



STAFF REPORT

SAUSALITO CITY COUNCIL

MEETING DATE: September 1, 2026

AGENDA TITLE: Review and File a Report Regarding the Gate 5 Area Drainage Management Study and Provide Direction to Staff on Whether to Proceed with the Development of Design Documentation for the Recommended Alternative

LEAD DEPARTMENT: Public Works

RECOMMENDED MOTION: Review and file a report regarding the Gate 5 Area Drainage Management Study and provide direction to staff on whether to proceed with the development of design documentation for the recommended alternative.

BACKGROUND

On August 1, 2024, the City of Sausalito was awarded a \$768,000 grant from the U.S. Economic Development Administration for the Gate 5 Road – Harbor Drive Improvement Study under the Disaster Relief Supplemental Appropriations Act of 2023. The City formally accepted the grant on September 3, 2024. To implement the project, the City issued a Request for Proposals (RFP) for the Gate 5 Area Drainage Management Study in July 2025 and received a proposal from WSP in August 2025. Staff from DPW and Sustainability departments reviewed the proposal and determined it to be responsive and responsible. City Council approved a professional services agreement with WSP in September 2025, in an amount not to exceed \$509,867.65, funded through the U.S. Economic Development Administration grant. WSP began work on the project in October of 2025, and this report presents the outcomes and findings of their work. Below is the chronology of the project's key milestones.

In 2002, the City received a report from Philip Williams Associates (PWA) which was aimed at evaluating potential flood control elements to reduce the flooding project in the area. This study addressed one way tide gate(s) to prevent tidal flow into storm drains, pump station installation for extreme runoff to the bay and levee systems address coastal flooding. Staff was not made aware of this study until recently. The details of this study help to further identify the types of improvements that may be installed in the area to address flooding.

On May 17, 2011, the City of Sausalito accepted the findings of a report by West Yost Associates. For many years, building up to the 2011 study, portions of the Marinship area, particularly Gate 5 Road and Coloma Street, experienced recurring flooding caused by land subsidence, high tides, storm surge, and heavy rainfall, sometimes rendering roads impassable for hours. In response, West Yost Associates performed a

conceptual drainage study, which assessed such conditions at the time, and performed the evaluation based on flood scenarios including 100-year storm events and high tides and proposed potential solutions. Those findings were presented to the City Council on May 17, 2011.

The 2011 West Yost study identified eight engineering remedies noted in the table below and detailed their implementation, while still noting that relying solely on these remedies is insufficient to address all issues and further public coordination with property owners, the Army Corps of Engineers, Bay Conservation and Development Commission (BCDC), and other entities is needed. While the associated costs may be outdated, they remain useful for proportional comparison.

No.	Description	2011 Costs Estimates
1	Duck Bill Flap Gate at Coloma Street Drain	\$319,000
2	Pressurized flow of Coloma Street Drain	\$1,217,000
3	Pressurized flow of Coloma drain + Redirection of N. Gate 5 Road flows	\$160,000
4	Flap Gate/Duck Bill Valve on the Coloma Street Drain and a Pump Station	\$15,328,000
5	Flap Gate/Duck Bill Valve on the Coloma Street Drain, Pump Station, and Detention Basin in the Martin Luther King Junior Park	\$9,332,000
6	Raising Gate 5 Road and/or Parking Lots (cost of improvements 3, 5, and 6 included for a complete system)	\$22,389,000
7	Levee and Floodwall (cost of improvements 3, 5, and 7 included for a complete system)	\$27,971,000
8	Flood Proofing Individual Structures (cost is per acre)	\$1,040,000

In late May 2023, the City of Sausalito's Resiliency and Sustainability Manager received notice that the U.S. Economic Development Administration (EDA) would be conducting a community meeting calling for projects at the Bay Model in June 2023. Sausalito was determined eligible for these funds based on the emergency declaration from the storms of 2022. The invitation to apply was issued under the Disaster Relief Supplemental Appropriations Act of 2023, which provided the EDA with \$483 million in additional Economic Adjustment Assistance Program funds for disaster relief and recovery in areas that received a major disaster declaration under the Robert T. Stafford Act, including those affected by Hurricanes Ian and Fiona, wildfires, flooding, and other natural disasters in 2021 and 2022.

