

# CARQUINEZ STRAIT SCENIC LOOP TRAIL GAP CLOSURE STUDY



Prepared for:



Prepared by:

Questa Engineering Corporation

2M Associates

ACME Consulting

Michelle DeRobertis

October 17, 2022

# Carquinez Strait Scenic Loop Trail Gap Closure Study

---

Prepared for



Contra Costa County  
Department of Conservation and Development

Prepared by:



Questa Engineering Corporation  
1220 Brickyard Cove Road, Suite 206  
Point Richmond, California 94807  
(510) 236-6114

*In Association with:*

**2M Associates**

**ACME Consulting**

**Michelle DeRobertis**

October 17, 2022

**Contents**

1. INTRODUCTION..... 4

    1.1 Study Purpose ..... 6

    1.2 Goals and Design Guidelines..... 11

    1.3 Countywide Bicycle Plan “Low Stress Network” ..... 12

    1.4 General Process ..... 15

    1.5 Fatal Flaw: Optimum Route/Alignment ..... 15

    1.6 Vision Summary Gap Overview..... 17

    1.7 Vision Summary and Alternative Segments to be Evaluated..... 23

    1.8 Countywide Bicycle Plan Proposed Facilities within the Study Area ..... 33

    1.9 Regional Trail Connections..... 35

2. SEGMENT 4 – MOCOCO ROAD ..... 36

    2.1 Vision Summary ..... 36

    2.2 Existing Conditions..... 37

    2.3 Alignment Options ..... 40

    2.4 Alternatives Summary..... 45

    2.5 Feasibility of a Low Stress Bikeway in Segment 4..... 48

    2.6 Fatal Flaws..... 48

    2.7 Other Alignments Considered..... 49

    2.8 Next Steps ..... 50

3. SEGMENT 5 – MARTINEZ ..... 51

    3.1 Vision Summary ..... 51

    3.2 Existing Conditions..... 52

    3.3 Alignment Options ..... 56

    3.4 Feasibility of a Low Stress Bikeway in Segment 5..... 64

    3.5 Fatal Flaws..... 65

    3.6 Other Alignments Considered..... 66

    3.7 Next Steps ..... 66

4. SEGMENT 6 – CARQUINEZ SHORELINE ..... 68

    4.1 Vision Summary ..... 69

    4.2 Existing Conditions..... 70

    4.3 Alignment Options ..... 75

    4.4 Feasibility of a Low Stress Bikeway in Segment 6..... 84

    4.5 Fatal Flaws..... 86

    4.6 Other Alignments Considered..... 87

    4.7 Next Steps ..... 88

5. TRAIL SCREENING AND RANKING ..... 89

    5.1 Methodology..... 89

5.2	Screening Factors.....	89
5.2	Segment Ranking .....	90
6.	NEXT STEPS .....	97
6.1	Recommended Optimum CSSLT Alignment.....	97
6.2	Implementation Priorities .....	100
6.3	Community Outreach.....	105
6.4	Trail Log.....	106
7.	CONCEPT DESIGN – SEGMENT 6-2 .....	108
8.	COST AND FUNDING STRATEGIES.....	111
8.1	Factors Influencing Trail Implementation Cost.....	112
8.2	Preliminary Trail Costs for Segment 6-2 .....	112
8.3	Funding Opportunities .....	112
9.	REFERENCES.....	123

**Maps**

A1 - A11 Study Segments

**Figures**

1-1	CSSLT Vision Summary Regional Trail Connections
1-2	CSSLT Vision Summary, Segment 4 - Mococo Road
1-3	CSSLT Vision Summary, Segment 5 - Martinez
1-4	CSSLT Vision Summary, Segment 6 - Carquinez Shoreline
1-5	Countywide Bicycle Plan Proposed Low Stress Bikeway Network
1-6	Countywide Bicycle and Pedestrian Plan Proposed Local Bicycle Networks
2-1	Segment 4: Mococo Road Overview
2-2	Mococo Road Study Segments
2-3	Mococo Alternative 4-1A
2-4	Mococo Alternatives 4-1B and 4-1C
2-5	Mococo Alternative 4-1D
2-6	Mococo Alternative 4-1E
2-7	Mococo Option 1
2-8	Mococo Option 2
2-9	Mococo Option 3
2-10	Martinez Bay Trail Alignment Along the Shoreline
3-1	Segment 5: Martinez Overview
3-2	Martinez Traffic Collisions, 2017-2020
3-3	Martinez Alternatives 5-3A, 5-3B and 5-3C
4-1	Trail Segment 6: Carquinez Shoreline Overview
4-2	Crockett Motor Vehicle Collisions
4-3	Port Costa Alternative Alignment via Prospect Avenue

6-1 Recommended Optimum Alignment

**Tables**

1-1 Vision Summary Plan Segments  
1-2 Vision Summary Gap Analysis  
1-3 Alternatives Being Evaluated  
1-4 Countywide Bicycle and Pedestrian Projects in the Study Area  
3-1 Motor Vehicle Collisions Downtown Martinez  
3-2 Martinez Comparison of Three On Street Alignments  
3-3 CBPP Bicycle and Pedestrian Projects in Martinez  
4-1 Reported Motor Vehicle Collisions In Crockett Study Area (2017 -2020)  
4-2 Pomona Street Alignment Issues  
5-1 Trail Screening and Ranking  
6-1 Recommended Alignment Options  
6-2 Recommended Segment Priorities  
6-3 CSSLT Partner/Community/Stakeholder List  
7-1 Segment 6-2 Design Options

**Appendix A** Trail Log

**Appendix B** Segment 6-2 Concept Design

**Appendix C** Funding Sources



## 1. INTRODUCTION

The Carquinez Strait Scenic Loop Trail (CSSLT) is a unique 50-mile loop trail around the Carquinez Strait that combines segments of the San Francisco Bay Trail (Bay Trail), the Bay Area Ridge Trail (Ridge Trail) and the Great California Delta Trail (Delta Trail). In addition to these regional multi-county trails, the trail connects to the California State Riding and Hiking Trail and the Juan Bautista de Anza National Historic Trail with future connections to

other regional trail systems, including the San Francisco Bay Area Water Trail and the Mokelumne Coast to Crest Trail (**Figure 1-1**).

Implementation of the CSSLT is a collaborative effort of numerous agencies, including ABAG/MTC's San Francisco Bay Trail Project, Bay Area Ridge Trail Council, Delta Protection Commission, Bay Area Water Trail, Contra Costa County, with input from the Cities of Martinez, Vallejo and Benicia. CSSLT partners include:

- California Coastal Conservancy
- California State Parks
- Caltrans
- East Bay Regional Park District
- Greater Vallejo Recreation District
- John Muir Land Trust
- John Swett Unified School District
- Solano Transportation Authority
- West Contra Costa Transportation Advisory Committee
- National Park Service

A *Vision Summary for the Carquinez Strait Scenic Loop Trail* (Vision Summary) was completed in May 2020, documenting gaps in the trail and identifying next steps for trail implementation. The *Vision Summary* states:

Figure 1-1 CSSLT Vision Summary Regional Trail Connections



*“The Carquinez Strait Scenic Loop Trail brings together five regionally significant trails, including the San Francisco Bay Trail, the Bay Area Ridge Trail, the Great California Delta Trail, San Francisco Bay Area Water Trail, and the Juan Bautista de Anza National Historic Trail.*

*It provides opportunities for safe, continuous hiking, biking and human-powered boating around and within the Carquinez Strait by linking a magnificent mosaic of public lands that embrace the historic Carquinez Strait communities of Martinez, Benicia, Vallejo, Port Costa, and Crockett.”*

## 1.1 STUDY PURPOSE

The Vision Summary identified ten gaps throughout the CSSLT. This study focuses on the three CSSLT gaps within Contra Costa County (Segments 4, 5, and 6), all of which are also Bay Trail segments, and some of which are also part of the Ridge Trail and/or Bay Area Water Trail network. The study segments identified in the Vision Summary and characterized in this memorandum. These include:

- **Segment 4: Mococo Road.** This 0.14-mile-long segment is a gap between the I-680 Benicia Bridge Class I trail and the Bay Trail at the southwest corner of Marina Vista Avenue. This route is constrained by heavy truck traffic, a street crossing that lacks striping, signage and safety features to protect trail users as well as a major Union Pacific Railroad (UPRR) crossing. Some previous minor bike/pedestrian improvements that were completed as part of the Benicia Bridge project are in disrepair.
- **Segment 5: Martinez.** This 3.7-mile segment is a combination of a city/urban street route through Downtown Martinez and a rural/shoreline route along the Martinez shoreline and Carquinez Scenic Drive. As the County seat, Martinez is busy with traffic and parking. Connections to the shoreline are limited to existing at-grade rail crossings at Ferry Street and Berrellesa Street. North of the UPRR railroad tracks, there is a network of trails within EBRPD’s Radke Martinez Regional Shoreline Park, including a paved trail connection from Ferry Street to Berrellesa Street. West of Downtown Martinez, Carquinez Scenic Drive is a low-volume rural road that connects to EBRPD’s Nejedly Staging Area and the eastern trailhead of the George Miller Trail.
- **Segment 6: Carquinez Shoreline.** This 5.0-mile segment will connect the western trailhead of the George Miller Trail (Port Costa Staging Area, also called the Brickyard), west to the Caltrans Park and Ride facility, CSSLT/Bay Trail staging area and existing CSSLT trail at I-80 and the Carquinez Bridge. This area includes lands within EBRPD’s Carquinez Strait Regional Shoreline, the communities of Port Costa and Crockett, lands owned by Port Costa Conservation Society and private lands. Carquinez Scenic Drive is the single public road that connects these areas. It is a narrow two-lane rural road in poor condition with limited shoulders and slope issues. Within Port Costa and Crockett, discontinuous sidewalks, shoreline industrial infrastructure and topography are challenges to trail implementation. Although originally not part of the Study scope, consideration of trail design (as it



relates to the location and suitability for emergency access) is critical in light of a recent wildland fire at Carquinez Strait Regional Shoreline and emergency access for the Port Costa community.

**Mococo Road:  
Existing Bay Trail/CSSLT at  
Benicia Bridge**



**Downtown Martinez**

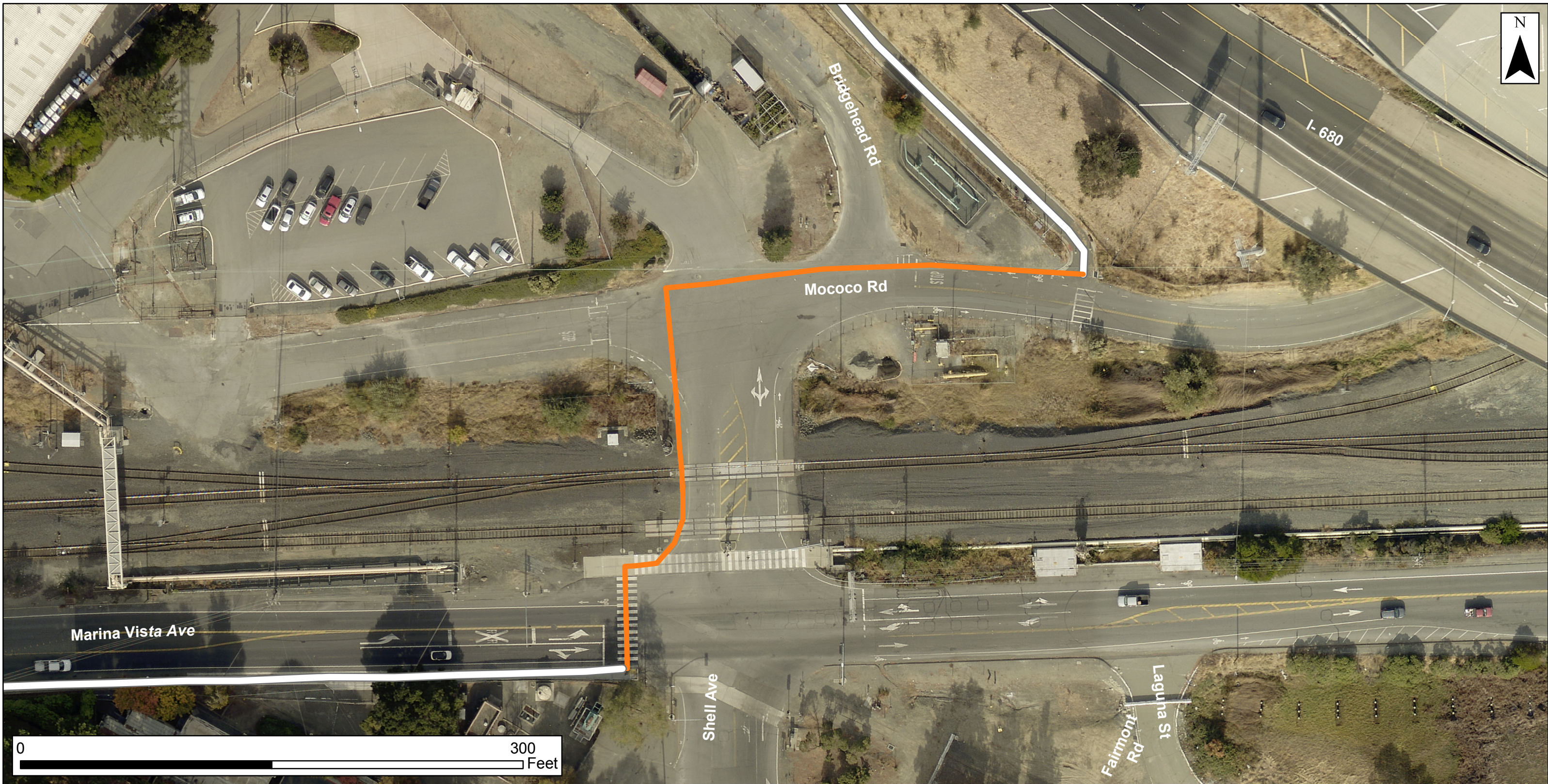


**Carquinez Shoreline at  
Carquinez Overlook Trail**



Vision Summary Segments **Figures 1-2** through **1-4** illustrate, from east to west, the alignments for the CSSLT gaps contained in the Vision Summary. These segments are organized as shown in **Table 1-1**. The segment numbers coincide with gap numbers identified in the Vision Summary.

<b>Table 1-1: Vision Summary Plan Segments</b>		
<b>Segment #</b>	<b>From</b>	<b>To</b>
4: Mococo Road / intersection	Benicia-Martinez Bridge Trail	Mococo Road / Marina Vista Avenue intersection
4: Marina Vista Avenue (Existing Alignment)	Mococo Road / Marina Vista Avenue intersection	Escobar Street / Marina Vista Avenue intersection
5: Combination of various local streets and/or shared-use trails	Escobar Street / Marina Vista Avenue intersection	Nejedly Staging Area
5: Carquinez Scenic Drive	Nejedly Staging Area	Carquinez Scenic Drive at George Miller Trail
6: George Miller Trail (Existing Alignment)	Carquinez Scenic Drive at George Miller Trail	Carquinez Regional Shoreline Port Costa Staging Area
6: Carquinez Scenic Drive	Carquinez Regional Shoreline Port Costa Staging Area	Winslow Street (Crockett)
6: Crockett Local Streets	Winslow Avenue (Crockett)	Carquinez Bridge Staging Area



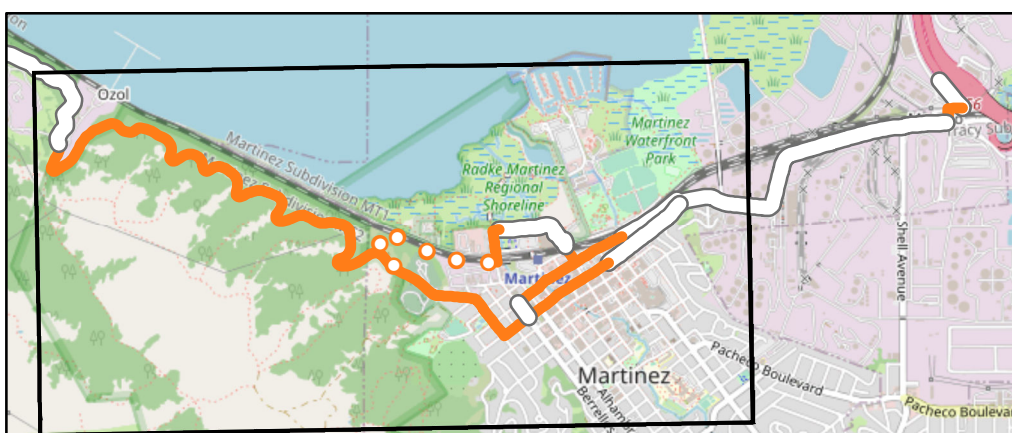
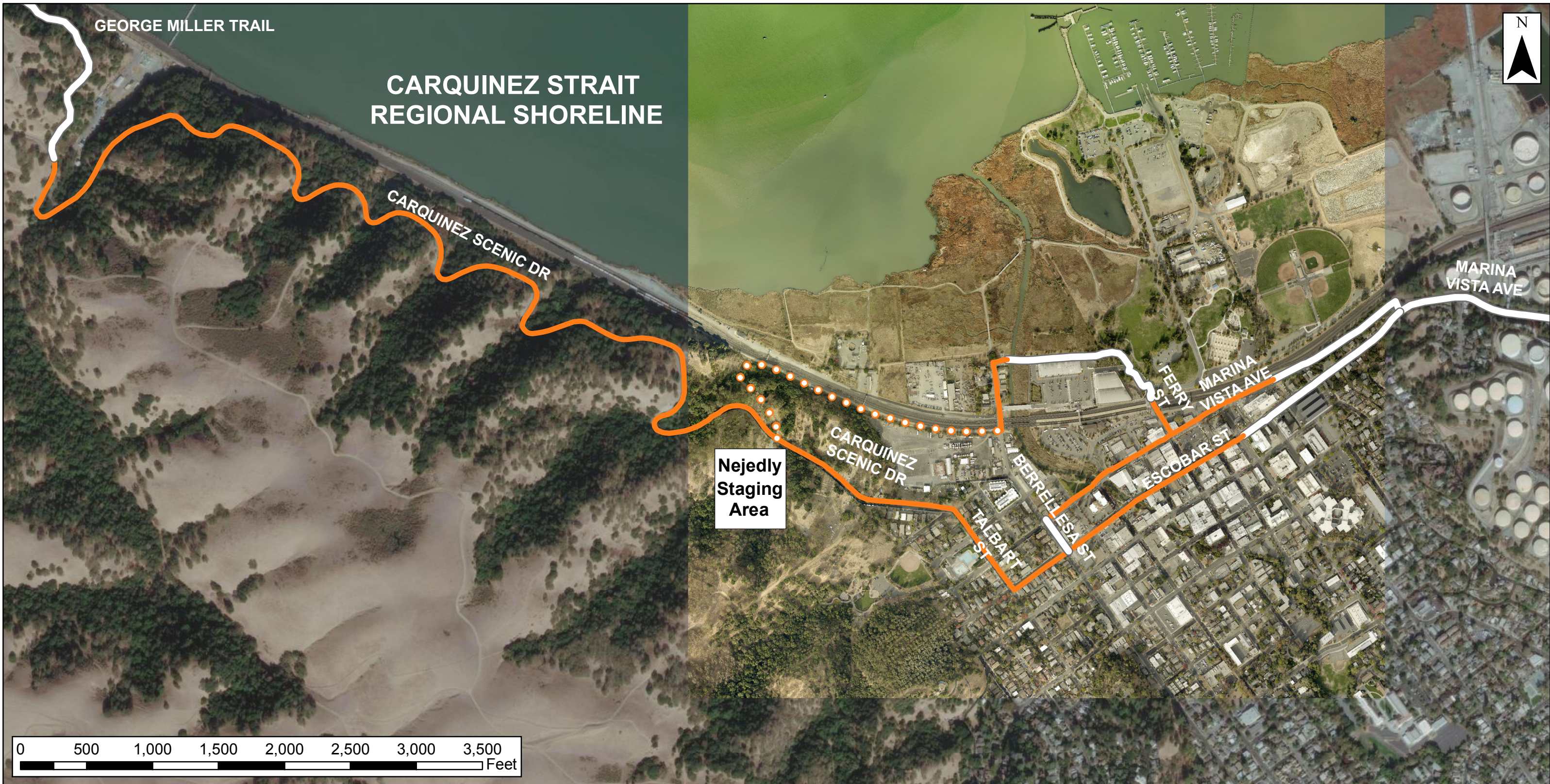
# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 236-6114  
 FAX (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 questa@questae.com

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

	CSSLT
	Constrained Street Alignment (limited ROW)
	Physical Gap (no access)

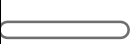


**Figure 1-2**  
**CSSLT Vision Summary**  
**Segment 4 - Mococo Road**



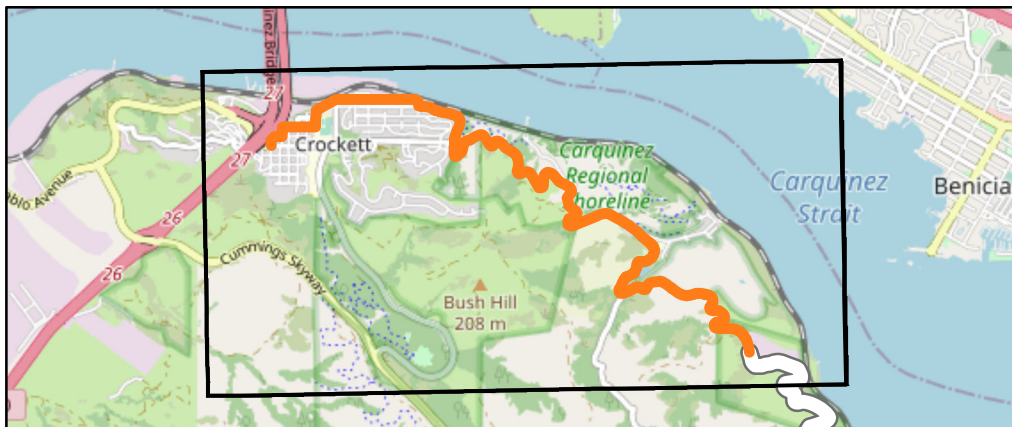
# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 236-6114  
 FAX (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 questa@questaec.com

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

-  CSSLT
-  Constrained Street Alignment (limited ROW)
-  Physical Gap (no access)

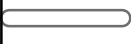


**Figure 1-3**  
**CSSLT Vision Summary**  
**Segment 5 - Martinez**



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 238-6114 FAX (510) 238-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 questa@questaec.com

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

-  CSSLT
-  Constrained Street Alignment (limited ROW)
-  Physical Gap (no access)

**Figure 1-4**  
**CSSLT Vision Summary**  
**Segment 6**  
**Port Costa to Crockett**

## 1.2 GOALS AND DESIGN GUIDELINES

The purpose of fatal flaw analysis is to provide a high-level evaluation of the trail route gaps that will meet Bay Trail, Ridge Trail, and Contra Costa County design goals.

Of these, two key reference documents are:

- *San Francisco Bay Trail Design Guidelines and Toolkit, 2016 (Toolkit)* <https://baytrail.org/plans-publications/> outlines the guiding principles of designing and developing the Bay Trail to achieve its vision as a regional shoreline trail for bicyclists and walkers. It includes examples of design solutions for common trail design issues.
- *Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP), Contra Costa Transportation Authority (CCTA), 2018* <https://ccta.net/projects/countywide-bicycle-and-pedestrian-plan/> identifies Pedestrian Priority Areas where more people are expected to walk and where safety issues are most acute, redefines the Countywide Bikeway Network as a low stress and connected system of facilities designed to serve all ages and abilities, and includes best practices for developing pedestrian and bicycle facilities.

Therefore, identifying how an individual segment meets the goals of the CSSLT project is the first step in the fatal flaw analysis. For the purposes of this study, the aim is to first accommodate the general goals of the Bay Trail, which include:

- In rural and urban parkland settings, providing a shared-use trail (paved or natural surfaced) that may be used for a variety of purposes. In light of recent wildland fire risk, design of trail segments to accommodate emergency vehicle access and escape routes for trail users, parkgoers, and residents should be considered.
- In urban settings where a shared-use trail is not possible because of physical space limitations, providing sidewalks and a separated bikeway (also referred to as a “Class IV” separated bikeway or “cycle track”) that mimics the experience of a bike path, but in a street environment. A cycle track is physically separated from motor traffic and distinct from a sidewalk used by pedestrians. In some cases, a Class II bikeway (sidewalks and bicycle Lanes) could be considered if a Class IV separated bikeway is not feasible. Class III bikeways generally do not meet Bay Trail guidelines.
- Accommodating all standards of the U.S. Access Board ADA Accessibility Guidelines (ADAAG), ADA Standards for Transportation Facilities, Architectural Barriers Act Accessibility Guidelines, and 2010 ADA Standards for Accessible Design.

The CBPP, as well as the Resource Handbook, would be used in conjunction with Chapter 1000 of the Caltrans Highway Design Manual (HDM) and best practice resources that are referenced by Contra Costa County. The Resource Handbook supplements the HDM by providing guidance on when and how to exceed the HDM minimum standards for Class I Bikeways (e.g., shared-use trails). The Resource Handbook incorporates by reference the East Bay Regional Park District's *Trail Manual for the Maintenance and*

*Operation of Trails on District Lands*, and the CBPP elaborates on best practices to improve multi-modal corridors for bikeways (Appendix C, Page C-1 under Best Practices). Other sources include:

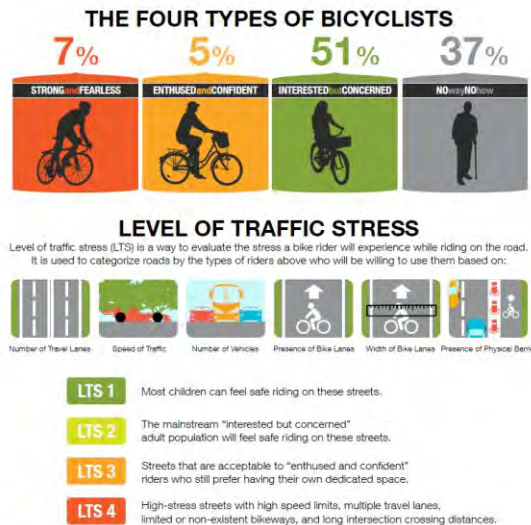
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition.
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- Caltrans Class IV Bikeway Guidance.
- CROW Design Manual for Bicycle Traffic 2017.
- Federal Highway Administration (FHWA) Separated Bicycle Lane Planning and Design Guide
- FHWA Small and Rural Multi-modal Networks Guide.
- Institute of Transportation Engineers (ITE) Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges.
- Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide.
- National Association of City Transportation Officials (NACTO) Blueprint for Autonomous Urbanism.
- NACTO Curb Appeal: Curbside Management Strategies for Improving Transit Reliability.
- NACTO Transit Street Design Guide.
- NACTO Urban Bikeway Guide, 2nd Edition.
- NACTO Urban Streets Design Guide.
- U.S. Access Board Draft Guidelines for Accessible Public Rights-of-Way (PROWAG)
- *Contra Costa County Trail Design Resource Handbook, 2001 (Resource Handbook)* <https://ca-contracostacounty2.civicplus.com/DocumentCenter/View/1153> , although outdated, is a potential resource manual for the design and construction of bicycle trails throughout Contra Costa County.

### 1.3 COUNTYWIDE BICYCLE PLAN “LOW STRESS NETWORK”

The 2018 CBPP proposes creating a “Regional Backbone Bikeway Network” based on the concept of Level of Traffic Stress (LTS), or perceived user safety and physical conditions (see inset). The CBPP recommends implementation of a network that consists of LTS 1 and LTS 2 routes. The CBPP states:

*“Recent bicycle transportation planning and research has focused on bicycle comfort to help understand bicycle facilities’ potential for bicycle ridership and mode shift. The Level of Traffic Stress (LTS) methodology analyzes the comfort level (a measure of the quality of service) experienced by the typical cyclist on a*

#### REGIONAL BACKBONE BIKEWAY NETWORK

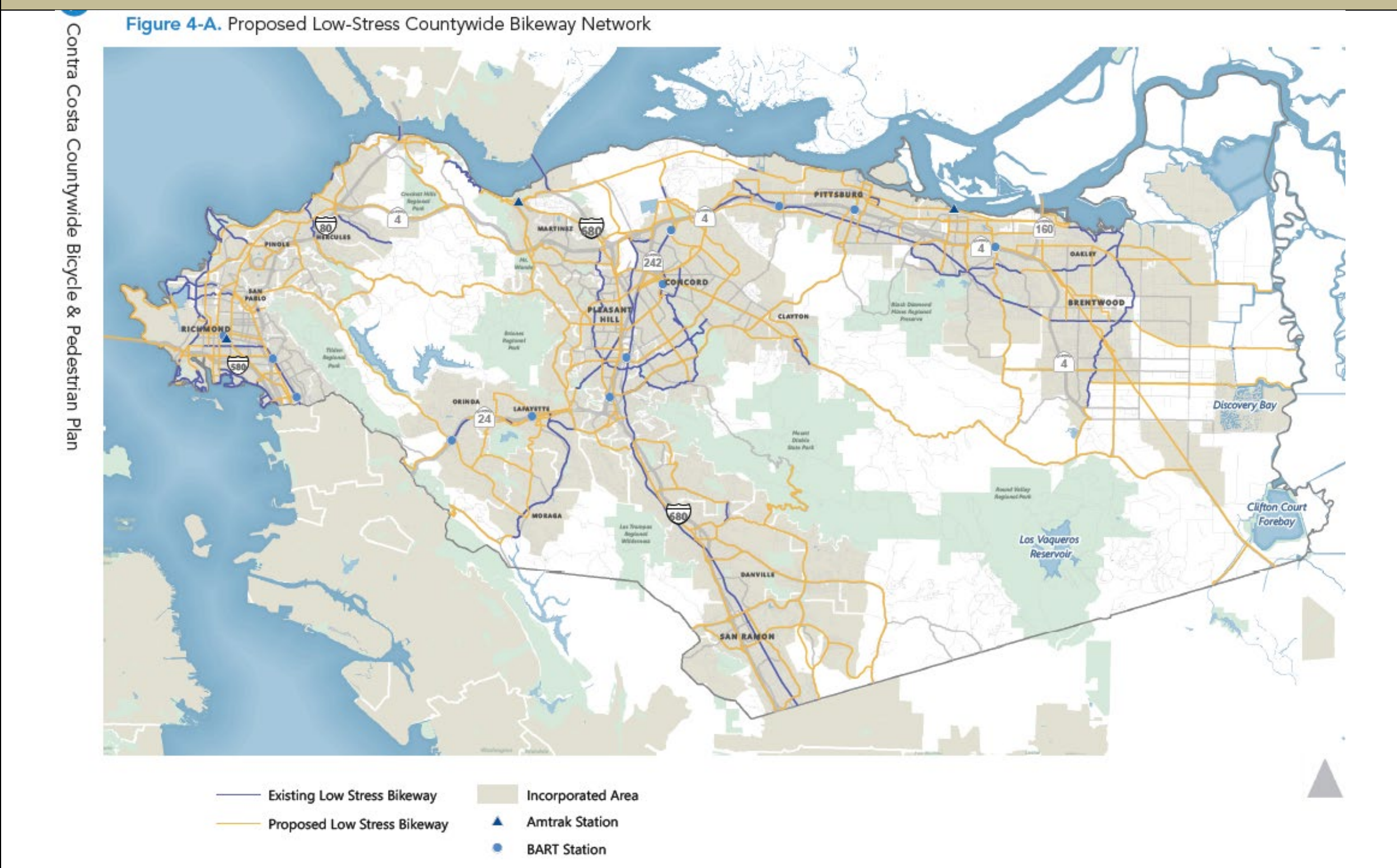


*given roadway by evaluating roadway and bikeway characteristics that cause stress, such as number of travel lanes, vehicle speeds and the percent of trucks in the vehicle mix...LTS is also closely related to the Four Types of Cyclists theory. This theory identifies four types of bicyclists — from “strong and fearless” to “no way, no how” — based on their willingness to bicycle. LTS measures the quality of a person’s experience while bicycling. By reducing the LTS on roadways, and especially at intersections, low stress bicycle networks can broaden the appeal of bicycling, especially for “Enthusied and Confident” and “Interested but Concerned Cyclists,” who represent the largest share of the population in most areas.*

*Today, LTS evaluation is helping jurisdictions plan networks of on-street and off-street bikeways where people of all ages and all abilities can feel comfortable riding, including young bicyclists and those who may be new to bicycling. One strategy for expanding low stress bikeways is to develop a “Backbone Network.” Backbone networks — interconnected bicycle facilities with low-stress ratings (LTS 1 or LTS 2) — overcome the barriers created by high-stress arterial and collector roadways. Ensuring that intersection treatments are low-stress and comfortable is critical to creating a low stress backbone network...At a countywide scale, a backbone network could focus on a series of low stress routes that connect to major destinations and across major barriers. The Authority would then give priority for funding to projects on this network”*

In the CBPP, there are three existing low stress bikeways within the Study Area: the George Miller Trail and the existing facilities on the Benicia and Carquinez Bridges. The CBPP designates future Low Stress Bikeway Network facilities through the Study area (**Figure 1-5**). These include the Downtown Martinez streets, Carquinez Scenic Drive and the shoreline streets, as well as Pomona Avenue in Crockett. The issues associated with implementing a low stress bikeway for these streets are discussed in Sections 2, 3 and 4 of this Study.

Figure 1-5 Countywide Bicycle Plan Proposed Low Stress Bikeway Network (Source: Contra Costa Countywide Bicycle and Pedestrian Plan)





## 1.4 GENERAL PROCESS

The general Fatal Flaw Analysis involves a three-step process. It begins with an assessment of whether or not it is feasible to fill in the CCSLT gaps using the routes identified in the Vision Summary itself. Where the Vision Summary plan routes are not feasible, alternatives are identified for pedestrian and bicycle users. Ideally, these alternatives are along a shared-use path or common street system, but separate routes for pedestrians and bicycles may be required. The last step is to thoroughly analyze each alternative to identify an optimum alignment.



**STEP 1: INITIAL EVALUATION**  
 IS THERE A FATAL FLAW IN THE VISION SUMMARY PLAN ALIGNMENT?  
 SEE FIGURES V-1 THROUGH V-3



**STEP 2: ALTERNATIVES IDENTIFICATION**  
 WHAT ARE THE ALTERNATIVES TO A FATAL FLAW IN THE VISION SUMMARY PLAN ALIGNMENT?  
 SEE FIGURES A-1 THROUGH A-11



**STEP 3: ALTERNATIVES EVALUATION**  
 WHICH ALTERNATIVES PRESENT THE PREFERRED ALIGNMENT TO FILL THE GAP?

## 1.5 FATAL FLAW: OPTIMUM ROUTE/ALIGNMENT

The nature of a fatal flaw in relation to the CCSLT gap analysis would be to determine if a single and/or multiple attributes would make a trail segment infeasible to implement. In trail planning and design, quite often either the alignment or the physical design of a trail must be modified to connect Point A with Point B in order to avoid the identified potential flaws.

If a CCSLT trail segment does not meet all the goals of the Bay Trail and its Design Guidelines, the segment would not technically be feasible. In such a case, an “optimum” alternative needs to be identified to close

the gap. As an example, in the urbanized areas (Martinez or Crockett), if a Class IV bikeway (as called out in the Bay Trail Design Guidelines) cannot be developed for any number of reasons, then a Class II bikeway (striped lanes and sidewalks) would be the “optimum” alternative. Further, if a Class II bikeway is not physically or politically possible, then a Class III bikeway (signed route) becomes the default “optimum”, although this does not meet Bay Trail Design Guidelines .

Another example is where a shared-use trail segment might require a “Condition for Exception” from accessibility standards, and an alternative would need to be identified. For the CSSLT, these would generally include:

- Compliance is not practicable due to terrain. The phrase “not practicable” means not reasonably doable. For example, the existing street or trail exceeds ADA slope standards.
- Compliance is limited or precluded by any law, or by decisions or opinions issued or agreements executed pursuant to the Endangered Species Act or National Historic Preservation Act. For example, trail construction would involve a taking of a listed species that is fully protected under either federal or state law, which would be in violation of the Endangered Species Act.

Segment 6, for example, is perhaps the most challenging alignment identified in the Vision Summary. The existing Carquinez Scenic Drive alignment provides needed vehicular access to:

- The residents and businesses in Port Costa.
- Private properties south of Carquinez Strait Drive.
- Access to the EBRPD Brickyard area, which has been identified for its use as a potential campground and San Francisco Bay Water Trail camp.

**Carquinez Scenic Drive**



Although some bicyclists will continue to use Carquinez Scenic Drive as it is a public street, it is not realistically feasible to redevelop it as a component of the CSSLT and Bay Trail with Class II bikeway lanes. However, an alignment through the Carquinez Regional Shoreline would provide, while not perfect, an optimum alternative.

Equally challenging in Segment 6 is the Vision Summary’s recommended route through Downtown Crockett. The gradients and street widths (and in two instances, one-way streets) require either an alternative alignment or an alternative that routes pedestrians on one route and bicycles on a different route.

By allowing flexibility to identify an “optimum” route, no critical flaws in the CSSLT have been identified that cannot be addressed.

## 1.6 VISION SUMMARY GAP OVERVIEW

**Table 1-2** lists the Vision Summary gaps and identifies the major issues associated with each gap. A conclusion is identified if the gap is:

- **Feasible:** Trail segment could be developed consistent with Bay Trail goals and design guidelines and other County guidelines
- **Potentially Feasible:** Trail segment could be developed consistent with Bay Trail goals and design guidelines and other County guidelines pending further analysis. If shown to not be feasible, an alternative optimum segment design should be considered.
- **Not Feasible - Alternative Required:** Trail segment could not be developed consistent with Bay Trail goals and design guidelines and other County guidelines and alternatives should be explored to determine an optimum route.
- **Existing Route** – Existing road, street or trail that could be improved with signage and/ or physical elements to facilitate connectivity and be consistent with Bay Trail goals and design guidelines and other County guidelines.

Where a trail segment has been identified as infeasible, **Table 1-2** also identifies and characterizes alternatives. Alternative alignments are identified with the segment key label “ALT”.

Table 1-2: Vision Summary Gap Analysis				
Seg.	From	To	General Issues	Vision Summary Alignment Options / Conclusion
4	Benicia-Martinez Bridge Trail	Mococo Road / Marina Vista Avenue intersection	<ul style="list-style-type: none"> <li>• Convergence of rail and vehicle traffic</li> <li>• Convergence of trail and truck and vehicle traffic</li> <li>• Existing north-south pedestrian crossing leads to east side of railroad crossing</li> <li>• Intersection design and traffic safety</li> </ul>	<p><b>CONCLUSION: Potentially Feasible</b></p> <ul style="list-style-type: none"> <li>• Optimum Alternative: Potentially feasible as a Class IV bikeway or multi-use trail</li> </ul> <p><u>Alternative:</u> Feasible as a Class II bikeway and sidewalk</p>
4	Mococo Road	Escobar Street / Marina Vista Avenue (at lane merge east of 1312 Escobar Street)	<ul style="list-style-type: none"> <li>• Existing signed route as Class II bikeway and sidewalks</li> <li>• Missing sidewalk curb ramps and intersection striping for both pedestrians and bicycles</li> <li>• Missing bike lane signs and faded bike lane striping on Escobar Street</li> </ul>	<p><b>CONCLUSION: Existing Route</b></p> <ul style="list-style-type: none"> <li>• Existing Class II bikeway and sidewalks is the optimum alternative</li> <li>• Retrofitting existing sidewalks and adding striping to accommodate Bay Trail Guidelines is feasible.</li> </ul>
5	Escobar Street / Court Street and Marina Vista Avenue / Pine Avenue intersection	Radke Martinez Regional Shoreline eastern parking area via Ferry Street	<ul style="list-style-type: none"> <li>• Loss of parking along Escobar Street and Ferry Street for either a Class IV or Class II bikeway</li> <li>• Escobar Street between Street Ferry and Court Street would require changing to one-way.</li> <li>• Lack of sidewalks along eastern section of Marina Vista Avenue</li> </ul>	<p><b>CONCLUSION: Potentially Feasible</b></p> <ul style="list-style-type: none"> <li>• Class IV or II Bikeway would require significant change in traffic patterns and on on-street parking</li> </ul> <p><u>Alternative:</u> Feasible if streets designated as Class III bikeway, with sidewalk improvements as needed</p>

Table 1-2: Vision Summary Gap Analysis				
Seg.	From	To	General Issues	Vision Summary Alignment Options / Conclusion
5	Radke Martinez Regional Shoreline @ eastern parking area	Radke Martinez Regional Shoreline @ Grangers Wharf Staging Area	<ul style="list-style-type: none"> <li>• Access through Grangers Wharf parking area requires modification</li> <li>• Railroad crossing (long term pedestrian/bicycle crossing is listed in Countywide Bicycle Plan, see <b>Section 1.8</b>)</li> </ul>	<p><b>CONCLUSION: Feasible</b></p> <p>Existing Class I path with improvements at the Grangers Wharf parking area</p>
5	Marina Vista Avenue / Ferry Street	Radke Martinez Regional Shoreline @ Grangers Wharf Staging Area	<ul style="list-style-type: none"> <li>• Natural surface / low-lying poorly drained areas in winter</li> <li>• Arch bridge within Regional Shoreline is not ADA compliant due to grade and approach transition differential</li> </ul>	<p><b>CONCLUSION: Not Feasible</b></p> <p><u>Alternative:</u> Route existing trail loop via Grangers Wharf and Berrellesa Trails</p>
5	Radke Martinez Regional Shoreline @ Grangers Wharf Staging Area	Nejedly Staging Area via Berrellesa Street and shared-use trail	<ul style="list-style-type: none"> <li>• ROW width along Berrellesa Street</li> <li>• Potential loss of parking</li> <li>• Railroad crossing improvements for bicyclists and pedestrians</li> </ul>	<p><b>CONCLUSION: Potentially Feasible</b></p> <ul style="list-style-type: none"> <li>• Bike lanes on one block of Berrellesa Street feasible between Buckley Street and Foster Street; currently designated no parking.</li> <li>• Class IV or II Bikeway would require modifications of existing road and sidewalk designs</li> </ul> <p><u>Alternative:</u> Feasible if Berrellesa Street designated as Class III bikeway, with sidewalk improvements as needed</p>

<b>Table 1-2: Vision Summary Gap Analysis</b>				
<b>Seg.</b>	<b>From</b>	<b>To</b>	<b>General Issues</b>	<b>Vision Summary Alignment Options / Conclusion</b>
5	Escobar Street / Marina Vista Avenue at Ferry Street	Nejedly Staging Area via Berrellesa Street, Talbart Street, and Carquinez Scenic Drive	<ul style="list-style-type: none"> <li>• ROW width</li> <li>• Cultural resources (cemetery)</li> <li>• Potential loss of parking on all streets</li> <li>• Extremely steep grades in select locations with ADA issues</li> <li>• Widening Carquinez Scenic Drive problematic</li> <li>• Lack of sidewalks along Carquinez Scenic Drive</li> </ul>	<p><b>CONCLUSION: Not Feasible - Alternative Required</b></p> <p><u>Alternative:</u> Feasible for bicycles if streets designated as Class III bikeway</p> <p><u>Alternative:</u> Alignment along UPRR to Nejedly Staging Area; combination of existing trail in John Sparacino Park to Buckley Street, and/or Richardson Street, Foster Street, and Talbart Street to Carquinez Scenic Drive</p>
5	Nejedly Staging Area	George Miller Trail	<ul style="list-style-type: none"> <li>• Potential minor ADA issues in terms of maximum slopes and need for rest areas.</li> </ul>	<p><b>CONCLUSION: Feasible</b></p> <p>Close the road to general vehicular traffic and use existing roadway with minor improvements</p>
6	Carquinez Regional Shoreline Port Costa Staging Area / George Miller Trail	Winslow Street	<ul style="list-style-type: none"> <li>• Uses existing Carquinez Scenic Drive alignment</li> <li>• Vehicular access required to Port Costa, related private properties south of the Drive, and to the EBRPD Brickyard Area identified as a potential vehicular campground and Bay Water Trail camp</li> </ul>	<p><b>CONCLUSION: Not Feasible - Alternative Required</b></p>

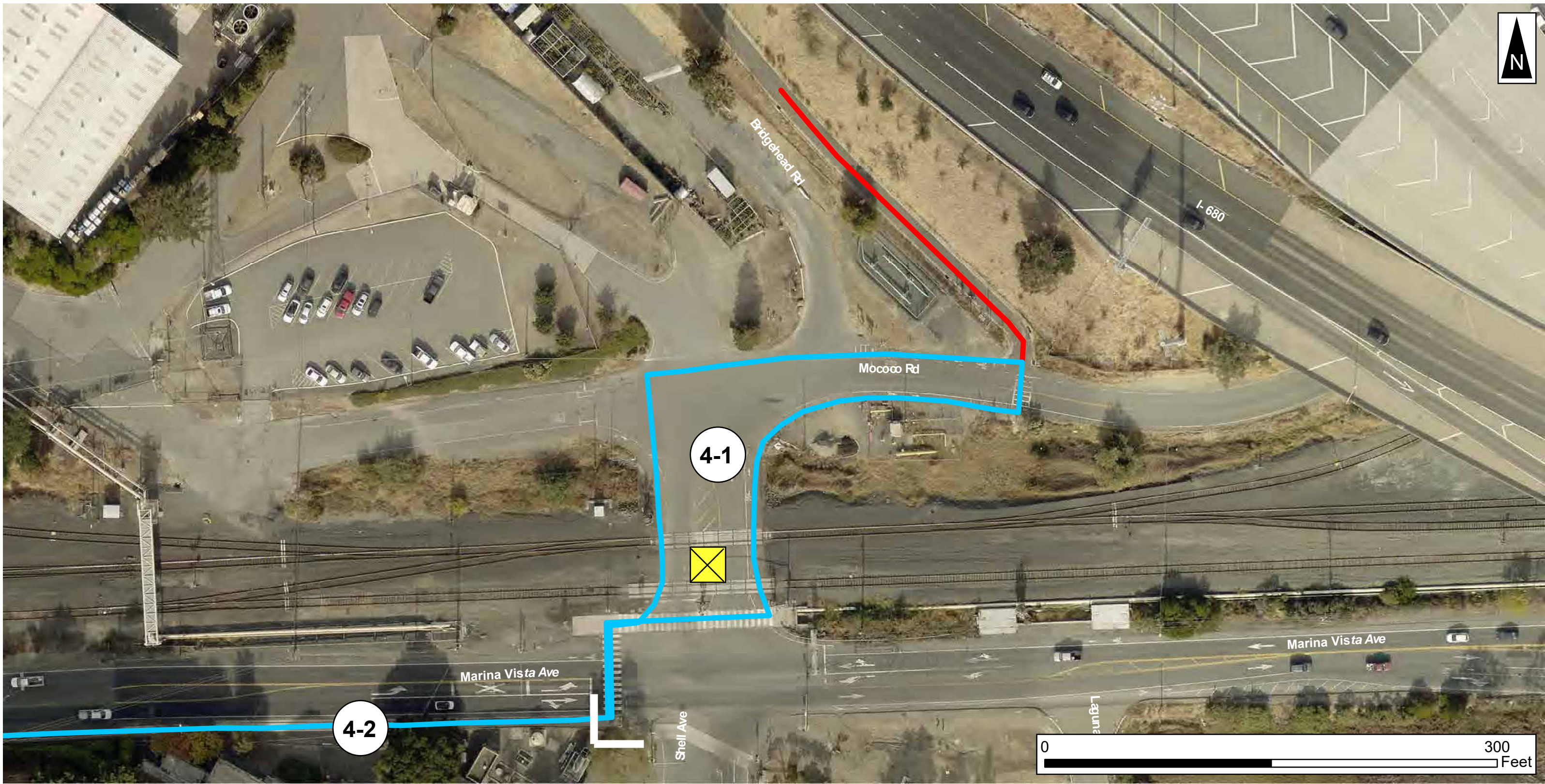
<b>Table 1-2: Vision Summary Gap Analysis</b>				
<b>Seg.</b>	<b>From</b>	<b>To</b>	<b>General Issues</b>	<b>Vision Summary Alignment Options / Conclusion</b>
6 ALT	Carquinez Regional Shoreline Port Costa Staging Area / George Miller Trail	Bull Valley Trail @ Prospect Avenue	<ul style="list-style-type: none"> <li>• New shared-use trail section required from Staging Area to existing trail system</li> <li>• ADA gradient on west end near Reservoir Street</li> <li>• Because of gradient, bicycle speed and safety if paved</li> <li>• Use and management agreement for use of Port Costa School grounds</li> <li>• Narrow (3') and overgrown sidewalks along Canyon Lake Drive; parking over sidewalks</li> <li>• Sidewalks needed on Prospect Avenue</li> <li>• ROW along Canyon Lake Drive and Prospect Avenue</li> <li>• Potential Neighborhood resistance</li> </ul>	<u>Alternative:</u> Natural surfaced shared-use trail connection from staging area to Canyon Lake Drive but not meeting ADA standards; Natural surfaced (or paved) shared-use trail via Port Costa School grounds to Canyon Lake Drive; Class III bikeway along Canyon Lake Drive and Prospect Avenue with pedestrian sidewalks
6 ALT	Bull Valley Trail @ Prospect Avenue (Crockett)	Eckley Pier Day Use Area	<ul style="list-style-type: none"> <li>• New shared-use trail section required from Prospect Avenue to existing trail system</li> <li>• ADA gradient on west end near Eckley Pier Day use Area</li> <li>• Because of gradient, bicycle speed and safety if paved</li> </ul>	<u>Alternative:</u> Natural surfaced shared-use trail but not meeting ADA standards
6 ALT	Eckley Pier Day Use Area	Winslow Street via existing Bull Valley Trail alignment	<ul style="list-style-type: none"> <li>• Steep gradients</li> <li>• Tight switchbacks on east end near Day Use Area</li> <li>• Drainage crossings</li> </ul>	<u>Alternative:</u> Paved shared-use trail along new alignment

<b>Table 1-2: Vision Summary Gap Analysis</b>				
<b>Seg.</b>	<b>From</b>	<b>To</b>	<b>General Issues</b>	<b>Vision Summary Alignment Options / Conclusion</b>
6	Carquinez Scenic Drive @ Winslow Street	Carquinez Bridge Staging Area (via Winslow St., Vallejo St., Loring Ave., Wanda St., Port St., and Ceres St.)	<ul style="list-style-type: none"> <li>• Narrow street ROW for Class IV or Class II bikeway</li> <li>• Loss of parking</li> <li>• Sections without sidewalks</li> <li>• Sidewalk improvements required with some significant retaining walls</li> <li>• Wanda Avenue is one way for two blocks</li> <li>• Ceres Street is one way for one block</li> </ul>	<b>CONCLUSION: Not Feasible – Alternative Required</b>
6 ALT	Winslow Street @ Bull Valley Trail	Rolph Avenue via Vallejo Street and Loring Avenue	<ul style="list-style-type: none"> <li>• Narrow street ROW for Class IV or Class II bikeway</li> <li>• Loss of parking</li> <li>• Sidewalk improvements required with some significant retaining walls</li> </ul>	<u>Alternative:</u> Sidewalk pedestrian route developed as Crockett Promenade and Class III bikeway
6 ALT	Rolph Avenue via Vallejo Street and Loring Avenue	Carquinez Bridge Staging Area via Rolph Avenue, Pomona, and 6th Avenue	<ul style="list-style-type: none"> <li>• Intersection design at Pomona Street / Rolph Avenue</li> <li>• Potential loss of parking on Rolph Avenue and portions of Pomona Street</li> <li>• ROW on Pomona St. between 6th and 2nd Aves. because of retaining wall on south side of street</li> </ul>	<u>Alternative:</u> Sidewalk pedestrian route with either Class II or Class IV bikeway along Rolph Avenue and Pomona Street to 2 <sup>nd</sup> Avenue; Class II or III bikeway along Pomona Street from 2 <sup>nd</sup> Avenue to 6 <sup>th</sup> Avenue and Staging Area
6 ALT	Winslow Street @ Bull Valley Trail	Rolph Avenue (via Winslow Street to Carquinez Scenic Drive)	<ul style="list-style-type: none"> <li>• Reconstruction of Winslow to Carquinez Scenic Drive intersection required</li> <li>• Gradient</li> </ul>	<u>Alternative:</u> Class II or Class IV bikeway along both Pomona Street and Winslow



## 1.7 VISION SUMMARY AND ALTERNATIVE SEGMENTS TO BE EVALUATED

**Maps A-1** through **A-11** illustrate both the Vision Summary trail segments and alternative trail segments that could potentially serve in some combination to complete the CSSLT. A combination of trail segments would be needed to provide a complete trail route. **Table 1-3** lists the segments and keys to Maps A-1 through A-11. **Table 1-3** also identifies for each segment the type of alternative to be considered in the next phase of the evaluation. These include paved or natural-surfaced shared-use trail, pedestrian sidewalk, or a Class II, III, or IV bikeway.



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
questa@questac.com  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

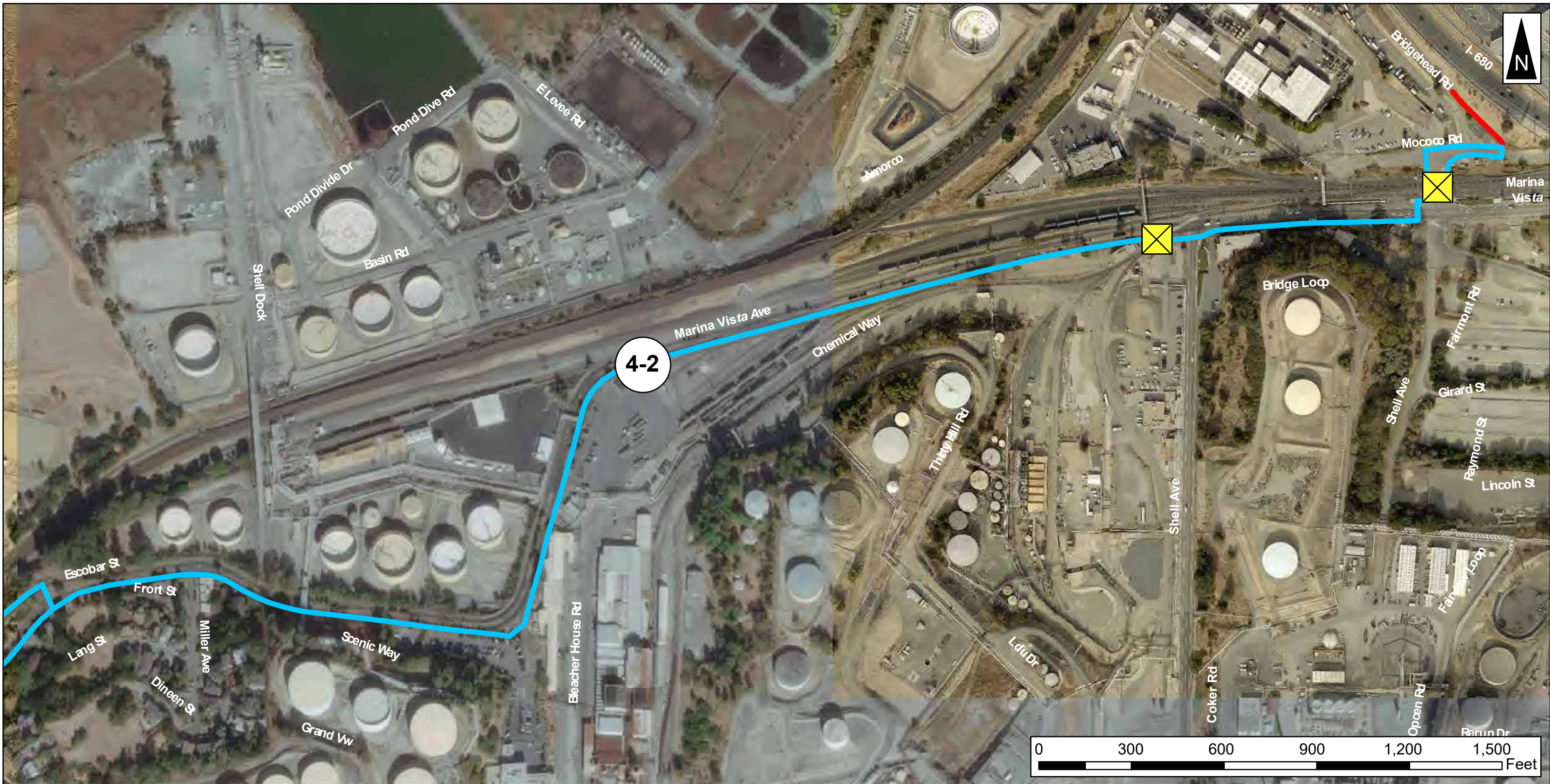
**CONTRA COSTA**  
CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

Existing Trail Route	Potential Bikeway Route w/Sidewalk	Creek
Potential Trail Route	Existing Park Trail	Culvert
Existing Bikeway Route w/Sidewalk	Potential Pedestrian Route	At Grade Rail Crossing

Map A-1  
**Segment 4:  
Alternatives Being  
Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
QUESTA@QUESTAEC.COM

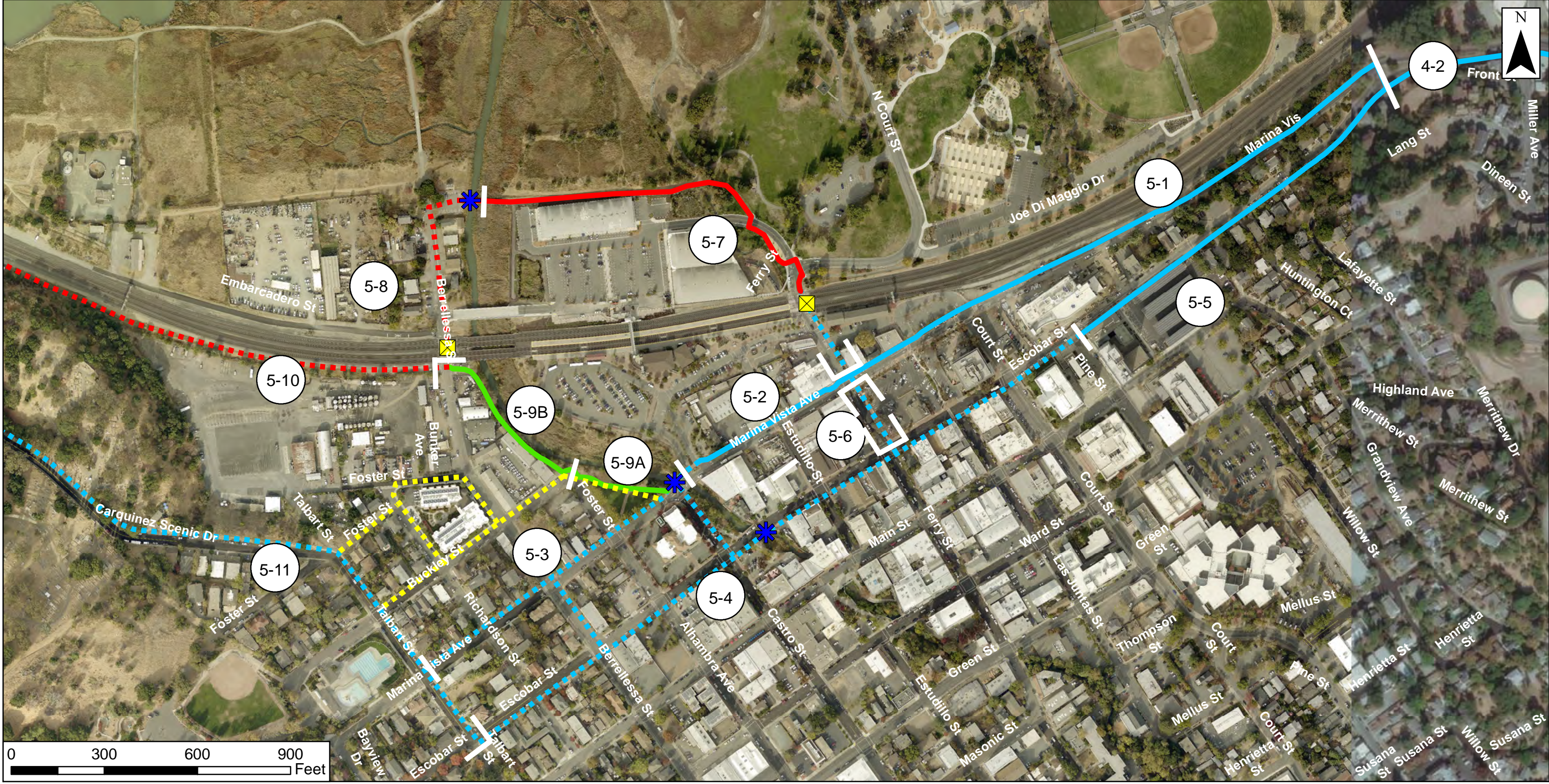
**CONTRA COSTA**  
CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

	Existing Trail Route		Potential Bikeway Route w/Sidewalk		Creek
	Potential Trail Route		Existing Park Trail		Culvert
	Existing Bikeway Route w/Sidewalk		Potential Pedestrian Route		At Grade Rail Crossing

Map A-2  
**Segment 4:  
Alternatives Being  
Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 Civil Environmental & Water Resources  
**ENGINEERING CORP**  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 (510) 236-6414 FAX (510) 236-9158  
 QUESTA@QUESTA-ENG.COM

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

	Existing Trail Route		Existing Park Trail		Creek
	Potential Trail Route		Potential Pedestrian Route		Culvert
	Existing Bikeway Route w/Sidewalk		Alternative Routes		At Grade Rail Crossing
	Potential Bikeway Route w/Sidewalk				

Map A-3  
**Segment 5:  
 Alternatives  
 Being Evaluated**



# Carquinez Strait Scenic Loop Trail Gap Closure Study

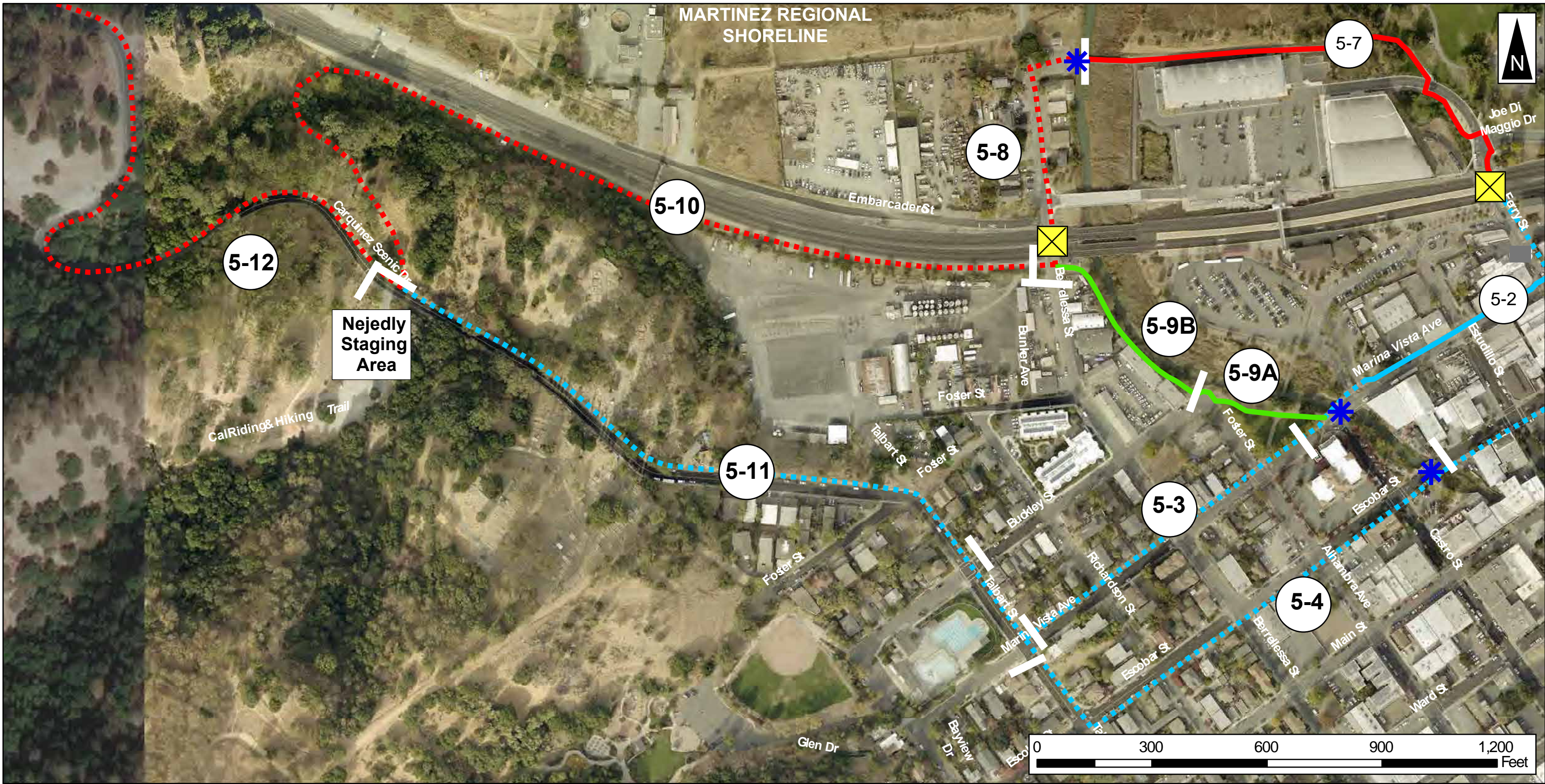
**QUESTA**  
 Civil Environmental & Water Resources  
**ENGINEERING CORP**  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 (510) 236-6414 FAX (510) 236-9152  
 QUESTA@QUESTA-ENG.COM

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

Existing Trail Route	Existing Park Trail	Creek
Potential Trail Route	Potential Pedestrian Route	Culvert
Existing Bikeway Route w/Sidewalk	Alternative Routes	At Grade Rail Crossing
Potential Bikeway Route w/Sidewalk		

Map A-4  
**Segment 5:  
 Alternatives  
 Being Evaluated**



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
(510) 236-6114 FAX (510) 236-2423  
questa@questaec.com

**CONTRA COSTA**  
CONSERVATION & DEVELOPMENT

Legend - Trail Segments					
	Existing Trail Route		Potential Bikeway Route w/Sidewalk		Creek
	Potential Trail Route		Existing Park Trail		Culvert
	Existing Bikeway Route w/Sidewalk		Potential Pedestrian Route		At Grade Rail Crossing

Map A-5  
**Segment 5:  
Alternatives Being  
Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

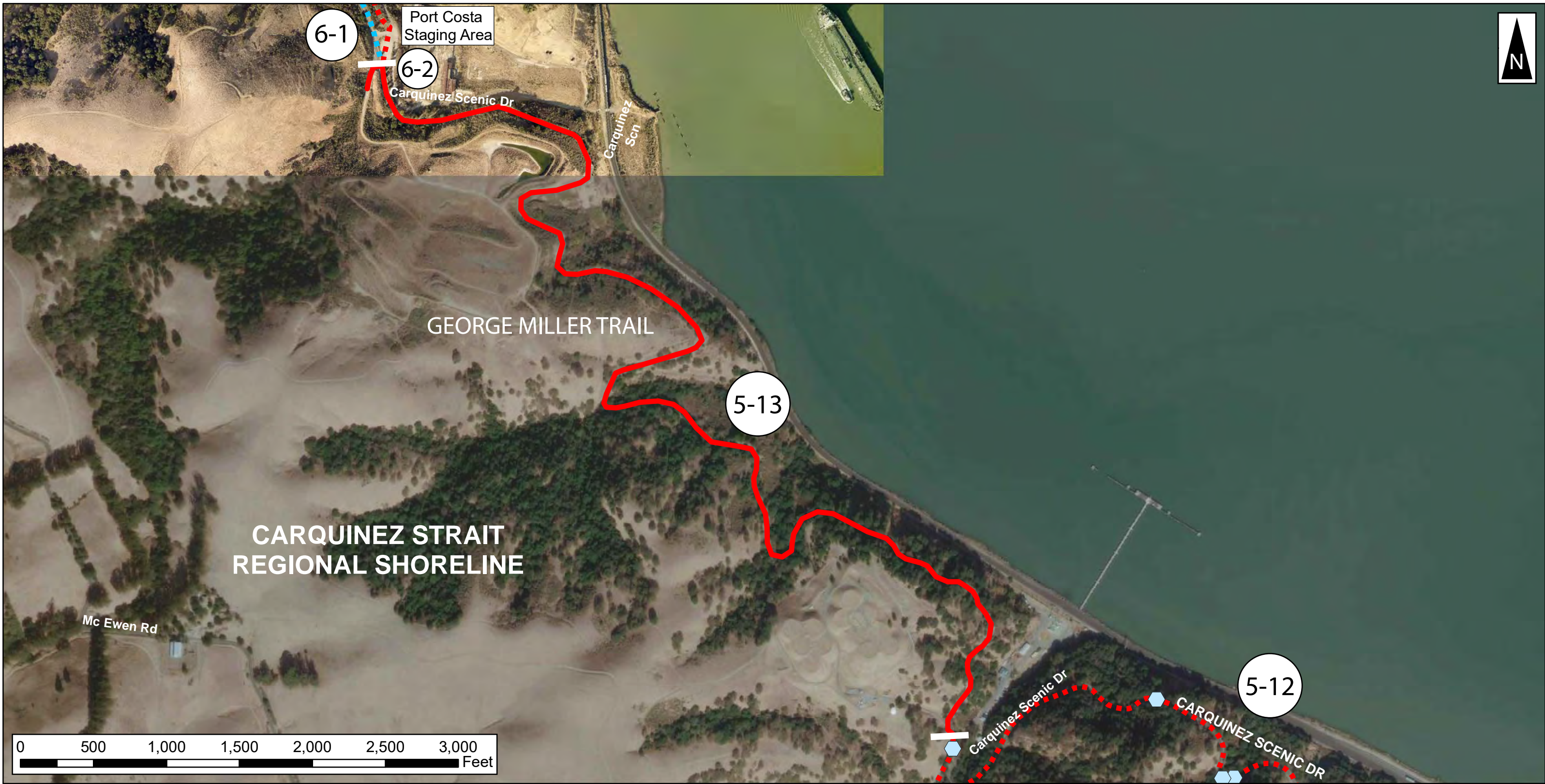
**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 236-6114 FAX (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 questa@questaec.com

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

Legend - Trail Segments			
	Existing Trail Route		Creek
	Potential Trail Route		Culvert
	Existing Bikeway Route w/Sidewalk		At Grade Rail Crossing
	Potential Bikeway Route w/Sidewalk		
	Existing Park Trail		
	Potential Pedestrian Route		

Map A-6  
**Segment 5:  
 Alternatives Being  
 Evaluated**

Date: 10/27/21



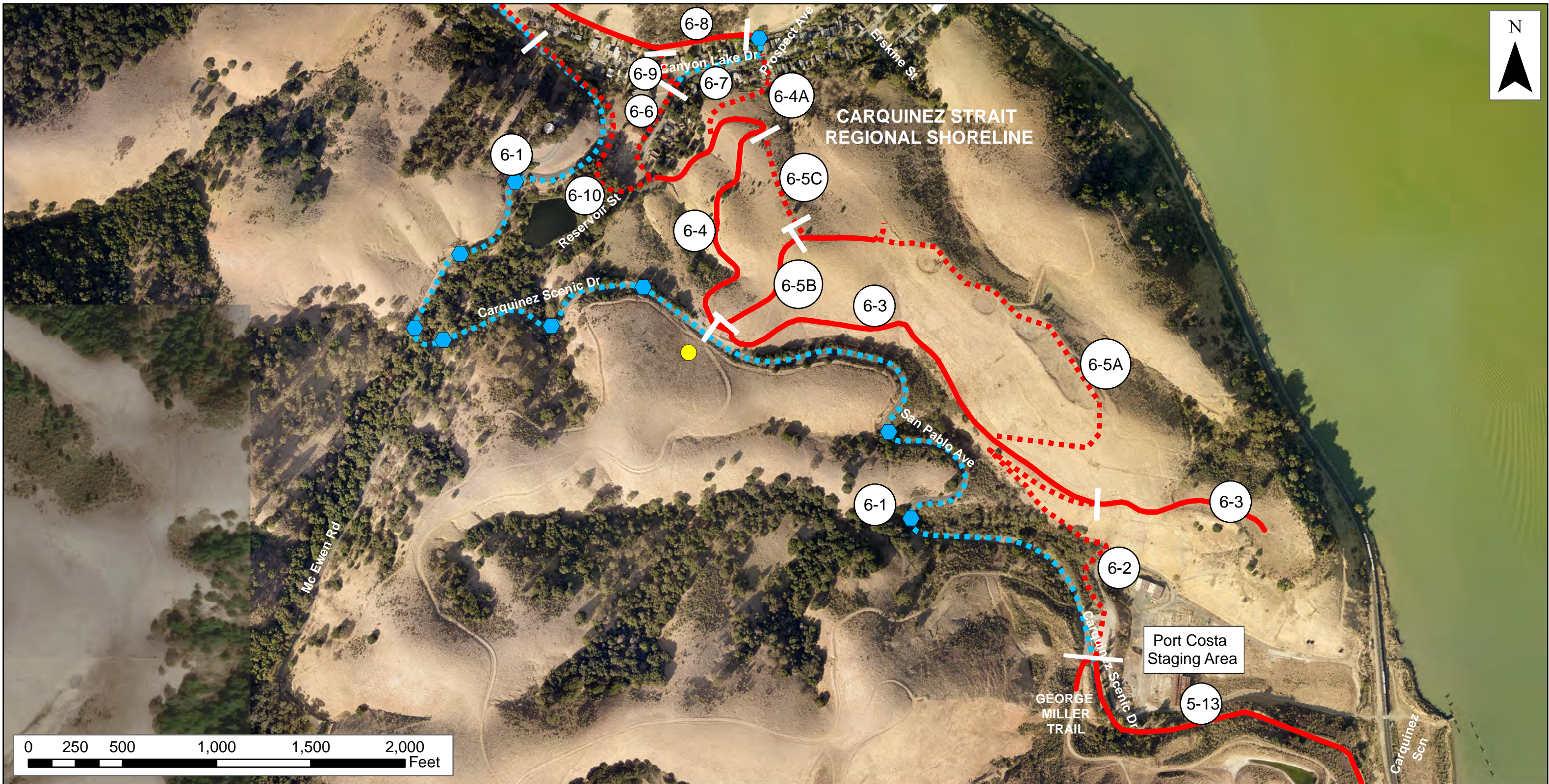
# Carquinez Strait Scenic Loop Trail Gap Closure Study



Legend - Trail Segments					
	Existing Trail Route		Potential Bikeway Route w/Sidewalk		Creek
	Potential Trail Route		Existing Park Trail		Culvert
	Existing Bikeway Route w/Sidewalk		Potential Pedestrian Route		At Grade Rail Crossing

