

INTRODUCED: September 23, 2024

AN ORDINANCE No. 2024-250

To authorize the Chief Administration Officer, for and on behalf of the City of Richmond, to execute a Grant Agreement Under the Fiscal Year 2022 Raise Grant Program between the City of Richmond and the United States Department of Transportation Federal Highway Administration for the purpose of funding the Arthur Ashe Boulevard Bridge Replacement project.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: OCT 15 2024 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer, for and on behalf of the City of Richmond, be and is hereby authorized to execute a Grant Agreement Under the Fiscal Year 2022 Raise Grant Program between the City of Richmond and the United States Department of Transportation Federal Highway Administration for the purpose of funding the Arthur Ashe Boulevard Bridge Replacement project. The Grant Agreement Under the Fiscal Year 2022 Raise Grant Program shall be approved as to form by the City Attorney and shall be substantially in the form of the document attached to this ordinance.

AYES: 7 NOES: 0 ABSTAIN: _____

ADOPTED: OCT 15 2024 REJECTED: _____ STRICKEN: _____



City of Richmond

900 East Broad Street
2nd Floor of City Hall
Richmond, VA 23219
www.rva.gov

Master

File Number: Admin-2024-1080

File ID: Admin-2024-1080

Type: Request for Ordinance or Resolution

Status: Regular Agenda

Version: 1

Reference:

In Control: City Clerk Waiting Room

Department:

Cost:

File Created: 08/30/2024

Subject:

Final Action:

Title: To authorize the Chief Administrative Officer or designee to execute a Standard City/Federal Project Administration Agreement for the Arthur Ashe Boulevard Bridge Replacement Project.

Internal Notes:

Code Sections:

Agenda Date: 09/23/2024

Indexes:

Agenda Number:

Patron(s):

Enactment Date:

Attachments: Admin-2024-1080 Arthur Ashe Blvd. Bridge Replacement -Grant Agreement AATF, Admin-2024-1080 693JJ32440550 - Performance Grant Agreement, Admin-2024-1080 RAISE 2022 Award Letters - VA AAB Bridge Replacement

Enactment Number:

Contact:

Introduction Date:

Drafter: Yongping.Wang@rva.gov

Effective Date:

Related Files:

Approval History

Version	Seq #	Action Date	Approver	Action	Due Date
1	1	8/30/2024	Lamont Benjamin - FYI	Notified - FYI	
1	2	8/30/2024	M.S. Khara	Approve	9/3/2024
1	3	8/30/2024	Gail Johnson - FYI	Notified - FYI	
1	4	9/3/2024	Bobby Vincent	Approve	9/3/2024
1	5	9/3/2024	Robert Steidel - FYI	Notified - FYI	
1	6	9/9/2024	Jeff Gray	Approve	9/9/2024
1	7	9/11/2024	Lincoln Saunders	Approve	9/18/2024
1	8	9/13/2024	Mayor Stoney	Approve	9/27/2024

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
---------------	--------------	-------	---------	----------	-----------	-----------------	---------

Text of Legislative File Admin-2024-1080

Title

To authorize the Chief Administrative Officer or designee to execute a Standard City/Federal Project Administration Agreement for the Arthur Ashe Boulevard Bridge Replacement Project.

Body

O & R Request

DATE: August 30, 2024 **EDITION:** 2

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: J.E. Lincoln Saunders, Chief Administrative Officer

THROUGH: Bobby Vincent, Jr., Director of Public Works

FROM: M.S. Khara, P.E.; City Engineer

RE: TO AUTHORIZE THE CHIEF ADMINISTRATIVE OFFICER OR DESIGNEE TO EXECUTE A STANDARD CITY/FEDERAL PROJECT ADMINISTRATION AGREEMENT FOR ARTHUR ASHE BOULEVARD BRIDGE REPLACEMENT PROJECT

PURPOSE: To authorize the Chief Administrative Officer or designee, for and on behalf of the City of Richmond, to execute a standard City/Federal project administration agreement for the Arthur Ashe Blvd. Bridge Replacement Project.

