



AGENDA REPORT

PROPOSED ACTION: Resolution: Approve and Authorize the Executive Director to Waive Formal Competitive Procurement Procedures and Execute a Fifth Supplemental Agreement to the Professional Services Agreement with Cambridge Systematics, Inc. to Extend the Term Through December 31, 2027 and Add \$500,000 to the Maximum Compensation for a Total Amount Not to Exceed \$2,400,000 to Provide Grant Management Consulting Services; and Find that the Proposed Action is Exempt Under the California Environmental Quality Act. **(Environmental)**

Submitted By: Colleen Liang, Director of Environmental Programs and Planning; Kristi McKenney, Executive Director

Parties Involved: Cambridge Systematics, Inc., Medford, MA

Amount: Additional \$500,000 for a maximum not to exceed of \$2,400,000 (Operating Expense)

EXECUTIVE SUMMARY: Cambridge Systematics, Inc. (Cambridge) has extensive experience and expertise in transportation planning, federal and state grant opportunities, and grant application development. This unique combination has proven highly effective in assisting the Port of Oakland (Port) in rapidly, efficiently, and effectively applying for and being awarded numerous grants (approximately \$617.2 million) over the past three years with additional grants pending award selection. To continue to effectively respond to the large number of available funding opportunities, including timely submission of grant funding application packages with aggressive due dates, the Port will require ongoing consultant support.

BACKGROUND & ANALYSIS

In January 2022, the Port entered into a professional services agreement with Cambridge to provide grant application support. The current agreement expires on December 31, 2026.

To date, Cambridge has assisted the Port in the preparation of 31 grant application packages and one letter of intent to apply for a grant opportunity. These efforts have resulted in the Port securing 14 grant awards totaling approximately \$617.2 million in federal and state funds with others still pending grant award selection. Submitted grant applications and those currently in progress with Cambridge’s support are listed in Tables 1-4.

Table 1
Grant Applications Awarded

#	Grant Program	Project Name	Project Cost	Grant Funding ¹	Cambridge Grant Application Support Costs
1.	USDOT/MARAD FY 2022 Port Infrastructure Development Program (PIDP)	Phase 1 Outer Harbor Terminal Redevelopment - Building Resiliency Now and For the Future	\$48,790,500	\$36,592,875	\$43,100
2.	FY 2022 Trade Corridor Enhancement Program (TCEP)	Green Power Microgrid	\$59,477,250	\$41,634,075	\$88,200
3.	CALSTA FY 2022 Port & Freight Infrastructure Program (PFIP)	Arterial Roadway Improvements Project	\$38,965,889	\$17,343,178	\$53,500
4.	CALSTA FY 2023 Port & Freight Infrastructure Program (PFIP)	Seaport Terminal Modernization Project	\$357,298,847	\$102,335,929	\$69,300
5.	US DOT/FHWA Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)	Powering Progress: Electrification of Materials & Equipment Transport at the Port of Oakland	\$5,071,144	\$4,056,915	\$35,000
6.	2023 CARB Advanced Technology Demos and Pilots (ATDPP)	Bay Area Zero-Emissions Tug (BAZE Electra Tug)	\$50,829,193	\$25,308,411	\$64,500
7.	State (GoBiz) CA Port Data Partnership Grant Program	Containerized Port Empowerment Initiative: Development of the Integrated Data Environment	\$2,989,990	\$2,989,990	\$20,000
8.	Caltrans Sustainable Transportation & Climate Adaptation Planning Grant	Rising Seas and Oakland's Infrastructure and Frontline Communities: Climate Adaptation Planning for Neighborhood-led Resiliency.	\$4,500,000	\$3,000,000	\$65,000
9.	MARAD PIDP 2024	Outer Harbor Terminal: Modernizing Wharf Infrastructure for Efficiency and Safety at the Port of Oakland	\$66,022,800	\$49,517,100	\$57,000

¹ Grant amounts are approximate; some grant agreements are pending, and final numbers may change.

#	Grant Program	Project Name	Project Cost	Grant Funding ¹	Cambridge Grant Application Support Costs
10.	EPA Clean Ports Program – Zero Emission Technology Competition	Community Led, Business Supported, Proven and Ready to Go! Transforming the Port of Oakland to Zero Emissions	\$467,756,198	\$322,167,584	\$173,000
11.	EPA Clean Heavy-Duty Vehicles Grant Program, CHDV	Empowering Delivery for Tomorrow: Port of Oakland and UPS transition to Battery Electric Trucks Serving Bay Area Disadvantaged Communities	\$15,657,774	\$10,499,274	\$62,000
12.	EPA FY 2026 Brownfields Job Training Grants	Oakland Community Employability and Empowerment Project	\$500,000	\$500,000	\$58,000
13.	California Energy Commission (CEC) Offshore Wind Energy Waterfront Facility Improvement Program	Strategic Advancements for Offshore Wind: Feasibility and Business Case Study for Offshore Wind Infrastructure at the Port of Oakland	\$941,843	\$750,000	\$46,000
14.	CARB Community Air Protection Program Community Air Grant	People-Driven Air Quality Monitoring and Outreach for a Healthier East Oakland	\$500,000	\$500,000	\$49,000
Total			\$1,119,301,428	\$617,195,331	\$883,600 (0.14% of grant funding)

