife, and healthy ocean and coastal ecosystems, with a focus on the state's system of marine protected areas and sustainable fisheries. Proposition 68, Chapter 10, "Climate Preparedness, Habitat Resiliency, Resource Enhancement, and Innovation," allocates \$21.2 million to OPC for a competitive grant program for projects that assist coastal communities, including those reliant on commercial fisheries, with adaptation to climate change. Climate adaptation projects may address ocean acidification, sea level rise, or habitat and restoration and protection. OPC is accepting public comment on Proposition 68 draft grant guidelines through the end of February 2019, and the guidelines will guide the program grants for years to come. More information about Proposition 68 can be found at: <http://www.opc.ca.gov/prop-68-funding/>
- Proposition 84**  
 Proposition 84, Chapter 7, "Protection of Beaches, Bays, and Coastal Waters," allocates \$90 million to the OPC for projects consistent with the COPA. Proposition 84 funds may be used for a wide range of purposes including scientific research, adaptive management, and conservation of marine resources. Funding from Proposition 84 is being administered by California Sea Grant College Program (California Sea Grant) and the University of Southern California Sea Grant Program (USC Sea Grant). More information about Proposition 84 grant funding can be found at: <http://www.opc.ca.gov/prop-84/>.
- Proposition 1**  
 Prop 1 Chapter 6, "Protecting Rivers, Lakes, Streams, Coastal Waters, and Watersheds," allocates \$30 million to the OPC for competitive grants to fund projects that meet Proposition 1 criteria, and fulfill of the mission of the OPC to ensure that California maintains healthy, resilient, and productive ocean and coastal ecosystems for the benefit of current and future generations. Grants in 2019 will focus on four priority issue areas: marine managed areas; coastal and ocean water quality impacts; fisheries; and climate change adaptation. At least one more grant funding round is anticipated to be released in early 2019, and will distribute the last appropriation to OPC of \$9.3 million in Fiscal Year 2019/2020. More information about Proposition 1 funding can be found at: <http://www.opc.ca.gov/2015/05/prop1/>.

### Contact Information

**Mail**  
 John Laird, Secretary for Natural Resources  
 Chair, California Ocean Protection Council  
 CA Natural Resources Agency  
 1416 Ninth Street, Suite 1311  
 Sacramento, CA 95814  
 Website: [www.opc.ca.gov/](http://www.opc.ca.gov/)

*Please copy:*  
 Deborah Halberstadt, California  
 Ocean Protection Council  
 CA Natural Resources Agency  
 1416 Ninth Street, Suite 1311  
 Sacramento, CA 95814



## California State Coastal Conservancy (SCC)

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<b>General Information</b>	The State Coastal Conservancy (SCC) is a state agency, established in 1976, to work proactively with local communities to implement multi-benefit projects that protect and enhance coastal resources. The SCC's enabling legislation is Division 21 of the Public Resources Code. The SCC works along the entire length of California's coast, within the watersheds of rivers and streams that extend inland from the coast, and throughout the nine-county San Francisco Bay Area. The SCC provides technical assistance through its staff and provides grant funds to help develop and implement projects that achieve its goals.
<b>Programs</b>	<p>The SCC accepts grant applications from government agencies and nonprofit organizations on an ongoing basis. Applicants are strongly encouraged to contact SCC staff prior to submitting an application.</p> <ul style="list-style-type: none"><li>• <b>Proposition 1 Grants</b> priority project types include: water sustainability improvements, anadromous fish habitat enhancement, wetland restoration and urban greening. The SCC will hold only one grant funding round in 2019, with applications due in Spring 2019, and grants awarded in the Summer/Fall 2019.</li><li>• <b>Explore the Coast Grants</b> fund programs that bring more people to the coast or San Francisco Bay shoreline and enhance their experiences. There is no minimum grant size, but the maximum grant award is \$50,000. Application for funding is open once a year. The next grant funding round will be in the spring of 2019.</li><li>• <b>Urban Waterfront (UW) Grants</b> fund the reduction of hazards to harbors and ports and urban waterfronts from climate change effects. The UW program has not been one of SCC's major activities, and has received little funding over the years.</li></ul> <p>There may be grants available for other specific projects that support the SCC's strategic plan, and these grants will be announced when funding is available.</p>
<b>Eligible Projects</b>	The SCC develops and supports multi-benefit projects that advance a number of goals, including: protecting the natural and scenic beauty of the coast; improving water quality; enhancing wildlife habitats; helping people get to and enjoy beaches and parklands; keeping farmland and timberlands in production; revitalizing working waterfronts; assisting communities to prepare for the impacts of climate change, including sea level rise.
<b>Contact Information</b>	<p>Contact your SCC Regional Manager:</p> <ul style="list-style-type: none"><li>• North Coast (Del Norte through Marin counties): Karyn Gear Karyn.Gear@scc.ca.gov</li><li>• San Francisco Bay Area: Matt Gerhart Matt.Gerhart@scc.ca.gov</li><li>• Central Coast (San Mateo through Santa Barbara counties): Trish Chapman Trish.Chapman@scc.ca.gov</li><li>• South Coast (Ventura through San Diego counties): Joan Cardellino Joan.Cardellino@scc.ca.gov</li></ul> <p>All of the regional managers can be reached at (510) 286-1015. Website: <a href="http://www.scc.ca.gov">www.scc.ca.gov</a></p>