**Map A-7**  
**Segment 5:**  
**George Miller Trail**





# Carquinez Strait Scenic Loop Trail Gap Closure Study

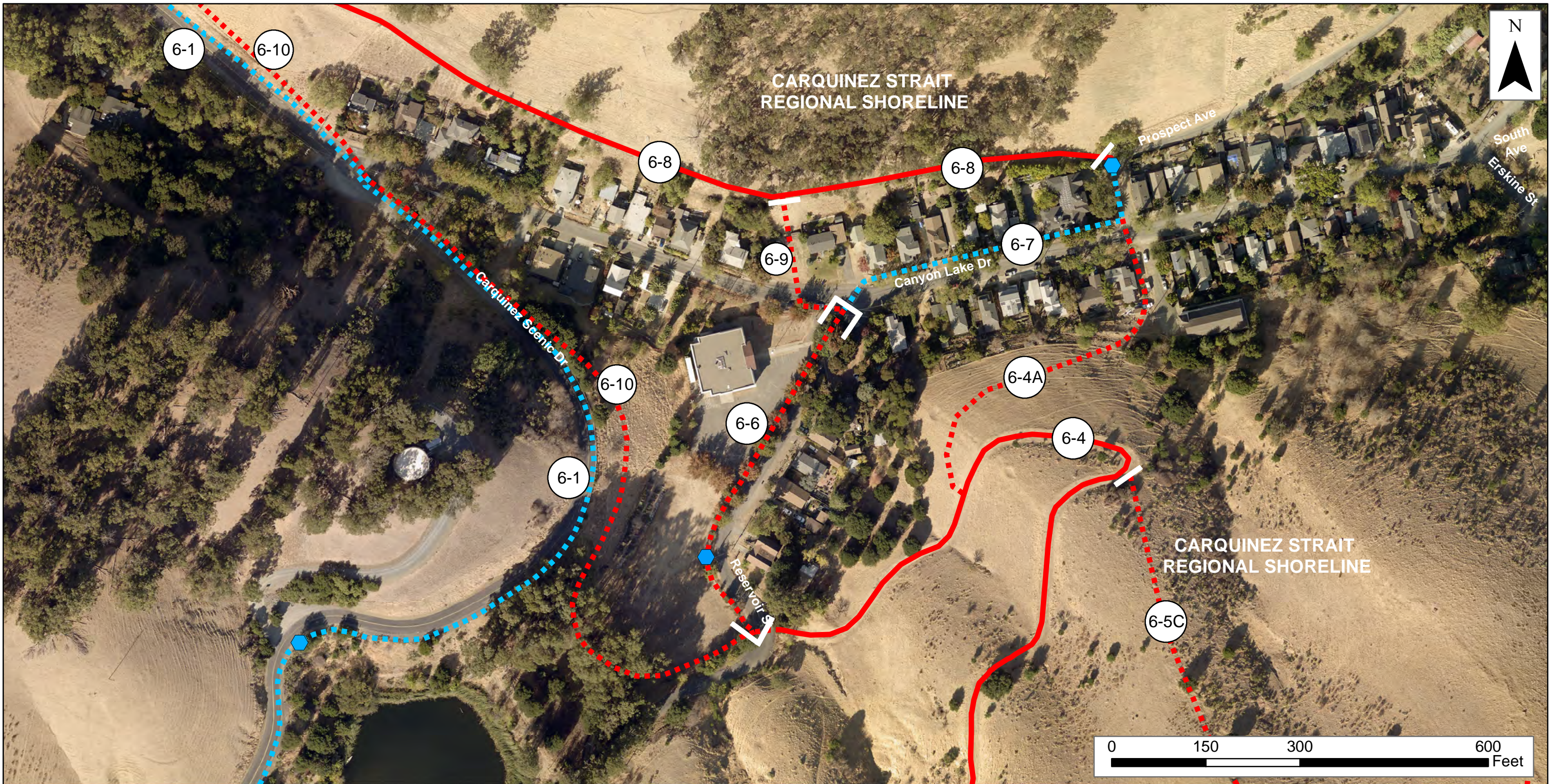


## Legend - Trail Segments

- |                                   |                                    |                        |
|-----------------------------------|------------------------------------|------------------------|
| Existing Trail Route              | Potential Bikeway Route w/Sidewalk | Potential Staging Area |
| Potential Trail Route             | Existing Park Trail                | Creek                  |
| Existing Bikeway Route w/Sidewalk | Potential Pedestrian Route         | Culvert                |
|                                   |                                    | At Grade Rail Crossing |

**Map A-8**  
**Segments 5 & 6:**  
**Alternatives**  
**Being Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

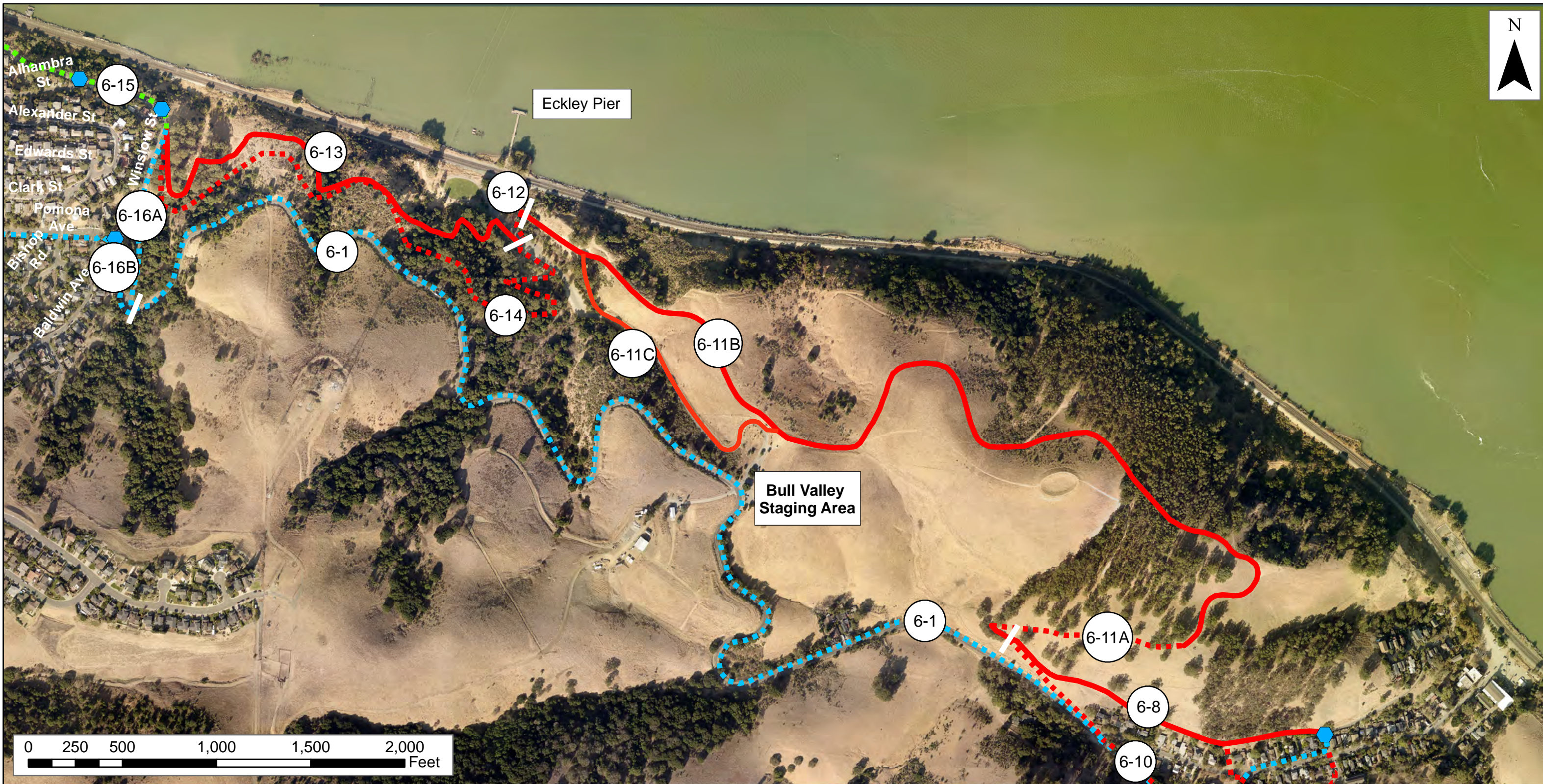


## Legend - Trail Segments

- |  |                                   |  |                                    |  |                        |
|--|-----------------------------------|--|------------------------------------|--|------------------------|
|  | Existing Trail Route              |  | Potential Bikeway Route w/Sidewalk |  | Creek                  |
|  | Potential Trail Route             |  | Existing Park Trail                |  | Culvert                |
|  | Existing Bikeway Route w/Sidewalk |  | Potential Pedestrian Route         |  | At Grade Rail Crossing |

Map A-9  
**Segment 6:  
 Alternatives  
 Being Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Civil  
 Environmental  
 & Water Resources

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

### Legend - Trail Segments

Existing Trail Route	Potential Bikeway Route w/Sidewalk	Creek
Potential Trail Route	Existing Park Trail	Culvert
Existing Bikeway Route w/Sidewalk	Potential Pedestrian Route	At Grade Rail Crossing

Map A-10  
**Segment 6:  
 Alternatives  
 Being  
 Evaluated**

Date: 10/27/21



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

- Existing Trail Route (Red solid line)
- Potential Trail Route (Red dashed line)
- Existing Bikeway Route w/Sidewalk (Blue solid line)
- Potential Bikeway Route w/Sidewalk (Blue dashed line)
- Existing Park Trail (Green solid line)
- Potential Pedestrian Route (Green dashed line)
- Potential Staging Area (Yellow circle)
- Creek (Blue asterisk)
- Culvert (Blue hexagon)
- At Grade Rail Crossing (Yellow square with X)

Map A-11  
**Segment 6:  
 Alternatives  
 Being  
 Evaluated**  
 Date: 10/27/21

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)										
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities					
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway
4-1	Benicia-Martinez Bridge Trail	Marina Vista Avenue and Mococo Road	City of Martinez Caltrans Union Pacific Railroad Private	City of Martinez Caltrans	X		X	X	X	X
4-2 Existing	Marina Vista Avenue and Mococo Road	Escobar Street / Marina Vista Avenue	City of Martinez	City of Martinez			X		X	
5-1	Escobar Street / Marina Vista Avenue	Marina Vista Ave. / Ferry Street / Court Street (traveling east)	City of Martinez	City of Martinez			X	X	X	X
5-2	Marina Vista Avenue / Ferry Street	Marina Vista / Castro Street	City of Martinez	City of Martinez			X	X	X	X
5-3	Marina Vista Avenue / Castro Street	Marina Vista Avenue / Talbart Street	City of Martinez	City of Martinez			X	X	X	X

Carquinez Strait Scenic Loop Trail Gap Closure Study

<b>Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)</b>										
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities					
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway
5-3A	Buckley Street / Berrellesa Street	Buckley Street / Talbart Street	City of Martinez	City of Martinez			X	X	X	X
5-3B	Richardson Street / Buckley Street	Richardson Street / Foster Street	City of Martinez	City of Martinez			X	X	X	X
5-3C	Foster Street / Richardson Street	Foster Street / Talbart Street	City of Martinez	City of Martinez			X	X	X	X
5-4	Escobar Street / Talbart Street	Escobar Street / Ferry Street	City of Martinez	City of Martinez			X	X	X	X
5-5	Escobar Street / Ferry Street (traveling west)	Escobar Street / Marina Vista Avenue intersection	City of Martinez	City of Martinez			X	X	X	X
5-6	Ferry Street / Marina Vista Avenue	Ferry Street / Escobar Street	City of Martinez	City of Martinez			X	X	X	X
5-7	Ferry Street / Marina Vista Avenue	Grangers Wharf parking area	City of Martinez EBRPD	City of Martinez EBRPD	X					

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)										
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities					
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway
5-8	Grangers Wharf parking area	Berrellesa Street / south side of railroad tracks	City of Martinez EBRPD	City of Martinez EBRPD			X	X	X	X
5-9A	John Sparacino Park / Marina Vista Avenue	John Sparacino Park / Buckley Street	City of Martinez	City of Martinez	X					
5-9B	John Sparacino Park / Buckley Street	John Sparacino Park / Berrellesa Street	City of Martinez	City of Martinez			X			
5-10	Berrellesa Street / south side of railroad tracks	Nejedly Staging Area	City of Martinez EBRPD	City of Martinez EBRPD	X					
5-11	Talbart Street / Escobar Street	Nejedly Staging Area via Carquinez Scenic Drive	City of Martinez Contra Costa County	City of Martinez Contra Costa County			X	X	X	X
5-12	Nejedly Staging Area	George Miller Trail	Contra Costa County	Contra Costa	X					

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)										
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities					
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway
			EBRPD	County EBRPD						
5-13 Existing	George Miller Trail	Port Costa Staging Area	EBRPD	EBRPD	X					
6-1	Carquinez Scenic Drive / Port Costa Staging Area	Carquinez Scenic Drive / Winslow Street	Contra Costa County	Contra Costa County	X					
6-2 New Trail	Carquinez Scenic Drive / Port Costa Staging Area	Existing Trail Segment 6-3	EBRPD Port Costa Conservation Society Private	EBRPD		X				
6-3	Port Costa overlook (end of trail)	Existing Corral (Potential Staging Area)	EBRPD Port Costa Conservation Society	EBRPD		X				



Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)											
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities						
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway	
			Private								
6-4	Existing Corral (Potential Staging Area)	Reservoir Street	EBRPD Port Costa Conservation Society	EBRPD		X					
6-4A New Trail	Trail Segment 6-4	Prospect Avenue at Canyon Lake Drive	EBRPD Port Costa Conservation Society Contra Costa County	EBRPD		X	X				X
6-5A New Trail	Trail Segment 6-3	Intersection of Trail Segment 6-5B and Trail Segment 6-5C	EBRPD Port Costa Conservation Society Private	EBRPD		X					
6-5B	Corral (Informal Staging Area)	Trail Segment 6-5C	EBRPD	EBRPD		X					

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)											
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities						
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway	
			Port Costa Conservation Society								
6-5C New Trail	Trail Segment 6-5B	Trail Segment 6-4	EBRPD Port Costa Conservation Society	EBRPD		X					
6-6 New Trail	Reservoir Street / Trail Segment 6-4	Canyon Lake Drive via Port Costa Conservation Society property	Port Costa Conservation Society Contra Costa County	Contra Costa County		X					
6-7	Canyon Lake Drive and Prospect Avenue	Bull Valley Trail via Prospect Avenue	Contra Costa County	Contra Costa County			X				X
6-8 Existing	Bull Valley Trail from Prospect Avenue	Intersection with new Trail Segment 6-11A	EBRPD	EBRPD		X					
6-9	Canyon Lake Drive	Bull Valley Trail / fire road	Private	Private		X					

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)											
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities						
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway	
6-10 New Trail	Reservoir Street / Trail Segment 6-4	Bull Valley Trail via school property	Port Costa Conservation Society Contra Costa County EBRPD	Contra Costa County EBRPD		X					
6-11A New Trail	Bull Valley Trail / Fire road	Bull Valley Trail via Carquinez Overlook Loop trail	EBRPD	EBRPD		X					
6-11B	Bull Valley Trail / Carquinez Overlook Existing Trail	Eckley Pier	EBRPD	EBRPD		X					
6-11C	Carquinez Overlook Existing Trail	Eckley Pier via Eckley Pier Drive	EBRPD	EBRPD							X
6-12	Eckley Pier Drive / Bull Valley Trail	Eckley Pier Day Use Area / Bull Valley Trail	EBRPD	EBRPD			X				
6-13	Eckley Pier Day Use Area / Bull Valley	Winslow Street	EBRPD	EBRPD		X					

Carquinez Strait Scenic Loop Trail Gap Closure Study

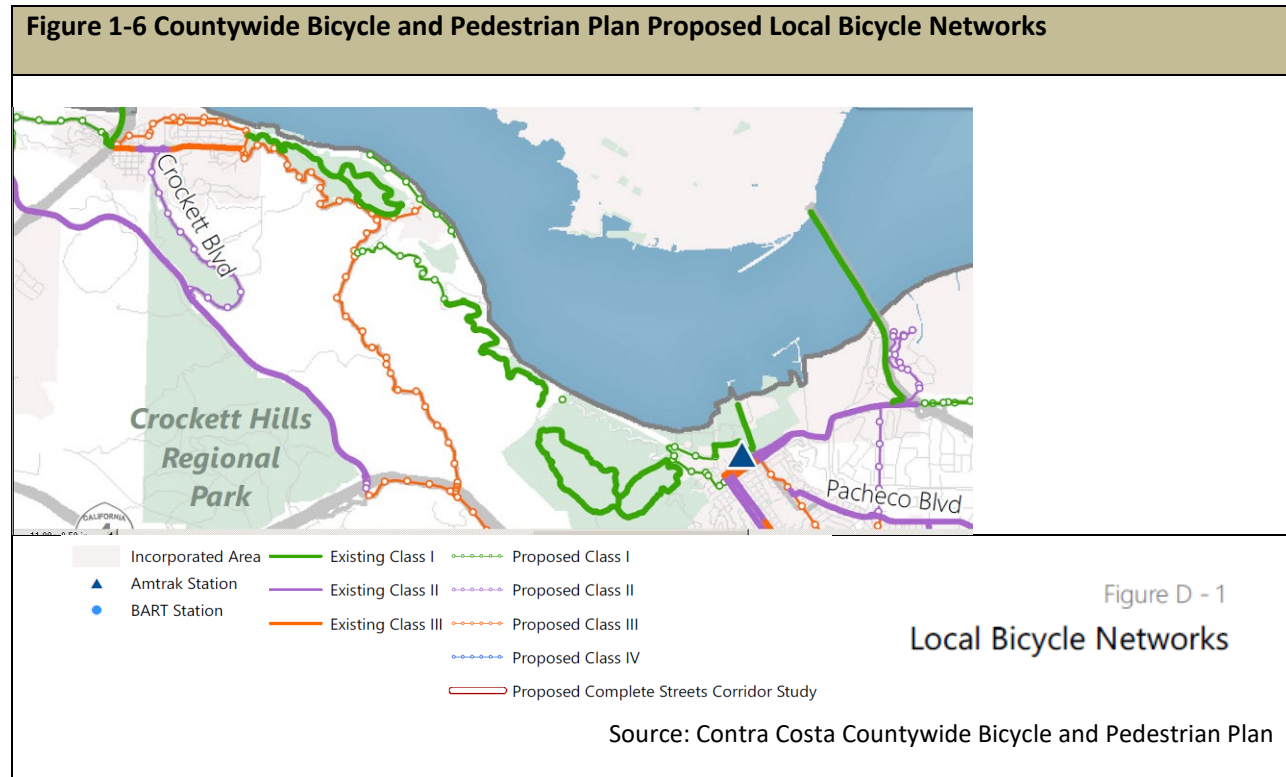
Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)											
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities						
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway	
	Trail										
6-14 New Trail	Eckley Pier Day Use Area / Bull Valley Trail	Winslow Street	EBRPD	EBRPD	X						
6-15	Winslow Street at Bull Valley Trailhead	Rolph Avenue via Winslow Street, Vallejo Street, Loring Avenue	Contra Costa County	Contra Costa County			X				X
6-16A	Winslow Street at Bull Valley Trailhead	Winslow Street at CSD	Contra Costa County EBRPD	Contra Costa County EBRPD		X		X	X		X
6-16B	Pomona Street at Winslow Street	Pomona Street at Rolph Avenue	Contra Costa County	Contra Costa County			X	X	X		X
6-17	Rolph Avenue at Loring Avenue	Rolph Avenue at Pomona Street	Contra Costa County	Contra Costa County			X	X	X		X
6-18	Loring Avenue at Rolph Avenue	Carquinez Bridge Staging Area via 4 <sup>th</sup> Street, Wanda	Contra Costa County	Contra Costa			X				X

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 1-3: Alternatives Being Evaluated (See Also Maps A-1 Through A-11)										
Seg. #	From	To	Landowner	Potential Agency to Implement and/or Manage	Potential Facilities					
					Paved Share-Use Trail	Natural Surface Shared-Use Trail	Pedestrian Sidewalk	Class IV Bikeway	Class II Bikeway	Class III Bikeway
		Street, Port Street, Ceres Street (alternate Starr Street, 2 <sup>nd</sup> Avenue)		County						
6-19	Pomona Street and Rolph Avenue	Carquinez Bridge Staging Area via Pomona Street, 6 <sup>th</sup> Avenue	Contra Costa County Caltrans	Contra Costa County Caltrans			X	X	X	X

### 1.8 COUNTYWIDE BICYCLE PLAN PROPOSED FACILITIES WITHIN THE STUDY AREA<sup>1</sup>

The 2018 CBPP identifies routes within the Study area as a network of Class I, II, III, and IV bikeways (Figure 1-6). As shown in CBPP Appendix D, this network includes existing Class I facilities on both bridges, trails along the Martinez Waterfront, George Miller Trail, and loop trails within EBRPD Carquinez Strait Regional Shoreline.



Proposed Class I facilities include the proposed Bay Trail segment between Berrellesa Street and Carquinez Scenic Drive (Study Segment 5-10) and the portion of Carquinez Scenic Drive and Talbart St. between Berrellesa St. and the Nejedly Staging Area (Study Segment 5-11) in Martinez. In the Port Costa Area, Class I facilities are proposed on Carquinez Scenic Drive between the Port Costa Staging Area and Reservoir Street (portion of Study Segment 6-1), as well as an undefined spur trail along the Port Costa shoreline (either on or adjacent to UPRR right of way). No Class I facilities are proposed in the Crockett study area. Notably, the portion of Carquinez Scenic Drive between the Nejedly Staging area and the existing George Miller Trail

<sup>1</sup> Source for maps and definitions in this section: Contra Costa Countywide Bicycle and Pedestrian Plan, July 2018, Contra Costa Transportation Authority/Fehr and Peers

(Study Segment 5-12) is not included in the CBPP, and this omission would preclude implementation of a continuous trail network along the Carquinez shoreline.

Existing Class II bikeways within the Study Area are shown as Marina Vista and Escobar Streets from Mococo Road to Court Street in Downtown Martinez (Study Segments 4-2, 5-1 and 5-5), and the portion of Pomona Street in Crockett that is between Rolph Avenue and Third Avenue (portion of Study Segment 6-19). No new Class II bikeways are proposed in the Study Area, although the Bay Trail is intended to be a combination of Class I and II bikeways.

Existing Class III bikeways in the Study Area include Marina Vista Avenue and Escobar Street in Downtown Martinez between Court Street and Berrellesa Street (Study Segments 5-2, 5-3, 5-4, and 5-6 ) and the remainder of Pomona Avenue in Crockett (Study Segments 6-16B and a portion of 6-19).

Proposed Class III bikeways include Carquinez Scenic Drive between Reservoir Street in Port Costa and Winslow Street in Crockett (Study Segment 6-1), Canyon Lake Drive in Port Costa (Study Segment 6-7) and the "shoreline" streets in Crockett (Study Segments 6-15 and 6-18). Again, designation of these segments as Class III bikeways and the lack of Class I and Class II bikeway connections between Port Costa Staging Area and the Carquinez Bridge in Crockett would be inconsistent with Bay Trail objectives.

Appendix D of the CBPP lists proposed projects to be prioritized for implementation. Within the Study Area, the following projects are proposed:

Table 1-4 Countywide Bicycle And Pedestrian Plan Projects in Study Area	
<p><b>Portion of Segment 6-19</b></p> <hr/> <p><b>1201 — Crockett Downtown Upgrade Project</b></p> <hr/> <p>Upgrade the pedestrian facilities along Pomona Avenue between 2nd Avenue and 1st Avenue in the downtown Crockett Area.</p> <p>Limits: Pomona Avenue between 2nd Avenue and 1st Avenue</p> <p>Total Project Cost    \$351,000</p> <p>Funding Amount        Source of Funding</p> <hr/> <p>          \$289,000        UnoCal/Tosoco Return to Source Fund</p> <p>          \$62,000         Gas Tax</p>	<p><b>Segment 4</b></p> <p>(exact description not provided in CBPP)</p> <hr/> <p><b>1748 — Bay Area Ridge Trail Connection at Benicia Bridge</b></p> <hr/> <p>Pedestrian and Bicycle upgrades at Benicia Bridge to provide connection for the Bay Area Ridge Trail.</p> <p>Limits: Benicia Bridge</p> <p>Total Project Cost    \$300,000</p> <p>Funding Amount        Source of Funding</p> <hr/>

<p style="text-align: center;"><b>Portion of Segment 6-19</b></p> <p>A portion of Segment 6-19 was constructed in 2008</p> <p><b>1740 — Pomona Ave Sidewalk Project</b></p> <p>Provide sidewalk of south side of Pomona St, ret. Wall.</p> <p>Limits: 3rd Avenue to Rolph Park Drive</p> <p>Total Project Cost \$450,000</p> <p>Funding Amount Source of Funding</p>	<p style="text-align: center;"><b>Segment 5-10</b></p> <p><b>3080 — Bay Trail: Nejedly Staging to Berrellessa St</b></p> <hr/> <p>Construct a new .5 mi. paved Class I trail from Nejedly Staging Area and Carquinez Scenic Dr along UPRR to Berrellessa St. Connects to the Martinez Intermodal Transit Center.</p> <p>Limits: Nejedly Staging to Berrellessa St</p> <p>Total Project Cost \$3,100,000</p> <p>Funding Amount Source of Funding</p> <hr/> <p>\$500,000 EBRPD Measure WW</p>
<p style="text-align: center;"><b>Segment 5-7 and Vicinity</b></p> <p><b>0233a — Bay Trail in Martinez: Close gaps, Phase 1</b></p> <hr/> <p>Close gaps on the Bay Trail in the City of Martinez: construct trail from existing staging area east along the south edge of the Martinez Regional Shoreline to existing Shoreline Trail near Ferry Street. Relocate and repave parking lot.</p> <p>Limits: In City of Martinez</p> <p>Total Project Cost \$460,000</p> <p>Funding Amount Source of Funding</p> <hr/> <p>\$50,000,000 Local contributions</p> <p>\$325,000 Coastal Conservancy</p> <p><b>0233c — Bay Trail in Martinez: Close gap, Phase 3</b></p> <p>Construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in downtown Martinez</p> <p>Limits:</p> <p>Total Project Cost \$3,000,000</p> <p>Funding Amount Source of Funding</p> <hr/>	<p style="text-align: center;"><b>Segment 5-7 and Vicinity</b></p> <p><b>0591 — North Court Street Bicycle Lanes</b></p> <hr/> <p>North Court Street bicycle lanes: connect the Martinez Intermodal Facility to the Martinez Shoreline Park and future ferry terminal</p> <p>Limits: Bay Trail to Martinez Shoreline Park</p> <p>Total Project Cost \$195,000</p> <p>Funding Amount Source of Funding</p> <hr/>

## 1.9 REGIONAL TRAIL CONNECTIONS

The CSSLT will be a part of, or connect to, other regional trail systems, including the Bay Area Ridge Trail, EBRPD trails and others. As shown in Figure 1-1 (from the Vision Summary), primary CSSLT/Bay Trail connections to other networks in the Study Area include:

- Bay Area Ridge Trail, Juan Bautista de Anza National Historic Trail and the Mokelumne Coast to Crest Trail at Carquinez Strait Regional Shoreline, Nejedly Staging Area
- Bay Area Water Trail at Carquinez Strait Regional Shoreline, Port Costa Staging Area
- Bay Area Ridge Trail connection at Pomona Avenue in Crockett to Crockett Hills Regional Park



## 2. SEGMENT 4 – MOCOCO ROAD

The Mococo Road bicycle facilities (Overview, **Figure 2-1**) are considered part of the existing Low Stress Bikeway Network in the CBPP. In this area, an existing route was constructed associated with improvements to the Benicia-Martinez (HWY 680) Bridge. These existing facilities consist of a mid-block crossing of Mococo Road just west of a blind curve under the bridge, as well as striped bicycle lanes and railroad crossing improvements along the north-south leg of Mococo Road and pedestrian signal phasing and pushbuttons at the signalized intersection of Mococo Road and Marina Vista Ave. Plastic reboundable delineator posts were also installed that have since broken off or have been removed. The goal of pedestrian and bicycle improvements is to improve safety by minimize or eliminating conflict points between motor vehicles (particularly trucks) and trail users while maximizing separation of the trail users from the roadway and their safety.

Due to the high volume of truck traffic in this area, it is essential to include either greater separation between the trail and the northbound traffic lane or a barrier more robust than the existing plastic delineators that separates trail users from the northbound-to eastbound trucks to prevent the trucks from riding over the trail facility. In addition, moving the trail crossing point on Mococo Road towards the west may improve visibility of trail users to motor vehicle drivers and improve safety as a result.

Segments include:

- 4-1 Mococo Road from Benicia-Martinez Bridge Bay Trail to Marina Vista Avenue
- 4-2 Marina Vista Avenue to the merge of Escobar Street and Marina Vista Avenue, extending to Court Street (existing Class II bikeways)

### 2.1 VISION SUMMARY

The Vision Summary states:

*“This segment is a gap for Bay Trail, Ridge Trail, and Delta Trail. Construction of this trail segment was left out of the Benicia-Martinez Bridge Project. Caltrans made some interim improvements using painted lines and plastic bollards to delineate the trail through this gap.*

*The interim improvements are not safe for trail users and the bollards have been knocked down by the heavy truck traffic in the area. This segment requires a re-design that addresses multiple user-safety issues: heavy truck traffic, multiple curb cuts, a pipeline, and a railroad crossing.*

#### OPPORTUNITIES

*To construct a permanent facility that provides a safe connection between the City of Martinez and the Benicia-Martinez Bridge. Closure of this gap would connect to 2.4 miles of existing trail north across the Benicia-Martinez Bridge and 6.2 miles of existing trail west through the City of Martinez.*

#### CONSTRAINTS



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

## Legend - Trail Segments

- |                        |                                   |                                    |
|------------------------|-----------------------------------|------------------------------------|
| Creek                  | Existing Trail Route              | Potential Bikeway Route w/Sidewalk |
| Culvert                | New Trail Route                   | Existing Park Trail                |
| At Grade Rail Crossing | Existing Bikeway Route w/Sidewalk | Potential Pedestrian Route         |

**Figure 2-1**  
**Segment 4:**  
**Mococo Road**  
**Overview**

*Lack of funding for the project and design challenges with railroad crossing, existing pipeline, curb cut crossings.”*

## 2.2 EXISTING CONDITIONS

The Mococo Road segment extends from the existing Bay Trail coming off the Benicia Bridge to Marina Vista Avenue. North of the UPRR tracks, Mococo Road is sited on a permanent access easement. The west leg of the Mococo Road intersection leads to employee parking for the adjacent industrial (Shell) facility. The north leg of the intersection is a Shell facility access driveway. The south leg of the intersection of Mococo Road to Marina Vista Avenue appears to be in the UPRR right of way beginning at Marina Vista Avenue for which there is a permanent access easement.

**Mococo Road /Marina Vista Intersection**



Bridgehead Road intersects Mococo Road approximately 50 feet east of the Shell access driveway and is a private road with permanent access easements. Any improvements outside the existing easements would necessitate negotiations with the private owners and/or acquisition of additional right of way. The existing trailhead for the multiuse path coming from the Benicia Bridge intersects Mococo Road 100 feet to the east of Bridgehead Road. There is a stop sign for westbound traffic on Mococo Road at Bridgehead Road, for southbound traffic on both Bridgehead Road and the Shell access driveway and for eastbound traffic on Mococo Road on the west leg of the intersection.

The signalized intersection of Marina Vista Avenue and Mococo Road was modified to have crosswalks and pedestrian signal phases on the north and west legs. Other facilities constructed as part of the Benicia Bridge bike path include:

- Pavement widening and bike lane markings at the UPRR at-grade crossing;
- A mid-block north-south crossing of Mococo Road at the trailhead;
- Pavement markings to delineate bike lanes along Mococo Road; and
- Painted crosswalks across the west leg of the intersection, across the Shell access driveway and across Bridgehead Road.

No sidewalks were constructed; pedestrian trail users use the bike lanes at two locations: the westbound bike lane between the trailhead and Bridgehead Road and the southbound bike lane between the Mococo Road west leg and Marina Vista Avenue.

Flexible plastic bollards were installed to delineate the bike lanes adjacent to roadway, but subsequently, many have been destroyed, presumably as a result of vehicle, primarily truck, turning movements. From visual evidence on the ground, the painted bike lane markings have also been used and faded from truck traffic turning while crosswalk markings have not been maintained. There have been no reported traffic

collisions involving motor vehicles, bicyclists, or pedestrians in the study area in the past four years (2017-2020), except for one collision involving only motor vehicles at the intersection of Marina Vista and Mococo Road in 2017.

**Bay Trail - Mococo Road to Marina Vista Way**



Looking east on south side of Mococo Road at location of potential crosswalk from existing Bay Trail.



Looking east on south side of Mococo Road and existing bicycle lane; potential new pedestrian sidewalk or shared-use trail.



Looking west, north side Mococo Road, between existing Bay Trail and Bridgehead Road. Potential route for new shared-use trail or pedestrian sidewalk with Class IV bikeway.



Looking east, north side of Mococo Road between Bridgehead and Trailhead. Existing bike lanes used by pedestrians as Bay Trail route. Potential route for new shared-use trail or pedestrian sidewalk with Class IV bikeway.



Looking north, potential new shared use trail alignment parallel to or in place of Bridgehead Road.



Looking east, potential location for potential new shared-use trail or pedestrian sidewalk adjacent to Mococo Road between Bridgehead Road and access driveway.



Looking south at potential crosswalk location near Bridgehead Road.



Looking south at potential crosswalk location near Bridgehead Road.



Looking south along east side of Mococo Road at existing bike lane and potential location of shared-use trail.



Looking south along west side of Mococo Road at existing bike lane and potential location of shared-use trail.



Looking east at existing pedestrian crossing of Mococo Road at Marina Vista Way.



Existing pedestrian signal button at crosswalk of Marina Vista Way.

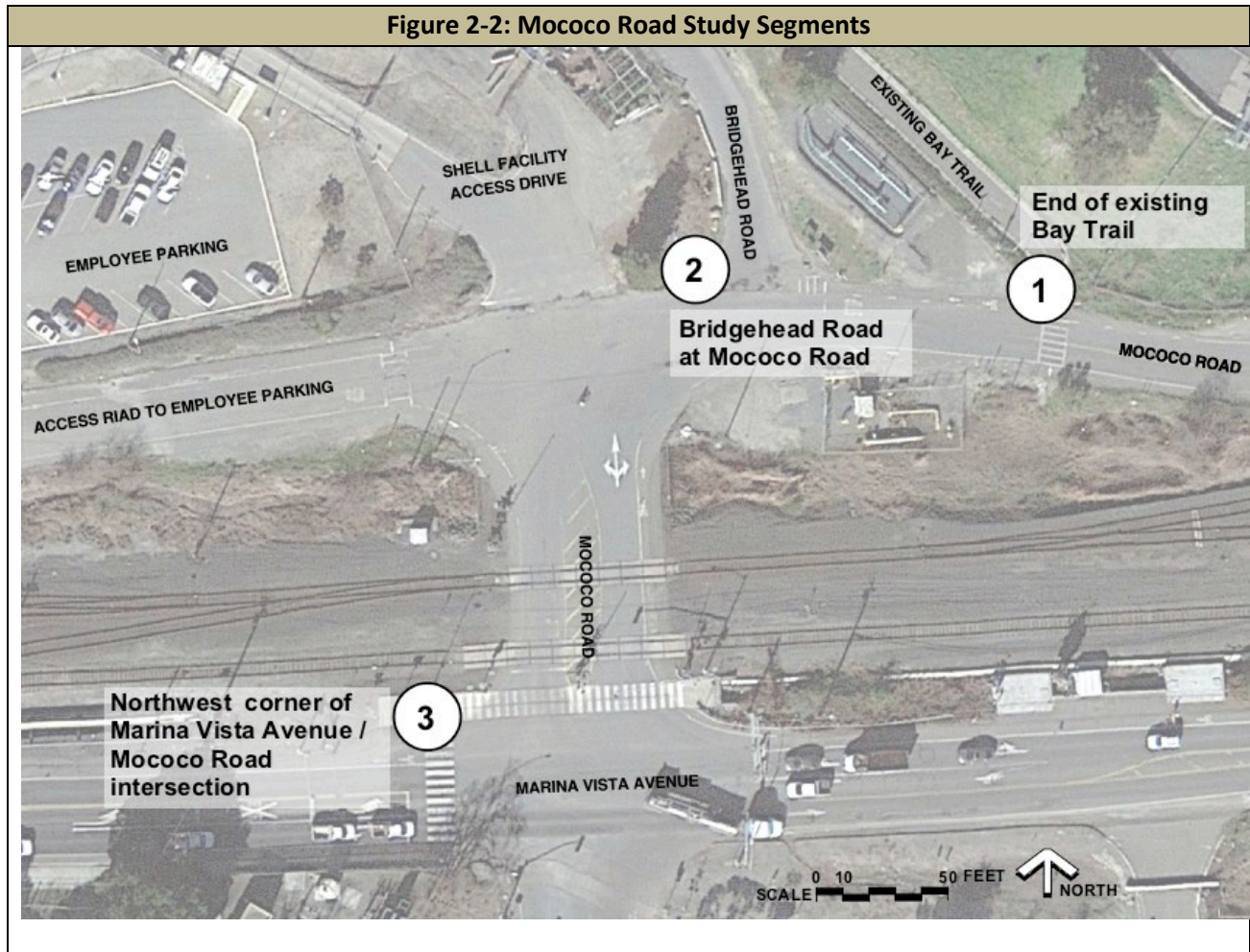
### 2.3 ALIGNMENT OPTIONS

There are many challenges to improving the pedestrian and bicycle connection between the existing Bay Trail path on the Benicia Bridge and the existing signalized intersection at Marina Vista Avenue, including:

- Private rights-of-way
- Significant tractor/trailer traffic
- Alignment crossing private streets and driveways
- Current marked crosswalk is west of a blind vehicle curve under the Benicia bridge
- Pipelines and above and underground utilities throughout area
- Ownership/coordination with UPRR
- Ownership/coordination with other ROW owners
- Lack of trail staging and bike/pedestrian queuing areas

The goal of an optimum alignment is to minimize safety hazards for bicyclists and pedestrians and to provide the best possible trail user experience. To determine an optimum alignment, several alignments were developed to improve the bicycle and pedestrian route. These alternatives were first evaluated for fatal flaws and those that survived were further analyzed using a variety of criteria. All alternatives involve additional land that is not currently paved. Thus, all alternatives would involve right of way or easement acquisition. To facilitate the description and analysis of the options, this area was divided into two segments as follows (**Figure 2-2**):

- Segment from Point 1 (converging with the existing Bay Trail leading from the Benicia Bridge) to Point 2 (the north side of Mococo Road at Bridgehead Road) (**Alternatives 4-1A, 4-1B and 4-1C**)
- Segment from Point 2 (the north side of Mococo Road at Bridgehead Road) to Point 3 (the northwest corner of the intersection of Marina Vista Avenue / Mococo Road) (**Alternatives 4-1D, 4-1E and 4-1F**).



### 2.3.1 Alignment Options - Existing Martinez-Benicia Bridge Bay Trail to Bridgehead Road

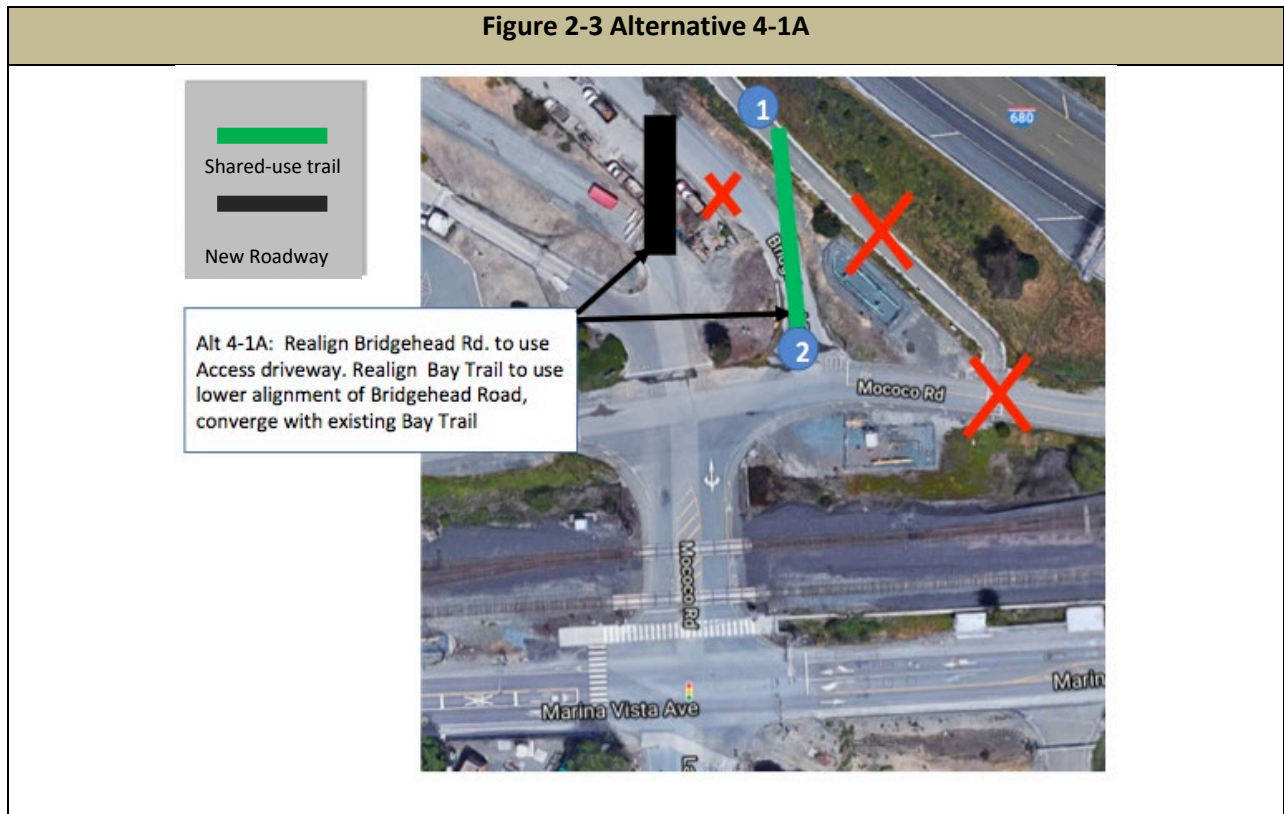
Three options were considered to connect the existing Bay Trail leading from the existing Benicia Bridge Bay trail (Point 1) to Bridgehead Road (Point 2).

**Alternative 4-1A: Close Lower Bridgehead Road / Consolidate Bridgehead Rd. and Shell Driveway (Figure 2-3).** This alignment would consolidate the access from Bridgehead Road and the Shell access driveway to Mococo Road. The lower section of Bridgehead Road could be converted to be a shared-use trail. Relocating the Bay Trail intersection at Mococo Road to the east and away from the blind curve would be a benefit. Both Bridgehead Road and the shared-use trail alignment would converge with their existing alignments roughly 200 feet up from their existing termini at Mococo Road.

**Segment Alternative 4-1B: Construct a shared-use trail parallel to existing Bridgehead Road (Figure 2-4).** A benefit would be the relocation of the trailhead intersection at Mococo Road away from the blind curve on Mococo Road. The new multi-use path would converge with the existing Bay Trail approximately 150-200 feet from the existing terminus; (exact location to be determined depending on topography and need for

retaining wall to protect existing above ground pipe infrastructure). This new trail would cross underground pipes currently marked with warning signs.

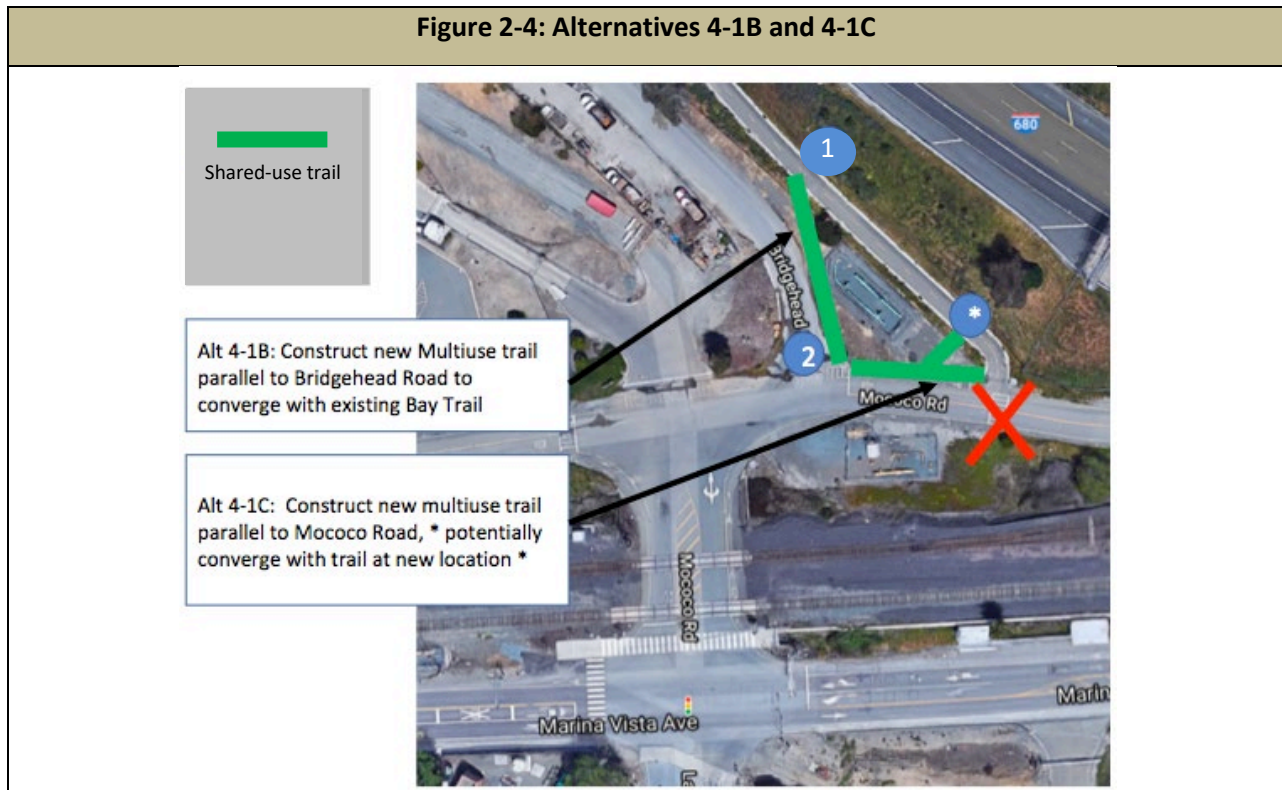
**Segment Alternative 4-1C: Construct a new shared-use trail parallel to Mococo Road between the existing Bay Trail and Bridgehead Road (see Figure 2-4):** The new trail would cross underground pipes currently marked with warning signs. The need for a retaining wall is to be determined. The last 20 feet of trail would be possibly realigned to eliminate/soften the otherwise 135-degree left turn, which would essentially require cyclists to dismount in order to negotiate.



### 2.3.2 Alignment Options - Bridgehead Road to Marina Vista Avenue

Several options were considered to improve bike and pedestrian connections from the north side of Mococo Rd. at Bridgehead Road (Point 2) to the northwest corner of the intersection of Marina Vista Avenue/Mococo Rd) ( Point 3). All alternatives should retain existing 5-6 ft bike lanes as they also effectively serve as a roadway shoulder. Bicyclists would have the option to use the bike lanes or the shared-use trail.





**Alternative 4-1D: Westside Alignment (Figure 2-5).** In this alternative, trail users would continue from Bridgehead Road to the northwest corner of Marina Vista Avenue at Mococo Road traveling along the north and west sides of Mococo Road. Bicyclists and pedestrians would follow the same path.

Trail users, both bicyclists and pedestrians, would use two crosswalks: one across the Shell Access Driveway and one across the west leg of the intersection. An option within this alternative that would improve trail user experience is to redesign Mococo Road/Shell Access Driveway intersection as a 3-leg intersection by closing the west leg.

This would allow construction of a continuous shared-use trail on the west side of Mococo Road from Bridgehead Road to Marina Vista Avenue. Whether the route from west leg of Mococo Road to the corner of Marina Vista Avenue would be a shared-use path or a Class IV bikeway plus a sidewalk should both be considered. Spatially, the latter would require more width. Issues would include the location of existing obstacles such as railroad crossing poles, above and below ground pipelines, cost of retaining walls and/or guard rails. Physical barriers to provide safety enhancements may be needed since the bicyclists/pedestrians would be traveling parallel to a narrow road with frequent truck traffic.

**Alternative 4-1E: East Side Alignment (Figure 2-6).** In this alternative, a shared-use trail would be constructed along the east side of Mococo Road from Bridgehead Road to the northeast corner of Marina Vista Avenue at Mococo Road. Bicyclists and pedestrians would follow the same path. There is an existing stop sign at Bridgehead Road for westbound traffic only.

Figure 2-5: Mococo Alternatives 4-1D

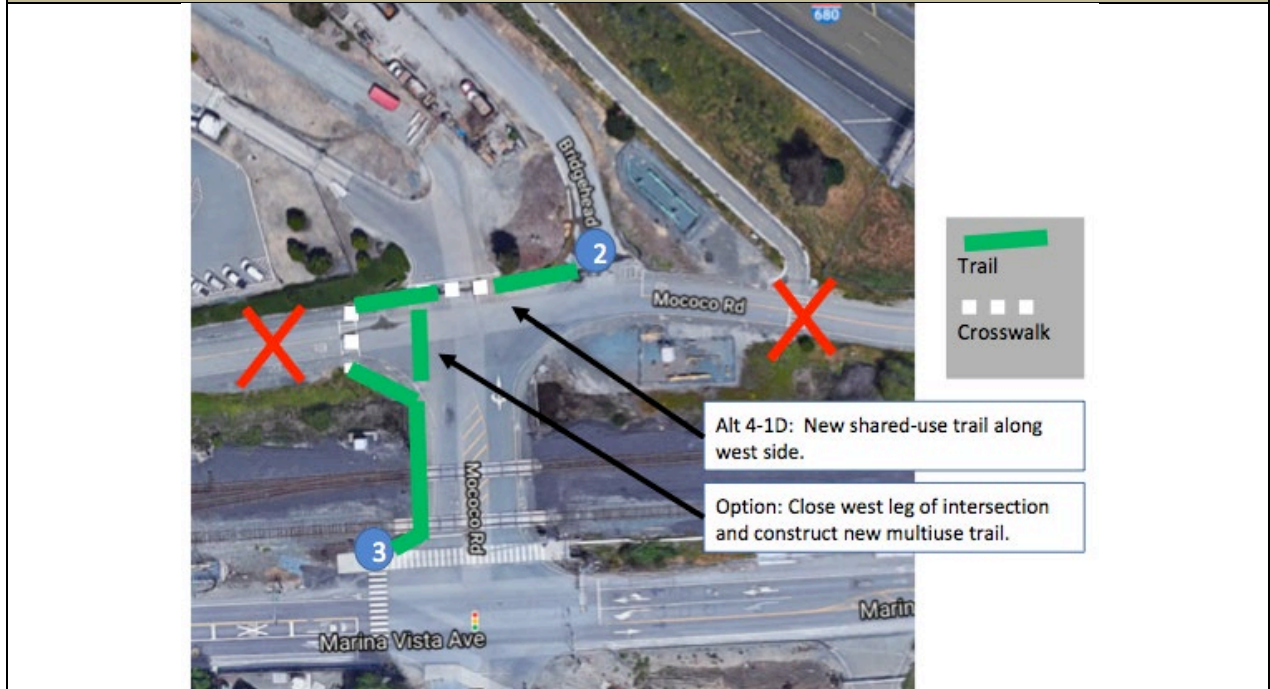
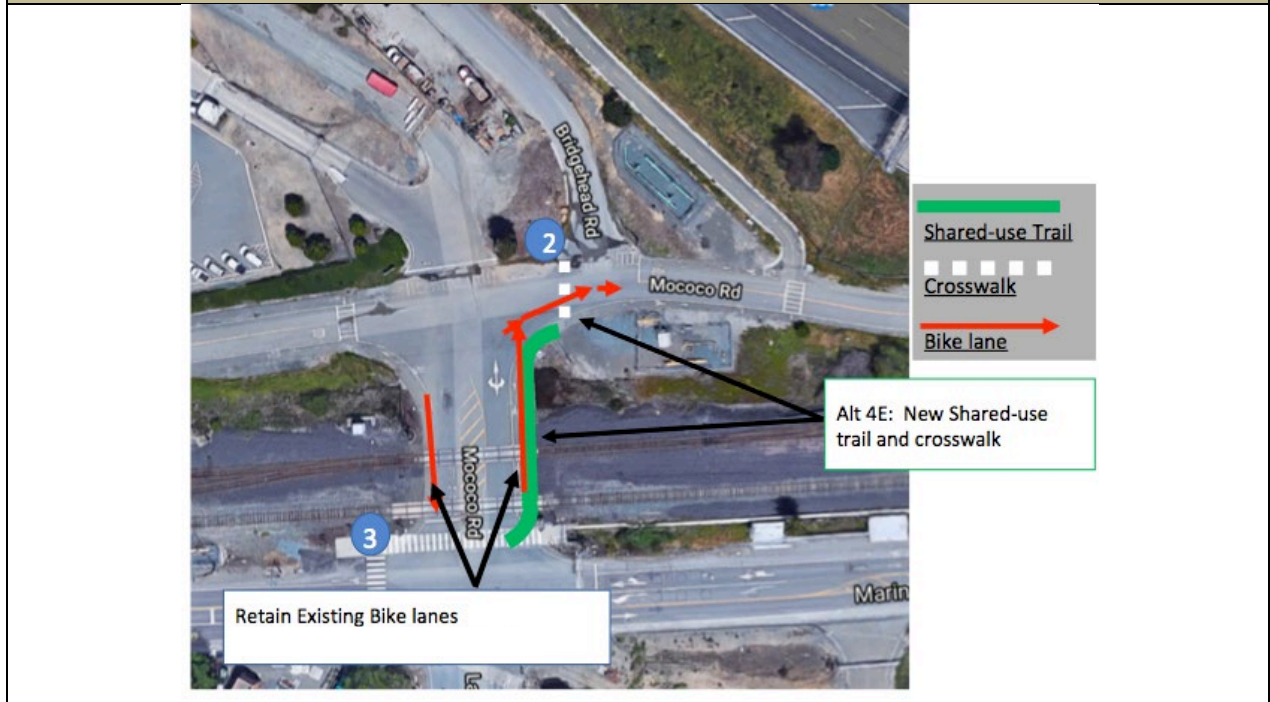


Figure 2-6: Mococo Alternative 4-1E



This alternative would relocate the existing crosswalk on Mococo Road at the existing Bay Trail to be at Bridgehead Road.

From the northeast corner of Mococo Road at Marina Vista Avenue, all trail users would use the crosswalk at the signalized intersection to cross Mococo Road. (There are existing pedestrian pushbuttons and pedestrian signal heads).

Whether the route from the corner of Marina Vista to the new (relocated) crosswalk would be a shared-use path or a Class IV bikeway plus a sidewalk should both be considered. Existing obstacles such as railroad crossing poles, pipelines, and cost of retaining walls and/or guard rails will be a factor.

**Alternative 4-1F: Modified Existing.** This alternative provides different facilities for bicyclists versus pedestrians, and is similar to existing conditions. It utilizes the existing bike lanes but provides a dedicated a 5-foot pedestrian sidewalk as opposed to current conditions that has pedestrians using the bike lane.

From the existing Bay Trail, pedestrians would use a newly constructed sidewalk on the private property extending across Bridgehead Road then on private property to the Shell access driveway. A new sidewalk would then be constructed on the either the west or east side of Mococo Road, adjacent to the existing bike lanes. Pedestrians would either use the newly relocated crosswalk across Mococo Road (if sidewalk is on the east side) or continue to use the existing (repainted) crosswalks across the access driveway (if sidewalk is on the west side) and the west leg and across the railroad tracks. The optimum location for the sidewalk would be determined during preliminary design.

Eastbound bicyclists (but not westbound) would need to cross Mococo Road as they currently do, but a crosswalk would be relocated to Bridgehead Road, which is a more visible location and has a stop sign for traffic.

## 2.4 ALTERNATIVES SUMMARY

Mixing and matching the alternatives described above means that there are essentially nine alternative alignments for a shared-use trail from the existing Carquinez Bridge Bay Trail to Class II bikeway along Marina Vista Avenue. Three of these are conceptually illustrated in **Figures 2-7** through **2-9**. All the alternatives that use a relocated crosswalk away from the blind curve appear to have the most safety benefits.

The volume of vehicular traffic and movement patterns through the intersection complex is unknown. As a precursor to selecting an optimum alternative, a traffic study that determines existing and future hourly volumes, including truck classification counts at all driveways, for weekdays as well as weekends, should be conducted by the City of Martinez. In addition, discussions with property owners, lease holders, and UPRR will help inform decision-making regarding a precise alignment.

Figure 2-7: Mococo Road Concept Option #1 – Eastern Alignment from Existing Bay Trail

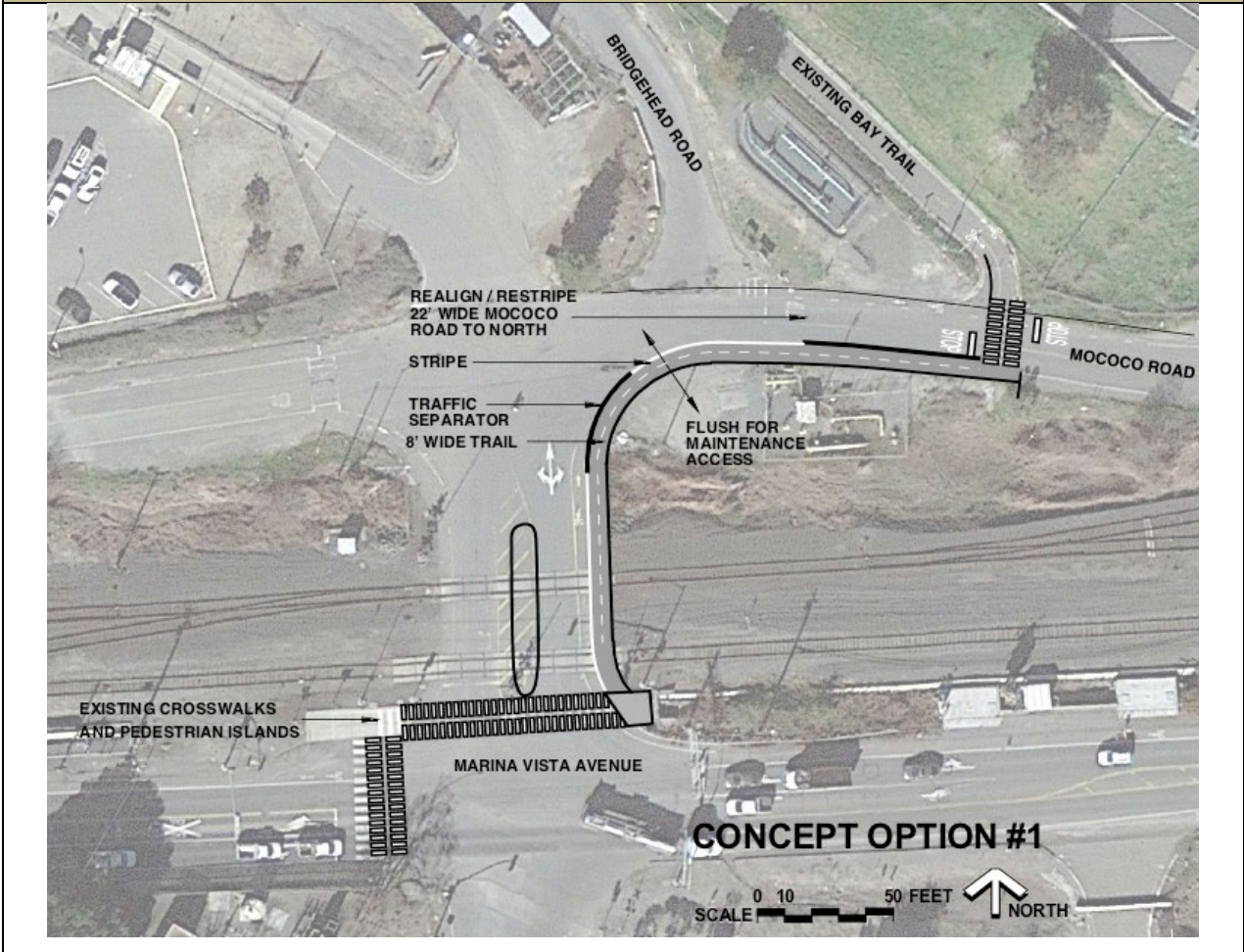


Figure 2-8: Mococo Road Concept Option #2 - Western Alignment from Existing Bay Trail

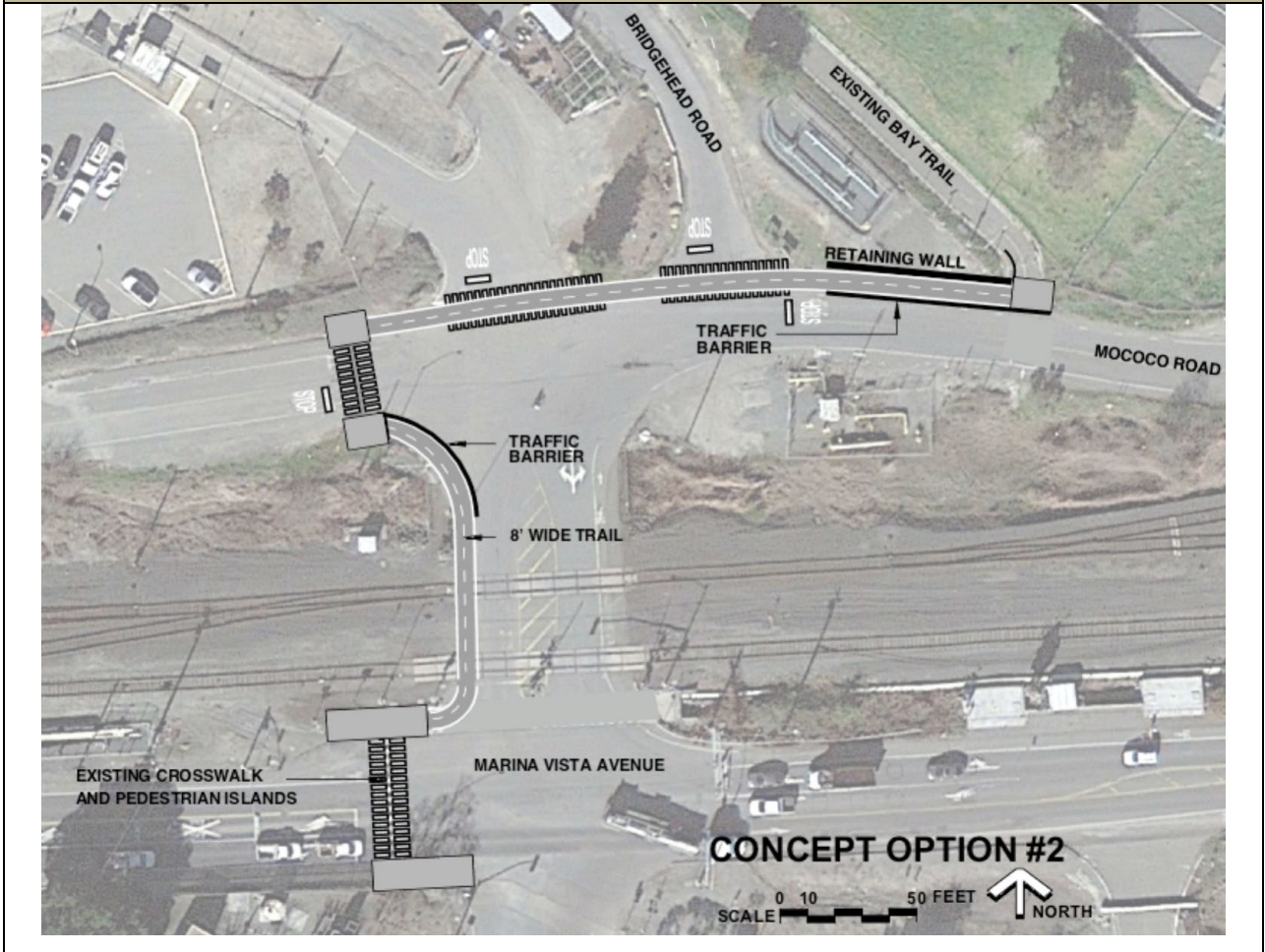
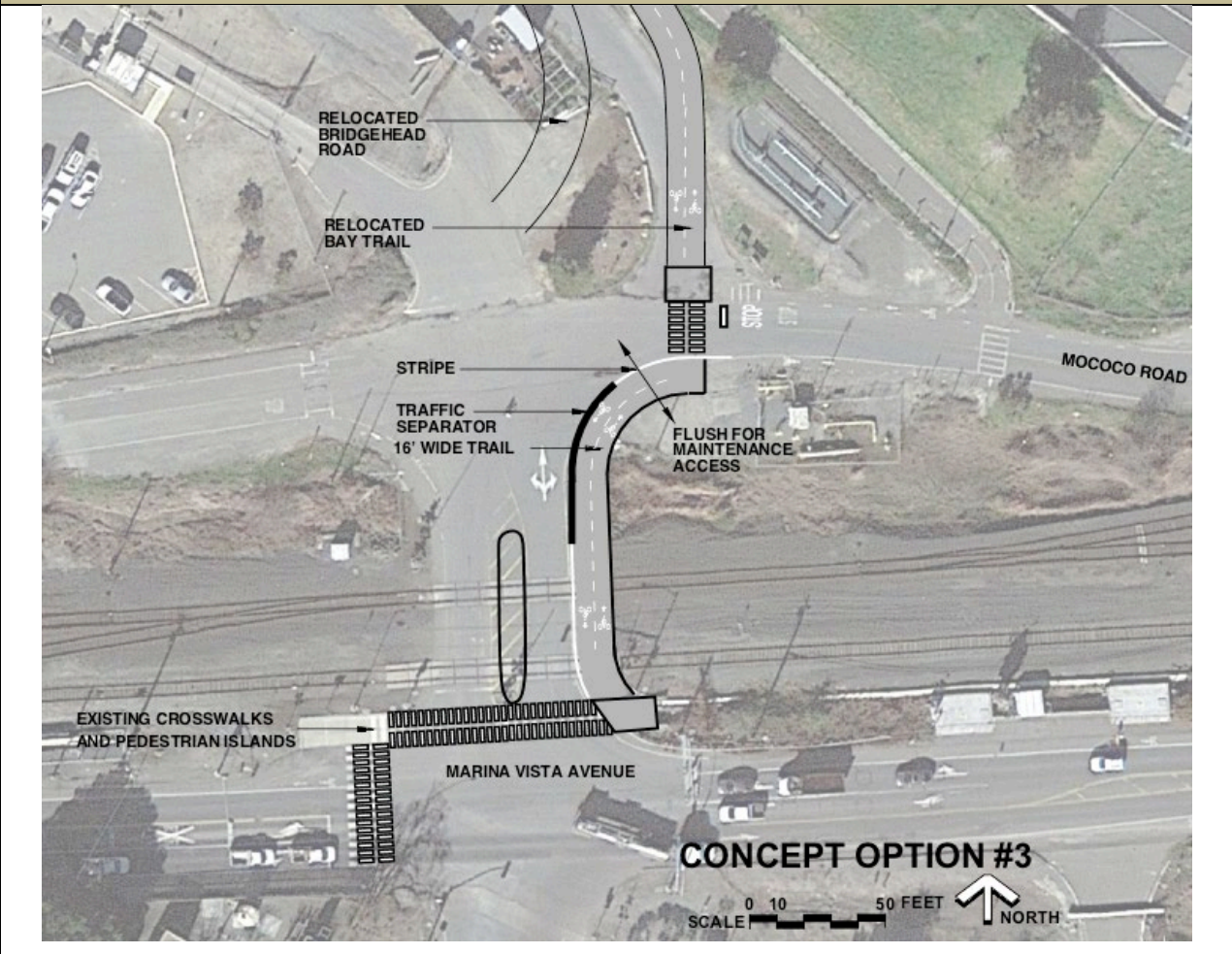


Figure 2-9: Mococo Road Concept Option #3 – Alternative Eastern Alignment



## 2.5 FEASIBILITY OF A LOW STRESS BIKEWAY IN SEGMENT 4

Although the CBPP illustrates this area of Mococo Road and Marina Vista Avenue as part of the existing Low Stress Bikeway Network, without significant engineered improvements, this area cannot reasonably be considered to provide facilities “where people of all ages and all abilities can feel comfortable riding.”

## 2.6 FATAL FLAWS

Principal fatal flaws for any alignment alternative are considered to be:

- Land acquisition requirements.
- Willingness of multiple property owners and lease holders involved to accommodate a trail.
- Trail user safety and the spatial requirements of vehicular traffic, particularly when turning.
- Lack of physical space between fixed obstacles (e.g., buildings, railroad tracks, above-ground pipe infrastructure).

- Need to relocate fixed obstacle e.g. above-ground pipes and other infrastructure (potentially cost prohibitive).

All alignments are considered worthy of a detailed review and refinement at this point, recognizing:

- Additional right-of-way is likely needed on private property, and/or,
- Additional work is required with the UPRR right-of-way at the existing at-grade crossing to bring it up to current standards.

## 2.7 OTHER ALIGNMENTS CONSIDERED

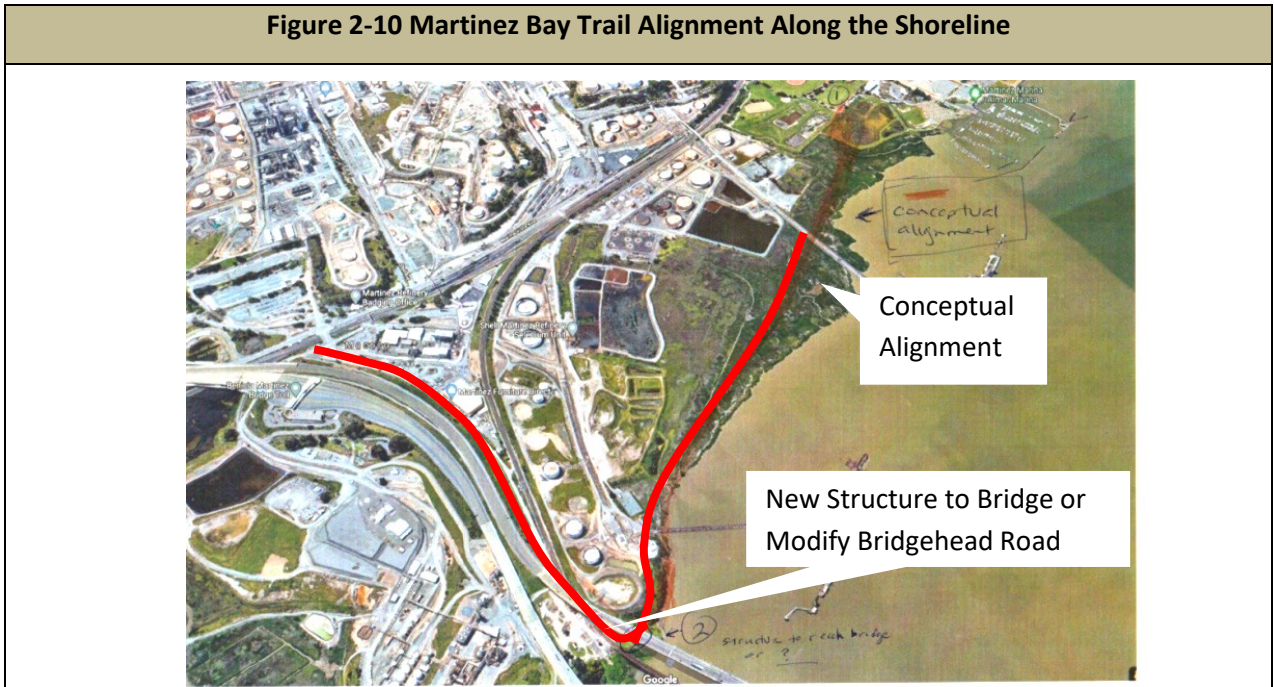
Another alignment considered was along the Carquinez Strait shoreline between the Benicia Bridge and the Martinez Waterfront Park through shoreline lands owned by Martinez Refining Co. LLC, Tesoro Logistics Operations, State of California, EBRPD, and City of Martinez (**Figure 2-10**).

This alignment would allow the Bay Trail to actually be near the bay/strait, would avoid Mococo Road and Marina Vista Ave altogether and would also avoid much of downtown Martinez. From Mococo Road north, trail users would need to use a modified Bridgehead Road or a structure with stairs/ ramps that could be provided to directly connect to the path on the Benicia Bridge. Heading west from the end of Bridgehead Road, a new trail alignment would be needed using a boardwalk or other surface to continue to the Martinez Waterfront Park. They would then use existing and/ or improved trails through this park to access Radke Martinez Regional Shoreline Park. Trail users would use the existing Berrellesa Street at-grade rail crossing to cross the railroad tracks and (See discussion in Section 3-Martinez).

This alignment would provide a significantly enhanced and more enjoyable user experience that is consistent with the Bay Trail vision. Other advantages are that it maximizes public access to the bay, and eliminates vehicle /truck traffic and trail user conflicts in downtown Martinez, on Marina Vista Avenue and on Mococo Road. However, this alignment also has significant issues to be resolved that are different from the issues presented by the on-street alignment and even different from the alignment through the hills and open space. The issues to be resolved that may be critical flaws include:

- Sea level rise impacts.
- Acquisition or leasing of private property.
- Unknown future refinery use to be reconsidered if use changes.
- Potential impacts on endangered species.
- A new UPRR crossing or a structure to connect the new trail alignment to the path on the Benicia Bridge.

Figure 2-10 Martinez Bay Trail Alignment Along the Shoreline



## 2.8 NEXT STEPS

In order to proceed with implementing the options discussed in this section, the following issues should be resolved:

- Identify appropriate City of Martinez staff and conduct internal engagement to determine level of City commitment to projects
- Determine ownership and any agreements needed related to roadway improvements
- Initiate discussions with UPRR if any modifications to existing crossing are needed
- Conduct traffic count analysis to determine optimal location for bicycle/pedestrian improvements
- Evaluate and acquire right of way (some options)
- Initiate public outreach
- Update Vision Summary



### 3. SEGMENT 5 – MARTINEZ

The Martinez segment (**Figure 3-1**) includes Downtown Martinez as well as Carquinez Scenic Drive and the surrounding area, where it connects with the George Miller Trail. Segments include:

- 5-1 Marina Vista Avenue existing Class II bikeway from the Marina Vista Avenue/Escobar Street merge west to Court Street
- 5-2 Marina Vista Avenue existing Class II bikeway from Court Street John Sparacino Park
- 5-3 Marina Vista Avenue from John Sparacino Park to Carquinez Scenic Drive
- 5-3A Alternative via Buckley Street
- 5-3B Alternative via Richardson Street and Foster Street
- 5-3C Alternative via Foster Street and Talbart Street
- 5-4 Escobar Street to Talbart Street
- 5-5 Escobar Street existing Class II bikeway from the Marina Vista Avenue/Escobar Street merge west to Pine Street
- 5-6 Ferry Street from Escobar Street to Marina Vista Avenue
- 5-7 Ferry Street north of Marina Vista Avenue and facilities in Radke Martinez Regional Shoreline Park
- 5-8 Grangers Wharf parking area and Berrellesa Street to UPRR
- 5-9A Existing path within John Sparacino Park between Buckley Street and Marina Vista Avenue
- 5-9B Existing path between Buckley Street and Berrellesa Street
- 5-10 Bay Trail segment from UPRR southwest to the Nejedly Staging Area
- 5-11 Talbart Street from Escobar Street to the Nejedly Staging Area via Carquinez Scenic Drive
- 5-12 Carquinez Scenic Drive from the Nejedly Staging Area to the George Miller Trail
- 5-13 Existing George Miller Trail

#### 3.1 VISION SUMMARY

The Vision Summary states:

*This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail is dedicated through this segment. Martinez has installed Class II bike lanes on parts of Marina Vista Ave and Escobar Street but not through the entire length. Contra Costa County has expressed interest in turning over the Carquinez Scenic Drive alignment to a trail or park organization to manage as a trail.*



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP  
 Civil Environmental & Water Resources  
 (916) 234-6114  
 FAX (916) 234-9433  
 questa@questacorp.com  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

Legend - Trail Segments			
	Existing Trail Route		Creek
	New Trail Route		Culvert
	Existing Bikeway Route w/Sidewalk		At Grade Rail Crossing
	Potential Bikeway Route w/Sidewalk		
	Existing Park Trail		
	Potential Pedestrian Route		

**Figure 3-1**  
**Segment 5:**  
**Martinez Overview**

*Existing roadways have limited widths to extend bike lanes without losing parking in the downtown Martinez area. Alternative routes need to be considered.*

#### **OPPORTUNITIES**

*Contra Costa County is interested in turning over Carquinez Scenic Drive Between EBRPD's Nejedly Staging Area and the existing George Miller Trail to a trail or park organization to operate as a trail connection to the west. Closure of this gap would connect to existing and planned trails to the east through the City of Martinez, as well as a planned Water Trail access point at Martinez Marina. The noted gap between Martinez Regional Shoreline Park and Nejedly Staging Area adjacent to the Union Pacific tracks is 90% designed and East Bay Regional Park District will lead in the construction phase.*

#### **CONSTRAINTS**

*Lack of funding for the project. Carquinez Scenic Drive needs to be improved. Businesses in downtown Martinez do not want to lose parking."*

**Berrellesa Street at UPRR tracks in Martinez**



**Escobar Street Faded Bike Lane**



### **3.2 EXISTING CONDITIONS**

The Martinez segment is from the existing one-way pair (couplet<sup>2</sup>) on Marina Vista Ave. and Escobar Street to Nejedly Staging Area. On the existing segment, pedestrians use the sidewalk on Escobar Street while bicyclists use the bike lanes on the one-way couplet. The Martinez Circulation Element identifies bike lanes on Escobar Street (Court Street to Marina Vista Avenue) and Marina Vista Avenue (I-680 to Escobar Street).

