

INTRODUCED: October 15, 2024

AN ORDINANCE No. 2024- 278

To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the total amount of \$10,768,910.00 from the Federal Highway Administration and to amend Ord. No. 2024-100, adopted May 13, 2024, which accepted a program of proposed Capital Improvement Projects for Fiscal Year 2024-2025 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2024-2025, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation category called the “Safe Streets for All” project and (ii) increasing estimated revenues from the funds received from the Federal Highway Administration and the amount appropriated to the new Department of Public Works’ Safe Streets for All project in the Transportation category by \$10,768,910.00, for the purpose of funding a Safe Streets and Roads for All program.

Patrons – Mayor Stoney and Ms. Robertson

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: NOV 12 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 accept funds in the total amount of \$10,768,910.00 from the Federal Highway Administration for the purpose of funding a Safe Streets and Roads for All program.

AYES: 8 NOES: 0 ABSTAIN: _____

ADOPTED: NOV 12 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-2024-1251

File ID: Admin-2024-1251

Type: Request for Ordinance or Resolution

Status: Regular Agenda

Version: 1

Reference:

In Control: City Clerk Waiting Room

Department:

Cost:

File Created: 09/24/2024

Subject:

Final Action:

Title:

Internal Notes:

Code Sections:

Agenda Date: 10/15/2024

Indexes:

Agenda Number:

Patron(s):

Enactment Date:

Attachments: Admin-2024-1251_SS4A Funding Award Letter, Admin-2024-1251_SS4A FY23 Grant Agreement_v.1_Final Draft - AATF, Admin-2024-1251_WD Ord.- Budget - Accept \$10768910 SS4A Implementation Grant - AATF

Enactment Number:

Contact:

Introduction Date:

Drafter: Rowes.Hanna@rva.gov

Effective Date:

Related Files:

Approval History

Version	Seq #	Action Date	Approver	Action	Due Date
1	1	9/25/2024	M.S. Khara	Approve	9/26/2024
1	2	9/25/2024	Bobby Vincent	Approve	9/27/2024
1	3	9/25/2024	Robert Steidel - FYI	Notified - FYI	
1	4	9/25/2024	Meghan Brown	Approve	9/27/2024
1	5	9/27/2024	Sheila White	Approve	9/27/2024
1	6	9/27/2024	Sabrina Joy-Hogg	Approve	10/1/2024
1	7	10/2/2024	Jeff Gray	Approve	9/30/2024
1	8	10/2/2024	Lincoln Saunders	Approve	10/11/2024
1	9	10/3/2024	Mayor Stoney	Approve	10/18/2024

History of Legislative File

Master Continued (Admin-2024-1251)

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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Text of Legislative File Admin-2024-1251

City of Richmond

Intracity Correspondence

O&R Transmittal

DATE: October 3, 2024

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

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

THROUGH: Sabrina B. Joy-Hogg, Deputy Chief Administration Officer, Finance and Administration

THROUGH: Sheila White; Director of Finance

THROUGH: Meghan K. Brown; Director of Budget & Strategic Planning

THROUGH: Bobby Vincent Jr.; Director of Public Works

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

RE: TO AMEND THE FY 2025 ADOPTED CAPITAL IMPROVEMENT PROGRAM BUDGET AND TO AUTHORIZE THE CHIEF ADMINISTRATIVE OFFICER TO ACCEPT AND APPROPRIATE FUNDS FOR THE AWARDED SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT FROM THE USDOT IN THE AMOUNT OF \$ \$10,768,910 IN FY25 FOR THE “SAFE STREETS FOR ALL” PROJECT (NEW PROJECT #).

ORD. OR RES. No.

PURPOSE: To amend the adopted Capital Improvement Plan for FY 2025, and to authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept the SS4A (Safe Streets and Roads for All) Grant funds in the total amount of \$ \$10,768,910.00 in FY25 from the USDOT (United States Department of Transportation) and appropriate the revenues by amending the FY2025-2029 Capital Improvement Program (CIP) Budget in Transportation category for the NEW ‘Safe Streets for All’ project (New Project #).

BACKGROUND: This agreement follows Resolution 2022-R-041, which expressed City Council’s support for the City’s participation in the United States Department of Transportation’s (USDOT) 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. Also, Round 1 SS4A City / Federal agreement was provided through Ordinance 2023-210 and budget amendment through Ordinance 2023-198.

