



City of Alameda Status Report on Transportation, September 2022

In its efforts to meet the City's goals to eliminate traffic deaths and severe injuries by 2035, as well as to reduce solo driving, improve equity, and reduce greenhouse gas emissions, the City of Alameda has an ambitious slate of transportation priorities in 2022. With over eight full-time equivalent employees from Transportation Planning and the Public Works Engineering Division working on these projects, and supplemental funding approved by Council in December 2021, Alameda is making a strong commitment to these goals. Capital projects were prioritized according to safety, equity, and other indicators as part of Capital Budget development. This report provides status updates for the 2022 Work Program in the January 2022 [Annual Report on Transportation](#).

2022 Work Program

Priority Transportation Planning and Programming

Priority Plan/Program	2022 Action	January-August Status Report
Active Transportation Plan	Finalize and adopt the Active Transportation Plan, delineating pedestrian improvements, a low-stress bicycle network, project prioritization, and the future of Slow Streets.	Staff re-started this planning effort with the consultant in early 2022. A data-driven prioritization process was created and conducted. The draft Plan was compiled and is being finalized. It will be released by September 30th, with public engagement events and Commission meetings taking place in October. The Transportation Commission will review and give input on the Draft ATP at a special meeting in October. A final draft Plan will then be brought to the Transportation Commission's November 16 meeting for a final recommendation, and to Council in December for their consideration to approve.
Citywide Roundabout Screening Analysis	Finalize analysis	City staff/Kittelson consultant team completed the citywide roundabout screening, and presented it to the Transportation Commission on May 25, 2022. The analysis identified top locations for potential roundabouts with a focus on high injury corridors and high crash intersections and used the four General Plan goals to prioritize the locations. Based on these results, City staff/consultant team submitted a roundabout grant application to the Alameda County Transportation Commission (Alameda CTC) in June 2022 for three intersections, totaling \$13.5 million, as described further below.

Priority Plan/Program	2022 Action	January-August Status Report
Smart City Master Plan	Revise and seek approval	<p>On April 19, the City Council approved the Smart City Plan without the transportation-related recommendations, allowing the City to move forward with the communications backbone. To provide more digital equity, City staff is exploring ways to use the Citizen Band Radio Spectrum (CBRS), which has been repurposed for 5G equivalent cellular Wi-Fi, and ways to provide computers/tablets and digital literacy training for under resourced residents. City staff – including IT, AMP and the City Attorney's Office – is reviewing fiber assets to recommend how to proceed with a potential citywide fiber ring. In August, City staff promoted the Affordable Connectivity Program to help eligible low-income residents obtain internet subsidies and a potential free computer/tablet from this federal program.</p>
Bicycle Safety Education	Continue contract with Cycles of Change to offer half-day bicycle education programs to 5th graders throughout Alameda. Contract for adult bicycle safety education with Bike East Bay.	<p>Cycles of Change provided bicycle education programs in winter/spring 2022 at Edison Elementary and Nea, and provided bicycle rodeos at the May Bike Festival. They are currently reaching out to schools to schedule classes for the 22/23 school year.</p> <p>In May, the City entered into a contract with Bike East Bay to offer their array of bicycle safety education classes and workshops over two years in Alameda. The initial classes will be offered on September 20 (Urban Cycling 101) and October 4 (Bike Theft Prevention), both to be held at the Main Library. Unfortunately, the first scheduled class, a Bicycle-Friendly Driver Workshop targeted to drivers, was cancelled due to low registration. Additional classes are scheduled on an ongoing basis.</p>
Parking Management Program	Improve parking management by launching the Public Works Parking Enforcement program; re-starting metered, two-hour parking in Commercial Streets program areas; beginning paid parking at Seaplane Ferry Terminal and possibly other ferry terminals; and creating a comprehensive parking webpage.	<ul style="list-style-type: none"> • In May, Public Works launched the new Alameda Parking Enforcement Service, with two people in the City's first-ever full-time parking technician positions. The City conducted extensive outreach in the business districts, where parking enforcement had been limited during the pandemic. In September, the Service hired two new part-time technicians. • Launched new webpages with comprehensive parking information at www.AlamedaParking.org • Installed new security camera technology for the Civic Center Parking Structure. • Evaluated the business district parking permit program and created recommendations for updates for Transportation Commission to review. • Began discussing ferry terminal parking pricing policies with the Water Emergency Transit Authority (WETA).