Table 2
Grant Applications Pending Award Notification

#	Grant Program	Project Name	Project Cost	Grant Funding	Cambridge Grant Application Support Costs
1.	EPA Water Quality San Francisco Bay Program	Clean San Francisco Bay: Port of Oakland Trash Capture Implementation Project	\$6,666,667	\$5,000,000	\$36,000
2.	CEC Medium- and Heavy-Duty Zero-Emission Vehicle Port Infrastructure	Green Power Microgrid Marine Terminal EV Charging Infrastructure Project	\$27,589,545	\$10,000,000	\$81,670
3.	MARAD 2025 Port Infrastructure Development Program (PIDP)	Wharf Infrastructure Repair SOS (Save Our Soffit) Project	\$33,337,521	\$26,590,000	\$110,500
Total			\$67,593,733	\$41,590,000	\$228,170 (0.6% of potential grant funding)

Table 3
Grant Applications Under Consideration

#	Grant Program	Project Name	Project Cost	Grant Funding	Cambridge Grant Application Support Costs
1.	MARAD PIDP 2026	TBD	TBD	TBD	TBD
2.	FEMA Building Resilient Infrastructure and Communities (BRIC)	TBD	TBD	TBD	TBD

The grant opportunities that typically come up on a cyclical basis include: the MARAD Port Infrastructure Development Program (PIDP) grant, the U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) and INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) grants; EPA job training grants, California Energy Commission (CEC) grants, miscellaneous California Air Resources Board (CARB) grants, and the CA Trade Corridor Enhancement Program (TCEP) grant.

Table 4
Grant Applications Not Awarded²

#	Grant Program	Project Name	Project Cost	Grant Funding	Cambridge Grant Application Support Costs
1.	USEPA Environmental Justice Government to Government	Rising Seas and Oakland's Frontline Communities: Adaptation Planning for Neighborhood-Led Resiliency	\$1,000,000	\$1,000,000	\$38,000
2.	2023 Port Infrastructure Development Program (PIDP)	Partnering on a Resiliency Solution for Seaport Emissions Implementing Actions in the Seaport's Pathway to Zero Emissions Plan	\$57,110,593	\$45,688,474	\$28,400
3.	NOAA Letter of Intent to Apply	Rising Seas and Oakland's Frontline Communities: Adaptation Planning for Neighborhood-Led Resiliency (City of Oakland)	\$1,200,000	\$1,200,000	\$10,500
4.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Airport Perimeter Dike Improvement Project-Phase II	\$65,000,000	\$52,000,000	\$43,300
5.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Rising Seas and Oakland's Frontline Communities: Adaptation Planning for Neighborhood-Led Resiliency (E. Oakland)	\$4,000,000	\$4,000,000	\$21,000
6.	2023 FAA Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels (FAST-SAF)	Decarbonizing Flight: Integrating Sustainable Aviation Fuel at Oakland International Airport	\$400,000	\$300,000	\$47,000
7.	EPA Climate Pollution Reduction Grants (CPRG) competitions - Seaport	Transforming Power: Advancing Zero Emission Cargo Handling Equipment with Infrastructure at the Port of Oakland	\$75,700,000	\$75,700,000	\$45,000

² Although the Port was not selected for these awards, Port Staff will continue to pursue other grant funding opportunities to support these projects.