---

<sup>2</sup> In the context of roads, a one-way pair, or couplet, consists of two [one-way streets](#) whose flows combine on one or both ends into a single [two-way street](#). The one-way streets may be separated by just a single block, such as in a [grid network](#), or may be spaced further apart with intermediate parallel roads. [https://en.wikipedia.org/wiki/One-way\\_pair](https://en.wikipedia.org/wiki/One-way_pair).

It should be noted that no bike lane signs were observed on either street. The bike lane line on Escobar Street east of Pine Street was extremely faded and was essentially absent. Nevertheless, this is considered the existing completed Bay Trail and is illustrated in the Vision Summary. The existing bike lanes on Marina Vista Ave. continue further west than shown on the Vision Summary, terminating at the Amtrak station driveway just east of Castro Street. (**Segment 5-2**).

This section evaluates on-street alignments to connect the existing Class II bikeways (Bay Trail) with the Nejedly staging area. This includes:

- For westbound bicyclists: at Marina Vista Avenue and Pine Street (**Segment 5-1**)
- For pedestrians: at Escobar Street and Court Street (**Segment 5-5**)
- For eastbound bicyclists: at Escobar Street and Court Street (**Segment 5-5**)

**Marina Vista Avenue west of Pine Street.** Marina Vista Avenue is a one-way westbound street with on-street metered parking on both sides. It is a designated principal arterial<sup>3</sup>. There are signed and striped bike lanes for westbound cyclists. At Castro Street and continuing to the west, Marina Vista Avenue is a two-way street with no bike lanes. There are continuous sidewalks and there is on-street parking on both sides of the street. At Alhambra Avenue, the General Plan land use designation for parcels in this area changes from commercial to residential R-12.

**Escobar Street east of Downtown**



**Berrellesa Street**



**Escobar Street west of Pine Street.** Escobar Street becomes a two-way street with on-street parking on both sides. There are sidewalks on both sides of the street but no bike lanes. As stated in the Martinez General Plan, it is designated as a principal arterial east of Berrellesa Street and as a minor arterial street west of

---

<sup>3</sup> Source: Martinez General Plan Circulation Element, 6-11 and 6-12, Revised Draft November 2021

Berrellesa Street to Talbart Street. On the north side of Alhambra Avenue and on the south side of Berrellesa Street, the land-use designation in the General Plan changes from commercial to residential.

**Berrellesa Street and Ferry Street** are two-way, two-lane streets, and both have an existing at-grade railroad crossing. If the trail is routed through the Martinez Regional Shoreline Park, it would need to use one of these streets to connect and conform to the existing bike lanes on the Marina Vista Avenue / Escobar Street couplet. The Countywide Bicycle and Pedestrian Plan identifies a proposed railroad crossing grade separation at Court Street. If this new crossing project is pursued, then the options below could be modified.

*0233c — Bay Trail in Martinez: close gap, Phase 3*

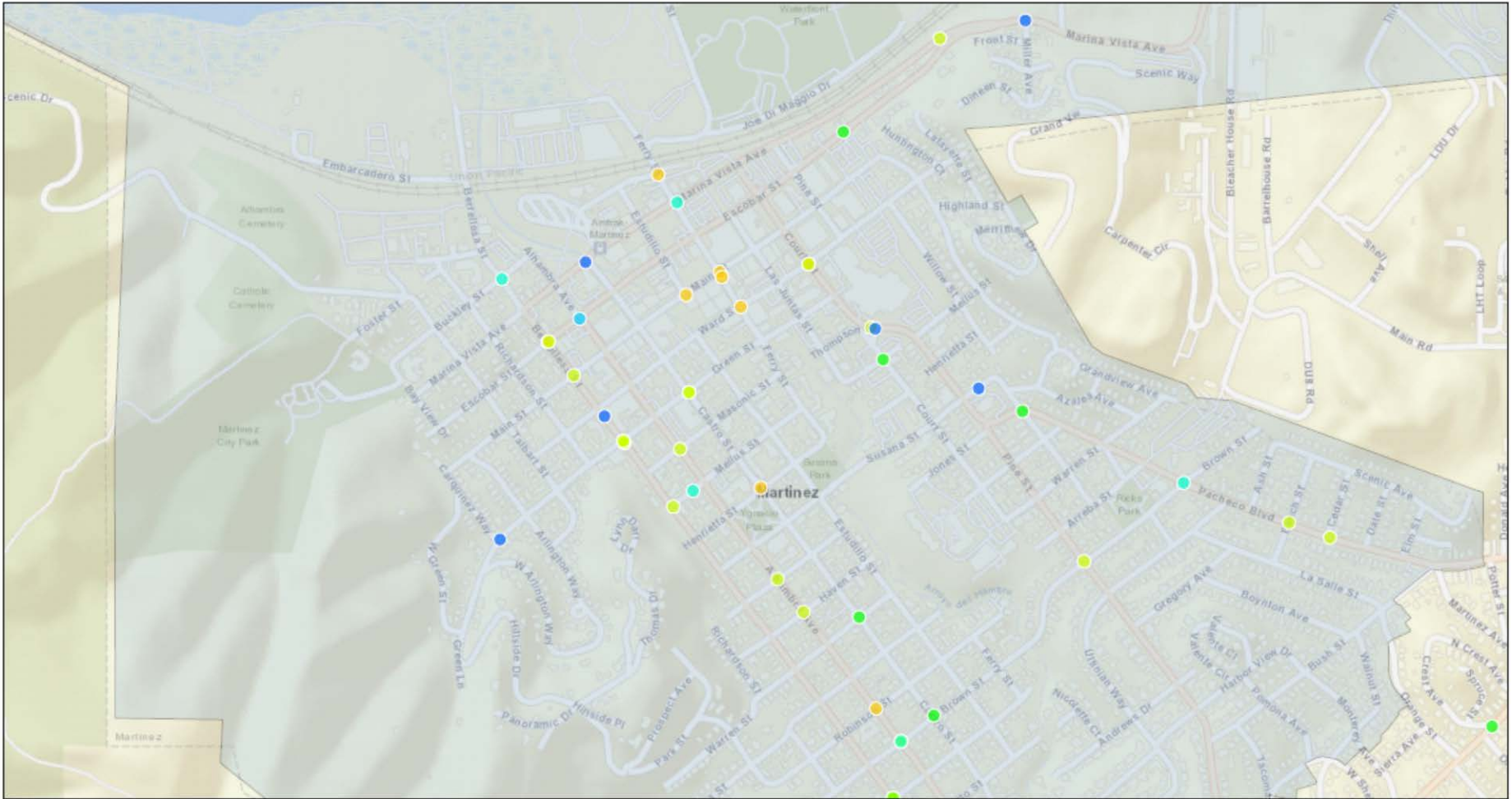
*Construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in downtown Martinez*

Most of the other streets in the downtown are similar to Escobar Street- two-way streets with sidewalks and on-street parking on both sides of the street and no bike lanes. The adjacent land uses are predominantly commercial east of Alhambra Avenue and residential R-12 to the west. The only other bike lanes in the downtown area are on the one-way couplet on Berrellesa Street (southbound) and Alhambra Avenue (northbound) south of Marina Vista Avenue. Most intersections are four-way stop sign controlled.

The collision history in the study area as reported to SWITRS was investigated using Transportation Injury Mapping System (TIMS) developed by SAFETREC at UC Berkeley (**Table 3-1** and **Figure 3-2**). There were 18 reported injury collisions in the four-year period 2017-2020 in downtown Martinez in an area bounded by Ward Street on the south, Court Street on the east, the railroad tracks to the north and Talbart Street to the west. None of the 18 collisions were fatalities. Seven involved pedestrians and two involved bicyclists. Of the 7 pedestrian collisions, five were at intersections, and three pedestrians were crossing in a crosswalk. Two pedestrians were in the roadway or a shoulder, which typically occurs when there is no sidewalk. (These were both on Ferry Street.) Of all collisions, five occurred on Ferry St., five occurred on Berrellesa St., three occurred on Marina Vista Ave. and three occurred on Escobar St. Of the nine pedestrian or bike collisions, five occurred on Ferry St. (four pedestrian and one bicycle).

<b>Table 3-1: Motor Vehicle Collisions Downtown Martinez (2017 -2020)</b>					
<b>Primary Street</b>	<b>Secondary Street</b>	<b>Offset Distance from Secondary Street</b>	<b>Type of Collision</b>	<b>Motor Vehicle Involved With</b>	<b>Pedestrian Action (If Any)</b>
Main St	Ferry St	0	Vehicle/Pedestrian	Pedestrian	Crossing in Crosswalk at Intersection
Ferry St	Ferry St 709	0	Sideswipe	Pedestrian	In Road, Including Shoulder
Escobar St	Pine St	404	Rear End	Parked Motor Vehicle	No Pedestrian Involved
Berrellesa St	Main St	0	Other	Other Motor Vehicle	No Pedestrian Involved
Berrellesa St	Escobar St	0	Vehicle/Pedestrian	Pedestrian	Not Stated in TIMS report
Berrellesa St	Ward St	50	Sideswipe	Fixed Object	No Pedestrian Involved
Ward St	Court St	0	Vehicle/Pedestrian	Pedestrian	B - Crossing in Crosswalk at Intersection
Ferry St	Ferry St 400	0	Sideswipe	Pedestrian	In Road, Including Shoulder
Berrellesa St	Escobar St	0	Broadside	Other Motor Vehicle	No Pedestrian Involved
Main St	Estudillo St	0	Vehicle/Pedestrian	Pedestrian	Crossing Not In Crosswalk
Court St	Ward St	0	Broadside	Other Motor Vehicle	No Pedestrian Involved
Marina Vista	Castro St	22	Head-On	Fixed Object	No Pedestrian Involved
Ferry St	Ward St	0	Vehicle/Pedestrian	Pedestrian	Crossing In Crosswalk At Intersection
Berrellesa St	Buckley St	0	Other	Bicycle	No Pedestrian Involved
Marina Vista	1312 Marina Vista Ave.	0	Head-On	Other Motor Vehicle	No Pedestrian Involved
Ferry St	Marina Vista Ave.	0	NS	Bicycle	No Pedestrian Involved
Alhambra Av	Escobar St.	0	Broadside	Animal	No Pedestrian Involved
Marina Vista Av	Miller Ave.	0	Hit Object	Fixed Object	No Pedestrian Involved

NS-Not stated  
 Source: SWITRS 2017 2020; accessed through TIMS (<https://tims.berkeley.edu>), SafeTREC, UC Berkeley

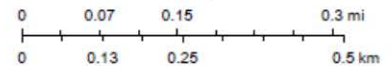


4/19/2021

SWITRS

- B - Pedestrian
- C - Other Motor Vehicle
- D - Motor Vehicle on Other Roadway
- E - Parked Motor Vehicle
- G - Bicycle
- H - Animal
- I - Fixed Object

1:9,028



Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

**Note: Collisions south of Ward Street not included in analysis**

TIMS (<https://tims.berkeley.edu>), SafeTREC, UC Berkeley  
Copyright © 2021 UC Regents; all rights reserved.

DATE:	4/28/2021
PROJECT:	Carquinez Strait Scenic Loop Trail Gap Closure Study
PROJECT NO.:	2000077
DRAWN:	TH
APPROVED:	JP



## MARTINEZ TRAFFIC COLLISIONS 2017-2020

FIGURE  
**3-2**

### 3.3 ALIGNMENT OPTIONS

The Bay Trail alignment in Downtown Martinez was intended to accommodate users heading westbound on Marina Vista Avenue to the George Miller Trail and users heading eastbound on Escobar Street to the Martinez-Benicia Bridge, although this doesn't have to be the case. There may be an opportunity to reexamine the alignment connecting to the proposed Bay Trail that is being developed by EBRPD at the Martinez Regional Shoreline Park to the Nejedly Staging Area at Carquinez Scenic Drive.

The one-way couplet of bike lanes on Marina Vista Avenue and Escobar Street is not continuous through the downtown; the Class II bikeway along Marina Vista Avenue ends just east of Castro Street where it becomes a two-way street. Escobar Street has eastbound bike lanes that begin 200 feet east of Court Street, and it becomes a one-way street east of Pine Street. To implement bike lanes on Escobar Street west of this point, either a parking lane would need to be removed, or the one-way cross-section would need to be extended. Loss of parking spaces to accommodate a Class II bikeway on Escobar Street could be an issue for local businesses.

**Escobar Street (Two-Way Section)**



**Carquinez Scenic Drive**



On Carquinez Scenic Drive between the Nejedly Staging Area and the George Miller Trail, the only users requiring vehicular access along this segment of Carquinez Scenic Drive are EBRPD staff accessing its facilities at the Ozol Pier and contractors monitoring remediation work at the former US Navy Fuel depot. Converting this segment into trail-only use could be accomplished with access gates and limited vehicle use (minimal improvements), with longer-term roadway improvements to improve accessibility and repair roadway failures. Due to limited road width, termination at a trail, and minimal vehicular traffic, redesigning this segment for vehicular access with a separate Class I path is not a feasible option.



### **3.3.1 On-Street Alignments**

Various on-street alignments and options were evaluated for fatal flaws in the implementation of either on-street Class II or Class IV bikeways for the bicycle route and for complete sidewalks for pedestrians. This on-street alignment has been divided into three segments, based on existing conditions:

- Marina Vista Avenue and Escobar Street- Pine Street/Court Street to Castro Street (**Segments 5-2 and 5-5**)
- Marina Vista Avenue and Escobar Street - Castro Street to Talbart Street/Foster Street/Carquinez Scenic Drive (**Segments 5- 3 and 5-4**)
- Carquinez Scenic Drive - Talbart Street/Foster Street/to Nejedly Staging Area (**Segment 5-11**)

**Marina Vista Avenue and Escobar Street- Pine/Court Street to Castro Street Alignment.** Marina Vista Ave. in this area has existing westbound bike lanes and existing sidewalks (**Segment 5-2**). Escobar Street also has existing sidewalks. The challenge for this segment is to provide a dedicated bikeway for eastbound bicyclists (**Segment 5-4**). In built environments, such as downtown areas with constricted rights of way, bike lanes can be provided either by removing on-street parking or removing a travel lane. Given that Escobar Street is a two-way street with one lane in each direction and on-street parking on both sides of the street, the two options are:

- Removing a travel lane and creating a one-way street on Escobar Street for 6 to 8 blocks. Given that Marina Vista Avenue at this point is a one-way street westbound, and that Escobar Street east of Pine Street is a one-way street eastbound, it is logical to continue the existing one-way couplet and make Escobar Street one-way street eastbound for a few more blocks. The new eastbound bike lane on Escobar Street could connect with either the existing southbound bike lane on Berrellesa Street or a new southbound bike lane on Castro Street. For the one block of Castro Street that is already one way between Marina Vista Avenue and Escobar Street, the options are to remove the lane of parallel parking on the west side or convert the angled parking on the east side to parallel parking.
- Removing parking on one side of Escobar Street and providing an eastbound bike lane. The most user-friendly would be to remove parking on the southside (eastbound) side of the street so that cyclists would not have to bike adjacent to the parked cars.

**Marina Vista Avenue and Escobar Street- Castro Street to Talbart Street/Foster Street/Carquinez Scenic Drive.** This alignment would connect the existing westbound bike lane on Marina Vista Avenue, where it terminates just east of Castro Street, to the intersection of Carquinez Scenic Drive/Foster Street/Talbart Street. Continuing west on Marina Vista Ave. directly to Talbart Street is not recommended since Marina Vista Ave. is very steep between Berrellesa Street and Richardson Street. Escobar St. west of Richardson Street also has a slight grade; the topography is much less steep for both bikes and pedestrians on either Buckley Street and/or Foster Street.

**Escobar Street**



**John Sparacino Park**



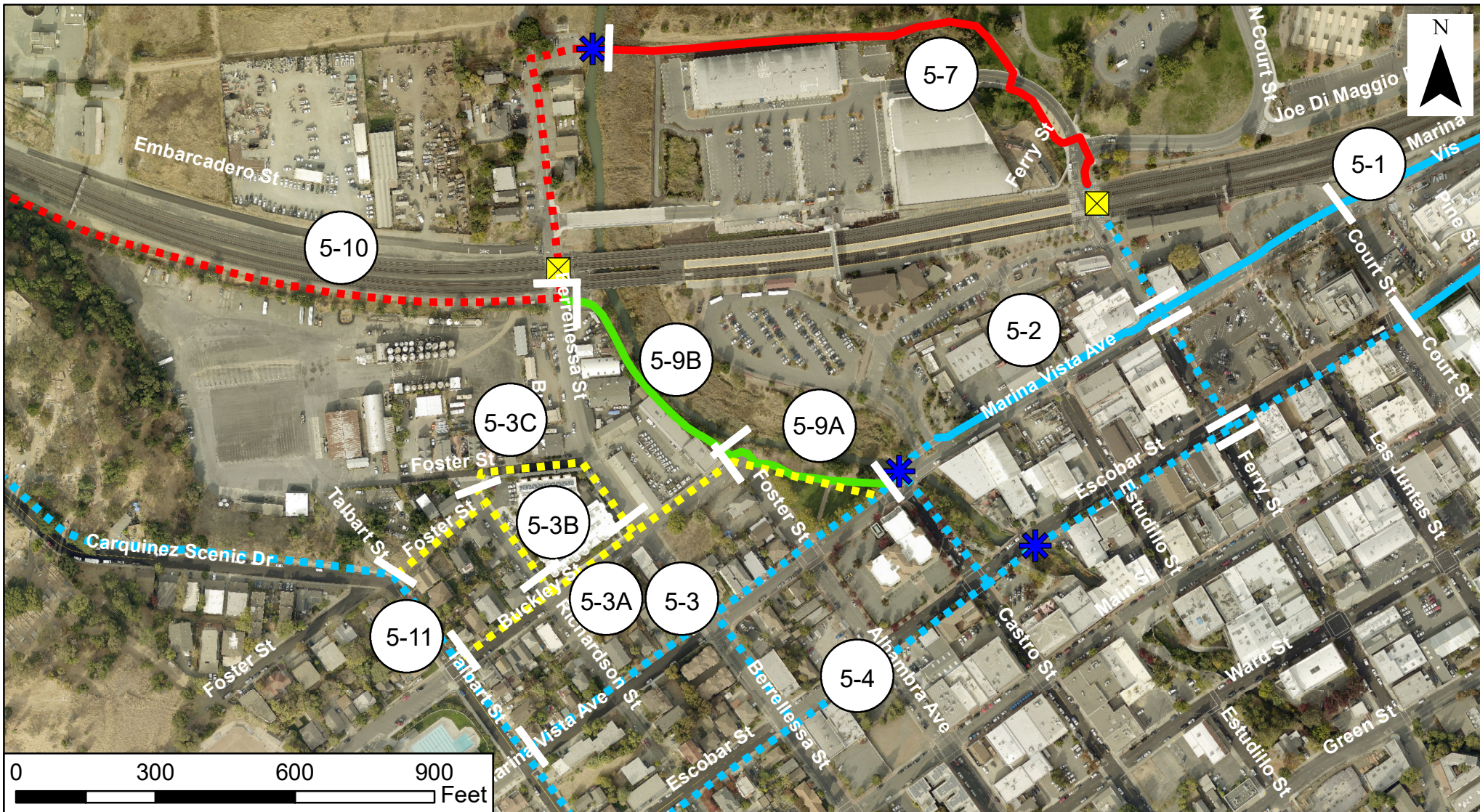
John Sparacino Park has existing pathways that connect Marina Vista Avenue with the intersection of Buckley Street at Alhambra Avenue. An alternative alignment is to use the path within John Sparacino Park from Marina Vista Avenue to Buckley Street (shown as **Segment 5-9A**), which would reduce the on-street route by two blocks. However, the path from Buckley Street heading north to Berrellesa Street (**Segment 5-9B**) is narrow and would be suitable only for pedestrian use.

From the intersection of Buckley Street at Alhambra Avenue, there are existing sidewalks that connect to Talbart Street/Foster Street on Buckley Street, Richardson Street, Berrellesa Street, and Talbart Street, so any combination of streets could work for pedestrians (or the off-street alignment discussed below). The challenge is providing a dedicated Class II or Class IV bikeway in both the eastbound and westbound directions.

The on-street alignment would ultimately extend westward to connect with the intersection of Carquinez Scenic Drive/Foster Street/Talbart Street.

There are three variations using combinations of Buckley Street, Richardson Street, Berrellesa Street, Foster Street, and Talbart Street (**Figure 3-3**). All have adjacent land uses designated as R12, but in reality, some land uses are more commercial-oriented rather than residential-oriented. Most have on-street parking, but there are two blocks with no parking, one of which could accommodate bike lanes. Removing parking in front of single-family homes is physically feasible but not politically feasible due to the controversy it would generate. However, all are low-volume streets at the northwest edge of town so there is little or no through traffic. These streets are likely below the threshold (2,000 to 4,000 vehicles per day) typically cited (e.g. Class II facilities) able over, but the bike lanes could be upgraded to meet Bay Trail Guidelines. Thus, they all are candidates to be Neighborhood Bikeways (as described in the CBPP, Appendix C) and are considered feasible Bay Trail alignments.

- **Alt 5-3A:** Continue west on Buckley Street for three blocks until Talbart Street, then use Talbart Street for one block to Carquinez Scenic Drive. Sidewalks are present but not bike lanes. Designate as Class III neighborhood bikeway.



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP  
 Civil Environmental & Water Resources  
 (510) 236-6114  
 Fax: (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 questar@questaes.com

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

## Legend - Trail Segments

- Existing Trail Route
- - - New Trail Route
- Existing Bikeway Route w/Sidewalk
- - - Potential Bikeway w/Sidewalk
- Existing Park Trail
- - - Potential Pedestrian Route
- - - Alternative Routes
- Creek
- Culvert
- At Grade Rail Crossing

**Figure 3-3**  
**Alternatives**  
**5-3A, 5-3B,**  
**and 5-3C**

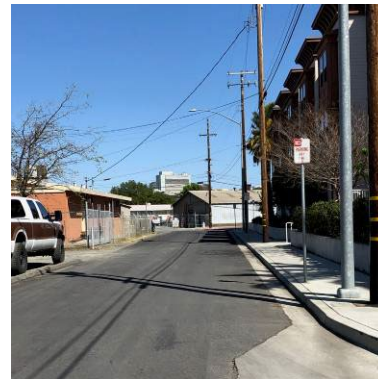
- **Alt 5-3B:** Continue west on Buckley Street for two blocks until Richardson Street, then use Richardson Street for one block to Foster Street. Designate as Class III neighborhood bikeway. The last block would use Foster Street, which is currently an unimproved dead-end street about 80 feet in length. A trail would be needed to connect the remaining unimproved segment to the intersection of Carquinez Scenic/Foster Street/Talbart Street. Given the grade differential, a switchback would likely be needed.
- **Alt 5-3C:** Continue on Buckley Street for one block (designated as Class III neighborhood bikeway) then use Berrellesa Street for one block until Foster Street. Use Foster Street for one block to Richardson Street and then jog on Richardson Street for 30 feet to connect again to Foster Street—the dead-end street as described above. Berrellesa Street is approximately 36 feet wide and is currently designated no parking and thus can easily be striped with bike lanes without impacting the one dedicated loading zone on this block.

Foster Street between Berrellesa Street and Richardson Street is currently a narrow two-way two-lane street with commercial frontage without parking. Class II bike lanes are not physically possible even if it were made a one-way street. However, the lack of parking and low traffic few driveways would make it a relatively attractive bike route. An alternative that was considered but rejected was for the trail alignment to continue on Foster Street west of Richardson Street until Talbart Street and then use Talbart Street for one block south to the Carquinez Scenic/Foster/Talbart intersection. Talbart Street is an unimproved narrow one-lane road. However, this section of Foster Street is now private property and no longer has a public street connection to Talbart Street. The feasibility of acquiring this property was not investigated.

**Foster Street Looking West**



**Foster Street Looking East**



**Table 3-2** compares the alternatives on a block-by-block basis. If the on-street alignment is to be pursued, potential future criteria for choosing the optimum alignment include:

- Adjacent residential vs. commercial uses;

- Right of way ownership/easement (for sections where the status is unknown);
- Potential for creation of bike lanes;
- Potential for creating a Dutch-style woonerf<sup>4</sup>, or living street;
- Total number of blocks that might remain as Class III bicycle routes due to inability to provide bike lanes; and
- Number of blocks without on-street parking.

<b>Table 3-2 Martinez Comparison of Three On-Street Alignments<sup>5</sup></b>					
<b>Street Block</b>	<b>Sidewalks</b>	<b>Bike lane issues</b>	<b>Parking</b>	<b>Public ROW</b>	<b>Adjacent Land Uses</b>
Buckley Street: Alhambra Avenue to Berrellesa Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Commercial, no driveways or building entrances on south side
<b>Alt 5-3A: Buckley Street to Talbart Street</b>					
Buckley Street: Berrellesa Street to Richardson Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Single Family and Multifamily Residential
Buckley Street: Richardson Street to Talbart Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Single Family Residential
Talbart Street: Buckley Street to Foster Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Single Family Residential
<b>Alt 5-3B Buckley Street / Richardson Street /Foster Street</b>					

<sup>4</sup> Woonerf: a road that is designed with special features to reduce the amount of traffic using it or to make the traffic go slower: Woonerf is Dutch for "living street," and refers to a new way of designing streets to be people-friendly open spaces. <https://dictionary.cambridge.org/us/dictionary/english/woonerf>

<sup>5</sup> Common to all Alternatives: pathway in park, existing path, potential need for widening to become Bay Trail, public ROW

Table 3-2 Martinez Comparison of Three On-Street Alignments <sup>5</sup>					
Street Block	Sidewalks	Bike lane issues	Parking	Public ROW	Adjacent Land Uses
Buckley Street: Berrellesa Street to Richardson Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Single Family and Multifamily Residential
Richardson Street: Buckley Street to Foster Street	Yes, both sides	Would require parking removal or one-way conversion	Yes, both sides	Yes	Single Family Residential
Foster Street: Richardson Street to Talbart Street	Vacant lot not improved; possible construction of multi-use path, depending on ownership and access easements.			Verify public ROW status	Single Family Residential
Alt 5-3C: Berrellesa Street /Foster Street /Talbart Street					
Berrellesa Street: Buckley Street to Foster Street	Yes, both sides	Berrellesa Street current red curb; bike lane possible	No	Yes	Commercial
Foster Street: Berrellesa Street to Richardson Street	Yes, south side only	Foster Street currently ~15 feet wide	No	Yes	Commercial/ Residential
Foster Street: Richardson Street to Talbart Street	(Same as 5-3B) Vacant lot-not improved; possible construction of multi-use path, depending on ownership and access easements			Verify public ROW status	Single Family Residential

**Carquinez Scenic Drive to Nejedly Staging Area.** This alignment would continue to Nejedly Staging Area. There is only one possible on-street alignment for this segment, along Carquinez Scenic Drive (**Segment 5-11**). This section has two distinct cross-sections. The first 500 feet of the street, until the cemetery property line, has single-family homes on the south side, with on-street parking and sidewalks on both sides. The street width is 38 feet. Providing bike lanes would either require roadway widening to the north or the removal of one parking lane. Widening is problematic due to the slopes, and it would be more costly than other locations given that the north side has already been improved with curb, gutter and sidewalk. Parking removal would be controversial and would probably be opposed by the residents, given the lack of other nearby streets on which to park.

West of this point through the cemetery, the road narrows considerably to approximately 24 feet. Providing four-foot bike lanes appears feasible. However, given the topography, widening to provide both bike lanes and a sidewalk or providing a parallel multiuse trail is not physically practical. Pedestrians would have to use the bike lane or another route, such as the off-street alignment (**Segment 5-10**).

**Carquinez Scenic Drive between Nejedly Staging Area and George Miller Trail, east end (Segment 5-12).**

This segment currently has low-volume vehicle traffic primarily serving an informal parking area at the trailhead, as well as vehicles that conduct periodic monitoring of the former military lands east of the George Miller Trail. The roadway varies from approximately 18 to 24 ft. wide, which is not sufficient for two-way vehicle traffic as well as bicycle and pedestrian facilities. There is a 200-foot long failed roadway section approximately one-half mile east of the George Miller Trail entrance. In this section, traffic is reduced to one lane with signage and barricades. The topography and slope stability in this area are challenging and geotechnical repairs are likely to be prohibitively expensive. This segment of Carquinez Scenic Drive is not suitable for widening to accommodate both vehicles and pedestrian/bicycle facilities, but would be suitable for closure to vehicles and converted to Class I facilities if current military/agency use is managed. This could be accomplished with gates west of Nejedly Staging Area to accommodate periodic maintenance and monitoring access. Full closure of the roadway to vehicle traffic and reconstruction as a Class I facility could also be considered if and when military/agency vehicular access is no longer needed.

**Carquinez Scenic Drive at Cemetery**



**Nejedly Staging Area**



**3.3.2 Off-Street Alignments**

**Martinez Regional Shoreline (Segment 5-7).** The existing paved shared-use trail between Ferry Street and the Alhambra Creek bridge at Grangers Wharf Parking Area would be used.

**Grangers Wharf Parking Area / Berrellesa Street (Segment 5-8).** For trail continuity and safety, access through and/or around the Grangers Wharf Parking Area needs to be accommodated. This could be done by either constructing an entirely new shared-use trail that may require a redesign of the entire area, including

the restroom location, or by constructing a separate pedestrian path to allow bicycles to use the parking area as a Class III bikeway.

A widened sidewalk and railroad crossing already exists along the east side of Berrellesa Street. The sidewalk is not sufficiently wide nor does it meet standards to be considered a Class I bikeway. It does not appear that there is sufficient right of way to reconstruct Berrellesa Street to include a Class II or Class IV bikeway. If Berrellesa Street were to be designated as a Class III bikeway, no additional improvements would be needed, although this short segment would not be consistent with Bay Trail Guidelines.

**John Sparacino Park Path (Segments 5-9A and 5-9B).** As previously discussed, an alternative for linking Marina Vista Avenue to Berrellesa Street exists by using the Sparacino Park Path that parallels Alhambra Creek. However, between Buckley Street and Berrellesa Street (**Segment 5-9B**), the path narrows and would be suitable only for pedestrian use.

**Bay Trail: Berrellesa Street to Nejedly Staging Area (Segment 5-10).** EBRPD has assumed management of the Nejedly-Berrellesa Street Bay Trail project, which is adjacent to the UPRR/Berrellesa Street track in Martinez and would head west to the Nejedly Staging Area<sup>6</sup>. EBRPD intends to pave the section from the UPRR crossing to Carquinez Scenic Drive, across from the Nejedly Staging Area. This route has a grade of up to 9%, and will not, therefore, meet ADA standards without adding "refuges" similar to those on the George Miller Trail. The proposed connector would be located primarily on EBRPD land, but would need to cross Berrellesa Street UPRR right of way.

In order to finalize the easement for this Bay Trail segment, EBRPD is currently in negotiations with UPRR to determine the improvements needed to be completed by EBRPD. A Field Diagnostic site visit with UPRR staff was completed in June 2020. UPRR has concerns regarding the at-grade signalized crossing at Berrellesa Street, including queuing and cars getting stuck on the tracks. UPRR may require improvements, such as the addition of pedestrian crossing gates, which would add cost and complexity to the project.

Along the rest of the route, there are also some jurisdictional wetlands within the trail corridor that may require mitigation, as well as some locations where the trail may need to be narrowed slightly due to the topography. The original CEQA evaluation and regulatory permits (A CEQA document and JARPA permit were completed between 2003 and 2005.) will need to be updated.

EBRPD also needs to secure the funding for construction. They have some funding for the design changes and permitting, but construction funding has not been secured. EBRPD submitted an ATP grant proposal for the project, but it scored poorly. If funding is secured, construction could occur as early as 2023.

There are three projects in the CBPP that intersect with CSSLT trail implementation (**Table 3-3**), including the Bay Trail: Berrellesa Street to Nejedly Staging Area Project (Segment 5-10) and grade separation and bicycle lanes on Court Street that would connect the Downtown area with the Martinez Regional Shoreline.

---

<sup>6</sup> Personal communication with Sean Dougan, EBRPD, April 2021



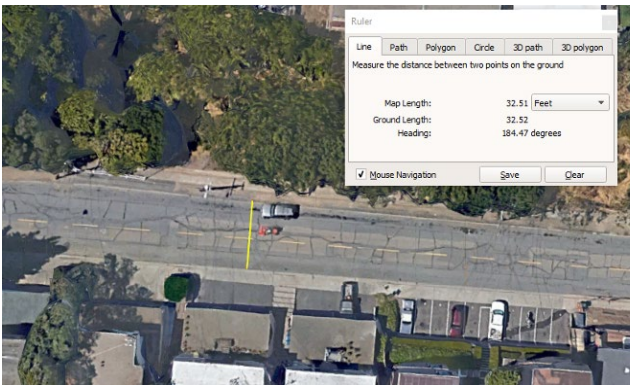
<b>Table 3-3: CBPP Bicycle and Pedestrian Projects in Martinez</b>			
Martinez	0233a — San Francisco Bay Trail in Martinez: Close gaps, Phase 1. Close gaps on the San Francisco Bay Trail in the City of Martinez: construct trail from existing staging area east along the south edge of the Martinez Regional Shoreline to existing Shoreline Trail near Ferry Street. Relocate and repave parking lot.	\$460,000	\$50,000 from local contributions \$325,000 from Coastal Conservancy
Martinez	0233c — San Francisco Bay Trail in Martinez: Close gap, Phase 3. Construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in Downtown Martinez	\$3,000,000	Unfunded
Martinez	0591 — North Court Street Bicycle Lanes North Court Street bicycle lanes: connect the Martinez Intermodal Facility to the Martinez Shoreline Park and future ferry terminal	\$195,000	Unfunded

### 3.4 FEASIBILITY OF A LOW- STRESS BIKEWAY IN SEGMENT 5

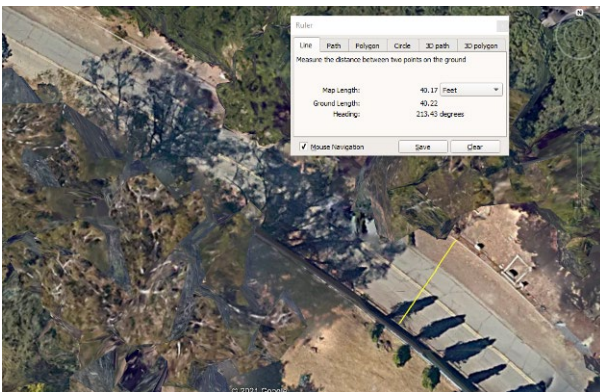
As discussed above, creating a low-stress bikeway on Downtown Martinez would require implementation of continuous sidewalks, bicycle lanes, and/or physical barriers to separate vehicles from bicycle and pedestrian users. The existing facilities within EBRPD and City of Martinez parks serve as low-stress bikeways.

West of Downtown Martinez, Carquinez Scenic Drive (Segment 5-11) provides access for both single-family and multifamily residential uses as well as two cemeteries. Although the roadway in the vicinity of the residential uses is sufficient to create bike lanes, the design of some residential units with a continuous access driveway is a potential safety hazard. A separated path could be created on the north side of the road if parking is eliminated, but would not be ADA compliant. This segment is an alternative to Segment 5-10 (Nejedly Connector), which is currently in design and offers a continuous low stress option.

### Segment 5-11 Carquinez Scenic Drive at Multifamily Residences



### Carquinez Scenic Drive at Cemeteries



In **Segment 5-12**, between the Nejedly Staging Area and the entrance to the George Miller Trail, the roadway is owned by Contra Costa County, and adjacent lands are primarily owned and/or managed by EBRPD and the federal government. This segment could potentially be utilized as a paved, shared-use trail, with occasional closure or shared use of the existing road for ongoing land management. Ownership and maintenance of the roadway/trail by a managing entity could also be explored in the future if ongoing military/agency use is discontinued.

### 3.5 FATAL FLAWS

Although technically feasible, further investigation could reveal that some options are cost-prohibitive. At this point in the analysis, the following were not considered infeasible:

- Conversion of a two-way street to a one-way street.
- On-street parking removal.
- Widening existing paths in existing city parks

- Land acquisition (vacant) to widen roadway or to provide multi-use trail on vacant property

Input from the Bay Trail indicates that either Class II or Class IV bikeways would be acceptable within Downtown Martinez as a way to connect trail users on Marina Vista with EBRPD trail facilities further west.

However, the City of Martinez has indicated that Class IV or II facilities are not feasible in Downtown Martinez, as they would necessitate a change in traffic patterns and/or on-street parking. In addition, the City of Martinez is not in favor of alignments on Marina Vista or Main Street, due to existing right of way constraints. Therefore, although bicycle and pedestrian improvements in Downtown Martinez may be technically feasible, the lack of political support from the City could be considered a fatal flaw.

### 3.6 OTHER ALIGNMENTS CONSIDERED

**Shoreline Route between Nejedly Staging Area and Crockett.** Outboard of the UPRR tracks between Martinez and Eckley Pier, there are a few parcels of public land. However, the tracks along the Strait already become inundated during high tide/storm events, so anticipated sea level rise will be an ongoing maintenance issue. EBRPD has no easement rights in this rail segment.

Although it may be technically feasible to create a 20-ft wide bench with periodic bridges parallel to and south of the UPRR ROW along the shoreline, this alignment would be prohibitively expensive and problematic due to geotechnical and other environmental challenges.

The shoreline alignment between Martinez Waterfront Park and the Benicia Bridge, discussed in Section 2, has a trail alignment connecting to the Martinez waterfront that would avoid downtown streets and eliminate the need to extend the existing east-west bike lanes on Escobar Street and Marina Vista Avenue. Bike lanes on north-south streets such as Ferry Street, Court Street and Berrellesa Street would facilitate connections to this trail segment. To complete the Bay Trail traveling west, one would enter Waterfront Park and connect to the Nejedly Staging Area from Berrellesa Street (**Segment 5-10**).

**Overcrossing Relocation.** The proposed overcrossing of the railroad tracks at Court Street, identified in the CBPP, could conceivably be shifted eastward to the vicinity of the Marina Vista-Escobar Street merge. Crossing at that location would utilize city-owned lands north and south of UPRR right of way, take advantage of the elevated portion of Marina Vista Avenue (above the tracks) needed for the rail crossing, and would cross to the north side on city-owned land within Martinez Waterfront Park at Joe DiMaggio Drive. Such a crossing would avoid Downtown Martinez, but would likely not meet implementation goals to attract funding from both recreation and transportation sources.

### 3.7 NEXT STEPS

In order to proceed with implementing the options discussed in this section, the following issues should be resolved:

- Defer improvements within the City of Martinez until specific planning and community engagement is completed to address bicycle and pedestrian circulation within the Downtown area.

- Identify appropriate City of Martinez staff and conduct internal engagement to determine level of City commitment on proposed projects identified in the study that are within City right of way
- Reevaluate City/County long-term plan and location for an overcrossing at Court Street, and identify design options
- Determine ownership and any required agreements related to roadway improvements
- Initiate discussions with EBRPD and Contra Costa County for management and improvements to Carquinez Scenic Drive between the Nejedly Staging Area and the existing eastern terminus of the George Miller Trail.
- Consider improvements to the Nejedly Staging Area if Carquinez Scenic Drive is closed to public vehicle traffic
- Fund and construct the off-street connector from Berrellesa Street to the Nejedly Staging Area
- Resolve with UPRR issues regarding modifications to the existing at-grade railroad crossing at Berrellesa Street
- Update CSSLT Vision Summary

## 4. SEGMENT 6 – CARQUINEZ SHORELINE

**Figure 4-1** provides an overview of the existing and potential CSSLT segments within the Carquinez Shoreline Study Area. These segments include:

- 6-1 Carquinez Scenic Drive between the Port Costa Staging Area and Winslow Street in Crockett
- 6-2 New trail from the Port Costa Staging Area to the Port Costa/Carquinez Shoreline Overlook Trail and fire road
- 6-3 Existing trail spur from the Carquinez ridgeline to the corral/informal staging area on Carquinez Scenic Drive
- 6-4 Existing trail from the corral/informal staging area to Reservoir Street, Port Costa
- 6-4A New trail from Segment 6-4 to Segment 6-8 via Prospect Avenue
- 6-5A New ridgeline trail connection to the Port Costa/Carquinez Shoreline Overlook Trail
- 6-5B Existing trail connection from the corral/informal staging area on Carquinez Scenic Drive to the Carquinez ridgeline
- 6-5C Extension of Segment 6-5A (ridgeline trail) to existing trail Segment 6-4
- 6-6 New trail along Reservoir Street
- 6-7 New facilities on Canyon Lake Drive and Prospect Avenue in Port Costa
- 6-8 Improvements to the existing Bull Valley fire road
- 6-9 New trail on private land from Canyon Lake Drive to Segment 6-8 (Bull Valley Fire Road)
- 6-10 new trail from Reservoir Street to Carquinez Scenic Drive through Port Costa School site
- 6-11A new trail from Segment 6-8 (Bull Valley Fire Road) to Segment 6-11B (Carquinez Overlook Trail)
- 6-11B Existing Carquinez Overlook Trail to Eckley Pier
- 6-11C Existing Carquinez Overlook Trail to Eckley Pier via Eckley Pier Drive
- 6-12 Eckley Pier to existing Bull Valley Trail
- 6-13 Eckley Pier/Bull Valley Trail to Winslow Street, Crockett
- 6-14 New ADA trail from Eckley Pier to Winslow Street
- 6-15 New facilities from Winslow Street at Bull Valley Trailhead to Rolph Street via Winslow Street, Vallejo Street, and Loring Avenue
- 6-16A Winslow Street from Bull Valley trail to Carquinez Scenic Drive
- 6-16B Pomona Street between Winslow Street and Rolph Avenue
- 6-17 Rolph Avenue





# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
 ENGINEERING CORP.  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807  
 Civil Environmental & Water Resources

**CONTRA COSTA**  
 CONSERVATION & DEVELOPMENT

**Legend - Trail Segments**

Existing Trail Route	Potential Bikeway Route w/Sidewalk	Creek	Potential Staging Area
Potential Trail Route	Existing Park Trail	Culvert	
Existing Bikeway Route w/Sidewalk	Potential Pedestrian Route	At Grade Rail Crossing	

**Figure 4-1**  
**Trail Segment 6:**  
**Carquinez Shoreline**  
**Overview**

- 6-18 “Shoreline Streets” from Loring Avenue to the Carquinez Bridge Staging Area via 4<sup>th</sup> Street, Wanda Street, Port Street, and Ceres Street (alternate Starr Street, 2<sup>nd</sup> Avenue)
- 6-19 Pomona Street from Rolph Avenue to the Carquinez Bridge Staging Area

#### 4.1 VISION SUMMARY

The Vision Summary states:

*This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail has dedicated their portion of the segment along Pomona Ave from Crockett Blvd to the Carquinez Bridge. Contra Costa County is interested in turning the segment of Carquinez Scenic Drive between the George Miller Trail and Port Costa over to a trail or park organization to manage as a trail.*

*The entire length of this section of trail is proposed along County roadways. The stretch along Carquinez Scenic Drive west of Port Costa is challenging since it is a primary access point to Port Costa with limited right of way and several geographical challenges.*

##### OPPORTUNITIES

*Contra Costa County is interested in turning Carquinez Scenic Drive between Port Costa and George Miller Trail over to a trail or park organization to manage as a trail.<sup>7</sup> Closure of this gap would connect to existing trail to the north across the Carquinez Bridge, as well as a planned Water Trail access point along the shoreline at Eckley Pier.*

##### CONSTRAINTS

*Lack of funding for the project. Lack of clear alignment west of Port Costa that will safely accommodate bicyclists and pedestrians on a trail. Trail alignment is located on streets with limited right of way. The stretch on Carquinez Scenic Drive west of Port Costa is needed for access by Port Costa and is constrained with limited right of way and slopes on both edges.*

**Carquinez Scenic Drive east of Port Costa**



---

<sup>6</sup>Private property owners use CSD to access properties south of the road between Port Costa and the Brickyard, and needs to be maintained as a roadway to provide access to future improvements at the Brickyard property. EBRPD has not expressed interest in acquiring this section.

## 4.2 EXISTING CONDITIONS

The Carquinez Shoreline segment can be divided into three geographic units as well as the only continuous road within this segment, Carquinez Scenic Drive:

- Carquinez Scenic Drive, an approximately 5 mile rural road that connects the Port Costa Staging Area and community with Crockett.
- Port Costa Staging Area (George Miller Trail – west end) to Port Costa. This area consists of open space and park lands managed by EBRPD as part of the 1,568 acre Carquinez Strait Regional Shoreline.
- Port Costa to Crockett Community at Winslow Avenue includes the community of Port Costa and Eckley Pier, as well as EBRPD open space lands that are also part of Carquinez Strait Regional Shoreline. Crockett Community., an unincorporated census-designated place with a population of approximately 3,500, governed as part of Contra Costa County.

The Scenic Fire on June 23, 2022 burned approximately 120 acres west of Port Costa within Carquinez Strait Regional Shoreline at the Bull Valley Staging Area. Evacuations were considered for Port Costa residents before the fire was contained.

### 4.2.1 Carquinez Scenic Drive

**Port Costa Staging Area to Crockett Community at Winslow Avenue.** Carquinez Scenic Drive (CSD) provides the lone continuous vehicular access linking the EBRPD Port Costa Staging Area at the west end of the George Miller Trail with Port Costa, the Bull Valley Staging Area, and the eastern edge of Crockett (Segment 6-1 on Maps A-8, A-9, A-10 and A-11). This is a narrow windy road, with pavement widths ranging from less than 20 feet to approximately 30 feet. The road traverses steep topography, with frequent steep side slopes on both sides. It is in poor condition with apparent drainage and earth movement issues at a number of locations between the Port Costa Staging Area and Crockett.

Private property owners use the CSD to access properties south of the road between Port Costa Staging Area and Crockett. The CSD also is the sole vehicular route to provide access for potential future improvements by the EBRPD at the former brickyard site owned by EBRPD (Brickyard). In 2014, the EBRPD updated their overall camping program, and the Brickyard was identified as a potential family camp with an ecological theme that might include tent camping,

**Reservoir Road /EBRPD Trail Entrance**





convenience camping, and possibly small RV camping. CSD was noted as a constraint on vehicular access to the Brickyard for any large RVs. The potential for a San Francisco Bay Water Trail camp was also identified.

EBRPD has not expressed interest in acquiring this section of roadway.

Because of the critical flaw associated with modifying CSD as a trail, the adjacent lands present the most viable opportunity for routing the CSSLT. These land uses are described below.

#### 4.2.2 Port Costa Staging Area to Port Costa

**Port Costa Staging Area (George Miller Trail - west end) to Port Costa.** The existing George Miller Trail terminates at the Port Costa Staging Area, where it overlooks the Brickyard. The open space ranchlands north of the CSD between the Brickyard, Reservoir Street, or Prospect Avenue in Port Costa are owned by both the EBRPD and Port Costa Conservation Society. EBRPD has a management agreement with the Port Costa Conservation Society to manage the trails on this property. The principal access points for this trail system are located at Reservoir Street in Port Costa or a corral area used as an informal staging area off the CSD located along the ridgeline between the Port Costa Staging Area and Reservoir Street. There is currently no direct trail connection between the Port Costa Staging Area and these trails.

#### Port Costa Streets - Canyon Lake Drive and Prospect Avenue



Within Port Costa, Reservoir Street has no sidewalks and is not sufficiently wide to be developed as a Class II bikeway. Canyon Lake Drive has 3-foot wide sidewalks between Reservoir Street and Prospect Avenue and a road width not sufficiently wide enough to be developed as a Class II bikeway. Prospect Avenue has no sidewalks and is not sufficiently wide enough to be developed as a Class II bikeway.

#### 4.2.3 Port Costa to Crockett

##### **Bull Valley Trail Fire Road at Prospect Avenue**



North of the CSD, lands between Port Costa and Crockett are primarily owned by EBRPD and managed as part of Carquinez Strait Regional Shoreline. The Bull Valley Trail extends from Prospect Avenue in Port Costa to Crockett. It is a natural surface path with widely varying widths and slopes. The Bull Valley Trail includes 15+% grade sections as it approaches the Eckley Pier from the Bull Valley Staging Area. There is no opportunity to reasonably modify this alignment. Just west of the Eckley Pier, the Bull Valley Trail is a single track that includes sharp steep switchbacks that are not conducive to bicycle use. The Bull Valley Trail segment from Eckley Pier to Crockett (Winslow Ave.) is a well-used foot trail that provides the

primary shoreline access to Eckley Pier for residents in the Crockett area.

The Carquinez Overlook Trail from the Bull Valley Trail near the Bull Valley Staging Area is a wide ranch road that provided panoramic views over the Carquinez Straits. There are a number of other unnamed trails that branch off from the Carquinez Overlook Trail.

##### **4.2.4 Crockett**

The Crockett Downtown Upgrade Project to upgrade the pedestrian facilities along Pomona Street between 2nd Avenue and 1st Avenue in the downtown Crockett Area (listed in the CBPP) has been completed.

**Shoreline Streets.** The Vision Summary identifies that the entire length of this trail section is proposed along County roadways. Traveling west, the route follows Winslow Street, Vallejo Street, Loring Avenue, 4<sup>th</sup> Avenue, Wanda Street, Port Street, and Ceres Street to the Carquinez Bridge Trail Staging Area (Segments 6-15 and 6-18 of Figure A-11).

##### **Loring Street Sidewalk**



These two-lane, two-way streets are relatively narrow with on-street parking. Adjacent land uses along Loring Avenue are predominantly commercial west of Bay Street, then changes to predominantly residential. For much of Loring Avenue west of Vallejo Street, there are sidewalks on one or both sides of the street. However many of the sidewalks on Loring Avenue include stairs (See photo.), which would not be consistent with the goal of an ADA-accessible pedestrian route, but would be allowable as an existing condition adjacent to road right of way.

Bike lanes are not present and would be difficult to implement

given the single-family home land uses. However, there appears to be fairly low-volume traffic volumes along this route, so it could be retained in the study as an alternative to Pomona Street as a Class III neighborhood bikeway, recognizing that this does not meet the basic goal of either a Class I, II, or IV bikeway option.

It should be noted that there are a few locations along Winslow Street with outstanding views to the Carquinez Strait. In general, shoreline access and views to the waters of the Carquinez Strait within Crockett east of Rolph Avenue are severely limited due to steep topography, rail lines, and industrial uses.

Truck traffic to Crockett, the C&H Sugar Mill, and the cogeneration power plant are directed from the Carquinez Bridge to use Wanda Street.

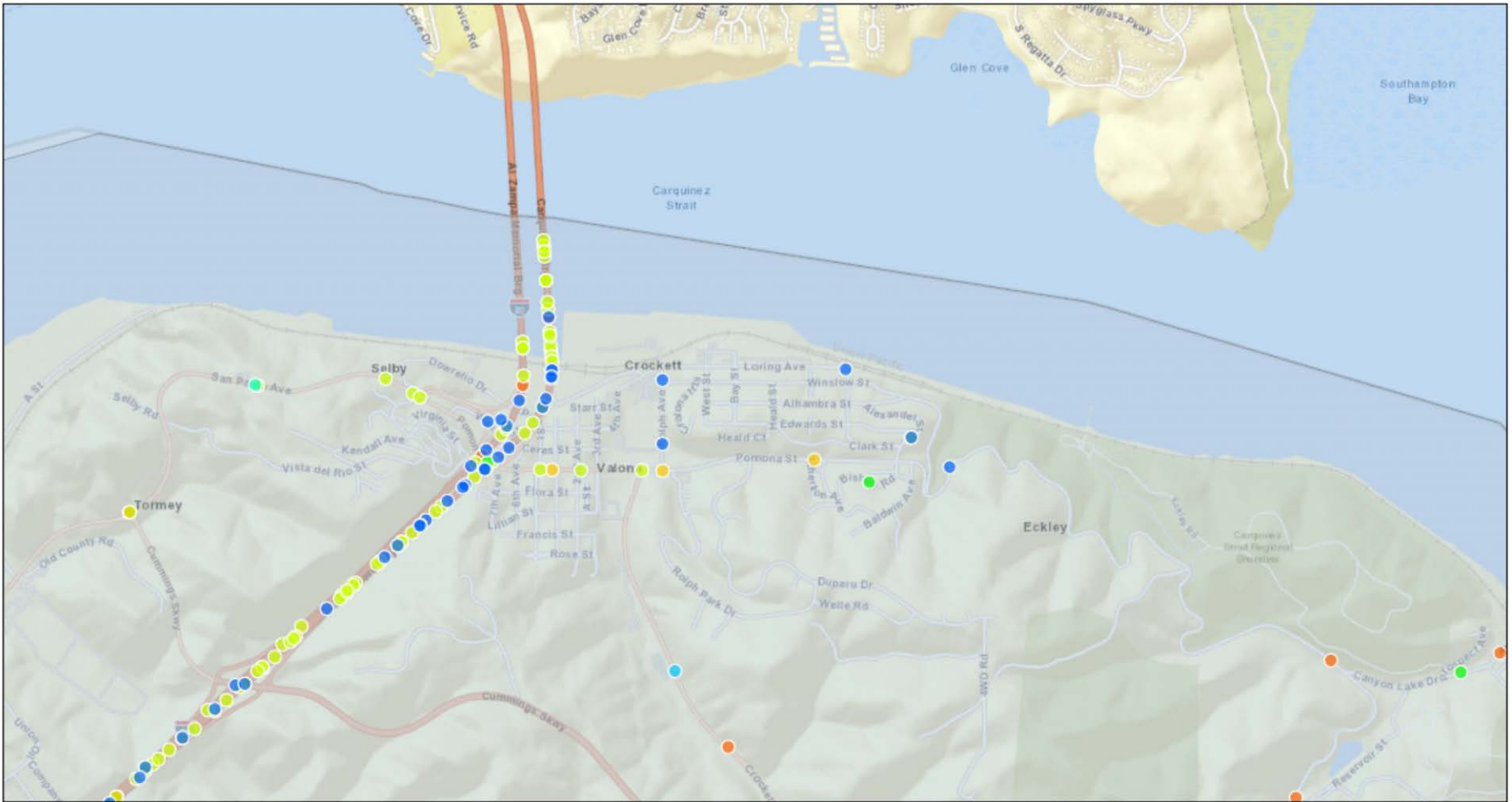
Combined, these factors present critical flaws that render the Vision Summary alternative as simply not feasible from a physical perspective as a pedestrian sidewalk and Class II bikeway route for the CSSLT.

**Pomona Street.** Pomona Street is a two-way two-lane street that runs from Winslow Street to the east and becomes San Pablo Ave west of I-80. West of Crockett Boulevard, Pomona Street/San Pablo Avenue is designated as an arterial in the Transportation and Circulation Element of the Contra Costa County General Plan. It provides the only access to I-80 in the Crockett community. Crockett Blvd. is the only other arterial in Crockett. Pomona Street east of Crockett Blvd. is designated as a collector street.

The first block of Ceres Street is extremely steep as it leaves the Caltrans Park and Ride Facility and existing Bay Trail access point. Using 6<sup>th</sup> Avenue to Pomona Street offers a nearly level trail option which appears to be the best alignment for bicyclists.

**Collision History.** The collision history in this area, as reported to SWITRS, was investigated using Transportation Injury Mapping System (TIMS) that was developed by SAFETREC at UC Berkeley. There were 12 reported injury collisions in the four-year period (2017-2020) in downtown Crockett in the area bounded by Pomona St. on the south, Winslow St., the railroad tracks to the north and 6<sup>th</sup> Avenue on the west. None of them were fatalities. Six were on Pomona Street and three were on Rolph Ave. Three of the 12 collisions involved pedestrians, while none involved bicyclists. Of the three pedestrian collisions, one was at an intersection crossing in a crosswalk, one was "Crossing Not in Crosswalk" and one pedestrian was in the roadway or a shoulder (which typically occurs when there is no sidewalk). See **Table 4-1** and **Figure 4-2**.

<b>Table 4-1 Reported Motor Vehicle Collisions In Crockett Study Area (2017 -2020)</b>					
<b>Primary Street</b>	<b>Secondary Street</b>	<b>Offset Distance from Secondary Street</b>	<b>Type of Collision</b>	<b>Motor Vehicle Involved With</b>	<b>Pedestrian Action (If Any)</b>
Pomona Street	1st Avenue	50	Vehicle/Pedestrian	Pedestrian	In Road, Including Shoulder
Bishop Road	Baldwin Avenue	2640	Rear End	Parked Motor Vehicle	No Pedestrian Involved
Pomona Street	Second Avenue	44	Broadside	Other Motor Vehicle	No Pedestrian Involved
Alexander Avenue	Edwards Street	8	Hit Object	Fixed Object	No Pedestrian Involved
Pomona Street	Port Street	0	Broadside	Other Motor Vehicle	No Pedestrian Involved
Rolph Avenue	Winslow Street	40	Hit Object	Fixed Object	No Pedestrian Involved
Pomona Street	Crockett Boulevard	0	Broadside	Other Motor Vehicle	No Pedestrian Involved
Rolph Avenue	Pomona Street	330	Hit Object	Fixed Object	No Pedestrian Involved
Edwards Street	Alexander Street	300	Sideswipe	Other Motor Vehicle	No Pedestrian Involved
Pomona Avenue, 400 Block	Atherton Avenue	14	Vehicle/Pedestrian	Pedestrian	Crossing Not in Crosswalk
Pomona Street	Rolph Avenue	0	Vehicle/Pedestrian	Pedestrian	Crossing in Crosswalk at Intersection
Vallejo Street	Loring Avenue	20	Hit Object	Fixed Object	No Pedestrian Involved
Source: SWITRS 2017 2020; accessed through TIMS ( <a href="https://tims.berkeley.edu">https://tims.berkeley.edu</a> ), SafeTREC, UC Berkeley					

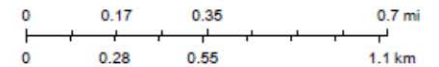


4/19/2021

SWITRS

- A - Non-Collision
  - B - Pedestrian
- C - Other Motor Vehicle
  - E - Parked Motor Vehicle
  - G - Bicycle
- H - Animal
  - I - Fixed Object

1:18,056



County of Solano, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

**Note: Collisions on I-80 not included in analysis**

TMS (<https://tms.berkeley.edu>), SafeTREC, UC Berkeley  
Copyright © 2021 UC Regents; all rights reserved.

DATE:	4/28/2021
PROJECT:	Carquinez Strait Scenic Loop Trail Gap Closure Study
PROJECT NO.:	2000077
DRAWN:	TH
APPROVED:	JP



## CROCKETT TRAFFIC COLLISIONS 2017-2020

FIGURE  
**4-2**

## 4.3 ALIGNMENT OPTIONS

### 4.3.1 Port Costa Staging Area (George Miller Trail) to Port Costa

Developing a trail connection (**Segment 6-2**) up the hill from the Port Costa Staging Area to the Port Costa/Carquinez Shoreline Overlook Trail and fire road near the ridge line is challenging. Precise evaluation of trail options will be needed to develop reasonable grades and cross a major drainage. This segment was selected for further evaluation and is discussed in **Section 7**.

From the junction with Segment 6-2, the existing trail (**Segments 6-3 and 6-4**) winds northwest to the existing EBRPD gate next to the house at 11 Reservoir Street. An informal staging area along Carquinez Scenic Drive could be improved or relocated to the Port Costa area at Reservoir Road. The southern portion of Segment 6-3 terminates at a vista point with panoramic views over the Carquinez Strait. There are numerous options for developing new trails that would generally follow the ridgeline and provide better views of the Carquinez Strait and link to the corral / informal staging area (**Segments 6-5A, 6-5B, and 6-5C**). From the corral / informal staging area there are two options to connect with Prospect Avenue. One option is via the existing EBRPD access gate at Reservoir Street (Segment 6-4). The other option is to develop a new trail directly to Prospect Avenue (**Segment 6-4A**).

From the EBRPD gate at Reservoir Street, there is an opportunity to use a portion of the former Port Costa School site to direct trail users off the road for most of the way to Prospect Ave. (**Segment 6-6**). An enhanced pedestrian crossing and striping may be needed at this location (a steep curve) to cross Reservoir Street and continue the trail on County ROW and/or Port Costa school site lands on the west side of the road (**Segment 6-6**), or to cross over to Carquinez Scenic Drive (**Segment 6-10**).

Canyon Lake Drive and Prospect Avenue (**Segment 6-7**) are narrow and would accommodate only a Class III bikeway. There are existing sidewalks on each side of Canyon Lake Drive that connects the former school with Prospect Avenue. They are only 3' wide, somewhat hidden, overgrown with vegetation in some locations, and/or blocked by parked cars.

A vacant lot (**Segment 6-9**) across from the school site on Canyon Lake Drive could be developed as a trail connection to the Bull Valley Trail (**Segment 6-8**), but the access is very steep. From Prospect Avenue, the Bull Valley Trail could be realigned to connect trail users with the Carquinez Overlook Loop Trail and provide expansive views of the Carquinez Strait. Due to topographic challenges, some portions of the trail will not likely meet ADA guidelines.

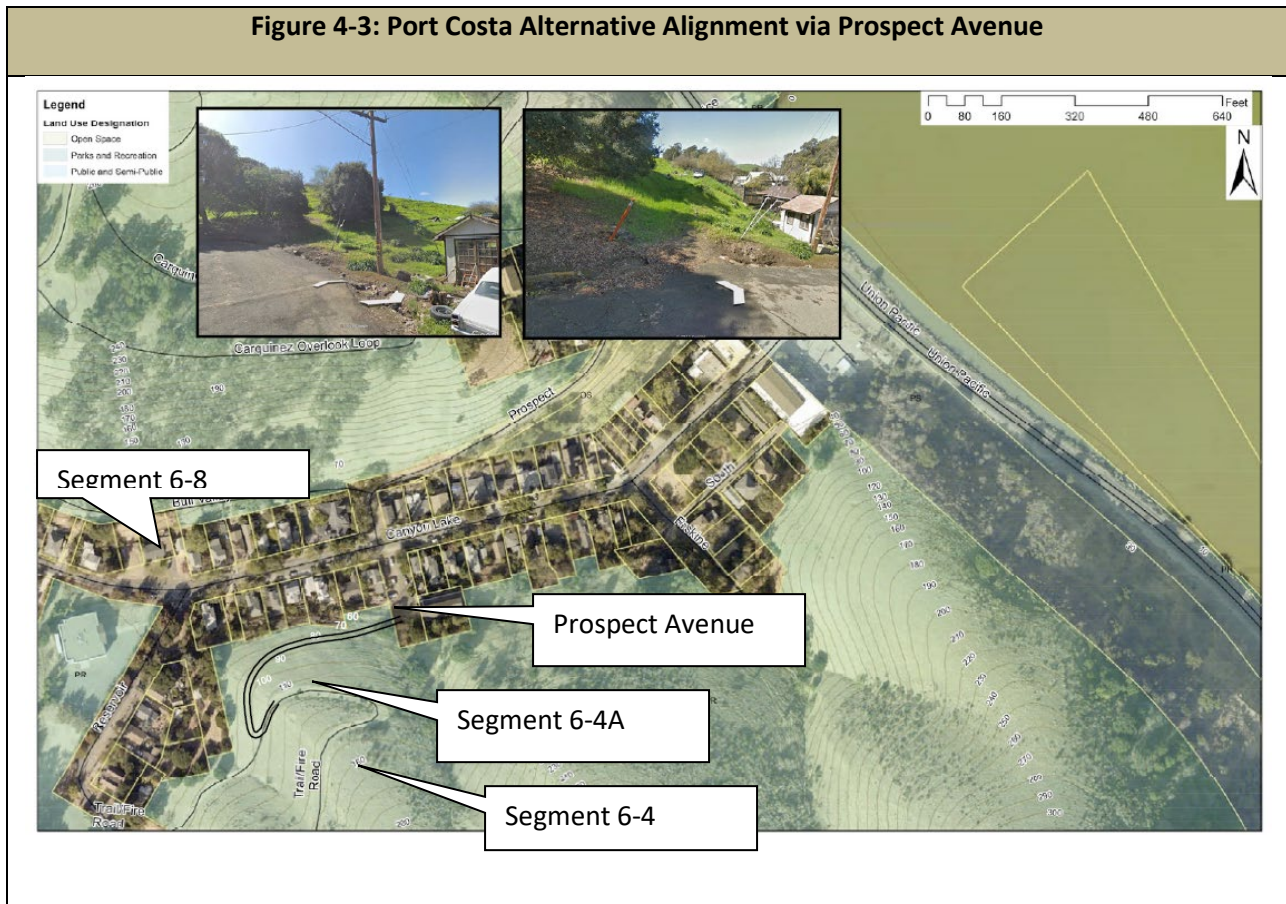
Another option would be to cross Reservoir Street at the EBRPD trailhead gate and cross to the west side of the Port Costa School, continue parallel to Carquinez Strait Drive, then join the Bull Valley Trail northwest of Canyon Lake Drive (**Segment 6-10**). There appears to be sufficient County right of way to locate a trail in this area. Port Costa Conservation Society representatives have indicated they are not supportive of a trail within the school site.

To minimize use of local Port Costa streets for a trail connection between the trail networks within EBRPD Carquinez Regional Shoreline, a new trail segment (**Segment 6-4A**) could be constructed to connect Segment

6-4 to Segment 6-8 via Prospect Avenue, bypassing central Port Costa. This would be an alternative to Segments 6-6, 6-7 and 6-9. Based on preliminary evaluation, this alternative may have a slope of approximately 8% (**Figure 4-3**), and would be further evaluated if selected as a priority route.

#### 4.3.2 Port Costa to Crockett

**Figure 4-3: Port Costa Alternative Alignment via Prospect Avenue**



All off-street trail options between Port Costa and Crockett are within the Carquinez Strait Regional Shoreline, which is managed by the EBRPD.

**Port Costa to Bull Valley Trail Staging Area.** The Bull Valley Trail between Prospect Avenue and the Bull Valley Trail Staging area does not provide views of the Carquinez Strait. A new link (**Segment 6-11A**) would connect to the existing Carquinez Overlook Loop Trail (**Segment 6-11B**) that would run to the Eckley Pier. The Carquinez Overlook Loop Trail then would connect with the Bull Valley Trail near the Bull Valley Staging Area. This segment is in need of maintenance, but could be widened and cleaned up to provide multi-use access. This trail may best be a natural surface trail that to the extent possible provides reasonable grades. It would be a unique "open space" experience. There will be a few sections, particularly near the Eckley Pier, that do not meet ADA grade requirements.

The option exists to separate bicycles and pedestrians between the Bull Valley Staging Area and Eckley Pier by directing bicyclists onto the existing Eckley Pier Drive as a class II bikeway (**Segment 6-11C**).

**Existing Carquinez Overlook Loop Trail (Segment 6-11B)**



Carquinez Overlook Loop Trail looking west



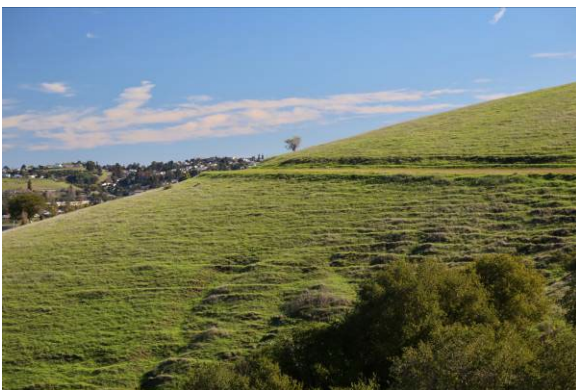
Carquinez Overlook Loop Trail looking east



Carquinez Overlook Loop Trail



Carquinez Overlook Loop Trail



Carquinez Overlook Loop Trail



Carquinez Overlook Loop Trail looking West



**Bull Valley Trail Staging Area to Eckley Pier.** The connection of the Bull Valley Trail through the Eckley Pier Drive and parking areas (**Segment 6-12**) includes following and crossing a two-way entry drive, a one-way roundabout, and on-street parking. This would require a new sidewalk or path for pedestrians and a combination of Class II bikeway lanes or Class III bikeway signage on Eckley Pier Drive. Due to existing topography and future sidewalk/path alignments, this segment may not meet ADA slope guidelines.

**Eckley Pier to Crockett at Winslow Avenue.** The existing Bull Valley Trail (**Segment 6-13**) is single track and not suitable for reconstruction as a shared use trail given the grades involved. A new trail (**Segment 6-14**) could be constructed as a paved multi-use trail. Links to the community of Crockett from Eckley Pier should be considered.

**Existing Bull Valley Trail (Segments 6-12, 6-13, 6-14)**



Bull Valley Trail at Eckley Pier



Bull Valley Trail at Parking Area



Bull Valley Trail



Bull Valley Trail Switchback



View East from Bull Valley Trail



View West from Bull Valley Trail

#### 4.3.3 *Crockett*

There are two alignment options for the Crockett area:

- Using the same alignment for pedestrians and bicyclists, recognizing that only a Class III bikeway is possible, or
- Identifying separate alignments for the bicycle route and the pedestrian route. Wayfinding and accessibility signage would be needed as part of a separated network.

**Crockett Pedestrian Route.** A pedestrian route could be designated along the Crockett shoreline and downtown area, although there are existing sidewalk gaps, stairs and/or other issues that would not be fully accessible:

- **Winslow Street, Vallejo Street, Loring Avenue to Rolph Street (Segment 6-15)** could be redesigned to create a “promenade” on the Bay side of the street. However, there are engineering challenges, such as an existing retaining wall between Vallejo Street and Loring Avenue where the sidewalk disappears, and the north side of Loring Avenue, which for the next couple of hundred feet appears to be atop a retaining wall next to the railroad tracks. The future promenade might involve a partial cantilever sidewalk and railing slightly overhanging the wall. Options to reduce engineering/ construction costs could include evaluation of making these streets one-way. This would allow both construction of a wider sidewalk and/or potentially inclusion of a Class II or Class IV bikeway.
- **Rolph Avenue (Segment 6-17)** has existing unimpeded sidewalks from Loring Avenue to Pomona Street. Rolph Avenue is also sufficiently wide to be restriped to include a Class II bikeway, if either parking is eliminated on one side of the street or the sidewalks are reconfigured.
- **Pomona Street and 6<sup>th</sup> Avenue (Segment 6-19)** have existing unimpeded sidewalks that would involve minimal redesign, signage, and roadway striping.

Any alignment other than along the Rolph Avenue or Pomona Street and 6<sup>th</sup> Avenue involves problematic sidewalks with steps and steep grades, and in some cases, no sidewalk option available. The optimum alternative is following Rolph Avenue to Pomona Street to 6<sup>th</sup> Avenue, where sidewalks already exist.

**Crockett Bicycle Route.** There are two options for the bicycle route to connect the Bull Valley Trail with Caltrans park-and-ride facility:

- **Shoreline Route (Segments 6-15, 6-17, and 6-19).** This alternative is the same route as the pedestrian alignment described above. A disadvantage for bicyclists is this alignment has narrow roadways along Segment 6-15 that would require a Class III bikeway designation, unless the streets were designated one-way and redesigned to accommodate a Class II bikeway.
- **Winslow Street / CSD / Pomona Street / 6<sup>th</sup> Avenue (Segments 6-16 and 6-19).** This alternative would involve a continuous Class II bikeway, some of which already exists along Pomona Street. The following sections elaborate on this alternative.

#### Crockett Pedestrian Route



Winslow Ave. near Bull Valley Trail



Winslow Ave. looking east



Winslow Ave. east of Vallejo Street



Loring Ave. at Vallejo Street



Loring Ave. east of Jackson Street



Loring Ave. south side

#### 4.3.4 Pomona Street Bicycle Route

**Winslow Street to CSD to Pomona Street at Baldwin Street.** Bicyclists would need to traverse the three-legged intersection at Winslow Street / Carquinez Scenic Drive / Pomona Street that has a steep grade and a sharp turn to and from the Winslow Street approach. Neither the slope nor the turning angle is capable of being mitigated. Winslow Street is about 22-24 feet at its narrowest point with steep slopes on either side; moderate widening to provide a 4-foot shoulder and 10- or 11-foot travel lanes may be possible with only minor grading and retaining walls for most of this segment, but anymore than that would be infeasible. At a minimum, it appears that at least a bike lane in the uphill direction is feasible. Reconfiguring a portion of Winslow Street for one-way traffic, and creating a staging area could also be considered.

##### **Pomona Street East of Rolph- North Side**



The topography changes considerably between Winslow Street and Baldwin Street, and consequently, Pomona Street narrows to about 24 feet. There are no parking spaces and sidewalks. There is a steep upslope to the south and a steep downslope on the north side.

Widening to provide minimum 4-foot bike lanes and 10 to 11-foot travel lanes may be feasible with a moderate retaining wall, but providing more than that would involve extensive grading and retaining structures.

There is an undeveloped lot between Winslow Street and Pomona Street that could be considered for a new trail connection, but use by neighboring lots, topography, and ownership are challenges. As the

designated CSSLT route, Pomona Street would require a redesign from Winslow Street to Baldwin Street, including the intersection with Winslow Street and the CSD. Winslow Street south of the Bull Valley Trail could also be reconstructed to accommodate a Class II bikeway as well as a potential parking / staging area that would service the Bull Valley Trail.

**Pomona Street between Baldwin Avenue and Duperu Drive.** Beginning at Baldwin Avenue, the adjacent land uses changes to predominantly residential. There are single-family homes fronting the south side. The north side involves the backside of the lots that front onto Clark Street; there is only one driveway present. There is a significant upslope elevation difference on the north side. Between Bishop Road and Duperu Drive there is only a sidewalk on the south side of Pomona Street. Between Bishop Road and Baldwin Avenue, there is also a sidewalk on the north side fronting the Veterans of Foreign Wars park and one house. Currently, parking is permitted on both sides of the street but is predominantly used only on the south side in front of the houses. The pavement width is about 38 feet. Removing parking on the north side to stripe bike lanes in both directions appears feasible.

#### Winslow Street



**Pomona Street between Duperu Drive and Rolph Avenue.** Beginning at Duperu Drive, the land use changes to mostly city park or open space and a few institutional uses, such as the St. Mark's Episcopal Church, located 575 feet east of Rolph Park Driveway, where there is a marked crosswalk, another historic church, and a post office, located at the corner of Duperu Drive. While parking is permitted, it was not very well utilized on the day of the field visit, possibly because there are so few fronting land uses. It is unknown whether the two churches rely on street parking during their events. The Post Office has its own parking lot.

**Pomona Street between Rolph Avenue and 6<sup>th</sup> Avenue.** Between Rolph Avenue and 3<sup>rd</sup> Avenue, the road is essentially a viaduct with no driveways or storefronts and no on-street parking. The land use fronting this segment are a high school to the north and a middle school to the south. There are existing Class II bikeway lanes between Rolph Avenue and 2<sup>nd</sup> Avenue, which can be extended another approximately 200 feet further to the west - until just east of 1<sup>st</sup> Avenue - without loss of parking.

Between 3<sup>rd</sup> Avenue and 6<sup>th</sup> Avenue, Pomona Street has a mix of adjacent commercial and residential uses, parking on both sides of the street, and continuous sidewalks on the north side only. The issues associated with this alignment are listed in **Table 4-2**.

The most problematic section of Pomona Street is the 350-foot segment between 150 feet east of 6<sup>th</sup> Avenue and just east of 1<sup>st</sup> Avenue, where there is a tall retaining wall on the south side. The pavement width is about 36 feet. Thus, the street appears to be wide enough for Class II bikeway lanes if parking is

eliminated on the south side of the street adjacent to the wall. Since there are no adjacent homes or businesses, it may not be controversial.