BACKGROUND: The Arthur Ashe Blvd bridge extends over a CSX Transportation, Inc. (CSXT) railroad and is structurally deficient with emergency temporary supports recently installed and it has sub-standard vertical clearances over CSXT. The bridge provides a critical connection between the City of Richmond’s urban and commercial centers and regional transportation infrastructure, including interstate highways I-95 and I-64. The bridge is also an essential component of the City’s planned redevelopment of the Diamond District, a 67-acre site into a mixed-use, mixed-income, transit-oriented neighborhood anchored by green space and a new minor league baseball stadium. The replacement of the Arthur Ashe Boulevard Bridge will allow the City to ensure that the NHS route remains in operation at its full load carrying capacity and provides safe passage for the traveling public over the heavily used CSXT railway corridor.

The Department of Public Works submitted Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application in April 2022 that will focus on the replacement of the Arthur Ashe Boulevard over CSXT Bridge.

The RAISE Grant application was approved in September 2022 and funded the project for a total of

\$18,400,000. The estimated total project cost is \$23,000,000. The grant requires a 20% match of \$4.6 million. CSX Transportation Inc. committed to a one-time contribution of \$4,000,000.00 to the project so that the City may assume the right, ownership and all maintenance responsibilities for the new bridge. The awarded RAISE Grant will be utilized for the Arthur Ashe Blvd. Bridge Replacement Project. The City has budgeted \$2.3 million in the previous CIP budget for the project.

The NEPA document is schedule to be completed in the Fall of 2025; R/W and CSX clearances by the Spring of 2026 and construction to start in the Spring 2027 with construction completion in the fall of 2030.

The project design will go through the City Planning Commission and Public Hearing process.

COMMUNITY ENGAGEMENT: The City of Richmond has worked closely with key project stakeholders to gain support for the Arthur Ashe Blvd Bridge RAISE project to enhance the safety and efficiency of the transportation network and promote the Diamond District redevelopment. These include elected officials, public agencies such as GRTC, Central Virginia Planning District Commission, and Diamond District Developers. On March 28, 2022 the City Council adopted resolution No 2022-R20 to support the City's participation in the RAISE Grant funding program for the Arthur Ashe Boulevard Bridge. Additional public hearing/engagement will be as a separate meeting and through City Planning Commission (CPC) meeting, Land Use and Housing Transportation committee and City Council meeting.

STRATEGIC INITIATIVES AND OTHER GOVERNMENTAL: The Arthur Ashe Boulevard Bridge project supports the RVA300 Master Plan, objectives of Street, Bridge & Connections, that seeks to build and improve the City's streets and bridges to expand connectivity for all users.

The Land Use and Housing Transportation Standing Committee (LUHT) will review and approve this Ordinance request.

FISCAL IMPACT / COST: \$4,600,000. Local Match of 20% (\$4.6M which includes \$4.0M from CSX contribution and \$600,00 in FY24 using FY2024-FY2028 adopted CIP budget).

DESIRED EFFECTIVE DATE: Upon adoption

REQUESTED INTRODUCTION DATE: September 23, 2024

CITY COUNCIL PUBLIC HEARING DATE: October 15, 2024

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Governmental Operations Standing Committee

AFFECTED AGENCIES: Department of Public Works; Law Department; Planning and Development; Economic and Community Development; Department of Public Utilities; Finance

Department; Budget and Strategic Planning; Copies also sent to: City Mayor (Levar M. Stoney); Chief Administrative Officer (J.E. Lincoln Saunders); Deputy Chief Administrative Officer of Operation (Robert Steidel); and City Attorney (2).

RELATIONSHIP TO EXISTING ORD. OR RES.:

- Resolution No. 2022- R020 Adopted March 28, 2022 (Participation in 2022 Raise Grant application)
- Resolution No. 2024- 027 Adopted February 12, 2024 (Budget amendment to accept \$4,000,000 contribution from CSX)

ATTACHMENTS:

- RAISE 2022 Award Letter-VA Arthur Ashe Boulevard Bridge Replacement.
- Raise Grant Agreement

STAFF: Lamont L. Benjamin, P.E.; Capital Projects Administrator 804-646-6339; Yongping Wang, P.E.; Project Manager 804-646-2467.