The U.S. Department of Transportation published a Notice of Funding Opportunity (NOFO) for \$1.0 billion in FY22 and FY23 grant funding through the SS4A discretionary grant program under the Infrastructure Investment and Jobs Act (IIJA). 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. Overall, USDOT awarded \$210 million in grants to establish action plans and \$590 million in grants in Round 1 to implement projects and supplemental activities. For the implementation grants, the USDOT awarded 37 grants. In Round 2, USDOT awarded \$813 million to 385 communities.

This is a discretionary grant funding program to accept applications as directed by President Biden's Bipartisan Infrastructure Law (BIL). For the 2022 SS4A grants, maximum funding for each selected project is \$30 million, minimum funding is \$5 million, and no single state shall be awarded more than total of \$90 million in implementation grant funding.

The City submitted a comprehensive grant application by the deadline of July 10, 2023. An award of the implementation grant was selected and approved by the USDOT on December 13, 2023.

The total award of the implementation projects and supplemental planning activities is \$13,461,137. The grant program requires the City to provide 20% (\$2,692,227) matching funds as the FHWA will provide 80% (\$10,768,910) of the funds for the project. The City's matching fund is proposed to be appropriated using CVTA Local Funding for FY25 (\$1,346,114) and FY26 (\$1,346,113) budget years.

The proposed implementation projects and supplemental planning 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 accounts for 75 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 relate 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 who 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.

The City will focus on the following safety improvement priority projects (A-I):

- A. Retroreflective Backplates;
- B. Flashing Yellow Arrows;
- C. LED Street Lights;
- D. Unsignalized Intersection Infrastructure;
- E. Red Light Enforcement Cameras;
- F. Pedestrian Hybrid Beacons;
- G. Transit Stop Americans with Disabilities Act (ADA) Accessibility
- H. Permanent Bike Lane Separation; and
- I. Intersection Improvements with four safety planning initiatives (1-4):
 1. Better managing speed;
 2. Improving accessible routes for people of all ages and abilities;
 3. Screening and assessing people with mental health and substance use disorders to connect them to available services; and
 4. Conducting roadway safety assessments using a multi-disciplined approach.

Providing the funding for these implementation projects and supplemental activities will enable the City of Richmond and its partners to provide critical transportation safety improvements on the HIN, resulting in lives saved and life-changing injuries prevented.

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 into a City / Federal standard agreement to continue the commitment made by City Council and the Mayor to authorize the City to participate in the 2023 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. A formal public hearing of this paper will be conducted through City Council Land Use and Transportation Committee. The Department of Public Works recommends approval.

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

FISCAL IMPACT: \$2,692,227 in matching 20% City funds are required. CVTA Local Funds in FY25 (\$1,346,114) and FY26 (\$1,346,113) are planned to meet the match. The cost is the required 20% match of the total \$10,768,910 in implementation and supplemental planning funding received from the SS4A program. Not entering into this program agreement eliminates the possibility of receiving up to \$10,768,910 (80%) in federal SS4A funds for supplemental Vision Zero planning activities.

DESIRED EFFECTIVE DATE: Upon Adoption.

REQUESTED INTRODUCTION DATE: October 15, 2024

CITY COUNCIL PUBLIC HEARING DATE: November 12, 2024

REQUESTED AGENDA: Consent Agenda.

RECOMMENDED COUNCIL COMMITTEE: City Planning Commission

AFFECTED AGENCIES: Department of Public Works; City Attorney's Office; Planning and Development Review; 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 2022-R041 adopted by City Council on June 27, 2022.
- Ordinance numbers 2023-198 and 2023-210 were Round 1 SS4A Funding companion paper for previous City / Federal agreement and CIP budget amendment.

ATTACHMENTS:

- SS4A 2023 Implementation Grant Award Letter for City of Richmond Safe Streets for All project.
- SS4A 2023 Implementation Grant City/Federal Agreement for Safe Streets for All project.

STAFF: Prepared for: Mr. Bobby Vincent, Jr., Director, DPW 646-6444
Prepared by: M. S. Khara, P.E., City Engineer, DPW 646-5413

Coordinated by: Rowe A. Hanna, P.E., Asst City Transportation Engineer, DPW

646-6177

[Please complete all areas in red only. DO NOT DELETE ANYTHING, ONLY ADD INFORMATION. FHWA Point of Contact (POC) will delete non-pertinent items before submittal to your Agreement Officer for review.]