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<u>Targeted traffic enforcement</u>	Focus traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.	<ul style="list-style-type: none"> • Analyzed curb management needs as part of the Commercial Streets concrete barrier and striping plan contract. <p>On July 19, all officers and many staff working that day received a Vision Zero training comprising a Vision Zero overview, Alameda crash data findings, and details about Police-related actions in the Vision Zero Action Plan. All officers received a copy of the High Injury Corridors map for traffic enforcement prioritization.</p> <p>The Police Department Traffic Unit works with the Alameda County High Impact Traffic Team periodically to enforce primary collision violations in the City. During this time, the Traffic Unit and this regional team held three intensive enforcement days in the City.</p> <p>Officers also conducted enforcement at schools during high traffic times. Mobile traffic display signs are also placed to make drivers aware of school zones and speed limits.</p>
Rapid Response Program	Conduct a best practice scan on infrastructure rapid response program after fatal and severe crashes.	Employed a Goldman School of Public Policy (UC Berkeley) graduate student to conduct this analysis as a master's thesis project. The final report was delivered in June and included a best practice scan and program recommendations. The Vision Zero Advisory Committee reviewed this proposal in August, and staff are finalizing recommendations for Transportation Commission review in November 2022.
<u>Vision Zero</u> public safety campaign	Plan a Vision Zero public safety campaign, and research any available funding.	<p>Included Vision Zero public safety campaign in transportation funding priority list and have been unable to identify funding opportunities.</p> <p>The City has begun planning a smaller "beta" version of a public safety campaign to be implemented in late 2022/early 2023: set aside \$20,000 in City communications funds; discussed with the Vision Zero Advisory Committee in July; and began forming a campaign committee.</p>
<u>Signalized Intersection Equity Policy</u>	Implement Council Resolution 15850 policies regarding signalized intersection access equity to promote, safe, livable streets and environmentally sustainable transportation choices.	Updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle, 7:00 p.m. to 7:00 p.m. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school.

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		<p>Longer pedestrian phases were programmed within 600 feet of schools and with large numbers of elderly pedestrians. Intersections with modern controller equipment were programmed with leading pedestrian intervals.</p> <p>Transit signal priority (TSP) is active on Park and Webster Streets, except Park/Encinal and Park/Alameda Ave. intersections due to old controllers. The same equipment for TSP is available for emergency preemption; however, receivers in the emergency vehicles is still required to activate the system.</p> <p>The ultimate goal is to have all signalized intersections (90) operating with TSP and emergency preemption. Staff will prioritize deployment to signalized intersections on AC Transit bus lines (23 intersections not on Park and Webster). TSP equipment for 10 intersections was ordered with available operating funds at the end of fiscal year 21/22. Staff is waiting for delivery and will then install. As funding becomes available, additional equipment will be purchased.</p>
Estuary Water Shuttle	Develop a water shuttle plan and apply for funding.	<p>In spring 2022, City staff began working with transportation agencies and local business organizations on both sides of the Estuary to initiate a long-envisioned public water shuttle service between Alameda and Oakland. These included the City, WETA, the Jack London Square Property Management Company, the Jack London Square Improvement District, Blue Rise Venture (the owners of the Marina Village Business Park), the West Alameda Transportation Management Association, and the Alameda Transportation Management Association.</p> <p>A proposal was developed for a two-year pilot for limited free public service administered by WETA at an annual cost of approximately \$2 million. On June 21, the City Council authorized staff to submit a grant application in partnership with WETA to the Alameda CTC, which would cover 25% of the operating costs. The remaining 75% would be substantially covered by private funds with some limited public funds and in-kind resources. If the grant, which was submitted in late June, is successful, the new service could start as soon as September 2023.</p> <p>Service would operate five days each week, with morning and evening commute services between the (coming) water shuttle dock at Alameda Landing (at the foot of Fifth Street) and Jack London Square (at Broadway). Midday/lunchtime services would be provided between Jack London and Marina Village. There would be 11 hours of daily service hours from March to October, and 8 hours from November to February.</p>