In October 2023, staff submitted the application and coordinated with the EDA to ensure all grant requirements were met. On August 1, 2024, staff were notified that the City was awarded the \$768,000 grant, with the EDA contributing \$614,400 and the City providing \$153,600 in matching funds through in-kind staff time and other resources. At the regular City Council meeting on September 3, 2024, the City formally accepted the grant for the study.

By July 31, 2025, the City of Sausalito issued a Request for Proposals (RFP) for the Gate 5 Area Drainage Management Study seeking submissions that combine practical engineering solutions with ecological nature-based strategies to address immediate flood risks and advance long-term resilience along Gate 5 Road. Prior to publishing, the RFP was vetted through conversations with current members of the Sustainability Commission and members of the previous Sea Level Rise Task Force.

The RFP called for a comprehensive drainage management study that evaluated existing drainage conditions, developed and evaluated conceptual alternatives, and delivered conceptual engineering designs and costs, which is a requirement of the U.S. EDA grant, to address flooding on Gate 5 Road and the surrounding area. The City invited qualified teams of engineers, designers, and public engagement professionals to develop solutions that balance multiple considerations, including:

1. Flood Reduction – Examination of existing watershed maps and storm drain systems to identify solutions that reduce flooding on Gate 5 Road. Solutions would provide near-term relief within the project boundary and may include roadway elevation, pump station systems, or levee-type systems to reduce bay water intrusion.
2. Adaptable Infrastructure – Design strategies would support long-term resilience to climate change and land subsidence, align with the City's Shoreline Adaptation Plan, and integrate blue-green infrastructure where feasible to enhance ecological performance, visual quality, and community experience.

Proposals were required to balance near-term flood reduction measures with nature-based strategies that support long-term resilience, align with the City's Shoreline Adaptation Plan, and incorporate natural- and water-based features into the improvements. This integrated approach was intended to address immediate flood challenges while supporting long-term adaptation to changing coastal conditions.

On August 28, 2025, the City received a proposal from the qualified consultant firm WSP. Following a review conducted collaboratively by DPW and the City's Resiliency and Sustainability Manager, staff found the sole consultant to be responsive and responsible. On September 16, 2025, the Council authorized the City Manager to execute a Professional Services Agreement with WSP USA for the development of the Gate 5 Area Drainage Management Study, in an amount not to exceed \$509,867.65.

Since October 24, 2025, the consultant team has conducted field reviews with staff and the public, technical studies, infrastructure modeling, vulnerability assessments, and community outreach to evaluate existing and future flood conditions. The team developed conceptual design alternatives for near-, mid-, and long-term conditions and prepared a recommended conceptual design and implementation strategy for flood control improvements and future adaptation of the Gate 5 Road area.

Project Approach and Process

As part of this project, the WSP team conducted a vulnerability assessment for the Gate 5 Road area to evaluate existing and future flood risks driven by storm water rainfall, tidal conditions, bay storm surge, sea level rise (SLR), and land subsidence. Flood conditions were assessed for existing conditions (2025) and three future planning horizons (2050, 2080, and 2100) using an XP-SWMM hydrologic/hydraulic model. 36 scenarios that incorporated various combinations of these factors across each time horizon were evaluated. This was done to see how current and future flooding would affect the area in the absence of any mitigation efforts. Results from the model were then used to inform the conceptual design development and identify key areas for both near-term mitigation opportunities and long-term adaptation strategies.

Based on findings from the vulnerability assessment and input from City, businesses, and community residents, the conceptual design alternatives were organized by planning horizon: near-term (2025-2035), mid-term (2035–2050), and long-term (2050–2100). Near-term improvements focus on feasible, constructible solutions, while mid- and long-term options are presented at a planning level and will require additional community input, City coordination, and funding.

The project area is already experiencing flooding due to seawater flowing through the stormwater network that is hydraulically connected to the bay. One specific area currently experiencing inundation is the low area of Gate 5 Road. To address this problem, the WSP team recommends near-term improvements that include tide gates, a pump station, and storm drain improvements. The tide gates would be added to both existing outfalls into Richardson Bay, allowing natural stormwater runoff to drain into the bay during low tides while sealing the storm drain network during high tides or storm surge events. One would be positioned along the Coloma Canal and the other would be positioned at an outfall from Harbor Drive near the southern parking lot of Clipper Yacht Harbor. The pump station may be located on top of the Coloma Canal, which would be covered as part of the near-term solution. The pump station would mechanically pump stormwater from the upstream side of the tide gate to Richardson Bay if a rainfall event occurred while the tide gate is closed. Placing the pump station entirely within the extents of the Coloma Canal would eliminate easement needs and accelerate implementation of this solution. However, staff have met several times with property owners in this area who are willing to work with the City on a solution such that an expansion of the current canal easement may be possible. The storm drain network would be improved near Gate 5 Road and Harbor Drive so that all stormwater flow can be directed towards the new pump station on Coloma Canal. In addition to these solutions, WSP recommends constructing a seawall along a portion of the shoreline of the Varda Landing community and raising the portion of Varda Landing on private property in coordination with the property owner. These recommendations are outlined in the “City of Sausalito Gate 5 Area Drainage Management Study Draft Concept Design and Implementation Report” (Attachment 1).

The report:

- 1) Identifies immediate and future flooding concerns due to anticipated land subsidence, sea level rise and stormwater runoff changes;
- 2) Provides a basis for design to develop and evaluate various flooding solutions throughout the project area given various flood scenarios;
- 3) Develops options for flood control of near-, mid-, and long-term flood scenarios including use of tide gates, pump stations, storage systems, vertical element options, and green infrastructure;
- 4) Provides an alternatives analysis including a prioritization of options based on cost effectiveness, permitting, funding, community input, and scheduling constraints;
- 5) Recommends a concept for a near-term flood control solution and strategic planning for future solutions; and
- 6) Provides an implementation strategy for the near-term option and future strategy for selecting future flood control options.

The community was engaged in the project study on several occasions including:

- 1) A field visit that coincided with a King Tide event on December 3rd, 2025;
- 2) A community workshop held on April 29, 2026;
- 3) On-line surveys;
- 4) A site walkthrough with the Sausalito Sustainable Waterfront Association (SSWA) on May 12, 2026;
- 5) Various meetings with property owners and/or owner representatives throughout the project duration;
- 6) Staff maintenance actions related to the installation of temporary pump facilities during high tide events, summarized further in this staff report; and
- 7) Staff meeting with property owners on several occasions to seek their input into storm water issues and their insight into the viable solutions in the area.

Feedback was also obtained from the Shoreline Adaptation Plan and from City Department of Public Works meetings with the community. This community feedback was used as part of the selection criteria for the recommended concepts to move forward into final design.

On April 29, 2026, a community workshop was held at the Bay Model Visitor Center to solicit feedback from the community regarding the overall project scope; vulnerability assessment results; and near-, mid- and long- term solution alternatives. The meeting was well attended with 51 attendees, 8 Consultant staff and 3 City staff. The attendees were well informed and asked good questions regarding solutions. The public's general concerns included:

- 1) Near-term flooding, stressing the need for immediate action to solve flooding along Gate 5 and Varda Landing;
- 2) Costs and funding mechanisms;
- 3) Need for a multi-jurisdictional approach to ensure solutions are implementable and workable;

- 4) Use of sustainable solutions that included nature-based solutions and storage; and
- 5) How coastal conditions will change in the future and future improvements that are needed to mitigate this risk.

Results of the workshop were used in selecting the preferred near-term alternative to advance to the conceptual design phase.

The two tables below summarize the possible flood control options available for the area under near-term and mid- and long-term conditions. These tables also include the factors that were used for prioritizing each alternative. WSP will further elaborate on each table during their presentation to City Council due to the complexity and importance of each table.