- | | | | | | | | |
|--|---|----------------|--------------|------------------|-------------|--------|--------------|
| <p>1. Award No.
693JJ32540046</p> <p>4. Award To
City of Richmond
Department of Public Works
900 E. Broad St.
Richmond, VA 23219</p> <p>Unique Entity Id.: EG4LF5GYLK81
TIN No.: 54-6001556</p> <p>6. Period of Performance
Effective Date of Award –
03/01/2031</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HOFM240083PR</p> <p>12. Submit Payment Requests To
See Article 13 of the General Terms and
Conditions.</p> <p>14. Accounting and Appropriations Data
1560C76E50.2022.070RA07500.7001000000.41010.61006600</p> <p>15. Description of Project
Arthur Ashe Boulevard Bridge Replacement</p> | <p>2. Effective Date
See No. 17 Below</p> <p>5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-32, Mail Drop E62-204
Washington, DC 20590</p> <p>7. Total Amount</p> <table border="0"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$18,400,000</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$4,600,000</td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$23,000,000</td> </tr> </table> <p>9. Authority
49 U.S.C. 6702; Infrastructure Investment and
Jobs Act (Pub. L. No. 117-58, div. J, Nov. 15,
2021); Consolidated Appropriations Act, 2022
(Pub. L. 117-103, Mar. 15, 2022)</p> <p>11. Federal Funds Obligated
Base Phase: \$1,800,000</p> <p>13. Payment Office
See Article 13 of the General Terms and
Conditions.</p> | Federal Share: | \$18,400,000 | Recipient Share: | \$4,600,000 | Total: | \$23,000,000 |
| Federal Share: | \$18,400,000 | | | | | | |
| Recipient Share: | \$4,600,000 | | | | | | |
| Total: | \$23,000,000 | | | | | | |

RECIPIENT

FEDERAL HIGHWAY ADMINISTRATION

16. Signature of Person Authorized to Sign

17. Signature of Agreement Officer

Signature Date
Name: J.E. Lincoln Saunders
Title: Chief Administrative Officer

Signature Date
Name: David J. Villalobos
Title: Agreement Officer

Approved As To Form

Danielle F. Smith
Assistant City Attorney

U.S. DEPARTMENT OF TRANSPORTATION
GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 RAISE GRANT PROGRAM

This agreement is between the United States Department of Transportation (the “USDOT”) and the City of Richmond, Virginia (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Arthur Ashe Boulevard Bridge Replacement project.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

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 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program: FHWA Projects,” dated October 1, 2024, which is available at <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (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, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS.

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Arthur Ashe Boulevard Bridge Project to replace a 110-year-old multimodal bridge structure in the City of Richmond, Virginia

Application Date: 04/13/2022

2. Recipient's Unique Entity Identifier.

See section 23.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Yongping Wang
Principal Engineer
Department of Public Works
900 E. Broad St., Rm#603
(804) 646-2467
Yongping.Wang@RVA.Gov

4. Recipient Key Personnel.

Name	Title or Position
John Kim	City Bridge Engineer

5. USDOT Project Contact(s).

David J. Villalobos
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-40, Mail Stop E65-312
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-7430
david.villalobos@dot.gov

and

Travis Wheeler
Agreement Specialist (AS)
Federal Highway Administration
Office of Acquisition and Grants Management

HCFA-41
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-8887
travis.wheeler@dot.gov

and

Division Administrator
Agreement Officer Representative (AOR)
FHWA, Virginia Division
400 North 8th Street, Suite 750
Richmond, Virginia 23219 – 4825
(804) 775-3320
hdava@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

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

8. Federal Award Identification Number.

See section 23.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None.