Table 4-2: Pomona Street Alignment Issues				
Street	From: To:	Land use	Bike lane feasibility	Comment
6 <sup>th</sup> Avenue	Parking lot to Pomona Street	Residential and Caltrans parking lot	Parking removal or one-way conversion, if the latter egress from parking lot would need to use Ceres. Given low volumes Class 3 recommended	Parking heavily utilized even though only a few dwelling units on this block
Pomona Street	6 <sup>th</sup> Avenue to east of 1st Avenue	Commercial / Institutional. For the block between 6 <sup>th</sup> and Port, there are 2 houses but only one driveway	Prohibit parking on south side adjacent to retaining wall to install bike lanes.	Confirm that this is compatible with the funded project cited in the Countywide Bicycle & Pedestrian Plan to “upgrade pedestrian facilities” along Pomona St. from 2nd Ave. to 1st Ave.
Pomona Street	East of 1 <sup>st</sup> Avenue to 2 <sup>nd</sup> Ave.	Commercial	Stripe bike lanes with existing conditions	47 ft. curb-to-curb (31 feet between the two bulb-outs)
Pomona Street	2 <sup>nd</sup> Avenue and Rolph Avenue	Commercial	Existing bike lanes	
Pomona Street	Rolph Avenue to Duperu Drive	Mix of open space, institutional	Prohibit parking on one side of Pomona Street to install bike lanes. Appropriate side to be determined.	Consult churches as to on-street parking needs
Pomona Street	Duperu Drive to Baldwin Avenue	Single family on south side only	Prohibit parking on north side to install bike lanes. Alternatively, widen roadway into slope and retain parking, but would require considerable retaining wall	No houses front on north side and no parking were observed on north side.
Pomona Street	Baldwin Avenue to Winslow Street	No frontage; open space and steep slopes	Moderate widening and lane narrowing to install bike lanes may be possible	Additional analysis needed
Winslow Street	Pomona Street to Bull Valley Trailhead	Open space and steep slopes with two single-family homes near trailhead	Moderate widening and lane narrowing may be possible for much of this section to provide 4-foot uphill bike lane.	Closer to trailhead parking was observed on the shoulder, near the existing houses.

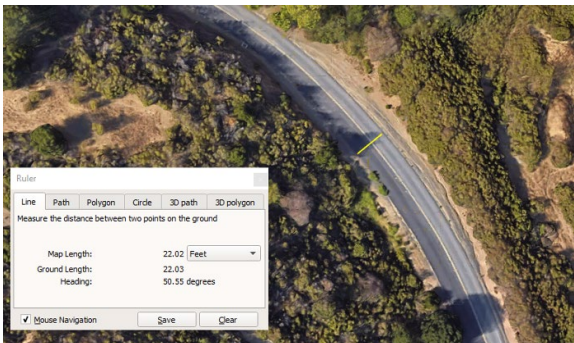
#### 4.4 FEASIBILITY OF A LOW-STRESS BIKEWAY IN SEGMENT 6

##### Carquinez Scenic Drive (Segment 6-1)

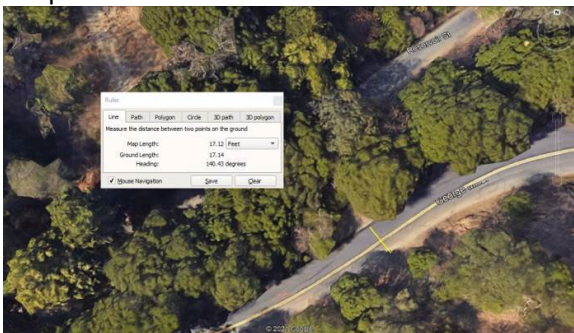
West of the George Miller Trail, Carquinez Scenic Drive serves the community of Port Costa and provides a connection between Port Costa and Crockett. Private landowners own and access lands on both sides of the road. This road provides the only vehicular access for this area, and it is not feasible to close the road to create a trail.

The typical paved road width for the entire segment is 25 feet or less, and the roadway is constrained by steep up-and-down slopes, poor sight lines, geologic instability, guardrails, drainages, and topography. In some sections of the road, the paved width is less than 20 feet. Converting the paved width to one way traffic would be insufficient for community access and does not provide enough width for Class I facilities.

##### Carquinez Scenic Drive



Carquinez Scenic Drive 300 feet west of Port Costa Staging Area (George Miller Trailhead) (looking west)



Carquinez Scenic Drive 330 feet east of Reservoir Street, Port Costa (looking west)

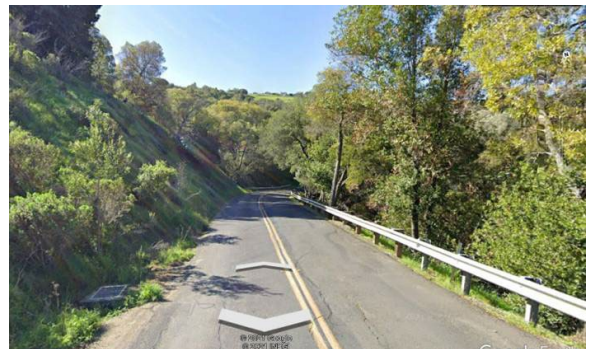
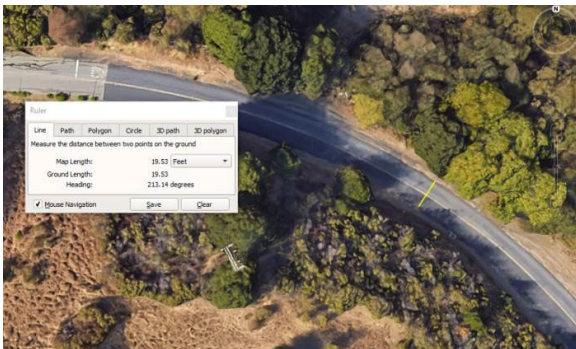
# Carquinez Strait Scenic Loop Trail Gap Closure Study



Carquinez Scenic Drive west of Port Costa School (looking north)

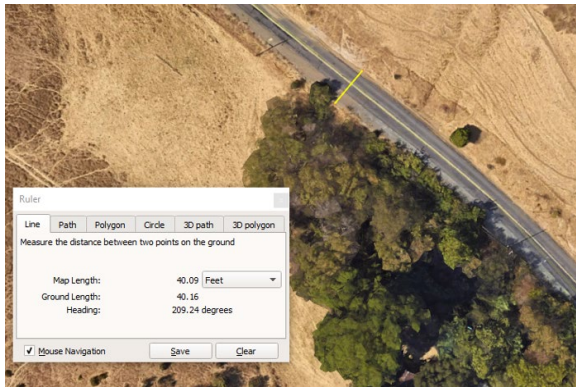


Carquinez Scenic Drive 383 feet west of Bull Valley Trailhead



Carquinez Scenic Drive 400' east of Winslow (looking west)





Wider Segment of Carquinez Scenic Drive (600 feet west of Canyon Lake Drive)

### **Crockett**

Although the CBPP calls for a Low-Stress Bikeway in Crockett, the CBPP designates most of the routes in the area as Class III bikeways. To meet both Bay Trail/CSSLT objectives as well as function as a low-stress network, these streets would need to be designed with low-stress features, including continuous sidewalks, designated bicycle lanes, physical barriers, and other design elements to reduce level of traffic stress. In Crockett, this could be achieved by implementing continuous Class II facilities on Pomona Avenue and/or creating a promenade along the shoreline streets by converting two-way streets to one-way streets and implementing Class II and Class IV bikeways.

## **4.5 FATAL FLAWS**

### **Carquinez Scenic Drive**

The option of creating continuous Class I, II, or Class IV facilities on Carquinez Scenic Drive is not a feasible option. Creating a continuous bicycle and pedestrian route with sidewalks and bicycle lanes or a separate Class I path would require extensive grading and retaining walls, and infrastructure along the road would need to be relocated or redesigned. The slopes above and below Carquinez Scenic Drive and drainages are maintenance challenges and would require extensive improvement. Slopes above and below the road are also subject to geologic instability. Closing the road to vehicular traffic is infeasible, as it provides access to the community of Port Costa as well as private parcels on the south side of the road.

### **Crockett**

The Vision Summary route alternative along shoreline streets in Crockett is not feasible from a physical perspective as a pedestrian sidewalk and Class II bikeway route for the CSSLT.

## 4.6 OTHER ALIGNMENTS CONSIDERED

### Carquinez Scenic Drive

Regardless if a new Bay Trail route is officially designated, many cyclists will continue to use Carquinez Scenic Drive. To improve conditions for these cyclists and for vehicles along Carquinez Scenic Drive, consideration could be given to widening the shoulders at spot locations where feasible, giving additional width in the uphill direction where bicyclists naturally travel at slower speeds and improving existing pullouts and wider areas to provide an occasional refuge for cyclists.

**Carquinez Shoreline at Port Costa**



**Carquinez Shoreline at Eckley Pier**



**Shoreline Route between Port Costa and Crockett.** In addition to right of way acquisition adjacent to the railroad tracks and along the Crockett shoreline, it would require very extensive grading and retaining walls, and infrastructure along the rail corridor would need to be relocated. The slopes above and below the rail line/industrial use and drainages would require extensive improvement. Slopes above the rail corridor are subject to geologic instability, and the railroad track itself is vulnerable to sea level rise.

Outboard of the UPRR tracks between Port Costa and Eckley Pier, there are a few parcels of public land. However, the tracks along the Carquinez Strait get wet during high tide/storm events, so it is anticipated that the impact from sea level rise will be an ongoing maintenance issue. EBRPD has no easement rights in this rail segment.

Although it may be technically feasible to create a 20-ft wide bench with periodic bridges parallel to and south of the UPRR ROW between Eckley and Port Costa, this alignment would be prohibitively expensive and problematic due to geotechnical and other environmental challenges.

Long-term planning for climate resilience along this portion of the rail corridor may be evaluated in the future, since this is a critical rail corridor and part of the nationwide rail network. Future planning for this corridor should address feasibility of incorporating Bay Trail components parallel to the rail route, especially if significant infrastructure improvements are anticipated to address climate challenges.

#### 4.7 NEXT STEPS

In order to proceed with implementing the options discussed in this section, the following issues should be resolved:

- Select most viable alignments that provide connectivity and facilitate a continuous trail
- Identify appropriate County staff and conduct internal engagement to determine level of County commitment on proposed projects identified in the study.
- Work with Bay Trail and EBRPD to determine which trail segments are appropriate to be designed and maintained as paved trails to support road bicycle use.
- Potentially coordinate with the appropriate committees, such as CCTA CBPAC, the County CBAC, Crockett Municipal Advisory Committee (MAC) and any groups focused on the Port Costa community.
- Engage wildfire response agencies (EBRPD, Contra Costa County Fire Protection District, CalFire) to determine access needs, design strategies, and implementation options to address emergency access and escape.
- Determine ownership of right of way that may be needed for trail improvements and secure any required agreements related to roadway improvements
- Initiate discussions with UPRR to see if any modifications to existing railroad crossings are needed
- Conduct traffic count analysis for bicycle/pedestrian improvements
- Evaluate and acquire right of way for the options selected for further study
- Initiate public outreach
- Update Vision Summary

## 5. TRAIL SCREENING AND RANKING

One of the Study objectives is to screen and rank potential trail alignments in order to determine trail segment feasibility and establish priorities for implementation. The Study team developed a screening and ranking matrix that provides a basis for decision-making, which will allow the stakeholder group, project partners, and the community to set priorities, manage resources, and implement improvements efficiently and systematically.

### 5.1 METHODOLOGY

Trail segments were evaluated based on fourteen screening factors, including a range of planning considerations, environmental resources, and engineering feasibility (**Section 5.2**). In addition, other factors such as development opportunity, financial conditions, political leverage, and environmental conditions may influence project implementation, as some projects may be quicker and easier to implement than others as opportunities arise.

### 5.2 SCREENING FACTORS

The following considerations regarding trail implementation include:

#### **Planning Considerations**

**Community and Stakeholder Support:** What is the level of interest expressed by the local community (trail users, businesses, neighbors) for the trail? At this time, public outreach to determine the level of community support has not been completed. This category was therefore not assessed. However, projects listed in the 2018 CBPP (Segment 4, 5-7, 5-10 and 6-19) may be considered segments that reflect community and stakeholder support as they were identified as part of a public review process.

**Potential Development Nexus:** Can the implementation of the trail segment be linked to new or redevelopment projects?

**Funding Opportunity:** What are the potential candidate funding sources for the particular trail segment?

**Consistency with San Francisco Bay Trail Design Guidelines:** Does the trail segment offer a Bay experience and meet some or all of the Bay Trail Design Guidelines?

**Consistency with Local and Regional Plans:** Does the trail segment implement existing local land use, parks and transportation plans or require an amendment to those plans?

**Permitting Requirements:** What agency permits would likely be required to implement the trail segment?

### **Environmental Resources**

**Aesthetics:** Would trail implementation affect scenic resources or require infrastructure that might disrupt scenic views? Typical elements that may affect scenic resources are extensive grading or earthwork, tree removal, retaining walls, bridges, boardwalks or other structures, or other constructed elements that affect views.

**Biological Resources:** Are there known critical habitat considerations that must be addressed or mitigated in order to implement the segment?

**Soils / Geology:** Are there existing geologic considerations that would affect the design of the trail segment?

**Hydrology/Flooding/Sea Level Rise:** Will the trail segment be within a known floodplain or subject to flooding because of sea level rise without additional design measures?

**Cultural Resources:** Will the trail segment impact known cultural resources?

**Traffic:** How does existing and proposed vehicular traffic potentially affect trail safety?

### **Engineering Feasibility**

**Ownership / Right of way Availability:** Can the trail be constructed within an existing public right of way, or will additional lands and/or easements need to be secured to build the trail segment?

**Topography:** How does existing topography affect the level of engineering associated with the trail?

**ADA Accessibility:** Are there impediments to accommodating the Americans with Disabilities Act that constitute an “exception” under the law?

**Utility/Infrastructure:** Is there any existing infrastructure in place that would require redesign or relocation to accommodate the trail segment, or is significant infrastructure needed in order to complete the trail?

**Overall Design / Permitting Complexity:** When the above characteristics are combined, do they affect the design and construction of the trail segment such that it is either (1) extremely complex, (2) typical, or (3) simple in terms of implementation and the period needed to open the segment to public use?

**Relative Cost:** Is the overall cost to develop the trail segment anticipated to be (1) extraordinary, (2) relatively normal, or (3) efficient compared to current trail development costs?

## **5.2 SEGMENT RANKING**

Based on this assessment and field reconnaissance, the trail segments were assigned the following ranking priorities:

Priority 1: Potentially Feasible / Optimum Route. These trail segments are consistent with Bay Trail/CSSLT objectives. They are recommended as a priority for further evaluation, including concept design and cost estimates with stakeholder involvement.

- Priority 2: Potentially Feasible. These trail segments may be consistent with Bay Trail/CSSLT objectives. Stakeholder involvement is needed to determine potential feasibility and prioritize implementation options.
- Priority 3: Potentially Feasible. Although these trail segments could be considered (with stakeholder involvement), there may be significant implementation challenges. Alternative options (Priority 1 trail segments) are identified that form a superior connection to other segments.
- Priority 4: Not Feasible / Not Recommended. As discussed in this Study, there are significant challenges that may preclude implementation of a trail segment that is consistent with Bay Trail/CSSLT objectives. Further evaluation is not recommended.

No priority was assigned to trail segments that (1) duplicate another alignment, (2) are existing and do not need any improvements, (3) were determined to be infeasible, or (4) do not comply with Bay Trail/CSSLT goals and objectives.

**Table 5-1** summarizes the opportunities and challenges for implementing each proposed segment of the CSSLT and a ranking of each.

Table 5-1: Trail Screening and Ranking Recommendations

Segment 4: Mococo Road																
Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Consistency with local plans and standards	Topography and slope stability	Right of way for trail	Utility or infrastructure conflicts	Design Complexity	Complexity of Structures	Permitting Challenges	Biological Resources	Geology/Hazards	Hydrology	Cultural Resources	Traffic	Priority
4-1	Mococo Road															1
4-2	Marina Vista Avenue existing sidewalk and Class II bikeway path to split with Escobar Street.															Existing

Key: Opportunities and Challenges	
	Existing Facility
	Opportunity
	Minor/Moderate Constraint
	Major Constraint

Key: Priority Ranking	
1	Potentially feasible / Optimum Route Consider further evaluation including concept design and cost estimates with stakeholder involvement
2	Potentially feasible Stakeholder involvement required to determine potential feasibility
3	Potentially Feasible / Not Recommended
4	Not Feasible / Not Recommended

Segment 5: Martinez																
Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Consistency with local plans and standards	Topography and slope stability	Right of way for trail	Utility or infrastructure conflicts	Design Complexity	Complexity of Structures	Permitting Challenges	Biological Resources	Geology/Hazards	Hydrology	Cultural Resources	Traffic	Priority
5-1	Marina Vista Avenue/Escobar Street intersection to Court Street (pedestrian sidewalk; Class II bikeway)															Existing
5-2	Marina Vista Avenue existing, Court Street to Sparacino Park (pedestrian sidewalk; Class II bikeway)															Existing
5-3	Marina Vista Avenue/Sparacino Park to Talbart Street (pedestrian sidewalk; Class II bikeway)															2
5-4	Escobar Street, Court Street to Talbart Street (pedestrian sidewalk; Class II bikeway)															2
5-5	Escobar Street, from Marina Vista Avenue to Pine Street (existing bike lanes)															Existing
5-6	Ferry Street between Marina Vista Avenue and Escobar Street (pedestrian sidewalk; Class II bikeway)															2
5-7	Existing path, Martinez Regional Shoreline (paved shared-use trail)															Existing
5-8	Berrellesa Street to Grangers Wharf parking area (pedestrian sidewalk; Class II bikeway)															1
5-9A	Sparacino Park, Marina Vista Avenue to Buckley Street (paved shared-use trail)															Existing
5-9B	Sparacino Park, Buckley Street to Berrellesa Street (pedestrian sidewalk)															Existing
5-10	Berrellesa Street to Nejedly Staging Area (paved shared-use trail)															1
5-11	Talbart Street/Carquinez Scenic Drive, Escobar Street to Nejedly Staging Area (pedestrian sidewalk; Class II bikeway)															3
5-12	Nejedly Staging Area to George Miller Trail (Carquinez Scenic Drive)															1
5-13	George Miller Trail to Port Costa Staging Area (existing paved shared-use trail)															Existing



Key: Opportunities and Challenges	
	Existing Facility
	Opportunity
	Minor/Moderate Constraint
	Major Constraint

Key: Priority Ranking	
1	Potentially feasible / Optimum Route Consider further evaluation including concept design and cost estimates with stakeholder involvement
2	Potentially feasible Stakeholder involvement required to determine potential feasibility
3	Potentially Feasible / Not Recommended
4	Not Feasible / Not Recommended

Segment 6: Carquinez Shoreline																	
Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Consistency with local plans and standards	Topography and slope stability	Right of way	Utility or infrastructure conflicts	Design Complexity	Complexity of Design/Structures	Permitting Challenges	Biological Resources	Geology/Hazards	Hydrology	Cultural Resources	Traffic	Priority	
6-1	Carquinez Scenic Drive (CSD), Port Costa Staging Area to Winslow Street																4
6-2	Port Costa Staging Area to the Port Costa/Carquinez Shoreline Overlook Trail and fire road															1	
6-3	Port Costa Staging Area to CSD corral staging area																Existing
6-4	CSD corral staging area corral to Reservoir Street (existing natural surface shared-use trail)																1
6-4A	New trail from Segment 6-4 to Prospect Avenue (natural surface shared-use trail)																1
6-5A	Port Costa Overlook Trail (natural surface shared-use trail)																1
6-5B	CSD corral staging area Port Costa Overlook Trail (natural surface shared-use trail)																1 (improvements to existing segment)
6-5C	New trail along Carquinez Strait ridgeline (natural surface shared-use trail)																1

Segment 6: Carquinez Shoreline																	
Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Consistency with local plans and standards	Topography and slope stability	Right of way	Utility or infrastructure conflicts	Design Complexity	Complexity of Design/Structures	Permitting Challenges	Biological Resources	Geology/Hazards	Hydrology	Cultural Resources	Traffic	Priority	
6-6	Reservoir Street to Canyon Lake Drive through school site (natural surface shared-use trail)	Green	Red	White	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	1
6-7	Canyon Lake Drive to Bull Valley Trail via Prospect Avenue (pedestrian sidewalk and Class III bikeway)	Green	Red	White	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	1
6-8	Bull Valley Trail from Prospect Avenue to Intersection with Trail Segment 6-11A (natural surface shared-use trail)	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	1
6-9	Canyon Lake Drive to Bull Valley Trail through private property (new natural surface shared-use trail)	Green	Red	White	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	White	3
6-10	Reservoir Street to Bull Valley Trail (new natural surface shared-use trail)	Red	Red	White	Red	Red	Red	Red	Red	Green	Red	Red	Green	Red	Red	White	3
6-11A	Bull Valley Trail Connector: New trail connection from Bull Valley Trail Fire Road (Segment 6-8) to existing Carquinez Overlook Loop Trail (new natural surface shared-use trail)	Red	Green	Green	Red	Green	Green	Green	Green	Green	Red	Red	Red	Green	Green	Yellow	1
6-11B	Carquinez Overlook Loop Trail improvements to existing trail from Segment 6-11A to Eckley Pier Drive (natural surface shared-use trail)	Blue	Blue	Blue	Red	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Yellow	1
6-11C	Bull Valley Staging Area to Eckley Pier (Class II bikeway)	Red	Green	White	Red	Green	Red	Red	Red	Red	Green	Green	Green	Green	Green	Yellow	3
6-12	New trail, Eckley Pier Drive to Day Use Area (existing natural surface shared-use trail)	Red	Green	White	Red	Green	Red	Red	Red	Red	Green	Green	Green	Green	Green	Yellow	1
6-13	Eckley Use Picnic Area to Winslow Street (existing trail; redevelop as paved shared-use trail)	Red	Red	Green	Red	Green	Green	Green	Red	Red	Red	Red	Red	Red	Green	White	4
6-14	Eckley Pier Picnic Area to Winslow Street (new paved-shared use trail)	Red	Green	White	Green	Green	Green	Green	Red	Red	Red	Red	Red	Red	Green	Yellow	1
6-15	Bull Valley Trailhead to Rolph Avenue via Winslow Street, Vallejo Street, Loring Avenue (pedestrian sidewalk / promenade)	Red	Green	Green	Red	Green	Red	Red	Red	Red	Green	Red	Red	Green	Red	Yellow	1

Segment 6: Carquinez Shoreline																
Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Consistency with local plans and standards	Topography and slope stability	Right of way	Utility or infrastructure conflicts	Design Complexity	Complexity of Design/Structures	Permitting Challenges	Biological Resources	Geology/Hazards	Hydrology	Cultural Resources	Traffic	Priority
6-15 (Bicycle Option)	Bull Valley Trailhead to Rolph Avenue via Winslow Street, Vallejo Street, Loring Avenue (one-way street with sidewalks or promenade and Class II bikeway)	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Opportunity	Opportunity	Major Constraint	Opportunity	Opportunity	Major Constraint	3
6-16A	Bull Valley Trailhead to Winslow Street / CSD intersection (Class II bikeway)	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	1
6-16B	Pomona Street: Winslow Street / CSD intersection to Rolph Avenue (Class II bikeway)	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	1
6-17	Rolph Avenue: Loring Avenue to Pomona Street (pedestrian sidewalk)	Opportunity	Major Constraint	Major Constraint	Major Constraint	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	1
6-18	Downtown Crockett Streets	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Major Constraint	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Major Constraint	3
6-19	Pomona Street: Rolph Avenue to Carquinez Bridge Staging Area via 6th Street (pedestrian sidewalk; Class II bikeway)	Opportunity	Opportunity	Opportunity	Opportunity	Major Constraint	Major Constraint	Major Constraint	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	Opportunity	1

Key: Opportunities and Challenges	
	Existing Facility
	Opportunity
	Minor/Moderate Constraint
	Major Constraint

Key: Priority Ranking	
1	Potentially feasible / Optimum Route Consider further evaluation including concept design and cost estimates with stakeholder involvement
2	Potentially feasible Stakeholder involvement required to determine potential feasibility
3	Potentially Feasible / Not Recommended
4	Not Feasible / Not Recommended

## 6. NEXT STEPS

### 6.1 RECOMMENDED OPTIMUM CSSLT ALIGNMENT

Route segments recommended for the optimum CSSLT alignment are listed in **Table 6-1** and shown in **Figure 6-1**. All segments identified are consistent with the existing plans and policies of the managing agency involved.

Segment #	Description		Trail Type	Ownership	Lead Agency
	From	To			
4-1 Mococo Road	Benicia-Martinez Bridge Bay Trail	Marina Vista Avenue	Paved, shared-use trail	City of Martinez Caltrans Union Pacific Railroad Private	City of Martinez
4-2: Existing Marina Vista Avenue	Marina Vista Avenue and Mococo Road	Escobar Street / Marina Vista Avenue	Pedestrian sidewalk Class II bikeway	City of Martinez	City of Martinez
5-1 / 5-5 Existing streets (traveling east)	Escobar Street, intersection of Marina Vista Avenue	Court Street / Pine Street	Pedestrian sidewalk Class II bikeway	City of Martinez	City of Martinez
5-6: Downtown Martinez	Court Street / Pine Street	Ferry Street / Joe DiMaggio Drive (Carquinez Regional Shoreline)	Pedestrian sidewalk Class II or Class IV bikeway	City of Martinez	City of Martinez
5-7: Existing Ferry Street Path	Ferry Street / Joe DiMaggio Drive (Carquinez Regional Shoreline)	Grangers Wharf parking area	Paved, shared-use trail	City of Martinez	City of Martinez
5-8: Berrellesa	Grangers Wharf parking	Berrellesa Street / south	Pedestrian sidewalk	City of Martinez	EBRPD

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 6-1: Recommended Optimum CSSLT Alignment					
Segment #	Description		Trail Type	Ownership	Lead Agency
	From	To			
Street	area	side of railroad tracks	Class II or Class IV bikeway	Union Pacific Railroad	City of Martinez
5-9A	John Sparacino Park / Marina Vista Avenue	John Sparacino Park / Buckley Street	Paved, shared-use trail	City of Martinez	City of Martinez
5-9B	John Sparacino Park / Buckley Street	Berrellesa Street / south side of railroad tracks	Pedestrian sidewalk	City of Martinez	City of Martinez
5-10: Bay Trail – Berrellesa St. to Nejedly Connector Trail (In design)	Berrellesa Street / south side of railroad tracks	Nejedly Staging Area	Paved, shared-use trail	EBRPD City of Martinez Union Pacific Railroad	EBRPD
5-12: Carquinez Scenic Drive	Carquinez Scenic Drive from Nejedly Staging Area to George Miller Trail	George Miller Trail	Paved, shared-use trail	Contra Costa County	EBRPD
5-13: Existing George Miller Trail	George Miller Trail	Port Costa Staging Area	Paved, shared-use trail	EBRPD	EBRPD
6-2: Port Costa Staging Area Connector Trail	Port Costa Staging Area	Trail Segment 6-3 (Port Costa/Carquinez Shoreline Overlook Trail and fire road)	Natural-surface shared-use trail	EBRPD Port Costa Conservation Society	EBRPD
6-5A / 6-5B / 6-5C / 6-4 / 6-4A Carquinez	Existing Trail Segment 6-3	Prospect Avenue	Natural-surface shared-use trail	EBRPD; Port Costa Conservation Society	EBRPD

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 6-1: Recommended Optimum CSSLT Alignment					
Segment #	Description		Trail Type	Ownership	Lead Agency
	From	To			
Overlook Trails					
6-6 / 6-7: Reservoir Street/Prospect Avenue	Segment 6-4	Segment 6-8	Pedestrian sidewalk Class II or Class IV bikeway	Contra Costa County	Contra Costa County
6-8: Existing Bull Valley Fire Road	Prospect Avenue	Segment 6-11A	Natural-surface shared- use trail	EBRPD	EBRPD
6-11A: Bull Valley Trail Connector	Segment 6-8	Segment 6-11B	Natural-surface shared- use trail	EBRPD	EBRPD
6-11B: Existing Bull Valley Trail	Segment 6-11A	Eckley Pier Drive	Natural-surface shared- use trail	EBRPD	EBRPD
6-12: Existing Bull Valley Trail	Eckley Pier Drive	Eckley Pier Day Use Area	Pedestrian sidewalk Class II or Class IV bikeway	EBRPD	EBRPD
6-14: Accessible Eckley Pier Trail	Eckley Pier Day Use Area	Winslow Street	Paved, shared-use trail	EBRPD	EBRPD
6-15 / 6-17 Crockett Shoreline Streets	Winslow Street	Pomona Street at Rolph Avenue	Pedestrian sidewalk	Contra Costa County	Contra Costa County
6-16 A / B: Winslow St. / Pomona St.	Winslow Street at Rolph Avenue	Pomona Street at Rolph Avenue	Class II or Class IV bikeway	Contra Costa County	Contra Costa County
6-19: Pomona Street	Pomona Street at Rolph Avenue	Carquinez Bridge Staging Area	Pedestrian sidewalk Class II or Class IV bikeway	Contra Costa County	Contra Costa County



# Carquinez Strait Scenic Loop Trail Gap Closure Study

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

**CONTRA COSTA**  
CONSERVATION & DEVELOPMENT

## Legend - Trail Segments

- |                                   |                                    |                        |
|-----------------------------------|------------------------------------|------------------------|
| Existing Trail Route              | Potential Bikeway Route w/Sidewalk | Potential Staging Area |
| Potential Trail Route             | Existing Park Trail                | Creek                  |
| Existing Bikeway Route w/Sidewalk | Potential Pedestrian Route         | Culvert                |
|                                   |                                    | At Grade Rail Crossing |

Figure 6-1

## Recommended Optimum Alignment

## 6.2 IMPLEMENTATION PRIORITIES

Identifying implementation priorities for CSSLT segments listed in **Table 6-2** is critical to:

- Identify those segments that could be advanced in the short term to move the completion of the entire CSSLT one step forward.
- Focus lead agency planning and design programs, including community / partner outreach and involvement.
- Help secure (in the future) dedicated funds and/or grant funding.

**Table 6-2** lists the optimum CSSLT segments and characterizes them through a number of factors to help differentiate and prioritize the segments for implementation. These factors include:

- **Acquisition:** Private lands must be acquired or easements negotiated (such as with the UPRR) to implement the trail segment.
- **Trail Connectivity:** Completion of a trail segment would connect two existing trails to form a continuous alignment and provide greater use opportunities. To a lesser extent, this may involve improvement to existing access facilities.
- **Community Linkage:** The trail segment will significantly improve safe community linkage and neighborhood connections to the CSSLT and the open space lands through which the CSSLT travels.
- **Outreach:** Considerable community, inter-agency, or property owner outreach is needed as part of the planning and design process.

A caveat to the priorities identified in **Table 6-2** is that for any segment, there may be an as-yet identified management, planning, or funding program that presents an opportunity to move a particular segment to a more immediate, high priority.



Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 6-2: Recommended CSSLT Segment Priorities (Existing segments are shaded)									
Segment #	Description		Evaluation Criteria				Implementation Priority		
	From	To	Acquisition	Trail Connectivity	Community Linkage	Outreach	1	2	3
4-1: Mococo Road	Benicia-Martinez Bridge Bay Trail	Marina Vista Avenue	Yes: multiple	Moderate: uses existing street/sidewalks	Low	Significant		X	
4-2: Marina Vista Ave.	Marina Vista Avenue and Mococo Road	Escobar Street / Marina Vista Avenue	N/A						
5-1 / 5-5 Downtown Streets	Escobar Street, intersection of Marina Vista Avenue	Court Street / Pine Street	N/A						
5-6: Ferry Street	Court Street / Pine Street	Ferry Street / Joe DiMaggio Drive (Carquinez Regional Shoreline)	No	Moderate: uses existing street/sidewalks	Moderate	Significant			X
5-7: Existing Path	Ferry Street / Joe DiMaggio Drive (Carquinez Regional Shoreline)	Grangers Wharf parking area	N/A						
5-8 : Berrellesa Street	Grangers Wharf parking area	Berrellesa Street / south side of railroad tracks	Yes: UPRR	Moderate: uses existing street/sidewalks	Moderate	Significant			X
5-9A	John Sparacino Park / Marina Vista Avenue	John Sparacino Park / Buckley Street	N/A						
5-9B	John Sparacino Park / Buckley Street	John Sparacino Park / Berrellesa Street	N/A						
5-10:	Berrellesa Street /	Nejedly Staging Area	Yes: UPRR	High	Significant	In process	X		

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 6-2: Recommended CSSLT Segment Priorities (Existing segments are shaded)									
Segment #	Description		Evaluation Criteria				Implementation Priority		
	From	To	Acquisition	Trail Connectivity	Community Linkage	Outreach	1	2	3
Nejedly Connector	south side of railroad tracks								
5-12: Carquinez Scenic Drive	Nejedly Staging Area to George Miller Trail (Carquinez Scenic Drive)	George Miller Trail	Yes: County, EBRPD	High	Significant	Minor	X		
5-13: George Miller Trail	George Miller Trail east terminus	Port Costa Staging Area	N/A						
6-2: Port Costa Staging Area Connector	Port Costa Staging Area	Existing Trail Segment 6-3 (Port Costa/Carquinez Shoreline Overlook Trail and fire road)	No	Significant	Minor	Minor	X		
6-5A / 6-5B / 6-5C / 6-4 / 6-4A Carquinez Overlook Trails	Existing Trail Segment 6-3	Prospect Avenue	No	Existing from another location	Moderate	Significant			X
6-6/6-7: Reservoir Street/Prospect Avenue	Segment 6-4	Segment 6-8	No	Minor: Existing community access point off Canyon Lake Drive	Minor: Existing share the road access available for Port Costa	Significant			X

Carquinez Strait Scenic Loop Trail Gap Closure Study

Table 6-2: Recommended CSSLT Segment Priorities (Existing segments are shaded)									
Segment #	Description		Evaluation Criteria				Implementation Priority		
	From	To	Acquisition	Trail Connectivity	Community Linkage	Outreach	1	2	3
					residents				
6-8: Existing Bull Valley Fire Road	Prospect Avenue	Segment 6-11A	N/A						
6-11A: Bull Valley Trail Connector	Segment 6-8	Segment 6-11B	No	Significant	Moderate	Minor	X		
6-11B: Existing Bull Valley Trail	Segment 6-11A	Eckley Pier Drive	N/A						
6-12: Existing Bull Valley Trail	Eckley Pier Drive	Eckley Pier Day Use Area	No	Minor	Minor	Minor			X
6-14: Accessible Eckley Pier Trail	Eckley Pier Day Use Area	Winslow Street	No	Moderate	Significant	Minor		X	
6-15 / 6-17 Crockett Shoreline Streets	Winslow Street	Pomona Street at Rolph Avenue	No	Little	Minor: Sidewalks exist	Moderate to Significant		X	
6-16 A / B: Winslow St./ Pomona St.	Winslow Street at Rolph Avenue	Pomona Street at Rolph Avenue	No	High	Moderate: partially complete	Moderate to Significant			X

<b>Table 6-2: Recommended CSSLT Segment Priorities (Existing segments are shaded)</b>									
Segment #	Description		Evaluation Criteria				Implementation Priority		
	From	To	Acquisition	Trail Connectivity	Community Linkage	Outreach	1	2	3
6-19: Pomona Street Street	Pomona Street at Rolph Avenue	Carquinez Bridge Staging Area	No	High: Link to Ridge Trail	Significant	Moderate to Significant		X	

### 6.3 COMMUNITY OUTREACH

To move forward, each managing agency must conceptually accept the optimum alignment within its jurisdiction to move forward for further refinement.

Update Vision Summary Plan and Web Information: The first step in creating community interest and involvement in the CSSLT and furthering discussion about the trail would be to update the Vision Summary Plan and web pages that address it. This would involve eliminating those segments that now are indicated in the plan that have been shown to have a critical flaw and not be feasible and to more clearly depict the optimum alignment.

Conduct Community and Stakeholder Engagement: Most of the CSSLT segments identified as priorities #2 and #3 in Table 6-2 will likely require community involvement, sometimes significant, to adopt the final alignment and establish a more detailed design portrayal that could be used as the project description suitable for environmental review. Table 6-3 lists the variety of target audiences and stakeholders involved in implementing the CSSLT. The timing for addressing each CSSLT segment, the proposed outreach methods and tools, and level of involvement is up to the designated lead agencies.

Table 6-3: CSSLT Partner / Community / Stakeholder List	
<p><b>Contra Costa County</b></p> <ul style="list-style-type: none"> <li>• Board of Supervisors</li> <li>• Public Works Department</li> <li>• Conservation and Development Department</li> </ul> <p><b>Contra Costa Transportation Authority (CCTA)</b></p> <ul style="list-style-type: none"> <li>• CCTA Citizens Advisory Committee (CAC)</li> <li>• Countywide Bicycle and Pedestrian Advisory Committee</li> <li>• CCTA Staff</li> <li>• CCTA Board</li> <li>• CCTA Planning Committee</li> </ul> <p><b>East Bay Regional Park District</b></p> <ul style="list-style-type: none"> <li>• Board of Directors: Ward 1 member</li> <li>• Park Advisory Committee</li> <li>• Board Operations Committee</li> <li>• Board of Directors</li> <li>• Liaison Committee</li> <li>• Trail Staff</li> <li>• Operations Staff: Carquinez Shoreline Unit Supervisor</li> </ul>	<p><b>City of Martinez – Mococo Road Area</b></p> <ul style="list-style-type: none"> <li>• Union Pacific Railroad</li> <li>• CA Department of Transportation</li> <li>• Mococo Road Property Owners</li> <li>• Companies with utility easements</li> </ul> <p><b>City of Martinez – Downtown Area</b></p> <ul style="list-style-type: none"> <li>• City Council</li> <li>• Planning Commission</li> <li>• Planning Division</li> <li>• Engineering Division</li> <li>• Citizen Advisory Committee</li> <li>• Business Community</li> </ul> <p><b>Crockett</b></p> <ul style="list-style-type: none"> <li>• Community Services District</li> </ul> <p><b>San Francisco Bay Trail</b></p> <ul style="list-style-type: none"> <li>• Staff</li> <li>• Bay Trail Steering Committee</li> <li>• Bay Trail Board of Directors</li> </ul> <p><b>CSSLT Steering Committee</b></p> <p><b>Bay Area Water Trail</b></p> <p><b>Bay Area Ridge Trail</b></p>

Outreach Message: The message to be conveyed to the general public and stakeholders must emphasize the overall vision in that the CSSLT:

- Provides opportunities for safe, continuous hiking, biking and human-powered boating around and within the Carquinez Strait by linking a magnificent mosaic of public lands that embrace the historic Carquinez Strait communities of Martinez, Benicia, Vallejo, Port Costa, and Crockett..  
Brings together five regionally significant trails including the San Francisco Bay Trail, the Bay Area Ridge Trail, the Great California Delta Trail, the San Francisco Bay Area Water Trail, and the Juan Bautista de Anza National Historic Trail.

Additional messages to be conveyed include:

- Individual trail segments have not been finalized. However, when combined the recommended segments do represent the optimum overall alignment for pedestrians and bicycles from many alternatives that have been considered.  
The CSSLT will vary in character based on its surrounding land uses, from urban downtown areas with pedestrian sidewalks and either Class II or Class IV bikeways, to paved shared-use trails, to natural-surfaced shared-use trails in rural open spaces with continuity of movement and user safety being prime objectives.

Implementation Timeline: There is no specific timeline for implementing the remaining sections of the CSSLT. To a great extent, addressing any one section will be opportunistic based on political leadership and funding opportunities at the time. In all cases, the designated lead agencies are ultimately responsible for moving the CSSLT forward.

## 6.4 TRAIL LOG

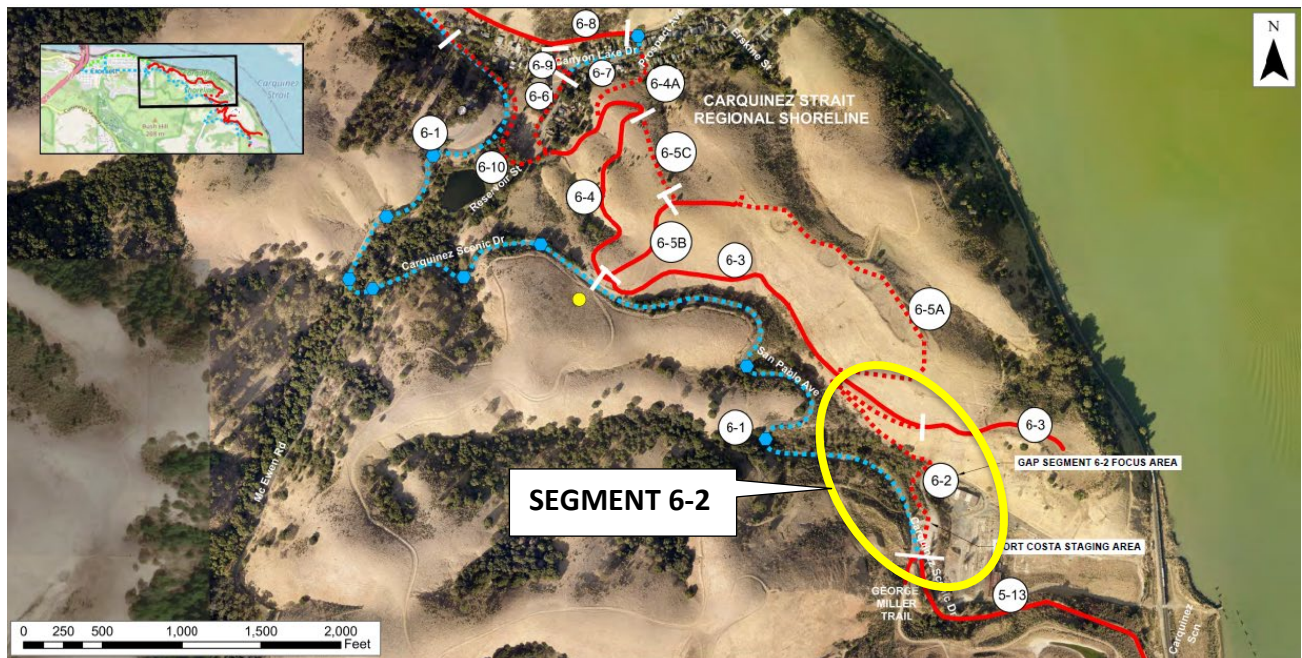
**Appendix A** contains the Study Trail Log. The Trail Log is an integral component of the GIS database. The Trail Log is intended to be a living tool that may be updated with new information or changing circumstances as appropriate. The log documents existing characteristics for each segment that affect the potential for trail implementation. These include:

- Trail Segment begin/end point and description
- Caltrans Bikeway Classification Class (including potential class)
- Street characteristics (one-way or two-way street)
- Length (total length of segment, additional (nonexistent) trail needed, and existing trail)
- Slope (average and maximum)
- Number of street crossings
- Known utility crossings
- Rail crossings
- Creek or drainage crossings (culverts and creeks)
- Land-use designation (public or private lands)

- Traffic collisions
- Potential environmental impacts and additional studies needed (CEQA topics that would likely need to be considered prior to project approval, such as biological resources, hydrology, geotechnical assessment, traffic study, etc.)
- CEQA Action (likely CEQA document, such as Categorical Exemption (if within existing road), Mitigated Negative Declaration (minor environmental impacts) or Environmental Impact Report (potentially significant impacts and/or public controversy)).

## 7. CONCEPT DESIGN – SEGMENT 6-2

Based on input from the CSSLT stakeholder group, **Segment 6-2** was selected for preliminary concept design. Segment 6-2 begins at the Port Costa Staging Area, which is also the western terminus of the George Miller Trail. Completion of this segment is a priority because it will close the gap between the existing George Miller Trail and the Port Costa community – essentially providing a continuous four-mile trail segment between Martinez and Port Costa. The site is on EBRPD lands and could be implemented under their jurisdiction.



Three options for completion of this segment are shown below; preliminary design is contained in **Appendix B**:

- Segment 6-2A is an 1,850-foot long trail segment with one switchback and extensive retaining walls, joining the existing fire road directly above the existing service building at the staging area. The trail would need retaining walls that would be highly visible from the staging area.
- Segment 6-2B is a 1,600-foot trail section that would traverse the south facing slope just above the Carquinez Scenic Drive drainage area. The trail would be slightly less visible as it parallels the existing drainage.
- Segment 6-2C is a 2,100-foot long trail that would cross the entire slope face but would connect with the existing fire road/trail closest to the shoreline. Extensive retaining walls would be needed as well as a crossing of a steep drainage. Some of the retaining walls would be located parallel to the shoreline, where access is limited and views would be more distant.



Based on stakeholder input, the trail would be 12 feet wide and paved to accommodate all trail user types. Depending on the precise alignment, this trail width may necessitate extensive grading and retaining walls to construct a trail across the existing slope face, but may further goals to accommodate the broadest possible user groups, including emergency access.

**Table 7-1** provides a description and comparison of the three segment options.



**Trail Segment 6-2 at Port Costa Staging Area**

**Table 7-1: Segment 6-2 Design Options**

Segment	Description	Aesthetics	Consistency with Bay Trail Guidelines	Trail Surface	Elevation Rise (feet)	Length (feet)	Average Grade	Maximum Grade	Geology/Hazards	Retaining Walls Infrastructure needs
<b>6-2A<sup>8,9</sup></b>	This trail segment begins at the service access road at the Port Costa Staging Area and terminates at the fire road/existing trail directly above the staging area service yard. The trail has one switchback and crosses the upper slope face. The precise alignment may be shifted further west to create a wider turn area where there is a flat area to accommodate the switchback, with less walls needed.	Visible from staging area and may have extensive walls along upper slope face, with potential visual impacts	Yes	Paved surface requested to serve all user types; connect to unpaved fire road.	100	1,850	5.4%	8%	Crosses upper slope face	1,220 linear feet Type 1 (one wall); 290 linear feet Type 2 (double wall upslope and downslope)
<b>6-2B</b>	This trail segment begins at the service access road at the Port Costa Staging Area and terminates at the fire road/existing trail west of the staging area service yard. The trail traverses the slope above the Carquinez Scenic Drive drainage and would be least visible from the staging area, but furthest from shoreline. Alternative B may require more improvements to the existing fire road to provide point access to the shoreline, but is the shortest link for those trail users travelling through from Martine to Port Costa.	Least visible from staging area	Yes, furthest from shoreline	Paved surface requested to serve all user types; connect to unpaved fire road.	95	1,600	5.9%	9.8%	Located above existing drainage	1,450 linear feet Type 1 (one wall)
<b>6-2C</b>	This trail segment begins at the service access road at the Port Costa Staging Area and terminates at the fire road/existing trail north of the staging area service yard. The trail would cross the lower slope face with extensive retaining walls on the north side facing Carquinez Strait. There would be distant views of the wall structures. This alternative traverses closest to the shoreline, but is the most circuitous for those trail users travelling through from Martinez to Port Costa. This alternative is complex since it crosses a large cut slope and steep terrain, which would require drainage crossings, pending geotechnical assessment.	Most visible trail slope across lower face of hill and Carquinez Strait	Yes, closest to shoreline	Paved surface requested to serve all user types; connect to unpaved fire road.	100	2,100	4.8%	8%	Crosses lower slope face, crosses drainage, and upper slope along shoreline	1,435 linear feet Type 1 (one wall); 410 linear feet Type 2 (double wall upslope and downslope)

<sup>8</sup> Depending on design, fall protection barrier/edge control may be needed along the trail, since the edge of the trails are open to a 2.5:1 or steeper slope. This was not included in costs.

<sup>9</sup> The trail width is estimated at 12-foot width per stakeholder input, but may be challenging in areas such as this, since earthwork and retaining walls are a large component of the cost. The existing George Miller Trail and adjacent fire roads are generally wide and suitable for vehicular travel. Bay Trail standards are typically for a 12 foot min. trail. Reducing trail width to 8 ft. or 10 ft. would incrementally reduce infrastructure, but may not be suitable for ongoing maintenance needs.

## 8. COST AND FUNDING STRATEGIES

For implementation of the trail gaps analyzed in this Study, the cost to implement will vary widely depending on location, jurisdiction, and type of improvements needed. This generally consists of four types:

1. A completely new, separated trail would need to be constructed (such as on EBRPD lands). Trail components may include:
  - Earthwork
  - Trail grading and paving
  - Retaining walls
  - Bridge or boardwalk
  - Fence
  - Habitat restoration
  - Signs, interpretive displays, benches
  - Paved ramps or access points
  
2. Where a trail is adjacent to an existing street, roadway, or pathway in a mostly urban corridor but shoulder widening and/or a new closely adjacent and parallel path needs to be created to accommodate the Bay Trail, with minor shoulder widening, drainage and paving. This may include additional features such as:
  - Positive physical barrier such as a guardrail or wall between road and trail
  - Bridge or boardwalk
  - Retaining wall
  - Fence
  - Adjacent road/lane modification, such as shoulder widening
  - Landscaping
  - Signs or interpretive displays
  - Intersection improvements, such as pedestrian curb ramps, signal modifications, sidewalks or other safety features. Drainage-way or utility modifications, such as undergrounding may be needed.
  
3. Where the trail is within or adjacent to an existing street or sidewalk, and minor improvement work such as pavement repair, fencing, signage and striping may be needed.

4. Where the trail is located on an existing fire road, and may need earthwork, widening, surfacing and/or other improvements to improve accessibility.

### 8.1 FACTORS INFLUENCING TRAIL IMPLEMENTATION COST

Utility relocation, right of way (ROW) and property acquisition costs, traffic control, access and the availability of mobilization and staging areas, sources of fill, and excess cut soil disposal and environmental mitigation needs can all be significant parts of total construction costs. Trail costs are further influenced by topography, biological resources, and infrastructure, with a range of complexity, such as:

- Trail construction would occur on generally flat to gently sloping terrain (<5%), where there are no expected significant conflicts with drainage, habitat, or utilities/infrastructure.
- Trail construction would occur where there are gentle cross slopes (5-15%) and minor drainage, habitat or utilities/infrastructure conflicts, and soil erosion and slope instability would be minor problems.
- Trail construction would occur on moderate slopes (15-30%) with increasingly challenging erosion control and slope grading problems, but no active landslides are present. Moderate conflicts with trees, habitat, utilities/infrastructure, and other challenges may exist. Trail construction may require some slope stabilization, erosion control, and minor lengths of short retaining walls.
- Trail construction would be increasingly challenging, with anticipated significant issues associated with steep side slopes (>30%), high erosion hazards and/or slope instability due to potential landslide hazards. Some areas of hard bedrock may also be encountered. Trail drainage, extensive retaining walls or other methods of slope treatment and stabilization and erosion control may be required, and slope reconstruction and stabilization in areas of erosive soils, landslide hazards, or hard bedrock areas may be a part of trail construction. Conflicts with native trees, habitat, utilities/infrastructure, and other challenges may also exist.

### 8.2 PRELIMINARY TRAIL COSTS FOR SEGMENT 6-2

Preliminary trail construction costs for a 12 foot wide trail are shown in **Appendix B**. In addition to construction costs, there are “soft” costs associated with trail implementation, including environmental review and permitting, precise design, and construction administration, which can add up to 30%. Preliminary construction-only costs (2022 dollars) are as follows:

- Segment 2A: \$2.16 million (\$2.80M when including soft costs)
- Segment 2B: \$1.89 million (\$2.45M when including soft costs)
- Segment 2C: \$2.43 million (\$3.16M when including soft costs)

### 8.3 FUNDING OPPORTUNITIES

This section contains a summary of current funding opportunities related to trails. Individual trail projects (segments) will be matched to potential funding programs and specific program criteria. In some cases,

projects may be selected or organized to meet grant program funding criteria, or projects may be jointly implemented by project partners such as Contra Costa County, EBRPD, City of Martinez, or others.

### ***Understanding Transportation Funding***

Approximately every six years, the U.S. Congress adopts a surface transportation act — Congress’s authorization to spend tax dollars on highways, streets, roads, transit, and other transportation related projects throughout the U.S. Funding is allocated to states based on federal formulas and allocate a portion of each state’s funds to specific surface transportation programs such as transit, congestion mitigation, and highways; while other portions of these funds are allocated to the states for use in discretionary programs.

In California, these funds are generally administered by Caltrans or the California Resources Agency, although most programs are then distributed through metropolitan planning organizations (MPOs) such as the Contra Costa County Transportation Authority (CCTA). The regional government agencies, which vary by location within the State, administer the funding of local projects. The majority of the funding programs established in the legislation are for transportation purposes, as opposed to recreation-only, with an emphasis on reducing auto trips and traffic congestion, improving traffic safety, developing intermodal transportation systems, and reducing pollutants and emissions produced by transportation.

Bicycle, pedestrian, trail (recreational trails), and school safety improvement projects may be funded by a variety of federal, state, regional, and/or local funding programs. Federal and state programs have continued to acknowledge the importance of these improvements with increased flexibility in the major funding programs, along with the development of dedicated programs for “active” or “non-motorized” transportation projects. Project funding may also be obtained through bond measures, special tax districts, private entities, and/or directly by a local agency’s general fund.

### ***Funding Local Transportation Projects***

To be eligible for funding, projects must meet a variety of criteria. Typically, projects must be listed in a Regional Transportation Improvement Plan (RTP). Listing in an RTP is generally achieved through local actions such as listing in a local agency’s Capital Improvement Plan (CIP), the completion and adoption of a bicycle master plan, pedestrian master plan, specific plan, project study report, feasibility study, and/or other special studies. These planning efforts serve to evaluate potential projects and demonstrate their value through the public process. The result is typically a quantification of the costs and benefits of a project (such as saved vehicle trips, safety index ratings, and/or reduced emissions), proof of public involvement and support, environmental review at the state or federal level, evaluation of project alternatives, and the identification and elimination of potential fatal flaws, or development of overriding considerations. The allocation of funds typically requires a commitment of local resources, as a project might not receive full funding. There may be a preference to leverage other moneys and demonstrate a cooperative funding approach.

The following section presents a general description of funding programs that can be used to implement trail segments contained in this study.

## **Federal and State Programs**

### ***Infrastructure Investment and Jobs Act (IIJA)***

The Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021. The Act extended and reauthorized funding for surface transportation programs through 2026. In addition to surface transportation improvements, funding is allocated for climate change, including resilience of the existing surface transportation system and rail programs; establishes procurement requirements; and implements new safety requirements across all transportation modes.

Web link: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

The US Department of Transportation ***Safe Streets and Roads for All (SS4A) Grant Program, part of the IIJA***, established a Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

### ***National Recreational Trails Program***

The Recreational Trails Program (RTP) provides funds for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services (OGLS). Motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized uses, as well as motorized uses, such as off-road vehicle (ORV) trails.

RTP funds may be used for:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on federal lands);
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Eligible applicants include cities and counties, parks districts, state agencies, Federal agencies, and non-profit organizations with management responsibilities of public lands. There is no maximum or minimum limit on grant request amounts. The maximum amount of RTP funds allowed for each project is 88% of the total project cost. The applicant is responsible for obtaining a match amount that is at least 12% of the total project cost. Eligible match sources include State funds, including State Grant funds; Local funds, including general funds and bond funds; Private funds; Donated materials and services; Value of donated land (for Acquisition projects only); and other federal funds.

Web Link: [http://www.parks.ca.gov/?page\\_id=24324](http://www.parks.ca.gov/?page_id=24324)

### ***Highway Safety Improvement Program***

The Highway Safety Improvement Program (HSIP), which is administered by Caltrans, remains as one of the core federal-aid programs. HSIP funds are intended to help achieve a significant reduction in traffic fatalities and serious injuries on public roads. The Federal Program requires states to develop and implement a Strategic Highway Safety Plan (SHSP) that identifies improvement strategies to address traffic safety. Funds can be used for safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.

A safety improvement project corrects or improves a hazardous roadway condition, or proactively addresses highway safety problems that may include: intersection improvements; installation of rumble strips and other warning devices; elimination of roadside obstacles; railway-highway grade crossing safety; pedestrian or bicycle safety; traffic calming; improving highway signage and pavement marking; installing traffic control devices at high crash locations or priority control systems for emergency vehicles at signalized intersections, safety conscious planning and improving crash data collection and analysis, etc.

Caltrans sets aside funds for construction and operational improvements on high-risk rural roads and may use the remainder of funds for bicycle and pedestrian pathways or trails and education and enforcement. Caltrans' call for projects and application deadlines vary from year to year. HSIP funds could potentially be used to improve key intersections. It should be noted that some HSIP funds are incorporated into the State ATP Program.

Web Link: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

### ***Land and Water Conservation Fund***

The Land and Water Conservation Fund (LWCF) program provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. LWCF is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized. Cities, counties, tribes, and

districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply.

Applicants must fund the entire project and will be reimbursed for fifty percent of costs. \$2,000,000.00 is the maximum request amount for any individual project. Eligible project must meet two specific criteria. The first is that projects acquired or developed under the program must be primarily for recreational use and not transportation purposes, and the second is that the lead agency must guarantee to maintain the facility in perpetuity for public recreation.

Applications are considered using criteria such as priority status within the State Comprehensive Outdoor Recreation Plan (SCORP). The State Department of Park and Recreation will select which projects to submit to the National Park Service (NPS) for approval. Final approval is based on the amount of funds available that year, which is determined by a population-based formula, with a 40/60 split for northern and southern California respectively.

Web Link: [http://www.parks.ca.gov/?page\\_id=21360](http://www.parks.ca.gov/?page_id=21360)

#### ***Rivers, Trails and Conservation Assistance Program***

The National Park Service Rivers, Trails, and Conservation Assistance (RTCA) program supports community-led natural resource conservation and outdoor recreation projects across the nation. This program provides technical assistance via direct staff involvement to establish and restore greenways, rivers, trails, watersheds, and open space areas. The RTCA program provides planning assistance only. Projects are prioritized for assistance based upon criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. Federal agencies may be the lead partner only in collaboration with a non-federal partner.

Web Link: <http://www.nps.gov/orgs/rtca/index.htm>

#### ***Senate Bill 1: The Road Repair and Accountability Act of 2017***

**SB1**, adopted in July 2017, is a funding program to provide funding for transportation infrastructure, expand existing programs, and created new transportation funding programs for implementation that is funded by a gas tax.

#### ***Active Transportation Program***

In September 2013, the California legislature created the Active Transportation Program (ATP) to be administered by the California Department of Transportation (Caltrans). The ATP consolidates existing federal and state transportation programs, including the **Transportation Alternatives Program (TAP)**, **Bicycle Transportation Account (BTA)**, and **State Safe Routes to School (SR2S)**, into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division



of Local Assistance, Office of Active Transportation and Special Programs. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In the Study Area, EBRPD recently applied for funding for the Martinez Intermodal Station-Crockett Bay Trail Gap Closure Project, and Contra Costa County applied for funding for the Carquinez Middle School Trail Connection (ATP Cycle 6, June 15, 2022).

Web Link: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>

### ***Statewide Transportation Improvement Program***

The Statewide Transportation Improvement Program (STIP) is a list of major transportation projects to be funded across the state over the next five years. The STIP is updated biennially by the CTC. The Interregional Transportation Improvement Program (ITIP), which includes improvements to long-distance highway and rail corridors, is a subset. While STIP refers to a document, it also is commonly used to refer to a funding source (also known as Regional Improvement Program funding) mostly devoted to major highway capacity expansion projects. To the extent that future STIP funds are available, they could be used to fund trail improvement projects.

Future improvements to the rail corridor along the Carquinez Straits shoreline to address sea level rise could conceivably incorporate shoreline trail facilities as part of a long-term strategy to address infrastructure needs associated with climate change.

### ***State Highway Operations Protection Program***

The State Highway Operations Protection Program (SHOPP) is a multi-year program of capital projects whose purpose is to preserve and protect the State Highway System. Funding is comprised of state and federal gas taxes. SHOPP funds capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. Just over \$1 billion is allocated

to SHOPP annually. Funding is based on need, so there are no set distributions by county or Caltrans district. There are no matching requirements for this program. Projects include rehabilitation, landscaping, traffic management systems, rest areas, auxiliary lanes, and safety. Caltrans Projects are “applied” for by each Caltrans District. Each project must have a completed Project Study Report (PSR) to be considered for funding. Projects are developed in fall every odd numbered year. Caltrans emphasizes that consideration should be given for each SHOPP project to also accomplish associated bicycle-pedestrian facilities.

Within the Study Area, improvements to the Mococo Road/SR680 Bay Trail facilities might be considered.

Web Link: <http://www.dot.ca.gov/hq/transprog/shopp.htm>

### ***Caltrans Sustainable Transportation Planning Grants***

Caltrans Sustainable Transportation Planning Grants are intended to encourage local and regional planning that furthers state goals, especially those in alignment with best practices identified in the California Transportation Commission’s Regional Transportation Plan. A second category, Strategic Partnership Grants, are awarded to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Web Link: <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

### ***Office of Traffic Safety***

The California Office of Traffic Safety (OTS) has the mission to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions in California. OTS distributes federal funding apportioned to California under the National Highway Safety Act and MAP-21. Grants are used to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction.

OTS grants address several traffic safety priority areas including Pedestrian and Bicycle Safety. Eligible activities include programs to increase safety awareness and skills among pedestrians and bicyclists. Concepts may encompass activities such as safety programs, education, enforcement, traffic safety and bicycle rodeos, safety helmet distribution, and court diversion programs for safety helmet violators.

Web Link: <http://www.ots.ca.gov/>

### ***California State Coastal Conservancy***

The California State Coastal Conservancy manages several programs that provide grant funds for trails, access, and habitat restoration projects. The funding cycle for these programs is open and on-going

throughout the year. Funds are available to local government as well as non-profits. The Conservancy may be a funding source for bicycle facilities that improve access to Sonoma County's beaches, rivers, and creeks.

Web Link: <http://scc.ca.gov/category/grants/>

### ***Wildlife Conservation Board Funding***

The Wildlife Conservation Board (WCB) was created by statute in 1947 to conserve California's wildlife resources and provide for suitable public recreation. WCB funds acquisition, restoration, and public access projects throughout the State. WCB allocates funds on a continuous basis from a variety of funding sources, and projects can include land acquisition that preserves wildlife habitat or provides or improves public access. Among others, eligible projects include projects to improve open-space corridors and trail linkages.

Web Link: <https://www.wcb.ca.gov/FundingSources.aspx>

### ***California Natural Resources Agency***

The California Natural Resources Agency (CNRA) funds a variety of projects associated with environmental protection and enhancement. Programs include:

- The **Environmental Enhancement and Mitigation Program** is an annual program that offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.
- The **Urban Greening Program** awards funding that is focused on reducing greenhouse gas emissions through acquisition, creation, enhancement, or expansion of community parks and green spaces, especially to improve access to disadvantaged and underserved communities.
- Other resource-related funding opportunities are administered by the CNRA, <https://resources.ca.gov/grants>.

### ***California Strategic Growth Council***

The California Strategic Growth Council (SGC) administers programs that fund development and infrastructure projects that achieve major environmental, health, and economic benefits. The Transformative Communities Program provides funding in California's most disadvantaged communities. The Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects that make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit.

Web link: <https://sgc.ca.gov/programs/>

## **Regional Funding Programs**

### ***Transportation Development Act Article 3***

Transportation Development Act (TDA) Article 3 funds are generated from State gasoline sales taxes and are returned to the source counties from which they originate to fund transportation projects. Article 3 funds provide a 2 percent set aside of the County TDA funds for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; support programs; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements, and related facilities. Each year the Contra Costa County Board of Supervisors approves a Program of Projects for the County and requests allocation from the Metropolitan Transportation Commission (MTC).

Web Link: <http://www.mtc.ca.gov/funding/>

### ***One Bay Area Grant Program***

The OneBayArea Grant (OBAG) Program is a funding approach administered by MTC that integrates the region's federal transportation program with California's climate law. Funding is targeted toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)
- Initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA).
- The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

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

### ***East Bay Regional Park District Measure WW***

Measure WW is a voter-approved parcel tax that funds park and trail projects throughout Contra Costa and Alameda counties (except Livermore). Measure WW projects in the Study Area include:

- *Bay Trail from Fremont to Martinez*: \$12.3 million to connect urban communities to shoreline access and wildlife viewing opportunities by completing the 86 mile Bay Trail along the East Bay shoreline.
- *Carquinez Strait Improve Public Access and Expand Park*: \$4.1 million to complete the shoreline scenic corridor between Martinez and Crockett. Expand outdoor recreation opportunities,

preserve shoreline areas, and connect park trails for all users from historic Port Costa to the San Francisco Bay and Ridge Trails.

## **Local Funding Programs**

### ***CCTA's Measure J***

In 2004 this half-cent sales tax was extended for years 2009 until 2034 to fund local transportation projects. Measure J supports the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) programs discussed in Section 1, both of which can fund bicycle/pedestrian improvements. In particular, a sizable amount of PBTF funds go to EBRPD for to build and maintain regional trails. The West County subregion receives additional TLC and PBTF funding.

Web link: <https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

### ***Direct Local Jurisdiction Funding***

Local jurisdictions can fund bicycle and pedestrian projects using a variety of sources. City or County general funds are often earmarked for non-motorized transportation projects, especially sidewalk and accessibility improvements.

### ***Impact Fees and Development Implementation***

Where nexus exists, private or public development projects should plan, design, and construct bicycle and pedestrian facilities to integrate with the existing and planned bicycle and pedestrian network. This would also be appropriate for any projects that generate tourism or trip generation that could be served by complementary bicycle and pedestrian facilities, including winery events, hotels, restaurants, residential projects and others. This Study can serve as a guide for the provision of facilities, and individual projects should integrate these facilities into project development documents.

Another potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site pedestrian and bikeway improvements, which will encourage residents to walk and bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. A clear connection between the impact fee and the mitigation project must be established.

### ***Special Taxing Districts***

Special taxing districts, such as redevelopment districts, can be utilized to finance new infrastructure – including shared use trails and sidewalks – within specified areas. New facilities are funded by assessments placed on those that are directly benefited by the improvements rather than the general public. This money can then be utilized for capital improvements within the district. TIFs are especially beneficial in downtown

redevelopment districts. These districts are established by a petition from landowners to a local government. The districts can operate independently from the local government and some are established for single purposes, such as roadway construction.

***Other***

Local sales taxes, fees, and permits may be implemented, requiring a local election. Parking meter revenues may be used according to local ordinance. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corps, which offers low-cost assistance will be effective at reducing project costs, and is encouraged in the State ATP guidelines.

Further information regarding some of the current funding sources available in California is listed in **Appendix C**.