Public Transportation

Transportation Project	2022 Action	January-August Status Report
<u>Paratransit program</u>	Transition the Measure BB paratransit program from the Alameda Loop Shuttle, which is underutilized and less cost-effective, to more participants using the free AC Transit bus pass and Uber/Lyft concierge programs, and continue with the travel training and group trips. Measure BB is administered by the Alameda County Transportation Commission.	On April 5, City Council approved the discontinuation of the Alameda Loop Shuttle and the start of a three-year pilot program for free AC Transit bus passes to benefit low-income seniors and people with disabilities. On June 30, City staff discontinued the Alameda Loop Shuttle, which included sign/pole/bench removals in May and June. The free AC Transit bus pass program has 166 Alameda residents enrolled as of August, has a budget for up to 315 participants and has 52 unique users as of July. For the TNC (Uber/Lyft) concierge program called Alameda Independent Mobility (AIM) for East Bay Paratransit members, there are 79 residents enrolled and 21 are active users. AIM has a budget for up to 80 active users.
Bus service: <u>AC Transit</u>	Coordinate with AC Transit as they evaluate the <u>pilot Line 78</u> performance and recommend next steps before the August 2022 conclusion date.	On March 30, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. AC Transit is monitoring the performance of the Line 78 pilot with a recommendation expected in early 2023. Ridership for AC Transit lines serving Alameda increased from 7,354 daily boardings during weekdays to 10,683, which is a 45 percent increase from April 2021 to April 2022.
Ferry service: <u>WETA</u>	The Water Emergency Transit Authority (WETA) will release a Request for Proposals (RFP) and begin construction on the Main Street ferry terminal refurbishment.	The start of the Main Street ferry terminal refurbishment construction has been delayed approximately 12 months to allow WETA to perform a newly-required environmental assessment to satisfy a request by the Department of Fish and Wildlife. In July, average weekday ridership totaled 4,575 compared to 1,958 in July 2021, which is a 134 percent increase, for runs that serve Alameda.
Future BART service: <u>Link 21</u>	BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco, and could include a rail station in Alameda.	In October, Link21 is rolling out webinars to the public on the initial Link21 concepts with the goal to decide on the projects to take to the environmental phase by the end of 2023.

Capital Project Planning & Design

Capital Planning Project	2022 Action	January-August Status Report
<u>Grand Street Resurfacing and Safety Improvements</u>	Complete design and approvals for this project, which adds safety features such as flashing beacons, high visibility crosswalks, enhanced bikeway, and adjusted lane striping on Grand from Encinal to Shoreline.	City/consultant team is developing the final concept for City Council approval and requesting authorization from Caltrans to access the federal funding for construction. Construction documents will be completed by the end of 2022, with construction planned for 2023.
<u>Central Avenue Safety Improvement</u>	Based on Council-approved concepts, finalize construction drawings, so construction can commence in early 2023.	City/consultant team is completing the Caltrans project approvals phase and the design this year with construction expected to begin by mid-2023. City staff/consultant team submitted a grant application to the Alameda CTC in June 2022, with the roundabout at Central Avenue/Fourth Street/Ballena Blvd. intersection as the highest priority for this funding request. Caltrans is requiring the City to request parking restrictions on the state highway in a resolution, which is on the September 6 City Council agenda as a consent item.
<u>Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement</u>	Conduct public engagement and complete the concept for this project, which will include major safety improvements for three miles of this corridor from Broadway to Main.	City/consultant team conducted the first round of stakeholder engagement in April with a survey, virtual workshop, and in-person open house. The second round of stakeholder engagement for the draft concept ideas is scheduled for October with a survey, virtual workshop on Oct 25 at 6:30 p.m. and an in-person open house at the Main Library on Oct 27, 11 a.m. to 1 p.m.
<u>Cross Alameda Trail: Clement Ave Extension/Tilden Way</u>	Engage with the community and complete the concept for this project, which will create a complete street along the abandoned railroad right-of-way along Tilden Way and the eastern terminus of Clement Avenue, and form part of the Cross Alameda Trail.	City/consultant team held a project kick-off in February, and conducted the first round of stakeholder engagement with a survey in May; virtual workshop on May 18; and an in-person open house on May 19. The second round of stakeholder engagement for the draft concept ideas is scheduled for October with a survey, virtual workshop on Oct 11 at 6:30 p.m. and an in-person open house at the Main Library on Oct 13, 11 a.m. to 1 p.m.
<u>Mecartney Road / Island Drive Improvement</u>	Finish public engagement and concept for this project, which aims to improve this key Bay Farm intersection, bringing it up to current best practice standards for safety, adjacent bus stops, and path crossings.	On March 23, the Transportation Commission recommended approval of the roundabout concept with the ultimate design to prioritize the lane transition, bus pullouts, and pedestrian crossing safety improvements and with transportation impact fee (TIF) expenditures to prioritize Bay Farm Island and the original intent of the funds to improve access. City staff is working with Harbor Bay Business Park on a recommended TIF

Capital Planning Project	2022 Action	January-August Status Report
		expenditures list before bringing the proposed roundabout to City Council for a request to approve.
<u>Bicycle/Pedestrian Bridge in West Alameda</u>	Initiate Project Initiation Document	In March, a Request for Proposals was released for the Project Initiation Document (PID) Phase Services for the Oakland-Alameda Bicycle/Pedestrian Bridge Project. Council approved the selection panel's recommendation in July to authorize entering into two contracts: one with HNTB Consulting to develop the PID, and one with Arup to support the City's project management and reviews of the draft PID deliverables. The City has kicked-off work with both consultants, with the establishment of a Technical Advisory Committee and public outreach to begin in the Fall.
Adaptation/Sea Level Rise transportation infrastructure	Begin public engagement and concept development for Adaptation/Sea Level Rise transportation infrastructure projects including <u>Northern Shoreline near Posey/Webster Tubes</u> , <u>Northern Shoreline Bay Farm Island</u> , and <u>Doolittle Drive</u> coordination.	<u>Posey/Webster Tubes</u> : Caltrans announced a conditional award for the Oakland-Alameda Estuary Adaptation Project totaling \$500,000, with \$425,000 from the Sustainability Transportation Planning grant and a \$75,000 local match. It includes the City of Oakland, community-based organizations, and sub-consultants. <u>Bay Farm Island/Veterans Court Area</u> : U.S. Congresswoman Barbara Lee announced \$1.5 million for the Veterans' Court area adaptation project in the FY22 Omnibus Appropriations Bill.
Park Street and Webster Street Safety and Enhancement Project	Commence evaluation and early concept development for this project, considering long-term design options for the roadway configurations for these two commercial corridors, to be brought to Council by October 2023.	Two projects include work on this project: <ul style="list-style-type: none">• The <u>Active Transportation Plan</u> will include biking/walking recommendations for the two streets.• A consultant is developing designs for the Commercial Streets concrete barriers and striping and parking changes. They are evaluating and developing designs for enhancing the use of the roadway space, given the current state of the parklet program and the desire for bicycle access. The design concepts will be shared publicly, and final striping changes will take place in early 2024.
<u>Alameda CTC Project: Oakland Alameda Access Project</u>	Alameda CTC, the project sponsor, is working in partnership with the cities of Alameda and Oakland, to complete the preliminary engineering/environmental phase in 2022.	Alameda CTC's consultant team finalized the environmental phase in early 2022 and is now working on design. They developed 35% plans which Alameda and Oakland are reviewing in September.