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## California State Department of Parks and Recreation, Division of Boating and Waterways (DBW)

### General Information

The California State Department of Parks and Recreation's, Division of Boating and Waterways (DBW)'s mission is to provide safe and convenient public access to California's waterways and leadership in promoting safe, enjoyable and environmentally sound recreational boating. For over 60 years, DBW has improved and safeguarded the boating experience for all users – with investments in recreational boating improvements from Mission Bay in San Diego to the crystal clear water of Lake Tahoe and along lakes, rivers and streams in between.

### Programs and Eligible Projects

- **National Boating Infrastructure Grant (BIG) Program**<sup>1 2</sup> provides funding for transient dockage for recreational boats 26 feet or more in length for recreational opportunities and safe harbors.
- **Statewide Ramp Repair and Modification Grant Program**<sup>1</sup> provides funding to make minor repairs or necessary expansions to boat ramps at public boat launching facilities.
- **Boat Launching Facility (BLF) Grant Program**<sup>1</sup> provides funding for the construction or improvement of boat launching ramps, restrooms, boarding floats, shore protection, parking for vehicles and boat trailers, utilities, landscaping, irrigation, and ancillary items.
- **Statewide Non-Motorized Boat Launching Facility Grant Program**<sup>1</sup> provides funding to create or improve public non-motorized boating access. Typical grant-funded items include the construction of small, hand-launched boat ramps, small parking lots and restrooms.
- **Statewide Sign Grant Program**<sup>1</sup> provides funding to install and replace signs for previously funded DBW projects that are either obsolete, display incorrect information, are badly worn and unattractive, are missing or damaged, are needed for safety, or are required as a condition of receiving federal funds.
- **Small Craft Harbor Loan Program**<sup>2</sup> provides loans to develop or improve privately-owned boating facilities that are open to the public. Project features that can be funded include boat berthing, breakwater construction, construction dredging, harbormaster buildings, fuel docks, boat sewage pump-out facilities, restrooms and utilities.
- **Public Small Craft Harbor Loan Program**<sup>1</sup> provides loans for the construction of new small craft harbors or for the expansion or improvement of existing marina facilities.

#### NOTES:

The funding for various DBW Loan and Grant programs is typically dependent on the State budget, and usually requires application submission well in advance of actual funding, with as much as 12 to 18-month lead time.

### Contact Information

One Capitol Mall, Suite 500  
Sacramento CA 95814  
1-888-326-2822  
pubinfo@parks.ca.gov  
Website: [www.dbw.ca.gov](http://www.dbw.ca.gov)

<sup>1</sup> Funding is available to local government entities.

<sup>2</sup> Funding is available to private businesses.



## State Lands Commission (Commission)

### General Information

Established in 1938, the Commission manages 4 million acres of tide and submerged lands and the beds of navigable rivers, streams, lakes, bays, estuaries, inlets, and straits. These lands, often referred to as sovereign or Public Trust lands, stretch from the Klamath River and Goose Lake in the north to the Tijuana Estuary in the south, and the Colorado River in the east, and from the Pacific Coast 3 miles offshore in the west to world-famous Lake Tahoe in the east, and includes California's two longest rivers, the Sacramento and San Joaquin.

The Commission also monitors sovereign land granted in trust by the California Legislature to approximately 70 local jurisdictions that generally consist of prime waterfront lands and coastal waters. The Commission protects and enhances these lands and natural resources by issuing leases for use or development, providing public access, resolving boundaries between public and private lands, and implementing regulatory programs to protect state waters from oil spills and invasive species introductions.

### Program and Contact Information

- **Sea Level Rise.** The Commission owns and manages millions of acres of sovereign lands and resources that it holds in trust subject to the common law Public Trust Doctrine. If unaddressed, sea-level rise can have catastrophic consequences for these lands and resources. The Commission works hard to facilitate sea-level rise preparedness, with an emphasis on protecting California's public trust lands and the public's right to access and enjoy these lands. The Commission partners with the Legislature and federal, state, and local agencies to stay at the forefront of efforts to mitigate the impacts of sea-level rise on the lands and natural resources entrusted to its care.

Website: [www.slc.ca.gov/Programs/Sea\\_Level\\_Rise.html](http://www.slc.ca.gov/Programs/Sea_Level_Rise.html)

- **Abandoned Vessel Program** began in 2012 following the enactment of SB 595 (Wolk, Chapter 595, Statutes of 2011). Chapter 595 establishes an administrative removal and disposal process for abandoned and trespassing vessels on waterways under the Commission's jurisdiction. The law allows the Commission to immediately remove a vessel from areas under its jurisdiction without prior notice if the vessel seriously hinders navigation, is a threat to vessel operators, a hazard to the natural environment, or creates a public nuisance.

**Contact:** Vicky Caldwell, Public Land Management Specialist

Vicki.Caldwell@slc.ca.gov

(916) 574-1850

Website: [www.slc.ca.gov/Programs/Abandoned\\_Vessels.html](http://www.slc.ca.gov/Programs/Abandoned_Vessels.html)

- **Oil Spill Prevention Program.** The Commission issues leases for offshore oil production facilities within three nautical miles of the coast, including oil-producing islands and offshore platforms. The Commission also regulates every marine oil terminal in California. Both functions form the Commission's oil spill prevention program, which is designed to provide the best achievable protection of public health, safety, and the environment and to prevent an oil spill in state waters. The Commission's prevention program has successfully limited the number and severity of oil spills in state waters.

Website: [www.slc.ca.gov/Programs/Oil\\_Spill\\_Prev.html](http://www.slc.ca.gov/Programs/Oil_Spill_Prev.html)



**General Information**

The Federal Emergency Management Administration’s (FEMA) mission is helping people before, during, and after disasters.

**Programs**

- **Hazard Mitigation Assistant Grant Programs**  
The purpose of Hazard Mitigation Grant Programs (HMGP) is to help communities implement hazard mitigation measures following a Presidential Major Disaster Declaration in the areas of the state, tribe, or territory requested by the Governor or Tribal Executive. Mitigation measures reduce the risk of loss of life and property from future disasters. Mitigation capabilities include, but are not limited to, community-wide risk reduction projects, efforts to improve the resilience of critical infrastructure and key resource lifelines, risk reduction for specific vulnerabilities from natural hazards and climate change, and initiatives to reduce future risks after a disaster has occurred. Units of local governments are sub-applicants, and submit applications to the state, which receives HMGP funds from FEMA. The amount of funding varies based upon the declared disaster.

The three grant programs are:

- Hazard Mitigation Grant Program (HMGP)
- Pre-Disaster Mitigation (PDM)
- Flood Mitigation Assistance (FMA).

Website: [www.fema.gov/media-library-data/1424983165449-38f5dfc69c0bd4ea8a161e8bb7b79553/HMA\\_Guidance\\_022715\\_508.pdf](http://www.fema.gov/media-library-data/1424983165449-38f5dfc69c0bd4ea8a161e8bb7b79553/HMA_Guidance_022715_508.pdf)

**Contact**

California State Hazard Mitigation Officer (SHMO)  
Jennifer Hogan, State Hazard Mitigation Officer  
Email: [Jennifer.Hogan@CalOES.ca.gov](mailto:Jennifer.Hogan@CalOES.ca.gov)

- Ron Miller, HMGP Manager  
Cell: (916) 767-3058  
Email: [Ron.Miller@CalOES.ca.gov](mailto:Ron.Miller@CalOES.ca.gov)
- Jason Williams, HMGP Manager  
Cell: (916) 206-2116  
Email: [Jason.Williams@CalOES.ca.gov](mailto:Jason.Williams@CalOES.ca.gov)
- Emily Winchell, HMGP Manager  
Cell: (916) 767-2878  
Email: [Emily.Winchell@CalOES.ca.gov](mailto:Emily.Winchell@CalOES.ca.gov)

For general inquiries regarding FEMA's grant programs, contact the FEMA Centralized Scheduling and Information Desk at (800)368-6498 or send an email to [AskCSID@fema.dhs.gov](mailto:AskCSID@fema.dhs.gov).

Website: [www.caloes.ca.gov/cal-oes-divisions/recovery/disaster-mitigation-technical-support/404-hazard-mitigation-grant-program](http://www.caloes.ca.gov/cal-oes-divisions/recovery/disaster-mitigation-technical-support/404-hazard-mitigation-grant-program)



## U.S. Department of Commerce, Economic Development Administration (EDA)

### General Information

The Economic Development Administration's (EDA) mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for economic growth and success in the worldwide economy. EDA fulfills this mission through strategic investments and partnerships that create the regional economic ecosystems required to foster globally competitive regions throughout the United States. EDA supports development in economically distressed areas of the United States by fostering job creation and attracting private investment.

### Programs

- **Economic Development Assistance Programs (EDAP)**  
Under the EDAP Notice of Funding Opportunity (NOFO), EDA will make construction, non-construction, and revolving loan fund investments to local governments under the Public Works and Economic Adjustment Assistance (EAA) Programs. Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Proposals and applications will be accepted on an ongoing basis until the publication of a new EDAP NOFA.
- **Planning and Local Technical Assistance Programs**  
Through its Planning and Local Technical Assistance Programs, EDA assists eligible recipients in developing economic development plans and studies designed to build capacity and guide the economic prosperity and resiliency of an area or region. The Planning Program helps support organizations, including District Organizations, Indian Tribes, and other eligible recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions, including work on Comprehensive Economic Development Strategies (CEDs). The Local Technical Assistance Program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility studies and impact analyses.

Note that applicants must apply to their respective EDA regional office.

### Contact:

**Northern and Coastal California**  
Malinda Matson  
915 Second Avenue  
Room 1890  
Seattle, WA 98174  
P: (916) 235-0088  
E: [mmatson@eda.gov](mailto:mmatson@eda.gov)

**Southern and Central California, Nevada**  
Wilfred Marchall  
5777 West Century  
Boulevard, Suite 1675  
Los Angeles, CA 90045  
P: 310-348-5386  
E: [wmarshall@eda.gov](mailto:wmarshall@eda.gov)

**U.S. Department of Commerce**  
1401 Constitution  
Avenue, NW  
Suite 71014  
Washington, DC 20230  
Office of Innovation and  
Entrepreneurship  
202-482-8001  
Website:  
[www.eda.gov/funding-opportunities/](http://www.eda.gov/funding-opportunities/)



## U.S. Department of Transportation (U.S. DOT)

### General Information

The U.S. Department of Transportation (DOT) was established by an act of Congress on October 15, 1966. The mission of the DOT is to, “Ensure our nation has the safest, most efficient and modern transportation system in the world; that improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.” Following that mission, the U.S. DOT has a minimum of three funding programs that can be used directly or indirectly to support California’s maritime infrastructure needs.