Near-Term Alternatives

NEAR-TERM (PRESENT TO 2035)	Short Term Effectiveness	Long Term Effectiveness	Implement- ability	Agency Acceptance	Ecology and Sustainability Opportunities	Recreational Opportunity	Capital Cost	O&M Cost
TIDE GATE AND PUMP OPTIONS								
Continue Current Approach	●	●	■	○	●	●	\$	\$
Tide Gates Only	▲	●	■	▲	●	●	\$	\$
Tide Gates, Pumping, and Storm Drain Improvements	■	▲	▲	▲	●	●	\$\$	\$\$
VERTICAL SOLUTION OPTION								
Seawall for Varda Landing, Recommendation only – to be completed by Private Landowners	▲	●	■	○	●	●	\$	\$

O&M Cost = Operation and Maintenance Costs

■ = Most closely satisfies criterion ▲ = Satisfies some aspects of criterion
 ● = Least closely satisfies criterion ○ = Not applicable

Mid- and Long-Term Alternatives

MID- TO LONG-TERM (2035-2100)	Short Term Effectiveness	Long Term Effectiveness	Implement- ability	Agency Acceptance	Ecology and Sustainability Opportunities	Recreational Opportunity	Capital Cost	O&M Cost
TIDE GATE AND PUMP OPTIONS								
Additional Large Capacity Pumping	■	■	▲	■	▲	●	\$\$\$	\$\$\$
Upstream Stormwater Storage (Requires Additional Small Pump Station)	■	■	▲	■	▲	●	\$\$\$\$\$	\$
VERTICAL SOLUTION OPTIONS								
Raise Gate 5 Road (1-year Storm Surge)	▲	●	●	▲	▲	●	\$\$\$	\$
Raise Gate 5 Road (2080 100-year Storm Surge)	■	●	●	▲	▲	▲	\$\$\$\$\$	\$
Seawall – Shoreline Alignment	■	■	■	●	●	●	\$\$\$	\$
Seawall – Shoreline Alignment with Ecological and Recreational Enhancements	■	■	▲	▲	■	■	\$\$\$	\$
Seawall – Inland Alignment	■	●	●	▲	▲	▲	\$\$\$\$\$	\$
Raise Properties and Structures	■	▲	●	■	●	●	\$\$\$\$\$	\$
OTHER IMPROVEMENTS								
Green Infrastructure	▲	●	▲	■	■	▲	\$	\$

O&M Cost = Operation and Maintenance Costs

■ = Most closely satisfies criterion
▲ = Satisfies some aspects of criterion
● = Least closely satisfies criterion
○ = Not applicable

The consultant was tasked with addressing near-term options but also evaluating mid- and long-term options for flood control. Since the key hazard sources for flooding include Sea level Rise, tidal inundation, storm surge, pluvial flooding and land subsidence, which change through time, flood conditions were first modelled throughout the project area for the mid- and long-term scenarios. Due to the various extents of flooding and the site-specific conditions of the Gate 5 area, a variety of solutions were then evaluated for the mid- and long-term timelines. The consultant noted that these solutions are additive to the near-term solutions and should be used as a planning tool for future implementation strategies. For the mid- and long-term solutions, it was assumed that a tide gate would already be installed as part of the near-term condition. The mid- and long-term solutions include:

- 1) Additional pumping and storage;
- 2) Vertical solutions (such as sea walls, raising Gate 5 road, and/or raising properties and structures); and
- 3) Green infrastructure.

On May 12, 2026, the City, WSP, and members of the Sausalito Sustainable Waterfront Association (SSWA) completed a site walk of the areas specifically targeted by the near-term solutions. During the site walk, SSWA shared its preferred concepts and discussed potential approaches with the City and WSP. SSWA mentioned the following preferences:

- SSWA's initial concept included raising Varda Landing Road by approximately 30 inches; however, after discussion regarding potential implications for accessibility, site circulation, and maneuverability, SSWA subsequently refined the proposed elevation adjustment to approximately 18 inches. This revised road raise height was communicated verbally during a follow-up meeting between SSWA and DPW on June 3, 2026.
- A second concept presented by SSWA involved backfilling the covered portion of the Coloma Street Canal and installing a new 60-inch culvert extending from Gate 5 Road and Coloma Street through the filled area to the existing open-air portion of the canal. Under this concept, a tide gate would be installed at the culvert outfall location, along with a small pump station near the outlet. The City requested that the consultant evaluate this alternative as part of the overall study.

SSWA may still be working on some preliminary estimates for the concepts discussed in the May 12, 2026 meeting. Since improvements proposed by SSWA involve modifications to privately owned roads, further discussions would be needed regarding potential implementation considerations, including funding mechanisms, roles and responsibilities of the City versus private property owners, and whether a public-private partnership approach may be applicable. City staff have met with several property owners in the area who are aware of the project and have voiced a willingness to be an active member in helping resolve flooding in this area.

The Consultant carefully reviewed and views the solutions suggested by SSWA as similar in nature to the recommended tide gate and pump station alternative, though has concerns with some key differences between the alternatives. SSWA suggested backfilling the existing canal. While this is a manmade canal with sheet pile walls and a concrete bottom, regulatory agencies may have issue with extending the current 5-foot diameter to the bay in this location. Staff recommends opening a discussion with the regulatory agencies regarding these concepts to develop a collaborative solution approach.

The City's Maintenance Division is currently using a temporary pumping system during king tide events. This system has been fairly successful in managing bay water intrusion into the area; however, it is undersized to manage both king tides and storm water events. The City's Capital Improvement Program (CIP) for FY 2026/27 includes a project to further develop a detail plan for a pump station in the area. Alternatives for that plan will include the size, location and cost for installing a storm water system that can address 1-year storm events to a 100 year storm event coupled with tidal impacts. Staff believes that the installation of such a system to address a large storm event will be costly and involve property acquisition.

Public Works Maintenance Actions

As noted above, the City's Public Works Department has been proactively addressing bay flooding in this area. Over the last several months, DPW has rented two temporary pump systems and utilized them at key areas to prevent tidal flooding in the area. The efforts include sandbagging current drainage inlets that are impacted by a high tide and

utilizing pumps to address other connections to Gate 5 that direct tidal waters to the area. In years past, the king tide events would occur 2 to 4 times a year; however, in recent years these events occur almost monthly.

The installation of the temporary pump systems has been successful in the area as long as there is no storm event. In February of this year, Sausalito experienced a rain event coupled with a high tide event. The temporary pumps that were stationed in this area were inadequate to address a significant tidal surge plus a rain event such that the area did flood.

The City's CIP includes a new project to develop a design for a Coloma Street Tide Gate System and Pump Station. The intent of this project is to further detail the size of the pump station needed for this area, its cost and the installation of a tide gate system in the area. Pending the finalization of WSP's report, staff anticipates issuing an RFP to move the detailed analysis forward. The RFP will be structured to develop costs per alternative as the first phase and a detailed design for the second phase of the work.

DISCUSSION

This study evaluates existing and projected flood risks affecting Gate 5 Road, Coloma Street, Harbor Drive, Varda Landing, and adjacent low-lying shoreline areas, and translates those findings into practical improvement strategies which is based on detailed analysis of storm surge, sea level rise, land subsidence, and stormwater runoff, including hydrologic modelling using XP-SWMM validated against observed site conditions, the study identifies improvements to support informed City decision-making, including project prioritization and future investment.

Existing conditions analysis confirms that current flooding is primarily driven by tidal activity and storm surge entering the drainage system, with stormwater runoff having seasonal/minimal impact to overall flooding. Sea level rise and subsidence are expected to increase flood risks in the area. This study concludes that near-term improvements should be designed as foundational investments that can be expanded through mid- and long-term adaptation strategies rather than replaced.

Near-Term Planning

The recommended near-term plan consists of: (1) installation of tide gates at the existing stormwater outfalls to the Bay; (2) covering the Coloma Street Canal and installing a 38 cfs pump station; (3) improving the storm drain network along Gate 5 Road; (4) constructing a seawall along portions of the Varda Landing shoreline; and (5) evaluating elevation improvements along portions of Varda Landing in coordination with private property owners.

Summary of Near-Term Mitigation Option:

Near-Term Mitigation Option	Key Benefits	Key Limitations	Planning- Level Cost
- Add Tide Gates to Existing Outfalls - Pump Station on Coloma Street Canal (2-Year Rainfall Capacity) - Storm Drain Improvements	- Addresses Backflow of Coastal Water - Addresses Stormwater Flows While Tide Gates Are Closed - Relatively Fast Implementation (3 to 4 years) - Within City Right of Way	- Moderate O&M for Pump/Tide Gates - Potential Permitting Delays at Canal Structural - Assessment of Canal is currently under way as a separate project–	\$4.8 million
- Varda Landing Seawall (1-Year Storm Surge Elevation) - Raising Varda Landing to 1-Year Storm Surge Elevation (Portion on Private Property)	- Reduces Overland Flooding from the Bay - Initial Private Owner Approval	- Requires Private Owner Coordination - Work may necessitate a permit from Regulatory Agencies	\$1.6 million

The near-term tide gate, pumping, and storm drain improvement alternative is recommended because it satisfies the most prevalent flooding events under near-term conditions and provides flexibility to be expanded to address future flooding issues.

The near-term plan also addresses storm surge from coastal waters from entering the drainage system, providing pumped conveyance of stormwater when the system is closed during high tides or storm surge, improving drainage connectivity between the Gate 5 and Harbor Drive systems, and protecting the lowest-lying areas of Varda Landing from the most frequent flood events. Some aspects of this solution can be advanced more quickly than others, if needed. However, the success of these solutions is dependent upon completing all of them and not just some of them. For example, raising Varda Landing alone will not provide flood relief because flooding will still occur on the properties on the waterward side of the road. Therefore, it must be completed in conjunction with the installation of a seawall.

These improvements are anticipated to be designed, permitted, funded, and constructed within approximately three to four years, subject to permitting, funding availability, and coordination with affected property owners.

Mid- and Long-Term Planning

To advance the mid-, long-term resiliency and mitigation over time, which builds on the short-term investments, efforts can include the following:

1) Expansion of the pump station near the Coloma Street Canal

Benefits

- Provides increased flood protection capacity over time.
- Supports future adaptation as flood conditions intensify.
- Allows phased investment based on observed conditions and future needs.

Implementation/Evaluation

- Moderate cost (quantified in table below).
- Effective in both the mid- and long-term.
- Satisfies agency criteria.
- Supported by the community.

2) Shoreline seawall with ecological and recreational enhancements

Benefits

- Provides broader shoreline protection.
- Provides ecological, sustainability, and recreational benefits.
- Can be phased based on sea level rise and subsidence conditions.

Implementation/Evaluation

- Moderate cost.
- Effective in both the mid- and long-term.
- Supported by the community.

3) Green infrastructure

Benefits

- Supports stormwater management and water quality improvements.
- Reduces the footprint and cost of future flood-control infrastructure.
- Provides ecological and sustainability benefits.

Implementation/Evaluation

- Low cost.
- Satisfies agency criteria.
- Supported by the community.

The study recommends a hybrid approach for the mid- and long-term planning periods that builds upon the initial investment, allowing the City to respond to evolving flood conditions while maintaining a pathway toward long-term resilience.

Summary of Mid-Term Mitigation Alternatives (Additive to Near-Term Alternatives):

Mid-Term Option	Key Benefits	Key Limitations	Planning- Level Cost
- Increase Pump Station (PS) Capacity (Incrementally Towards 10-year Rainfall Capacity)	- PS Can Handle Larger Rainfall Events - Moderate Cost	- Additional Space Needed for Pumps & Controls - Likely Requires Easements - Additional O&M	\$6.9 million
- Underground Storage at MLK Park	-Reduces Size of PS -Potential Irrigation Reuse	- High Cost Park Impacts	\$28.8 million
- Green Infrastructure in Upstream Watershed	- Improves Water Quality, Sustainability, and Aesthetics - Sustainability - Reduces Size of PS - Community Approval - Moderate Cost	- Not a Stand-Alone Flood Protection Strategy	\$5.9 million
- Raise Gate 5 Road to 1-year Storm Surge Elevation	- Improved Access During Most Frequent Flood Events - Low Cost	- Does Not Protect Properties Waterward of Gate 5 Road - Requires Property and Utility Coordination - Only One-Way Traffic	\$0.6 million

Summary of Long-Term Mitigation Options (Additive to Near- & Mid-Term Alternatives):

Long-Term Option	Key Benefit	Key Limitation	Planning-Level Cost
- Raise Gate 5 Road to 100-year Storm Surge Elevation	- Improved Accessibility During High Flood Events - Low Cost	- Does Not Protect Properties Waterward of Gate 5 Road - Requires Property and Utility Coordination - Only One-Way Traffic	\$0.9 million
- Shoreline Seawall with Ecological and Recreational Improvements	- Addresses Broader Overland Flooding - Ecological and Recreational Benefits - Protects Entire Area	- Requires Property and Utility Coordination - Likely Requires Easements	\$34 million
- Raise Properties and Structures	- Reduces Long-Term Exposure for Individual Parcels	- High Cost - Piecemeal Solution - Requires Private Owner Participation	\$185 million

The recommended hybrid approach reflects the understanding that future improvements should be additive to, rather than replace, near-term investments. The study also recommends establishing a monitoring program to track flood frequency, flood duration, tide-gate performance, pump capacity utilization, subsidence, sea level rise trends, and post-storm conditions. These metrics will help the City determine when future adaptation measures should be advanced and allow future investments to respond to changing site conditions.

Advancing the recommended improvements will require continued coordination with regulatory agencies, additional technical investigations, design development, permitting, community engagement, and identification of funding sources. Potential funding opportunities may include FEMA's Building Resilient Infrastructure and Communities (BRIC) program, California Department of Water Resources flood programs, San Francisco Bay Restoration Authority Measure AA, the Coastal Conservancy's Climate Ready Program, and the National Coastal Resilience Fund. Since portions of the improvements involve the Bay shoreline, Coloma Street Canal, and drainage outfalls, early coordination with agencies including BCD, the U.S. Army Corps of Engineers, and the Regional Water Quality Control Board will be important to support project delivery. Given the scale and complexity of the improvements, the City would benefit from investing in specialized grant-writing support to proactively pursue competitive funding opportunities and maximize the likelihood of securing external resources.

CEQA

Approving the draft plan for this project is exempt from the California Environmental Protection Act (CEQA) pursuant to CEQA Guidelines section 15262, as a feasibility and planning study for possible future agency action with no legally binding effect on later

activities. Development of many of the proposed improvements is likely to require subsequent environmental review under CEQA.

STRATEGIC GOAL

Goal D - Continually improve and maintain infrastructure while addressing climate change and ensuring resiliency.

FISCAL IMPACT

Revenue

Fund	Amount	Comment
US EDA Grant	\$614,400	Council Accepted Sep 3, 2024
In-Kind Staff Support	\$80,333	Grant Identified Matching Funds – In-Kind
CalOES - SB 179 Funds	\$73,267	Grant Identified Matching Funds – In-Cash (from Sea Level Rise Adaptation Planning Grant)
Total Budget	\$768,000	

Expenses

Category	Est. Cost	Comment
Conceptual Design	\$509,867.65	WSP+WRT Professional Services Fee
Expense Total	\$509,867.65	

The September 16, 2025 Council action authorized the full \$509,867.65 WSP contract amount, funded through the \$614,400 U.S. EDA grant, leaving a remaining balance of \$104,532.35 in U.S. EDA grant funds. In addition, staff tracked \$80,333 in in-kind staff support.

ATTACHMENTS

Attachment 1 – Gate 5 Drainage Concept Design and Implementation Report Draft

Attachment 2 – Gate 5 Area Drainage Management Study Presentation

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