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will replace an existing multimodal bridge structure over the CSX Railroad at the City's crossroads with the eastern seaboard interstate highway corridor.

2. Statement of Work.

Base Phase: Preliminary Engineering:

- Engineering Design.
- Environmental and social justice impact(s) evaluation.
- Environmental studies and NEPA document preparation.
- Final Design and construction documents.

Option Phase 1: Utility Relocation and Railroad Coordination:

- CSX Transportation, Inc. (CSXT) coordination and agreement.
- Water and gas line relocation.

Option Phase 2: Construction:

- Construction inspection.
- Bid and award construction contract.
- Replacement of bridge using two-phased Construction.
- Project closeout.

Project Scope Details include:

- The proposed bridge will be approximately 250 foot long and 77-foot wide.
 - Construct two traffic lanes each direction with 4-foot wide median – no change in number of lanes.
 - Construct one 14-foot wide Shared-Use-Path (westside) and one 8-foot wide sidewalk (eastside).
 - Reduce number of existing piers to accommodate four railroad tracks under the bridge meeting CSXT's design requirements.
- Two major utility pipes (24 inches waterline and 12 inches gas line) and a hanger for future utilities will be installed.
- 9-foot tall pedestrian fencing with handrail will be installed at each side of the proposed bridge to meet the current design requirements.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 03/01/2031

Period of Performance End Date: See section 4.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned NEPA Completion Date:	10/30/2025
Planned Right-of-Way Certification Date:	04/30/2026
Planned Construction Substantial Completion and Open to Traffic Date:	03/01/2030

3. Special Milestone Deadlines.

Milestone	Deadline Date
Railroad Coordination Agreement with CSXT:	04/30/2026

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RAISE Grant Amount: \$18,400,000

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligations Allocation and Condition Table		
Portion of the Project	Allocation from RAISE Grant	Obligation Condition
Base Phase: Preliminary Engineering	\$1,800,000	
Option Phase 1: Utility Relocation/Railroad Coordination	\$2,200,000	If the FHWA Virginia Division Office confirms the Recipient has met all the applicable Federal, State, and local requirements.
Option Phase 2: Construction	\$14,400,000	If the FHWA Virginia Division Office approves the PS&E for the Project and the Recipient has met all the applicable Federal, State, and local requirements.

3. Approved Project Budget.

Eligible Project Costs				
	Preliminary Engineering	Utility Relocation/ Railroad Coordination	Construction	Total
RAISE Funds:	\$1,800,000	\$2,200,000	\$14,400,000	\$18,400,000
Other Federal Funds:	\$0	\$0	\$0	\$0
Non-Federal Funds:	\$0	\$1,000,000	\$3,600,000	\$4,600,000
Total:	\$1,800,000	\$3,200,000	\$18,000,000	\$23,000,000

4. Cost Classification Table.

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Land, structures, rights-of-way, appraisals, CSXT Coordination etc.	\$1,200,000	\$0	\$1,200,000
Relocation expenses and payments	\$1,000,000	\$0	\$1,000,000
Architectural and engineering fees	\$1,800,000	\$0	\$1,800,000
Project inspection fees	\$2,400,000	\$0	\$2,400,000
Demolition and removal	\$600,000	\$0	\$600,000
Construction	\$12,400,000	\$0	\$12,400,000
Contingency	\$3,600,000	\$0	\$3,600,000
Project Total	\$23,000,000	\$0	\$23,000,000

5. Approved Pre-award Costs.

None. The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope: No Changes.

Schedule: The application schedule estimated work starting in December of 2022. The NEPA, Utility Relocation/Railroad Coordination, and construction substantial completion were estimated in June of 2023, October of 2025, and March of 2028, respectively. The agreement plans for work to start in October of 2024 with NEPA, Utility Relocation/Railroad Coordination, and construction substantial completion planned for October of 2025, April of 2026, and March of 2030, respectively. The schedule differences between the application and the agreement are due to a later start date after obligation of grant funds, additional time added for the environmental process to account for agency review times, and additional time added to construction for the utility work.