- | | | | | | | | | | | | | |
|--|---|---|--------------|------------------|-------------|----------------------|-----|--------------|-----|--------|--------------|--|
| <p>1. Federal Award No.</p> | <p>2. Effective Date
See No. 16 Below</p> | <p>3. Assistance Listings No.
20.939</p> | | | | | | | | | | |
| <p>4. Award To
City of Richmond
900 East Broad Street,
Richmond, VA 23219</p> <p>Unique Entity Id.: EG4LF5GYLK81
TIN No.: 54-6001556</p> | <p>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</p> | | | | | | | | | | | |
| <p>6. Period of Performance
Effective Date of Award – 60
months (5 years)</p> | <p>7. Total Amount</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Federal Share:</td> <td style="text-align: right;">\$10,768,910</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$2,692,227</td> </tr> <tr> <td>Other Federal Funds:</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Other Funds:</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$13,461,137</td> </tr> </table> | Federal Share: | \$10,768,910 | Recipient Share: | \$2,692,227 | Other Federal Funds: | \$0 | Other Funds: | \$0 | Total: | \$13,461,137 | |
| Federal Share: | \$10,768,910 | | | | | | | | | | | |
| Recipient Share: | \$2,692,227 | | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | | |
| Other Funds: | \$0 | | | | | | | | | | | |
| Total: | \$13,461,137 | | | | | | | | | | | |
| <p>8. Type of Agreement
Grant</p> | <p>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”)</p> | | | | | | | | | | | |
| <p>10. Procurement Request No.</p> | <p>11. Federal Funds Obligated
Base Phase – Preliminary Engineering, NEPA and Supplemental Planning: \$1,369,509
Phase 1– Final Design, ROW and Utility: \$475,335
Phase 2 – Construction: \$8,924,066</p> | | | | | | | | | | | |
| <p>12. Submit Payment Requests To
See Article 5.</p> | <p>13. Accounting and Appropriations Data
[insert Data]</p> | | | | | | | | | | | |
| <p>14. Description of the Project

In this phased project, the City of Richmond, VA, will design and construct proven systemic safety countermeasures on thirteen corridors of the City’s High Injury Network. The City will also conduct supplemental planning activities in the form of speed management, accessibility, audits, and high-risk drivers.</p> | | | | | | | | | | | | |

RECIPIENT**15. Signature of Person Authorized to Sign****FEDERAL HIGHWAY ADMINISTRATION****16. Signature of Agreement Officer**

Signature _____ Date _____
Name:
Title:

Signature _____ Date _____
Name:
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2023 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 **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 2023 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." 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: **Safe and Equitable Streets in Richmond, VA**

Application Date: **07/06/2023**

2.2 Award Amount.

SS4A Grant Amount: **\$10,768,910**

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase – Preliminary Engineering and Supplemental Planning	\$1,369,509	

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase 1: Final Design, Right-of-Way, and Utility Relocation	\$475,335	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until:</p> <ol style="list-style-type: none"> (1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and (2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and (3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement. <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase 2: Construction	\$8,924,066	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

2.4 Budget Period.

Base Phase Budget Period: **Effective Date of Award – July 1st, 2024**

Option Phase 1 Budget Period: **[reserved until modification of grant agreement when base phase complete]**

Option Phase 2 Budget Period: **[reserved until modification of grant agreement when Option 1 is complete]**

2.5 Grant Designation.

Designation: Implementation

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

Drafting Instructions: Provide a summary of the narrative from the grant application. Provide details on the work to be completed.

Richmond will implement nine types of systemic improvement countermeasures on thirteen priority High Injury Network (HIN) corridors that account for 40% of the City's fatal and serious injury crashes. These nine countermeasures were selected primarily from the FHWA Proven Safety Countermeasure list or the Virginia Department of Transportation (VDOT) list of Systemic Safety Countermeasures. The countermeasures include high-visibility signal backplates, flashing yellow arrows, LED streetlights, unsignalized intersection infrastructure in the form of MUTCD compliant signs and markings, red light enforcement cameras, pedestrian hybrid beacons, transit stop ADA accessibility, permanent bike lane separation, and pedestrian safety focused improvements at intersections. Richmond will also conduct four supplemental planning activities, including speed management planning, ADA transition planning, high risk impaired driver planning, and road safety audits.

