

- 1. Federal Award No.**
- 2. Effective Date**
See No. 16 Below
- 3. Assistance Listings No.**
20.939
- 4. Award To**
City of Alameda
City Hall
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501-4477

Unique Entity Id.: KUYHVCR5A8M8
TIN No.: 946000288
- 5. Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590
- 6. Period of Performance**
Effective Date of Award – December 1, 2029
- 7. Total Amount**
Federal Share: \$16,000,000
Recipient Share: \$4,000,000
Other Federal Funds: \$0
Other Funds: \$0
Total: \$20,000,000
- 8. Type of Agreement**
Grant
- 9. Authority**
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)
- 10. Procurement Request No.**
- 11. Federal Funds Obligated**
\$16,000,000
- 12. Submit Payment Requests To**
See Article 5.
- 13. Accounting and Appropriations Data**
- 14. Description of the Project** Includes a road diet, continuous bicycle facilities, a roundabout, pedestrian beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements.
- RECIPIENT**
- 15. Signature of Person Authorized to Sign**
- FEDERAL HIGHWAY ADMINISTRATION**
- 16. Signature of Agreement Officer**

Signature _____ Date _____
Name: Jennifer Ott
Title: City Manager

Signature _____ Date _____
Name: _____
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE
FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the **City of Alameda** (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the **Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project**.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2024." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project

Application Date: May 6, 2024

2.2 Award Amount.

SS4A Grant Amount: \$16,000,000

2.3 Federal Obligation Information.

Federal Obligation Type: Single

2.4 Budget Period.

Budget Period: See Block 6 of Page 1

2.5 Grant Designation.

Designation: Implementation

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

The City of Alameda has identified the Lincoln Avenue/Marshall Way/Pacific Avenue (Lincoln/Marshall/Pacific) corridor - between the Main Street/Central Avenue/Pacific Avenue intersection in the west end of town and Broadway in the east end of town - as a high priority for safety and mobility improvements. The Lincoln/Marshall/Pacific corridor is over three miles long, serves multiple destinations, and is on the City's high-injury network with disproportionate crashes for all road users compared to other streets. The corridor also lacks safe, high-quality facilities for bicycling and walking. The corridor project includes a five/four-to-three lane reduction road diet, continuous bicycle facilities, a roundabout, pedestrian beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. This project closes an existing active transportation gap, reduces speeding and eliminates the safety barrier for the community by providing safe bicycle and pedestrian facilities. More information can be found on the project webpage: www.alamedaca.gov/LincolnMarshallPacific

The project will be completed in **one** phase.

Option Phase 2: Construction: Includes constructing a road diet, bicycle facilities, a roundabout, pedestrian beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements.

3.2 Project's Estimated Schedule.

Implementation Schedule (Construction)

Milestone	Schedule Date
Planned Construction Substantial Completion and Open to Public Use Date:	September 1, 2027
Planned SS4A Final Report Date:	December 31, 2027

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$16,000,000
Local Funds:	\$4,000,000
Total Eligible Project Cost:	\$20,000,000

ARTICLE 4

CONTACT INFORMATION

4.1 Recipient Contact(s).

Gail Payne, Project Manager
 Planning, Building and Transportation Department
 City of Alameda
 City Hall, 2263 Santa Clara Avenue, Room 190, Alameda, CA 94501-4477
 510-747-6892 - gpayne@alamedaca.gov

4.2 Recipient Key Personnel.

Name	Title or Position
Scott Wikstrom	City Engineer
Brendin Christolear	Senior Engineer
Aaliyah Douglas	Assistant Engineer

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
 Federal Highway Administration
 Office of Safety
 HSSA-1, Mail Stop: E71-117
 1200 New Jersey Avenue, S.E., Washington, DC 20590
 202-366-2822 - SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
 Federal Highway Administration
 Office of Acquisition and Grants Management
 HCFA-42, Mail Stop E62-310
 1200 New Jersey Avenue, S.E., Washington, DC 20590
 202-493-2402 - HCFASS4A@dot.gov

and

Peter Pangilinan

Discretionary Grants and Emergency Relief Program Manager
 Sr. Transportation Engineer
 Project Delivery Team
 FHWA – California Division
 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814
 916-498-5886 - peter.pangilinan@dot.gov

ARTICLE 5 USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(c)(6), unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s Representative (the “AOR”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the

DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.

- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6 SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of an Implementation Grant agrees to update its Action Plan within two years of the date of this agreement to: align with all Comprehensive Safety Action Plan components in Table 1 of the SS4A FY 2024 NOFO corresponding with any “no” responses in the Self-Certification Eligibility Worksheet; ensure that the Action Plan’s safety focus includes all road users, including pedestrians, bicyclists, and motor vehicle safety; and ensure that the Action Plan was last updated not more than three years prior.
- 6.5** The Government’s execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.6** There are no other special grant requirements.

ATTACHMENT A PERFORMANCE MEASUREMENT INFORMATION

Study Area: The corridor project is between the Main Street/Central Avenue/Pacific Avenue intersection in the west end of town and Broadway in the east end of town.

Baseline Measurement Date: August 1, 2026

Baseline Report Date: October 1, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users	Annually and within 120 days after the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, before and after photos)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

ATTACHMENT B CHANGES FROM APPLICATION

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" after "Scope," "Schedule," or "Budget." If there are changes to the budget, please complete the table below. Otherwise, leave the table below blank.

Scope: N/A

Schedule: Schedule delay for stormwater improvement analysis due to sea level rise adaptation.

Budget: Budget shift for federal funds to only cover construction due to inflation.

ATTACHMENT C RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table align with the application:

X	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
X	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.

2. Supporting Narrative.

The Lincoln/Marshall/Pacific Corridor Project ensures equitable investment in underserved communities within the City of Alameda, in preventing roadway fatalities and serious injuries. The project benefit area includes six underserved community census tracts identified using the [Climate & Economic Justice Screening Tool \(CEJST\)](#). Those census tracts include:

- [06001427200 \(23.59% below federal poverty line\)](#)
- [06001427900 \(15.63% below federal poverty line\)](#)
- [06001427100 \(8.80% below federal poverty line\)](#)
- [06001427800 \(13.99% below federal poverty line\)](#)
- [06001427300 \(18.32% below federal poverty line\)](#)
- [06001427600 \(27.50% below federal poverty line\)](#)

The project **decreases existing disparities** within the City of Alameda as this corridor divides the north and south sides of Alameda. The project reduces serious safety barriers to transportation opportunities for underserved communities by more seamlessly connecting these two neighborhoods into an integrated and cohesive community. The project will directly impact the underserved community members living along and near the corridor, by providing safe and direct access to the many nearby schools, downtown Alameda/Park Street area, Webster Street commercial district, and bus trunk lines running along Webster and Park Streets that connect to Oakland/BART system. As the only major city in Alameda County without a BART station, this project will greatly improve active transportation access for underserved communities. The City does not anticipate any issues of displacement to occur as a result of this project and has rent stabilization policies and affordable housing requirements for new developments.

In addition to the project providing benefits to underserved communities as identified by CEJST, the project **aligns with the City's Vision Zero Action Plan** and is consistent with President Biden's Executive Order 14008 on "Tackling the Climate Crisis at Home and Abroad." As discussed throughout the grant application, the City of Alameda's [Vision Zero Action Plan](#), which includes the National Roadway Safety Strategy's Safe System Approach elements of Safer People, Roads, Speeds and Vehicles, prioritizes High Injury Corridors and Equity Priority Areas to create the City of Alameda's Capital Improvement Plan, Annual Transportation Work Plan and grant application priorities. The City's [Vision Zero Action Plan](#) lists the Lincoln/Marshall/Pacific corridor project as a major traffic safety project. The Plan considers equity and key population groups that are more vulnerable than others. The Plan states: "On average, younger and older victims (ages 10-24 and 65-84) were overrepresented in severe crashes compared to other age groups. Vulnerabilities can also be compounded, meaning that older people may be more at risk of experiencing a severe injury when walking, biking, or riding a motorcycle. Older pedestrians are especially vulnerable – 66 percent of pedestrian victims of fatal crashes were 65 years old or older, though this age group only represents 15 percent of the population." This Project addresses safety considerations for both younger and older community members, by implementing countermeasures that create a corridor with a comprehensive safe system for these users.

ATTACHMENT D CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table align with the application:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJScreen, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
X	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
X	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
X	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
X	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>

2. Supporting Narrative.

The Lincoln/Marshall/Pacific corridor project considered climate change, resilience and environmental justice in the concept development stage. Seventy percent of greenhouse gas emissions in Alameda result from the transportation sector. Alameda’s Climate Action and Resiliency Plan (2019) prioritizes actions to **shift vehicle trips to walking, biking and taking transit** and for remaining trips to be taken by electric vehicles to reduce greenhouse gas emissions. With expected mode shift, this project will help improve air quality and reduce environmental burden, especially for equity priority community members. According to the **US EPA Environmental Justice Screen tool**, the City of Alameda ranks in the 97th percentile nationally for exposure for PM2.5, which is the presence of fine particles or particulate matter (having a diameter of 2.5 micrometers or less) in the surrounding air from sources like burning of fossil fuels, vehicle emissions and road dust. Alameda ranks in the 78th percentile for diesel particulate matter from sources like diesel-powered vehicles. Alameda is ranked in the 81st percentile nationally for environmental burden, which includes variables measuring factors such as pollution, hazardous facility exposure, water pollution and the built environment. Alameda also ranks in the 67th percentile for climate and disaster risk burden, which reflects sea level rise, changes in precipitation, extreme weather and heat that pose risks to the transportation system.

ATTACHMENT E LABOR AND WORKFORCE

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table align with the application:

X	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
X	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
X	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ol style="list-style-type: none"> affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color; no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; training on anti-harassment and third-party reporting procedures covering employees and contractors; and maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
X	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>

2. Supporting Narrative.

- **Job Quality:** As part of the bid proposal, the City will ensure that this project leads to good-paying jobs with **prevailing wage rates** in accordance with the Davis-Bacon Act.
- **Disadvantage Business Enterprise:** The City will strive to promote **inclusive** economic development and will provide opportunities for disadvantaged businesses enterprises, minority owned businesses and women-owned businesses. The City is committed to providing opportunities to business groups who have historically faced adversity and hardships and will encourage these groups to compete in the bidding process.
- **Project Stabilization Agreement (PSA):** In 2017, the City of Alameda and the Building and Construction Trades Council of Alameda County entered into a PSA to ensure that construction projects contracted by the City have an adequate supply of qualified and skilled craft workers, to mitigate the risk of labor disruptions on City projects, and to promote local hiring. The PSA applies to City-led construction contracts with estimated project value over \$1,000,000. Staff’s experience has been that the existence of a PSA has worked efficiently on City projects, has enhanced the City/trade working relationship, and is not aware of any strikes, lockouts or labor disputes on any of these projects with a PSA.

ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE

N/A

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

2. Supporting Narrative.

N/A

**ATTACHMENT G
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: Existing

Existing Award Program: Central Avenue Complete Street Project - ATPL-5014(047)

2. Title VI Assessment Information.

This section is not applicable because the Recipient Type Designation is “Existing.”