

Appendix J
Funding Approaches

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Introduction

This appendix identifies potential funding sources to fund the *South Orange County Regional Coastal Resilience Strategic Plan's* (Strategic Plan) objectives, including formation of a regional collaborative and implementation projects and programs. The regional collaborative will need to secure funding to implement the projects and programs described in this Strategic Plan. There are also administrative cost considerations for implementation of a collaborative organization. Anticipated challenges will include acquiring the necessary funding for implementing strategies and gaining commitment and support from federal and state government agencies to collectively address local conditions in a coordinated and collaborative manner.

Identifying and obtaining funding commitments is an essential element of this Strategic Plan. To support its success, the member entities will continue to support the regional focus and encourage ongoing dialogue to identify, fund, and implement the full range of coastal resiliency projects. This Strategic Plan identifies potential funding sources; however, this is not an exhaustive list because new funding sources come online periodically. Potential known sources of funding that should be explored are described below.

Establishment of Account Managed by the Regional Collaborative

As one of the first tasks, the group will need to establish a Shoreline Account that will serve as the primary account where all funds generated pursuant to furthering the efforts of the group will be held. The group will need to invest the Shoreline Account funds prudently and expend them for purposes outlined in this Strategic Plan, including, without limitation, the following:

- Sand replenishment studies and project(s)
- Sand retention studies and project(s)
- Offshore borrow site analysis to identify additional available sand sources
- Sampling and analysis plans and reporting analysis
- Preparing mean high tide line surveys
- Preparation of other shoreline surveys, monitoring programs and technical reports
- Preparing environmental review and compliance documentation (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA])
- Preparing and processing regulatory permit applications for specific projects
- Opportunistic beach nourishment programs and development of stockpile locations
- Insurance premiums
- Project/ permit fees
- Meeting coordination and staffing

Cost-Sharing Framework

To fund the regional collaborative, there would likely be various cost-sharing agreements or arrangements that will come into play depending on whether the costs relate to the following:

- Governance structure and/or operations
- Project type (federal lead agency versus nonfederal lead agency)
- Project phase (planning versus construction)

In general, costs would be allocated among the member agencies (or participating entities) according to the land ownership or maintenance responsibilities and/or benefits derived by each of the member agencies (or participating entities). Each of these scenarios/considerations is described in the following sections.

Cost-Sharing by Governance Structure

Some of the governance structures described in this Strategic Plan involve creating a brand-new entity that is a Joint Powers Agency or Joint Powers Authority (JPA), whereas others rely on a Joint Powers Agreement, Memorandum of Agreement, or Memorandum of Understanding (MOU) as the formal guiding agreement. The latter examples operate based on a governance structure framework embedded within an existing agency to take the lead role in coordinating and facilitating the efforts of the multiple entities toward resiliency project implementation. Depending on whether the South Orange County Coastal Resiliency stakeholders choose to move forward with establishing a new governance structure or rely on an existing agency to coordinate and lead the coastal resiliency efforts, funding will be needed to carry out the mission and cost-share responsibilities must be equitably allocated.

A new agency will need a new source of money to operate. The two most popular funding methods are either creating a revenue stream or raising capital by issuing bonds. Grant funding may also be an option to fund a start-up coastal resiliency organization. An organization such as Beach Erosion Authority for Clean Oceans and Nourishment has staff, legal counsel, and physical offices and likely has higher costs compared to a new start-up agency. A cost-sharing agreement will have to be defined and negotiated to ensure the new entity is fully funded and operational and that costs are allocated among the member agencies.

To establish a new coastal resiliency working group comprising the member agencies and other stakeholders, existing agency funding and staff could be used, thus building on optimizing organizational efficiency, which would likely serve to reduce costs associated with getting a newly formed South Orange County group focused coastal resiliency fully operational. This effort would be comparable to existing County of Orange (County)-led cooperative arrangements, including development of an annual budget and work plan approved by all parties where the County may charge direct labor, materials, equipment, and outside contract services to the program.