## 9. REFERENCES

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- Caltrans Highway Design Manual, Chapter 1000
- Caltrans Class IV Bikeway Guidance
- City of Martinez. General Plan Circulation Element, 2016 and Revised Draft, November 2021
- Contra Costa County. Drainage Plan, Carquinez Scenic Drive
- Contra Costa County. Carquinez Scenic Drive Slide Repair, 1996
- Contra Costa County. Trail Design Resource Handbook, 2001.
- Contra Costa County Transportation Authority, Countywide Bicycle and Pedestrian Plan, 2018
- CROW Design Manual for Bicycle Traffic 2017<https://crowplatform.com/product/design-manual-for-bicycle-traffic/>
- Federal Highway Administration (FHWA) Separated Bicycle Lane Planning and Design Guide
- FHWA Small and Rural Multi-modal Networks Guide
- Institute of Transportation Engineers (ITE) Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges
- Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide
- National Association of City Transportation Officials (NACTO) Blueprint for Autonomous Urbanism
- NACTO Curb Appeal: Curbside Management Strategies for Improving Transit Reliability
  - NACTO Transit Street Design Guide
  - NACTO Urban Bikeway Guide, 2nd Edition
  - NACTO Urban Streets Design Guide
- San Francisco Bay Trail. San Francisco Bay Trail Design Guidelines and Toolkit, 2016
- U.S. Access Board Draft Guidelines for Accessible Public Rights-of-Way (PROWAG)

# APPENDIX

A: TRAIL LOG

B: SEGMENT 6-2 CONCEPT DESIGN

C: SELECT FUNDING SOURCES

- California Transportation Commission Active Transportation Program *Funding Programs that may include Active Transportation Elements*
- California Natural Resources Agency Current Funding Opportunities



## APPENDIX A: TRAIL LOG

## LEGEND

### A. PROJECT ELEMENTS

STS - SIGNAGE AND STRIPING  
SMO - SIGNAL/MODIFICATION  
SWM - SHOULDER WIDENING, INTERMITTENT OR MINOR  
SWC - SHOULDER WIDENING, CONTINUOUS  
OFX - OFF STREET TRAIL ON EXISTING ROAD  
OFT - OFF STREET TRAIL  
BBT - BRIDGE, VEHICULAR TRAFFIC WITH BICYCLE FACILITIES  
BBO - BRIDGE OR BOARDWALK, PEDESTRIAN OR BICYCLE ONLY  
RTW - RETAINING WALL OVER 3 FT.  
O/U - OVERPASS/UNDERPASS  
LR - LANE REMOVAL  
PR - PARKING REMOVAL

### B. POTENTIAL ENVIRONMENTAL IMPACTS

AES - AESTHETICS  
BIO - BIOLOGICAL RESOURCES  
TRT - TRANSPORTATION/TRAFFIC  
AGF - AGRICULTURE/FORESTRY  
CUL - CULTURAL RESOURCES  
HAZ - HAZARDS/HAZARDOUS MATERIALS  
GEO - GEOLOGY/SOILS  
HYD - HYDROLOGY/WATER QUALITY  
NOI - NOISE  
REC - RECREATION  
ESC - ENVIRONMENTAL STUDIES COMPLETED  
FSN - FURTHER STUDY NEEDED  
N/A - NO IDENTIFIED POTENTIALLY SIGNIFICANT IMPACTS

### C. ADDITIONAL STUDIES NEEDED

TRS - TRAFFIC STUDY  
WAR - WARRANTS FOR CROSSING ENHANCEMENTS  
REC - 4f PARKS, RECREATION, WILDLIFE STUDY  
BIO - BIOLOGICAL ASSESSMENT  
FSN - FURTHER STUDY NEEDED  
GEO - GEOTECHNICAL INVESTIGATION

### D. CEQA ACTION

CE - CATEGORICALLY EXEMPT  
ND - NEGATIVE DECLARATION  
MND - MITIGATED NEGATIVE DECLARATION  
EIR - ENVIRONMENTAL IMPACT REPORT  
EDC - ENVIRONMENTAL DETERMINATION COMPLETED  
FSN - FURTHER STUDY NEEDED

### E. NEPA ACTION

CEX - CATEGORICAL EXCLUSION  
EA/F - ENVIRONMENTAL ASSESSMENT/FINDING OF NO SIGNIFICANT IMPACT  
EDC - ENVIRONMENTAL DETERMINATION COMPLETED  
FSN - FURTHER STUDY NEEDED

MOCOCO ROAD TRAIL SEGMENT 4

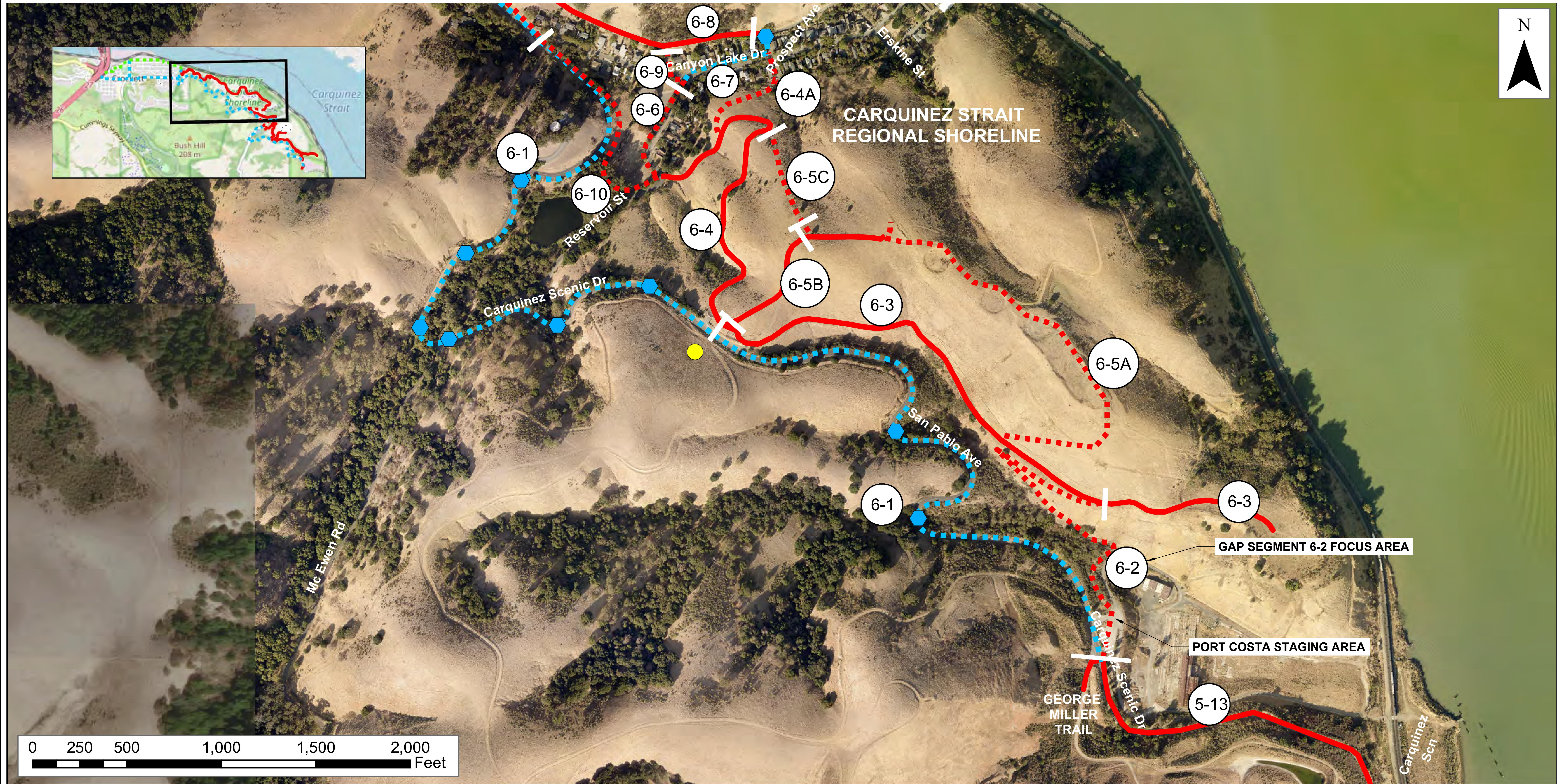
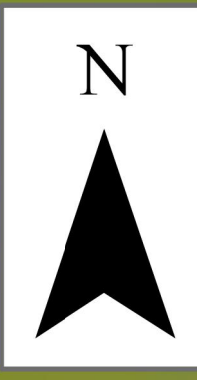
Trail Segment	Name	Begin	End	Class	Length (mi)	Max Slope (%)	Average Slope (%)	Street Crossings	Rail Crossings	Creek/Drainage Crossing	Land Use Designation	Potential Environmental Impacts	Additional Studies Needed	CEQA Action
4-1A	Bay Trail	Bay Trail	Bay Trail and Mococo Rd	2	0.05	~0	~0	4	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1B	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1C	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1D	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1E	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1F	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-1G	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4 TOTAL	Mococo Rd	Bay Trail and Mococo Rd	Mococo Rd and Marina Vista Ave	2	0.09	~0	~0	3	1	0	INDUSTRIAL	TRT	TRS, WAR	CE
4-2	Marina Vista Ave	Mococo Rd and Marina Vista Ave	Split of Escobar from Marina Vista Ave	2	0.97	9.60%	1.20%	5	1	0	INDUSTRIAL	TRT	TRS, WAR	CE



CARQUINEZ SHORELINE TRAIL SEGMENT 6

Trail Segment	Name	Begin	End	Class	Length (mi)	Max Slope	Average Slope	Street Crossings	Rail Crossings	Creek/Drainage Crossing	Land Use Designation	Potential Environmental	Additional Studies	CEQA Action
6-1	Carquinez Scenic Dr	Carquinez Strait Regional Shoreline Port Costa Staging Area (Brickyard)	Winslow St	2	3.16	17	4	1	0	8	PR, AL, OS	BIO, GEO, HYD, TRT, GEO, HYD, TRA, GEO, HYD, ISMND, EIR		
6-2	Brickyard Connector	Carquinez Strait Regional Shoreline Port Costa Staging Area (Brickyard)	Carquinez overlook Trail	2	0.41	15	7.5	0	0	0	PR, AL, OS	BIO, GEO, HYD, ISMND, EIR		
6-3	Port Costa Trail/Fire Road	CSD Staging Area	ridge (spur)	1	0.66	15	4.5	0	0	0	PR, AL	GEO, CE, ISMND		
6-4	Existing CSD-Reservoir Trail	CSD Staging Area Existing Trail	Reservoir Street	1	0.40	23	9	1	0	0	PR	GEO, CE		
6-4A	Potential CSD-Ridge to Street Trail	Existing CSD - Reservoir Trail	Prospect Ave	1	0.12	10	6	1	0	0	PR	GEO, CE, ISMND		
6-5A	Overlook Ridge Trail	Port Costa Fire Road/Trail	Existing Trail 6-5B	1	0.45	38	10	0	0	0	PR	GEO, CE		
6-5B	Existing trail to ridge	CSD Staging Area	Top of Ridge	1	0.14	16	6	0	0	0	PR, SH	BIO, GEO, ISMND, CE		
6-5C	Overlook Trail connection	Top of Ridge	Existing Trail 6-4	1	0.12	40	26	0	0	0	PR, SH	BIO, GEO, ISMND, CE		
6-6	Port Costa School/Reservoir Road Trail	Reservoir Street	Canyon Lake Drive	2	0.11	9	1	0	0	0	SH	TRT, TRA, CE		
6-7	Canyon Lake Drive sidewalk	Canyon Lake Drive Sidewalk	Prospect Ave	1	0.11	0	0	1	0	0	SH, CO	TRT, TRA, CE		
6-8	Bull Valley Trail Fire Road	Prospect Ave along Fire road	Fire road	1	0.35	23	6.5	0	0	0	PR	BIO, GEO, ISMND, CE		
6-9	Canyon Lake Dr Trail Connector	Canyon Lake Drive through private land	Fire road	1	0.05	0	0	1	0	0	SH, CO	TRT, TRA, CE		
6-10	Port Costa School Trail	Reservoir Street	Fire road	1	0.38	40	9	0	0	0	SH, CO	TRT, TRA, CE		
6-11A	Overlook Connector Trail	New trail, fire road to overlook trail	Existing Overlook Trail	1	0.22	28	10	0	0	0	PR	BIO, GEO, ISMND, CE		
6-11B	Overlook Trail	Existing Overlook Trail	Eckley Pier	1	1.12	20	5	0	0	0	PR	BIO, GEO, ISMND, CE		
6-11C	Valley Trail	Existing Overlook Trail	Existing Overlook Trail	1	0.33	8	5	0	0	0	PR	N/A, CE		
6-12	Eckley Pier Area	Eckley Pier	Eckley Pier Day Use Area	1	0.06	0	0	1	0	0	PR	BIO, GEO, ISMND, CE		
6-13	Existing Bull Valley Trail	Existing Trail, Eckley Day Use area	Winslow Street	1	0.56	35	14	0	0	0	PR	BIO, GEO, ISMND, CE		
6-14	New Bull Valley Trail	New Trail, Eckley Day use area	Winslow St	1	0.37	45	14.5	0	0	0	PR	BIO, TRT, ISMND, CE		
6-15	Crocket's Shoreline Route	Winslow St at Bull Valley trail	Rolph Avenue via shoreline	Ped	0.71	20	4	4	0	0	SH, HI, ML, CO	TRT, TRA, CE		
6-16A	Winslow Street	Winslow Street at Bull Valley Trail	Carquinez Scenic Drive	1/2	0.19	15	4.5	1	0	0	PS, CO	TRT, TRA, CE		
6-16B	Pomona Street	Pomona at Winslow Street/Carquinez Scenic Drive	Rolph Ave via Pomona	2	0.70	17	4.5	7	0	0	PS, CO	TRT, TRA, CE		
6-17	Rolph Ave	Rolph and Loring Ave	Rolph Ave and Pomona St	2	0.24	23	3	0	0	0	PS, CO	TRT, TRA, CE		
6-18	Loring St, 4th Ave, Starr St, 2nd Ave, Wanda St, Port St	Pomona at Rolph Avenue	Ceres and Port St	Ped	0.44	19	7	8	0	0	SH, HI, ML, CO	TRT, TRA, CE		
6-19	Pomona Street	Pomona at Rolph Ave	Park and Ride	2	0.43	25	6	6	0	0	PS, CO	TRT, TRA, CE		

## APPENDIX B: SEGMENT 6-2 CONCEPT DESIGN



15% CONCEPT PLAN - NOT FOR CONSTRUCTION

CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY  
CONTRA COSTA COUNTY, CA

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
questa@questacorp.com  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

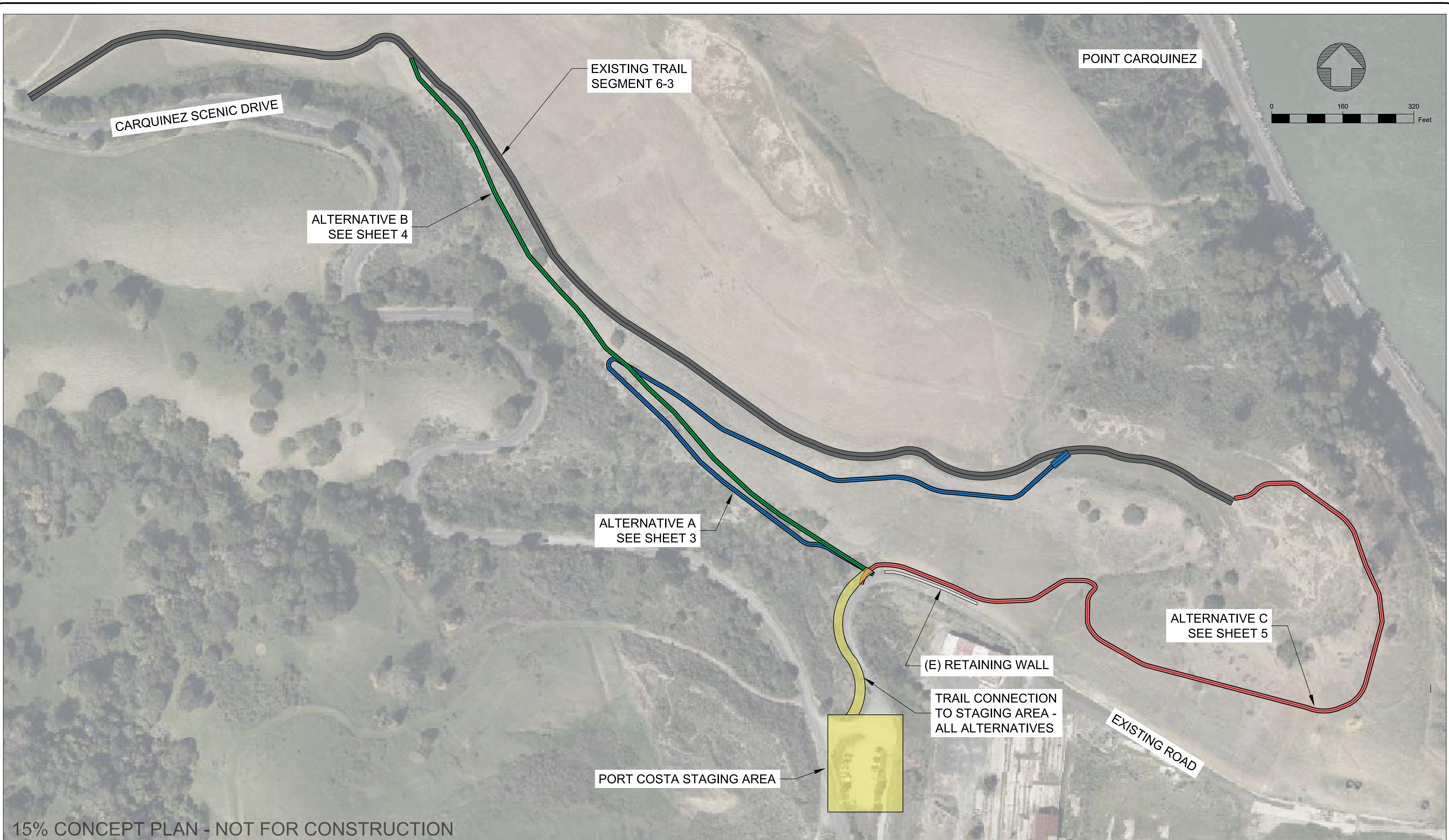
Sht	Rev	Date	By	Description	App'd

Design: RP  
Drawn: RP  
Checked: JP  
App'd: JP

**PORT COSTA TRAIL**  
**GAP SEGMENT 6-2: TRAIL OVERVIEW**  
CONTRA COSTA COUNTY, CA

Size D  
Project 2000077  
Scale: 1" = 100'  
Date: 5/9/2022  
Sheet: 1 OF 9

P:\2020\2000077\_CARQUINEZ\_TRAIL\_GAP\_CAD\SHEETS\2000077\_BASE\_MAP.DWG  
 LAST SAVED: 5/17/2022 PLOT DATE: 5/17/2022 PLOT STYLE: QUESTA-GRAVSCALE=255.DTB



15% CONCEPT PLAN - NOT FOR CONSTRUCTION

CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY

CONTRA COSTA COUNTY, CA

**QUESTA**  
ENGINEERING CORP.

Civil Environmental & Water Resources

(510) 236-6114  
FAX (510) 236-2423  
questa@questacorp.com

P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

**PORT COSTA TRAIL  
GAP SEGMENT 6-2: TRAIL ALTERNATIVES**

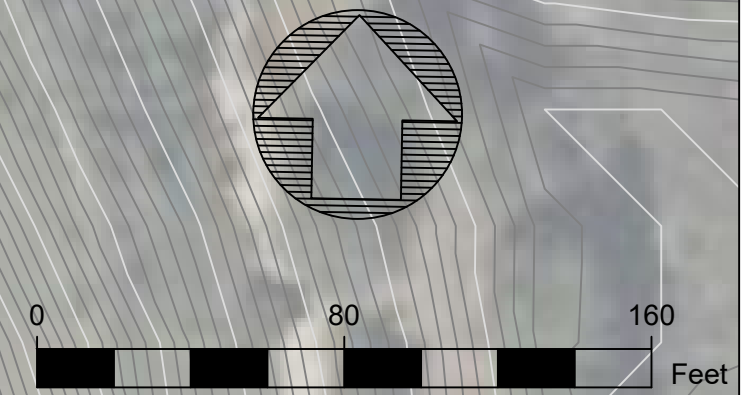
CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 100'
Date:	5/9/2022
Sheet:	2 OF 9

P:\2020\2000077\_CARQUINEZ\_TRAIL\_GAP\CA\01\SHEETS\2000077\_BASE\_MAP.DWG  
 LAST SAVED: 5/17/2022 PLOT DATE: 5/17/2022 PLOT STYLE: QUESTA-GRAYSCALE-255.CTB  
 IF BAR DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY



**PROPOSED ALTERNATIVE A:**  
**LENGTH: 1850'**  
**ELEVATION RISE: 100'**  
**MAX SLOPE: 8%**  
**AVERAGE SLOPE: 5.4%**  
**SEE SHEET 9 FOR TRAIL PAVING DETAILS**



**BEGIN (N) A2 TYPE II WALL**  
 290 LF  
 5'-7' HEIGHT  
 ABOVE AND BELOW

**END A2**

**BEGIN (N) A3 TYPE I WALL**  
 560 LF  
 5'-7' HEIGHT

**EXISTING TRAIL SEGMENT 6-3**

**END A1**

**ALTERNATIVE A**

**END A3**

**CARQUINEZ SCENIC DRIVE**

**BEGIN (N) A1 TYPE I WALL**  
 660 LF  
 5'-7' HEIGHT

**EXISTING ROAD**

**TRAIL CONNECTION TO STAGING AREA**

**PROPOSED TRAIL IS 10' WIDE. INCREASING WIDTH TO 12' WILL INCREASE THE COST OF ROUGH GRADING, SURFACING, AND RETAINING WALL HEIGHTS RESULTING IN A PRICE INCREASE FROM \$1,897,100.00 TO \$2,152,740.00. THIS IS A 13.5% INCREASE.**

**15% CONCEPT PLAN - NOT FOR CONSTRUCTION**

**CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY**

CONTRA COSTA COUNTY, CA



Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

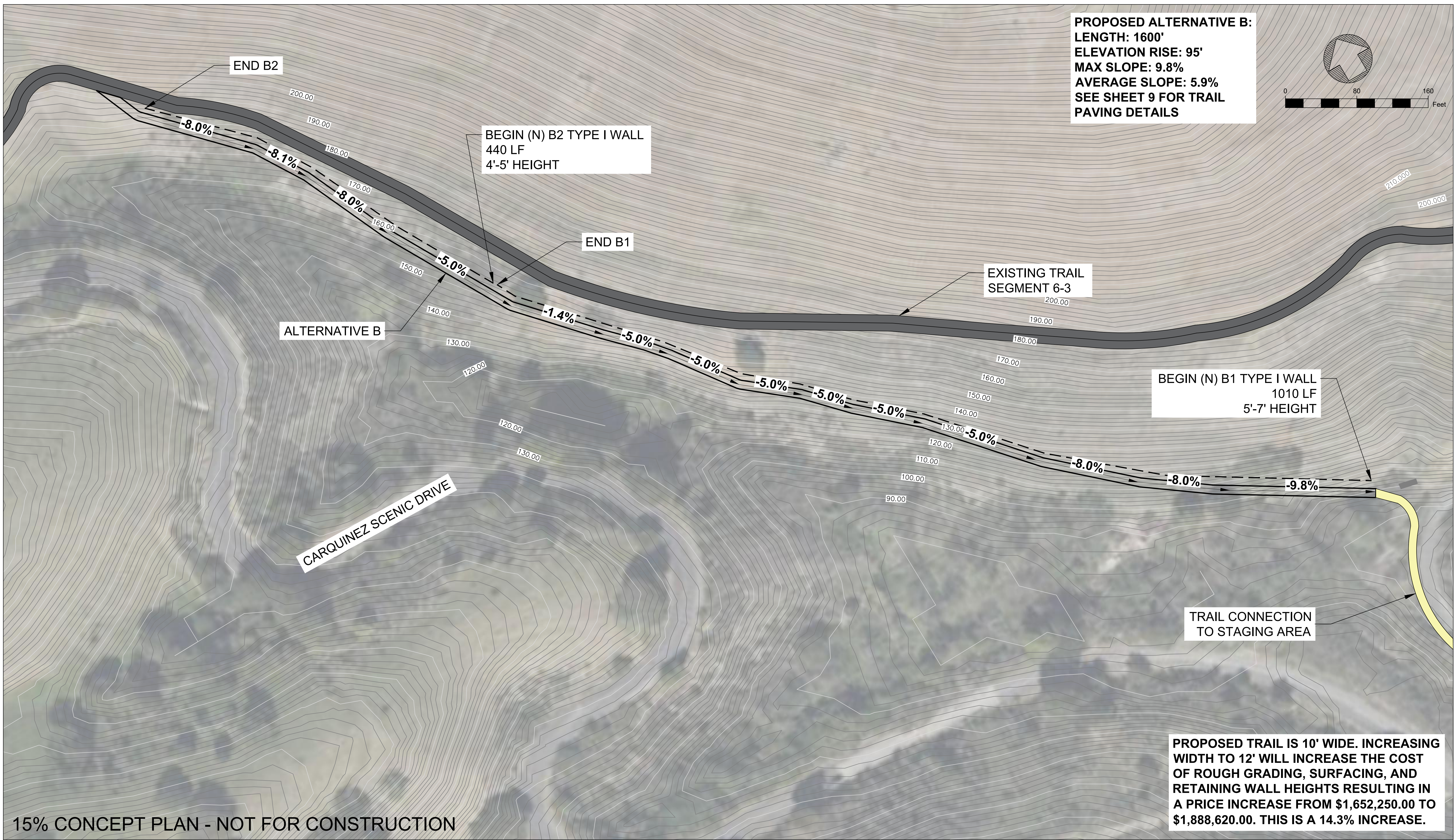
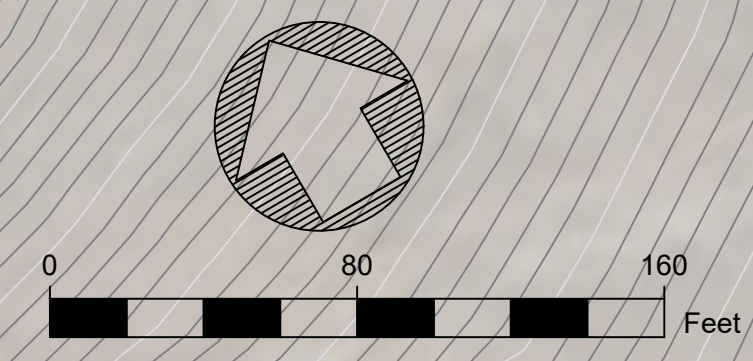
**PORT COSTA TRAIL GAP SEGMENT 6-2: ALTERNATIVE A**

CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 50'
Date:	5/9/2022
Sheet:	<b>3 OF 9</b>

P:\2020\2000077\_CARQUINEZ\_TRAIL\_GAP\_CAD\SHEETS\2000077\_BASE\_MAP.DWG  
 LAST SAVED: 5/17/2022 11:00:00 AM  
 PLOT DATE: 5/17/2022  
 PLOT STYLE: QUESTA-CRAYS\CAD\_PLOT\_STYLE.ctb  
 PLOT SCALE: 255.0000

**PROPOSED ALTERNATIVE B:**  
**LENGTH: 1600'**  
**ELEVATION RISE: 95'**  
**MAX SLOPE: 9.8%**  
**AVERAGE SLOPE: 5.9%**  
**SEE SHEET 9 FOR TRAIL PAVING DETAILS**



15% CONCEPT PLAN - NOT FOR CONSTRUCTION

**PROPOSED TRAIL IS 10' WIDE. INCREASING WIDTH TO 12' WILL INCREASE THE COST OF ROUGH GRADING, SURFACING, AND RETAINING WALL HEIGHTS RESULTING IN A PRICE INCREASE FROM \$1,652,250.00 TO \$1,888,620.00. THIS IS A 14.3% INCREASE.**

**CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY**

CONTRA COSTA COUNTY, CA

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 236-6114  
 FAX (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

**PORT COSTA TRAIL GAP SEGMENT 6-2: ALTERNATIVE B**

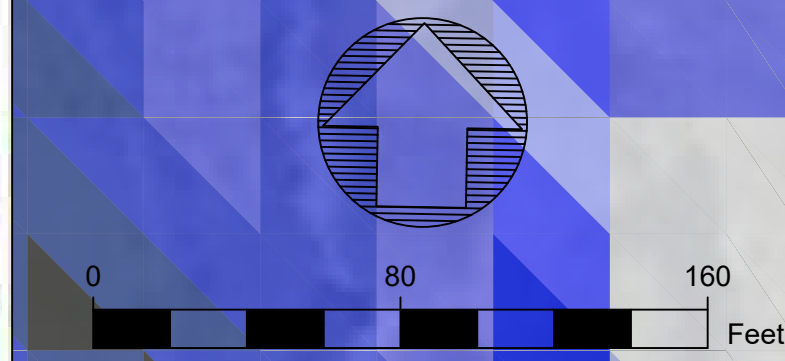
CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale: 1" = 50'	
Date: 5/9/2022	
Sheet: 4 OF 9	

LAST SAVED: 5/17/2022 10:00:00 AM PLOT DATE: 5/17/2022 PLOT STYLE: QUESTA-CRAYS-SCALE=255.DWT  
 P:\2020\2000077\_CARQUINEZ\_TRAIL\_GAP\_SHEETS\2000077\_BASE\_MAP.DWG



ID	Minimum Slope	Maximum Slope	Scheme: Rainbow
1	0.0000%	25.0000%	
2	25.0000%	35.0000%	
3	35.0000%	45.0000%	
4	45.0000%	55.0000%	
5	55.0000%	65.0000%	
6	65.0000%	371.9203%	



ALTERNATIVE A

EXISTING TRAIL SEGMENT 6-3

TRAIL CONNECTION TO STAGING AREA

15% CONCEPT PLAN - NOT FOR CONSTRUCTION

CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY

CONTRA COSTA COUNTY, CA

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
questa@questacorp.com  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

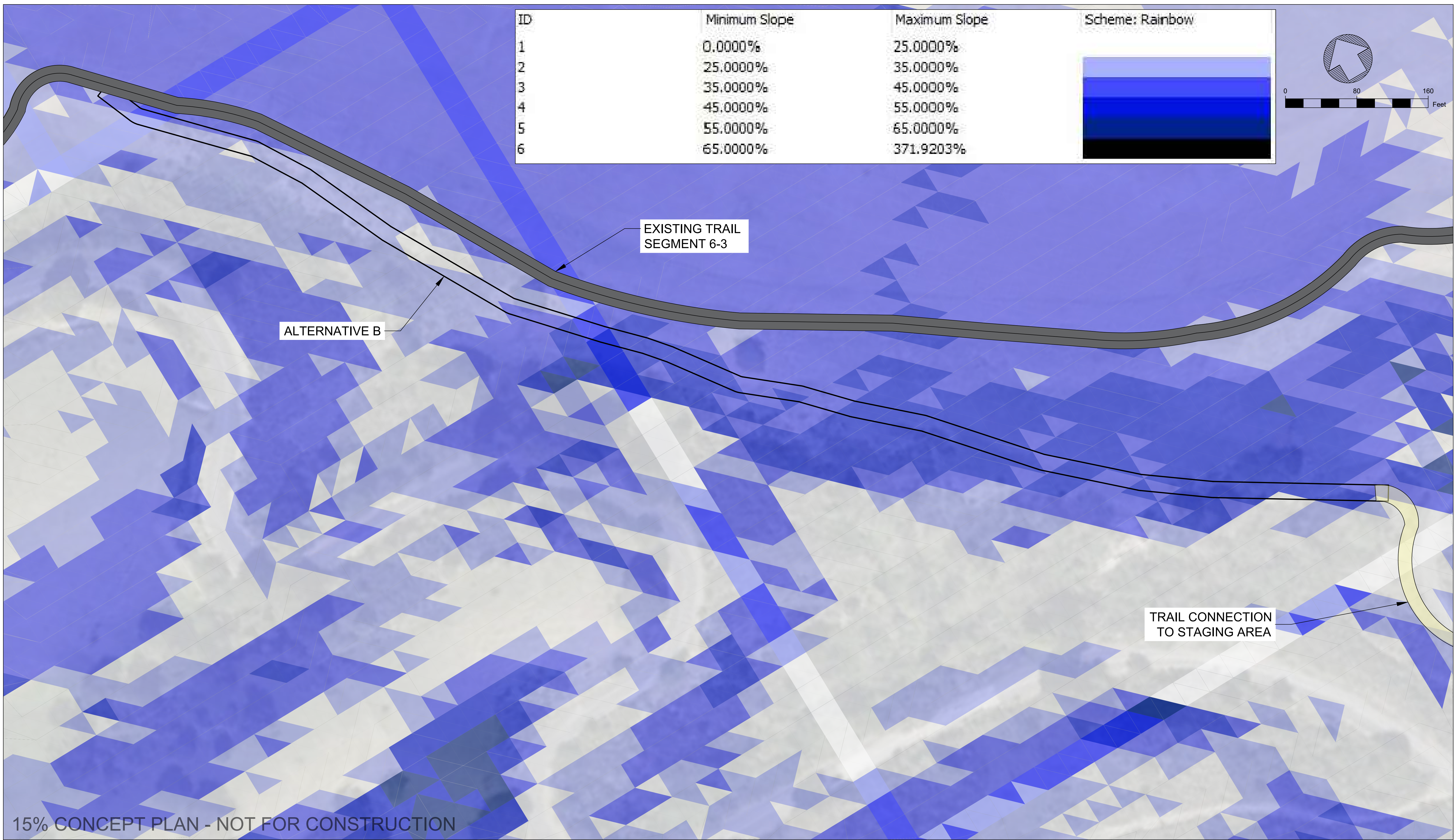
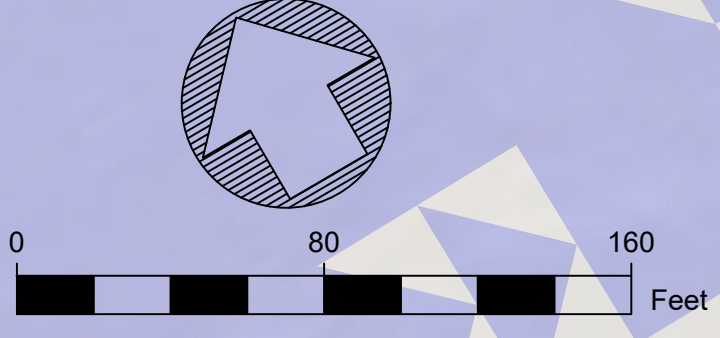
**PORT COSTA TRAIL GAP SEGMENT 6-2: SLOPE FIELD A**

CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 50'
Date:	5/9/2022
Sheet:	6 OF 9

P:\2020\2000077\_CARQUINEZ\_STRAIT\_SCENIC\_LOOP\_TRAIL\_CLOSURE\_STUDY\2000077\_SLOPE\_FIELD\_A.DWG  
 LAST SAVED: 5/9/2022 10:47:00 AM  
 PLOT DATE: 5/17/2022  
 PLOT STYLE: QUESTA-CRAYS-SCALE=255.DWT  
 IF BAR DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY

ID	Minimum Slope	Maximum Slope	Scheme: Rainbow
1	0.0000%	25.0000%	
2	25.0000%	35.0000%	
3	35.0000%	45.0000%	
4	45.0000%	55.0000%	
5	55.0000%	65.0000%	
6	65.0000%	371.9203%	



15% CONCEPT PLAN - NOT FOR CONSTRUCTION

**CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY**

CONTRA COSTA COUNTY, CA

**QUESTA**  
 ENGINEERING CORP.  
 Civil Environmental & Water Resources  
 (510) 236-6114  
 FAX (510) 236-2423  
 P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

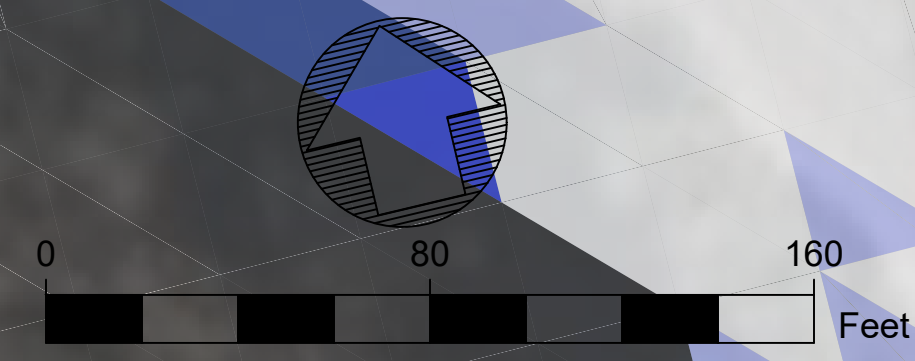
**PORT COSTA TRAIL GAP SEGMENT 6-2: RETAINING WALLS B**

CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 50'
Date:	5/9/2022
Sheet:	7 OF 9

P:\2020\2000077\_CARQUINEZ\_STRAIT\_SCENIC\_LOOP\_TRAIL\_CLOSURE\_STUDY\2000077\_SLOPE\_FIELDS.DWG  
 LAST SAVED: 5/9/2022  
 PLOT DATE: 5/17/2022  
 PLOT STYLE: QUESTA-CRAYS-SCALE=255.DWT  
 IF BAR DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY

ID	Minimum Slope	Maximum Slope	Scheme: Rainbow
1	0.0000%	25.0000%	
2	25.0000%	35.0000%	
3	35.0000%	45.0000%	
4	45.0000%	55.0000%	
5	55.0000%	65.0000%	
6	65.0000%	371.9203%	



EXISTING TRAIL  
SEGMENT 6-3

ALTERNATIVE C

TRAIL CONNECTION  
TO STAGING AREA

15% CONCEPT PLAN - NOT FOR CONSTRUCTION

CARQUINEZ STRAIT SCENIC  
LOOP TRAIL CLOSURE STUDY

CONTRA COSTA COUNTY, CA

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
questa@questainc.com  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

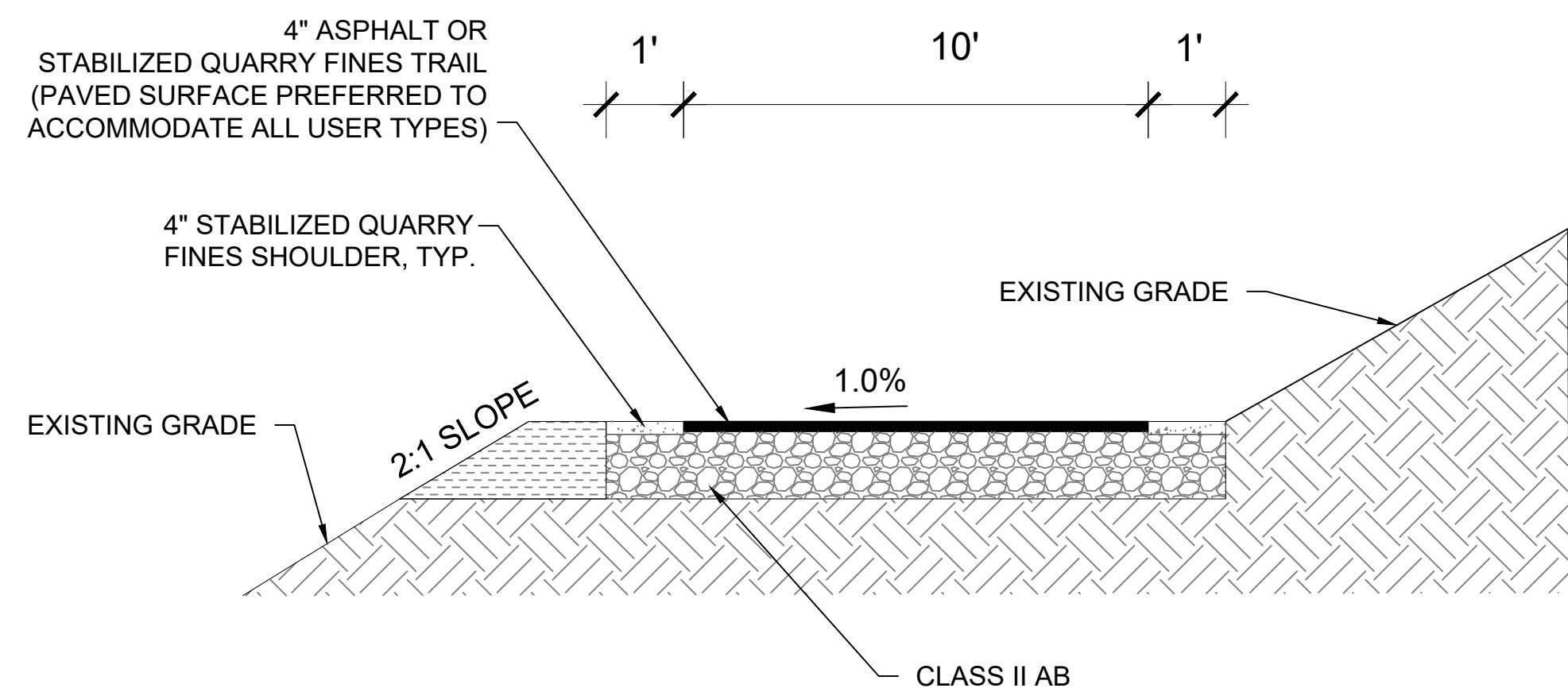
Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

**PORT COSTA TRAIL**  
**GAP SEGMENT 6-2: RETAINING WALLS C**

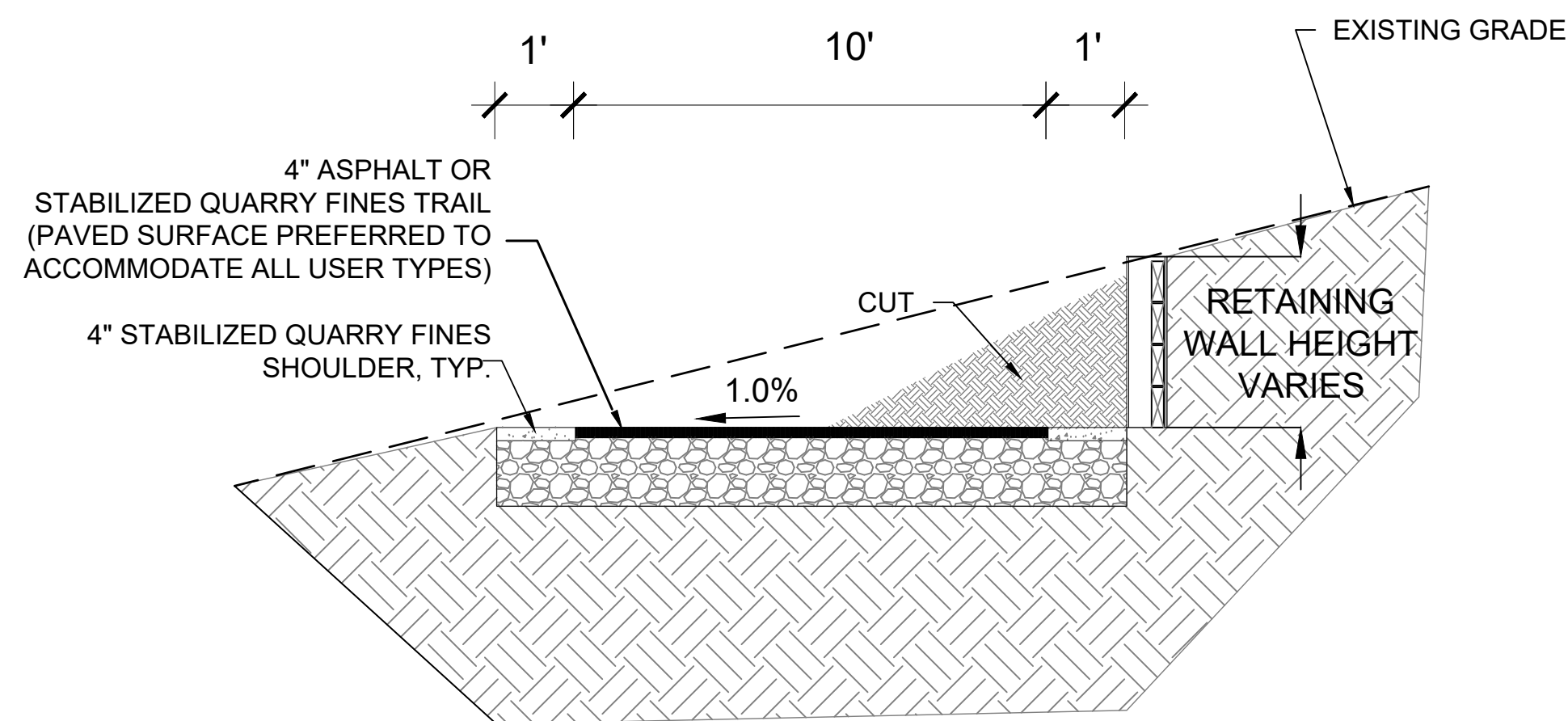
CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 40'
Date:	5/9/2022
Sheet:	8 OF 9

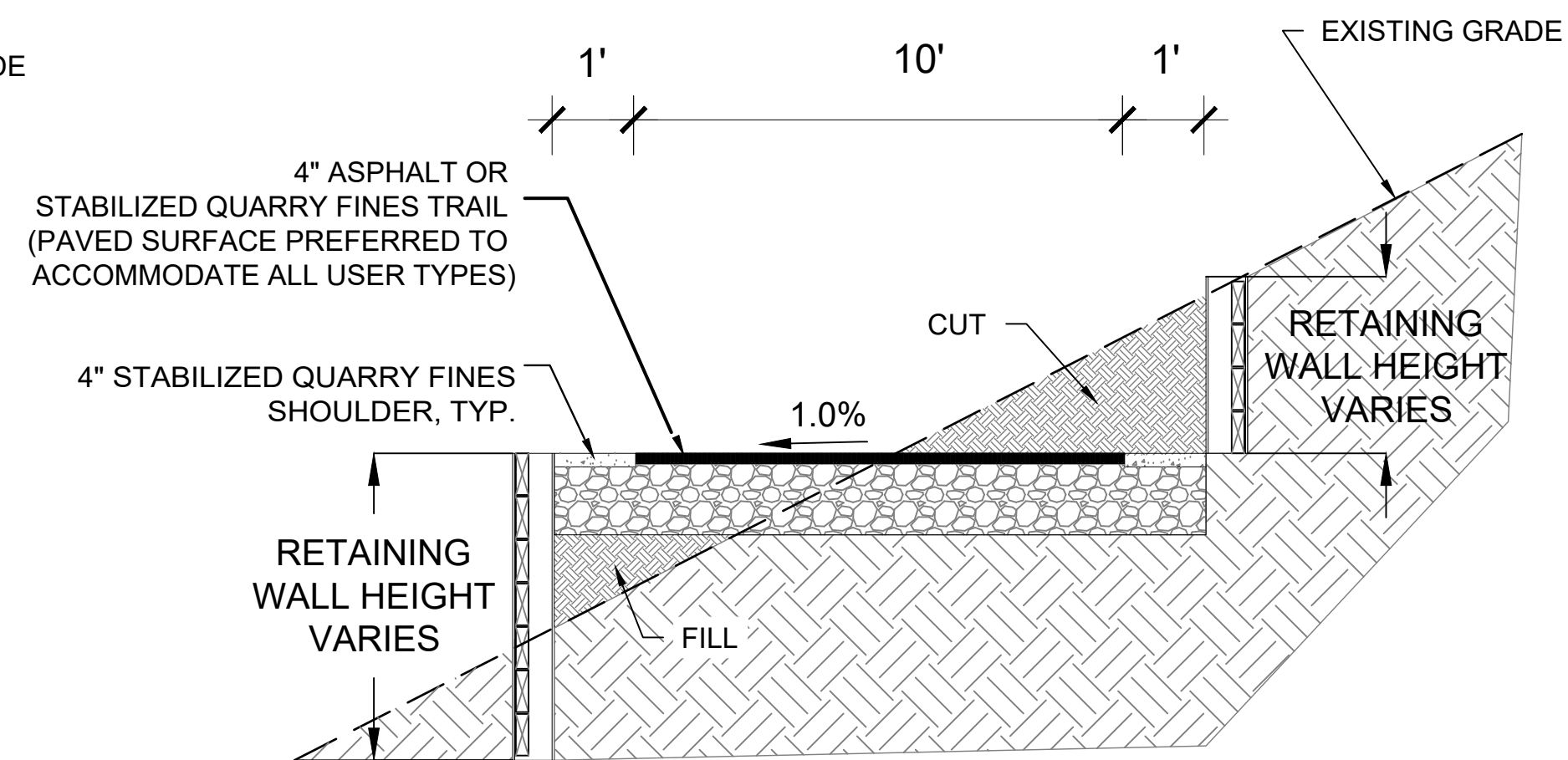
P:\2020\2000077\_CARQUINEZ STRAIT SCENIC LOOP TRAIL CLOSURE STUDY\2000077\_SLOPE\_FIELDS.DWG  
 PLOT DATE: 5/17/2022 PLOT STYLE: QUESTA-GRAYSCALE-255.CTB  
 LAST SAVED: 5/9/2022 PLOT BAR DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY



**1** TRAIL TYPICAL SECTION  
Scale = NTS

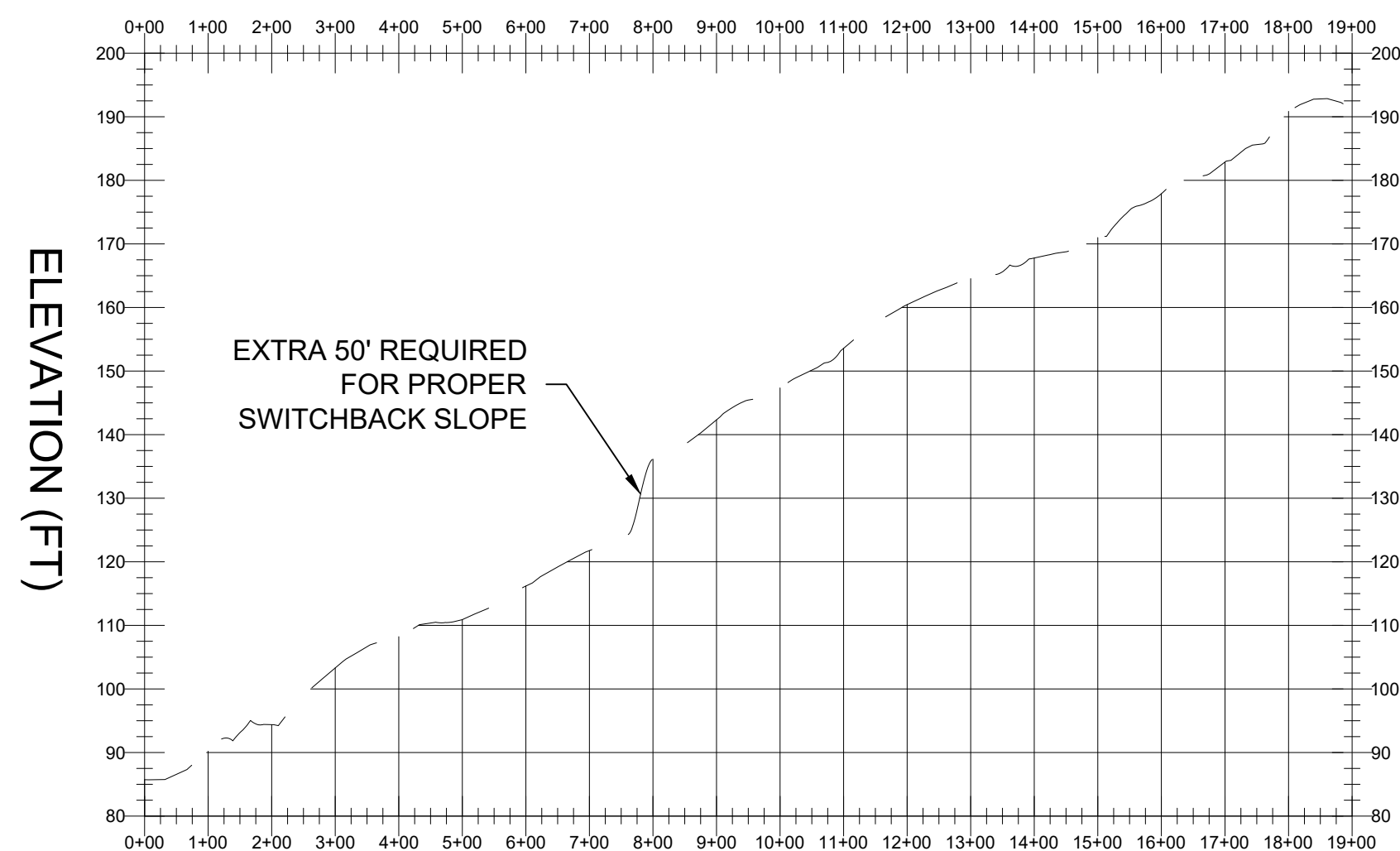


**2** TRAIL WITH TYPE I (SINGLE WALL)  
TYPICAL SECTION Scale = NTS

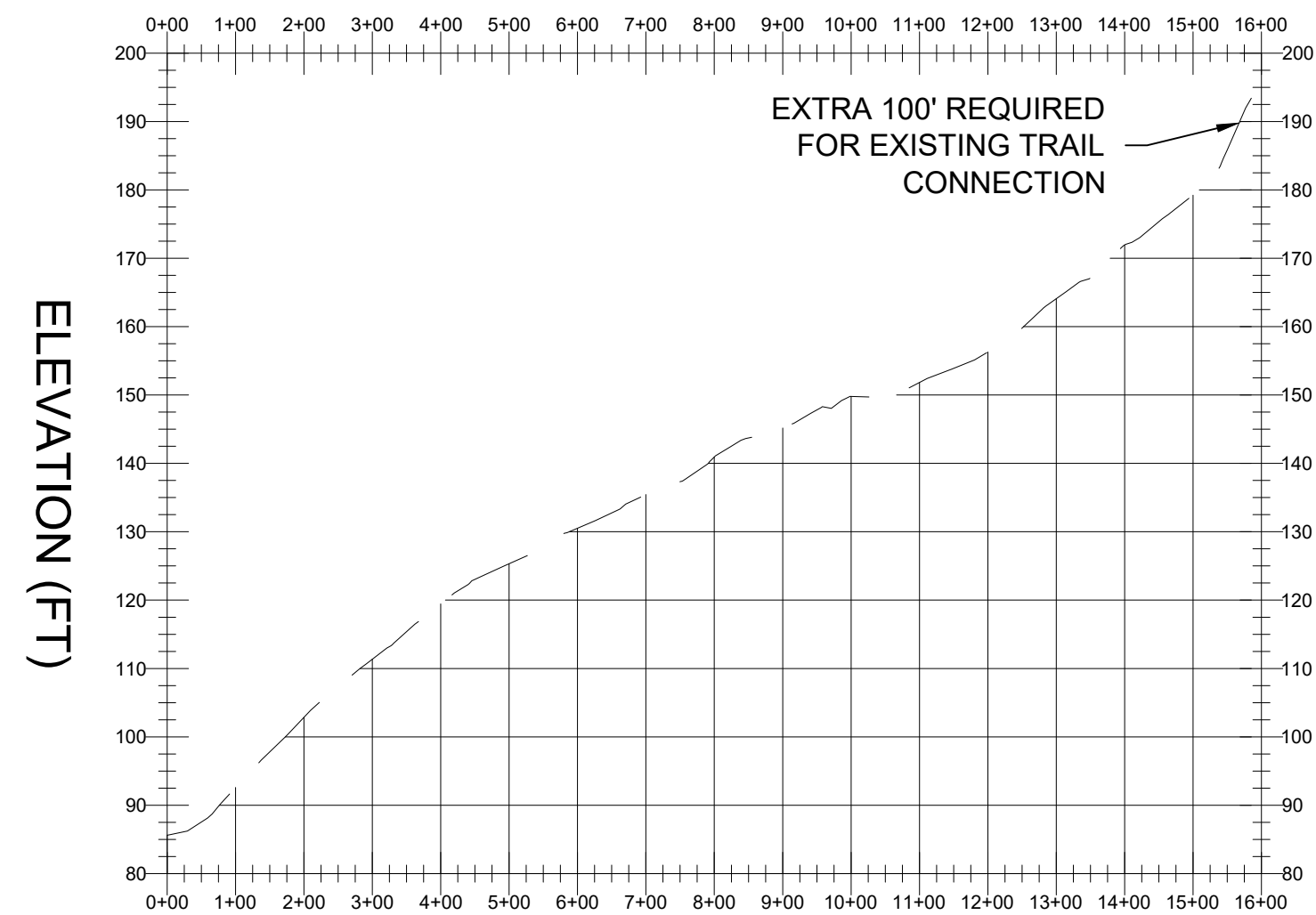


**3** TRAIL WITH TYPE II (DOUBLE WALL) SECTION  
Scale = NTS

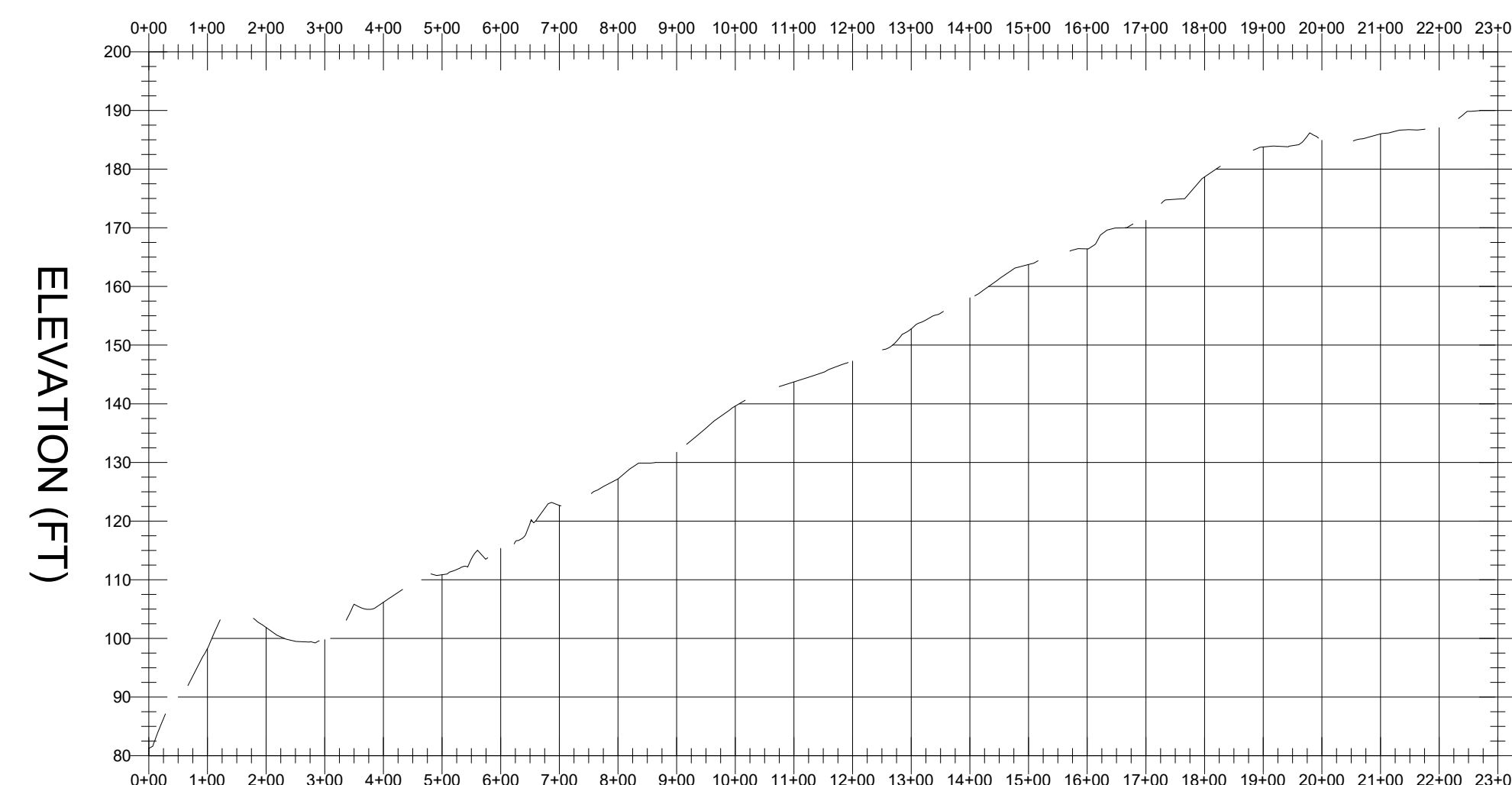
**ALTERNATIVE A PROFILE**  
STATION (FT)



**ALTERNATIVE B PROFILE**  
STATION (FT)



**ALTERNATIVE C PROFILE**  
STATION (FT)



15% CONCEPT PLAN - NOT FOR CONSTRUCTION

CARQUINEZ STRAIT SCENIC  
LOOP TRAIL CLOSURE STUDY

CONTRA COSTA COUNTY, CA

**QUESTA**  
ENGINEERING CORP.  
Civil Environmental & Water Resources  
(510) 236-6114  
FAX (510) 236-2423  
questa@questacorp.com  
P.O. Box 70356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	App'd

Design:	RP
Drawn:	RP
Checked:	JP
App'd:	JP

**PORT COSTA TRAIL**  
**GAP SEGMENT 6-2: DETAILS AND PROFILES**

CONTRA COSTA COUNTY, CA

Size D	Project 2000077
Scale:	1" = 100'
Date:	5/9/2022
Sheet:	9 OF 9

P:\2020\2000077\_CARQUINEZ\_STRAIT\_CAP\CAD\SHEETS\2000077\_BASE\_MAP.DWG  
 LAST SAVED: 5/17/2022 10:17:22 AM  
 PLOT DATE: 5/17/2022  
 PLOT STYLE: QUESTA-CRAYS-SCALE=255.DST  
 IF BAR DOES NOT MEASURE, 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY

**Engineers Preliminary Cost Estimate  
CONSTRUCTION ONLY  
Carquinez Trail: Gap Segment 6-2 Improvement Project  
Alternative A**

Item #	Description	Unit	Est.	Unit Price	Total
1	Mobilization (10%)	LS	1	\$146,000.00	\$ 146,000.00
2	Demolition & Clearing	LS	1	\$20,000.00	\$ 20,000.00
3	ESA & Site Protection	LS	1	\$40,000.00	\$ 40,000.00
4	SWPPP & Erosion Control Seeding	LS	1	\$50,000.00	\$ 50,000.00
5	Rough Grading Trail	CY	1,455	\$40.00	\$ 58,200.00
6	Rough Grade Swtichback	CY	1	\$12,000.00	\$ 12,000.00
7	Fine Grading	LF	1,850	\$10.00	\$ 18,500.00
8	12' TRAIL SURFACING (AC and QF shoulder)	LF	1,850	\$120.00	\$ 222,000.00
	4-5' Retaining Wall	LF	0	\$450.00	\$ -
9	5-7' Retaining Wall	LF	1,550	\$630.00	\$ 976,500.00
10	Trail Drainage	LF	1,850	\$20.00	\$ 37,000.00
	Bridge Crossings	EA	0	\$20,000.00	\$ -
	5' Field Fencing	LF	0	\$16.00	\$ -
11	Signage	LS	1	\$7,500.00	\$ 7,500.00
12	Trail Connections	LS	1	\$10,000.00	\$ 10,000.00
13	Trail Head Parking	LS	1	\$7,500.00	\$ 7,500.00
	<b>CONSTRUCTION CONTINGENCY (20%)</b>				<b>\$ 291,900.00</b>
	<b>TOTAL</b>				<b>\$ 1,897,100.00</b>



**Engineers Preliminary Cost Estimate  
CONSTRUCTION ONLY  
Carquinez Trail: Gap Segment 6-2 Improvement Project  
Alternative B**

Item #	Description	Unit	Est.	Unit Price	Total
1	Mobilization (10%)	LS	1	\$127,100.00	\$ 127,100.00
2	Demolition & Clearing	LS	1	\$20,000.00	\$ 20,000.00
3	ESA & Site Protection	LS	1	\$40,000.00	\$ 40,000.00
4	SWPPP & Erosion Control Seeding	LS	1	\$50,000.00	\$ 50,000.00
5	Rough Grading Trail	CY	1,350	\$40.00	\$ 54,000.00
	Rough Grade Swtichback	CY	0	\$12,000.00	\$ -
6	Fine Grading	LF	1,600	\$10.00	\$ 16,000.00
7	12' TRAIL SURFACING (AC and QF shoulder)	LF	1,600	\$120.00	\$ 192,000.00
8	4-5' Retaining Wall	LF	450	\$450.00	\$ 202,500.00
9	5-7' Retaining Wall	LF	1,015	\$630.00	\$ 639,450.00
10	Trail Drainage	LF	1,600	\$20.00	\$ 32,000.00
	Bridge Crossings	EA	0	\$20,000.00	\$ -
	5' Field Fencing	LF	0	\$16.00	\$ -
11	Signage	LS	1	\$7,500.00	\$ 7,500.00
12	Trail Connections	LS	1	\$10,000.00	\$ 10,000.00
13	Trail Head Parking	LS	1	\$7,500.00	\$ 7,500.00
	<b>CONSTRUCTION CONTINGENCY (20%)</b>				<b>\$ 254,200.00</b>
	<b>TOTAL</b>				<b>\$ 1,652,250.00</b>

**Engineers Preliminary Cost Estimate  
CONSTRUCTION ONLY  
Carquinez Trail: Gap Segment 6-2 Improvement Project  
Alternative C**

Item #	Description	Unit	Est.	Unit Price	Total
1	Mobilization (10%)	LS	1	\$161,900.00	\$ 161,900.00
2	Demolition & Clearing	LS	1	\$20,000.00	\$ 20,000.00
3	ESA & Site Protection	LS	1	\$40,000.00	\$ 40,000.00
4	SWPPP & Erosion Control Seeding	LS	1	\$50,000.00	\$ 50,000.00
5	Rough Grading Trail	CY	1,620	\$40.00	\$ 64,800.00
	Rough Grade Swtichback	CY	0	\$12,000.00	\$ -
6	Fine Grading	LF	2,100	\$10.00	\$ 21,000.00
7	12' TRAIL SURFACING (AC and QF shoulder)	LF	2,100	\$120.00	\$ 252,000.00
8	4-5' Retaining Wall	LF	600	\$450.00	\$ 270,000.00
9	5-7' Retaining Wall	LF	1,260	\$630.00	\$ 793,800.00
10	Trail Drainage	LF	2,100	\$20.00	\$ 42,000.00
11	Bridge Crossings	EA	2	\$20,000.00	\$ 40,000.00
	5' Field Fencing	LF	0	\$16.00	\$ -
12	Signage	LS	1	\$7,500.00	\$ 7,500.00
13	Trail Connections and Conformants	LS	1	\$10,000.00	\$ 10,000.00
14	Trail Head Parking Connection/Signage	LS	1	\$7,500.00	\$ 7,500.00
	<b>CONSTRUCTION CONTINGENCY (20%)</b>				<b>\$ 323,800.00</b>
	<b>TOTAL</b>				<b>\$ 2,104,300.00</b>

## APPENDIX C: SELECT FUNDING SOURCES

- California Transportation Commission Active Transportation Program *Funding Programs that may include Active Transportation Elements*
- California Natural Resources Agency Current Funding Opportunities

## FUNDING PROGRAMS THAT MAY INCLUDE ACTIVE TRANSPORTATION ELEMENTS

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Eligible Types: <ul style="list-style-type: none"> <li>Active Transportation Plan</li> <li>Bike Plan</li> <li>Pedestrian Plan</li> <li>Safe Routes to School Plan</li> </ul>			X	<ul style="list-style-type: none"> <li>Safe Routes to School Plan</li> <li>Active Transportation Plan</li> <li>Bike/ped Trail/Path Feasibility Study</li> <li>Complete Streets Plan</li> <li>Sustainable Communities Plan</li> <li>Transit-Oriented Development Plan</li> <li>First/Last Mile Connectivity Plan</li> </ul>	<a href="https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</a>
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> <li>Bike and pedestrian facilities</li> <li>NI Programs - Education</li> </ul> <i>(Must connect with affordable housing component of the grant)</i>	X	X		<ul style="list-style-type: none"> <li>Class I, II, III, &amp; IV bike lanes</li> <li>Active transportation projects to encourage connectivity to transit networks</li> <li>Bikeways and sidewalks to affordable housing and transit center</li> <li>Install dedicated bicycle facilities</li> <li>Pedestrian facilities such as bulb-outs</li> </ul>	<a href="https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml">https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml</a>
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: <ul style="list-style-type: none"> <li>Sequester and store carbon by planting trees</li> <li>Reduce building energy use by strategically planting trees to shade buildings</li> <li>Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.</li> </ul> (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>	X			<ul style="list-style-type: none"> <li>Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools</li> <li>Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking</li> <li>Complete Green Streets</li> </ul>	<a href="https://resources.ca.gov/grants/urban-greening">https://resources.ca.gov/grants/urban-greening</a>
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> <li>Bike share programs <i>(However must be part of a larger place-based strategy)</i></li> </ul>	X			<ul style="list-style-type: none"> <li>Bike share program</li> <li>Creating and considering active transportation corridors for better non-motorized connections</li> <li>Multi-use paths</li> <li>Urban greening for pedestrian facilities</li> </ul>	<a href="http://www.sgc.ca.gov/programs/tcc/">http://www.sgc.ca.gov/programs/tcc/</a>
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so	Eligible Types:		X		<ul style="list-style-type: none"> <li>Safety education and encouragement</li> <li>Campaigns to promote safety</li> <li>SRTS safety programs</li> </ul>	<a href="https://www.ots.ca.gov/Grants/">https://www.ots.ca.gov/Grants/</a>

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
		that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	<ul style="list-style-type: none"> <li>NI Programs – education, campaigns</li> </ul>					
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> <li>Bike Share</li> <li>Infrastructure improvement projects</li> </ul>	X			<ul style="list-style-type: none"> <li>Bikeshare programs</li> <li>“Quick build” right-of-way safety improvements for bicycles and scooters</li> </ul>	<a href="http://www.cleanmobilityoptions.org/">http://www.cleanmobilityoptions.org/</a>
Sustainable Transportation Equity Project (STEP)	Air Resources Board	<p>The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents’ transportation needs and prepare to implement clean transportation and land use projects.</p> <p>The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)</p>	Eligible Types: <ul style="list-style-type: none"> <li>Bike or pedestrian facilities</li> <li>Active Transportation Plan</li> <li>Bike Plan</li> <li>Pedestrian Plan</li> <li>Safe Routes to School Plan</li> <li>Capacity Building (NI Programs– education, engagement, demo projects, campaigns)</li> </ul>	X	X	X	<ul style="list-style-type: none"> <li>New bike routes (Class I, Class II, or Class IV) and supporting infrastructure</li> <li>Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks)</li> <li>New walkways that improve mobility/access/safety of pedestrians (non-motorized users)</li> <li>Street crossing enhancements, including accessible pedestrian signals</li> <li>Plans</li> </ul>	<a href="https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm">https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm</a>
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Eligible Types: <ul style="list-style-type: none"> <li>First/Last Mile</li> <li>NI Education and Outreach</li> <li>Bicycle and pedestrian facilities at Transit sites</li> </ul>	X	X	X	<ul style="list-style-type: none"> <li>Pedestrian and bike trail</li> <li>First/last mile connections via bike lanes and separated paths</li> <li>Bike share programs</li> <li>Bike parking facilities</li> <li>Plans</li> </ul>	<a href="https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog">https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog</a>  <a href="https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program">https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program</a>
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	Eligible Types: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>	X			<ul style="list-style-type: none"> <li>Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage</li> <li>Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities</li> <li>Expressway pedestrian overcrossing</li> </ul>	<a href="https://catc.ca.gov/programs/sb1/local-partnership-program">https://catc.ca.gov/programs/sb1/local-partnership-program</a>

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Eligible Types: <ul style="list-style-type: none"> <li>Complete Streets Components</li> <li>Safety Projects</li> <li>Bike Lanes</li> </ul>	X			<ul style="list-style-type: none"> <li>Implement enhanced crosswalk signing and striping</li> <li>Create safety separation between motorists, bicyclists and pedestrians</li> <li>Design and construction of school access and safety improvements to six schools (SRTS)</li> </ul>	<a href="https://catc.ca.gov/programs/sb1/local-streets-roads-program">https://catc.ca.gov/programs/sb1/local-streets-roads-program</a>
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Eligible Types: <ul style="list-style-type: none"> <li>Bike Lanes</li> <li>Ped Improvements</li> </ul>	X			<ul style="list-style-type: none"> <li>Construct Class I and Class II bikeways</li> <li>Pedestrian improvements and plaza at a transit station</li> <li>Intersection improvements</li> </ul>	<a href="https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program">https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program</a>
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually.	Eligible Types: <ul style="list-style-type: none"> <li>Safety projects on Bike facilities</li> <li>Safety projects on Ped facilities</li> </ul>	X		X	<ul style="list-style-type: none"> <li>Install hybrid pedestrian signals</li> <li>Improve pedestrian and bicycle safety at locations with uncontrolled crossings</li> <li>Plans</li> </ul>	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program</a>
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Eligible Types: <ul style="list-style-type: none"> <li>Bike &amp; Pedestrian elements <i>(In the context of facility type, right of way, project scope, and quality of nearby alternative facilities)</i></li> </ul>	X			<ul style="list-style-type: none"> <li>Upgrade sidewalks to ADA compliance</li> <li>Reconstruct damaged pavement</li> <li>Add bike lanes to updated corridors</li> <li>Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access</li> </ul>	<a href="https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp">https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp</a>
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Eligible Types: <ul style="list-style-type: none"> <li>Bicycle &amp; Pedestrian projects <i>(Must be eligible for State Highway Account or Federal funds)</i></li> </ul>	X			<ul style="list-style-type: none"> <li>Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge</li> <li>Class I, II, III, &amp; IV bike lanes</li> <li>Multi-Use paths</li> <li>Complete Streets improvements</li> </ul>	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program</a>

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief.	Eligible Types: <ul style="list-style-type: none"> <li>Bicycle facilities</li> </ul>	X			<ul style="list-style-type: none"> <li>Travel Demand Management to promote clean commutes</li> <li>Public Education and Outreach</li> <li>Bicycle amenities; Class I, II, III, &amp; IV bike lanes</li> </ul>	<a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>

Current Funding Opportunities: Grant and Loan Programs within the California Natural Resources Agency, and its Departments, Conservancies, Boards, Commissions and Councils						
In response to AB 2252 (Limon), the California State Library launched the California Grants Portal in July 2020 to provide, "one destination to find all grants and loans offered on a competitive or first-come basis by California State agencies". Please visit <a href="http://grants.ca.gov">grants.ca.gov</a> for more details or to find other State-funded grant or loan opportunities.						
Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Baldwin Hills Conservancy</b>	Baldwin Hills Conservancy Proposition 1 Program	The purpose of the BHC Proposition 1 grant program is to provide local assistance to address water quality, water supply and watershed protection and restoration. Funds are available for multi-benefit ecosystem and watershed protection and restoration projects, pursuant to Water Code Section 79731(a).  Resource Protection—Advance the optimal management of resources in the watershed in order to achieve conservation benefits, improve ecosystem health, and increase climate resiliency.  Habitat Restoration—Restore native habitat to improve ecosystem function and provide multi-benefit wildlife corridors, species biodiversity and other ecosystem benefits.  Urban Greening—Build urban greening projects that increase groundwater recharge, reduce runoff, improve water quality and improve urban watershed health while creating public green-space and expanding urban forests.	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance for DAC or SDAC  Matched Funding: N/A  Eligible Applicants: Public agencies, eligible nonprofit organizations, JPAs, special districts, public utilities, and mutual water companies.  Geographic Scope: Baldwin Hills & Ballona Creek Territory	Revenue Source: Proposition 1  Total Estimated Available Funding: \$1,400,000.00  Potential Funding Awarded in the Next 6 Months: (\$0.00)  Estimated Number of Awards per Funding Cycle: 0.5  Minimum Award Amount: N/A  Maximum Award Amount: \$2 million	Period of Performance: Continuous  Application Deadline: August 31, 2021 October 31, 2021 December 31, 2021  Expected Award Announcement Date: Continuous	Program Website: <a href="http://bhc.ca.gov/grants/">http://bhc.ca.gov/grants/</a>  Program Contact: Gail Krippner: 323-290-5273  Email: gail.krippner@bhc.ca.gov  Other: info@bhc.ca.gov
<b>Baldwin Hills Conservancy</b>	Baldwin Hills Conservancy Proposition 68 Program	The purpose of the BHC Proposition 68 grant program is to provide local assistance for watershed protection, habitat restoration, acquisition, community access and park improvements in the Ballona Creek/Baldwin Hills Watershed Territory. Funds are available for multi-benefit ecosystem and watershed protection and restoration projects pursuant to Public Resources Code Section 80110 (b) (1).  3.1. Resource Protection and Restoration Projects. 3.2. Vegetation Management and Fire Safety Projects. 3.3 Visitor Serving Development and Improvement Projects. 3.4. Community Access, Education and Interpretation Projects (maximum grant award is \$100,000, if funding is available, the Conservancy will award these grants every year)	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance for DAC or SDAC  Matched Funding: N/A  Eligible Applicants: Cities, counties, JPA's, nonprofit organizations or any public entity or non-profit organization established pursuant to the laws of the State of California.  Geographic Scope: Baldwin Hills & Ballona Creek Territory	Revenue Source: Proposition 68  Total Estimated Available Funding: \$2,500,000.00  Potential Funding Awarded in the Next 6 Months: \$1 million  Estimated Number of Awards per Funding Cycle: 3  Minimum Award Amount: N/A  Maximum Award Amount: \$1 million	Period of Performance: Continuous  Application Deadline: August 31, 2021 October 31, 2021 December 31, 2021  Expected Award Announcement Date: Continuous	Program Website: <a href="http://bhc.ca.gov/grants/">http://bhc.ca.gov/grants/</a>  Program Contact: Gail Krippner: 323-290-5273  Email: gail.krippner@bhc.ca.gov  Other: info@bhc.ca.gov
<b>Baldwin Hills Conservancy</b>	Baldwin Hills Conservancy Proposition 40	The purpose of the BHC Proposition 40 grant program is to provide local assistance for planning, acquisition and capital improvement projects that benefit the Ballona Creek Watershed and Baldwin Hills Conservancy territory, consistent with the Conservancy strategic plan and related work programs prepared pursuant to Public Resources Code section 32568 and pursuant to subdivisions (b) and (c) of Section 1 of Chapter 752, Statutes of 1999.  Proposals consistent with the P40 bond act will achieve at least one the following: 1) acquisition of open space; 2) development of park land; 3) rehabilitation of park facilities; 4) restoration of habitat; or 5) protection of land and water resources.  Proposals consistent with the.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: 25% non-state funds  Eligible Applicants: Cities, counties, JPA's, nonprofit organizations or any public entity or non-profit organization established pursuant to the laws of the State of California.  Geographic Scope: Baldwin Hills & Ballona Creek Territory	Revenue Source: Propositions 40  Total Estimated Available Funding: \$4,725,000.00  Potential Funding Awarded in the Next 6 Months: Prop 40: no maximum  Estimated Number of Awards per Funding Cycle: 0.5  Minimum Award Amount: N/A  Maximum Award Amount: Proposition 40: no maximum	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website: <a href="http://bhc.ca.gov/grants/">http://bhc.ca.gov/grants/</a>  Program Contact: Gail Krippner: 323-290-5273  Email: gail.krippner@bhc.ca.gov  Other: info@bhc.ca.gov
<b>California Coastal Commission</b>	WHALE TAIL® Competitive Grants Program	WHALE TAIL® Grants help people connect to the California coast and its watersheds through experiential education, stewardship, and outdoor experiences. With a goal of increasing understanding of and caring for the coast, marine life, and waterways that connect to the coast, the grants focus on reaching communities that have historically received fewer marine education and stewardship opportunities.  WHALE TAIL® Grants fund projects addressing the California coast and its watersheds that may support experiential education, stewardship, and outdoor experiences for children and the general public. Education and stewardship projects relating to climate change as it impacts the coast and ocean are eligible and encouraged. Adopt-A-Beach® programs, as well as other beach maintenance and coastal habitat restoration projects that have an educational component, are also eligible for the grants. WHALE TAIL® Grants focus on reaching communities that are poorly served in terms of marine and coastal education, and strive for a broad geographic distribution throughout California.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Applicants may be either a non-profit organization, a project of a non-profit fiscal sponsor, a school or school district, or a government entity.  Geographic Scope: Projects funded by WHALE TAIL® grants must serve audiences in California.	Revenue Source: California Beach and Coastal Enhancement Account, which receives funds through the sale of the WHALE TAIL® license plate, and the Protect Our Coast and Ocean Tax Contribution Fund.  Total Estimated Available Funding: \$1,500,000.00  Potential Funding Awarded in the Next 6 Months: \$1,500,000.00  Estimated Number of Awards per Funding Cycle: 40  Minimum Award Amount: N/A  Maximum Award Amount: \$50,000.00	Period of Performance: Within approx. 2 years  Application Deadline: Nov. 5, 2021 (est.)  Expected Award Announcement Date: February 2022 (est.)	Program Website: <a href="https://www.coastal.ca.gov/publiced/plate/plgrant.html">https://www.coastal.ca.gov/publiced/plate/plgrant.html</a>  Program Contact: Chris Parry  Email: Chris.Parry@coastal.ca.gov  Other:



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>California Coastal Commission</b>	Local Coastal Program	<p>The purpose of the Local Coastal Program Local Assistance Grant Program is to assist local government with developing new or updating their Local Coastal Programs. 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.</p> <p>The 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.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities and counties in the California coastal zone.</p> <p>Geographic Scope: Coastal zone</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$30,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$6,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 10</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Annually or every other year</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://www.coastal.ca.gov/lcp/grants/">https://www.coastal.ca.gov/lcp/grants/</a></p> <p>Program Contact: Madeline Cavalieri</p> <p>Email: Madeline.Cavalieri@coastal.ca.gov</p> <p>Other: LCPGrantProgram@coastal.ca.gov</p>
<b>California Coastal Conservancy</b>	Explore the Coast Grants	<p>Increase opportunities for people to get to, learn about, and enjoy coastal areas</p> <p>This program seeks to enable and encourage California residents to visit the coast through projects that increase opportunities for people to get to, learn about, and enjoy coastal areas.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, eligible nonprofit organizations, JPAs, special districts, tribes</p> <p>Geographic Scope: None, projects must include visiting the coast or San Francisco Bay</p>	<p>Revenue Source: ELPF and Coastal Access Account</p> <p>Total Estimated Available Funding: \$14,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$2,800,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 45</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$50,000.00</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: April 2021</p> <p>Expected Award Announcement Date: September 2021</p>	<p>Program Website: <a href="https://scc.ca.gov/grants/">https://scc.ca.gov/grants/</a></p> <p>Program Contact: Mary Small</p> <p>Email: mary.small@scc.ca.gov</p> <p>Other: grants@scc.ca.gov</p>
<b>California Coastal Conservancy</b>	Explore the Coast Overnight Grants	<p>Planning and implementation of facilities that provide coastal lower-cost overnight accommodations.</p> <p>This program seeks to increase the number and variety of lower-cost overnight accommodations on the California coast to serve lower-income and middle-income people.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, eligible nonprofit organizations, JPAs, special districts, tribes</p> <p>Geographic Scope: Coastal counties with priority given to locations close to the coast</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$25,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$4,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 13</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 4 years</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://scc.ca.gov/projects/etco/">https://scc.ca.gov/projects/etco/</a></p> <p>Program Contact: Amy Hutzel</p> <p>Email: amy.hutzel@scc.ca.gov</p> <p>Other: grants@scc.ca.gov</p>
<b>California Coastal Conservancy</b>	Climate Ready Grants - SF Bay Conservancy	<p>Planning and implementation of on-the-ground actions that lessen the impacts of climate change on communities and natural resources in the San Francisco Bay Area</p> <p>The State Coastal Conservancy's Climate Ready Program seeks to encourage action to prepare for a changing climate by advancing planning and implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen the impacts of climate change on communities and natural resources. The Conservancy seeks to support multi-benefit projects that use natural systems to enhance climate resilience.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies and nonprofit organizations</p> <p>Geographic Scope: nine bay area counties</p>	<p>Revenue Source: Propositions 68</p> <p>Total Estimated Available Funding: \$5,500,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: ongoing grant round</p> <p>Estimated Number of Awards per Funding Cycle: 9</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 4 years</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://scc.ca.gov/grants/">https://scc.ca.gov/grants/</a></p> <p>Program Contact: Moira McEnespy</p> <p>Email: moira.mcenespy@scc.ca.gov</p> <p>Other: grants@scc.ca.gov</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>California Coastal Conservancy</b>	Coastal Resource and Public Access Program	<p>Grants are available for projects that improve public access and outdoor recreation as well as resource protection and enhancement.</p> <p>The State Coastal Conservancy awards grants for projects that meet the statutory authorities contained in Division 21 of the Public Resources Code and that meet objectives of the Conservancy's Strategic Plan. Grants are available for projects that improve public access and outdoor recreation as well as resource protection and enhancement.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, eligible nonprofit organizations, JPAs, special districts, tribes. Some funds have geographic limitations.</p> <p>Geographic Scope: Coastal counties, SF Bay Area and Santa Ana River Watershed</p>	<p>Revenue Source: Propositions 68, 84, and Habitat Conservation Fund</p> <p>Total Estimated Available Funding: \$50,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$10,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: N/A</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 4 years</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://scc.ca.gov/grants/">https://scc.ca.gov/grants/</a></p> <p>Program Contact: Mary Small</p> <p>Email: mary.small@scc.ca.gov</p> <p>Other: grants@scc.ca.gov</p>
<b>California Coastal Conservancy</b>	Sea Otter Recovery Grants	<p>research, science, protection projects or programs to benefit Sea Otters</p> <p>The State Coastal Conservancy grants funds from the voluntary tax check-off box for sea otter recovery every year that money is made available. Public agencies and nonprofit organizations are eligible to apply for the grants (see application instructions for details). Eligible projects include research, science, protection projects or programs related to the Federal Sea Otter Recovery Plan or improving the nearshore ocean ecosystem, including, but not limited to, program activities to reduce sea otter mortality.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies and nonprofit organizations</p> <p>Geographic Scope: None, projects must benefit Sea Otters</p>	<p>Revenue Source: Sea Otter Tax Check-Off</p> <p>Total Estimated Available Funding: \$250,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$250,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: September 1, 2021</p> <p>Expected Award Announcement Date: September 2021</p>	<p>Program Website: <a href="https://scc.ca.gov/grants/">https://scc.ca.gov/grants/</a></p> <p>Program Contact: Hilary Walecka</p> <p>Email: hilary.walecka@scc.ca.gov</p> <p>Other: grants@scc.ca.gov</p>
<b>California Department of Conservation</b>	2019 Forest Health Watershed Coordinator Grants	<p>The purpose of the Forest Health Watershed Coordinator Grants is to fund watershed coordinators that support collaborative watershed improvement efforts to restore forest health and resilience.</p> <p>The principal goal of the Watershed Coordinator Program is to improve watershed health by providing support for local, collaborative watershed improvement efforts. The Forest Health Watershed Coordinator Grant Program aims to restore health and resilience to forests at the watershed scale for multiple benefits, including water quality</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible applicants are local entities as follows: (1) special districts; (2) nonprofit groups (tax exempt 501(c)(3)); (3) local governments; and (4) tribal governments, located within one of the two watershed coordinator zones. The program is not open to federal or state agencies. The applicant's proposal must be located within one of the watershed coordinator zones and must demonstrate collaboration with relevant federal, state, and local agencies, as well as other stakeholder groups (e.g., California Native American tribes, non-governmental organizations, and community members). However, the proposal must designate a single, eligible entity as the primary applicant.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: California Environmental License Plate Fund</p> <p>Total Estimated Available Funding: \$1,890,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Awarded \$1.89m</p> <p>Estimated Number of Awards per Funding Cycle: 8</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$235,000.00</p>	<p>Period of Performance: 2 years</p> <p>Application Deadline: February 2019</p> <p>Expected Award Announcement Date: May 2019</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/watershed">https://www.conservation.ca.gov/dlrp/grant-programs/watershed</a></p> <p>Program Contact: Brian Newman-Lindsay</p> <p>Email: brian.newman-lindsay@conservation.ca.gov</p> <p>Other:</p>
<b>California Department of Conservation</b>	Regional Forest and Fire Capacity Program	<p>Regional Forest and Fire Capacity grants provide funding to eight block grantees who will work within their regions to increase capacity, develop Regional Priority Plans, prioritize and plan projects, and implementation demonstration projects.</p> <p>The goal of the Regional Forest and Fire Capacity Grant Program is to increase regional capacity to prioritize, develop and implement projects that improve forest health and fire resilience.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: non-competitive grants to State Agencies, non-profit organizations, and local governments</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$20,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 8</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Applications were awarded in April 2019.</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Regional-Forest-and-Fire-Capacity-Program.aspx">https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Regional-Forest-and-Fire-Capacity-Program.aspx</a></p> <p>Program Contact: Brian Newman-Lindsay</p> <p>Email: brian.newman-lindsay@conservation.ca.gov</p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Conservation	Sustainable Agriculture Land Conservation Program (Agricultural Conservation Acquisition Grants)	<p>The purpose of the Sustainable Agricultural Lands Conservation Program is to protect agricultural lands to support infill and compact development, and to further the purposes of AB 32 by avoiding increases in the greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses.</p> <p>The Sustainable Agricultural Lands Conservation Program (SALC) supports the state's greenhouse gas (GHG) emission goals by making strategic investments to protect agricultural lands.</p> <p>Agricultural Conservation Acquisitions —Provide funding to leverage the protection of strategically located, highly productive, and critically threatened agricultural land, via the purchase of permanent agricultural conservation easements.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (Easement Acquisition Costs)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, resource conservation districts, regional park or open-space districts, regional park or open-space authorities, California Native American tribes, and nonprofit (501(c)3) organizations that have among their stated purposes the conservation of agriculture, rangeland, or farmland.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: Funding varies each year depending on GGRF auction proceeds</p> <p>Potential Funding Awarded in the Next 6 Months: \$44,440.00</p> <p>Estimated Number of Awards per Funding Cycle: 20</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 2 years</p> <p>Application Deadline: Sept 10, 2021</p> <p>Expected Award Announcement Date: 44531</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/SALCP">https://www.conservation.ca.gov/dlrp/grant-programs/SALCP</a></p> <p>Program Contact: Virginia Jameson</p> <p>Email: <a href="mailto:virginia.jameson@conservation.ca.gov">virginia.jameson@conservation.ca.gov</a></p> <p>Other: <a href="mailto:salcp@conservation.ca.gov">salcp@conservation.ca.gov</a></p>
California Department of Conservation	Sustainable Agriculture Lands Conservation Program (Sustainable Agricultural Lands Planning Grants)	<p>The purpose of the Sustainable Agricultural Lands Conservation Program is to protect agricultural lands to support infill and compact development, and to further the purposes of AB 32 by avoiding increases in the greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses.</p> <p>The Sustainable Agricultural Lands Conservation Program supports the state's greenhouse gas (GHG) emission goals by making strategic investments to protect agricultural lands.</p> <p>Sustainable Agricultural Lands Conservation Planning Grants support the development and implementation of plans for the protection of agricultural land at risk of conversion to non-agricultural uses, maintaining the economic viability of the region's agricultural lands, and developing the economic viability of regional food systems and infrastructure to support the production, aggregation, processing and distribution of agricultural products.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Counties, cities, Local Agency Formation Commissions, councils of government, municipal planning organizations, regional transportation planning agencies, and special districts as the lead applicant(s) in collaboration with other partners.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: Funding varies each year depending on GGRF auction proceeds</p> <p>Potential Funding Awarded in the Next 6 Months: \$44,440.00</p> <p>Estimated Number of Awards per Funding Cycle: 6</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$250,000 or \$500,000 depending on project scope</p>	<p>Period of Performance: 2 years</p> <p>Application Deadline: Sept 10, 2021</p> <p>Expected Award Announcement Date: 44531</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/SALCP">https://www.conservation.ca.gov/dlrp/grant-programs/SALCP</a></p> <p>Program Contact: Virginia Jameson</p> <p>Email: <a href="mailto:virginia.jameson@conservation.ca.gov">virginia.jameson@conservation.ca.gov</a></p> <p>Other: <a href="mailto:salcp@conservation.ca.gov">salcp@conservation.ca.gov</a></p>
California Department of Conservation	Transformative Climate Communities Program (Implementation Grants)	<p>TCC aims to empower communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution in pursuit of data-driven milestones and measurable outcomes. The Program funds development and infrastructure projects at the neighborhood level to achieve major environmental, health, and economic benefits in California's most disadvantaged communities.</p> <p>The TCC is a California Climate Investment (CCI) program administered by the Strategic Growth Council (SGC) in partnership with the Department of Conservation (DOC) and other partnering State agencies. TCC empowers communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution in pursuit of data-driven milestones and measurable outcomes. The Program funds development and infrastructure projects at the neighborhood level to achieve major environmental, health, and economic benefits in California's most disadvantaged communities.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Stakeholders must form a Collaborative Stakeholder Structure. Eligible Lead Applicants: community-based organizations, local governments, nonprofit organizations, philanthropic organizations and foundations, faith-based organizations, coalitions or associations of nonprofits, community development finance institutions, community development corporations, joint powers authorities, tribal governments.</p> <p>Geographic Scope: Project Area must be no larger than 5 square miles; at least 51% of the project area must overlap with Census Tracts within the top 10% of disadvantaged communities, per CalEnviroScreen 3.0. Project Area may not overlap with Project Areas from previous TCC Implementation Grant awards. [LIKELY PENDING UPDATES FOR FY2122]</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund [LIKELY PENDING UPDATES FOR FY2122]</p> <p>Total Estimated Available Funding: \$42000000 [Pending Budget Approval]</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$28.2 million [LIKELY PENDING UPDATES FOR FY2122]</p>	<p>Period of Performance: 7 years</p> <p>Application Deadline: Pending</p> <p>Expected Award Announcement Date: Pending</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Transformative-Climate-Communities-Program.aspx">https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Transformative-Climate-Communities-Program.aspx</a></p> <p>Program Contact: Brian Newman-Lindsay</p> <p>Email: <a href="mailto:brian.newman-lindsay@conservation.ca.gov">brian.newman-lindsay@conservation.ca.gov</a></p> <p>Other: <a href="mailto:tcc@sgc.ca.gov">tcc@sgc.ca.gov</a></p>
California Department of Conservation	Working Lands and Riparian Corridors Program Watershed Restoration Grants	<p>Watershed Restoration grants fund the restoration and enhancement of natural resources on agricultural lands and aim to improve climate adaptation and resilience by improving soil health, carbon sequestration, and habitat.</p> <p>Watershed Restoration grants fund the restoration and enhancement of natural resources on agricultural lands and aim to improve climate adaptation and resilience by improving soil health, carbon sequestration, and habitat.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (for SDAC-25%)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Resource Conservation Districts</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$8,500,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Up to \$8.5 million</p> <p>Estimated Number of Awards per Funding Cycle: Dependent on number of submissions received, application process</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Dependent on activities being performed; expected that grants will be completed in 2 to 5 years from award.</p> <p>Application Deadline: September 30, 2021</p> <p>Expected Award Announcement Date: 44531</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Working-Lands-and-Riparian-Corridors-Program.aspx">https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Working-Lands-and-Riparian-Corridors-Program.aspx</a></p> <p>Program Contact: Virginia Jameson</p> <p>Email: <a href="mailto:virginia.jameson@conservation.ca.gov">virginia.jameson@conservation.ca.gov</a></p> <p>Other: <a href="mailto:wirc@conservation.ca.gov">wirc@conservation.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Conservation	California Farmland Conservancy Program	<p>The California Farmland Conservancy Program seeks to encourage the long-term, private stewardship of agricultural lands through planning and the voluntary use of agricultural conservation easements. The CFCP provides grant funding for easement and planning projects that support agricultural land conservation statewide.</p> <p>The California Farmland Conservancy Program seeks to encourage the long-term, private stewardship of agricultural lands through planning, the voluntary use of agricultural conservation easements and improvements on the property that make agricultural more valuable. The CFCP provides grant funding for easement, planning and improvement projects that support agricultural land conservation statewide.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (Easement Acquisition Costs)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: City, county, nonprofit organization, resource conservation district, or a regional park or open-space district or regional or open-space authority that has the conservation of farmland among its stated purposes or as express in the entity's locally adopted policies.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Props 68, 40, and 12</p> <p>Total Estimated Available Funding: \$7 million</p> <p>Potential Funding Awarded in the Next 6 Months: Yes</p> <p>Estimated Number of Awards per Funding Cycle: 6</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 2 years</p> <p>Application Deadline: Mandatory Preproposal May 2021; final September 30, 2021</p> <p>Expected Award Announcement Date: December, 2021</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/cfcp">https://www.conservation.ca.gov/dlrp/grant-programs/cfcp</a></p> <p>Program Contact: Virginia Jameson</p> <p>Email: <a href="mailto:virginia.jameson@conservation.ca.gov">virginia.jameson@conservation.ca.gov</a></p> <p>Other: <a href="mailto:cfcp@conservation.ca.gov">cfcp@conservation.ca.gov</a></p>
California Department of Conservation	RCD Financial Assistance Program	<p>The program will provide capacity building grants to Resource Conservation Districts.</p> <p>Financial Assistance Program funding will help RCDs become more relevant, excellent, and visible by building capacity. Capacity building is an investment in the effectiveness and future sustainability of an organization. While this funding is an initial investment in RCD capacity, the growth, effectiveness and sustainability of an RCD is ultimately the responsibility of the organization.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Resource Conservation Districts that are able to comply with CA Public Resources Code Section 9084 requirements.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: State General Fund</p> <p>Total Estimated Available Funding: \$135,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$135,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 6</p> <p>Minimum Award Amount: \$15,000.00</p> <p>Maximum Award Amount: \$25,000.00</p>	<p>Period of Performance: Grants will be completed by March 2022.</p> <p>Application Deadline: June 25, 2020</p> <p>Expected Award Announcement Date: July 2020</p>	<p>Program Website: <a href="http://www.conservation.ca.gov/DLRP/RCD">www.conservation.ca.gov/DLRP/RCD</a></p> <p>Program Contact: Brian Newman-Lindsay</p> <p>Email: <a href="mailto:brian.newman-lindsay@conservation.ca.gov">brian.newman-lindsay@conservation.ca.gov</a></p> <p>Other: <a href="mailto:rcd@conservation.ca.gov">rcd@conservation.ca.gov</a></p>
California Department of Conservation	2020 Sustainable Groundwater Management Watershed Coordinator Grants	<p>The purpose of the Sustainable Groundwater Management Watershed Coordinator Grant Program is to fund watershed coordinators to support implementation of groundwater sustainability plans consistent with Proposition 50 water bond funding.</p> <p>The 2020 Sustainable Groundwater Management Watershed Coordinator Grant Program will facilitate the development and implementation of watershed improvement plans consistent with Proposition 50 water bond funding requirements and support implementation of related groundwater sustainability plans developed pursuant to the State's Sustainable Groundwater Management Act.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible applicants are local entities as follows: (1) special districts; (2) nonprofit groups (with tax exempt 501(c)(3) status); (3) local governments; (4) federally recognized California Native American tribes, (5) non-federally recognized California Native American tribes; and (5) Groundwater Sustainability Agencies.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002 (Proposition 50)</p> <p>Total Estimated Available Funding: \$1,540,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Up to \$1.54 million</p> <p>Estimated Number of Awards per Funding Cycle: unknown</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: Solicitation released June 15, 2020</p> <p>Application Deadline: September 15, 2020</p> <p>Expected Award Announcement Date: January 2021</p>	<p>Program Website: <a href="https://www.conservation.ca.gov/dlrp/grant-programs/watershed">https://www.conservation.ca.gov/dlrp/grant-programs/watershed</a></p> <p>Program Contact: Brian Newman-Lindsay</p> <p>Email: <a href="mailto:brian.newman-lindsay@conservation.ca.gov">brian.newman-lindsay@conservation.ca.gov</a></p> <p>Other:</p>
California Department of Fish and Wildlife	Native Wildlife Rehabilitation Voluntary Tax Contribution Fund Grant Program	<p>To fund selected projects that support and advance the recovery and rehabilitation of injured, sick or orphaned wildlife, and conservation education. Funds may be used for projects, including but not limited to: support of ongoing facility needs, innovation in animal care (e.g., refining wildlife rehabilitation techniques); post-release monitoring, surveillance, data analysis; conservation education.</p> <p>The CDFW shall maintain the Native California Wildlife Rehabilitation Voluntary Tax Contribution Fund established pursuant to Section 18749.1 of the Revenue and Taxation Code. Funds deposited in the Native California Wildlife Rehabilitation Voluntary Tax Contribution Fund are for the support of a competitive grant program established for the purposes of the recovery and rehabilitation of injured, sick, or orphaned wildlife, and conservation education.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Nonprofit organizations. Must operate a wildlife rehabilitation facility permitted pursuant to Section 679 of Title 14 (California Code of Regulations), or as an authorized sub-permittee; shall be in compliance with all conditions of its Wildlife Rehabilitation Memorandum of Understanding; and maintain active participation in the wildlife rehabilitation medical database.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Assembly Bill 1031: Native California Wildlife Rehabilitation Voluntary Tax Contribution Fund Fish and Game Code, Section 1773 Revenue and Taxation Code. Section 18749.1</p> <p>Total Estimated Available Funding: Varies year to year. Fiscal year 2020/21 had \$820,000 available funding by 10/2020</p> <p>Potential Funding Awarded in the Next 6 Months: 2020/21 grant cycle allocation is \$549000</p> <p>Estimated Number of Awards per Funding Cycle: 45-50</p> <p>Minimum Award Amount: \$3,000.00</p> <p>Maximum Award Amount: \$19,000.00</p>	<p>Period of Performance: January 1 - December 31, each year</p> <p>Application Deadline: Estimated September 30</p> <p>Expected Award Announcement Date: Estimated October 15</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Conservation/Laboratories/Wildlife-Health/Rehab">https://wildlife.ca.gov/Conservation/Laboratories/Wildlife-Health/Rehab</a></p> <p>Program Contact: Victoria Monroe</p> <p>Email: <a href="mailto:victoria.monroe@wildlife.ca.gov">victoria.monroe@wildlife.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Cannabis Restoration Grant Program	<p>Support the clean-up, remediation, and/or restoration of habitat in watersheds impacted by cannabis cultivation or related activities and that comply with program criteria.</p> <p>Through the CRGP, CDFW will support the cleanup and remediation of environmental damage in watersheds affected by cannabis cultivation on qualified government lands, or proposals that support the enhancement of watersheds or communities where cannabis cultivation occurs.</p> <p>Cleanup and remediation proposals should focus on the severe impacts of illicit cannabis operations such as: unlawful water diversions for irrigation, conversion of lands, poaching, and use of prohibited herbicides, rodenticides, and other environmental contaminants that are severely impacting California's fish and wildlife. Proposals to enhance watersheds and/or communities should solicit funds for, but not limited to: road decommissioning, road crossing upgrades, erosion and sediment delivery prevention actions, culvert upgrades, or enhancing biodiversity and wildlife habitat at and around cannabis cultivation sites, among other projects of similar nature.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible entities include: federal state, and local public agencies within California (including public universities); nonprofit organizations qualified to do business in California and qualified under Section 501(c)(3) of Title 26 of the United States Code; and California Native American tribes as defined in the Public Resources Code section 21073.</p> <p>Geographic Scope: Projects are limited to watersheds impacted by cannabis cultivation or related activities statewide</p>	<p>Revenue Source: Cannabis Tax Fund, and Environmental Restoration and Protection Account pursuant to Revenue and Taxation Code section 34019(f)(2).</p> <p>Total Estimated Available Funding: \$2,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1,557,057.63</p> <p>Estimated Number of Awards per Funding Cycle: 6</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$2,000,000.00</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: May 14, 2021</p> <p>Expected Award Announcement Date: Late Summer 2021</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Conservation/Watersheds/Cannabis-Restoration-Grant">https://wildlife.ca.gov/Conservation/Watersheds/Cannabis-Restoration-Grant</a></p> <p>Program Contact: Maggie Massie</p> <p>Email: <a href="mailto:Margaret.massie@wildlife.ca.gov">Margaret.massie@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:canngrantprogram@wildlife.ca.gov">canngrantprogram@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	Endangered Species Conservation and Recovery Grant Program (Traditional Section 6)	<p>Promote the conservation and recovery of species listed as threatened, endangered, candidate, or recently recovered under the federal Endangered Species Act.</p> <p>Through this program the California Department of Fish and Wildlife, in cooperation with the United States Fish and Wildlife Service, directs funds to implement conservation projects for wildlife species listed as threatened, endangered, candidate, or recently recovered species under the federal endangered species act (ESA) on non-federal lands. Funded activities include habitat restoration, species status surveys, public education and outreach, captive propagation and reintroduction, nesting surveys, genetic studies, and development of management plans. There is a 25% match funding requirement. Applicants must provide a minimum of 25% of the grant award value in matching non-federal funds or in-kind services.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: State and local government agencies; institutions of higher education, including public, private, state colleges and universities; 501(c)(3) nonprofit organizations; Native American tribal organizations.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Cooperative Endangered Species Conservation Fund (CESCF)</p> <p>Total Estimated Available Funding: Varies by year depending on federal allocation. In recent years \$1.5 to \$2.8 million has been available.</p> <p>Potential Funding Awarded in the Next 6 Months: 2020 allocation was \$1.9 million</p> <p>Estimated Number of Awards per Funding Cycle: 11</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Dependent on USFWS Notice of Funding Opportunity each year for Section 6 funds, generally in November/December.</p> <p>CDFW solicits applications each fall when funding available.</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/Endangered-Species">https://wildlife.ca.gov/Grants/Endangered-Species</a></p> <p>Program Contact: Erin Chappell</p> <p>Email: <a href="mailto:Erin.Chappell@wildlife.ca.gov">Erin.Chappell@wildlife.ca.gov</a></p> <p>Other:</p>
California Department of Fish and Wildlife	Endangered Species Conservation and Recovery Habitat Conservation Land Acquisition Grant Program (Nontraditional Section 6)	<p>The Endangered Species Habitat Conservation Plan Land Acquisition (HCPLA) Grant Program provides funding to States and Territories for the acquisition of threatened and endangered species habitat in support of approved HCPs. Grants do not fund any mitigation required of an HCP permittee, but are instead intended to support land purchases that complement actions associated with HCP.</p> <p>The Endangered Species Habitat Conservation Plan Land Acquisition (HCPLA) Grant Program provides funding to States and Territories for the acquisition of threatened and endangered species habitat in support of approved HCPs. Grants do not fund any mitigation required of an HCP permittee, but are instead intended to support land purchases that complement actions associated with HCP.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Minimum 25%</p> <p>Eligible Applicants: State and local government agencies; institutions of higher education, including public, private, state colleges and universities; 501(c)(3) nonprofit organizations; Native American tribal organizations.</p> <p>Geographic Scope: Projects must involve voluntary conservation efforts within the United States.</p>	<p>Revenue Source: Cooperative Endangered Species Conservation Fund (CESCF)</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: 11</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants">https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants</a></p> <p>Program Contact: Sara Kern</p> <p>Email: <a href="mailto:Sara.Kern@wildlife.ca.gov">Sara.Kern@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:NCCP@wildlife.ca.gov">NCCP@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	California State Duck Stamp Project Grant Program	<p>To fund projects beneficial to California's waterfowl species.</p> <p>The State Duck Stamp Account is administered by the Department of fish and Wildlife's Waterfowl Program. The purpose of the funds are to fund projects that protect, preserve, restore, enhance and develop migratory waterfowl breeding and wintering habitat, and conduct waterfowl resource assessments and other waterfowl related research, per Fish and Game Code 3702.</p>	<p>Opportunity Type: Grant/Contract</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Nonprofit organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Duck Stamp Account (FGC Section 3702)</p> <p>Total Estimated Available Funding: \$1,500,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 6</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Fall 2022 - April 2025</p> <p>Application Deadline: January 22, 2022</p> <p>Expected Award Announcement Date: Late June 2022</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/Duck-Stamp">https://wildlife.ca.gov/Grants/Duck-Stamp</a></p> <p>Program Contact: Melanie Weaver</p> <p>Email: <a href="mailto:melanie.weaver@wildlife.ca.gov">melanie.weaver@wildlife.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Endangered Species Conservation and Recovery Land Acquisition Grant Program (Nontraditional Section 6)	<p>Conserve and restore habitat to promote recovery of species listed as threatened or endangered under the federal Endangered Species Act.</p> <p>The Recovery Land Acquisition (RLA) grant program is coordinated by the California Department of Fish and Wildlife and administered by the United States Fish and Wildlife Service to fund projects that preserve threatened and endangered species habitat in areas identified in approved or draft species recovery plans. There is a 25% match funding requirement. Applicants must provide a minimum of 25% of the grant award value in matching non-federal funds or in-kind services.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: There is a 25% match funding requirement. Applicants must provide a minimum of 25% of the grant award value in matching non-federal funds or in-kind services.</p> <p>Eligible Applicants: State and local government agencies; institutions of higher education, including public, private, state colleges and universities; 501(c)(3) nonprofit organizations; Native American tribal organizations.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Federal Cooperative Endangered Species Conservation Fund (CESCF) (Section 6 of the Endangered Species Act). Administered by USFWS.</p> <p>Total Estimated Available Funding: Varies by year depending on federal allocation. Projects compete nationally for funds.</p> <p>Potential Funding Awarded in the Next 6 Months: Annual award for previous solicitation expected late summer/early Fall.</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: TBD</p> <p>CDFW solicits applications annually when funding available, generally in Fall/Winter</p> <p>Expected Award Announcement Date: TBD</p> <p>Typically in September</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/Land-Acquisition">https://wildlife.ca.gov/Grants/Land-Acquisition</a></p> <p>Program Contact: Dan Applebee</p> <p>Email: Daniel.Applebee@wildlife.ca.gov</p> <p>Other: wildlifemgt@wildlife.ca.gov</p>
California Department of Fish and Wildlife	Fisheries Restoration Grants Program	<p>To fund ecological restoration projects that restore degraded ecosystems to benefit salmon and steelhead recovery.</p> <p>The Program supports grants restoring anadromous salmon and steelhead habitat in coastal streams and watersheds from San Diego to Del Norte counties. Grants target projects that will directly contribute to the restoration and recovery of salmon and steelhead trout. The program supports a wide array of project types, including riparian and stream restoration, sediment reduction, fish passage improvement, technical and public education, water conservation and organizational support.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Matching funds are not required, however, proposals without matching funds will lose point in the review process.</p> <p>Eligible Applicants: Public agencies, Native American tribes, and nonprofit organizations</p> <p>Geographic Scope: California coastal watersheds and the Central Valley watersheds to the limits of salmon and steelhead trout anadromous migration.</p>	<p>Revenue Source: Federal grant funds (Pacific Coast Salmon Recovery Fund)</p> <p>Total Estimated Available Funding: \$14,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: None</p> <p>Annual award, about December.</p> <p>Estimated Number of Awards per Funding Cycle: 35</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Starts in March and ends in April or May</p> <p>Application Deadline: April 13, 2021</p> <p>Expected Award Announcement Date: December 2021</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/FRGP">https://wildlife.ca.gov/Grants/FRGP</a></p> <p>Program Contact: Tim Chorey</p> <p>Email: timothy.chorey@wildlife.ca.gov</p> <p>Other: FRGP@wildlife.ca.gov</p>
California Department of Fish and Wildlife	Big Game Management Account (BGMA) Grant Program	<p>To fund projects beneficial to big-game species in California.</p> <p>To promote programs and projects beneficial to big-game species in California.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Nonprofit organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Fish and Game Preservation Fund, Big Game Management Account (FGC Section 3953)</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: 5</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Call for Proposals in February; final recommendations to Big Game Management Account Committee &amp; Executive team in April; final awards announced by May 1.</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/Big-Game">https://wildlife.ca.gov/Grants/Big-Game</a></p> <p>Program Contact: David Casady/Brad Burkholder</p> <p>Email: david.casady@wildlife.ca.gov ; brad.burkholder@wildlife.ca.gov</p> <p>Other: wildlifemgt@wildlife.ca.gov</p>
California Department of Fish and Wildlife	California Winter Rice Habitat Improvement Program	<p>To enhance agricultural lands for wintering waterbirds</p> <p>Incentive payments for winter flooding of harvested rice fields as prescribed in a management plan for each property.</p>	<p>Opportunity Type: Contracts</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Private landowners who have grown rice on 40 acres or more of their properties, are able to flood during the fall and winter, and not located within an active military or international airport airstrip.</p> <p>Geographic Scope: Sacramento and San Joaquin Valleys</p>	<p>Revenue Source: General Fund - AB 2348 California Winter Rice Habitat Incentive Program (Section 3469, Fish and Game Code).</p> <p>Total Estimated Available Funding: \$3,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$500,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 35</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Up to 24 months</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Lands/CWHP/Private-Lands-Programs">https://wildlife.ca.gov/Lands/CWHP/Private-Lands-Programs</a></p> <p>Program Contact: Brian Olson</p> <p>Email: Brian.Olson@wildlife.ca.gov</p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Endangered Species Conservation and Recovery Habitat Conservation Planning Assistance Grant Program (Nontraditional Section 6)	<p>The Endangered Species Habitat Conservation Planning Assistance (HCPA) Grant Program provides funding to states and territories for tasks necessary in the planning phase of an HCP, such as baseline surveys and inventories, preparation of planning and environmental documents, and outreach. New this year, the Service will consider Proposals supporting efforts to amend and renew existing HCPs or HCP/NCCPs.</p> <p>The Endangered Species Habitat Conservation Planning Assistance (HCPA) Grant Program provides funding to states and territories for tasks necessary in the planning phase of an HCP, such as baseline surveys and inventories, preparation of planning and environmental documents, and outreach. New this year, the Service will consider Proposals supporting efforts to amend and renew existing HCPs or HCP/NCCPs.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Minimum 25%</p> <p>Eligible Applicants: State and local government agencies; institutions of higher education, including public, private, state colleges and universities; 501(c)(3) nonprofit organizations; Native American tribal organizations.</p> <p>Geographic Scope: Projects must involve voluntary conservation efforts within the United States.</p>	<p>Revenue Source: Cooperative Endangered Species Conservation Fund (CESCF)</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: 10</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants">https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants</a></p> <p>Program Contact: Sara Kern</p> <p>Email: <a href="mailto:Sara.Kern@wildlife.ca.gov">Sara.Kern@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:NCCP@wildlife.ca.gov">NCCP@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	George H.W. Bush Vamos A Pescar™ Education Fund	<p>The George H. W. Bush Vamos A Pescar™ Educational Fund and the California Department of Fish and Wildlife (CDFW) has established a competitive grant program to fund selected projects that supports state and local efforts to educate and engage California's Hispanic communities in metrocentric settings through bilingual, multigenerational, and multigendered programs, classes and fishing and boating activities</p> <p>Vamos A Pescar grant is funds may be used for projects, including but not limited to experiential or hands-on fishing education, community activities promoting good fishery stewardship, technical fishing skills development, fishing-related workshops and classes, apprentice-level fishing trips with hands-on instruction, and other such events that promote recreational fishing in California</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 50/50 matching funds provided by George H. W. Bush Vamos A Pescar™ Educational Fund via Recreational Boating and Fishing Foundation.</p> <p>Eligible Applicants: Nonprofit organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: The Federal funds are distributed through the Sport Fishing Restoration Act – Aquatic Education Federal Grant Program as authorized by Fish and Game Code Section 1501.5(b).</p> <p>Total Estimated Available Funding: Varies year to year. On average \$120,000/year.</p> <p>Potential Funding Awarded in the Next 6 Months: \$90,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 4 - 7</p> <p>Minimum Award Amount: \$5,000.00</p> <p>Maximum Award Amount: \$20,000.00</p>	<p>Period of Performance: March 1 - November 1, each year</p> <p>Application Deadline: First Friday in December</p> <p>Expected Award Announcement Date: Mid February, each year</p>	<p>Program Website: <a href="https://cdfgnews.wordpress.com/2020/11/19/cdfw-offers-vamos-a-pescar-grants-to-promote-equitable-access-to-fishing/">https://cdfgnews.wordpress.com/2020/11/19/cdfw-offers-vamos-a-pescar-grants-to-promote-equitable-access-to-fishing/</a></p> <p>Program Contact: Jen Benedict Tevis Pieper</p> <p>Email: <a href="mailto:jennifer.benedet@wildlife.ca.gov">jennifer.benedet@wildlife.ca.gov</a> <a href="mailto:tevis.pieper@wildlife.ca.gov">tevis.pieper@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:R3statewideprogram@wildlife.ca.gov">R3statewideprogram@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	NCCP Local Assistance Grant (LAG) Program	<p>The NCCP Local Assistance Grant (LAG) Program provides state funds for urgent tasks associated with the implementation of approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application.</p> <p>The NCCP Local Assistance Grant (LAG) Program provides state funds for urgent tasks associated with the implementation of approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: NCCP-implementing entities, public agencies, tribes, and non-profit organizations</p> <p>Geographic Scope: Proposals must address the highest priority tasks associated with the implementation of approved NCCPs or NCCPs that are likely to be approved within 12 months.</p>	<p>Revenue Source: California Department of Fish &amp; Wildlife</p> <p>Total Estimated Available Funding: \$576,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$576,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 7</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Varies (total available is \$576,000)</p>	<p>Period of Performance: 2-3 years</p> <p>Application Deadline: Spring 2022</p> <p>Expected Award Announcement Date: Summer 2022</p>	<p>Program Website: <a href="https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants">https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Grants</a></p> <p>Program Contact: Sara Kern</p> <p>Email: <a href="mailto:Sara.Kern@wildlife.ca.gov">Sara.Kern@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:NCCP@wildlife.ca.gov">NCCP@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	Wetlands Restoration for Greenhouse Gas Reduction Grant Program	<p>Funds restoration or enhancement of wetlands and watershed to reduce greenhouse emissions and provide co-benefits.</p> <p>This program supports projects that provide greenhouse gas benefits while providing co-benefits such as enhancing fish and wildlife habitat, protecting and improving water quality and quantity, and helping California adapt to climate change. The program is focused on GHG emission reduction through restoration or enhancement of Delta and coastal wetlands and mountain meadow habitat.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, recognized Native American tribes, and nonprofit organizations.</p> <p>Geographic Scope: Projects are limited to: (1) Coastal wetlands (2) Inland seasonal wetlands (3) Sacramento-San Joaquin Delta wetlands (4) Mountain meadows</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$500,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: No awards in next 6 months</p> <p>Estimated Number of Awards per Funding Cycle: 0</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: TBD</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Conservation/Watersheds/Greenhouse-Gas-Reduction">https://wildlife.ca.gov/Conservation/Watersheds/Greenhouse-Gas-Reduction</a></p> <p>Program Contact: Basil Ibewiro</p> <p>Email: <a href="mailto:basil.ibewiro@wildlife.ca.gov">basil.ibewiro@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:WatershedGrants@wildlife.ca.gov">WatershedGrants@wildlife.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Response Equipment Grant Program (REGP)	<p>The mission of the Local Oil Spill Response Equipment Grant Program is to provide funding to Native American tribal governments, counties, cities, and special districts in order to pre-position response equipment to protect their economic resources in the event of an oil spill. OSPR is currently accepting grant applications from jurisdictions throughout California.</p> <p>The Response Equipment Grant Program (REGP) is administered by the California Department of Fish and Wildlife's Office of Spill Prevention and Response. The objective of this grant program is to award grants to any local government, tribes, cities, counties, fire departments and port districts, within or immediately adjacent to waters of the state, to pre-position (pre-stage) oil spill response equipment to protect their local communities and economic resources.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local public agencies or tribes in the State of California, including cities, counties, tribal nations, fire departments, port districts, public utility districts, and emergency management departments.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Oil Response Trust Fund, which receives funding per Section 8670.34 of the Government Code.</p> <p>Total Estimated Available Funding: \$350,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Awarded in next 6 months: \$350,000. Future grants are based on available funding.</p> <p>Estimated Number of Awards per Funding Cycle: 7 - 8 per fiscal year</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$35,000.00</p>	<p>Period of Performance: Ongoing</p> <p>Application Deadline: Ongoing</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="https://wildlife.ca.gov/OSPR/Local-Government-Outreach">https://wildlife.ca.gov/OSPR/Local-Government-Outreach</a></p> <p>Program Contact: Cindy Murphy</p> <p>Email: <a href="mailto:Cindy.Murphy@wildlife.ca.gov">Cindy.Murphy@wildlife.ca.gov</a></p> <p>Other: N/A</p>
California Department of Fish and Wildlife	California Oil Spill Study and Evaluation Program (COSSEP)	<p>Purpose is mandated legislatively. Please see program summary in next section.</p> <p>The California Oil Spill Study and Evaluation Program (COSSEP) provides a mechanism for investigating, evaluating, and improving applied Oil Spill Prevention and Response (OSPR) programs, best achievable technologies, and our knowledge of the adverse effects of oil spills in the marine environment. The goals of COSSEP are authorized in the Government Code § 8670.12. The program also supports scientific and technical studies that will enhance oiled wildlife rehabilitation and the department's natural resource damage assessments.</p>	<p>Opportunity Type: Contracts</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Any person or entity that qualifies to contract with the State of California may be awarded funding to perform work for COSSEP</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Oil Spill Prevention and Administration Fund (Fund 0320)</p> <p>Total Estimated Available Funding: (\$0.00)</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: \$23K</p> <p>Maximum Award Amount: Estimated to be up to \$100,000 or \$200,000</p>	<p>Period of Performance: TBD</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/OSPR/Science/SSEP">https://wildlife.ca.gov/OSPR/Science/SSEP</a></p> <p>Program Contact: Cristina Perez</p> <p>Email: <a href="mailto:cristina.perez@wildlife.ca.gov">cristina.perez@wildlife.ca.gov</a></p> <p>Other: N/A</p>
California Department of Fish and Wildlife	Proposition 1 Delta Water Quality and Ecosystem Restoration Grant Program	<p>To fund multi-benefit ecosystem and watershed protection and restoration projects that benefit the Delta.</p> <p>The Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) provides funding to implement the three broad objectives of the California Water Action Plan: more reliable water supplies, the restoration of important species and habitat, and a more resilient, sustainably managed water resources system (e.g., water supply, water quality, flood protection, environment) that can better withstand inevitable and unforeseen pressures in the coming decades. The Delta Water Quality and Ecosystem Restoration Grant Program funds projects that benefit the Delta.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: California public agencies (including public California universities), nonprofit organizations registered in California, public utilities, federally recognized Indian tribes, State Indian tribes listed on the Native American Heritage Commission's California Tribal Consultation List, and mutual water companies (California Water Code §79712[a])</p> <p>Geographic Scope: Projects must benefit the Sacramento-San Joaquin Delta including Suisun Marsh</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$35,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 11</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://www.wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants">https://www.wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants</a></p> <p>Program Contact: Randi Adair</p> <p>Email: <a href="mailto:randi.adair@wildlife.ca.gov">randi.adair@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:WatershedGrants@wildlife.ca.gov">WatershedGrants@wildlife.ca.gov</a></p>
California Department of Fish and Wildlife	Proposition 1 Watershed Restoration Grant Program	<p>To fund multi-benefit ecosystem and watershed protection and restoration projects.</p> <p>The Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) provides funding to implement the three broad objectives of the California Water Action Plan: more reliable water supplies, the restoration of important species and habitat, and a more resilient, sustainably managed water resources system (e.g., water supply, water quality, flood protection, environment) that can better withstand inevitable and unforeseen pressures in the coming decades. The Watershed Restoration Grant Program funds water quality, river, and watershed protection and restoration projects of statewide importance outside of the Delta.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: California public agencies (including public California universities), nonprofit organizations registered in California, public utilities, federally recognized Indian tribes, State Indian tribes listed on the Native American Heritage Commission's California Tribal Consultation List, and mutual water companies (California Water Code §79712[a])</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$96,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$15,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 21</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: 3 years</p> <p>Application Deadline: TBD - Fall 2021</p> <p>Expected Award Announcement Date: January 2022</p>	<p>Program Website: <a href="https://www.wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants">https://www.wildlife.ca.gov/Conservation/Watersheds/Restoration-Grants</a></p> <p>Program Contact: Randi Adair</p> <p>Email: <a href="mailto:randi.adair@wildlife.ca.gov">randi.adair@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:WatershedGrants@wildlife.ca.gov">WatershedGrants@wildlife.ca.gov</a></p>



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Proposition 68 Habitat Restoration and Protection	To restore rivers and streams in support of fisheries and wildlife. At least 1/5th of the funding is designated for the Klamath-Trinity watershed for the benefit of salmon and steelhead.  The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68) provides funding to restore rivers and streams in support of fisheries and wildlife, including, but not limited to, reconnection of rivers with their flood plains, riparian and side-channel habitat restoration and restoration and protection of upper watershed forests and meadow systems that are important for fish and wildlife resources. At least \$5 million shall be available for restoration projects in the Klamath-Trinity watershed for the benefit of salmon and steelhead.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, recognized Native American tribes, and nonprofit organizations.  Geographic Scope: State of CA	Revenue Source: Proposition 68  Total Estimated Available Funding: \$21,000,000.00  Potential Funding Awarded in the Next 6 Months: No awards in next 6 months  Estimated Number of Awards per Funding Cycle: 0  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: TBD  Application Deadline: N/A  Expected Award Announcement Date: N/A	Program Website: <a href="https://wildlife.ca.gov/Conservation/Watersheds/Prop-68">https://wildlife.ca.gov/Conservation/Watersheds/Prop-68</a>  Program Contact: Randi Adair  Email: randi.adair@wildlife.ca.gov  Other: WatershedGrants@wildlife.ca.gov
California Department of Fish and Wildlife	Proposition 68 Improve Conditions for Fish and Wildlife	To improve conditions for fish and wildlife in streams, rivers, wildlife refuges, wetland habitat areas, and estuaries.  The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68) provides funding for projects that improve conditions for fish and wildlife in streams, rivers, wildlife refuges, wetland habitat areas, and estuaries.  Eligible projects include acquisition of water and land that includes water rights or contractual rights to water, short- or long-term water transfers or leases, provision of water for fish and wildlife, or improvement of aquatic or riparian habitat conditions. In implementing this section, the Department of Fish and Wildlife may also provide grants under the Fisheries Restoration Grant Program with priority given to coastal waters.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, recognized Native American tribes, and nonprofit organizations.  Geographic Scope: State of CA	Revenue Source: Proposition 68  Total Estimated Available Funding: \$25,000,000.00  Potential Funding Awarded in the Next 6 Months: No awards in next 6 months  Estimated Number of Awards per Funding Cycle: 0  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: TBD  Application Deadline: N/A  Expected Award Announcement Date: N/A	Program Website: <a href="https://wildlife.ca.gov/Conservation/Watersheds/Prop-68">https://wildlife.ca.gov/Conservation/Watersheds/Prop-68</a>  Program Contact: Randi Adair  Email: randi.adair@wildlife.ca.gov  Other: WatershedGrants@wildlife.ca.gov
California Department of Fish and Wildlife	Proposition 68 Southern California Steelhead Habitat	Prioritizes projects that remove significant barriers to steelhead migration and include other habitat restoration and associated infrastructure improvements.  The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68) provides funding for projects that restore Southern California Steelhead habitat consistent with the Department of Fish and Wildlife's Steelhead Restoration and Management Plan and the National Marine Fisheries Service's Southern California Steelhead Recovery Plan. Projects that remove significant barriers to steelhead migration and include other habitat restoration and associated infrastructure improvements shall be the highest priority.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, recognized Native American tribes, and nonprofit organizations.  Geographic Scope: Southern California	Revenue Source: Proposition 68  Total Estimated Available Funding: \$21,000,000.00  Potential Funding Awarded in the Next 6 Months: No awards in next 6 months  Estimated Number of Awards per Funding Cycle: 0  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: TBD  Application Deadline: N/A  Expected Award Announcement Date: N/A	Program Website: <a href="https://wildlife.ca.gov/Conservation/Watersheds/Prop-68">https://wildlife.ca.gov/Conservation/Watersheds/Prop-68</a>  Program Contact: Randi Adair  Email: randi.adair@wildlife.ca.gov  Other: WatershedGrants@wildlife.ca.gov
California Department of Fish and Wildlife	State Wildlife Grants (SWG)	Promote the conservation and recovery of fish and wildlife species of greatest conservation need in California.  The State Wildlife Grant Program provides federal grant funds to states for the development and implementation of programs for the benefit of wildlife and their habitat, including species that are not hunted or fished. The program funds conservation actions for the wildlife species of greatest conservation need identified in California's State Wildlife Action Plan.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: There is a 35% match funding requirement. Applicants must provide a minimum of 25% of the grant award value in matching non-federal funds or in-kind services.  Eligible Applicants: State and local government agencies; institutions of higher education, including public, private, state colleges and universities; 501(c)(3) nonprofit organizations; Native American tribal organizations.  Geographic Scope: State of CA	Revenue Source: State and Tribal Wildlife Grant Fund. Administered by USFWS.  Total Estimated Available Funding: Varies by year depending on federal allocation. In recent years \$2.0 to \$2.7 million has been available.  Potential Funding Awarded in the Next 6 Months: Annual award for previous solicitation expected in July 2021  Estimated Number of Awards per Funding Cycle: 10  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: 3 years  Application Deadline: TBD  CDFW solicits applications when funding available (usually in the Fall)  Expected Award Announcement Date: TBD	Program Website: <a href="https://wildlife.ca.gov/Grants/State-Wildlife-Grants">https://wildlife.ca.gov/Grants/State-Wildlife-Grants</a>  Program Contact: Erin Chappell  Email: Erin.Chappell@wildlife.ca.gov  Other: wildlifemgt@wildlife.ca.gov

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Fish and Wildlife	Environmental Enhancement Fund (EEF)	<p>Award grants to support environmental enhancement projects located within or immediately adjacent to waters of the state.</p> <p>The Environmental Enhancement Fund (EEF) grant program is administered by the California Department of Fish and Wildlife's Office of Spill Prevention and Response. The objective of this grant program is to award grants to nonprofit organizations, cities, counties, cities and counties, districts, state agencies, and departments; and, to the extent permitted by federal law, to federal agencies to support environmental enhancement projects located within or immediately adjacent to waters of the state. An enhancement project is a project that acquires habitat for preservation, or improves habitat quality and ecosystem function above baseline conditions, and that meets all of the following requirements: is located within or immediately adjacent to waters of the state, as defined in California Government Code (Section 8670.3); Has measurable outcomes within a predetermined timeframe; is designed to acquire, restore, or improve habitat or restore ecosystem function, or both, to benefit fish and wildlife.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Nonprofit organizations, cities, counties, cities and counties, districts, state agencies, and departments; and, to the extent permitted by federal law, federal agencies</p> <p>Geographic Scope: Located within or immediately adjacent to waters of the state, as defined in California Government Code (of Section 8670.3)</p>	<p>Revenue Source: The Environmental Enhancement Fund, which receives penalty funds per Section 8670.70 of the Government Code.</p> <p>Total Estimated Available Funding: \$2,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$847,457.00</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$847,457.00</p>	<p>Period of Performance: Applications are not currently being accepted. The next solicitation for Proposals will be announced.</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/ospr/science/environmental-enhancement-fund/about">https://wildlife.ca.gov/ospr/science/environmental-enhancement-fund/about</a></p> <p>Program Contact: Daniel Orr</p> <p>Email: <a href="mailto:daniel.orr@wildlife.ca.gov">daniel.orr@wildlife.ca.gov</a></p> <p>Other: TBA</p>
California Department of Fish and Wildlife	Upland Game Bird (UGB) Account Grant Program	<p>To fund projects beneficial to upland species in California.</p> <p>To promote programs and projects beneficial to upland game bird species in California.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Nonprofit organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: The Upland Bird Account established within the Fish and Game Preservation Fund (FGC Section 3684)</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Call for Proposals in February; final recommendations to Big Game Management Committee &amp; Executive team in April; final awards announced by May 1.</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://wildlife.ca.gov/Grants/Upland-Game-Bird">https://wildlife.ca.gov/Grants/Upland-Game-Bird</a></p> <p>Program Contact: Dan Skalos/Brad Burkholder</p> <p>Email: <a href="mailto:dan.skalos@wildlife.ca.gov">dan.skalos@wildlife.ca.gov</a>; <a href="mailto:brad.burkholder@wildlife.ca.gov">brad.burkholder@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:wildlifemgt@wildlife.ca.gov">wildlifemgt@wildlife.ca.gov</a></p>
California Department of Forestry and Fire Protection	Rural Fire Capacity Program (RFC)	<p>The RFC grant program provides federal financial assistance to volunteer fire departments to organize, train and equip local forces in rural areas and communities to prevent, control and suppress fires threatening life, resources and other improvement.</p> <p>Propositioned projects should be compatible with existing projection of state, county, and local areas. Projects funded include wildland firefighter safety clothing and equipment towards NFPA 1977 compliance, training of local fire forces in both wildfire and structural fire techniques, and communications for alarm systems and dispatch capabilities.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 50% non-Federal Funds</p> <p>Eligible Applicants: A single or area fire department, a single county or town, or a single community serving a rural area.</p> <p>Geographic Scope: Communities with a population under 10,000 however groups of smaller communities (at least one being 10,000 people or less) may join together in a combined effort to service more than 10,000 people.</p>	<p>Revenue Source: Federal</p> <p>Total Estimated Available Funding: Historically, has been approximately \$1 million.</p> <p>Potential Funding Awarded in the Next 6 Months: Amount is subject to annual federal grant funds received. Historically has been approximately \$1 million.</p> <p>Estimated Number of Awards per Funding Cycle: 130 - 200</p> <p>Minimum Award Amount: \$500.00</p> <p>Maximum Award Amount: \$20,000.00</p>	<p>Period of Performance: July 1, 2021 - December 31, 2022</p> <p>Application Deadline: 44320</p> <p>Expected Award Announcement Date: August 2021</p>	<p>Program Website: <a href="https://www.fire.ca.gov/programs/fire-protection/cooperative-efforts/">https://www.fire.ca.gov/programs/fire-protection/cooperative-efforts/</a></p> <p>Program Contact: Megan Esfandiary</p> <p>Email: <a href="mailto:Megan.Esfandiary@fire.ca.gov">Megan.Esfandiary@fire.ca.gov</a></p> <p>Other: <a href="mailto:CALFIRE.Grants@fire.ca.gov">CALFIRE.Grants@fire.ca.gov</a></p>
California Department of Forestry and Fire Protection	Fire Prevention - California Climate Investments	<p>The purpose of the California Climate Investments (CCI) Fire Prevention Grant Program, CAL FIRE aims to reduce the risk of wildland fires to habitable structures and communities, while maximizing carbon sequestration in healthy wildland habitat and minimizing the uncontrolled release of emissions emitted by wildfires.</p> <p>Qualifying projects and activities include those related to hazardous fuel reduction and removal of dead, dying, or diseased trees; fire prevention planning; and fire prevention education.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advances (CAL FIRE discretion)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Fire districts, community services districts, water districts, special districts, and Local government near or adjacent to SRA, certified local conservation corps, fire safe councils, or other 501c3 nonprofit organizations.</p> <p>Geographic Scope: Projects that provide benefits to habitable structures in the State Responsibility Area (SRA). Non-SRA lands may be included within project boundaries, but project activities must provide a benefit to SRA.</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$123 Million for the FY 2020-21</p> <p>Potential Funding Awarded in the Next 6 Months: An additional \$80 Million is anticipated for the FY 2021-22.</p> <p>Estimated Number of Awards per Funding Cycle: 56 awarded in 2019-2020</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: FY 2020-21 Cycle is expected to close on June 30, 2025.</p> <p>Application Deadline: May 21, 2020</p> <p>Expected Award Announcement Date: September 2021</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/fire-prevention-grants/">https://www.fire.ca.gov/grants/fire-prevention-grants/</a></p> <p>Program Contact: Natalie Burke</p> <p>Email: <a href="mailto:Natalie.Burke@fire.ca.gov">Natalie.Burke@fire.ca.gov</a></p> <p>Other: <a href="mailto:FPGrants@fire.ca.gov">FPGrants@fire.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Forestry and Fire Protection	Forest Health -- California Climate Investments	<p>CAL FIRE's Forest Health Grant Program awards Greenhouse Gas Reduction Funds allocated by the legislature for California Climate Investments (CCI) to implement landscape-scale land management projects that seek to:</p> <ul style="list-style-type: none"> <li>Proactively restore forest health and conserve working forests.</li> <li>Protect upper watersheds where the state's water supply originates.</li> <li>Promote the long-term storage of carbon in forest trees and soils.</li> <li>Minimize the loss of forest carbon from large, intense wildfires.</li> <li>Further the goals of the California Forest Carbon Plan, California's Natural and Working Lands Implementation Plan, and California's Global Warming Solutions Act of 2006 (AB32).</li> </ul> <p>Through grants to regionally-based partners and collaboratives, CAL FIRE seeks to significantly increase fuels management, fire reintroduction, treatment of degraded areas, conservation of working forests, reforestation, and the utilization of biomass in wood products and energy. Such activities must be applied across large landscapes to achieve the intended effect of statewide forest resiliency. All Forest Health projects must have calculated climate benefits that account for greenhouse gas emissions.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advances (CAL FIRE discretion)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local, state, and federal agencies including federal and state land management agencies, Native American tribes, private forest landowners, resource conservation districts, fire safe councils, land trusts, landowner organizations, conservation groups, and 501(c) non-profit organizations.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: \$750,000.00</p> <p>Maximum Award Amount: \$5,000,000.00</p>	<p>Period of Performance: TBD</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/forest-health-grants/">https://www.fire.ca.gov/grants/forest-health-grants/</a></p> <p>Program Contact: Julie Howard</p> <p>Email: <a href="mailto:Julie.Howard@fire.ca.gov">Julie.Howard@fire.ca.gov</a></p> <p>Other: <a href="mailto:ForestHealth@fire.ca.gov">ForestHealth@fire.ca.gov</a></p>
California Department of Forestry and Fire Protection	Forest Health Research -- California Climate Investments	<p>The CAL FIRE CCI Forest Health Research Program was established as part of CAL FIRE's plan for implementing the California Forest Carbon Plan. It is one of several CAL FIRE programs funded through the California Climate Investments (CCI) program, Greenhouse Gas Reduction Fund. The mission of the Research Program is 1) to identify and prioritize research topics in forest health and fire science critical to the State of California, 2) to fund sound scientific studies that support forest landowners, resource agencies, and fire management organizations within the state, 3) to ensure scientific information generated from the program is made available to support decision making and policy, and 4) to further the goals of the California Forest Carbon Plan, the California Natural and Working Lands Implementation Plan, CCI, and AB 32 Global Warming Solutions Act.</p> <p>The Forest Health Research Program funds projects focused on topics identified as priorities for study in the grant guidelines and subject to change annually. Research should be focused on and relevant to California ecosystems and their management. Past priority topics have included: implementation, effectiveness and impacts of significantly increased pace and scale of fuel reduction, prescribed fire and other forest health treatments; utilization of forest residues and forest products related to fuel reduction and forest health treatments; wildfire mechanics, spread and associated impacts in wildland-urban interface landscapes; wildfire impacts, recovery and resiliency in an altered future climate; and natural, historical and contemporary range of variation in fire regimes and wildfire-related greenhouse gas emissions. Projects are awarded in four categories: General, State Forests, Graduate Student, and Synthesis/Tool Development. Funding allocations to these categories is subject to annual revision.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advances (at CAL FIRE discretion, subject to statutory constraints)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Academic institutions, including faculty, staff, and graduate students; Local, state, and federal agencies including federal, state and local land management agencies; Native American tribes; private forest landowners; resource conservation districts; fire safe councils; land trusts; landowner organizations; conservation groups; and non-profit organizations.</p> <p>Geographic Scope: Research projects must be focused on and relevant to California forests and other ecosystems and their management. A significant portion of the geographic area Proposed for study must be contained within California. Study areas may include land in adjacent US states, but should be contiguous with and representative of study areas within California. If additional proposed study areas are outside of California and discontinuous with areas within California, ample justification must be provided as to why these areas should be included, and how they support project research questions and hypotheses relevant to California ecosystems. Study areas may not be located outside the United States.</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$3,800,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$3,800,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 10 awarded in FY 2018-19, 14 awarded in FY 2019-20</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$50,000 to \$500,000 depending on Research Project Type</p>	<p>Period of Performance: 2020-21 &amp; 2021-22 Joint year solicitation ran from 3/10/2021 to 6/7/2021</p> <p>Application Deadline: June 7, 2021</p> <p>Expected Award Announcement Date: 20-21 &amp; 21-22: Announcements are expected Fall 2021</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/forest-health-grants/">https://www.fire.ca.gov/grants/forest-health-grants/</a></p> <p>Program Contact: Tadashi Moody</p> <p>Email: <a href="mailto:Tadashi.Moody@fire.ca.gov">Tadashi.Moody@fire.ca.gov</a></p> <p>Other: <a href="mailto:FHResearch@fire.ca.gov">FHResearch@fire.ca.gov</a></p>
California Department of Forestry and Fire Protection	Urban and Community Forestry	<p>Through the California Climate Investments (CCI) Urban &amp; Community Forestry Grant Program, CAL FIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978 (Public Resources Code 4799.06-4799.12). These projects further the goals of the California Global Warming Solutions Act of 2006 (AB 32), result in a net greenhouse gas benefit, and provide environmental services and cost-effective solutions to the needs of urban communities and local agencies. Co-benefits of the projects include increased water supply, clean air and water, reduced energy use, flood and storm water management, recreation, urban revitalization, improved public health, and producing useful products such as bio-fuel, clean energy, and high quality wood.</p> <p>The mission of the California Department of Forestry and Fire Protection's Urban Forestry Program is to lead the effort to advance the development of sustainable urban and community forests in California. Trees provide energy conservation, reduction of storm-water runoff, extend the life of surface streets, improve local air, soil and water quality, reduce atmospheric carbon dioxide, improve public health, provide wildlife habitat and increase property values.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advances (CAL FIRE discretion)</p> <p>Matched Funding: 25%, can be waived for projects serving disadvantaged communities as defined in grant guidelines.</p> <p>Eligible Applicants: Census-defined urban areas, cities, counties, districts, 501(c)(3) nonprofits.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: \$10 million, with additional funding possible.</p> <p>Potential Funding Awarded in the Next 6 Months: \$10 million, plus any additional funding received via budget process.</p> <p>Estimated Number of Awards per Funding Cycle: 8-12, with more possible as funding allows.</p> <p>Minimum Award Amount: \$150,000.00</p> <p>Maximum Award Amount: \$1,500,000.00</p>	<p>Period of Performance: 4-5 years</p> <p>Application Deadline: Concept Proposal deadline is July 14, 2021 by 3:00 PM PDT.</p> <p>Expected Award Announcement Date: Mid November 2021</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/">https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/</a></p> <p>Program Contact: Walter Passmore, State Urban Forester</p> <p>Email: <a href="mailto:walter.passmore@fire.ca.gov">walter.passmore@fire.ca.gov</a></p> <p>Other: <a href="mailto:CALFIRE.Grants@fire.ca.gov">CALFIRE.Grants@fire.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Forestry and Fire Protection	California Forest Improvement Program (CFIP)	<p>California Forest Improvement Program (CFIP) program encourages private and public investment in, and improved management of, California forest lands and resources. This focus of CFIP is to ensure adequate high quality timber supplies, related employment and other economic benefits, and the protection, maintenance, and enhancement of a productive and stable forest resource system for the benefit of present and future generations.</p> <p>Cost-shared activities include management planning, site preparation, tree purchase and planting, timber stand improvement, fish and wildlife habitat improvement, and land conservation practices.</p>	<p>Opportunity Type: Grant (cost share)</p> <p>Disbursement Method: Reimbursement / Advances (CAL FIRE discretion)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Private and public ownerships containing 20 to 5,000 acres of forest land.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: High Speed Rail Authority (HSR), Federal Funds, California Climate Investments (CCI) - Greenhouse Gas Reduction Funds (GGRF), Proposition 68</p> <p>Total Estimated Available Funding: \$0 HSR, Grants expired (closed); \$0 Federal Funds Grants; \$0 GGRF, Grants expired (closed); \$0 CCI, all available funding has been encumbered into active Grants; Prop 68, currently \$60,000 available for new Grants (fluctuates as Grants completed)</p> <p>Potential Funding Awarded in the Next 6 Months: Prop 68: \$60,000, this number fluctuates as Grants are completed and the remaining funds are encumbered into new Grants.</p> <p>Estimated Number of Awards per Funding Cycle: N/A</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: CCI: February 28, 2022. Prop 68: February 28, 2024.</p> <p>Application Deadline: CCI: June 30, 2020 (last day funds can be encumbered into a new Grant). Prop 68: June 30, 2022 (last day funds can be encumbered into a new Grant)</p> <p>Expected Award Announcement Date: No longer applicable.</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/california-forest-improvement-program-clip/">https://www.fire.ca.gov/grants/california-forest-improvement-program-clip/</a></p> <p>Program Contact: Dale Meese</p> <p>Email: Dale.Meese@fire.ca.gov</p> <p>Other:</p>
California Department of Forestry and Fire Protection	Wildfire Resilience Block Grant	<p>The Wildfire Resilience Block Grant provides a prospective grantee the ability to provide a program of financial and technical forestry assistance to nonindustrial forest landowners, where the grantee, as supervising entity, receives the grant from CAL FIRE and provides outreach and technical/financial assistance to landowners in order to conduct forest restoration or management activities on their property.</p> <p>Cost-shared projects seek to make funding available through agreements with landowners to pay for specific, non-commercial ecological forest improvement and wildfire resilience practices. Projects also seek to promote information sharing and education on the full range of effective forest management practices, opportunities and forest management education and management planning.</p> <p>Past Prop 68 funding sought to serve Disadvantaged and Severely Disadvantaged Communities. \$2.2 million was awarded in FY20.</p>	<p>Opportunity Type: Grant (cost share)</p> <p>Disbursement Method: Reimbursement/Advance are CAL FIRE discretion</p> <p>Matched Funding: Matching funds are not required, however, proposals without matching funds will lose points in the review process.</p> <p>Eligible Applicants: Applicants limited to counties, RCDs, and non-profit organization that have the capacity to deliver a forestry based technical and financial assistance program.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Past-Prop 68 Future-State General Fund</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: TBD</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: TBD</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: TBD</p> <p>Program Contact: Lori Tarvin</p> <p>Email: Lori.Tarvin@fire.ca.gov</p> <p>Other:</p>
California Department of Forestry and Fire Protection	Business and Workforce Development	<p>CAL FIRE's new Business and Workforce Development Grant Program will award General Funds to support treatment goals.</p> <p>Grants to address the need for strategically place investments in business and workforce development, which are constraints on reaching the 1 million acres per year of treatments by 2025.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advances (CAL FIRE discretion)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local, state, and federal agencies including federal and state land management agencies, Native American tribes, private entities, resource conservation districts, fire safe councils, land trusts, landowner organizations, conservation groups, and 501(c) non-profit organizations.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: TBD</p> <p>Potential Funding Awarded in the Next 6 Months: \$6,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: TBD</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: TBD</p> <p>Application Deadline: TBD</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: TBD</p> <p>Program Contact: Justin Britton</p> <p>Email: Justin.Britton@fire.ca.gov</p> <p>Other:</p>
California Department of Forestry and Fire Protection	Forest Legacy Program (FLP)	<p>The purpose of the Forest Legacy Program is to protect environmentally important forest land threatened with conversion to non-forest uses. Protection of California's forests through this program ensures they continue to provide such benefits as sustainable timber production, wildlife habitat, recreation opportunities, watershed protection and open space. Intact forests also contribute significantly to the storage and sequestration of carbon.</p> <p>Program funds conservation easements and/or land acquisition. Protection of forest through this program ensures California's forests continue to provide such benefits as sustainable timber production, wildlife habitat, recreation opportunities, watershed protection and open space. Intact forests also contribute significantly to the storage of carbon, and protection helps to avoid conversion to non-forest uses that would result in greenhouse gas emissions.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement/ Direct Payment.</p> <p>Matched Funding: Matching funds are not required, however, proposals without matching funds will lose points in the review process.</p> <p>Eligible Applicants: Landowners of working forest and rangelands, where the property is managed for the production of forest products and traditional forest uses are maintained.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: State program: California Climate Investments (CCI) - Greenhouse Gas Reduction Funds Federal program: Land and Water Conservation Fund</p> <p>Total Estimated Available Funding: \$14,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$14,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Included in Forest Health- 13 FLP applications currently in consideration</p> <p>Minimum Award Amount: TBD</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: 20-21: Solicitation occurred Spring 2021.</p> <p>Federal program: Applications are due date by 4:00 PM on July 30 of each year.</p> <p>Application Deadline: May 19, 2021</p> <p>Expected Award Announcement Date: 4/3/78</p>	<p>Program Website: <a href="https://www.fire.ca.gov/grants/forest-legacy/">https://www.fire.ca.gov/grants/forest-legacy/</a></p> <p>Program Contact: Al Klem</p> <p>Email: Al.Klem@fire.ca.gov</p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Parks and Recreation	Recreational Infrastructure Revenue Enhancement Program	Funds will be awarded proportionally based on populations served, to local agencies that have obtained voter approval between November 1, 2012, through November 30, 2018, inclusive, for revenue enhancement measures aimed at improving and enhancing local or regional park infrastructure.	<p>Opportunity Type: Grant</p> <p>Disbursement Method:</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible local agencies</p> <p>Geographic Scope:</p>	<p>Revenue Source: California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).</p> <p>Total Estimated Available Funding: \$37,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$37 million</p> <p>Estimated Number of Awards per Funding Cycle:</p> <p>Minimum Award Amount: (\$0.00)</p> <p>Maximum Award Amount: Minimum award is \$250,000</p>	<p>Period of Performance: July 2019-2024</p> <p>Application Deadline: December 2021</p> <p>Expected Award Announcement Date:</p>	<p>Program Website:</p> <p>Program Contact: Jana Clarke</p> <p>Email: jana.clarke@parks.ca.gov</p> <p>Other:</p>
California Department of Parks and Recreation	Regional Park Program	Create, expand, or improve regional parks and facilities. The program will fund projects that create, expand, or renovate parks and park facilities, including, but not limited to, trails, regional trail networks, regional sports complexes, low-cost accommodations in park facilities, and visitor, outdoor, and interpretive facilities.	<p>Opportunity Type: Grant</p> <p>Disbursement Method:</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Regional park districts, counties, and regional open-space districts, open-space authorities formed pursuant to Division 26 (commencing with Section 35100), joint powers authorities, and eligible nonprofit organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).</p> <p>Total Estimated Available Funding: \$23,125,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle:</p> <p>Minimum Award Amount: \$200,000.00</p> <p>Maximum Award Amount: \$3,000,000.00</p>	<p>Period of Performance: Projects complete and payments processed by June 30 2025</p> <p>Application Deadline: November 5 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://www.parks.ca.gov/?page_id=29940">https://www.parks.ca.gov/?page_id=29940</a></p> <p>Program Contact: Natalie Bee</p> <p>Email: natalie.bee@parks.ca.gov</p> <p>Other: SCORP@parks.ca.gov</p>
California Department of Parks and Recreation	Rural Recreation, Tourism and Economic Enrichment Investment Program	Create new recreational opportunities in rural communities designed to support the health of residents and attract out of town visitors. The program will fund projects that provide new recreational opportunities in rural communities that have demonstrated deficiencies and lack of outdoor infrastructure in support of economic and health-related goals.	<p>Opportunity Type: Grant</p> <p>Disbursement Method:</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties and districts in nonurbanized areas.</p> <p>Geographic Scope: Statewide rural areas</p>	<p>Revenue Source: California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).</p> <p>Total Estimated Available Funding: \$23,125,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle:</p> <p>Minimum Award Amount: \$200,000.00</p> <p>Maximum Award Amount: \$3,000,000.00</p>	<p>Period of Performance: June 30 2025 end date - complete projects and final payments before June 30 2025</p> <p>Application Deadline: November 5, 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://www.parks.ca.gov/?page_id=28439">https://www.parks.ca.gov/?page_id=28439</a></p> <p>Program Contact: Richard Rendon</p> <p>Email: richard.rendon@parks.ca.gov</p> <p>Other: SCORP@parks.ca.gov</p>
California Department of Parks and Recreation	Statewide Park Development and Community Revitalization Program (SPP)	SPP will fund acquisition and development construction projects to create new parks and new recreation opportunities in underserved communities across California. SPP will fund acquisition and development construction projects to create new parks and new recreation opportunities in underserved communities across California.	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, Counties, Districts as defined, Joint Powers Authorities, Non Profit Organizations</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).</p> <p>Total Estimated Available Funding: \$395,333,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$395 million by early fall 2021</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: \$200,000.00</p> <p>Maximum Award Amount: \$8,500,000.00</p>	<p>Period of Performance: Projects complete/final payments before June 30, 2025</p> <p>Application Deadline: March 12, 2021</p> <p>Expected Award Announcement Date: Fall 2021</p>	<p>Program Website: <a href="https://www.parks.ca.gov/?page_id=29939">https://www.parks.ca.gov/?page_id=29939</a></p> <p>Program Contact: Viktor Patino</p> <p>Email: viktor.patino@parks.ca.gov</p> <p>Other: SCORP@parks.ca.gov</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Parks and Recreation	Recreational Trails Program (RTP)	The RTP is a state-administered local assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). California splits the Non-Motorized RTP apportionment for administration between the California Department of Parks and Recreation's Office of Grants and Local Services (OGALS), and by CALTRANS through the Active Transportation Program (ATP). For CALTRANS ATP updates, visit: <a href="http://www.dot.ca.gov/hq/LocalPrograms/atp/">http://www.dot.ca.gov/hq/LocalPrograms/atp/</a> Motorized Projects are administered by the Off-Highway Motor Vehicle Recreation Division (OHMVR). The RTP provides funds to the States to develop and maintain recreational trails and trails-related facilities for motorized and non motorized recreational trail uses.	<p>Opportunity Type: Grant</p> <p>Disbursement Method:</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, districts, state agencies, federal agencies, and nonprofit organizations with management responsibilities over public lands</p> <p>Geographic Scope:</p>	<p>Revenue Source: Fast Act</p> <p>Total Estimated Available Funding: Annual Program</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$3.4 million for the entire program.</p> <p>Estimated Number of Awards per Funding Cycle:</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Typically 3 to 5 year grants depending on project schedule and FHWA approval .</p> <p>Application Deadline: Spring 2022</p> <p>Expected Award Announcement Date: Fall 2022</p>	<p>Program Website: <a href="https://www.parks.ca.gov/?page_id=24324">https://www.parks.ca.gov/?page_id=24324</a></p> <p>Program Contact: Richard Rendon</p> <p>Email: <a href="mailto:richard.rendon@parks.ca.gov">richard.rendon@parks.ca.gov</a></p> <p>Other: <a href="mailto:SCORP@parks.ca.gov">SCORP@parks.ca.gov</a></p>
California Department of Parks and Recreation	Land and Water Conservation Fund Program	Acquisition or development to create new outdoor recreation opportunities	<p>The LWCF is a state-administered local assistance program of the National Park Service. Under the provisions of the California Outdoor Recreation Resources Plan Act of 1967, the expenditure of funds allocated to California is administered by the Department of Parks and Recreation. Within the Department, LWCF is administered by the Office of Grants and Local Services (OGALS). Projects under this program may include acquisition or development of outdoor recreation areas and facilities. Property acquired or developed under the program must be retained in perpetuity for public outdoor recreation use.</p> <p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Grant may fund up to 50% of total project cost. Match must be at least (no less than) 50% of total project cost.</p> <p>Eligible Applicants: Counties, cities, recreation and park districts, state agencies, special districts with authority to acquire, develop, operate, and maintain public park and recreation areas.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: National Park Service (Federal) - Federal Trust Fund</p> <p>Total Estimated Available Funding: Approximately \$20 million annually</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$6 million +</p>	<p>Period of Performance: 3 year performance period per grant</p> <p>Application Deadline: Spring 2022</p> <p>Expected Award Announcement Date: Fall 2022</p>	<p>Program Website: <a href="https://www.parks.ca.gov/?page_id=21360">https://www.parks.ca.gov/?page_id=21360</a></p> <p>Program Contact: Natalie Bee</p> <p>Email: <a href="mailto:natalie.bee@parks.ca.gov">natalie.bee@parks.ca.gov</a></p> <p>Other: <a href="mailto:SCORP@parks.ca.gov">SCORP@parks.ca.gov</a></p>
California Department of Parks and Recreation	Outdoor Equity Program		<p>Opportunity Type:</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding:</p> <p>Eligible Applicants:</p> <p>Geographic Scope:</p>	<p>Revenue Source:</p> <p>Total Estimated Available Funding: (\$0.00)</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle:</p> <p>Minimum Award Amount: (\$0.00)</p> <p>Maximum Award Amount: (\$0.00)</p>	<p>Period of Performance: 4 years</p> <p>Application Deadline: October 8, 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://www.parksforcalifornia.org/outdoor-equity/overlays=parks">https://www.parksforcalifornia.org/outdoor-equity/overlays=parks</a></p> <p>Program Contact: Richard Rendon</p> <p>Email: <a href="mailto:Richard.Rendon@parks.ca.gov">Richard.Rendon@parks.ca.gov</a></p> <p>Other: <a href="mailto:SCORP@parks.ca.gov">SCORP@parks.ca.gov</a></p>
California Department of Parks and Recreation	Aquatic Center Boating Safety Education Grants	To provide boating safety education to the general public.	<p>These grants are available to organizations that offer on-the-water boating safety education courses. Courses offered should be designed to enhance boater knowledge of boating laws, practical handling of vessels on the water, weather and water conditions, rules of the road, and equipment requirements.</p> <p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local public agencies, nonprofit organizations, and colleges and universities operating within California.</p> <p>Geographic Scope: Waterways within California</p>	<p>Revenue Source: US Coast Guard Recreational Boating Safety Program</p> <p>Total Estimated Available Funding: Annual Program - Future funding is dependent on federal appropriations.</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$1.6 million</p> <p>Estimated Number of Awards per Funding Cycle: 40</p> <p>Minimum Award Amount: No minimum</p> <p>Maximum Award Amount: \$40,000 for combined total of equipment, scholarships, and instructor training. An additional \$2,000 can be awarded for boating safety event funding.</p>	<p>Period of Performance: up to 10 years</p> <p>Application Deadline: Fall</p> <p>Expected Award Announcement Date: Winter</p>	<p>Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28817">http://dbw.parks.ca.gov/?page_id=28817</a></p> <p>Program Contact: Amy Rigby</p> <p>Email: <a href="mailto:Amy.Rigby@parks.ca.gov">Amy.Rigby@parks.ca.gov</a></p> <p>Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Parks and Recreation	DBW Local Assistance Boat Launching Facility Grant Program	Provide resources to local agencies for developing or improving public boat launching facility, primarily for motorized vessels.  In accordance with Section 72.5 of the Harbors and Navigation Code, Boat Launching Facility (BLF) grants are provided to local government agencies for the construction or improvement of boat launching ramps, restrooms, boarding floats, shore protection, parking for vehicles and boat trailers, and ancillary items. Also included in the grant are monies to pay for engineering, construction inspection, permits from regulatory agencies, special studies, construction contingency, and other project related costs. The primary purpose of the grant is to provide and improve access to California's waterways by the recreational boating public using trailerable watercraft.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: Grantee oversight, project management, operation and maintenance  Eligible Applicants: Local government agencies including cities and counties; federal government; and special districts.  Geographic Scope: Waterways within California	Revenue Source: Harbors and Watercraft Revolving Fund  Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriations.  Potential Funding Awarded in the Next 6 Months: Approximately \$3,500,000.00  Estimated Number of Awards per Funding Cycle: 4  Minimum Award Amount: No minimum  Maximum Award Amount: Varies	Period of Performance: Three years  Application Deadline: Applications accepted on a continuous basis. Application deadline for FY 2022/23 is Feb 1, 2022  Expected Award Announcement Date: Varies	Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28818">http://dbw.parks.ca.gov/?page_id=28818</a>  Program Contact: Joe Dux Email: Joe.Dux@parks.ca.gov  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	DBW Local Assistance Floating Restroom Grant Program	Provide resources for keeping boater sewage from lakes and reservoirs  The Floating Restroom Grant Program provides floating restroom units to lakes and reservoirs across California. The Division of Boating and Waterways (DBW) procures, delivers, and grants the DBW-designed and developed floating restroom to the recipient. The grant recipient then places the floating restrooms at on-water locations convenient to boaters and maintains the units for a minimum of 10 years. The Clean Vessel Act grant program also offers maintenance and rehabilitation funds for the floating restrooms beyond the 10 year grant period.	Opportunity Type: Grant  Disbursement Method: N/A  Matched Funding: Operation and Maintenance  Eligible Applicants: Local, State, and Federal governmental entities that operate inland lakes or reservoirs.  Geographic Scope: Inland Lakes and Reservoirs	Revenue Source: Combination of Harbors and Watercraft Revolving Fund and Federal Clean Vessel Act funds  Total Estimated Available Funding: Annual Program - Future funding is dependent on Federal and State appropriations.  Potential Funding Awarded in the Next 6 Months: Funding for FY 2021/22 is approximately \$1,106,000.00 (\$1,088,000.00 for restrooms and \$18,000.00 for Operation and Maintenance)  Estimated Number of Awards per Funding Cycle: 7  Minimum Award Amount: No minimum  Maximum Award Amount: Average Cost for an ADA compliant floating restroom is approximately \$142,000.00, grants are zero dollar awards.	Period of Performance: 10 years  Application Deadline: Fall  Expected Award Announcement Date: Winter	Program Website: <a href="https://dbw.parks.ca.gov/?page_id=29934">https://dbw.parks.ca.gov/?page_id=29934</a>  Program Contact: Deborah Holmes Email: <a href="mailto:deborah.holmes@parks.ca.gov">deborah.holmes@parks.ca.gov</a>  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	DBW Local Assistance Pumpout/Dump Station Grant Program	Provide resources for keeping boater sewage from California waterways  The Pumpout Facility Grant Program funds the installation, replacement, or operation and maintenance of recreational vessel pumpout and dump stations on California's waterways.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: 25% in kind or cash match  Eligible Applicants: Public and private marina owners/operators  Geographic Scope: California waterways	Revenue Source: Federal Clean Vessel Act funds  Total Estimated Available Funding: Annual Program - Future funding is dependent on Federal and State appropriations.  Potential Funding Awarded in the Next 6 Months: Funding for FY 2021/22 is approximately \$558,750 (\$540,750 for installation and \$18,000 for operation and maintenance)  Estimated Number of Awards per Funding Cycle: 21  Minimum Award Amount: No minimum  Maximum Award Amount: Average grant for a pumpout/dump station is \$40,000	Period of Performance: 12 months  Application Deadline: Continuous  Expected Award Announcement Date: Varies	Program Website: <a href="https://dbw.parks.ca.gov/?page_id=28820">https://dbw.parks.ca.gov/?page_id=28820</a>  Program Contact: Deborah Holmes Email: <a href="mailto:deborah.holmes@parks.ca.gov">deborah.holmes@parks.ca.gov</a>  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	DBW Local Assistance Quagga and Zebra Mussel Infestation Prevention Grant Program	Provides funding for prevention plans and implementation activities that help protect California's reservoirs from a quagga and zebra (dreissenid) mussel infestation.  DBW's Quagga and Zebra Mussel Infestation Prevention Grant Program (QZ Grant Program) provides funding for two tiers/two types of projects: 1) Planning and Assessment projects; and 2) Implementation projects. Examples of projects include: developing Prevention Plans, purchasing pressure washers/decontamination units, inspection programs including staffing, materials and supplies. DBW coordinates and collaborates with the California Department of Fish and Wildlife on many aspects of this program.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: Matching funds not required.  Eligible Applicants: Eligible applicants own or manage reservoirs, or manage some aspect of the water in the reservoir, that: 1) permit recreational activities; 2) are open to the public; and 3) are currently un-infested with the quagga or zebra (dreissenid) mussel.  Geographic Scope: Lakes and Reservoirs statewide that meet the definition of a reservoir (Water Code Section 6004.5)	Revenue Source: Funding originates from a fee which is a supplemental cost to the biennial boater registration collected through the DMV. Guiding statutes and regulations: Harbors & Navigation Code Sec. 675-677; Fish & Game Code Sec. 2302; Vehicle Code Sec. 9853, 9860, & 9863; & California Code of Regulations title 14, Sec. 5200-5307.  Total Estimated Available Funding: Annual Program - Approximately \$3 million is available for the next grant cycle, kicking off in March 2022.  Potential Funding Awarded in the Next 6 Months: \$3 million is available for 2021 QZ Grants.  Estimated Number of Awards per Funding Cycle: 13  Minimum Award Amount: N/A  Maximum Award Amount: Grants for Tier 1: Planning and Assessment projects, maximum amount is \$200,000; Tier 2: Implementation projects, maximum amount: \$400,000	Period of Performance: Two years  Application Deadline: TBD, likely April 2022. DBW's QZ Program website will be updated with dates and other information: <a href="http://www.dbw.ca.gov/QZGrant">www.dbw.ca.gov/QZGrant</a> or <a href="https://dbw.parks.ca.gov/?page_id=28822">https://dbw.parks.ca.gov/?page_id=28822</a>  Expected Award Announcement Date: Fall of each year	Program Website: <a href="http://dbw.parks.ca.gov/QZGrant">http://dbw.parks.ca.gov/QZGrant</a> or <a href="https://dbw.parks.ca.gov/?page_id=28822">https://dbw.parks.ca.gov/?page_id=28822</a>  Program Contact: Cara Roderick Email: <a href="mailto:cara.roderick@parks.ca.gov">cara.roderick@parks.ca.gov</a>  Other: <a href="mailto:QZGrant@parks.ca.gov">QZGrant@parks.ca.gov</a>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Parks and Recreation	DBW Local Assistance Sewage Education and Outreach Grants	<p>Provide education and awareness about the proper disposal of boater sewage</p> <p>Provides education to promotes public awareness about boater sewage, its proper disposal, as well as tracking and monitoring use of existing pumpout's, dump stations, and floating restrooms along California's waterways.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 0.33</p> <p>Eligible Applicants: Public or non-profit agencies</p> <p>Geographic Scope: One grant award is available for northern California coast, another for southern California coast</p>	<p>Revenue Source: Federal Clean Vessel Act funds</p> <p>Total Estimated Available Funding: Annual Program - Future funding is dependent on Federal grant award.</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$740,000 for two awards</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: No minimum</p> <p>Maximum Award Amount: typical award is \$370,000</p>	<p>Period of Performance: One year</p> <p>Application Deadline: approximately May through June each year</p> <p>Expected Award Announcement Date: Each August</p>	<p>Program Website: <a href="https://dbw.parks.ca.gov/?page_id=29109">https://dbw.parks.ca.gov/?page_id=29109</a></p> <p>Program Contact: Vivian Matuk</p> <p>Email: <a href="mailto:Vivian.Matuk@coastal.ca.gov">Vivian.Matuk@coastal.ca.gov</a></p> <p>Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a></p>
California Department of Parks and Recreation	DBW Local Assistance, Statewide Non-Motorized Boat Launching Facility Grant Program	<p>Provide resources to local agencies for developing or improving public non-motorized boating access.</p> <p>The Statewide Non-Motorized Boat Launching Facility Grant Program 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.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Grant oversight, administration, project management, operation and maintenance</p> <p>Eligible Applicants: Local government agencies including cities and counties; federal government; and special districts.</p> <p>Geographic Scope: Waterways within California</p>	<p>Revenue Source: Harbors and Watercraft Revolving Fund</p> <p>Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriations.</p> <p>Potential Funding Awarded in the Next 6 Months: FY 2020/21 funding was \$2 million</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: No minimum</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: Three years</p> <p>Application Deadline: Applications accepted on a continuous basis. Application deadline for FY 2022/23 is Feb 1, 2022</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28820">http://dbw.parks.ca.gov/?page_id=28820</a></p> <p>Program Contact: Joe Dux</p> <p>Email: <a href="mailto:Joe.Dux@parks.ca.gov">Joe.Dux@parks.ca.gov</a></p> <p>Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a></p>
California Department of Parks and Recreation	DBW Local Assistance, Statewide Ramp Repair and Modification Grant Program	<p>Provide resources to local agencies for repairing or renovating public boating access facilities or extending them for boating access during draught conditions.</p> <p>The Statewide Ramp Repair and Modification Grant Program provides grant funding to public agencies to quickly restore safe and convenient public boating access by correcting public health and safety issues caused by unexpected damage due to flood, accidents, wildfires or by extending existing boat ramps as needed due to drought conditions at DBW-funded boat launching facilities. Typical grant-funded items include repairing or replacing boat ramps, boarding floats, restroom and parking facilities for vehicles with boat trailers.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Grant oversight, administration, project management, operation and maintenance</p> <p>Eligible Applicants: Public boat launching facilities that are owned/operated/maintained by local government agencies and previously funded by the Division of Boating and Waterways (DBW).</p> <p>Geographic Scope: Waterways within California</p>	<p>Revenue Source: Harbors and Watercraft Revolving Fund</p> <p>Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriations.</p> <p>Potential Funding Awarded in the Next 6 Months: FY 2020/21 funding was \$1.5 million.</p> <p>Estimated Number of Awards per Funding Cycle: 1</p> <p>Minimum Award Amount: No minimum</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: Three years</p> <p>Application Deadline: Applications accepted on a continuous basis. Application deadline for FY 2022/23 is Feb 1, 2022</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28818">http://dbw.parks.ca.gov/?page_id=28818</a></p> <p>Program Contact: Joe Dux</p> <p>Email: <a href="mailto:Joe.Dux@parks.ca.gov">Joe.Dux@parks.ca.gov</a></p> <p>Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a></p>
California Department of Parks and Recreation	DBW Local Assistance, Statewide Sign Grant Program	<p>Provide resources for replacing or installing recreational boating access related signs.</p> <p>The Statewide Sign Grant Program installs and replaces signs for previously funded Boating and Waterways 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.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Grant oversight, administration, project management, operation and maintenance</p> <p>Eligible Applicants: Local government agencies including cities and counties; federal government; and special districts.</p> <p>Geographic Scope: DBW funded facility in California</p>	<p>Revenue Source: Harbors and Watercraft Revolving Fund</p> <p>Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriations.</p> <p>Potential Funding Awarded in the Next 6 Months: FY 2020/21 funding was \$150,000</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: No minimum</p> <p>Maximum Award Amount: Typical grants are from \$1,000 - \$10,000 depending on the project</p>	<p>Period of Performance: 10 years</p> <p>Application Deadline: Applications accepted on a continuous basis</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28818">http://dbw.parks.ca.gov/?page_id=28818</a></p> <p>Program Contact: Joe Dux</p> <p>Email: <a href="mailto:Joe.Dux@parks.ca.gov">Joe.Dux@parks.ca.gov</a></p> <p>Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a></p>



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Parks and Recreation	DBW Private Small Craft Harbor Loan Program	To help private marina owners/operators fund development or improvement of marina facilities that serve the public.  In accordance with Article 5 of the Harbors and Navigation Code, the Private Small Craft Harbor Loan Program provides loans to private marina owners 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.	Opportunity Type: Loan  Disbursement Method: Reimbursement  Matched Funding: Project oversight, administration, project management, operation and maintenance  Eligible Applicants: Private Businesses.  Geographic Scope: Waterways within California	Revenue Source: Harbors and Watercraft Revolving Fund  Total Estimated Available Funding: N/A - Future funding is dependent on State appropriations.  Potential Funding Awarded in the Next 6 Months: N/A - funding was not appropriated by the legislature in FY2021/22  Estimated Number of Awards per Funding Cycle: N/A - funding was not appropriated by the legislature in FY2021/22  Minimum Award Amount: N/A  Maximum Award Amount: N/A - funding was not appropriated by the legislature in FY2021/22	Period of Performance: 20 year Repayment Period  Application Deadline: February 1, 2022  Expected Award Announcement Date: Varies	Program Website: <a href="https://dbw.parks.ca.gov/?page_id=28818">https://dbw.parks.ca.gov/?page_id=28818</a>  Program Contact: Keren Dill Email: <a href="mailto:keren.dill@parks.ca.gov">keren.dill@parks.ca.gov</a>  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	DBW Shoreline Erosion Control and Public Beach Restoration Programs	To help public agencies cost-effectively plan and implement protective projects along the State's ocean and bay shoreline that will reduce erosion-related risks to public health and safety, low-cost recreational access, and the coastal environment.  Sections 65 through 67.4 of the Harbors and Navigation Code authorize the Division to study erosion problems; act as shore protection advisor to all agencies of government; and plan, design and construct protective works when funds are provided by the Legislature. Generally speaking, the Shoreline Erosion Control program funds projects that provide a hard structure solution (seawalls, revetment, etc.) to resisting erosive wave forces to protect vital public infrastructure, public health, etc.. Sections 69.5 to 69.9 of the Harbors and Navigation Code establish the Public Beach Restoration Program, through which DBW funds beach nourishment projects to restore or widen beaches that will reduce wave energy and run-up, thereby reducing the erosive power of ocean waves.	Opportunity Type: Grant  Disbursement Method: Reimbursement (typical) / Advance (only if federal sponsor requires pre-payment and DBW approves)  Matched Funding: PBR: 15% of non-federal share for non-state beaches, either in cash or in-kind services. SEC: 50% of non-federal share.  Eligible Applicants: Local, regional, state, and federal government agencies.  Geographic Scope: Projects must be on the ocean coastline or within the San Francisco Bay. Of the moneys in the Public Beach Restoration Fund, 60 percent shall be available to projects south of the county line between the County of San Luis Obispo and the County of Monterey. 40 percent shall be available for projects north of that line.	Revenue Source: Any available state funding source. PBR projects are funded via transfers to the Public Beach Restoration Fund.  Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriations.  Potential Funding Awarded in the Next 6 Months: FY 2019/20 budget appropriation was \$981,000  Estimated Number of Awards per Funding Cycle: 2  Minimum Award Amount: No minimum  Maximum Award Amount: N/A	Period of Performance: Encumbrance year plus three years to complete project. Post-construction maintenance obligations vary depending on expected useful life of project.  Application Deadline: February 1 each year, for funding in the fiscal year beginning ~18 months later.  Expected Award Announcement Date: After Governor's approval of the annual Budget Act. Projects receive individual funding authorizations through the State's budget process.	Program Website: <a href="http://dbw.parks.ca.gov/Erosion-RestorationGrants">http://dbw.parks.ca.gov/Erosion-RestorationGrants</a>  Program Contact: Casey Caldwell Email: <a href="mailto:casey.caldwell@parks.ca.gov">casey.caldwell@parks.ca.gov</a>  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	DBW Surrendered and Abandoned Vessel Exchange (SAVE)	To prevent recreational vessels from being abandoned and remove abandoned vessels from navigable waterways.  This programs provides funding for abatement, removal, storage and disposal of abandoned or surrendered vessels and navigational hazards.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: 10% Cash or In-Kind match  Eligible Applicants: Local government agencies (counties, cities, and/or port districts that have jurisdiction over the area.)  Geographic Scope: California navigable waterways	Revenue Source: Harbors and Watercraft Revolving Fund and Abandoned Watercraft Fund  Total Estimated Available Funding: Annual Program - Future funding is dependent on State appropriation. Typically \$1-2 million annually.  Potential Funding Awarded in the Next 6 Months: \$2.5 million for FY 2021/22  Estimated Number of Awards per Funding Cycle: 25  Minimum Award Amount: No minimum  Maximum Award Amount: No Maximum. Grants are typically between \$50,000 and \$150,000	Period of Performance: 2 years  Application Deadline: April 30  Expected Award Announcement Date: August/September	Program Website: <a href="http://dbw.parks.ca.gov/?page_id=28816">http://dbw.parks.ca.gov/?page_id=28816</a>  Program Contact: Ron Kent Email: <a href="mailto:ron.kent@parks.ca.gov">ron.kent@parks.ca.gov</a>  Other: <a href="mailto:pubinfo@parks.ca.gov">pubinfo@parks.ca.gov</a>
California Department of Parks and Recreation	Grants and Cooperative Agreements Program	The Grants and Cooperative Agreements Program (Grants Program) provides for well managed off-highway vehicle recreation in the State of California by providing financial assistance to cities, counties, districts, federal agencies, state agencies, educational institutions, federally or state recognized Native American Tribes, Certified Community Conservation Corps and nonprofit entities. The Grants Program supports the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with the use of off-highway motor vehicles, and programs involving off-highway motor vehicle safety or education.  The Grants and Cooperative Agreements Program (Grants Program) provides for well managed off-highway vehicle recreation in the State of California by providing financial assistance to cities, counties, districts, federal agencies, state agencies, educational institutions, federally or state recognized Native American Tribes, Certified Community Conservation Corps and nonprofit entities. The Grants Program supports the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with the use of off-highway motor vehicles, and programs involving off-highway motor vehicle safety or education.	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance  Matched Funding: N/A  Eligible Applicants: Cities, counties, districts, federal agencies, state agencies, educational institutions, federally or state recognized Native American Tribes, Certified Community Conservation Corps and nonprofit entities.  Geographic Scope: Within the State of California	Revenue Source: OHV Trust Fund  Total Estimated Available Funding: \$30,000,000.00  Potential Funding Awarded in the Next 6 Months: 30 Million  Estimated Number of Awards per Funding Cycle: 195  Minimum Award Amount: \$10,000.00  Maximum Award Amount: Restoration has no Max and the remaining Project Types vary from \$200,000 to \$1 Million	Period of Performance: Workshops start January 6th and final awards are posted on September 2nd.  Application Deadline: Preliminary Applications were due March 1, 2021 and Final Applications were due on June 7, 2021.  Expected Award Announcement Date: 44410	Program Website: <a href="http://ohv.parks.ca.gov/?page_id=1164">http://ohv.parks.ca.gov/?page_id=1164</a>  Program Contact: Sixto J. Fernandez Email: <a href="mailto:Sixto.Fernandez@parks.ca.gov">Sixto.Fernandez@parks.ca.gov</a>  Other: <a href="mailto:ohv.grants@parks.ca.gov">ohv.grants@parks.ca.gov</a>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Water Resources	Flood Maintenance Assistance Program (FMAP)	<p>Provide funding for LMA to supplement their maintenance budgets and to promote preparation of LOI/SWIF for PL 84-99 eligibility. This program promotes biodiversity through the support of environmentally permitted maintenance activities that protect and enhance the riparian ecosystem of the SPFC.</p> <p>The Flood Maintenance Assistance Program (FMAP) provides State funds for eligible maintenance activities to Local Maintaining Agencies (LMAs) and Maintenance Areas (MAs). This program will help ensure that State Plan of Flood Control facilities are properly maintained and have sufficient resources, including funding, to meet applicable federal regulations and Operation and Maintenance (O&amp;M) manual requirements. It also provides funding for LMAs to prepare and submit federal LOI/SWIF for PL 84-99 eligibility, and funding for Section 218 assessment support.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Any Local Maintaining Agency (LMA) with levees or other appurtenant facilities within the State Plan of Flood Control.</p> <p>Geographic Scope: SPFC</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: \$10,800,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$10.8 million</p> <p>Estimated Number of Awards per Funding Cycle: 50-51</p> <p>Minimum Award Amount: \$40,000.00</p> <p>Maximum Award Amount: Awards do not typically exceed \$500,000</p>	<p>Period of Performance: Ongoing since December 2018</p> <p>Application Deadline: January 1, 2021</p> <p>Expected Award Announcement Date: April 2021</p>	<p>Program Website: Pending</p> <p>Program Contact: Jeff H. Van Gilder</p> <p>Email: jeff.vangilder@water.ca.gov</p> <p>Other: n/a</p>
California Department of Water Resources	Central Valley Tributaries Program	<p>The program will fund multi-benefit flood risk reduction projects that (1) address flood risk for urban communities, small communities and/or rural areas; and (2) enhance ecosystems by improving fish and wildlife habitat and water quality downstream.</p> <p>To help fund flood management projects that enhance water quality and ecosystems of rivers and streams tributary to the Sacramento-San Joaquin Delta.</p> <p>See Guidelines for eligibility criteria.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 0% - 50%</p> <p>Eligible Applicants: Local agencies, others.</p> <p>See Guidelines for eligibility criteria.</p> <p>Geographic Scope: Projects must be in the Central Valley, in the Sacramento and San Joaquin River watersheds, including the Tulare Lake Basin. Projects in the Sacramento-San Joaquin River Delta (Delta) are excluded.</p>	<p>Revenue Source: Proposition 1 (Water Code Section 79780)</p> <p>Total Estimated Available Funding: \$25,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$25,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Unknown</p> <p>Minimum Award Amount: N/A No minimum award amount. Subject to available funding.</p> <p>Maximum Award Amount: Proposition 1 bond funding allocation, no cost ceiling, awards determined on a case-by-case basis.</p>	<p>Period of Performance: Final Guidelines released Dec 2018 and Proposals solicited. PSP Round 1 closed February 2019 and funds awarded.</p> <p>Application Deadline: NA</p> <p>Expected Award Announcement Date: NA</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Central-Valley-Tributaries-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Central-Valley-Tributaries-Program</a></p> <p>Program Contact: Robert Crane</p> <p>Email: Robert.Crane@water.ca.gov</p> <p>Other: CVT@water.ca.gov</p>
California Department of Water Resources	Delta Levees Maintenance Subventions	<p>The Subventions Programs authorized by California Water Code Sections 12980 through 12995. The Delta Levees Maintenance Subventions Program is a cost share program that provides financial assistance to local levee maintaining agencies in the Sacramento-San Joaquin Delta for the maintenance and rehabilitation of non-project and eligible project levees.</p> <p>The Delta Levees Maintenance Subventions Program is a cost share program that provides financial assistance to local levee maintaining agencies in the Sacramento - San Joaquin Delta for the maintenance and rehabilitation of non-project and eligible project levees. The Subventions Program is authorized by California Water Code Sections 12980 through 12995.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local levee maintaining agencies and Reclamation Districts</p> <p>Geographic Scope: Legal California Sacramento-San Joaquin Delta</p>	<p>Revenue Source: Propositions 84, 1E and 1</p> <p>Total Estimated Available Funding: \$10,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$9 million</p> <p>Estimated Number of Awards per Funding Cycle: 70</p> <p>Minimum Award Amount: Varies</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: November</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Central-Valley-Tributaries-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Central-Valley-Tributaries-Program</a></p> <p>Program Contact: Andrea Lobato</p> <p>Email: Alobato@water.ca.gov</p> <p>Other: <a href="https://water.ca.gov/Contact">https://water.ca.gov/Contact</a></p>
California Department of Water Resources	Delta Levees Special Flood Control Projects	<p>The Delta Levees Special Flood Control Projects Program is authorized by the California Water Code, Sections 12300-12314. The Delta Levees Special Flood Control Projects Program provides financial assistance to local levee maintaining agencies for flood control and levee rehabilitation projects in the Sacramento San Joaquin Delta.</p> <p>The Delta Levees Special Flood Control Projects provides financial assistance to local levee maintaining agencies for flood control and levee rehabilitation projects in the Delta as authorized in the California Water Code, Sections 12300-12314.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local levee maintaining agencies and Reclamation Districts</p> <p>Geographic Scope: Legal California Sacramento-San Joaquin Delta</p>	<p>Revenue Source: Propositions 84 and 1E</p> <p>Total Estimated Available Funding: \$40,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$20 million</p> <p>Estimated Number of Awards per Funding Cycle: Varies</p> <p>Minimum Award Amount: Varies</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: Fall 2021</p> <p>Application Deadline: Varies</p> <p>Expected Award Announcement Date: Varies</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Delta-Levees-Special-Flood-Control-Projects">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Delta-Levees-Special-Flood-Control-Projects</a></p> <p>Program Contact: Andrea Lobato</p> <p>Email: Alobato@water.ca.gov</p> <p>Other: <a href="https://water.ca.gov/Contact">https://water.ca.gov/Contact</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Water Resources	Flood Emergency Response Grants Program: Forecast-Coordinated Operations Grant	<p>The F-CO seeks to improve management of the flood control pools to reduce peak flood flows downstream through the use of improved watershed and river forecasting and coordination of releases from these reservoirs during flood operations.</p> <p>The objective of the Flood Emergency Response Grant is to improve local flood emergency response in California and contribute to increased public safety. Examples of eligible projects for this specific grant include:</p> <ul style="list-style-type: none"> <li>Enhance real-time data collection with new stream and weather measurement stations</li> <li>Improve data sharing, management systems, and associated IT infrastructure</li> <li>Develop reservoir simulation models and decision support tools</li> <li>Conduct annual exercises and training to improve operational response</li> <li>Develop procedures to share information and coordinate operations</li> </ul>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Reservoir operators that participate in the Forecast-Coordinated Operations Program</p> <p>Geographic Scope: Central Valley and Sierra Nevada</p>	<p>Revenue Source: Proposition 84 (\$4.5 million) and Proposition 1E (\$4.5 million)</p> <p>Total Estimated Available Funding: \$180,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$100,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Unknown</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Ongoing (for directed funding only)</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: Ongoing</p>	<p>Program Website: None</p> <p>Program Contact: Cale Nasca</p> <p>Email: Cale.Nasca@water.ca.gov</p> <p>Other: N/A</p>
California Department of Water Resources	Proposition 68 Sustainable Groundwater Management (SGM) Implementation Grant Program	<p>To help fund the construction of projects that will assist the Groundwater Sustainability Agencies (GSAs) in implementation of their Groundwater Sustainability Plans (GSPs). Round 1 will be open for only those eligible basins that are critically over drafted. Round 2 will be open for eligible medium and high priority basins.</p> <p>Competitive grants to support implementation of local and regional groundwater projects required to support sustainable groundwater management.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement: DWR's standard method of payment is reimbursement in arrears. Funds are dispersed after DWR approves the submittal of the DWR invoice form and required back-up documentation by the Grantee.</p> <p>Matched Funding: 25% as outlined in the 2019 Guidelines and 2020 Implementation Proposal Solicitation Package.</p> <p>Eligible Applicants: Eligible applicants are GSAs or member agencies of the GSAs for the basin for which the application is submitted. Or entities that have an approved Alternative to a GSP. Other entities, such as nonprofit, water districts, resource conservation districts, etc. can apply on behalf of a GSA or entity with an approved Alternative to a GSP so long as they have letter(s) of support from those they represent. Only one application will be accepted per basin.</p> <p>Geographic Scope: The project must be located within a medium or high priority groundwater basin that is not adjudicated, in the process or adjudication, or in probationary status by the State Water Resources Control Board. Projects must also be listed within the GSP or approved Alternative to a GSP.</p>	<p>Revenue Source: Proposition 68 (Chapter 11.6, Section 80146(a))</p> <p>Total Estimated Available Funding: \$88,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: Round 1 awarded 6 grants for \$26 million in April 2021. Round 2 is for approximately \$70 million and will be open sometime late 2022.</p> <p>Minimum Award Amount: \$2 million</p> <p>Maximum Award Amount: \$5 million</p>	<p>Period of Performance: Guidelines were approved summer 2019. Final PSP was posted October 2020. Round 1 final awards April 2021 with grant terms Summer 2021 through June 2024. Round 2 is expected to be awarded Fall 2022.</p> <p>Application Deadline: Round 1: January 8, 2021; Round 2: Fall 2022</p> <p>Expected Award Announcement Date: Round 1: May 2021; Round 2: Winter 2022</p>	<p>Program Website: www.water.ca.gov/sgmgrants</p> <p>Program Contact: Kelley List</p> <p>Email: Kelley.List@water.ca.gov</p> <p>Other: sgwp@water.ca.gov</p>
California Department of Water Resources	Regional Flood Management Planning	<p>The California Department of Water Resources (DWR) launched the Regional Flood Management Planning Phase 1 effort through the 2012 Central Valley Flood Protection Plan (CVFPP) to assist local agencies in developing long-term regional flood management plans that address local needs, articulate local and regional flood management priorities, and establish the common vision of regional partners. DWR provided funding and resource support to help develop regional plans consistent with the 2012 CVFPP.</p> <p>The Regional Flood Management Planning (RFMP) effort seeks to work with local entities to engage with local stakeholders to collect existing information and data to better define site-specific needs and develop their regional vision for flood management over the next 30 years. The RFMP effort is intended to provide meaningful engagement by the Regional Partners in the Central Valley Flood Protection Plan (CVFPP) and maintain working relationships to develop a common understanding of regional flood issues and priorities. The RFMP goals are to formulate and assess flood management solutions and strategies that reflect the vision, feasibility projects, assess the performance of the projects, and to develop a plan that reflects the vision of local entities in reducing flood risks in their region. DWR has provided guidance as well as technical and financial assistance to local agencies to prepare regional flood management plans that formulate and prioritize the proposed projects and strategies in each region. DWR continues to provide funding to engage Regional Partners in the CVFPP planning process.</p>	<p>Opportunity Type: Direct Funding</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: A California local public agency with responsibility for flood management in the region that is a part of the area protected by the facilities of the SPFC that is willing to participate in, coordinate, and collaborate with other interested parties in the region that are participating in the development of their RFMP.</p> <p>Geographic Scope: Areas within the Central Valley protected by CA State Plan of Flood Control facilities</p>	<p>Revenue Source: Proposition 1E</p> <p>Total Estimated Available Funding: \$4,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Up to \$3.8 million</p> <p>Estimated Number of Awards per Funding Cycle: Six</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Up to \$4 million</p>	<p>Period of Performance: Ongoing since October 2012</p> <p>Application Deadline: NA</p> <p>Expected Award Announcement Date: 2022</p>	<p>Program Website: https://water.ca.gov/Programs/Flood-Management/Flood-Planning-and-Studies/Central-Valley-Flood-Protection-Plan</p> <p>Program Contact: Aaron Wu</p> <p>Email: Aaron.Wu@water.ca.gov</p> <p>Other: NA</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Water Resources	Safe Drinking Water - Contaminant Removal Technologies - Pilot and Demonstration Projects	Proposition 50 Chapter 6b to provide grant funds to test new technologies in California for the removal of specific categories of contaminants.  Contaminant treatment or removal technology pilot and demonstration studies.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Eligible applicants are public water systems under the regulatory jurisdiction of SWRCB.  Geographic Scope: State of CA	Revenue Source: Proposition 50 (Chapter 6 Section 79545(b))  Total Estimated Available Funding: \$5,000,000.00  Potential Funding Awarded in the Next 6 Months: \$3 million  Estimated Number of Awards per Funding Cycle: Two  Minimum Award Amount: Minimum grant is \$50,000.  Maximum Award Amount: Up to \$5 million per grant	Period of Performance: Ongoing  Application Deadline: Open  Expected Award Announcement Date: Open	Program Website: Under construction.  Program Contact: Jeremy Callihan  Email: Jeremy.Callihan@water.ca.gov  Other: none
California Department of Water Resources	Safe Drinking Water - Contaminant Removal Technologies - Ultraviolet and Ozone Treatment	Proposition 50 Chapter 6c to provide grant funds for projects using UV or ozone disinfection technologies.  Drinking water disinfecting projects using UV technology and ozone treatment.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Eligible applicants are public water systems under the regulatory jurisdiction of SWRCB.  Geographic Scope: State of CA	Revenue Source: Proposition 50 (Chapter 6 Section 79545(c))  Total Estimated Available Funding: \$5,000,000.00  Potential Funding Awarded in the Next 6 Months: \$2 million  Estimated Number of Awards per Funding Cycle: Two  Minimum Award Amount: Minimum grant is \$50,000.  Maximum Award Amount: Up to \$5 million per grant	Period of Performance: Ongoing  Application Deadline: Open  Expected Award Announcement Date: Open	Program Website: Under construction.  Program Contact: Jeremy Callihan  Email: Jeremy.Callihan@water.ca.gov  Other: none
California Department of Water Resources	Proposition 1 Integrated Regional Water Management (IRWM) Implementation Grant Program	Integrated Regional Water Management (IRWM) is a collaborative effort to manage all aspects of water resources in a region. IRWM crosses jurisdictional, watershed, and political boundaries; involves multiple agencies, stakeholders, individuals, and groups; and attempts to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions. Our IRWM grant programs fund planning and implementation projects to support local agencies and Underrepresented Communities including Tribal and disadvantaged community to address current and future drought impacts.  The IRWM Proposition 1 grant program provides funds for development and revisions of IRWM Plans, and implementation of projects in IRWM Plans. Goals of the program include:(a) help water infrastructure systems adapt to climate change, including, but not limited to, sea level rise, (b) provide incentives for water agencies throughout each watershed to collaborate in managing the region's water resources and setting regional priorities for water infrastructure, and (c) improve regional water self-reliance consistent with Section 85021.	Opportunity Type: Grant  Disbursement Method: Reimbursement: DWR's standard method of payment is reimbursement in arrears. Funds are dispersed after DWR approves the submittal of the DWR invoice form and required back-up documentation by the Grantee. Advanced Payment: Water Code §10551 authorizes advanced payment by DWR for certain grant-funded projects included in an IRWM Plan. Appendix G of the 2019 IRWM Program Guidelines provides more detail information regarding advanced funding.  Matched Funding: Minimum 50% local cost share requirement with reduction or waiver option if the project meets the disadvantaged communities description.  Eligible Applicants: Public agencies, non-profit organizations, public utilities, federally recognized Indian tribes, state Indian tribes listed on the Native American Heritage Commission's Tribal Consultation list, and mutual water companies.  Geographic Scope: Only one application is accepted per IRWM Region. Funding is awarded by "Funding Area" as defined in Proposition 1.	Revenue Source: Proposition 1 (Chapter 7, Section 79740)  Total Estimated Available Funding: Approximately \$192 million  Potential Funding Awarded in the Next 6 Months: None  Estimated Number of Awards per Funding Cycle: 40  Minimum Award Amount: Varies  Maximum Award Amount: Varies	Period of Performance: Summer 2020 - Summer 2026  Application Deadline: Round 2: Tentatively Spring 2022  Expected Award Announcement Date: Round 2: Tentatively Summer 2022	Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/IRWM-Grant-Programs">https://water.ca.gov/Work-With-Us/Grants-And-Loans/IRWM-Grant-Programs</a>  Program Contact: Ashley Gilreath  Email: Ashley.Gilreath@water.ca.gov  Other: DWR_IRWM@DWR
California Department of Water Resources	Coastal Watershed Flood Risk Reduction Program	The Coastal Watershed Flood Risk Reduction Grant Program will fund projects in coastal areas that focus on multi-benefit flood risk reduction. These projects will: address flood risk and public safety; enhance coastal ecosystems, including fish and wildlife habitat enhancement; and promote natural resources stewardship and public access corridors.  The Coastal Watershed Flood Risk Reduction Grant Program will fund projects in coastal areas that focus on multi-benefit flood risk reduction. These projects will: •Address flood risk and public safety •Enhance coastal ecosystems, including fish and wildlife habitat enhancement •Promote natural resources stewardship and public access corridors	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: 0% - 50%  Eligible Applicants: Local agencies, others.  See Guidelines for eligibility criteria.  Geographic Scope: Eligible projects must be in watersheds that drain to the California Coast or San Francisco Bay. Projects in the Sacramento -San Joaquin River Delta are excluded.	Revenue Source: Proposition 1 (Water Code Section 79780)  Total Estimated Available Funding: \$24,300,000.00  Potential Funding Awarded in the Next 6 Months: \$24,300,000.00  Estimated Number of Awards per Funding Cycle: 5  Minimum Award Amount: N/A No minimum award amount. Subject to available funding.  Maximum Award Amount: Proposition 1 bond funding allocation, no cost ceiling, awards determined on a case-by-case basis.	Period of Performance: Round 1 completed and draft awards announced June 2021. After final award, projects will typically be given 2-3 years to complete work.  Application Deadline: November 20, 2020  Expected Award Announcement Date: Summer 2021	Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Coastal-Watershed-Flood-Risk-Reduction">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Coastal-Watershed-Flood-Risk-Reduction</a>  Program Contact: Robert Crane  Email: Robert.Crane@water.ca.gov  Other: coastal@water.ca.gov

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Department of Water Resources	Water Desalination Grant Program	<p>The objective of the program is to use grant funds to facilitate the use of desalinated water to meet the water resources needs of the State.</p> <p>The Program's purpose is to help increase water supplies by providing funding to local agencies for the planning, design, and construction of municipal water facilities requiring the removal of salt to render brackish or ocean quality water sources safe to drink. It also provides matching funds for desalination design or research pilot projects. The program requires at least 50 percent local funding match for all project types with exception for disadvantaged communities.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: The program requires at least 50 percent local funding match for all project types with exception for disadvantaged communities.</p> <p>Eligible Applicants: Public agencies including local and State government agencies, public utilities, mutual water companies, federally recognized Indian Tribes, State Indian Tribes on the Native American Heritage Commission's consultation list, and non-profit organizations. Universities and colleges incorporated as public institutions or non-profit organizations may also apply.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 1, Chapter 9, Section 79765. Proposition 50, Chapter 6, Section 79545(a)</p> <p>Total Estimated Available Funding: (\$0.00)</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: 1. Round 4 - 9 grants awarded 2. Continuous Application Process - 10 grants awarded</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Up to \$10 million per grant, depending on project type.</p>	<p>Period of Performance: Application process is currently closed. Application process will be reopened when the reappropriated fund becomes available.</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Desalination-Grant-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Desalination-Grant-Program</a></p> <p>Program Contact: Sean Sou Email: sean.sou@water.ca.gov Other: desalpp@water.ca.gov</p>
California Department of Water Resources	Water Use Efficiency CalConserve Revolving Fund Loan Program	<p>AB 92 (Statutes of 2015) authorized the transfer of \$10 million from Proposition 1 (Water Code Section 79746) to the CalConserve Water Use Efficiency Revolving Fund to establish a loan program to local agencies for specific types of water conservation and water use efficiency projects and programs to achieve urban water use targets.</p> <p>The CalConserve Water Use Efficiency Revolving Fund provides loans to local agencies to provide low interest loans to customers for water use efficiency upgrades and for onsite improvements to repair or replace leaking pipes. Loan recipient agencies would offer customer low-interest or no interest on-bill financing. On-bill financing would remove first cost barriers to efficiency upgrades.</p>	<p>Opportunity Type: Loan</p> <p>Disbursement Method: Advance</p> <p>Matched Funding: 0.5</p> <p>Eligible Applicants: Local Agencies: any city, county, city and county, municipal utility district, community services district, sanitary district, sanitation district, water district as defined in Section 20200, public water system as defined in Section 116275 of the Health and Safety Code, or private water company under the jurisdiction of the Public Utilities Commission.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: (\$0.00)</p> <p>Potential Funding Awarded in the Next 6 Months: Loan awards on a continuous first-come, first-served basis as long as funds are available.</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$5 million total for water use efficiency upgrades (\$2 million left). \$5 million total for leak detection and repairs (\$5 million left). A loan cap of \$3 million per agency.</p>	<p>Period of Performance: After an initial \$3 million loan award in December 2016, the solicitation was reopened on a first-come, first-served basis. Applications will be accepted on a continuous basis as long as funds are available.</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/CalConserve-Water-Use-Efficiency-Loan-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/CalConserve-Water-Use-Efficiency-Loan-Program</a></p> <p>Program Contact: Daya Muralidharan Email: Daya.Muralidharan@water.ca.gov Other: wuegrants@water.ca.gov</p>
California Department of Water Resources	Flood Control Subventions Program (FCSP)	<p>To provide financial assistance to local agencies cooperating in the construction of federally authorized flood control projects on State Plan of Flood Control facilities.</p> <p>Implementation of federally-authorized, locally-partnered, flood control projects and Watershed Protection Flood Prevention Projects.</p>	<p>Opportunity Type: Funds (Claims Reimbursement)</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 30% - 50% non-federal cost share</p> <p>Eligible Applicants: Local public agencies with federal projects that are not part of the State Plan of Flood Control.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 84 (Water Code Section 75034) and Proposition 1E (Public Resources Code Section 5096.824)</p> <p>Total Estimated Available Funding: \$19,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Commitments are restricted to Legislatively approved projects.</p> <p>Estimated Number of Awards per Funding Cycle: N/A Projects authorized as Congressional authorizations are made.</p> <p>Minimum Award Amount: N/A Based on total project costs.</p> <p>Maximum Award Amount: Projects receive reimbursement of State cost-share as approved by the Legislature for the specific project.</p>	<p>Period of Performance: Projects are typically approved by the State Legislature and specifically cited in the Water Code. Claim submittals accepted on a continuous basis and are paid generally first come, first served, based on available State funding. The federal agency involved sets the project schedule.</p> <p>Application Deadline: N/A - Awards made based on Legislative approvals</p> <p>Expected Award Announcement Date: Ongoing based on Legislative approvals</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Control-Subventions-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Control-Subventions-Program</a></p> <p>Program Contact: Robert Crane Email: Robert.Crane@water.ca.gov Other: N/A</p>
California Department of Water Resources	Flood Emergency Response Grants Program: Delta Flood ER Grant	<p>The Delta Flood Emergency Response Grant Program objective is to improve local flood emergency response in California and increase public safety.</p> <p>The objective of the Delta Flood Emergency Response Grant Program is to improve local flood emergency response in California and increase public safety. Funding is available to improve local flood emergency response through Proposition 1E and 1. The Program funds three types of work: 1) Planning and Coordination (emergency response plans, maps, decision support tools, gauges, etc.) 2) Training and Exercises (SEMS/NIMS/ICS training, full scale, tabletop, and/or functional exercises, etc.) 3) Material and Facilities (procurement of flood fight materials and equipment, facility improvement updates, etc.)</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: California Public Agencies within the legal Delta including primary and secondary zones with primary responsibility for flood emergency response and coordination.</p> <p>Geographic Scope: Legal Delta</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$5,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$5 million</p> <p>Estimated Number of Awards per Funding Cycle: Varies</p> <p>Minimum Award Amount: Varies</p> <p>Maximum Award Amount: Varies</p>	<p>Period of Performance: Varies</p> <p>Funds available continuously for Directed Funding</p> <p>Application Deadline: Ongoing</p> <p>Expected Award Announcement Date: February 2022</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Emergency-Response-Projects-Grants">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Emergency-Response-Projects-Grants</a></p> <p>Program Contact: William Wong Email: William.Wong@water.ca.gov Other: N/A</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>California Department of Water Resources</b>	Floodplain Management, Protection, and Risk Awareness Program	<p>The Floodplain Management, Protection, and Risk Awareness Grant Program will fund projects that reduce flood risks associated with flash flooding, mudslides, and stormwater flooding. This is a statewide grant program. However, Delta conveyance facility projects are excluded.</p> <p>The Floodplain Management, Protection, and Risk Awareness Grant Program will provide local assistance for flood risk reduction projects. These projects must reduce flood risks associated with flash flooding, mudslides, or stormwater flooding.</p> <p>Funding will be available for Planning and Monitoring as well as implementation.</p> <p>Projects that benefit a DAC or incorporate multi-benefit features will be given a priority.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local agencies, others.</p> <p>See Guidelines for eligibility criteria.</p> <p>Geographic Scope: Statewide. Delta conveyance facility projects are excluded.</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$50,400,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$0 will be awarded in the next six months. The release of the final guidelines/PSP and opening of the solicitation is scheduled for August 2021. Anticipate draft funding awards to be announced in the late spring of 2022.</p> <p>Estimated Number of Awards per Funding Cycle: Dependent on number of submissions received, application process</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Proposition 68 bond funding allocation, no cost ceiling, awards determined on a case-by-case basis.</p>	<p>Period of Performance: Anticipate making draft funding award notifications in the late spring of 2022. The award project are expected to be completed within 3-5 years.</p> <p>Application Deadline: Anticipate that full proposals will be due December 2021.</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Management-Protection-Risk-Awareness-Program">https://water.ca.gov/Work-With-Us/Grants-And-Loans/Flood-Management-Protection-Risk-Awareness-Program</a></p> <p>Program Contact: Mehdi Mizani</p> <p>Email: Mehdi.Mizani@water.ca.gov</p> <p>Other: FMPRA@water.ca.gov</p>
<b>California Energy Commission</b>	Electric Program Investment Charge (EPIC)	<p>The EPIC program provides ratepayer funding for clean energy research. The funding is a catalyst for innovation in the categories of applied research and development, technology development demonstration and deployment, and market facilitation. Research investments are selected to advance the next generation of clean energy technologies, systems, tools, and strategies so that electricity ratepayer and societal benefits promote greater reliability, lower costs, and increased safety.</p> <p>The Energy Commission is one of four administrators of energy innovation funded by the Electric Program Investment Charge. The other administrators are the state's three largest investor-owned utilities: Pacific Gas and Electric Company, San Diego Gas &amp; Electric Company, and Southern California Edison Company. The Electric Program Investment Charge was created to fund public interest investments in clean energy technologies and approaches for the benefit of electricity ratepayers of California's three largest electric investor-owned utilities.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (Payments for National Laboratories)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Private and public entities, educational facilities, research organizations, national laboratories.</p> <p>Geographic Scope: Only program limitation is technology, demonstration and deployment projects must be in a California IOU service territory.</p> <p>Some solicitations target disadvantaged communities and low-income communities.</p> <p>Varies based on solicitation requirements.</p>	<p>Revenue Source: The California Public Utilities Commission established the purposes and governance for the Electric Program Investment Charge in Decision 12-05-037 for Rulemaking 11-10-003 on May 24, 2012.</p> <p>Total Estimated Available Funding: \$132,460,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$66 million from Jul-Dec 2021.</p> <p>Estimated Number of Awards per Funding Cycle: Average of 40 awards per year.</p> <p>Varies each year depending on solicitation requirements.</p> <p>Minimum Award Amount: Minimum of \$600,000 award.</p> <p>Varies each year per solicitation requirements.</p> <p>Maximum Award Amount: Maximum of \$5 million award.</p> <p>Varies each year per solicitation requirements.</p>	<p>Period of Performance: A solicitation schedule has been posted on the Energy Commission Research page, and solicitations are continuously released throughout the year.</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://www.energy.ca.gov">www.energy.ca.gov</a></p> <p>Program Contact: Laurie tenHope</p> <p>Email: Laurie.tenHope@energy.ca.gov</p> <p>Other:</p>
<b>California Energy Commission</b>	Greenhouse Gas Reduction Fund (GGRF) Food Production Investment Program (FPIP)	<p>The purpose of the FPIP program is to fund drop-in, market-ready and advanced energy efficiency and renewable energy technologies at California food processing facilities, to reduce energy use and costs and associated greenhouse gas emissions.</p> <p>The program focuses on accelerating the adoption of advanced energy efficiency and renewable energy technologies at California food processing plants, demonstrate their reliability and effectiveness and help California food processors achieve a low-carbon future. The grants provide partial funding for: Tier I: commercially available, energy efficient equipment that are drop-in replacements or additions to current systems that result in greater GHG emission reductions than standard equipment, and Tier II: cutting edge technologies that are emerging and not widely used in California but have been proven elsewhere to reduce GHG emissions.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: California food processing facilities defined by North American Industry Classification System (NAICS) Codes 311 or 3121</p> <p>Geographic Scope: None: Open to all food processing facilities located in California that are defined by the North American Industry Classification System (NAICS) codes 311 (Food Manufacturing) and 3121 (Beverage Manufacturing).</p>	<p>Revenue Source: Greenhouse Gas Reduction Fund</p> <p>Total Estimated Available Funding: \$2,300,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$2.3 million from Jul-Dec 2021.</p> <p>Estimated Number of Awards per Funding Cycle: Estimated 1 award.</p> <p>Varies each year depending on solicitation requirements.</p> <p>Minimum Award Amount: Minimum of \$381,000 award.</p> <p>Varies each year per solicitation requirements: Tier I: \$100,000 Tier II: \$2 million</p> <p>Maximum Award Amount: Maximum of \$5.5 million.</p> <p>Varies each year per solicitation requirements: Tier I: \$6 million Tier II: \$8 million</p>	<p>Period of Performance: A solicitation schedule has been posted on the Energy Commission Research page, and solicitations are continuously released throughout the year.</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://www.energy.ca.gov">www.energy.ca.gov</a></p> <p>Program Contact: Virginia Lew</p> <p>Email: virginia.lew@energy.ca.gov</p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Energy Commission	Public Interest Energy Research (PIER) - Natural Gas Funding	<p>The Natural Gas Research and Development program provides ratepayer funding for clean energy research. The program supports energy-related research, development, and demonstration not adequately provided by competitive and regulated markets. These natural gas research investments spur innovation in energy efficiency, renewable energy and advanced clean generation, energy-related environmental protection, energy transmission and distribution and transportation.</p> <p>The funds are collected from natural gas ratepayers of California Investor Owned Utilities. These funds are administered by the California Energy Commission to provide public interest natural gas research programs. The Energy Commission's PIER program supports energy related research, development and demonstration for research not adequately provided by competitive and regulated markets and that will advance science and technology and will help meet California's energy policy goals.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (Payments for National Laboratories)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Private and public entities, educational facilities, research organizations, national laboratories.</p> <p>Geographic Scope: Some solicitations target disadvantaged communities and low-income communities.  Some solicitations require demonstration projects must be in a California IOU service territory.  Varies based on solicitation requirements.</p>	<p>Revenue Source: SB 1250 (Peraia) Chapter 512, Statutes of 2006. Annual funding approved by CPUC, and funds are transferred from CPUC Gas Consumption Surcharge Fund</p> <p>Total Estimated Available Funding: \$21,600,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$11 million from Jul-Dec 2021</p> <p>Estimated Number of Awards per Funding Cycle: Average of 15 awards per year.</p> <p>Varies each year depending on solicitation requirements.</p> <p>Minimum Award Amount: Minimum of \$1 million award.</p> <p>Varies each year per solicitation requirements.</p> <p>Maximum Award Amount: Maximum of \$5 million award.</p> <p>Varies each year per solicitation requirements.</p>	<p>Period of Performance: A solicitation schedule has been posted on the Energy Commission Research page, and solicitations are continuously released throughout the year.</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://www.energy.ca.gov">www.energy.ca.gov</a></p> <p>Program Contact: Laurie tenHope  Email: <a href="mailto:Laurie.tenHope@energy.ca.gov">Laurie.tenHope@energy.ca.gov</a></p> <p>Other:</p>
California Energy Commission	Clean Transportation Program (CTP)	<p>The Clean Transportation Program (formerly known as Alternative and Renewable Fuel and Vehicle Technology Program) invests up to \$100 million annually in a broad portfolio of transportation and fuel transportation projects throughout the state. The Energy Commission leverages public and private investments to support adoption of cleaner transportation powered by alternative and renewable fuels.</p> <p>The program plays an important role in achieving California's ambitious goals on climate change, petroleum reduction, and adoption of zero-emission vehicles, as well as efforts to reach air quality standards. The program also supports the state's sustainable, long-term economic development.</p> <p>Various grant opportunities available for a variety of projects including:</p> <p>Electric Vehicle Charging Infrastructure Hydrogen Refueling Infrastructure Medium- and Heavy-Duty Zero Emission Refueling Infrastructure Renewable Hydrogen Production Biofuel Production Zero-Emission Vehicle and Infrastructure Manufacturing Zero-Emission Vehicle and Infrastructure Workforce Development</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: See individual solicitations for eligibility requirements.</p> <p>Eligible Applicants: See individual solicitations for eligibility requirements.</p> <p>Geographic Scope: See individual solicitations for eligibility requirements.</p>	<p>Revenue Source: State Funds: Clean Transportation Program</p> <p>Total Estimated Available Funding: \$192,800,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$47,700,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Varies by solicitation.</p> <p>Minimum Award Amount: Varies by solicitation.</p> <p>Maximum Award Amount: Varies by solicitation.</p>	<p>Period of Performance: Varies by solicitation.</p> <p>Application Deadline: Varies by solicitation</p> <p>Expected Award Announcement Date: Varies by solicitation</p>	<p>Program Website: <a href="https://www.energy.ca.gov/funding-opportunities/solicitations">https://www.energy.ca.gov/funding-opportunities/solicitations</a></p> <p>Program Contact: Hannon Rasool  Email: <a href="mailto:hannon.rasool@energy.ca.gov">hannon.rasool@energy.ca.gov</a></p> <p>Other:</p>
California Energy Commission	Fiscal Year 2021-22 General Fund Appropriation to the Clean Transportation Program (\$785 million)*  *Contingent upon approval of the FY 2021-22 Budget Act.	<p>Zero emission infrastructure and manufacturing funding to help meet California's 2025 infrastructure goals contained in Executive Order B-48-18.</p> <p>Various grant opportunities expected to become available for a variety of zero-emission infrastructure and manufacturing projects, including:</p> <p>Light-Duty Vehicle Charging Infrastructure Light-Duty Vehicle Hydrogen Refueling Infrastructure Medium- and Heavy-Duty Zero Emission Refueling Infrastructure Zero-Emission Infrastructure Manufacturing</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: See individual solicitations for eligibility requirements.</p> <p>Eligible Applicants: Varies per solicitation</p> <p>Geographic Scope: Varies per solicitation</p>	<p>Revenue Source: State Funds: General Fund</p> <p>Total Estimated Available Funding: \$785,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: None.</p> <p>Estimated Number of Awards per Funding Cycle: Varies by solicitation.</p> <p>Minimum Award Amount: Varies by solicitation.</p> <p>Maximum Award Amount: Varies by solicitation.</p>	<p>Period of Performance: Varies by solicitation.</p> <p>Application Deadline: Varies by solicitation</p> <p>Expected Award Announcement Date: Varies by solicitation</p>	<p>Program Website: <a href="https://www.energy.ca.gov/funding-opportunities/solicitations">https://www.energy.ca.gov/funding-opportunities/solicitations</a></p> <p>Program Contact: Hannon Rasool  Email: <a href="mailto:hannon.rasool@energy.ca.gov">hannon.rasool@energy.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>California Energy Commission</b>	California Electric Vehicle Infrastructure Project (CALEVIP)	<p>The California Electric Vehicle Infrastructure Project (CALEVIP) addresses regional needs for electric vehicle (EV) charging infrastructure throughout California, while supporting state goals to improve air quality, combat climate change and reduce petroleum use.</p> <p>Funded by the California Energy Commission and implemented by the Center for Sustainable Energy, CALeVIP provides incentives for EV charger installations and works with local partners to develop and implement projects that meet current and future regional EV needs for Level 2 and DC fast charging. The statewide efforts aim to provide a streamlined process for getting chargers installed to fill the significant gaps in charging availability.</p> <p>CALEVIP provides incentives through rebates or vouchers to deploy light-duty electric vehicle charging infrastructure throughout California. Increased availability of electric vehicle chargers provides drivers of plug-in EVs with convenient access to chargers and strives to encourage more Californians to consider purchasing EVs.</p>	<p>Opportunity Type: Rebate Incentive or Voucher</p> <p>Disbursement Method: Applicants apply for an incentive ahead of the project. If approved, the maximum incentive is reserved to their portal. Once the installation is complete, the applicant submits their receipts and the final incentive amount is calculated and paid to the applicant.</p> <p>Matched Funding: Incentives cover up to 75% of the total project cost for each installation application. The applicant must cover the additional 25% cost either themselves or via another funding program.</p> <p>Eligible Applicants: Property owners or their authorized representatives are eligible to apply for incentives through CALeVIP. Authorized representatives can include property managers, EV charger manufacturers, EV service providers, contractors or other installation partners. Note: If the property owner is not applying, their authorized representative must provide documentation confirming that the applicant has authorization from the property owner to install at the proposed site.</p> <p>Geographic Scope: Varies by individual incentive project.</p>	<p>Revenue Source: State Funds: Clean Transportation Program</p> <p>Local Funds: Various local project partners have contributed to CALeVIP including air districts, community choice aggregators, publicly owned utilities, and regional planning agencies.</p> <p>Total Estimated Available Funding: Varies by incentive project. See CALeVIP.org for details.</p> <p>Potential Funding Awarded in the Next 6 Months: Varies by incentive project. See CALeVIP.org for details.</p> <p>Estimated Number of Awards per Funding Cycle: Varies by incentive project. See CALeVIP.org for details.</p> <p>Minimum Award Amount: Varies by incentive project. See CALeVIP.org for details.</p> <p>Maximum Award Amount: Varies by incentive project. See CALeVIP.org for details.</p>	<p>Period of Performance: 9 months for Level 2 applications.</p> <p>15 months for direct current fast charger or combination planning agencies.</p> <p>Application Deadline: Varies by incentive project. See CALeVIP.org for details.</p> <p>Expected Award Announcement Date: Varies by incentive project. See CALeVIP.org for details.</p>	<p>Program Website: <a href="https://calevip.org/">https://calevip.org/</a></p> <p>Program Contact: Center for Sustainable Energy</p> <p>Email: calevip@energycenter.org</p> <p>Other:</p>
<b>California Energy Commission</b>	Energy Infrastructure Incentives for Zero Emission Commercial Vehicles (EnerGIIZE)	<p>The California Energy Commission (CEC) is launching Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnerGIIZE), the nation's first commercial vehicle fleet infrastructure incentive project. Funded by the CEC's Clean Transportation Program and implemented by CALSTART, EnerGIIZE helps commercial fleets keep pace with industry demands as they transition to zero-emission vehicles (ZEV). The project offers a streamlined process breaking down infrastructure deployment barriers with targeted incentives and specialized assistance</p> <p>EnerGIIZE will provide incentives through rebates or vouchers to deploy zero-emission infrastructure (Electric Charging and Hydrogen Refueling equipment) to support the deployment of zero-emission medium- and heavy-duty vehicles within California. Advancing zero-emission transportation technology is critical to meeting California's air quality, climate, and economic goals. The adoption of commercial zero-emission medium- and heavy-duty vehicles, like trucks, buses and equipment are crucial to promoting clean and healthy communities. EnerGIIZE is designed with scalability and flexibility in mind making it ideal to serve smaller fleets and underserved communities.</p>	<p>Opportunity Type: Rebate Incentive or Voucher</p> <p>Disbursement Method: Incentive payment once infrastructure is installed and operational.</p> <p>Matched Funding: TBD -- Project requirements are currently under development</p> <p>Eligible Applicants: Medium- and heavy-duty ZEV purchasers.</p> <p>Geographic Scope: TBD -- Project requirements are currently under development</p>	<p>Revenue Source: State Funds: Clean Transportation Program and General Funds</p> <p>Total Estimated Available Funding: TBD -- Project requirements are currently under development</p> <p>Potential Funding Awarded in the Next 6 Months: None.</p> <p>Estimated Number of Awards per Funding Cycle: TBD -- Project requirements currently under development.</p> <p>Minimum Award Amount: TBD -- Project requirements currently under development.</p> <p>Maximum Award Amount: TBD -- Project requirements currently under development.</p>	<p>Period of Performance: TBD -- Project requirements currently under development.</p> <p>Application Deadline: TBD -- Project requirements currently under development. First project tentatively scheduled to open in Fall 2021</p> <p>Expected Award Announcement Date: TBD -- Project requirements currently under development.</p>	<p>Program Website: Project website under development.</p> <p>Program Contact: CALSTART (administering on behalf of the California Energy Commission)</p> <p>Email: infrastructure@calstart.org</p> <p>Other:</p>
<b>California Energy Commission</b>	California Schools Healthy Air, Plumbing, and Efficiency Program (CalSHAPE)	<p>Grant funding to local educational agencies to assess, maintain and repair HVAC systems and to replace aging and inefficient plumbing fixtures and appliances.</p> <p>The California Schools Healthy Air, Plumbing, and Efficiency Program (CalSHAPE) will provide funding to upgrade heating, air conditioning, and ventilation (HVAC) systems in public schools and also to replace noncompliant plumbing fixtures and appliances that fail to meet water efficiency standards.</p> <p>CalSHAPE is comprised of two programs, CalSHAPE Ventilation and CalSHAPE Plumbing. Initial phase of awards is limited to schools in underserved communities. CalSHAPE program is a competitive process, grants will be awarded in the order they are received. Applicants will apply electronically through an online application and reporting system. Total funding for 2021 is approximately \$266M. Program is funded for three years and ends December 2026.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: 50% grant funds advance/ 50% funds reimbursement</p> <p>Matched Funding: No</p> <p>Eligible Applicants: Local Educational Agencies</p> <p>Geographic Scope: Statewide</p>	<p>Revenue Source: Large electric and gas utilities energy efficiency rolling portfolios.</p> <p>Total Estimated Available Funding: \$500,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$266,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: Varies by grant</p> <p>Maximum Award Amount: Varies by grant</p>	<p>Period of Performance: 24 months</p> <p>Application Deadline: Varies</p> <p>Expected Award Announcement Date: TBD</p>	<p>Program Website: <a href="https://www.energy.ca.gov/programs-and-topics/programs/california-schools-healthy-air-plumbing-and-efficiency-program">https://www.energy.ca.gov/programs-and-topics/programs/california-schools-healthy-air-plumbing-and-efficiency-program</a></p> <p>Program Contact: Jonathan Fong</p> <p>Email: jonathan.fong@energy.ca.gov</p> <p>Other: calshape@energy.ca.gov</p>
<b>California Natural Resources Agency</b>	Environmental Enhancement & Mitigation	<p>Contribute to mitigation of the environmental effects of transportation facilities through urban forestry projects that sequester carbon and resource land projects which restore and conserve land and enhance the biodiversity of the State.</p> <p>Annual funding for projects that contribute to negative environmental impacts of transportation facilities as follows: 1) urban forestry projects designed to offset vehicular emissions of carbon dioxide; 2) resource lands projects that provide for the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements; and 3) mitigation projects beyond the scope of the lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Primarily reimbursement. Advances allowed for acquisition project.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Any state, local, federal, or 501(c)(3) non-profit entity. The agency or entity is not required to be a transportation or highway related organization, but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a project with one designated as the lead agency.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: California Streets and Highways Code Section 164.56</p> <p>Total Estimated Available Funding: \$13,400,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$13,400,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Dependent</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$1 million for acquisitions and generally \$500,000 for development projects</p>	<p>Period of Performance: Expenditure deadline March 2025</p> <p>Application Deadline: Solicitation closed.</p> <p>Expected Award Announcement Date: January 2022</p>	<p>Program Website: <a href="http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/">http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/</a></p> <p>Program Contact: Larelle Burkham-Greydanus</p> <p>Email: larelle.burkham-greydanus@resources.ca.gov</p> <p>Other: eemcoordinator@resources.ca.gov</p>



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
California Natural Resources Agency	California Museum Grant Program	<p>Funding to support program or capital projects, or a combination of program and capital projects that assist and enhance museums that are deeply rooted in, and reflective of, previously underserved communities.</p> <p>Funding to support exhibits, educational programs, outreach programs, public programs, curriculum, marketing, collections care and small capital projects or a combination thereof, in museums.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Primarily reimbursement. Advances allowed up to 25%, based upon need.</p> <p>Matched Funding: 5% match required for public agencies.</p> <p>Eligible Applicants: Public agencies and nonprofit organizations, including museums.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proceeds from the sale of specialized license plate featuring the image of dancing Snoopy</p> <p>Total Estimated Available Funding: \$1,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Dependent</p> <p>Minimum Award Amount: \$20,000.00</p> <p>Maximum Award Amount: \$40,000.00</p>	<p>Period of Performance: Expenditure deadline March 2025</p> <p>Application Deadline: Solicitation closed.</p> <p>Expected Award Announcement Date: Spring 2021</p>	<p>Program Website: <a href="https://resources.ca.gov/grants/california-museum">https://resources.ca.gov/grants/california-museum</a></p> <p>Program Contact: Diane Sousa</p> <p>Email: <a href="mailto:diane.sousa@resources.ca.gov">diane.sousa@resources.ca.gov</a></p> <p>Other: <a href="mailto:bondsandgrants@resources.ca.gov">bondsandgrants@resources.ca.gov</a></p>
California Natural Resources Agency	Youth Community Access	<p>Funding to support projects to increase youth access to natural and cultural resources.</p> <p>Funding to support projects to increase youth access to natural and cultural resources.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Primarily reimbursement. Advances allowed up to 25% for projects meeting disadvantaged and low-income requirements, based upon need.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible applicants include local, state and federal agencies; nonprofit organizations; federally-recognized Native American tribes; or non-federally-recognized California Native American tribes listed on the California Tribal Consultation List maintained by the Native American Heritage Commission.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 64</p> <p>Total Estimated Available Funding: \$13,500,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: Dependent</p> <p>Minimum Award Amount: \$25,000.00</p> <p>Maximum Award Amount: \$300,000.00</p>	<p>Period of Performance: Expenditure deadline July 2024</p> <p>Application Deadline: Solicitation closed. Anticipate next solicitation late 2021.</p> <p>Expected Award Announcement Date: Fall 2021</p>	<p>Program Website: <a href="http://resources.ca.gov/grants/youth/">http://resources.ca.gov/grants/youth/</a></p> <p>Program Contact: Jocelyn Raphael</p> <p>Email: <a href="mailto:jocelyn.raphael@resources.ca.gov">jocelyn.raphael@resources.ca.gov</a></p> <p>Other: <a href="mailto:bondsandgrants@resources.ca.gov">bondsandgrants@resources.ca.gov</a></p>
California Tahoe Conservancy	Prop 1 Grant Program	<p>The principal goal of the Conservancy's Prop 1 grant program is to support California's efforts in the California Water Action Plan by focusing support to eligible participants within the Lake Tahoe Basin.</p> <p>The California Tahoe Conservancy (Conservancy) leads California's efforts to restore and enhance the extraordinary natural and recreational resources of the Lake Tahoe Basin. Prop 1 allocates \$15 million directly to the Conservancy for multi-benefit ecosystem and watershed protection and restoration projects consistent with the California Water Action Plan and other State priorities. The California Water Action Plan emphasizes, among other priorities, multi-benefit projects, restoration of mountain meadow habitat areas, implementation of Integrated Regional Water Management Plans, the State's land use planning guidelines, and assistance to disadvantaged communities. The Action Plan also highlights the importance of continuing restoration efforts in the Lake Tahoe Basin, including implementation of the Lake Tahoe Environmental Improvement Plan.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local public agencies including cities, counties, special districts, and joint powers authorities; state agencies; federally recognized Indian tribes; and nonprofit organizations registered to do business in California and identified in section 66905.9 of the Government Code.</p> <p>Geographic Scope: Lake Tahoe Basin</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$650,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$650,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Ongoing</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://tahoe.ca.gov/grant-guidelines/">https://tahoe.ca.gov/grant-guidelines/</a></p> <p>Program Contact: Forest Schafer, Director of Natural Resources</p> <p>Email: <a href="mailto:Forest.Schafer@tahoe.ca.gov">Forest.Schafer@tahoe.ca.gov</a></p> <p>Other: <a href="mailto:fiscal@tahoe.ca.gov">fiscal@tahoe.ca.gov</a></p>
California Tahoe Conservancy	Proposition 68 Grant Program	<p>The principal goal of the Conservancy's Proposition 68 grant program is to support purposes set forth in the Conservancy's governing statutes and strategic plan, including stewarding Conservancy lands and protecting Basin communities from wildfire; restoring the resilience of Basin forests and watersheds; providing public access and outdoor recreation for all communities; and fostering Basin wide climate adaptation and sustainable communities.</p> <p>The California Tahoe Conservancy (Conservancy) leads California's efforts to restore and enhance the extraordinary natural and recreational resources of the Lake Tahoe Basin. Proposition 68 allocates \$27 million directly to the Conservancy for the purposes set forth in its governing statutes and strategic plan, including stewarding Conservancy lands and protecting Basin communities from wildfire; restoring the resilience of Basin forests and watersheds; providing public access and outdoor recreation for all communities; and fostering Basin wide climate adaptation and sustainable communities. This includes advancing the Lake Tahoe Environmental Improvement Program. In particular, Proposition 68 encourages the acquisition of open space and creation of urban greenway corridors, and, to the extent possible, increasing the diversity and inclusion of communities that benefit from the bond funding. The Conservancy allocated \$5 million to local assistance grants.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local public agencies including cities, counties, special districts, and joint powers authorities; state agencies; federal agencies; and the Tahoe Transportation District. Federally-recognized Native American tribes. Nonprofit organizations registered to do business in California and identified in section 66905.9 of the Government Code.</p> <p>Geographic Scope: Lake Tahoe Basin</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$2,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$750,000.00</p> <p>Estimated Number of Awards per Funding Cycle: N/A (ongoing solicitation, no set cycles)</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Ongoing.</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://tahoe.ca.gov/grant-guidelines/">https://tahoe.ca.gov/grant-guidelines/</a></p> <p>Program Contact: Forest Schafer, Director of Natural Resources</p> <p>Email: <a href="mailto:Forest.Schafer@tahoe.ca.gov">Forest.Schafer@tahoe.ca.gov</a></p> <p>Other: <a href="mailto:fiscal@tahoe.ca.gov">fiscal@tahoe.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>California Tahoe Conservancy</b>	Science and Lake Improvement Account Program	<p>The principal goal of the Conservancy's Science and Lake Improvement Account program is to support near-shore environmental improvement program activities and projects, particularly projects that manage aquatic invasive species or improve public access to sovereign land in Lake Tahoe.</p> <p>The California Tahoe Conservancy (Conservancy) leads California's efforts to restore and enhance the extraordinary natural and recreational resources of the Lake Tahoe Basin. The principal goal of the Conservancy's Science and Lake Improvement Account program (SB 630, 2013) is to support near-shore environmental improvement program activities and projects, particularly projects that manage aquatic invasive species or improve public access to sovereign land in Lake Tahoe. More specifically, such projects manage aquatic invasive species, or improve public access to sovereign land in Lake Tahoe, including planning and site improvement or reconstruction projects on public land, and land acquisitions from willing sellers. SB 630 (2013) allocates the Conservancy approximately \$350,000 annually.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Local public agencies including cities, counties, special districts, and joint powers authorities; state agencies; federal agencies; and the Tahoe Transportation District. Federally-recognized Native American tribes. Nonprofit organizations registered to do business in California and identified in section 66905.9 of the Government Code.</p> <p>Geographic Scope: Lake Tahoe Basin</p>	<p>Revenue Source: SB 630 (2013)</p> <p>Total Estimated Available Funding: \$350,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$350,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Ongoing.</p> <p>Application Deadline: N/A</p> <p>Expected Award Announcement Date: N/A</p>	<p>Program Website: <a href="https://tahoe.ca.gov/grant-guidelines/">https://tahoe.ca.gov/grant-guidelines/</a></p> <p>Program Contact: Forest Schafer, Director of Natural Resources</p> <p>Email: <a href="mailto:Forest.Schafer@tahoe.ca.gov">Forest.Schafer@tahoe.ca.gov</a></p> <p>Other: <a href="mailto:fiscal@tahoe.ca.gov">fiscal@tahoe.ca.gov</a></p>
<b>Coachella Valley Mountains Conservancy</b>	Coachella Valley Mountains Conservancy Proposition 1 Grant Program	<p>Implement the California Water Action Plan in the Coachella Valley and its watersheds</p> <p>Competitive grants for any project that fulfills one or more of the statutory objectives of Proposition 1 and complies with the General Obligation Bond Law. The Conservancy is specifically encouraging three types of projects: (a) acquisition projects involving the purchase of land for conservation that implements the key objectives of the California Water Action Plan, (b) watershed restoration projects associated with the enhancement of watershed-related natural features, such as washes, channels, streams or riverbeds, and (c) infrastructure projects related to the improvement of water management structures to complement surrounding habitat values.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Payment to Acquisition Escrow</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, public utilities, mutual water companies, and eligible nonprofit and tribal organizations</p> <p>Geographic Scope: Within the Conservancy's territorial jurisdiction.</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$1,600,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$500,000-\$1million</p> <p>Estimated Number of Awards per Funding Cycle: 1-3 Per Funding Cycle</p> <p>Minimum Award Amount: \$5,000.00</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Biannual. Currently have an open Notice of Funding Availability with an application deadline in August 2021.</p> <p>Application Deadline: Applications are due August 10, 2021.</p> <p>Expected Award Announcement Date: September 2021.</p>	<p>Program Website: <a href="http://www.cvmc.ca.gov">www.cvmc.ca.gov</a></p> <p>Program Contact: Diana Rosas</p> <p>Email: <a href="mailto:drosas@cvmc.ca.gov">drosas@cvmc.ca.gov</a></p> <p>Other:</p>
<b>Coachella Valley Mountains Conservancy</b>	Coachella Valley Proposition 68 Parks, Conservation Land Access and Climate Change Response Grant Program	<p>Expand recreational and educational use of conservation lands and improve sustainability in the Coachella Valley</p> <p>Grants for projects containing park facilities, recreational improvements that expand public access to conservation land or reduce environmental impacts that cause climate change.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Payment to Acquisition Escrow</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, tribes or nonprofit organizations.</p> <p>Geographic Scope: Within the Conservancy's territorial jurisdiction.</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$5,400,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1,500,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 14 grants funded to date</p> <p>Minimum Award Amount: \$2,500.00</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="http://www.cvmc.ca.gov">www.cvmc.ca.gov</a></p> <p>Program Contact: Jim Karpiak</p> <p>Email: <a href="mailto:jkarpiak@cvmc.ca.gov">jkarpiak@cvmc.ca.gov</a></p> <p>Other:</p>
<b>Coachella Valley Mountains Conservancy</b>	Coachella Valley Open Space Acquisition Program	<p>Acquire open space to protect wildlife resources and enhance recreational and educational use of that land.</p> <p>Local assistance grants to acquire mountainous or natural community conservation lands in the Coachella Valley Mountains Conservancy's territory in the Coachella Valley and surrounding mountains.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Payment to Acquisition Escrow</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, resource conservation districts, nonprofit organizations, JPAs, tribes</p> <p>Geographic Scope: Within the territory of, or benefiting implementation of, the Coachella Valley Multiple Species Habitat Conservation Plan</p>	<p>Revenue Source: Propositions 84, 40, 12</p> <p>Total Estimated Available Funding: \$7,900,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1.5 million</p> <p>Estimated Number of Awards per Funding Cycle: 10-20 per year.</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="http://www.cvmc.ca.gov">www.cvmc.ca.gov</a></p> <p>Program Contact: Kerrie Godfrey</p> <p>Email: <a href="mailto:kgodfrey@cvmc.ca.gov">kgodfrey@cvmc.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
Ocean Protection Council	Environmental License Plate Fund	Build coastal and marine ecosystem and human community resilience to the impacts of climate change.  Grants for research, planning and implementation projects that build climate change resilience for ecosystems and coastal communities. Can address cross-cutting issues, such as the intersection of climate change and fisheries.	Opportunity Type: Grant/Contract  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofits, universities, public utilities, federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List  Geographic Scope: State of CA	Revenue Source: ELPF  Total Estimated Available Funding: \$9,400,000.00  Potential Funding Awarded in the Next 6 Months: \$5,500,000.00  Estimated Number of Awards per Funding Cycle: N/A  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Ongoing  Application Deadline: TBD  Expected Award Announcement Date: TBD	Program Website: www.opc.ca.gov  Program Contact: Jenn Eckerle  Email: jenn.eckerle@resources.ca.gov  Other:
Ocean Protection Council	General Fund - Reducing the Risk of Whale and Sea Turtle Entanglement in Fishing Gear	To reduce the risk of whale and sea turtle entanglement in fishing gear.  Grants for projects that advance the four priorities in OPC's Strategy for Protecting Whales and Sea Turtles & Ensuring Thriving Fisheries: Reducing the Risk of Entanglement in California Fishing Gear including collaborative partnerships, best available science, gear innovation, and response and outreach.	Opportunity Type: Grant/Contract  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofits, universities, public utilities, federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List  Geographic Scope: State of CA	Revenue Source: General Fund  Total Estimated Available Funding: \$2,000,000.00  Potential Funding Awarded in the Next 6 Months: (\$0.00)  Estimated Number of Awards per Funding Cycle: N/A  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance:  Application Deadline: TBD  Expected Award Announcement Date: TBD	Program Website: www.opc.ca.gov  Program Contact: Lindsay Bonito  Email: lindsay.bonito@resources.ca.gov  Other:
Ocean Protection Council	Once-through Cooling Interim Mitigation Funds	Offset the harmful impacts of once-through cooling technology on marine life associated with California's marine protected areas.  Grants for projects that advance restoration, outreach/education, enforcement/compliance and research/monitoring to increase marine life associated with California's marine protected areas.	Opportunity Type: Grant/Contract  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofits, universities, public utilities, federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List  Geographic Scope: From the Big Sur coast (near Lucia) to San Diego and state waters around the Channel Islands.	Revenue Source: Once-Through Cooling Mitigation Funds  Total Estimated Available Funding: \$10,800,000.00  Potential Funding Awarded in the Next 6 Months: \$1,000,000.00  Estimated Number of Awards per Funding Cycle: TBD  Minimum Award Amount: TBD  Maximum Award Amount: TBD	Period of Performance: Ongoing  Application Deadline: TBD  Expected Award Announcement Date: TBD	Program Website: www.opc.ca.gov  Program Contact: Tova Handleman  Email: tova.handleman@resources.ca.gov  Other:
Ocean Protection Council	Proposition 68	Improve coastal and marine ecosystem health (discretionary or competitive) and build ecosystem and coastal community resilience to climate change.  Grants for research, planning and implementation projects to improve marine ecosystem health (discretionary or competitive) and grants for research, planning and implementation projects to build ecosystem and coastal community resilience to climate change (competitive only).	Opportunity Type: Grant/Contract  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofits, universities, public utilities, federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List, mutual water companies.  Geographic Scope: State of CA	Revenue Source: Proposition 68  Total Estimated Available Funding: \$29,000,000.00  Potential Funding Awarded in the Next 6 Months: \$3,000,000.00  Estimated Number of Awards per Funding Cycle: N/A  Minimum Award Amount: TBD  Maximum Award Amount: TBD	Period of Performance: TBD  Application Deadline: TBD  Expected Award Announcement Date: TBD	Program Website: www.opc.ca.gov  Program Contact: Holly Wyer  Email: holly.wyer@resources.ca.gov  Other:

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Sacramento-San Joaquin Delta Conservancy</b>	Proposition 1 Ecosystem Restoration and Water Quality Grant Program	Multi-benefit projects that restore important species and habitats, improve water quality, and support sustainable agriculture in alignment with state priorities.  Planning and implementation grants are available for ecosystem protection, restoration and enhancement; water quality; and water-related agricultural sustainability projects.	Opportunity Type: Grant  Disbursement Method: Reimbursed quarterly.  Matched Funding: N/A  Eligible Applicants: California public agencies, qualifying nonprofit organizations, public utilities, mutual water companies, and eligible tribal organizations  Geographic Scope: Legal Delta and Suisun Marsh; outside those boundaries if meeting specific criteria	Revenue Source: Proposition 1  Total Estimated Available Funding: \$3,050,000.00  Potential Funding Awarded in the Next 6 Months: (\$0.00)  Estimated Number of Awards per Funding Cycle: Dependent on number of submissions received, application process  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Final solicitation scheduled to open July 2021  Application Deadline: Concept Proposal deadline is scheduled for September 2021, Full Proposal deadline is scheduled for December 2021  Expected Award Announcement Date: Spring 2022	Program Website: <a href="http://deltaconservancy.ca.gov/Proposition-1/">http://deltaconservancy.ca.gov/Proposition-1/</a>  Program Contact: Aaron N.K. Haiman Email: aaron.haiman@deltaconservancy.ca.gov  Other: prop1grants@deltaconservancy.ca.gov
<b>Sacramento-San Joaquin Delta Conservancy</b>	Proposition 68 Community and Economic Enhancement Program	Increasing public access to the Delta through recreation and tourism opportunities, historic and cultural preservation, and environmental education in order to promote a robust Delta economy.  Planning and implementation grants are available for recreation and tourism; historic and cultural preservation; and environmental education projects.	Opportunity Type: Grant  Disbursement Method: Reimbursed quarterly.  Matched Funding: N/A  Eligible Applicants: California public agencies and qualifying nonprofit organizations  Geographic Scope: Legal Delta and Suisun Marsh; outside those boundaries if meeting specific criteria	Revenue Source: Proposition 68  Total Estimated Available Funding: \$8,700,000.00  Potential Funding Awarded in the Next 6 Months: \$2 million  Estimated Number of Awards per Funding Cycle: Dependent on number of submissions received, application process  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Ongoing  Application Deadline: None  Expected Award Announcement Date: N/A	Program Website: <a href="http://deltaconservancy.ca.gov/Proposition-68/">http://deltaconservancy.ca.gov/Proposition-68/</a>  Program Contact: Robyn Krock Email: robyn.krock@deltaconservancy.ca.gov  Other: Prop68grants@deltaconservancy.ca.gov
<b>San Diego River Conservancy</b>	San Diego River Conservancy Proposition 1 Grant Program	The program will award funds to projects that demonstrate benefits to water quality, water supply, flood conveyance and/or ecosystem and watershed protection and restoration within the Conservancy's jurisdiction.  Proposition 1 Competitive Grant Program guidelines adopted specific to the San Diego River watershed in accordance to the purposes of Water Code Division 26.7, Chapter 6 section 79731(e) and consistent with the San Diego River Conservancy's mission, statute and Strategic Plan update 2018-2023.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, qualifying nonprofit 501(c)(3) organizations, JPAs, mutual water companies and federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List  Geographic Scope: San Diego River Watershed	Revenue Source: Proposition 1  Total Estimated Available Funding: \$2,000,000.00  Potential Funding Awarded in the Next 6 Months: None  Estimated Number of Awards per Funding Cycle: 2-4  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Round 6 - Concept Proposal due TBD; Full application due TBD; Board approval TBD  Application Deadline: Round 6: TBD  Expected Award Announcement Date: TBD	Program Website: <a href="http://sdrcc.ca.gov/Proposition-1/">http://sdrcc.ca.gov/Proposition-1/</a>  Program Contact: Dustin Harrison Email: dustin.harrison@sdrcc.ca.gov  Other:
<b>San Diego River Conservancy</b>	San Diego River Conservancy Proposition 68 grant program	The program will award funds for projects that provide recreation, outdoor infrastructure and amenities, trails, community access, educational opportunities, water quality improvements; and to protect resources and restore native habitat to support wildlife corridors within the Conservancy's jurisdiction. Priority will be given to projects that serve a severely disadvantaged community.  Proposition 68 Competitive Grant Program guidelines adopted specific to the San Diego River watershed in accordance to the purposes of Chapter 8, PRC 80110(b)(5) and the San Diego River Conservancy's, mission, statute and Strategic Plan update 2018-2023.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, qualifying nonprofit 501(c)(3) organizations, JPAs, mutual water companies and federally recognized Indian tribes, state Indian tribes on the NAHC CA Tribal Consultation List  Geographic Scope: San Diego River Watershed	Revenue Source: Proposition 68  Total Estimated Available Funding: \$9,000,000.00  Potential Funding Awarded in the Next 6 Months: \$2 million  Estimated Number of Awards per Funding Cycle: 4-6  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Round 3 - Concept Proposals due February 24, 2023, Full application due May 23, 2023; Board approval July, September 2023  Application Deadline: Round 3: 5/23/2023  Expected Award Announcement Date: Summer 2023	Program Website: <a href="http://sdrcc.ca.gov/Proposition68/">http://sdrcc.ca.gov/Proposition68/</a>  Program Contact: Dustin Harrison Email: dustin.harrison@sdrcc.ca.gov  Other:

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Proposition 1 Lower Los Angeles River Grant Program	Implement the three objectives of the California Water Action Plan which are more reliable water supplies, the restoration of important species and habitat and a more resilient and sustainably managed water infrastructure within the Urban Rivers region  Proposition 1 Competitive Grant Program Guidelines ("Guidelines") specifically pertain to competitive grants for multi-benefit ecosystem and watershed protection and restoration projects pursuant to Water Code Section 79735(a)	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance (case-by-case basis)  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies  Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis	Revenue Source: Proposition 1  Total Estimated Available Funding: \$35,000,000.00  Potential Funding Awarded in the Next 6 Months: \$20 million  Estimated Number of Awards per Funding Cycle: 10+  Minimum Award Amount: \$200,000.00  Maximum Award Amount: N/A	Period of Performance: Within 36 months of award, ending no later than April 30, 2024  Application Deadline: Continuous and ongoing  Expected Award Announcement Date:	Program Website: www.rmc.ca.gov  Program Contact: Sallian Garcia  Email: sgarcia@rmc.ca.gov  Other: RMCPop1@rmc.ca.gov
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Proposition 1/68 Small Grants Program	1) Developing urban recreation projects and habitat protection or restoration projects; 2) Provide workforce education and training, contractor, and job opportunities for disadvantaged communities, 3) Result in public benefit, 4) Create new partnerships to expand access to diverse populations.  Propositions 1 and 68 Competitive Grant Program Guidelines ("Guidelines") specifically pertain to competitive grants for multi-benefit ecosystem and watershed protection and restoration projects.	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance (case-by-case basis)  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies  Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis	Revenue Source: Proposition 1 and Proposition 68  Total Estimated Available Funding: \$1,000,000.00  Potential Funding Awarded in the Next 6 Months: \$500,000.00  Estimated Number of Awards per Funding Cycle: 10+  Minimum Award Amount: \$10,000.00  Maximum Award Amount: \$200,000.00	Period of Performance: Within 36 months of award, ending no later than April 30, 2025  Application Deadline: Continuous and on-going  Expected Award Announcement Date:	Program Website: www.rmc.ca.gov  Program Contact: Joseph Gonzalez  Email: jgonzalez@rmc.ca.gov  Other: info@rmc.ca.gov
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Prop 68 Technical Assistance Program (TAP)	1) Developing urban recreation projects and habitat protection or restoration projects; 2) Provide workforce education and training, contractor, and job opportunities for disadvantaged communities, 3) Result in public benefit, 4) Create new partnerships to expand access to diverse populations.  Proposition 68 TAP provides support to local disadvantaged communities with application assistance with the goal of facilitating access to the RMC's funding programs	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance (case-by-case basis)  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies  Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis	Revenue Source: Prop 68  Total Estimated Available Funding: \$1,316,000.00  Potential Funding Awarded in the Next 6 Months: \$500,000.00  Estimated Number of Awards per Funding Cycle: 10+  Minimum Award Amount: \$10,000.00  Maximum Award Amount: N/A	Period of Performance: Within 36 months of award, ending no later than April 30, 2025  Application Deadline: Continuous and ongoing  Expected Award Announcement Date:	Program Website: www.rmc.ca.gov  Program Contact: Joseph Gonzalez  Email: jgonzalez@rmc.ca.gov  Other: prop68@rmc.ca.gov
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Proposition 68 Lower Los Angeles River Grant Program	1) Developing urban recreation projects and habitat protection or restoration projects; 2) Provide workforce education and training, contractor, and job opportunities for disadvantaged communities, 3) Result in public benefit, 4) Create new partnerships to expand access to diverse populations.  Proposition 68 Competitive Grant Program specific to the Protection or Enhancement of the Los Angeles River watershed and its tributaries in accordance to PRC 80100(a)(1)(B)	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance (case-by-case basis)  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies  Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis	Revenue Source: Proposition 68  Total Estimated Available Funding: \$13,600,000.00  Potential Funding Awarded in the Next 6 Months: \$10,700,000.00  Estimated Number of Awards per Funding Cycle: 10+  Minimum Award Amount: \$200,000.00  Maximum Award Amount: N/A	Period of Performance: Within 36 months of award, ending no later than April 30, 2026  Application Deadline: Continuous and ongoing  Expected Award Announcement Date:	Program Website: www.rmc.ca.gov  Program Contact: Sallian Garcia  Email: sgarcia@rmc.ca.gov  Other: prop68@rmc.ca.gov

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Proposition 68 Regionwide Grant Program	<p>1) Developing urban recreation projects and habitat protection or restoration projects.</p> <p>2) Provide workforce education and training, contractor, and job opportunities for disadvantaged communities.</p> <p>3) Result in public benefit.</p> <p>4) Create new partnerships to expand access to diverse populations.</p> <p>Proposition 68 Competitive Grant Program specific to Conservancy Specified Purposes pursuant to governing statute of the Rivers and Mountains Conservancy in accordance to PRC 80110(b)(6)</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (case-by-case basis)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies</p> <p>Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$5,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$3,500,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 10+</p> <p>Minimum Award Amount: \$200,000.00</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Within 36 months of award, ending no later than April 30, 2026</p> <p>Application Deadline: Round 4 Fall 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="http://www.rmc.ca.gov">www.rmc.ca.gov</a></p> <p>Program Contact: Sallian Garcia</p> <p>Email: <a href="mailto:sgarcia@rmc.ca.gov">sgarcia@rmc.ca.gov</a></p> <p>Other: <a href="mailto:prop68@rmc.ca.gov">prop68@rmc.ca.gov</a></p>
<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</b>	Wildfire Prevention Fund Program	<p>1) San Gabriel Mountains and Foothills Fire Prevention Planning and Management: Projects under this category will serve mainly the San Gabriel Mountains and Foothills. Work may include invasive species management and fuel break maintenance in the Angeles National Forest, fuel modification of open spaces in foothill communities, or protection of tribal cultural resources from fire impacts.</p> <p>2) Urban Wildlands and Hills Fire Prevention Planning and Management: Projects under this category will serve mainly the San Jose, San Rafael, Montebello, Puente, Chino, and Coyote Hills, which are urban wildlife corridors surrounded by urban development. Work may include fire prevention planning, fuel load reduction, invasive species management, and maintenance of defensible space</p> <p>3) Forest Health: Fire Recovery, Response, Restoration, Education and Stewardship: Projects under this category will cover all regions in the Mountains, Hills, and Foothills. Work will improve forest health through a variety of actions with co-fire prevention benefits including native habitat revegetation, infrastructure improvements, and public stewardship building.</p> <p>Projects should address the risk or potential impact of wildfire to communities and forested landscapes, and consider wildfire resilience benefits including:</p> <ul style="list-style-type: none"> <li>- protect and expand native forests/wildlands</li> <li>- support communities in increasing their resilience to wildfire and improving fire safety</li> <li>- promote sustainable land use</li> <li>- promote investment in wildlands management and workforce development</li> <li>- protect cultural resources vulnerable to wildfire</li> </ul>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement / Advance (case-by-case basis)</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies</p> <p>Geographic Scope: RMC territory; however, merited projects outside of the territory may be reviewed on a case-by-case basis</p>	<p>Revenue Source: General Fund (Budget Act of 2020 (Ch. 14, Sec. 14))</p> <p>Total Estimated Available Funding: \$3,462,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$3,462,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 5+</p> <p>Minimum Award Amount: \$300,000.00</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Within 24 months of award, ending no later than 04/30/25</p> <p>Application Deadline: Continuous and ongoing</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://www.rmc.ca.gov">www.rmc.ca.gov</a></p> <p>Program Contact: Sally Gee</p> <p>Email: <a href="mailto:sgee@rmc.ca.gov">sgee@rmc.ca.gov</a></p> <p>Other: <a href="mailto:info@rmc.ca.gov">info@rmc.ca.gov</a></p>
<b>San Joaquin River Conservancy</b>	San Joaquin River Conservancy Proposition 1 Grant Program	<p>To create or improve existing benefits to water quality and/or supply, to provide ecosystem and watershed protection, and to restore/enhance ecosystem benefits within the Conservancy's jurisdictional planning area (San Joaquin River, Friant Dam to Highway 99). Projects must be consistent with the requirements and purposes of Proposition 1 and the Conservancy's Grant Guidelines.</p> <p>The program will award funds to projects that demonstrate multiple benefits to water quality, water supply, and/or ecosystem and watershed protection and restoration within the Conservancy's jurisdictional planning area (San Joaquin River, Friant Dam to Highway 99). Projects must be consistent with the requirements and purposes of Proposition 1 and the Conservancy's Grant Guidelines.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, nonprofit 501(c)(3) organizations, public utilities, federally recognized Indian tribes, and mutual water companies</p> <p>Geographic Scope: Conservancy's jurisdictional planning area along the San Joaquin River, from Friant Dam to Highway 99, with a focus on the River Bottom areas.</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$5,600,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$0.00 - Next PSP expected in 9 months</p> <p>Estimated Number of Awards per Funding Cycle: 1</p> <p>Minimum Award Amount: Min/max will be set at time of PSP release</p> <p>Maximum Award Amount: Min/max will be set at time of PSP release</p>	<p>Period of Performance: Continuous and on-going</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://sjrc.ca.gov/grants-and-funding/">http://sjrc.ca.gov/grants-and-funding/</a></p> <p>Program Contact: Rebecca Raus</p> <p>Email: <a href="mailto:rebecca.raus@sjrc.ca.gov">rebecca.raus@sjrc.ca.gov</a></p> <p>Other: <a href="mailto:info@sjrc.ca.gov">info@sjrc.ca.gov</a></p>
<b>San Joaquin River Conservancy</b>	San Joaquin River Parkway Master Plan; San Joaquin River Habitat Restoration and Public Access	<p>Implementation of the San Joaquin River Parkway Master Plan including land acquisitions, habitat enhancements, public access and recreation projects, outdoor education facilities, and other capital improvements consistent with the mission of the San Joaquin River Conservancy. The Parkway planning jurisdiction is generally the San Joaquin River floodplain from Friant Dam to Highway 99.</p> <p>Grants are provided to implement the San Joaquin River Parkway Master Plan. The Parkway planning jurisdiction is generally the San Joaquin River floodplain from Friant Dam to Highway 99. Eligible projects include land acquisitions, habitat enhancements, public access and recreation projects, outdoor education facilities, and other capital improvements consistent with the mission of the San Joaquin River Conservancy and the Parkway Master Plan. Project proposals, scopes of work, and budgets must be approved by both the San Joaquin River Conservancy and the Wildlife Conservation Board.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: State and local agencies, nonprofit organizations</p> <p>Geographic Scope: The Parkway planning jurisdiction is generally the San Joaquin River floodplain from Friant Dam to Highway 99.</p>	<p>Revenue Source: Propositions 84 &amp; 40 (minor balance of Prop. 12)</p> <p>Total Estimated Available Funding: \$10,200,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: 4 per year</p> <p>Minimum Award Amount: None</p> <p>Maximum Award Amount: None</p>	<p>Period of Performance: Continuous and on-going</p> <p>Application Deadline:</p> <p>Expected Award Announcement Date:</p>	<p>Program Website: <a href="http://sjrc.ca.gov/grants-and-funding/">http://sjrc.ca.gov/grants-and-funding/</a></p> <p>Program Contact: Rebecca Raus</p> <p>Email: <a href="mailto:rebecca.raus@sjrc.ca.gov">rebecca.raus@sjrc.ca.gov</a></p> <p>Other: <a href="mailto:info@sjrc.ca.gov">info@sjrc.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Santa Monica Mountains Conservancy</b>	Proposition 1--Water Code Section 7931(h)	Proposition 1 Competitive Grant Program Guidelines ("Guidelines") specifically pertain to competitive grants for multi-benefit ecosystem and watershed protection and restoration projects pursuant to Water Code Section 79731(h)  N/A	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofits, JPAs, special districts  Geographic Scope: Within the SMMC zone	Revenue Source: Proposition 1--Water Code Section 7931(h)  Total Estimated Available Funding: \$1,000,000.00  Potential Funding Awarded in the Next 6 Months: \$1 million  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Quarterly  Application Deadline:  Expected Award Announcement Date:	Program Website: www.smmc.ca.gov  Program Contact: Rorie Skei  Email: skei@smmc.ca.gov  Other: grants@smmc.ca.gov
<b>Santa Monica Mountains Conservancy</b>	Proposition 1--Water Code Section 79735(a)	Proposition 1 Competitive Grant Program Guidelines ("Guidelines") pertain to competitive grants to protect and enhance an urban creek project pursuant to Water Code Section 79735(a).  N/A	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofits, JPAs, special districts  Geographic Scope: Within the SMMC zone along the main stem of the Los Angeles river	Revenue Source: Proposition 1--Water Code Section 79735(a)  Total Estimated Available Funding: \$15,000,000.00  Potential Funding Awarded in the Next 6 Months: \$5 million  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Quarterly  Application Deadline:  Expected Award Announcement Date:	Program Website: www.smmc.ca.gov  Program Contact: Rorie Skei  Email: skei@smmc.ca.gov  Other: grants@smmc.ca.gov
<b>Santa Monica Mountains Conservancy</b>	Proposition 68 Chapter 7	Proposition 68 Competitive Grant Program Guidelines ("Guidelines") specifically pertain to projects in accordance with the governing statutes of the SMMC pursuant to Chapter 8 of Proposition 68.  N/A	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance for non-state DAC or SDAC  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofits, JPAs, special districts  Geographic Scope: Within the SMMC zone along the Los Angeles river and tributaries	Revenue Source: Proposition 68 Chapter 7  Total Estimated Available Funding: \$30,000,000.00  Potential Funding Awarded in the Next 6 Months: \$5 million  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Quarterly  Application Deadline:  Expected Award Announcement Date:	Program Website: www.smmc.ca.gov  Program Contact: Rorie Skei  Email: skei@smmc.ca.gov  Other: grants@smmc.ca.gov
<b>Santa Monica Mountains Conservancy</b>	Proposition 68 Chapter 8	Proposition 68 Competitive Grant Program Guidelines ("Guidelines") specifically pertain to grants to protect and enhance an urban creek pursuant to Chapter 7 of Proposition 68.  N/A	Opportunity Type: Grant  Disbursement Method: Reimbursement / Advance for non-state DAC or SDAC  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofits, JPAs, special districts  Geographic Scope: Within the SMMC zone	Revenue Source: Proposition 68 Chapter 8  Total Estimated Available Funding: \$10,000,000.00  Potential Funding Awarded in the Next 6 Months: \$5 million  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Quarterly  Application Deadline:  Expected Award Announcement Date:	Program Website: www.smmc.ca.gov  Program Contact: Rorie Skei  Email: skei@smmc.ca.gov  Other: grants@smmc.ca.gov

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Sierra Nevada Conservancy</b>	Forest and Watershed Health Grant Program	<p>The Forest and Watershed Health Directed Grants Program aims to support projects that create or improve forest conditions that result in a combination of multiple watershed, ecosystem, and community benefits.</p> <p>Per SNC Board approved competitive grant program guidelines, the Forest and Watershed Health Grant Program is currently focused on the areas below. Projects must fall within one of the focus areas to be considered for funding.</p> <p>1) Implementation of prescribed fire to improve watershed health. Project tasks may include pre-burning treatment and site preparation but must also implement prescribed fire on the landscape. Projects that include only planning for prescribed fire or conduct pre-burning site treatments will not be eligible for funding.</p> <p>2) Large-landscape planning projects for forest health which demonstrate multiple watershed and ecosystem benefits.</p> <p>3) Implementation of forest health planning projects for which SNC previously funded the planning phase.</p> <p>4) Projects that connect and serve underserved partners. Strategic partners that have received no more than one SNC grant since the start of the WIP Forest Health Program (in FY 2015-2016 with funding from Proposition 1) will be eligible for grants to support planning or implementation of multi-benefit forest and watershed health projects.</p> <p>Examples of such projects include, but are not limited to, fuel treatments to reduce the risk of severe wildfire for community or watershed protection; restoration, reforestation, or stand improvement activities after wildfire; forest management work, including the reduction of ladder fuels and canopy cover that will result in increased forest resilience; and forest treatment projects that prevent and/or address the impacts of severe tree mortality.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement on a monthly basis with a 10% retention until project completion. OR Eligible grantees may receive 30% advances with a 10% retention until project completion.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, qualifying nonprofit organizations, and eligible tribal organizations.</p> <p>Geographic Scope: SNC regional jurisdiction</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$ 3,000,000 total</p> <p>\$ 2,077,039 remaining 06/2021</p> <p>Potential Funding Awarded in the Next 6 Months: \$1,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Variable</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: All projects must be complete by Jan 1, 2027</p> <p>Application Deadline: Proposals accepted on a rolling basis, but concepts must be developed with SNC staff. Contact your Area Representative at <a href="https://sierranevada.ca.gov/about-us/contact-us/#fundingContact">https://sierranevada.ca.gov/about-us/contact-us/#fundingContact</a></p> <p>Expected Award Announcement Date: First awards expected March 2021, with subsequent awards made on a quarterly basis</p>	<p>Program Website: <a href="https://sierranevada.ca.gov/funding/snc-grants/">https://sierranevada.ca.gov/funding/snc-grants/</a></p> <p>Program Contact: Shannon Ciotti</p> <p>Email: <a href="mailto:shannon.ciotti@sierranevada.ca.gov">shannon.ciotti@sierranevada.ca.gov</a></p> <p>Other: <a href="mailto:grants.snc@sieT149:AB149rrenevada.ca.gov">grants.snc@sieT149:AB149rrenevada.ca.gov</a></p>
<b>Sierra Nevada Conservancy</b>	Resilient Sierra Nevada Communities Grant Program	<p>The Resilient Sierra Nevada Communities grant program is a multi-disciplinary technical assistance grant program which will provide resources for capacity building and technical support to enable local agencies, organizations, and tribes to design, manage, and implement projects that will increase community resiliency and stand recovery from natural disasters and ecological and economic challenges.</p> <p>Per SNC Board approved directed grant program guidelines, the Resilient Sierra Nevada Communities Grant Program will focus on projects that directly address the nexus among:</p> <p>1) Environmental Needs, 2) Economic Needs, and 3) Community Needs.</p> <p>The program will support the planning and implementation of projects that are specifically designed to confront issues that impact the environment, economy, and communities. This may include a broad array of projects, such as the protection of public infrastructure from wildfire, workforce development through the implementation of natural resource management activities or the development of community resource facilities, the implementation of climate adaptation initiatives, or wildfire recovery efforts for current and future community resiliency. Consistent with the requirements of Proposition 68, all projects must either plan for or implement capital improvement projects that will provide long-term benefits California citizens.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement on a monthly basis with a 10% retention until project completion. OR Eligible grantees may receive 30% advances with a 10% retention until project completion.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, qualifying nonprofit organizations, and eligible tribal organizations.</p> <p>Geographic Scope: SNC regional jurisdiction</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$ 1,000,000 total</p> <p>\$ 800,000 remaining 06/2021</p> <p>Potential Funding Awarded in the Next 6 Months: \$500,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Variable</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: All projects must be complete by Jan 1, 2027</p> <p>Application Deadline: Proposals accepted on a rolling basis, but concepts must be developed with SNC staff. Contact your Area Representative at <a href="https://sierranevada.ca.gov/about-us/contact-us/#fundingContact">https://sierranevada.ca.gov/about-us/contact-us/#fundingContact</a></p> <p>Expected Award Announcement Date: First awards expected March 2021, with subsequent awards made on a quarterly basis</p>	<p>Program Website: <a href="https://sierranevada.ca.gov/funding/snc-grants/">https://sierranevada.ca.gov/funding/snc-grants/</a></p> <p>Program Contact: Shannon Ciotti</p> <p>Email: <a href="mailto:shannon.ciotti@sierranevada.ca.gov">shannon.ciotti@sierranevada.ca.gov</a></p> <p>Other: <a href="mailto:grants.snc@sierranevada.ca.gov">grants.snc@sierranevada.ca.gov</a></p>
<b>Sierra Nevada Conservancy</b>	Vibrant Recreation and Tourism Grant Program	<p>This program aims to support innovative, collaborative efforts to enhance, promote, and develop sustainable recreation and tourism opportunities and increased access to public lands in the Sierra Nevada Region. Projects funded through this program should accomplish one or more of the following across a defined geographic region:</p> <p>1) Assess conditions, existing resources, needs, and opportunities to support or promote recreation and tourism throughout the Region and identify highest priority activities.</p> <p>2) Identify, create, and participate in partnerships to support the development of vibrant recreation and tourism throughout the Region.</p> <p>3) Support pilot projects or collaboratives that test innovative governance, finance, and implementation tools that can achieve sustainable recreation and tourism objectives across the Region.</p> <p>Per SNC Board approved directed grant program guidelines, the Vibrant Recreation and Tourism Grant Program will focus on collaboratives organized specifically for the purpose of recreation and tourism. The intent of these program priorities is to support existing recreation and tourism collaboratives and encourage the establishment of new collaboratives by planning for and implementing multi-benefit recreation and tourism projects developed through a collaborative process. Projects must fall within one of the focus areas to be considered for funding.</p> <p>1) Collaborative Project Implementation 2) Collaborative Project Planning</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement on a monthly basis with a 10% retention until project completion. OR Eligible grantees may receive 30% advances with a 10% retention until project completion.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, qualifying nonprofit organizations, and eligible tribal organizations.</p> <p>Geographic Scope: SNC regional jurisdiction</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$1,000,000 total</p> <p>\$779,000 remaining 06/2021</p> <p>Potential Funding Awarded in the Next 6 Months: \$500,000.00</p> <p>Estimated Number of Awards per Funding Cycle: Variable</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: All projects must be complete by Jan 1, 2027</p> <p>Application Deadline: Proposals accepted on a rolling basis, but concepts must be developed with SNC staff. Contact your Area Representative at <a href="https://sierranevada.ca.gov/about-us/contact-us/#fundingContact">https://sierranevada.ca.gov/about-us/contact-us/#fundingContact</a></p> <p>Expected Award Announcement Date: First awards expected March 2021, with subsequent awards made on a quarterly basis</p>	<p>Program Website: <a href="https://sierranevada.ca.gov/funding/snc-grants/">https://sierranevada.ca.gov/funding/snc-grants/</a></p> <p>Program Contact: Shannon Ciotti</p> <p>Email: <a href="mailto:shannon.ciotti@sierranevada.ca.gov">shannon.ciotti@sierranevada.ca.gov</a></p> <p>Other: <a href="mailto:grants.snc@sierranevada.ca.gov">grants.snc@sierranevada.ca.gov</a></p>



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
Sierra Nevada Conservancy	2021 Immediate Action Wildfire and Forest Resilience Grant Program	<p>Implement forest health projects that address wildfire recovery and resilience and result in a combination of multiple watershed, ecosystem, and community benefits.</p> <p>Per SNC Board approved grant program guidelines, the Immediate Action Wildfire and Forest Resilience Grant Program will fund the implementation of projects that address wildfire recovery and resilience, with an emphasis on shovel-ready projects which can start implementation in 2021 and be complete by 2025.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement on a monthly basis with a 10% retention until project completion. OR Eligible grantees may receive 30% advances with a 10% retention until project completion.</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, qualifying nonprofit organizations, and eligible tribal organizations.</p> <p>Geographic Scope: SNC regional jurisdiction</p>	<p>Revenue Source: 202 Budget Act General Fund</p> <p>Total Estimated Available Funding: \$19,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$19,000,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 15</p> <p>Minimum Award Amount: \$200,000.00</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: All projects must be complete by Jan 1, 2025</p> <p>Application Deadline: May 1, 2021</p> <p>Expected Award Announcement Date: 44392</p>	<p>Program Website: <a href="https://sierranevada.ca.gov/funding/snc-grants/">https://sierranevada.ca.gov/funding/snc-grants/</a></p> <p>Program Contact: Shannon Ciotti</p> <p>Email: <a href="mailto:shannon.ciotti@sierranevada.ca.gov">shannon.ciotti@sierranevada.ca.gov</a></p> <p>Other: <a href="mailto:grants.snc@sierranevada.ca.gov">grants.snc@sierranevada.ca.gov</a></p>
State Board of Forestry and Fire Protection	Effectiveness Monitoring Program	<p>The Effectiveness Monitoring Committee (EMC) is an advisory body to the California State Board of Forestry and Fire Protection (Board) that is intended to fund robust scientific research aimed at testing the efficacy of the California Forest Practice Rules (FPRs) and other natural resource protection statutes, laws, codes, and regulations. The FPRs and the Board's related policies and regulations address a variety of natural resource issues including, but not limited to, watershed science, wildlife concerns, and wildfire hazard.</p> <p>The Effectiveness Monitoring Committee (EMC) is seeking project proposals that: (1) Address one or more of the critical effectiveness monitoring questions identified in the EMC 2018 Strategic Plan, and (2) Address natural resource protection issues that are important for California forestlands.</p> <p>The critical monitoring questions referenced in (1) above are organized under 11 themes: 1. Watercourse and Lake Protection Zone (WLPZ) riparian function. 2. Watercourse channel sediment. 3. Road and WLPZ sediment. 4. Mass wasting sediment. 5. Fish habitat. 6. Wildfire hazard. 7. Wildlife habitat: species and nest sites. 8. Wildlife habitat: seral stages. 9. Wildlife habitat: cumulative impacts. 10. Wildlife habitat: structures. 11. Hardwood values</p> <p>Projects that address multiple EMC critical themes and multiple critical questions within a given theme will be ranked higher than those that only address a single theme and critical question, particularly if the projects align with the EMC's prioritized critical questions in that funding year. Five to six prioritized critical questions are determined by vote amongst the current EMC members at the beginning of each calendar year.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: None required</p> <p>Eligible Applicants: Eligible applicants are local, state, and federal agencies including federal land management agencies; institutions of higher education; special purpose districts (e.g., public utilities districts, fire districts, conservation districts, and ports); Native American tribes; private landowners; for-profit entities; and non-profit 501(c)(3) organizations (e.g., fire safe councils, land trusts).</p> <p>Applicants may work cooperatively with local partners to implement projects and achieve an outcome that is larger than the sum of the individual projects that may have been undertaken by each partnering organization independently. Applicants should take care to clearly indicate what work will be completed with funds from this solicitation if partnerships are noted.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Timber Regulation and Forest Restoration Fund</p> <p>Total Estimated Available Funding: \$425,000 per year; Newly awarded projects are subject to funding limits based on previous-year allocations, and previously allocated funds in upcoming years will be considered during the EMC's review of new proposals each year.</p> <p>Potential Funding Awarded in the Next 6 Months: 50; Awards estimated to be available under the grant program beginning with the first RFP to be released in July 2022.</p> <p>Estimated Number of Awards per Funding Cycle: 1-3 awards per fiscal year funding cycle</p> <p>Minimum Award Amount: None</p> <p>Maximum Award Amount: In fiscal year 2022/2023, up to \$425,000 will be awarded to eligible applicants through the EMC's Effectiveness Monitoring Program. An individual project proponent may be awarded up to \$1,275,000, with funding installments of up to \$425,000 annually for up to three fiscal years with demonstrated progress towards project completion. Longer-term projects (greater than three years) may re-apply for additional funding through the competitive grants process. Applicants requesting more than 425,000 per fiscal year or more than \$1,275,000 total will not be considered. The EMC may choose to fund projects that span multiple fiscal years up to the annual funding cap; however, the EMC strives to fund multiple research projects annually. Proposers should be aware of this when developing their project and budget requests.</p>	<p>Period of Performance: Solicitation expected July 2022 for FY 2022/23. Work must be completed by March 31, 2025.</p> <p>Application Deadline: For the 2022/23 FY: Initial Concept Proposal estimated due date September 2022; Full Proposal by Invitation Only, and generally applicants will be notified by end September, will full proposals due by November 2022.</p> <p>Expected Award Announcement Date: December of 2022 for the 2022/23 FY</p>	<p>Program Website: Grant Guidelines are under development and will be posted to <a href="https://bof.fire.ca.gov/board-committees/effectiveness-monitoring-committee/">https://bof.fire.ca.gov/board-committees/effectiveness-monitoring-committee/</a> when available</p> <p>Program Contact: Kristina Wolf</p> <p>Email: <a href="mailto:kristina.wolf@bof.ca.gov">kristina.wolf@bof.ca.gov</a></p> <p>Other:</p>
State Board of Forestry and Fire Protection	Wood Products Innovation	<p>The Joint Institute for Wood Products Innovation (Institute) is an advisory committee to the State Board of Forestry and Fire Protection whose mission is to provide California forest product information, research, and analysis to increase economic drivers for healthy forests. Institute work focuses on long-term ecological and economic sustainability; education and outreach; increased forest resilience, long-term carbon storage, and local economies; and industry retention and development in the state.</p> <p>The intent of the 'Wood Products Innovation' grant is to substantially expand and accelerate California wood products and wood energy markets. The grants and agreements awarded will support highest end uses for state wood and forest biomass resulting from sustainable forest management and restoration.</p> <p>The Institute seeks proposals that stimulate or expand wood products and wood energy markets to support sustainable forest management and restoration in California with the following goals in mind:</p> <ul style="list-style-type: none"> <li>Reduce hazardous fuels and improve forest health on forest land in the state.</li> <li>Reduce the costs of sustainable forest management.</li> <li>Promote the economic and environmental health of rural communities.</li> </ul> <p>The intent of the 'Wood Products Innovation' funding opportunity is to stimulate, expand, and support innovative forest wood- and biomass-based products, bioenergy, and biofuel markets in California.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: None required</p> <p>Eligible Applicants: Grantees may include local, state, and federal agencies; universities; special districts; Native American tribes; private forest landowners; and non-profit 501(c)(3) organizations. Applicants may work cooperatively with local partners to implement projects and achieve an outcome that is larger than the sum of the individual projects that may have been undertaken by each partnering organization independently. Applicants should take care to clearly indicate what work will be completed with funds from this solicitation if partnerships are noted.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Timber Regulation and Forest Restoration Fund</p> <p>Total Estimated Available Funding: \$425,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$425,000.00</p> <p>Estimated Number of Awards per Funding Cycle: 1-3 awards per fiscal year funding cycle</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$425,000.00</p>	<p>Period of Performance: June 30, 2024</p> <p>Application Deadline: Approximately October 2021</p> <p>Expected Award Announcement Date: Approximately November 2021</p>	<p>Program Website: Grant Guidelines are under development and will be posted to <a href="https://bof.fire.ca.gov/board-committees/joint-institute-for-wood-products-innovation/">https://bof.fire.ca.gov/board-committees/joint-institute-for-wood-products-innovation/</a> as soon as they are available.</p> <p>Program Contact: Katie Harrell</p> <p>Email: <a href="mailto:katie.harrell@bof.ca.gov">katie.harrell@bof.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>State Water Resources Control Board</b>	Nonpoint Source (NPS) Grant Program	<p>The purpose of this grant program is to improve water quality by reducing nonpoint source pollution to waters of the state.</p> <p>Most of the funding is awarded to projects that implement on-the-ground work to improve impaired waters. However, funding may be awarded to planning proposals if funding is available. In addition, some funding may be awarded to proposals for post-fire recovery and for protection of high-quality waters. The proposal instructions and minimum eligibility criteria differ by project type.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Projects must have 25% matching funds; applicants are eligible for a match waiver if they show that the project serves a disadvantaged community.</p> <p>Eligible Applicants: Public agencies, nonprofit organizations, federally recognized tribes, state agency, public college, or federal agency.</p> <p>Geographic Scope: Projects must be within priority watersheds that are selected by the Regional Water Quality Control Boards.</p>	<p>Revenue Source: Clean Water Act section 319</p> <p>Total Estimated Available Funding: \$4.5 million</p> <p>Potential Funding Awarded in the Next 6 Months: \$4.5 million. Implementation projects \$250,000 to \$800,000, total up to \$3.0 million; High Quality Waters Implementation projects up to \$400,000; Post-Fire Recovery projects up to \$600,000; Planning projects up to \$800,000 (can be portion of Implementation projects - see 2022 NPS Guidelines).</p> <p>Estimated Number of Awards per Funding Cycle: Approximately 10</p> <p>Minimum Award Amount: \$250,000.00</p> <p>Maximum Award Amount: \$800,000.00</p>	<p>Period of Performance: Start date: Typically, request for proposals is announced in September with a closing date of December. End date: Typically, projects selected by April each year.</p> <p>Application Deadline: Mid-December</p> <p>Expected Award Announcement Date: June</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/nps/319grants.html">https://www.waterboards.ca.gov/water_issues/programs/nps/319grants.html</a></p> <p>Program Contact: Jeanie Mascia</p> <p>Email: <a href="mailto:Jeanie.Mascia@waterboards.ca.gov">Jeanie.Mascia@waterboards.ca.gov</a></p> <p>Other: None</p>
<b>State Water Resources Control Board</b>	Proposition 1, Chapter 10, Section 79771(a) - Groundwater Sustainability	<p>To encourage the use of groundwater as a sustainable local resource.</p> <p>Grants to fund cleanup and prevention of contamination of groundwater that serves or has served as a source of drinking water.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: Minimum match of 50%, potentially reduced for disadvantaged communities.</p> <p>Eligible Applicants: Public agencies, nonprofit organizations, public utilities, state and federally recognized Native American tribes, and mutual water companies.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$318.3million</p> <p>Potential Funding Awarded in the Next 6 Months: (\$0.00)</p> <p>Estimated Number of Awards per Funding Cycle: Varies</p> <p>Minimum Award Amount: Implementation: \$500,000</p> <p>Maximum Award Amount: Implementation: \$50.0 million</p>	<p>Period of Performance: Project construction complete by June 2024</p> <p>Application Deadline: Round 3 - Concept Proposal Solicitation Opens 7/6/2021 and Closes 9/7/2021</p> <p>Expected Award Announcement Date: Summer 2022</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition1/groundwater_sustainability.html">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition1/groundwater_sustainability.html</a></p> <p>Program Contact: Alex Huang</p> <p>Email: <a href="mailto:Alex.Huang@waterboards.ca.gov">Alex.Huang@waterboards.ca.gov</a></p> <p>Other: <a href="mailto:gwquality.funding@waterboards.ca.gov">gwquality.funding@waterboards.ca.gov</a></p>
<b>State Water Resources Control Board</b>	Proposition 68, Chapter 11.1, Section 80141(a) Groundwater Treatment & Remediation	<p>To increase the use of groundwater as a sustainable local resource.</p> <p>Two potential opportunities:</p> <p>1. Operations and Maintenance Funding for Disadvantaged Community (DAC) Drinking Water Facilities that Treat Contaminated Groundwater: State Water Board is working on setting up a program to provide grant funding to eligible entities to run a local or regional program that provides operations and maintenance funding to multiple eligible DAC water systems. This program is still under development, with more information to come.</p> <p>2. Operations and Maintenance Funding for Severely Disadvantaged Community (SDAC) Groundwater Cleanup Facilities: Grants to fund treatment and remediation activities for the reduction or prevention of contamination of groundwater that serves as a source of drinking water. These funds will be distributed consistent with the Prop 68 Groundwater Treatment and Remediation Funding Guidelines. Eligible projects should have enough data to determine the approximate nature and extent of contamination and demonstrate how the existing treatment facilities reduce or prevent the spread of contamination in groundwater within the aquifer.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: 50% minimum match requirement may be waived for DACs and SDACs.</p> <p>Eligible Applicants: Public agencies, nonprofit organizations, public utilities, state and federally recognized Native American tribes, and mutual water companies.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$74 million</p> <p>Potential Funding Awarded in the Next 6 Months: \$27.5 million</p> <p>Estimated Number of Awards per Funding Cycle: N/A</p> <p>Minimum Award Amount: Per Project: \$500,000</p> <p>Maximum Award Amount: Per Project: \$5.0 million</p>	<p>Period of Performance: Through March 31, 2023</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition68.html">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition68.html</a></p> <p>Program Contact: Alex Huang</p> <p>Email: <a href="mailto:Alex.Huang@waterboards.ca.gov">Alex.Huang@waterboards.ca.gov</a></p> <p>Other: <a href="mailto:gwquality.funding@waterboards.ca.gov">gwquality.funding@waterboards.ca.gov</a></p>
<b>State Water Resources Control Board</b>	Administrator Funding	<p>To provide grants or contracts for administrators to provide administrative, technical, operational, or managerial services to a designated water system to support compliance with current drinking water standards.</p> <p>Funding for grants or contracts for administrators to provide administrative, technical, operational, or managerial services to a designated water system to support compliance with current drinking water standards.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Varied, can include individuals and private entities.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: \$10.0 million</p> <p>Potential Funding Awarded in the Next 6 Months: \$1.0 million</p> <p>Estimated Number of Awards per Funding Cycle: Unknown</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: 2 years</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/administrator.html">https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/administrator.html</a></p> <p>Program Contact: James Garrett</p> <p>Email: <a href="mailto:James.Garrett@waterboards.ca.gov">James.Garrett@waterboards.ca.gov</a></p> <p>Other: None</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>State Water Resources Control Board</b>	Clean Water State Revolving Fund Program	<p>Under federal and state law the primary purpose of the CWSRF Program is to provide financing for eligible projects to restore and maintain water quality in the state.</p> <p>The Federal Water Pollution Control Act (Clean Water Act or CWA), as amended in 1987, established the Clean Water State Revolving Fund (CWSRF) program. The CWSRF program offers low interest financing agreements for water quality projects such as construction of publicly-owned facilities and expanded use projects.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Eligible applicants for particular project types vary under applicable law, generally, Public agencies, tribal governments, designated and approved management agencies under Section 208 of the Clean Water Act.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Clean Water State Revolving Fund</p> <p>Total Estimated Available Funding: The Clean Water State Revolving Fund operates on a cash flow basis and has established a \$600 million annual funding target. The actual annual funding varies between 90% and 125% of the established annual funding target.</p> <p>Potential Funding Awarded in the Next 6 Months: Projects listed on the 2021/2022 Fundable List are being processed for an executed funding agreement by June 30, 2022. Projects that do not receive an executed financing agreement by June 30, 2022 will roll over to the 2022/2023 fundable list.</p> <p>Estimated Number of Awards per Funding Cycle: Varies based on number of Projects at or above the established priority cut off score so that the number of projects awarded is within the established rules to maintain the yearly \$600 million funding target. The 2021/2022 CWSRF Fundable List includes up to 23 new projects.</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/</a></p> <p>Program Contact: Bob Pontureri</p> <p>Email: Robert.Pontureri@waterboards.ca.gov</p> <p>Other: CleanWaterSRF@waterboards.ca.gov</p>
<b>State Water Resources Control Board</b>	Cleanup and Abatement Account	<p>To provide financial assistance for the clean up of waste, or abate the effects of a waste, on waters of the State, or to address an urgent drinking water need.</p> <p>The Program provides funding for projects that clean up waste or abate the effects of waste on waters of the State, or address an urgent drinking water need. "Waters of the State" includes both surface water and groundwater.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: For cleanup or abatement projects, eligible applicants are: Public agencies, certain not-for-profit organizations, and tribal governments with authority to clean up or abate a waste. All applicants must serve a disadvantaged community (DAC).</p> <p>For urgent drinking water needs, eligible applicants are: public agencies, not-for-profit organizations, community water systems, and tribal governments. All applicants must serve a DAC.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Cleanup and Abatement Account (Water Code Sections 13340-13443)</p> <p>Total Estimated Available Funding: \$5.0 million</p> <p>Potential Funding Awarded in the Next 6 Months: TBD, fluctuates based on need</p> <p>Estimated Number of Awards per Funding Cycle: Unknown</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Up to \$500,000 for Division of Financial Assistance Deputy Director approval.</p> <p>Projects more than \$500,000 will require approval from the State Water Board.</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/caa/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/caa/</a></p> <p>Program Contact: Matt Pavelchik</p> <p>Email: Matthew.Pavelchik@waterboards.ca.gov</p> <p>Other: DFA-CAA@waterboards.ca.gov</p>
<b>State Water Resources Control Board</b>	Drinking Water and Wastewater System Repair Program	<p>To provide emergency funding for projects to water and wastewater service providers serving disadvantaged communities.</p> <p>Emergency funding for projects to water and wastewater service providers serving disadvantaged communities for the following purposes: (1) to evaluate, address and repair the failure of critical components of drinking water or waste water systems; and (2) to fund critical operation &amp; maintenance activities that are cost prohibitive considering the population and median household income of the community served by the system.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Water and Wastewater Providers serving disadvantaged communities.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: \$8.7 million</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: Unknown</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: TBD</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: None</p> <p>Program Contact: Matt Pavelchik</p> <p>Email: Matthew.Pavelchik@waterboards.ca.gov</p> <p>Other: None</p>
<b>State Water Resources Control Board</b>	Drinking Water for Schools	<p>To provide financial assistance to address water quality problems and improve access to safe drinking water at California public schools.</p> <p>The grant administrators will allocate financial assistance to eligible California public school districts. The funds will be used to improve water quality by making the water cleaner, and to improve access to water by installing new drinking fountains and water outlets.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: California public school districts</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: General Fund</p> <p>Total Estimated Available Funding: \$5.8 million</p> <p>Potential Funding Awarded in the Next 6 Months: TBD</p> <p>Estimated Number of Awards per Funding Cycle: TBD</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$100,000 per individual school</p>	<p>Period of Performance: All project work must complete in the first quarter of 2023.</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/schools/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/schools/</a></p> <p>Program Contact: Matt Pavelchik</p> <p>Email: Matthew.Pavelchik@waterboards.ca.gov</p> <p>Other: None</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>State Water Resources Control Board</b>	Drinking Water State Revolving Fund	<p>The DWSRF program is to assist Public Water Systems using federal and state funds in financing the cost of drinking water infrastructure projects needed to achieve or maintain compliance with the Federal Safe Drinking Water Act (SDWA) requirements and to further the public health objectives of the SDWA.</p> <p>The SDWA, as amended in 1997, established the Safe Drinking Water State Revolving Fund (SDWSRF) program. The SDWSRF program offers low interest financing agreements for drinking water quality projects such as treatment and distribution systems, as well as consolidation of water systems.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Community and nonprofit, non-community public water systems that are owned by public agencies or private entities.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Drinking Water State Revolving Fund</p> <p>Total Estimated Available Funding: Funding is offered continuously based on cash flow.</p> <p>Potential Funding Awarded in the Next 6 Months: The 2021-22 fundable list has been established and projects are being processed as they are ready for an executed funding agreement.</p> <p>Estimated Number of Awards per Funding Cycle: 20-40</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Funding amount limited to an applicant's ability to repay a loan.</p> <p>Max principal forgiveness between \$45,000 - \$80,000 per connection depending on project type and community type. Caps are cumulative for a 5-year period for all types of SWRCB funding (planning, technical assistance, and construction).</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/drinking_water/services/funding/SRF.html">https://www.waterboards.ca.gov/drinking_water/services/funding/SRF.html</a></p> <p>Program Contact: Uyen Trinh-Le (non-DAC &amp; Large PWS DWSRF Loan only)</p> <p>Matthew Freese (Small DAC/Small SDAC)</p> <p>Email: Uyen.Trinh-Le@waterboards.ca.gov</p> <p>Matthew.Freese@waterboards.ca.gov</p> <p>Other: DrinkingWaterSRF@waterboards.ca.gov</p>
<b>State Water Resources Control Board</b>	Orphan Site Cleanup Fund	<p>Provides financial assistance to eligible applicants for the costs of response actions to remediate the harm caused by leaking petroleum underground storage tanks (USTs) where there is no financially responsible party, and the applicant is not an eligible claimant to the UST Cleanup Fund.</p> <p>A grant program that is administered by the State Water Resources Control Board (State Board) Cleanup Fund in the Division of Financial Assistance. The Program provides grant funds to eligible applicants for the costs of response actions to remediate the harm caused by leaking petroleum underground storage tanks (USTs) where there is no financially responsible party, and the applicant is not an eligible claimant to the UST Cleanup Fund. The maximum grant amount for an eligible occurrence is \$1 million. The program provides assessment grants and cleanup grants.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Any individual, trust, firm, joint stock company, corporation, or other entity including a government corporation, partnership, limited liability company, or association. Also includes a public agency. The substantive grantee requirements for an OSCF grant is that the applicant did not cause or contribute to the petroleum release, the applicant has no affiliation with the person who caused or contributed to the petroleum release, the applicant is not eligible for the UST Cleanup Fund, the principal source of the contamination is from a petroleum UST, and there is no financially responsible party identified to pay for the corrective action.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Underground Storage Tank Petroleum Contamination</p> <p>Total Estimated Available Funding: \$8.3 million</p> <p>Potential Funding Awarded in the Next 6 Months: \$2.5 million</p> <p>Estimated Number of Awards per Funding Cycle: 12</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: \$1.0 million</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/ustctf/oscf.html">https://www.waterboards.ca.gov/water_issues/programs/ustctf/oscf.html</a></p> <p>Program Contact: Michael Morones</p> <p>Email: Michael.Morones@waterboards.ca.gov</p> <p>Other: ustcleanupfund@waterboards.ca.gov</p>
<b>State Water Resources Control Board</b>	Proposition 68, Chapter 11, Section 80140(a), Safe Drinking Water	<p>Public water system infrastructure improvements and related actions to meet safe drinking water standards, ensure affordable drinking water, or both.</p> <p>Grants for small disadvantaged community drinking water and wastewater system infrastructure improvements. Funds are administered with the Drinking Water State Revolving Fund Policy, Clean Water State Revolving Fund Policy and Intended Use Plans.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Public agencies, nonprofit organizations, public utilities, state and federally recognized Native American tribes, and mutual water companies.</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$152.6 million</p> <p>Potential Funding Awarded in the Next 6 Months: Approximately \$25.1 million</p> <p>Estimated Number of Awards per Funding Cycle: Varies</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: Max between \$45,000 - \$80,000 per connection depending on project type and community type. Caps are cumulative for a 5-year period for all types of SWRCB funding (planning, technical assistance, and construction).</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/sustainable_water_solutions/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/sustainable_water_solutions/</a></p> <p>Program Contact: Matthew Freese</p> <p>Email: Matthew.Freese@waterboards.ca.gov</p> <p>Other: DFA-OSWS@waterboards.ca.gov</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
State Water Resources Control Board	Proposition 84, Section 75022 - Drinking Water Infrastructure	Provides grants for small community drinking water system infrastructure improvements and related actions to meet safe drinking water standards.  Small Community Infrastructure Improvements for Chemical and Nitrate Contaminants.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Permitted, Small Public Water Systems  Geographic Scope: State of CA	Revenue Source: Proposition 84  Total Estimated Available Funding: \$6.5 million  Potential Funding Awarded in the Next 6 Months: \$3.0 million  Estimated Number of Awards per Funding Cycle: 160 over the life of the program  Minimum Award Amount: N/A  Maximum Award Amount: Construction: \$5,000,000  Feasibility Studies: \$500,000	Period of Performance: Open application cycle is closed. Applications by invitation only.  Application Deadline: N/A  Expected Award Announcement Date: N/A	Program Website: <a href="https://www.waterboards.ca.gov/drinking_water/services/funding/Prop84.html">https://www.waterboards.ca.gov/drinking_water/services/funding/Prop84.html</a>  Program Contact: Noel Gordon  Email: Noel.Gordon@waterboards.ca.gov  Other: DrinkingWaterSRF@waterboards.ca.gov
State Water Resources Control Board	Replacing, Removing, or Upgrading Underground Storage Tanks Program	Provides financial assistance grants and low-interest loans to remove and/or replace and upgrade USTs. Assists eligible small business UST owners/operators to come into compliance with UST regulatory requirements.  Typical eligible costs are for removing and replacing single-walled USTs and/or piping with double-walled USTs and/or piping, UST upgrades including installing containment sumps, under-dispenser containment boxes/pans, and electronic monitoring systems, and conducting enhanced leak detection tests.	Opportunity Type: Grant / Loan  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Eligible small business gas station owners or operators of underground storage tanks. See Health & Safety Code Section 15399.15 for details concerning eligibility.  Geographic Scope: State of CA	Revenue Source: Petroleum Underground Storage Tank Financing Account  Total Estimated Available Funding: \$35.0 million  Potential Funding Awarded in the Next 6 Months: Approximately \$8 million  Estimated Number of Awards per Funding Cycle: N/A  Minimum Award Amount: \$10,000.00  Maximum Award Amount: Grant -- \$70,000 Loan -- \$750,000	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/ustctf/rust.html">https://www.waterboards.ca.gov/water_issues/programs/ustctf/rust.html</a>  Program Contact: Robert Smith  Email: Robert.Smith@waterboards.ca.gov  Other: ustcleanupfund@waterboards.ca.gov
State Water Resources Control Board	Safe and Affordable Drinking Water	To provide support or local assistance to fund grants, loans, contracts, or services to help water systems provide safe and affordable drinking water.  This Program shall be available for support or local assistance to fund grants, loans, contracts, or services to help water systems provide safe and affordable drinking water. Types of projects that may be funded include: interim water supplies and emergencies, technical assistance, administrator, planning, construction, and direct operation and maintenance support. Solutions support public water systems, state small water systems, and communities served by domestic wells.	Opportunity Type: Grant / Loan  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Public agencies, nonprofit organizations, public utilities, mutual water companies, California Native American Tribes, administrators, and groundwater sustainability agencies.  Geographic Scope: State of CA	Revenue Source: Greenhouse Gas Reduction Fund  Total Estimated Available Funding: \$100.3 million  Potential Funding Awarded in the Next 6 Months: \$97.5 million  Estimated Number of Awards per Funding Cycle: Unknown  Minimum Award Amount: N/A  Maximum Award Amount: TBD	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website: None  Program Contact: Jeff Wetzel  Email: Jeff.Wetzel@waterboards.ca.gov  Other: None
State Water Resources Control Board	Seawater Intrusion Control Fund	Provides low-interest loans to local agencies for the design and construction of publicly owned facilities necessary to protect groundwater quality in basins threatened by seawater intrusion, which are subject to a local groundwater management plan, and where restrictions on groundwater pumping, a physical solution, or both, are necessary to prevent the destruction of, or irreparable injury to, groundwater quality.  The Program provides 20-year, low-interest loans for projects directly addressing seawater intrusion control, including associated treatment, storage, pumping, distribution, and injection.	Opportunity Type: Loan  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Construction with planning and design costs eligible retroactively for public agencies.  Geographic Scope: State of CA	Revenue Source: Proposition 13  Total Estimated Available Funding: \$12.5 million  Potential Funding Awarded in the Next 6 Months: \$12.5 million  Estimated Number of Awards per Funding Cycle: 3 awards over last 15 years  Minimum Award Amount: N/A  Maximum Award Amount: \$2.5 million	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/swic.shtml">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/swic.shtml</a>  Program Contact: Sandeep Kals  Email: Sandeep.Kals@waterboards.ca.gov  Other: None

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>State Water Resources Control Board</b>	Site Cleanup Subaccount Program	<p>The Site Cleanup Subaccount Program (SCAP) is a funding program established by Senate Bill (SB) 445 (Hill, 2014), allowing the State Water Resources Control Board (State Water Board) to issue grants for projects that remediate the harm or threat of harm to human health, safety, or the environment caused by existing or threatened surface water or groundwater contamination.</p> <p>Provides financial assistance to eligible applicants to cleanup surface and groundwater contamination that poses a risk to human health, safety and the environment where the responsible party has no financial resources. Also provides resources for Regional Board staff to provide oversight of surface or groundwater cleanup projects.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Grants - no restriction of who is eligible to apply. The type of project determines if the work is eligible.</p> <p>Contract -- Regional Water Boards</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Site Cleanup Subaccount</p> <p>Total Estimated Available Funding: \$47.7 million</p> <p>Potential Funding Awarded in the Next 6 Months: \$12 million</p> <p>Estimated Number of Awards per Funding Cycle: 30</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/scap/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/scap/</a> <a href="https://faast.waterboards.ca.gov/">https://faast.waterboards.ca.gov/</a></p> <p>Program Contact: Craig Sanchez</p> <p>Email: <a href="mailto:Craig.Sanchez@waterboards.ca.gov">Craig.Sanchez@waterboards.ca.gov</a></p> <p>Other: <a href="mailto:gwquality.funding@waterboards.ca.gov">gwquality.funding@waterboards.ca.gov</a></p>
<b>State Water Resources Control Board</b>	Water Recycling Funding Program	<p>The purpose of the WRRFP is to promote water recycling by providing technical and financial assistance to local agencies and other stakeholders in support of water recycling projects and research.</p> <p>The Program promotes the beneficial use of treated municipal wastewater (water recycling) in order to augment or offset fresh water supplies in California by providing technical and financial assistance to agencies and other stakeholders in support of water recycling feasibility studies, construction projects, and research.</p>	<p>Opportunity Type: Grant / Loan</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Planning: Public Agencies</p> <p>Research &amp; Development (R&amp;D): Public Agencies and 501(c)3 non-profits</p> <p>Construction: Public Agencies</p> <p>Geographic Scope: Planning and Construction projects must be within the State of CA.</p>	<p>Revenue Source: Planning: Proposition 13, 68 R&amp;D: Proposition 1, 13 &amp; 68</p> <p>Construction: Proposition 1, 13 &amp; 68</p> <p>Total Estimated Available Funding: Prop 1: \$72.1 million Prop 13: \$22 million Prop 68: \$72.2 million</p> <p>Potential Funding Awarded in the Next 6 Months: Planning: Prop 13 grant: \$0.2 million; Prop 68 grant: \$0.2 million R&amp;D: Prop 1 grant: \$2.87 million Construction: Prop 1 &amp; 13 grant: \$3.7 million Prop 68 grant: \$17.3 million Prop 1 &amp; 68 loan: \$45.7 million</p> <p>Estimated Number of Awards per Funding Cycle: Varies based on number of projects at or above the established priority cut off score. Last year 21 water recycling applications were on the CWSRF Fundable List.</p> <p>Minimum Award Amount: N/A</p>	<p>Period of Performance: Planning and R&amp;D: Continuously accepting applications. Construction: Continuously accepting applications. All application documents received by December 31st each year will be used to develop a priority score. Projects which receive a priority score equal to or greater than the yearly fundable list cutoff score will be placed on the fundable list for the upcoming fiscal year.</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://www.waterboards.ca.gov/water_issues/programs/grants_loans/water_recycling/">https://www.waterboards.ca.gov/water_issues/programs/grants_loans/water_recycling/</a></p> <p>Program Contact: Sandeep Kals</p> <p>Email: <a href="mailto:Sandeep.Kals@waterboards.ca.gov">Sandeep.Kals@waterboards.ca.gov</a></p> <p>Other: <a href="mailto:CleanWaterSRF@waterboards.ca.gov">CleanWaterSRF@waterboards.ca.gov</a></p>
<b>Wildlife Conservation Board</b>	California Riparian Habitat Conservation Program	<p>The purpose of this program is to develop a coordinated approach to the protection of riparian ecosystems by funding grants for the protection, restoration and enhancement of riparian habitat. Supports biodiversity.</p> <p>This program supports a coalition of state, federal, local and private organizations whose mission is to develop a coordinated approach to the protection of riparian ecosystems. Grants are awarded for the protection, restoration and enhancement of riparian habitat systems.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Habitat Conservation Fund</p> <p>Total Estimated Available Funding: Under HCF receive approximately \$3 million annually for restoration and acquisitions through 2030. Currently up to \$12 million is available.</p> <p>Potential Funding Awarded in the Next 6 Months: \$3 million</p> <p>Estimated Number of Awards per Funding Cycle: 3</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Riparian">https://wcb.ca.gov/Programs/Riparian</a></p> <p>Program Contact: Cara Allen</p> <p>Email: <a href="mailto:cara.allen@wildlife.ca.gov">cara.allen@wildlife.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Wildlife Conservation Board</b>	Inland Wetlands Conservation Program	<p>The purpose of this program is to assist the Central Valley Joint Venture in its mission to protect, restore and enhance wetlands and associated habitats in the Central Valley. Supports biodiversity specific to wetlands.</p> <p>The program was created to assist the Central Valley Joint Venture in its mission to protect, restore and enhance wetlands and associated habitats in the Central Valley. The public/private partnership works to increase the populations of wintering and breeding waterfowl, shorebirds, water birds, and riparian songbirds.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: Central Valley</p>	<p>Revenue Source: Habitat Conservation Fund, Inland Wetland Conservation Fund</p> <p>Total Estimated Available Funding: Under HCF receive approximately \$2 million annually for restoration and acquisitions until the year 2030</p> <p>Potential Funding Awarded in the Next 6 Months: \$1 million</p> <p>Estimated Number of Awards per Funding Cycle: 2</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Wetlands">https://wcb.ca.gov/Programs/Wetlands</a></p> <p>Program Contact: James Croft</p> <p>Email: <a href="mailto:james.croft@wildlife.ca.gov">james.croft@wildlife.ca.gov</a></p> <p>Other:</p>
<b>Wildlife Conservation Board</b>	California Streamflow Enhancement Program	<p>The purpose of this program is to provide enhanced stream flow, especially in those streams that support anadromous fish; special status, threatened, endangered or at risk species; or provide resilience to climate change. Supports biodiversity and climate resilience.</p> <p>Funding will be focused on addressing the objective of providing enhanced stream flow, especially in those streams that support anadromous fish; special status, threatened, endangered or at risk species; or provide resilience to climate change.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts, tribes and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 1</p> <p>Total Estimated Available Funding: \$40,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: 2021 Solicitation will be out in Fall 2021.</p> <p>Estimated Number of Awards per Funding Cycle: 15</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Annually in July of each year, dependent on budget approval. Next cycle to open in Fall of 2021.</p> <p>Application Deadline: Fall/Winter 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Stream-Flow-Enhancement">https://wcb.ca.gov/Programs/Stream-Flow-Enhancement</a></p> <p>Program Contact: Aaron Haiman</p> <p>Email: <a href="mailto:aaron.haiman@wildlife.ca.gov">aaron.haiman@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:wcbstreamflow@wildlife.ca.gov">wcbstreamflow@wildlife.ca.gov</a></p>
<b>Wildlife Conservation Board</b>	Land Acquisition and Habitat Enhancement and Restoration Program - Salton Sea and Colorado River	<p>The purpose of this program is to fund acquisition and habitat restoration projects associated with the Salton Sea and Colorado River region of California. Supports biodiversity in Salton Sea, Colorado River.</p> <p>Funding for acquisition and habitat restoration projects associated with the Salton Sea and Colorado River region of California.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: Salton Sea and Colorado River</p>	<p>Revenue Source: Proposition 50</p> <p>Total Estimated Available Funding: \$3,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1 million</p> <p>Estimated Number of Awards per Funding Cycle: 1</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website:</p> <p>Program Contact: Don Crocker</p> <p>Email: <a href="mailto:Don.Crocker@wildlife.ca.gov">Don.Crocker@wildlife.ca.gov</a></p> <p>Other:</p>
<b>Wildlife Conservation Board</b>	Land Acquisition and Habitat Enhancement and Restoration Program - San Francisco Bay coastal wetlands and watersheds	<p>The purpose of this program is to fund acquisition and habitat restoration projects associated with the San Francisco Bay coastal wetlands and watersheds. Supports biodiversity in San Francisco Bay.</p> <p>Funding for acquisition and habitat restoration projects associated with the San Francisco Bay region of California.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: San Francisco Bay coastal wetlands and watersheds</p>	<p>Revenue Source: Proposition 50</p> <p>Total Estimated Available Funding: \$3,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$1 million</p> <p>Estimated Number of Awards per Funding Cycle: 1</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website:</p> <p>Program Contact: Scott McFarlin</p> <p>Email: <a href="mailto:scott.mcfarlin@wildlife.ca.gov">scott.mcfarlin@wildlife.ca.gov</a></p> <p>Other:</p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Wildlife Conservation Board</b>	Land Acquisition and Habitat Enhancement and Restoration Program - Southern California Coastal Wetlands and Watersheds	The purpose of this program is to fund acquisition and habitat restoration projects associated with Southern California coastal wetlands and watersheds. Supports biodiversity in Southern California.  Funding for acquisition and habitat restoration projects associated with the Southern California coastal region.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities  Geographic Scope: Southern California Coastal Wetlands and Watersheds	Revenue Source: Proposition 50  Total Estimated Available Funding: \$15,000,000.00  Potential Funding Awarded in the Next 6 Months: \$2 million  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website:  Program Contact: Don Crocker  Email: Don.Crocker@wildlife.ca.gov  Other:
<b>Wildlife Conservation Board</b>	Lower American River Conservation Program	The purpose of this program is to work cooperatively with local agencies and nonprofit organizations to restore, enhance, interpret, protect and improve public access to the American River Parkway. Supports access for all and biodiversity along Lower American River.  Funding to work cooperatively with local agencies, particularly the County of Sacramento in its role as the American River Parkway Manager, and nonprofit organizations to restore, enhance, interpret, protect and improve public access to the American River Parkway's natural, recreational, educational and cultural resources.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Local agencies and nonprofit organizations.  Geographic Scope: Lower American River	Revenue Source: Proposition 68  Total Estimated Available Funding: \$5,000,000.00  Potential Funding Awarded in the Next 6 Months: \$2 million  Estimated Number of Awards per Funding Cycle: 4  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Solicitation out May/June 2021.  Application Deadline: July 2021  Expected Award Announcement Date: September 2021	Program Website: <a href="https://wcb.ca.gov/Programs/Lower-American-River">https://wcb.ca.gov/Programs/Lower-American-River</a>  Program Contact: Cara Allen  Email: cara.allen@wildlife.ca.gov  Other: LARCP@wildlife.ca.gov
<b>Wildlife Conservation Board</b>	Pacific Flyway	The purpose of this program is to fund the acquisition, development, rehabilitation, restoration, protection, and expansion of wildlife corridors and open space to improve connectivity and reduce barriers between habitat areas and to protect and restore habitat associated with the Pacific Flyway. Supports biodiversity and corridors.  Funding for the acquisition, development, rehabilitation, restoration, protection, and expansion of wildlife corridors and open space to improve connectivity and reduce barriers between habitat areas and to protect and restore habitat associated with the Pacific Flyway. In awarding grants pursuant to this subdivision, priority may be given to projects that protect wildlife corridors.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities  Geographic Scope: Within Pacific Flyway	Revenue Source: Proposition 68  Total Estimated Available Funding: \$7,500,000.00  Potential Funding Awarded in the Next 6 Months: \$3,000,000.00  Estimated Number of Awards per Funding Cycle: 1  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Closed  Application Deadline: March 2021  Expected Award Announcement Date: May 2021	Program Website: <a href="https://wcb.ca.gov/Grants">https://wcb.ca.gov/Grants</a>  Program Contact: James Croft  Email: james.croft@wildlife.ca.gov  Other: wcbflyway@wildlife.ca.gov
<b>Wildlife Conservation Board</b>	Regional Conservation Investment Strategies	The purpose of this program is to fund development of regional conservation investment strategies. Supports biodiversity with regional planning of conservation priorities.  Funding the development of regional conservation investment strategies that are not otherwise funded pursuant to Section 800 of the Streets and Highways Code or any other law.	Opportunity Type: Grant  Disbursement Method: Reimbursement  Matched Funding: N/A  Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities  Geographic Scope: State of CA	Revenue Source: Proposition 68  Total Estimated Available Funding: \$2,500,000.00  Potential Funding Awarded in the Next 6 Months: \$750,000.00  Estimated Number of Awards per Funding Cycle: 2  Minimum Award Amount: N/A  Maximum Award Amount: N/A	Period of Performance: Continuous  Application Deadline: Continuous  Expected Award Announcement Date: Continuous	Program Website: <a href="https://wcb.ca.gov/Grants#86212-additional">https://wcb.ca.gov/Grants#86212-additional</a>  Program Contact: Shannon Lucas  Email: shannon.lucas@wildlife.ca.gov  Other:



Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Wildlife Conservation Board</b>	Sierra Nevada and Cascade Mountains Upper Watersheds Program	<p>The purpose of this grant program is to fund projects that protect, restore, and improve upper watershed lands in the Sierra Nevada and Cascade Mountains. Supports biodiversity and climate resilience in the Sierras and Cascades.</p> <p>Funding for the protection, restoration, and improvement of upper watershed lands in the Sierra Nevada and Cascade Mountains, including forest lands, meadows, wetlands, chaparral, and riparian habitat, in order to protect and improve water supply and water quality, improve forest health, reduce wildfire danger, mitigate the effects of wildfires on water quality and supply, increase flood protection, or to protect or restore riparian or aquatic resources.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: Sierra Nevada and Cascade mountains</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$22,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$4.5 million</p> <p>Estimated Number of Awards per Funding Cycle: 8</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Solicitation out in August 2021</p> <p>Application Deadline: October 2021</p> <p>Expected Award Announcement Date: Spring 2022</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Forest">https://wcb.ca.gov/Programs/Forest</a></p> <p>Program Contact: Judah Grossman</p> <p>Email: <a href="mailto:judah.grossman@wildlife.ca.gov">judah.grossman@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:Forests@wildlife.ca.gov">Forests@wildlife.ca.gov</a></p>
<b>Wildlife Conservation Board</b>	Wildlife Corridor and Fish Passage	<p>The purpose of this program is to fund construction, repair, modification, or removal of transportation or water resources infrastructure to improve wildlife or fish passage. Supports biodiversity and corridors.</p> <p>Funding for construction, repair, modification, or removal of transportation or water resources infrastructure to improve wildlife or fish passage.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 68</p> <p>Total Estimated Available Funding: \$13,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$5.5 million</p> <p>Estimated Number of Awards per Funding Cycle: 8</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Solicitation out in August 2021</p> <p>Application Deadline: July 2021</p> <p>Expected Award Announcement Date: September 2021</p>	<p>Program Website: <a href="https://wcb.ca.gov/Grants">https://wcb.ca.gov/Grants</a></p> <p>Program Contact: Don Crocker</p> <p>Email: <a href="mailto:Don.Crocker@wildlife.ca.gov">Don.Crocker@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:WCBCorridors@wildlife.ca.gov">WCBCorridors@wildlife.ca.gov</a></p>
<b>Wildlife Conservation Board</b>	Land Acquisition Program - Natural Community Conservation Plans (NCCPs)	<p>The purpose of this program is to fund acquisition projects to assist with implementation of Natural Community Conservation Plans. Supports biodiversity and protection of threatened and endangered species .</p> <p>Funding for acquisition projects to assist with implementation of Natural Community Conservation Plans.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Proposition 68 and portions of the approximately \$14.5 million annual appropriation under HCF through 2030</p> <p>Total Estimated Available Funding: \$40,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$5 million</p> <p>Estimated Number of Awards per Funding Cycle: 7</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Acquisitions">https://wcb.ca.gov/Programs/Acquisitions</a></p> <p>Program Contact: John Walsh</p> <p>Email: <a href="mailto:john.walsh@wildlife.ca.gov">john.walsh@wildlife.ca.gov</a></p> <p>Other:</p>
<b>Wildlife Conservation Board</b>	Forest Conservation Program	<p>The purpose of this program is to promote the ecological integrity and economic stability of California's diverse native forests for all their public benefits through forest conservation, preservation, and restoration of productive managed forest lands, forest reserve areas, redwood forests and other forest types, including the conservation of water resources and natural habitat for native fish and wildlife and plants found on these lands. Supports biodiversity and climate resilience.</p> <p>The goal of this program is to promote the ecological integrity and economic stability of California's diverse native forests for all their public benefits through forest conservation, preservation and restoration of productive managed forest lands, forest reserve areas, redwood forests and other forest types, including the conservation of water resources and natural habitat for native fish and wildlife and plants found on these lands.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Propositions 68 and 84</p> <p>Total Estimated Available Funding: \$20,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$11.5 million</p> <p>Estimated Number of Awards per Funding Cycle: 12</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Proposition 84 - Continuous Proposition 68 - Solicitation out in March 2021</p> <p>Application Deadline: June 2021</p> <p>Expected Award Announcement Date: August 2021</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Forest">https://wcb.ca.gov/Programs/Forest</a></p> <p>Program Contact: Judah Grossman</p> <p>Email: <a href="mailto:judah.grossman@wildlife.ca.gov">judah.grossman@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:Forests@wildlife.ca.gov">Forests@wildlife.ca.gov</a></p>

Grant Making Agency	Grant Title	Grant Summary	Application and Eligibility	Funding Overview	Key Dates	Program Contact Details
<b>Wildlife Conservation Board</b>	Habitat Enhancement and Restoration Program	<p>The purpose of this program is to provide assistance for the restoration and enhancement of fish and wildlife resources. Supports biodiversity across all habitats.</p> <p>Consistent with Fish and Game Code section 1301, this program provides assistance for the restoration and enhancement of fish and wildlife resources. Eligible projects include: native fisheries restoration; restoration of wetlands; restoration of coastal, tidal, or fresh water habitat; other native habitat restoration projects including coastal scrub oak, grasslands, and threatened and endangered species habitats; in-stream restoration projects, including removal of fish passage barriers and other obstructions; and other projects that improve the quality of native habitat throughout the State.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Propositions 68, 84, 50, 40, 12 and Habitat Conservation Fund</p> <p>Total Estimated Available Funding: \$40 million under the Propositions. Under HCF receive approximately \$1 million annually for wetland restoration outside the Central Valley until the year 2030.</p> <p>Potential Funding Awarded in the Next 6 Months: \$7 million</p> <p>Estimated Number of Awards per Funding Cycle: 4</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Habitat-Enhancement">https://wcb.ca.gov/Programs/Habitat-Enhancement</a></p> <p>Program Contact: Judah Grossman</p> <p>Email: <a href="mailto:judah.grossman@wildlife.ca.gov">judah.grossman@wildlife.ca.gov</a></p> <p>Other:</p>
<b>Wildlife Conservation Board</b>	Land Acquisition Program	<p>The purpose of this program is to acquire real property or rights in real property on behalf of the Department of Fish and Wildlife and also to award grants to other governmental entities or nonprofit organizations to acquire real property or rights in real property. Supports protection of biodiversity and natural working lands as well as corridors.</p> <p>Statewide - This program acquires real property or rights in real property on behalf of the Department of Fish and Wildlife (CDFW) and also awards grants to other governmental entities or nonprofit organizations to acquire real property or rights in real property. All acquisitions are made on a "willing seller" basis pursuant to the appraised fair market value. The acquisition activities are carried out in conjunction with CDFW, which generally entails CDFW evaluating the biological values of the property through development of a Land Acquisition Evaluation (LAE, used for a single piece of property) or a Conceptual Area Protection Plan (CAPP, used for multiple properties). Once these evaluations are completed, they are submitted to CDFW's Regional Operations Committee for review and approval. If approved, they are sent to WCB with a recommendation to fund.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Propositions 68, 84, 50, 40, 12, and the Habitat Conservation Fund (HCF)</p> <p>Total Estimated Available Funding: \$50,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: \$10 million</p> <p>Estimated Number of Awards per Funding Cycle: 10</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Continuous</p> <p>Application Deadline: Continuous</p> <p>Expected Award Announcement Date: Continuous</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Acquisitions">https://wcb.ca.gov/Programs/Acquisitions</a></p> <p>Program Contact: John Walsh</p> <p>Email: <a href="mailto:john.walsh@wildlife.ca.gov">john.walsh@wildlife.ca.gov</a></p> <p>Other:</p>
<b>Wildlife Conservation Board</b>	Public Access Program	<p>This purpose of this program is to provide assistance to local agencies for the development of public access facilities designed to facilitate and encourage the public's access to hunting, fishing or other wildlife-oriented recreation. Supports access for all.</p> <p>This program is designed to provide assistance to local agencies for the development of public access facilities designed to facilitate and encourage the public's access to hunting, fishing or other wildlife-oriented recreation. Financial assistance is available to cities, counties and public districts or corporations for development of facilities such as fishing piers or floats, public access roads, boat launching ramps, trails, boardwalks, interpretive facilities and lake or stream improvements. Support facilities such as restrooms and parking areas are also eligible for funding under this program.</p>	<p>Opportunity Type: Grant</p> <p>Disbursement Method: Reimbursement</p> <p>Matched Funding: N/A</p> <p>Eligible Applicants: Cities, counties, nonprofit organizations, special districts and state entities</p> <p>Geographic Scope: State of CA</p>	<p>Revenue Source: Wildlife Restoration Fund, Propositions 68 and 40</p> <p>Total Estimated Available Funding: \$5,000,000.00</p> <p>Potential Funding Awarded in the Next 6 Months: up to \$5 million</p> <p>Estimated Number of Awards per Funding Cycle: 10</p> <p>Minimum Award Amount: N/A</p> <p>Maximum Award Amount: N/A</p>	<p>Period of Performance: Solicitation out May 2021.</p> <p>Application Deadline: July 2021</p> <p>Expected Award Announcement Date: September 2021</p>	<p>Program Website: <a href="https://wcb.ca.gov/Programs/Public-Access">https://wcb.ca.gov/Programs/Public-Access</a></p> <p>Program Contact: Heather McIntire</p> <p>Email: <a href="mailto:Heather.Mcintire@wildlife.ca.gov">Heather.Mcintire@wildlife.ca.gov</a></p> <p>Other: <a href="mailto:wcbpublicaccess@wildlife.ca.gov">wcbpublicaccess@wildlife.ca.gov</a></p>