The project will be completed in three phases as follows:

Base Phase: Preliminary Engineering, Planning and Pre-NEPA: This phase includes preliminary design and NEPA approval for all systemic countermeasure improvements. It also includes all supplemental planning activity.

Option Phase 1: Final Design, Right-of-Way, and Utility Relocation: This phase includes final design work for all systemic countermeasure improvements as well as utility relocation that may be needed for Pedestrian Hybrid Beacon construction.

Option Phase 2: Construction: This phase includes construction activity for all systemic countermeasure improvements.

3.2 Project's Estimated Schedule.

Drafting Instructions: Provide the schedule for each significant deliverable from the grant application. The purpose of this section is to ensure that all SS4A funded activities are completed before the end of the Period of Performance and/or the budget period. Use the table(s) that pertain(s) to your project and delete the others. Please add additional action plan schedules if multiple action plans will be developed.

Action Plan Schedule

Milestone	Schedule Date
Planned Draft Supplemental Activities Completion Date:	December 31, 2026
Planned Supplemental Activities Completion Date:	December 31, 2026
Planned Supplemental Action Plan Adoption Date:	N/A There is no formal adoption of supplemental action plan (Current Action Plan adopted February 2018 (Updated 2023))
Planned SS4A Final Report Date:	December 31, 2029

Implementation Schedule (Construction)

Milestone	Schedule Date
Planned NEPA Completion Date:	June 30, 2026
Planned Construction Start Date	July 1, 2027
Planned Construction Substantial Completion and Open to Public Use Date:	June 30, 2029
Planned SS4A Final Report Date:	December 31, 2029

3.3 Project's Estimated Costs.

Provide the costs from the grant application. Any changes must be documented in Attachment B.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$10,768,910
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$2,692,227
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$13,461,137

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

Drafting Instructions: Utilize the descriptions from the SF-424C (<https://www.grants.gov/forms/sf-424-family.html>) to determine what cost goes in each row.

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses			
Land, structures, rights-of-way, appraisals, etc.			
Relocation expenses and payments			
Architectural and engineering fees	\$2,203,145		\$2,203,145
Other architectural and engineering fees			
Project inspection fees			
Site work			
Demolition and removal			
Construction	\$10,234,538		\$10,234,538
Equipment			
Miscellaneous			
Contingency	\$1,023,454		\$1,023,454
Project Total	\$13,461,137		\$13,461,137

(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

RECIPIENT INFORMATION

4.1 Recipient Contact(s).

[Insert information for the person designated as the official contact.]

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.

[Insert name of key personnel who will be responsible for completing the task. Add rows to identify as many key personnel as necessary]

Name	Title or Position
Michael B. Sawyer	City Transportation Engineer
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

and

Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-2402
HCFASS4A@dot.gov

and

Division Administrator – [enter name of State]
Agreement Officer’s Representative (AOR)
[enter Division Office address]

[enter Division Office telephone]
[enter Division Office email address]

and

[enter name]
[enter State] Division Office Lead Point of Contact
[enter job title]
[enter address]
[enter telephone]
[enter Division Office Email Address]

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 acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 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: City of Richmond, VA

Baseline Measurement Date: July 1, 2026 [insert date when the Recipient anticipates beginning the construction of the project]

Baseline Report Date: September 1, 2029 [insert date two months after the Baseline Measurement Date]

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) [if available]	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 involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	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

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of 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, high-quality before and after photos, etc.)	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" in Section 3.3 of the table.

Scope: N/A

Schedule: The submitted grant application proposed a "batch" project schedule where groups of safety countermeasures were designed, permitted, and constructed in a rolling schedule over the course of five years. The application also assumed a five-year completion span for the supplemental planning activities. This grant agreement revises the proposed schedule to align with USDOT's "phased" obligation approach by first completing all the preliminary engineering and NEPA approvals before subsequently moving into construction. The grant agreement also consolidates the supplemental planning activities into a two-year span to comply with USDOT's expectations for the expenditure of supplemental planning funds.

Budget: N/A

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

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds	\$10,768,910	80%	N/A	N/A
Other Federal Funds				
Non-Federal Funds	\$2,692,227	20%	N/A	N/A
Total Future Eligible Project Costs	\$13,461,137	100%	N/A	N/A
Total Project Costs	\$13,461,137	100%	N/A	N/A

**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:

	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>
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.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	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.