The San Diego Association of Governments (SANDAG) Shoreline Preservation Working Group is a contemporary and relevant cost-sharing framework example. SANDAG recently initiated efforts to implement Phase 1 of Regional Beach Sand Project (RBSP) III and has asked all coastal jurisdictions to explore their interest in participating in RBSP III and advise SANDAG accordingly. Interested jurisdictions have been asked to enter into an MOU with SANDAG to support Phase 1, which is the initial planning phase of RBSP III. The Phase 1 cost is currently estimated to be \$200,000. If all 10 coastal cities participate in Phase 1 of RBSP III, the cost per city is a uniform \$20,000 per city because all cities benefit equally from a coordination planning process. If only nine cities chose to participate, then the \$200,000 cost would be shared among all parties, and the cost per agency would increase to \$22,222. Thus, the cost-sharing framework is based on an equal allocation for all participants as all benefits are equal. If cities intend to participate in future phases, they must sign a MOU for Phase 1. If they do not sign the MOU with SANDAG for Phase 1, they would not be able to participate in future phases of RBSP III. The rationale is that all cities benefit equally from the work products and technical studies developed during Phase 1, which will in turn inform and support Phase 2 efforts. Therefore, if an agency seeks to benefit from the collaborative work efforts, they must contribute financially to a successful outcome.

Phase 2 of RBSP III would be the environmental review and permitting phase, and it is anticipated that costs for this phase will also be shared equally among all participating entities because all benefit equally from the collective efforts to advance a regional project.

Phase 3 of the RBSP III would be the construction and monitoring phase, and the cost-sharing framework for this phase would be based on either of the following: 1) miles of shoreline as a percent of the total regional shoreline; or 2) the volume/cubic yards (cy) of sand to be placed on a member agency beach (or beaches if there are multiple receiver beaches) within any given city. The cost-sharing framework for this phase of the project differs from earlier phases as each city will have different volumes of sand placed, which has a distinct and direct cost and benefit correlation too.

Cost-Sharing by Project Type

Depending on whether a project is jointly developed with U.S. Army Corps of Engineers (USACE) as a federal partner or solely among the member agencies, there may be cost-sharing/cost-match requirements that have to be satisfied. For example, in the case of the San Clemente and Solana Beach and Encinitas USACE 50-year projects, each of the cities had to sign a project partnership agreement with USACE for each of the three project phases (i.e., feasibility phase; planning, engineering, and design phase; and the construction phase).

The general cost-share agreement with USACE and cities for where the entities function like partners in these projects is 65% federal and 35% nonfederal for all three phases. Importantly, the cities applied for and were successful in obtaining grant funding from California Department of Parks and Recreation (State Parks) Division of Boating and Waterways (DBW) for up to 85% of the required 35%

nonfederal share. This supplemental funding from the State of California has been essential to advancing the project to anticipated construction phase later in 2023. More information on funding opportunities (including grant programs) with these agencies can be found below.

If the South Orange County Coastal Resilience group elects not to pursue a partnership with USACE, the additional funding sources would need to be obtained. Most grants, whether local, regional, state, or federal, all have some cost-share or funding-match requirement. The cost share can typically be contributed in the form of direct cash payments and can also often times be contributed as a work-in-kind contribution of staff time, technical studies, monitoring data, or other work products that are needed to support project development and implementation. The concept of work in-kind must be negotiated early on at the outset of discussions of the cost-share requirements so that all agencies can plan and budget accordingly.

Cost-Sharing by Project Phase

Typical coastal resilience projects—whether they are public beach restoration projects, such as those contemplated as the priority in this Strategic Plan, or future multi-benefit, nature-based, green, gray, or hybrid sand retention projects—include the following general project development phases:

- Phase 1: Preliminary Planning/Plan Formulation Phase
- Phase 2: Environmental Compliance under CEQA/NEPA and Regulatory Permitting Phase
- Phase 3: Preliminary and Final Project Design Phase
- Phase 4: Pre-Construction Monitoring Phase
- Phase 5: Construction Phase
- Phase 6: Post-Construction Monitoring and Reporting Phase

Cost-sharing frameworks for various project phases are distinguished as follows:

- Project phases that benefit all member agencies equally; therefore, the cost share is the same for all member agencies (e.g., divide cost by the number of member agencies/entities and allocate all members an equal cost share)
 - Typically, this will include the Preliminary Planning, CEQA/NEPA, Regulatory Permitting, and Design phases and may include the Post-Construction Monitoring and Reporting Phase.
- Project phases that have jurisdiction-specific cost variations and corresponding varying benefits for various members/entities
 - Typically, this will include the Pre-Construction Monitoring and Construction phases and may include the Post-Construction Monitoring and Reporting Phase, and costs may be allocated based on relative length of shoreline as a percent of the total regional shoreline or based on volume of sand to be placed on the beach.

Table 1 illustrates the cost-sharing frameworks by project phase. Further refinements to the cost-sharing frameworks would occur once the preferred governance structure is defined and the first regional coastal resiliency project is defined.

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Table 1
Cost-Sharing Frameworks by Coastal Resiliency Project Phase

Cost-Sharing Framework	Typical Coastal Resiliency Project Phases					
	Preliminary Planning	CEQA/NEPA and Regulatory Permitting	Design	Pre-Construction Monitoring	Construction	Post-Construction Monitoring and Reporting*
Cost-share allocation is equal for all (i.e., cost is quantified as the total cost divided by the number of member agencies)	X	X	X			X
Cost-share allocation based on project differences and direct benefits to member agency/entity (i.e., costs vary among member agencies depending on relative length of shoreline nourished or cy of sand placed)				X	X	X

Note:

*Assignment of costs may vary depending on differing monitoring or mitigation requirements.

Grant Funding Opportunities

California State Parks, Division of Boating and Waterways Grants

In conformance with Assembly Bill 64 (Ducheny), Chapter 798, Statutes of 1999, Section 69.8 of the Harbors and Navigation Code, the State Parks DBW and the California State Coastal Conservancy submitted a report to the legislature that discussed the following required subjects:

- Activities Undertaken Under the California Public Beach Restoration Act Program
- Need for Continued Funding of the Public Beach Restoration Program
- Effectiveness of the Program
- Ways to Increase the Natural Sediment Supply

The general objectives of State Parks DBW's coastal erosion control programs are to protect public safety along the California shoreline and reduce the public costs of shoreline erosion. This can be achieved by cosponsoring the planning and construction of cost-effective erosion control projects with local and federal agencies; improving present knowledge of oceanic forces, coastal erosion factors, and evolving shoreline conditions; and sharing and applying this knowledge to help prevent or reduce future erosion.

State Parks DBW can provide funding for beach nourishment and dune restoration projects, as well as sand retention projects or hybrid projects. DBW has been the state entity with responsibility for statewide coastal/shoreline erosion control since 1970. This responsibility was reconfirmed in a 1997 Executive Order and in the 1999 bill that established the Public Beach Restoration Program under DBW. State Parks DBW continues to fulfill its responsibilities by facilitating coastal studies statewide and providing local assistance grants to government agencies that plan and construct cost-effective coastal erosion solutions. These grants come from two programs, the Shoreline Erosion Control and Public Beach Restoration programs, both of which are cost-shared by local agencies and which are described in greater detail below.

The Public Beach Restoration Program funds beach nourishment projects to restore or widen public beaches and maintain coastal access that will reduce wave energy and runup, thereby reducing the erosive power of ocean waves. The cost-share requirement for these grants is 85% state/15% local match. In general, the Shoreline Erosion Control Program funds projects that provide hard structure solutions to resisting erosive wave forces. The cost-share requirement for these grants is 50% state/50% local match.

The most recent grant funding applications for Fiscal Year (FY) 2024–2025 were due in December 2022. The next round of grant applications were due at the end of 2023 (application typically due in December), and if successful, funds would be available in FY 2025–2026 (i.e., beginning July 2025). Additional information on the two DBW grant programs is provided below.

Sections 65 through 67.3 of the Harbors and Navigation Code authorize DBW 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. The Rivers and Harbors Act of 1962, as amended, allows DBW to participate in beach erosion control projects undertaken by USACE.