### Programs and Contacts

- **Better Utilizing Investments to Leverage Development (BUILD) Grants** provide a unique opportunity for DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, which play a critical role in our ability to move freight, but have limited sources of Federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs that provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).

**Contact:** Office of Infrastructure Finance and Innovation  
Office of the Secretary of Transportation  
1200 New Jersey Ave, SE, Washington, DC 20590  
BUILDgrants@dot.gov  
Phone: 202-366-0301  
Website: [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants)

- **Infrastructure for Rebuilding America (INFRA) Grants** provide dedicated, discretionary funding for projects that address critical issues facing our nation’s highways and bridges. INFRA grants will support a commitment to fixing our nation’s crumbling infrastructure by creating opportunities for all levels of government, and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built. INFRA grants may be used to fund a variety of components of an infrastructure project; however, projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction are focused on. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. The Application Deadline is March 4, 2019.

**Contact:** Office of the Assistant Secretary for Transportation Policy  
1200 New Jersey Ave, SE, Washington, DC 20590  
Phone: 202-366-4544  
INFRAgrants@dot.gov  
Website: [www.transportation.gov/INFRA](http://www.transportation.gov/INFRA)

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)** provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects—highway, transit, railroad, intermodal freight, and port access—are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. The strategic goal of TIFIA is to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance. TIFIA credit assistance is often available on more advantageous terms than in the financial market making it possible to obtain financing for needed projects when it might not otherwise be possible. The TIFIA credit program offers three distinct types of financial assistance designed to address the varying requirements of projects throughout its life cycles: secured (direct) loans, loan guarantees, and standby lines of credit. There is a rolling application process, and applicants must submit detailed letters of interest when a project is able to provide sufficient information to satisfy statutory eligibility requirements, such as creditworthiness and readiness to proceed. A formal application is required after invitation from the TIFIA Joint Program Office.

**Contact:** Build America Bureau Credit Programs Office

US Department of Transportation

1200 New Jersey Avenue, SE, Room W12-426

Washington, DC 20590

BuildAmerica@dot.gov

Phone: 202-366-2300

Website: [www.transportation.gov/buildamerica/programs-services/tifia](http://www.transportation.gov/buildamerica/programs-services/tifia)

- **Railroad Rehabilitation & Improvement Financing (RRIF)** was established by the Transportation Equity Act for the 21st Century (TEA-21), and amended by the Safe Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Under this program, the Federal Railroad Administration Administrator is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure. Not less than \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. The funding may be used to:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops.
- Refinance outstanding debt incurred for the purposes listed above.
- Develop or establish new intermodal or railroad facilities.

Direct loans can fund up to 100% of a railroad project, with repayment periods of up to 35 years, and interest rates equal to the cost of borrowing to the government. Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection.

**Contact:** Build America Bureau

Room W12-426

1200 New Jersey Avenue, SE, Washington, DC 20590

BuildAmerica@dot.gov

Phone: 202-366-2300

Website: [www.transportation.gov/buildamerica/programs-services/rrif](http://www.transportation.gov/buildamerica/programs-services/rrif)

- **Small Shipyard Grant Program** provided up to \$19,600,000 for grants to qualified shipyard facilities for capital and related improvements that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grants under this program may not be used to construct buildings or other physical facilities or to acquire land. Grant funds may be used for maritime training programs to foster employee skills and enhanced productivity related to shipbuilding, ship repair, and associated industries. Shipyards can apply for the grants. The shipyard facility for which a grant is sought must be in a single geographic location and may not have more than 1,200 production employees. The applicant must be the operating company of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 feet in length or greater for commercial or government use, or construct, repair, or reconfigure vessels 100 feet in length or greater for non-commercial vessels. The Administrator shall award grants under this section not later than 120 days after the date of the enactment of the Appropriations Act for the fiscal year concerned.

**Contact:** David M. Heller, Director, Office of Shipyards and Marine Engineering,  
Maritime Administration, Room W21-318  
1200 New Jersey Ave., SE, Washington, DC 20590  
Phone: (202) 366-5737; or fax: (202) 366-6988  
Website: [www.maritime.dot.gov/grants/small-shipyard-grants](http://www.maritime.dot.gov/grants/small-shipyard-grants)



## U.S. Environmental Protection Agency (EPA)

### General Information

EPA's mission is to protect human health and the environment. While the EPA has many grant and financing programs, the programs below focus on maritime infrastructure.