#	Grant Program	Project Name	Project Cost	Grant Funding	Cambridge Grant Application Support Costs
8.	EPA Climate Pollution Reduction Grants (CPRG) competitions – Airport	Decarbonizing the Future: Renewable Natural Gas Utilization at Oakland International Airport	\$31,962,300	\$31,962,300	\$42,000
9.	EPA Environmental and Climate Justice Community Change Grants Program - Environmental Democracy Project	Oakland Clean Air Peer Education and Local Leadership Academy (Oak-CAPELLA)	\$10,000,000	\$10,000,000	\$58,000
10.	EPA Environmental and Climate Justice Community Change Grants Program - Black Cultural Zone	Liberation Park Resilience Hub in E. Oakland	\$20,000,000	\$20,000,000	\$56,000
11.	FHWA Charging and Fueling Infrastructure (CFI) Discretionary Grant Program ROUND 2.	Charging Forward: Enhancing EV Infrastructure and Resiliency at OAK	\$15,084,850	\$12,067,880	\$62,000
12.	EPA FY 2025 Brownfields Job Training Grants	Community Environmental Empowerment Project: Port of Oakland, Lifers Leaving a Legacy, and Cypress Mandela Training Center Collaborate to Bring Full-time Sustainable Employment to Bay Area Communities of Concern	\$499,990	\$499,990	\$58,000
13.	BAAQMD James Carey Smith	Annual East Oakland Environmental Social Justice (ESJ) Program	\$275,320	\$275,320	\$20,000
14.	BAAQMD James Carey Smith	Oakland Green Leaders: Empowering Motorcycle and Social Clubs for Environmental Justice	\$299,190	\$299,190	\$7,000
Total			\$282,532,243	\$254,993,154	\$536,200

The Port continues to aggressively pursue grants both independently and in partnership with Port stakeholders, community organizations, and other agencies.

Port Staff recommends that the Board waive the Formal Competitive Procurement procedures for the proposed agreement with Cambridge. Soliciting proposals on a competitive basis at this time would not allow the Port to aggressively pursue current grant funding programs. Cambridge is actively engaged in ongoing work for the Port, including community engagement, emission reduction evaluation, and overall grant management, and continuity is critical to maintaining project momentum and meeting

immediate operational and funding deadlines. Conducting a new solicitation would introduce delay and disrupt work already in progress. This could also delay the Port's advancement towards zero emission operations, investment in decarbonization technologies, and collaboration/application support with community organizations.

Also in the best interest of the Port is that Cambridge has demonstrated a strong track record of performance, including successfully securing multiple grants and funding opportunities on behalf of the Port. Its familiarity with the Port's operations, priorities, and existing projects allows it to deliver services efficiently and effectively. Furthermore, continued engagement with Cambridge provides significant value to the Port. Maintaining this relationship ensures consistency in strategy and execution, supports ongoing funding efforts, and avoids duplication of effort and additional administrative costs associated with transitioning to a new consultant.

OTHER FINDINGS AND PROVISIONS

ENVIRONMENTAL REVIEW

The proposed action was analyzed under the California Environmental Quality Act (CEQA) and was found to be:

- Categorically exempt under the following CEQA Guidelines Section:

Choose an item.

- "Common Sense" exemption under CEQA Guidelines Section 15061(b)(3).

- Other/Notes:

BUDGET

- Administrative (No Impact to Operating, Non-Operating, or Capital Budgets); OR

- Operating Non-Operating Capital

Analysis: Expenditures will be managed within the Fiscal Year 2026 and proposed 2027 Operating Budgets. Budget for additional expenditures will be included in subsequent years' Operating Budgets.

STAFFING

- No Anticipated Staffing Impact.

- Anticipated Change to Budgeted Headcount.

Reason:

- Other Anticipated Staffing Impact (e.g., Temp Help).

Reason:

MARITIME AND AVIATION PROJECT LABOR AGREEMENT (MAPLA):

Applies? No (Not Aviation or Maritime CIP Project) – proposed action is not covered work on Port's Capital Improvement Program in Aviation or Maritime areas above the threshold cost.

- Additional Notes:

LIVING WAGE (City Charter § 728):

Applies?

No (Not Covered Entity) – proposed action involves entity not covered by Living Wage requirements because it is not a covered service provider or tenant, does not employ at least 21 employees, or receive from or pay to Port at least \$50,000.

- Additional Notes:

SUSTAINABLE OPPORTUNITIES:

Applies? Yes.

GENERAL PLAN (City Charter § 727):

Conformity Determination:

<p><u>Reason:</u> The proposed action will support the Port's overall environmental initiatives to reduce the Port's impacts on the environment and community by providing opportunities to fund zero emission projects, strengthen climate resilience, and modernize Port infrastructure</p>	<p>Not Required – conformity determination not required because proposed action does not change use of or make alterations to an existing facility, or create a new facility.</p>
<p><u>STRATEGIC PLAN.</u> The proposed action would help the Port achieve the following goal(s) in the Port's Strategic Plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Capture Our Market and Grow the Economic Base <input checked="" type="checkbox"/> Modernize and Upgrade Infrastructure <input checked="" type="checkbox"/> Transition to Zero-Emissions and Build Climate Resilience <input type="checkbox"/> Maximize Land Use Value and Revenues <input checked="" type="checkbox"/> Workforce Training and Jobs Development <input checked="" type="checkbox"/> Create Opportunities for Local Businesses and Community Economic Development 	