Limited funds are available through these competitive grant programs. Projects that qualify for funding may not receive funding authorization in the state budget, and the state may authorize a lesser amount of funding than requested in the application.

A project may be fundable through this program, provided the study is focused on addressing a public beach restoration need. In general, DBW does not fund routine shoreline monitoring and maintenance, including general condition surveys. If multiple agencies are sponsoring the project, such as when a regional entity like the proposed collaborative is involved, the collaborative would be designated the “lead agency” for purposes of submitting the application and corresponding with DBW.

Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act Funding

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and is a federal authorization that provides new federal funding opportunities for infrastructure projects, including coastal resiliency projects such as those described in this Strategic Plan. The IIJA, also known as the Bipartisan Infrastructure Law (BIL), is intended to help coastal communities like South Orange County build coastal resiliency capacity. This historic \$1.2 trillion-dollar legislation contains tens of billions of dollars to be spent over the next 5 years for resilience investments, ecosystem restoration, and water infrastructure. The money will flow through both existing and new channels spanning many agencies, including National Oceanic and Atmospheric Administration (NOAA), the U.S. Environmental Protection Agency (EPA), Federal Emergency Management Agency (FEMA), the Department of Interior, USACE, and the Department of Transportation. This funding package authorized USACE funding for the upcoming 50-year San Clemente beach replenishment project that began in 2023 and helped fund the Solana Beach and Encinitas 50-year beach sand replenishment project that will begin in 2023–2024, as well as funds for planning and environmental work for the Dana Point Harbor Breakwater Repair Project. The IIJA represents a historic investment and opportunity to enhance coastal protection, restoration, and resiliency that will increase community resilience to climate change and extreme weather events. Funding through this resource would be through a grant opportunity or require a federal project partner such as USACE. Under the IIJA, USACE received a total allocation of \$17 billion.

FEMA’s BRIC Program

FEMA’s Building Resilient Infrastructure and Communities (BRIC) grant program give states, local communities, Tribes, and territories funding to address future risks to natural disasters, including wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. Addressing these risks helps

make communities more resilient. The BRIC program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. Example projects demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design.

For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector partners. Or an innovative project may offer multiple benefits to a community in addition to the benefit of risk reduction.

Through BRIC, FEMA continues to invest in a variety of mitigation activities with an added focus on infrastructure projects benefiting disadvantaged communities, nature-based solutions, climate resilience and adaptation, and adopting hazard-resistant building codes.

NOAA National Coastal Resilience Fund

On December 6, 2022, the National Fish and Wildlife Foundation (NFWF) and NOAA announced \$136 million to fund 88 projects under the 2022 National Coastal Resilience Fund using funds from their annual appropriations and funds from the BIL. The projects will restore, increase, and strengthen natural infrastructure—the landscapes that help absorb the impacts of storms and floods—to ultimately protect coastal communities from storm and flooding impacts and enhance fish and wildlife habitat. The total investment, including grants announced earlier this year, as well as nonfederal match, is \$241 million. This is a competitive grant funding program, established in partnership between United States Fish and Wildlife Service, the NFWF, and other governmental and private sector partners. Funded projects cover the spectrum of nature-based infrastructure efforts, and include project planning, design, and implementation.

NOAA Climate Resilience Regional Challenge

In June 2023, NOAA announced a new funding opportunity called the Climate Resilience Regional Challenge, which will provide \$575 million in funding to help coastal communities become more resilient to extreme weather and other impacts of the climate change. The NOAA funding program focuses on regional approaches to strengthening climate resilience and is intended to ensure that communities have the resources they need to prepare for climate change. Funds are available to help communities that share common challenges work together to develop innovative solutions while equipping them with essential resources to build a climate-ready future. This competitive grant program has two tracks for investing in holistic, collaborative approaches to coastal resilience at regional scales including Regional Collaborative Building and Strategy Development (\$25 million) and Track Two, which will support the implementation of resilience and adaptation actions (\$550 million), with a focus on implementing transformational climate adaptation actions. The NOAA Climate Resilience Regional Challenge focuses on building capacity within and across regional networks and its holistic approach to climate resilience. With NOAA technical support and assistance,

this collaboration and coordination across regions will help coastal communities prepare for climate change, reduce risks and address vulnerabilities.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program

Created by the BIL, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program is a part formula, part competitive grant opportunity to help transportation infrastructure be more resilient in the face of extreme weather and climate change. The formula funds will flow through the states. Eligible project choices may include the use of natural, or green, infrastructure to buffer future storm surges and provide flood protection, as well as aquatic ecosystem restoration.