SS4A used USDOT guidance to determine the focus and scope of the SS4A Implementation Grant request. Path to Equity Policy Document was adopted by the City of Richmond in May 2022. 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 Richmond Connects multimodal transportation plan as well as the adopted Vision Zero Action Plan use the Path to Equity as its policy guide.

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>
	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, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	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.

RVAgreen 2050 is the City’s equity-centered climate action and resilience planning initiative. This Climate Action Plan sets a goal of net zero greenhouse gas emissions by 2050. The Richmond 300 master plan incorporates land use, housing, and transportation into a seamless urban approach for mixed incomes. The Path to Equity Policy and the Richmond Connects multimodal transportation plan guide the increase in safe multimodal access for users of all ages and abilities to services and opportunities for people in underserved communities. These adopted plans and policies work in concert to emphasize to the residents of Richmond the importance of sustainable transportation, equitable distribution of transportation opportunity, and City investment in transportation infrastructure. The project funded by this grant will construct infrastructure improvements that assist with modal shift and thus reduce motor-vehicle related pollution, increase the safety of lower-carbon travel modes such as walking, biking, and using transit, increase mobility and connectivity for all road users, especially the most vulnerable and those in disadvantaged communities, and improve the safety of multimodal transportation systems that offer more affordable options such as public transit and active transportation.

**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 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>
	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>
	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 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; 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 the supporting narrative below.</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.

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 INFRASTRUCTURE SECURITY 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:

X	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.

The City of Richmond has demonstrated an effort to consider and address physical and cyber security risks through its Department of Information Technology as well as the Department of Public Works.

From: "Teicher, Paul (OST)" <Paul.Teicher@dot.gov>
Date: December 14, 2023 at 4:29:53 PM EST
To: "Sawyer, Michael B. - DPW" <Michael.Sawyer@rva.gov>
Subject: SS4A Funding Awarded

CAUTION: This message is from an external sender - Do not open attachments or click links unless you recognize the sender's address and know the content is safe.

To Whom It May Concern from City of Richmond, Virginia,

The Safe and Equitable Streets in Richmond, VA, for the Notice of Funding Opportunity (NOFO) Fiscal Year (FY) 2023 Safe Streets and Roads for All grant program, was selected for an award of \$10,768,909.00 in Federal funding. Congratulations! This funding is to implement projects, as well as conduct supplemental planning and/or carry out demonstration activities.

This email is not authorization to begin work, and it does not guarantee Federal funding. The United States Department of Transportation (USDOT) and City of Richmond, Virginia UEI #EG4LF5GYLK81 must establish and execute a signed, mutually agreed upon grant agreement prior to the obligation of award funds.

Immediate Next Steps: USDOT made the public announcements related to the awards on December 13th, 2023. See the [press release](#) and the award recipient list here: [FY 2023 SS4A Awards](#). We published a short summary of the proposal from your application on our Safe Streets and Roads for All website as part of the public announcement, pursuant to Section H Part 2 of the Notice of Funding Opportunity (NOFO). If you need to correct what is provided on our website once you see it, please let me know by emailing SS4A@dot.gov. The website link is <https://www.transportation.gov/grants/SS4A>.

What to Expect in the Next Few Weeks: My colleagues at the Federal Highway Administration (FHWA) are responsible for establishing and executing a SS4A grant agreement with City of Richmond, Virginia. You can expect to hear from a FHWA representative with your State's FHWA Division Office in the near future. In the weeks ahead you will receive more information about next steps, including an invitation to a FHWA-sponsored webinar for grant recipients to describe the process leading to an executed grant agreement. The webinar will be recorded for those who are unable to attend and posted to the SS4A website. In the meantime, **if you have questions about next steps, please direct them to FHWA using the email SS4A.FHWA@dot.gov.**

Finally, we ask for your patience as we work diligently toward executing grant agreements so your important safety work may begin. FHWA staff will be working with hundreds of new grant recipients to expeditiously process new grant agreements, and this will take time.

It's exciting to see so many communities on the path to improving roadway safety, and the whole SS4A Program team is passionate about helping you succeed. Thank you for your commitment to roadway safety.

Paul

A handwritten signature in black ink, appearing to read 'Paul D. Teicher'. The signature is fluid and cursive, with the first name 'Paul' being the most prominent part.