Capital Project Construction

Construction Project	2022 Action	January-August Status Report
<u>High Injury Corridor Daylighting Project</u>	Finish project, increasing safety and visibility by painting red curbs at intersections along Tier 1 and Tier 2 High Injury Corridors.	Earlier this year daylighting of Tier 2 High Injury Corridors was completed under Phase 3 of this effort. Planning is underway to address Tier 3 High Injury Corridors.
<u>Safe Routes to School Infrastructure</u>	Complete improvements at the eight schools that have completed School Safety Assessments.	This project is in the design phase and is anticipated to go in to construction in the fall/winter.
<u>Pavement Management & Safety Improvements</u>	Complete pavement resurfacing, striping, signage, safety, and visibility improvements on 11 corridors per the resurfacing schedule.	This project is in construction and is anticipated to be completed this fall. The project includes new daylighting, crosswalk markings, and other safety improvements in conformance with <u>City policies</u> .
<u>Slow Streets Selected Enhancements</u>	Make simple safety and usability enhancements to Slow Streets, as approved by Council in December 2021.	Daylighting is being added to the portions of Pacific and Santa Clara (two of the five Slow Streets) that will be resurfaced this year. The moveable traffic cones at the barricades were replaced with fixed reflective flex posts, and the barricade assemblies are being maintained monthly.
Traffic Signal and Pedestrian Safety Improvements	Complete design and commence construction at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose.	Began the Caltrans project authorization process. Construction to begin early 2023.
<u>Cross Alameda Trail: Clement Safety Improvements</u>	For Clement from Grand Street to Broadway, complete design and begin constructing a two-way, protected cycle track; restriped lanes; high visibility crosswalks; and daylighted intersections.	In April, City/consultant team completed 95% design drawings, specifications, and cost estimate. In September, City/consultant team is expected to complete the 100% design drawings, specifications, and cost estimate, with construction expected to begin early next year.
<u>Cross Alameda Trail: Constitution Way to Main Street</u>	Complete design and begin construction on crossing improvements at all signalized intersections along the Cross Alameda Trail between Main Street and Constitution Way.	Completed final traffic signal modification plans for Constitution, Webster, Poggi, Third, and Main Street intersections. Construction documents will be completed in fall 2022, with construction expected to begin in early 2023.
Alameda Point Adaptive Reuse	Commence construction on the Alameda Point Adaptive Reuse project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway.	On March 15, the City Council awarded a \$31M contract for the Alameda Point Reuse Area Infrastructure Replacement Phase 1 and Phase 2. Construction is in progress and expected to continue through 2024.

Construction Project	2022 Action	January-August Status Report
Caltrans: Encinal Ave Pavement Resurfacing and Safety Improvements	Restripe and improve State Route 61 along Encinal Avenue from Broadway to Sherman, including a road diet and bikeway.	Early construction work has begun, with resurfacing and restriping planned for 2023.
Caltrans: Route 61 Crosswalk Safety Enhancements	Install flashing beacons and striping improvements at six intersections along Route 61.	Construction is underway.

2022 Grant Application Priorities

There are and have been many grant funding opportunities in 2022, as listed below, and the City has many strong candidate projects. In order to conserve staff resources and focus on adopted goals, staff developed the below table of the priority projects for grant proposals. The applications that are submitted will depend on how well the projects match the available funding sources. This priority list was developed by scoring possible projects, in a similar manner as that done for the City's 2021/2023 Capital Budget.

Project for Grant Applications	Description	Phase	January-August Status Report
Alameda Point: New Transportation Infrastructure	Reconstruct roadways in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure	Design; plans, specifications, and estimates (PS&E); and construction	Requested \$10M in state surplus funds in February – unsuccessful.
<u>Bicycle/Pedestrian Bridge in West Alameda</u>	Build a new bike/ped bridge crossing over estuary, connecting west Alameda and Oakland	Environmental (PAED)	Evaluated several grant opportunities; need a lead agency for future phases before we can apply for additional funding.
<u>Central Ave Roundabouts</u>	Two unfunded roundabouts in the Central Avenue Safety Improvement project: Fourth St/Ballena Blvd and Sherman St/Encinal Ave	Construction	<ul style="list-style-type: none"> • Requested \$6M in state surplus funds in February - unsuccessful. • Submitted request for Federal earmark for \$1.87M for roundabout at Central/Fourth/Ballena – pending. Senator Padilla included \$1.5M with