USACE Partnership Funding Opportunities: CAP Section 103 and Section 204 Programs

USACE currently maintains nine water resource-related Continuing Authorities Programs (CAPs), which are codified in several different laws. All CAPs have a specific project type focus and corresponding statutory limits on federal participation known as per project limits. The purpose of the USACE CAP is to plan, design, and construct projects of limited scope and complexity. The fundamentals or characteristics of a CAP project include the following: small project or project area, obvious and well-understood problem(s), simple solution(s), and limited scope and complexity. A CAP must be requested by a plan sponsor (e.g., county, city, or other public entity), have an established federal cost limit, and include two phases: Feasibility Phase and a Design and Implementation Phase. Of the nine CAP programs, two would be a best fit for the collaborative and are described in greater detail below.

CAP 103: The USACE Hurricane and Storm Damage Reduction (Beach Erosion) Section 103, 1962 River and Harbor Act, as amended, provides 100% federal funding to initiate a feasibility study up to \$100,000, then the cost-share requirement is 50% federal/50% nonfederal to complete the feasibility study. The implementation cost share is 65% federal/35% nonfederal. The CAP 103 program has a \$10,000,000 project cost limit. A study of a prospective Section 103 project will be initiated after receipt of a written request from an authorized sponsoring agency and provided federal funds are available.

CAP 204: Section 204 of the Water Resources Development Act of 1992, as amended, authorizes USACE to implement projects to reduce storm damage to property, in connection with dredging for the construction or operations and maintenance of an existing authorized federal navigation project. There is a \$10.0 million federal project limit. Section 204 projects start with the Feasibility Phase, which is funded 100% federally. After approval of the feasibility study, the project enters the Design and Implementation Phase. Costs of the Design and Implementation Phase are shared 65% federal

and 35% nonfederal. Operation, maintenance, repair, rehabilitation, and replacement of the project in the future is at 100% nonfederal cost. A study of a prospective Section 204 project will be initiated after receipt of a written request from an authorized sponsoring agency and provided federal funds are available.

NOAA Science, Service and Stewardship Funding

In the 2022 Inflation Reduction Act, \$2.6 billion was provide through NOAA for coastal communities and climate resilience projects to support vulnerable populations in preparing, adapting, and building resilience to weather and climate events; improve supercomputing capacity and research on weather, oceans and climate; strengthen NOAA's hurricane hunter fleet; and replace aging NOAA facilities. This, in combination with funds NOAA received from Congress through the BIL, will further strengthen NOAA's efforts to build a "Climate-Ready Nation." This funding will support NOAA in its efforts to assist California, Tribal governments, local governments, nonprofit organizations, and institutions of higher education to become more prepared and resilient to changes in climate. These investments will also support NOAA's understanding of marine resource trends in the face of climate change, enabling more targeted conservation, restoration, and protection measures for coastal and marine habitats, fisheries, and marine mammals.

Impact Mitigation Fees: Sand and Public Recreation

Impact mitigation, or in lieu fees, are another way to generate funds for coastal resiliency strategies. Certain structured fees could be established to generate revenues for the following: 1) covering the necessary planning of, technical studies for, design of, and implementation of coastal resiliency strategies; or 2) developing an emergency cleanup fund to be able to respond quickly and opportunistically following disasters. Disasters, through a different lens, are opportunities to implement changes.

There are currently two structured fees that the California Coastal Commission (CCC) uses to address the impacts of shoreline protection: a Sand Mitigation Fee and a Public Recreation Fee. The Sand Mitigation Fee is a fee intended to mitigate for the loss of sand supply and loss of recreational beaches in front of structures attributed to a coastal structure. The Public Recreation Fee addresses impacts to the loss of public recreation based upon the loss of beach area physically occupied by a coastal protective device.

Sand Mitigation Fees

Such a fee would mitigate for actual loss of beach-quality sand, which would otherwise have been deposited on the beach. For all development involving the construction of a coastal protective device, a Sand Mitigation Fee could be collected to be used for coastal resiliency purposes. The fee could be deposited in an interest-bearing account designated by the collaborative in lieu of providing sand directly to replace the sand that would be lost due to the impacts of any coastal protective device.

Consideration of sand volumes lost over time should factor into whether actual sand placement is preferred or whether the volume per dollar should be retained until a substantial volume can be contributed. The methodology used to determine the appropriate mitigation fee has been approved by the CCC in past cases. The funds should solely be used to implement projects that provide sand to the region's beaches, not to fund other public operations, maintenance, or planning studies. In addition to the CCC fee methodology, the City of Solana Beach (San Diego County) has established their own fee program, which could be reviewed for applicability in South Orange County.

Public Recreation Impact Fees

Like the methodology used by the CCC for the Sand Mitigation Fee, the CCC has developed a methodology for calculating a statewide Public Recreation Fee. The collaborative could develop administrative processes consistent with CCC methodology, including development of impact mitigation fees for public access and recreation, proposing a public recreation/access project in lieu of payment of Public Recreation Fees to provide a direct recreation and/or access benefit to the general public, and project prioritizations. In addition to the CCC fee methodology, the City of Solana Beach has established their own fee program which could be reviewed for applicability in South Orange County.

Regional Coastal Resiliency Funding Through Dedicated Transient Occupancy Tax or Sales Tax

Dedicated Transient Occupancy Tax Increase

A Transient Occupancy Tax (TOT) is paid by visitors from hotel stays and short-term vacation rentals, and the funds are remitted to the county or city. TOT can provide a source of General Fund revenues for the County and cities and requires a public vote for approval. A dedicated increase in TOT (e.g., 2% for coastal resiliency) could be reserved specifically for resiliency approaches that maintain the regions beaches and shoreline. Presently the TOT rate is 10% in Dana Point, San Clemente, and for hotels located in unincorporated parts of the County. A potential increase of 2% could yield an additional \$530,000 annually. A regionally coordinated increase in TOT could provide regional funding for coastal resiliency improvements, maintenance, or coastal infrastructure repairs as outlined in the Strategic Plan.

Dedicated Sales Tax Increase

The County and cities may consider this approach or coordinate on a countywide approach such as a quality-of-life initiative (as contemplated by SANDAG for example) to generate local revenues to be used to finance long-term coastal resiliency strategies. For example, the City of Solana Beach, located in San Diego County, instituted a 2% sales tax increase that is used as a dedicated source of funding

for coastal resiliency building for public coastal infrastructure, facilities, and access projects. As with TOT, this would likely require a public vote for approval.

Local Hazard Mitigation Planning and Pre-Disaster Assistance

The California Office of Emergency Services (Cal OES) Hazard Mitigation Planning Division and FEMA's Hazard Mitigation Assistance grant programs are available to provide opportunities to reduce or eliminate potential losses to public assets through hazard mitigation planning and project grant funding. Currently, Cal OES and FEMA have three grant programs: Hazard Mitigation Grant Program, Pre-Disaster Mitigation, and Flood Mitigation Assistance. The total value in each of the grants vary annually based on federal funding authorizations and typically each is in the 10s to 100s of million dollars.

The California Infrastructure and Economic Development Bank

The California Infrastructure and Economic Development Bank (IBank) was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage state and federal funds. IBank's current programs include the Infrastructure State Revolving Fund Loan Program, California Lending for Energy and Environmental Needs Center, the Climate Catalyst Revolving Loan fund, Small Business Finance Center, and the Bond Financing Program.

Green Bonds

Bonds are debt instruments that allow governments (such as a JPA) and other entities to borrow money from investors and repay that investment over a certain time at a certain rate. Government bonds often remain tax-exempt, meaning the interest that investors earn is tax-exempt. Bonds are a traditional platform for financing public infrastructure and government programs. "Green" bonds have been specifically developed to finance green adaptation infrastructure, such as the coastal resiliency projects contemplated in this Strategic Plan.

Proposition 1 and Proposition 68 Grant Opportunities

The California Department of Fish and Wildlife (CDFW) has available funding opportunities for multi-benefit restoration and protection projects under Proposition 1 (Water Quality, Supply, and Infrastructure Improvement Act of 2014). This grant funding opportunity makes funds available to public agencies for planning activities that lead to specific on-the-ground implementation projects; funds for implementation activities, such as construction and monitoring; and funds for acquisition or purchases of interests in land or water.

Following passage of Proposition 68 (California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018), funds have been appropriated to the California Natural Resources Agency for competitive grant funds that protect, restore, and enhance California's cultural, community, and natural resources to address climate resiliency and adaptation projects. Funding under this program is available to local agencies for enhancement of park, water, and natural resources and improvement of community and visitor serving venues and infrastructure. This Strategic Plan is also the beneficiary of Proposition 68 grant funds, and further opportunities may be available for future projects.

Integrated Climate Adaptation and Resiliency Program's Regional Resilience Planning and Implementation Grant Program

The governor's Office of Planning and Research, Regional Resilience Planning and Implementation Grant Program (RRGP), and Adaptation Grant Programs are competitive grant funding programs that are intended to address local, regional, and Tribal climate resilience needs for regional climate adaptation and resiliency planning and implementation projects. Approximately \$125 million will be available through multiple rounds of grant funding awards. The RRGPs support projects that improve regional climate resilience and reduce climate risks from SLR and flooding and other effects of climate change including increasing temperatures and extreme heat.

Cutting the Green Tape and Restoration Grant Programs

The CDFW Restoration Grants Program is a relatively new funding opportunity for multi-benefit ecosystem restoration and protection projects through the Watershed Restoration Grants Branch. Currently, approximately \$200 million has been allocated for restoration and enhancement projects, and CDFW is accepting proposals for planning, implementation, acquisition, monitoring, capacity building, and scientific study projects.

Climate Adaptation and Resiliency Grants

The California Wildlife Conservation Board is providing funding for projects that protect and restore ecosystems on natural and working lands to provide climate change adaptation and resilience for wildlife; assist natural and working lands managers in implementing practices that provide climate adaptation and resilience; increase carbon sequestration in natural and working lands; and provide additional social, economic, and environmental co-benefits.

Habitat Enhancement and Restoration Grants

The California Wildlife Conservation Board is providing grant funding for eligible projects, including restoration of coastal, tidal habitat; other native habitat restoration projects, including threatened

and endangered species habitats; and projects that remove obstructions and otherwise improve the quality of native habitats in California.

California State Coastal Conservancy Grants

The California State Coastal Conservancy provides grant funding for projects along the California coast and in coastal watersheds to increase availability of beaches, parks, and trails for the public; protect and restore public beaches, natural lands, and wildlife habitat; preserve working lands; and increase community resilience to the effects of climate change. This agency was a major funding sponsor for the Cardiff Living Shoreline Project in Encinitas in San Diego County. The California State Coastal Conservancy will fund most stages of a project, including pre-project feasibility studies, property acquisition, project planning (including community involvement), design, environmental review, permitting, construction, and project-related monitoring. It does not fund operation and maintenance activities.

California's State Parks Statewide Park Development and Community Revitalization Program

JPAs, cities, counties, and districts are eligible to apply for this grant funding opportunity of up to \$8.5 million per project. California's State Parks Statewide Park Development and Community Revitalization Program is the largest park related grant program in California's history, with over \$1 billion in funding between the 2016 Proposition 68 and 200 Proposition 84 Bond Acts. This competitive grant program creates new parks and new recreation opportunities in underserved communities across California. There is no match requirement and this grant by itself may fund the entire project. Eligible Projects must involve either development or a combination of acquisition and development to create a new park, expand an existing park, or renovate an existing park.