Paul D. Teicher
Grantor, Safe Streets and Roads for All

Office of Policy Development and Coordination
Office of the Secretary of Transportation

Summary of Award Information:

Project Name: Safe and Equitable Streets in Richmond, VA

Applicant: City of Richmond, Virginia

Unique Entity Identifier: EG4LF5GYLK81

Grant Type: Implementation

SS4A Grant Funding Amount: \$10,768,909.00

Funds for Supplemental Planning and Demonstration Activities: \$520,000.00

Estimated Total Project Costs: \$13,461,137.00

Project Description: The City of Richmond, Virginia is awarded funding to address 13 different corridors across the City with various interventions in alignment with the HIN. About 40% of the killed or seriously injured (KSIs) in Richmond occur on 3% of the street network, and many occur at intersections. The project employs FHWA Proven Safety Countermeasures (PSCs) and VDOT Systemic Safety Countermeasures, including high visibility signal backplates (for 56 projects), flashing yellow arrows (72 projects), LED street lights (733 projects), unsignalized intersection infrastructure upgrades (132 projects), red Light enforcement cameras (11 projects), pedestrian hybrid beacons (7 projects), transit stop ADA accessibility enhancements (86 projects), permanent bicycle lane separation (1.93 miles), and other intersection improvements (26 projects).

Agreement Requirement to Update Action Plan: Yes

Preparing to Establish a Grant Agreement

The terms of the grant agreement will be in accordance with the FY 2023 SS4A NOFO and applicable Federal requirements. Below highlights key information to start becoming familiar with as the grant agreement development process begins.

1. The **Period of Performance** will begin upon grant agreement execution, and will be a maximum 5 of years.
2. **Scope of Activities:** Your award is to conduct implement projects, as well as supplemental planning and/or carry out demonstration activities.
 1. **Implementation of Projects:** If your Implementation Grant project encompasses multiple project phases, funds will be obligated separately for each individual phase. Funds awarded for supplemental planning and demonstration activities cannot be shifted to cover project implementation costs.
 2. **Supplemental Planning:** Funds awarded to conduct supplemental planning must result in a final written product that connects to, supports, and enhances an Action Plan. If your award does not include supplemental planning, please disregard.
 3. **Demonstration Activities:** The funding awarded to carry out demonstration activities must inform an Action Plan’s list of selected projects and strategies and their future implementation, and/or inform another part of the Action Plan. Demonstration activities are temporary in nature, and materials to be used must also be temporary and/or easily reversible. Additionally, demonstration activities must also measure potential benefits through data collection and evaluation as part of the grant agreement. Demonstration activities are subject to additional reviews

and oversight to ensure compliance with Federal requirements, including but not limited to the National Environmental Policy Act. If your award does not include demonstration activities, please disregard.

1. **Action Plan Update Requirements:** Updating an existing Action Plan to become a comprehensive safety action plan is a condition to receive Implementation Grant funding. Addressing missing components in the Action Plan submitted with the application will be a required component of your grant agreement.
2. **2 CFR part 200:** All SS4A awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in [2 CFR part 200](#) (NOFO p. 36). We encourage awardees to take the [free FHWA training](#) on these requirements (https://www.nhi.fhwa.dot.gov/course-search?tab=1&key=231034&sf=0&course_no=231034).
3. **Pre-Agreement Costs:** No costs incurred before USDOT signs and executes the grant agreement will be reimbursed or counted toward the 20% match or cost-share requirement.
4. **Allowable Costs:** To be considered allowable, costs incurred must be reasonable, necessary, and allocable, as described in [2 CFR Part 200 Subpart E – Cost Principles](#).
5. **Match and Cost-Sharing:** Grant recipients are required to contribute no less than a 20% non-Federal match. Please review: <https://www.transportation.gov/grants/ss4a/match-and-cost-share-examples>.
6. **Maintenance Activities:** Maintenance activities for an existing roadway primarily to maintain a state of good repair are not an eligible activity.
7. **Educational and Outreach Materials:** Any educational or outreach materials charged to the grant must align with the project goals and roadway safety. Costs of promotional items and memorabilia, including models, gifts, and souvenirs are unallowable. Costs of advertising and public relations designed solely to promote the non-Federal entity are unallowable. ([2 CFR 200.421](#)) USDOT's [Use of DOT Funds for Public Involvement FAQs](#) can assist in determining eligibility of related costs.