### Programs and Contacts

- **Diesel Emissions Reductions Act (DERA) Clean Diesel Funding Assistance Program** anticipates awarding approximately \$40 million in competitive grant funding for the DERA Clean Diesel Funding Assistance Program. The Program is soliciting applications nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas. Application packages must be submitted electronically to EPA through Grants.gov ([www.grants.gov](http://www.grants.gov)) no later than Wednesday, March 6, 2019, at 11:59 p.m. (ET) to be considered for funding.  
Eligible applicants include regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality, nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or have the promotion of transportation or air quality as their principal purpose. Eligible uses of funding include diesel vehicles, engines and equipment.  
**Contact:** Environmental Protection Agency  
Office of Grants and Debarment, Mail Code: 3901  
1200 Pennsylvania Avenue,  
N.W. Washington, D.C. 20460  
Grants and Interagency Agreements Program: (202) 564-5315 (E.S.T. 8:00am - 4:00pm, Monday thru Friday)  
Website: [www.epa.gov/cleandiesel/clean-diesel-national-grants](http://www.epa.gov/cleandiesel/clean-diesel-national-grants)



**General Information**

The CDBG Program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG Program provides annual grants on a formula basis to 1209 general units of local government (entitlement jurisdictions) and to states for distribution to non-entitlement jurisdictions, and works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses, including the provision of public infrastructure. HUD determines the amount of each grant to entitlement jurisdictions or to states by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas. All CDBG activities must meet at least one of the following national objectives: benefit low- and moderate-income persons; aid in the prevention or elimination of slums and blight; or meet certain urgent community development needs.

**Programs and Contacts**

- **Entitlement Program** communities are comprised of central cities of Metropolitan Statistical Areas (MSAs), metropolitan cities with populations of at least 50,000, and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). This program provides annual grants on a formula basis to entitled metropolitan cities and urban counties to carry out a wide range of community development activities directed toward neighborhood revitalization, economic development, and improved community facilities and services. Entitlement communities develop their own programs and funding priorities, and obtain public input before making final funding decisions. To receive its annual CDBG entitlement grant, a grantee must develop and submit to HUD a Consolidated Plan (which is a jurisdiction's comprehensive planning document, and application for funding under the following Community Planning and Development formula grant programs: CDBG, HOME Investment Partnerships, Housing Opportunities for Persons With AIDS (HOPWA), and Emergency Solutions Grants (ESG)). In its Consolidated Plan, the jurisdiction must identify its planned use of funds, and the goals for these programs and for affordable housing. The goals then serve as the criteria against which HUD evaluates a jurisdiction's performance under the plan. Some of the activities that can be carried out with CDBG funds include the acquisition of real property; rehabilitation of residential and nonresidential properties; provision of public facilities and improvements, such as water and sewer, streets, and neighborhood centers; public services; clearance; homeownership assistance; and assistance to for-profit businesses for economic development activities.

**Contact:** HUD Region 9

Los Angeles Field Office  
Chin Woo Choi, Program Mgr, CPD  
300 N. Los Angeles Street  
Suite 4054  
Los Angeles, CA 90012  
213-534-2571  
Chin.Woo.Choi@hud.gov  
Website: [www.hudexchange.info/programs/cdbg-entitlement/](http://www.hudexchange.info/programs/cdbg-entitlement/)

San Francisco Regional Office  
Kimberly Y. Nash, Director, CPD  
One Sansome Street  
3rd Floor, Suite 1200  
San Francisco, CA 94104  
415-489-6572  
Kimberly.Y.Nash@hud.gov