Budget: No Changes.

Other: None.

**SCHEDULE F
RAISE PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Urban

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.

HDC or APP Designation: No

4. Funding Act.

Funding Act: IIJA

SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION

Study Area: Scott’s Addition Historic District: Arthur Ashe Boulevard and Arthur Ashe Boulevard Bridge.

Baseline Measurement Date: February 15, 2026

Baseline Report Date: April 15, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Average Daily Traffic (ADT)	<p style="text-align: center;">Mobility and Community Connectivity</p> <p style="text-align: center;">Average Traffic Volumes per Day</p> <p>Count collection can be self-reported using industry standards, such as identified in the FHWA Traffic Data Computation Method Pocket Guide. Counts can also be reported using state or national traffic volume databases. The total for the project study area must be reported, but reporting can also be disaggregated by route. Reporting can also be disaggregated by vehicle type (motor vehicles or trucks) that best aligns with project purpose.</p>	Annual
Bridge Condition	<p style="text-align: center;">State of Good Repair</p> <p style="text-align: center;">Bridge Condition Rating</p> <p>The Bridge Condition Rating is the lowest rating of National Bridge Inventory (NBI) condition ratings for Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), or Item 62 (Culvert).</p>	Annual

**SCHEDULE H
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 are accurate:

	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>
	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>
	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>
	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>
	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>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	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>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>

	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

To improve safety, the Arthur Ashe Boulevard Bridge replacement will widen the existing sidewalks and incorporate a separated shared-use path. As a result, the project would allow for bicycle and pedestrian traffic to be completely separated from motor vehicle traffic reducing risk of injury to people who walk and bike. This design will expand and enhance multi-modal connections by providing separated and protected facilities for pedestrian and bicycle traffic. Such active transportation infrastructure will provide an important alternative transportation option for residents and visitors and encourage a reduction in motorized vehicle trips, vital to addressing vehicle emission impacts.

**SCHEDULE I
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 are accurate:

	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>
	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>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The Office of Minority Business Development is active and facilitates, produces, and advances opportunities for minority business enterprises (MBEs), emerging small businesses (ESBs), and disadvantaged business enterprises (DBEs) to successfully participate in the full array of contracting opportunities available in the City of

Richmond. The project will be considered for opportunities for minority business inclusion.

The project will widen the existing sidewalk and incorporated a physically separated shared-use path to improve the pedestrian safety and provide multimodal access to the transportation users. The safety improvements and benefits to eliminating barriers to low-income, disabled, and elderly within the City of Richmond's most vulnerable communities is a critical component and purpose of the project.

**SCHEDULE J
LABOR AND WORK**

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

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

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	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, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	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>
	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>
	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>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	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>

	<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> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. 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; c. 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; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. 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>
	<p>The Recipient has not yet taken 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 but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

2. **Supporting Narrative.**

To ensure that the City of Richmond incorporates private sector entities, particularly Disadvantaged Business Enterprises (DBEs) and Minority Businesses (MBEs) in transportation infrastructure planning, designing, or building, the City actively seeks and requires diversity in the development of all infrastructure projects. The project will be considered for opportunities for minority business inclusion.



U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: Arthur Ashe Boulevard Bridge Replacement

Applicant: City of Richmond

RAISE Grant Funding: \$18,400,000

Estimated Total Project Costs: \$23,000,000

Project Description: This project will replace an existing multimodal bridge structure in the City of Richmond, Virginia over the CSX Railroad at the City's crossroads with the eastern seaboard interstate highway corridor.

Congratulations! The project above was selected to receive an FY 2022 RAISE grant.

The USDOT Operating Administration overseeing your project will contact you in September regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible. The Department expects all RAISE funding be obligated by September 30, 2026 and expended by September 30, 2031.

If you have any questions about this award, please contact the RAISE Grants Team at raisegrants@dot.gov

Sincerely,

A handwritten signature in black ink that reads "John Augustine".

John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary