

INTRODUCED: December 15, 2025

AN ORDINANCE No. 2025-280

To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to execute a Grant Agreement Under the Fiscal Year 2024 Safe Streets and Roads for All Grant Program between the City of Richmond and the United States Department of Transportation for the purpose of funding the implementation of Vision Zero safety program activities.

\_\_\_\_\_  
Patron – Mayor Avula

\_\_\_\_\_  
Approved as to form and legality  
by the City Attorney  
\_\_\_\_\_

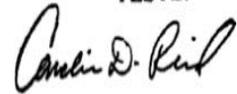
PUBLIC HEARING: JAN 26 2026 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer, for and on behalf of the City of Richmond, is hereby authorized to execute a Grant Agreement Under the Fiscal Year 2024 Safe Streets and Roads for All Grant Program between the City of Richmond and the United States Department of Transportation for the purpose of funding the implementation of Vision Zero safety program activities. Such agreement shall be approved as to form by the City Attorney and shall be substantially in the form of the document attached to this ordinance.

§ 2. This ordinance shall be in force and effect upon adoption.

ATRUE COPY:  
TESTE:



City Clerk

AYES: 9 NOES: 0 ABSTAIN: \_\_\_\_\_

ADOPTED: FEB 9 2026 REJECTED: \_\_\_\_\_ STRICKEN: \_\_\_\_\_

## O&R REQUEST

**DATE:** October 23, 2025

**TO:** The Honorable Members of City Council

**THROUGH:** The Honorable Dr. Danny Avula, Mayor

**THROUGH:** Odie Donald II, Chief Administrative Officer

**THROUGH:** Alfred Wiggins; Deputy Chief Administrative Officer- Operations

**THROUGH:** Bobby Vincent; 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 / UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) AGREEMENT FOR THE FEDERAL 'SAFE STREETS AND ROADS FOR ALL' (SS4A) GRANT PROGRAM TO FUND SUPPLEMENTAL PLANNING ACTIVITIES FOR VISION ZERO.**

**ORD. OR RES. No.**

**PURPOSE:** To authorize the Chief Administrative Officer or designee, for and on behalf of the City of Richmond, to execute a standard City/ United States Department of Transportation's (USDOT) agreement for the Safe Streets and Roads for All (SS4A) Grant Program.

**BACKGROUND:** This agreement follows Resolution 2022-R-041 which expressed City Council's support for the City's participation in the FHWA SS4A Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond.

The U.S. Department of Transportation published a Notice of Funding Opportunity (NOFO) for estimated total of \$1,256,687,000 for FY24 grants funding under the SS4A program. Of the funding made available, up to \$580 million is available to implement projects and strategies. The remainder \$656,687,000 must be awarded for developing Action Plans; conducting supplemental planning to update existing Action Plans; or carrying out demonstration activities to inform the development of, or updates to, Action Plans. The SS4A discretionary grants can be used to implement projects and strategies found within the Safe and Healthy Street Commission's adopted Vision Zero Action Plan.

The City submitted a comprehensive grant application by the deadline of August 29, 2024. A partial award of the supplemental activities grant was selected and approved by the USDOT on November 15, 2024.

The total award of the supplemental activities is \$1,250,000. The grant program requires the City to provide 20% (\$250,000) matching fund as the USDOT will provide 80% (\$1,000,000) fund for the project. The City's matching fund is proposed to be appropriated using City CVTA Local Special Fund for FY26 (\$125,000 adopted) through FY27 (\$125,000 proposed) budget years.

The proposed supplemental actions met the required criteria of SS4A Grants. The criteria include (1) safety impact, (2) equity, engagement, and collaboration (3) effective practices and strategies, (4) climate change and sustainability, and economic competitiveness, (5) project readiness, and (6) funds to underserved communities.

Traffic-related deaths and serious injuries on city streets are not limited to one location. These severe crashes occur across the city with greater frequency on the arterial streets that carry more people who walk, bike, roll, ride transit, and drive. These streets are wider and often have multiple travel lanes. Richmond's High Injury Network (HIN) will continue to be the focus. The HIN comprises 9 percent of the roadway network and account for 76 percent of the severe crashes that result in a permanent detour from a person's original destination to the morgue or hospital with life ending or life altering injuries. A safe systems approach coupled with a complete streets process will enable the City of Richmond to deliver a comprehensive approach that serves all users, regardless of age or ability through a proposed package of projects and supplemental activities to reduce the likelihood of a severe crash to zero.

The Virginia Department of Health uses a Health Opportunity Index (HOI) as a composite measure of the social, economic, educational, demographic, and environmental factors that relates to a community's well-being. A "health in transportation" approach is required to address traffic-related deaths and serious injuries in an equitable manner. The HOI includes indicators of neighborhood walkability and access to transportation for those that are low income, disabled, or elderly. These factors are relevant to Vision Zero, Safe Systems, and Complete Streets. Areas in the City that scored a "very low" HOI have almost three times as many traffic related deaths and serious injuries compared to the other four quintiles of HOI combined in the City of Richmond. Further investment in these communities of concern with a package of projects with supplemental activities will improve the overall health outcomes of residents in the areas with the greatest needs. Our stakeholders continue to determine which factors have the greatest influence in these communities.

Streets classified as arterials in the City of Richmond are the location of the overwhelming number of traffic-related deaths and serious injuries, including pedestrians because of a greater number of users and higher vehicle operating speeds. 81 percent of all traffic related deaths and serious injuries occur at intersections with 51 percent of pedestrian crashes occurring at intersections. Pedestrian related deaths and serious injuries are disproportionately high when compared to other localities in Virginia and across the country. Where pedestrian activity is higher and there is more exposure, the number of crashes increases.

By providing the funding for these following supplemental activities, this will enable the City of Richmond with its partners to provide a critical transportation safety improvement on the HIN resulting in lives saved and life changing injuries prevented. The supplemental activities are Post-Crash Care Action Plan Development, Pedestrian Safety Master Plan with Virginia PBSAP Focus, Road Safety Assessments, Speed Management Outreach, and Health in Transportation – Substance Use and Mental Health Screening and Assessment.

If future funding for implementation is not obtained, traffic related deaths and serious injuries will continue to occur on city streets and the city’s residents and visitors will not see the benefits of our Vision Zero goals realized. Transportation safety can have huge negative impacts on health, well-being, and personal finances. This funding will allow the City to address severe traffic-related crashes on heavily used city streets for multimodal transportation users of all ages and abilities.

The intent of this ordinance is to enter a City/USDOT standard agreement to continue the commitment made by City Council and the Mayor to authorize the City to participate in the 2022 SS4A Grant program and to commit 20% matching funds as federal funding was awarded for the supplemental planning activities.

**COMMUNITY ENGAGEMENT:** Safe and Healthy Streets Commission adopted a resolution of support at its April 16, 2025 meeting. A formal public hearing of this paper will also be conducted through City Council Land Use, Housing and Transportation Standing Committee. The Department of Public Works recommends approval.

**STRATEGIC INITIATIVES AND OTHER GOVERNMENTAL:** Grant supports the Richmond 300 Master Plan; Vision Zero Action Plan. The City Planning Commission (CPC) will review for approval this Ordinance request. No other governmental entity needs to review.

**FISCAL IMPACT:** Revenue of \$1,000,000 (80%) Federal Funds. \$250,000 in matching 20% City funds in the City CVTA Local Special Funds thru FY26 (\$125,000 adopted) and FY27 (\$125,000 proposed).

**DESIRED EFFECTIVE DATE:** Upon Adoption.

**REQUESTED INTRODUCTION DATE:** December 8, 2025.

**CITY COUNCIL PUBLIC HEARING DATE:** January , 2026.

**REQUESTED AGENDA:** Consent Agenda.

**RECOMMENDED COUNCIL COMMITTEE:** City Council Land Use, Housing and Transportation Standing Committee.

**AFFECTED AGENCIES:** Department of Public Works; City Attorney’s Office; Planning and Development Review; Finance Department; Budget and Strategic Planning; Copies also sent to:

City Mayor (Dr. Danny Avula); Chief Administrative Officer (Odie Donald II); Deputy Chief Administrative Officer- Operations (Alfred Wiggins), and City Attorney (2).

**RELATIONSHIP TO EXISTING ORD. OR RES.:** Resolution 2022-R041 adopted by City Council on June 27, 2022, which expresses the City Council's support for the City's participation.

**ATTACHMENTS:**

- City/USDOT Standard Project Agreement.
- Safe and Healthy Streets Resolution of Support

**STAFF:** Prepared for: Mr. Bobby Vincent, Jr., Director, DPW 646-6444

Reviewed by: M. S. Khara, P.E., City Engineer, DPW 646-5413

Coordinated by: Michael Sawyer, P.E., City Transportation Engineer 646-3435

**1. Federal Award No.**

**2. Effective Date**  
See No. 16 Below

**3. Assistance Listings No.**  
20.939

**4. Award To**  
City of Richmond  
900 East Broad Street, Room 707  
Richmond, VA 23219

**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

Unique Entity Id.: EG4LF5GYLK81  
TIN No.: 54-6001556

**6. Period of Performance**  
Effective Date of Award – 24 months

<b>7. Total Amount</b>	
Federal Share:	\$1,000,000.00
Recipient Share:	\$250,000.00
Other Federal Funds:	\$0
Other Funds:	\$0
Total:	\$1,250,000.00

**8. Type of Agreement**  
Grant

**9. Authority**  
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA; Pub. L. 117–58, November 15, 2021)

**10. Procurement Request No.**  
HSA250465PR

**11. Federal Funds Obligated**  
\$1,000,000.00

**12. Submit Payment Requests To**  
See Article 5.

**13. Accounting and Appropriations Data**  
[insert Data]

**14. Description of the Project**

The award will be used by the City of Richmond, VA to build upon the existing safety action plan to develop a post-crash care action plan, develop a pedestrian safety master plan with Virginia PBSAP focus, conduct, road safety assessments, perform speed management outreach, and advance the role of health in transportation safety by progressing pilot programming to address upstream mental and behavioral health issues.

**RECIPIENT**

**FEDERAL HIGHWAY ADMINISTRATION**

**15. Signature of Person Authorized to Sign**

**16. Signature of Agreement Officer**

\_\_\_\_\_  
Signature  
Name: Odie Donald  
Title: Chief Administrative Officer

\_\_\_\_\_  
Date  
Approved As To Form  
  
\_\_\_\_\_  
Danielle F. Smith  
Assistant City Attorney 1 of 14

\_\_\_\_\_  
Signature  
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 Richmond, Virginia (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“**SS4A**”) Grant for the Supplemental Planning for Safe and Equitable Streets in Richmond, VA.

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,” dated March 17, 2025, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under “Fiscal Year 2024.” Articles 7–33 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: Supplemental Planning for Safe and Equitable Streets in Richmond, VA

Application Date: August 27<sup>th</sup>, 2024

**2.2 Award Amount.**

SS4A Grant Amount: \$1,000,000

**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: Planning and Demonstration

**ARTICLE 3  
SUMMARY PROJECT INFORMATION**

**3.1 Summary of Project’s Statement of Work.**

The project will be completed in One phase.

Richmond has identified five supplemental planning activities that will advance the strategies in our City's Vision Zero Action Plan.

1. Post-Crash Care – Action Plan Development
2. Pedestrian Safety Master Plan with Virginia PBSAP Focus
3. Road Safety Assessments
4. Speed Management Outreach
5. Health in Transportation – Substance Use and Mental Health Screening and Assessment

**3.2 Project’s Estimated Schedule.**

**Supplemental Planning Schedule**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Final Plan Publicly Available Date:	May 31, 2027
Planned SS4A Final Report Date:	September 30, 2027

### 3.3 Project's Estimated Costs.

(a) Eligible Project Costs

<b>Eligible Project Costs</b>	
SS4A Grant Amount:	\$1,000,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$250,000
In-Kind Match:	\$0
Other Funds:	\$0
<b>Total Eligible Project Cost:</b>	<b>\$1,250,000</b>

(b) Reserved

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

## ARTICLE 4

### CONTACT INFORMATION

#### 4.1 Recipient Contact(s).

Michael B. Sawyer, P.E.  
City Transportation Engineer  
City of Richmond, VA  
900 East Broad Street Room 707 Richmond, VA 23219  
804-646-3435  
Michael.sawyer@rva.gov

#### 4.2 Recipient Key Personnel.

<b>Name</b>	<b>Title or Position</b>
Michael B. Sawyer	City Transportation Engineer

Name	Title or Position
M. S. Khara	City 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](mailto: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](mailto:HCFASS4A@dot.gov)

and

Division Administrator – Virginia  
 Agreement Officer’s Representative (AOR)  
 400 N 8<sup>th</sup> Street  
 Richmond, VA 23219  
 804-775-3320

and

Tammye Davis  
 Virginia Division Office Lead Point of Contact  
 Grants Coordinator  
 400 N 8<sup>th</sup> Street  
 Richmond, VA 23219  
 804-775-3335  
[Tammye.davis@dot.gov](mailto:Tammye.davis@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.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and 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 a Planning and Demonstration Grant acknowledges that the Supplemental Action Plan will be made publicly available and agrees that it will publish the final Supplemental Action Plan on a publicly available website.
- 6.5** There are no other special grant requirements.

**ATTACHMENT A**  
**PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** City of Richmond, VA

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Costs [for all Grants]	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
Lessons Learned and Recommendations [for all Grants]	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:** N/A

**Budget:** N/A

The table below provides a summary comparison of the project budget.

<b>Fund Source</b>	<b>Application</b>		<b>Section 3.3</b>	
	\$	%	\$	%
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
<b>Future Eligible Project Costs</b>				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

**ATTACHMENT C**

[RESERVED]

**ATTACHMENT D**

[RESERVED]

**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:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
x	The Recipient or a project partner 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>
	The Recipient or a project partner 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 Attachment B. <i>(Identify the relevant actions from Attachment B in the supporting narrative below.)</i>
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

**2. Supporting Narrative.**

The Office of Community Wealth Building (OCWB) was established by Former Mayor Dwight C. Jones in the spring of 2014 and operated as a first-of-its-kind City office in the nation. In December 2015, City Council enacted Former Mayor Jones’s proposal to establish the Office of Community Wealth Building as a permanent department. OCWB was recommended by the Anti-Poverty Commission and was later developed into the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty. The creation of the Office of Community Wealth Building was one of the central recommendations of the Commission.

**ATTACHMENT F**  
**CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE**

**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. This grant will not fund the purchase of Information Technology and/or Operational Technology.

**ATTACHMENT G**

[RESERVED]



**WHEREAS**, the Safe and Healthy Streets Commission was founded in 1966 to formulate a highway safety program for the City of Richmond and to conduct quarterly reviews of the operation and effect of such a program;

**WHEREAS**, the Council believes that it is in the best interests of the residents of the City of Richmond that the Council continue to support the efforts of the Commission;

**WHEREAS**, the Council has adopted through resolution to support a Vision Zero approach to eliminate deaths and serious injuries on the City's streets by 2030;

**WHEREAS**, transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle;

**WHEREAS**, connecting people and places safely and efficiently enhances the economy, health, and well-being of visitors and residents of the City;

**WHEREAS**, the Richmond City Council adopted Resolution 2022-R041 on June 27, 2022 expressing their support for the City's participation in the United States Department of Transportation's (USDOT) Safe Streets and Roads For All (SS4A) Grant Program to provide funding for the implementation of Vision Zero traffic safety program activities to achieve the goal of zero deaths and serious injuries on the streets of the city of Richmond.

**WHEREAS**, the City, in partnership with the Commission and the City Council, developed a safe systems approach using low cost systemic safety measures, equitable enforcement and effective safety planning to accommodate all ages and abilities.

**WHEREAS**, the Department of Public Works will submit a 2026 Federal Grant Application for SS4A to the USDOT for their upcoming FY2026 grant cycle;

**WHEREAS**, the Vision Zero Action Plan identifies that 75 percent of the death and severe injuries occur on major Federal and State routes comprising approximately 9 percent of the city's street network;

**WHEREAS**, non-motorized safety is extremely important in these streets where higher motorized traffic volumes and speeds exist and the documented crash risk (with actual non-motorized crashes) demonstrate higher exposure for people that walk and bike;

**THEREFORE BE IT RESOLVED**, that the Commission formally endorse the proposed approach as part of their Vision Zero Action Plan and strongly encourages the Federal Highway Administration to find resources to fully support the following supplemental planning grant initiatives:

- A: Speed Management Plan Implementation
- B: High Risk Impaired Driver Plan Implementation
- C: Roadway Safety Assessments for the High Injury Street Network
- D: Richmond Public Schools – Vision Zero Action Plans