Project for Grant Applications	Description	Phase	January-August Status Report
			<p>California's earmark request for the U.S. Department of Transportation appropriations bill</p> <ul style="list-style-type: none"> Submitted grant application to Alameda CTC's One Bay Area Grants (OBAG)/CIP 2024 program for \$2,325,000 for the Central/Fourth St/Ballena Blvd roundabout- pending. The project was ranked high and forwarded to MTC as part of Alameda County's package of nominated projects. Still being considered for other county funding, too.
<u>Lincoln/Marshall/Pacific Ave Corridor Safety Improvement</u>	Major safety improvements for three miles of this corridor from Broadway to Main	PS&E construction	and Submitted application to Alameda CTC's One Bay Area Grants (OBAG)/CIP 2024 program for \$9,991,000 to implement a first phase of the project between Main Street and St Charles - pending. The project was ranked high and will be held as a contingency project for OBAG funding, should additional funds become available. Still being considered for other county funding, too.
<u>Stargell Complete Street</u>	From Main St to Fifth St, add walking/biking trail, bus queue jump lanes + potentially roundabout at Main/Stargell	Design, PS&E, and construction	Submitted application to state Active Transportation Plan Cycle 6 program for \$4.1 million for walking/biking trail, crossing improvements at four intersections, and lighting.
<u>Safety Improvements at High Crash Intersections</u>	Could include roundabouts, signal upgrades, and/or other upgrades at intersections identified in Vision Zero Action Plan (VZAP)	Design, PS&E, and construction	Submitted a grant application to Alameda CTC's One Bay Area Grants (OBAG)/CIP 2024 program for \$6,934,000 for two roundabouts: one at Constitution/Marina Village Pkwy and one at Stargell Ave. /Mariner Square Loop/East Campus Dr. (pending). Projects were not nominated for OBAG 3 funding, but will be considered for other county funding.
Fiber Communications Network	Implement this recommendation from the Smart City Master Plan	Design, PS&E, and construction	Will consider requesting City Council to allocate American Rescue Plan Act (ARPA) monies later this fall.

Project for Grant Applications	Description	Phase	January-August Status Report
<u>Northern Shoreline near Webster/Posey Tube: Adaptation</u>	Adaptation/Sea Level Rise transportation infrastructure near the Webster/Posey Tubes	Design, PS&E, and construction	<ul style="list-style-type: none"> Caltrans awarded \$425,000 for the Oakland-Alameda Estuary Adaptation Project from the Sustainability Transportation Planning grant. It includes the City of Oakland, community-based organizations, and sub-consultants, and will begin in November. Requested \$20M in state surplus funds in February - unsuccessful.
<u>Northern Shoreline Bay Farm Island: Adaptation</u>	Adaptation/Sea Level Rise transportation infrastructure on Bay Farm Island near Veterans Court/Bay Farm Island Bridge and Wooden Bike/Ped Bridge	Design, PS&E, and construction	<ul style="list-style-type: none"> U.S. Congresswoman Barbara Lee announced \$1.5 million for the Veterans' Court area adaptation project in the FY22 Omnibus Appropriations Bill to "develop a long-term solution to coastal flooding in the Veterans Court area." Requested \$500k in state surplus funds in February - unsuccessful.
<u>Vision Zero Public Safety Campaign</u>	Implement a community-based safety campaign, per VZAP recommendation	Design and implement program	Evaluated several grant funding opportunities.
<u>Green Infrastructure</u>	Build bioretention areas at ten intersections	Design, PS&E, and construction	Drafted grant application for EPA's San Francisco Bay Water Quality Improvement Fund, which is due on September 20 and has safety, climate and aesthetic co-benefits.
<u>Water Shuttle Service</u>	Initiate a water shuttle service across the estuary, between the west end of Alameda and Oakland's Jack London Square	Operations	Applied for \$500,000 for each of two years (\$1M total) from the Alameda CTC CIP 2024 funds, to initiate and operate a two-year pilot service in partnership with WETA and private business organizations.

The City continues to track the following grant programs with anticipated Calls for Projects through the end of 2022:

- Middle Mile Grants Program – Federal Infrastructure Bill. Call for projects likely open in 2nd quarter of FFY
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program – US DOT

The City considered applying for grants from the following sources, but no projects matched well at this time:

- Urban Greening Grant Program – CA Natural Resources
- Transformative Climate Communities program for projects in disadvantaged communities – California Strategic Growth Council
- RAISE – Federal Infrastructure Bill
- Highway Safety Improvement Program – Caltrans
- Building Resilient Infrastructure and Communities Program – FEMA
- Safe Streets and Roads for All - Federal Infrastructure Bill
- Megaprojects – Federal Infrastructure Bill.