- **Non Entitlement Program.** In 1981, each state was given the option to administer the block grant funds to non-entitlement areas. If this option is exercised, the block grant funds are provided to the state, which distributes the CDBG funds as grants to its eligible units of general local government. Each state must also develop a Consolidated Plan, and each states' objectives and methods of distributing the funds are determined in consultation with affected citizens and local elected officials. States are required to report annually on the use of funds. The State of California is entitled to receive grant funds for distribution to non-entitlement units of government, and distributes these funds through its Department of Housing and Community Development (HCD). HCD can fund community development projects including housing assistance, public facilities, infrastructure, public services, planning and technical assistance. HCD also funds economic development activities assisting businesses and microenterprises, Native American communities, and Colonias. Every January, HCD releases a Notice of Funding Availability (NOFA) encompassing all CDBG-eligible activities, including Community Development, Economic Development, and the Native American and Colonia Set-Asides. In 2019, HCD has available \$29.6 million, and applications are due by 5:00 p.m. on February 26, 2019.

**Contact:** California Department of Housing and Development  
Division of Financial Assistance, CDBG Program  
2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2771

Website: [www.hcd.ca.gov/grants-funding/active-funding/cdbg.shtml](http://www.hcd.ca.gov/grants-funding/active-funding/cdbg.shtml)



## San Francisco Bay Conservation and Development Commission (BCDC)

### General Information

The San Francisco Bay Conservation and Development Commission (BCDC) is a California state planning and regulatory agency with regional authority over the San Francisco Bay, the Bay's shoreline band, and the Suisun Marsh. BCDC was created in 1965 and is the nation's oldest coastal zone agency. Its mission is to protect and enhance San Francisco Bay, and to encourage the Bay's responsible and productive use for this and future generations. Throughout its existence, BCDC has approved projects worth billions of dollars, and the Commission continues to work closely with all applicants – private and public – from a project's initial stages to ensure compliance with state law. In addition, BCDC leads the Bay Area's ongoing multi-agency regional effort to address the impacts of rising sea level on shoreline communities and assets. Its authority is found in the McAtteer-Petris Act, the San Francisco Bay Plan, and other special area plans and laws and policies.

### Programs

- **Adapting to Rising Tides (ART) Program** is a collaborative planning effort to help San Francisco Bay Area communities adapt to sea level rise and storm event flooding. The ART Program has engaged local, regional, state and federal agencies and organizations, as well as non-profit and private associations since 2010. Together, the ART Project team and its partners are working towards the project goal of increasing the Bay Area's preparedness and resilience to sea level rise and storm events while protecting critical ecosystem and community services.  
Website: [www.adaptingtorisingtides.org](http://www.adaptingtorisingtides.org)
- **Oil Spill Prevention and Response.** BCDC partners with the U.S. Coast Guard, California Department of Forestry and Wildlife and other agencies, the maritime industry, and the environmental community to improve navigation safety within the San Francisco Bay to prevent spills and other impacts to bay resources. For more information on oil spill prevention and response, goods movement or the Seaport Plan, contact Linda Scourtis at [linda.scourtis@bcdc.ca.gov](mailto:linda.scourtis@bcdc.ca.gov) 415-352-3644.
- **Sediment Management.** BCDC, in partnership with state and federal agencies, is developing a regional sediment management plan that builds on the successful Long Term Management Strategy for the Placement of Dredged Material in the Bay (LTMS), and seeks to incorporate flood protection, habitat restoration, sand mining and shoreline erosion issues in the overall management of sediments in the Bay.  
Website: [www.bcdc.ca.gov/LTMS/ltms\\_program.html](http://www.bcdc.ca.gov/LTMS/ltms_program.html)
- **Permits.** BCDC has regulatory responsibility over development in San Francisco Bay, and along the Bay's nine-county shoreline. State law requires sponsors of projects that propose to fill or extract materials from the Bay to apply for a BCDC permit. It is necessary to obtain a BCDC permit prior to undertaking work in the Bay, or within 100 feet of the shoreline, including filling, dredging, dredged sediment disposal, shoreline development and other work.

### Contact

455 Golden Gate Avenue, Suite 10600  
San Francisco, CA 94102-7019  
(415) 352-3600  
[info@bcdc.ca.gov](mailto:info@bcdc.ca.gov)  
Website: [www.bcdc.ca.gov/](http://www.bcdc.ca.gov/)