

- | | | | | | | | | | | | |
|---|--|----------------|-------------|------------------|-------------|----------------------|-----|--------------|------------|--------|-------------|
| <p>1. Award No.
693JJ32440036</p> <p>4. Award To
City of San Antonio
100 W. Houston Street, 16th Floor
San Antonio, TX 78205-1414</p> <p>Unique Entity Id.: LC5QCFLLCDJ4
TIN No.: 74-6002070</p> <p>6. Period of Performance
Effective Date of Award – 5 years</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HSSP230024PR</p> <p>12. Submit Payment Requests To
See article 20.</p> <p>14. Accounting and Appropriations Data
15X0173E50.0000.055SR10500.5592000000.41010.61006600, \$1,446,400</p> <p>15. Description of Project
Zarzamora Street Mid-block Crossings & High Injury Network (HIN) Safety Campaigns</p> | <p>2. Effective Date
See No. 17 Below</p> <p>3. Assistance Listings No.
20.939</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>7. Total Amount</p> <table border="0"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$4,400,000</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$1,100,000</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;"><u>\$0</u></td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$5,500,000</td> </tr> </table> <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>11. Federal Funds Obligated
Base Phase: Preliminary Engineering and Safety Campaigns: \$1,446,400 (obligated)</p> <p>(Option Phases are subject to availability)
Option Phase 1: Final Design: \$353,600
Option Phase 2: Construction: \$2,600,000</p> <p>13. Payment Office
See article 20.</p> | Federal Share: | \$4,400,000 | Recipient Share: | \$1,100,000 | Other Federal Funds: | \$0 | Other Funds: | <u>\$0</u> | Total: | \$5,500,000 |
| Federal Share: | \$4,400,000 | | | | | | | | | | |
| Recipient Share: | \$1,100,000 | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | |
| Other Funds: | <u>\$0</u> | | | | | | | | | | |
| Total: | \$5,500,000 | | | | | | | | | | |

RECIPIENT
16. Signature of Person Authorized to Sign

FEDERAL HIGHWAY ADMINISTRATION
17. Signature of Agreement Officer

Signature Date
Name:
Title:

Signature Date
Name: Sarah Tarpgaard
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the Federal Highway Administration (the “FHWA”) and the City of San Antonio (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Zarzamora Street Midblock Crossings and High Injury Network (HIN) Safety Campaign.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Safe Streets and Roads for All Grant Program,” dated August 1, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states 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: Zarzamora Street Midblock Crossings and High Injury Network (HIN) Safety Campaigns

Application Date: 09/15/2022

2.2 Award Amount.

SS4A Grant Amount: \$4,400,000

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase and Scope of the Project	Phase of the SS4A Grant	Obligation Condition
Base Phase: Preliminary Engineering and Safety Campaigns	\$1,446,400	

Obligation Condition Table		
Phase and Scope of the Project	Phase of the SS4A Grant	Obligation Condition
Option Phase 1: Final Design	\$353,600	<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> <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 and Scope of the Project	Phase of the SS4A Grant	Obligation Condition
Option Phase 2: Construction	\$2,600,000	<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. 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 Award Dates.

Period of Performance End Date: See Section 6 on Page 1

2.5 Budget Period

Base Phase Budget Period End Date: December 31, 2025

Option Phase 1 Budget Period End Date: [reserved]

Option Phase 2 Budget Period End Date: [reserved]

2.6 Action Plan Grant or Implementation Grant Designation.

Designation: Implementation

2.7 Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

**ARTICLE 3
SUMMARY PROJECT INFORMATION**

3.1 Summary of Project’s Statement of Work.

The City of San Antonio will install approximately eight mid-block crossings with pedestrian refuge islands and pedestrian hybrid beacons on Zarzamora Street in the City’s historically underserved Westside. The mid-block crossings will include lighting, signage, vegetation and tree canopy, and high-visibility crosswalk markings. Zarzamora Street is a heavily traveled 12- mile corridor with two to six lanes and posted speeds between 30 and 35 miles per hour. The Zarzamora Street mid-block crossings are critical to the safety of pedestrians and cyclists who travel the corridor, sharing the road with 17 VIA Metropolitan Transit bus routes serving 19,633 transit riders each weekday combined with 71,999 average daily auto trips.

The project will be completed in three phases as follows:

Base Phase: Preliminary Engineering and Safety Campaigns [Base Phase will cover the safety campaigns as well as the preliminary engineering and related activities and analyses including but not limited to environmental assessment, surveys, and drainage analyses.]

Option Phase 1: Final Design [Option Phase 1 will encompass the development of a final set of construction plans and detailed specification for the performance of construction work.]

Option Phase 2: Construction [Option Phase 2 will cover the construction of the improvements including project inspection fees and site work.]

3.2 Project’s Estimated Schedule.

IMPLEMENTATION SCHEDULE INVOLVING CONSTRUCTION

Milestone	Schedule Date
Planned NEPA Completion Date:	December 31, 2025
Planned Construction Start Date:	February 1, 2027
Planned Construction Substantial Completion and Open to Public Use Date:	May 31, 2028

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$4,400,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$1,100,000
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$5,500,000

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$0.00	\$0.00	\$0.00
Contractual/Consultant	\$1,800,000	\$450,000	\$2,250,000
Construction	\$2,600,000	\$650,000	\$3,250,000
Other	\$0.00	\$0.00	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00
Total Budget	\$4,400,000	\$1,100,000	\$5,500,000

(c) Cost Classification Table -Implementation Grants Only

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	\$800,000		\$800,000
Other architectural and engineering fees	\$200,000		\$200,000
Project inspection fees	\$198,400		\$198,400
Site work	\$560,000		\$560,000
Demolition and removal	\$26,400		\$26,400
Construction	\$1,929,000		\$1,929,000
Equipment			
Miscellaneous	\$1,250,000		\$1,250,000
Contingency	\$536,200		\$536,200
Project Total	\$5,500,000		\$5,500,000

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

LC5QCFLLCDJ4

4.2 Recipient Contact(s).

Catherine Hernandez, Interim Director
 Transportation Department
 100 W. Houston St.
 San Antonio, TX 78205
 210-207-5084; Catherine.Hernandez@sanantonio.gov

4.3 Recipient Key Personnel.

Name	Title or Position
Venessa Garza	Transportation Administrator
Awolou Sossa	Senior Engineer
Joe Conger	Public Relations Manager
Laura Reyna	Assistant City Attorney

4.4 USDOT Project Contact(s).

Meg Gobrecht Miller
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
202-366-8029; meg.miller@dot.gov

and

Ashley Cucchiarelli
Agreement Officer (AO) and Agreement Specialist (AS)
Federal Highway Administration
Office of Acquisition and Grants Management, HCFA-42
12300 W. Dakota Ave
Lakewood, CO 80228
720-963-3589; ashley.cucchiarelli@dot.gov

and

Texas Division Administrator
Agreement Officer's Representative (AOR)
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, Texas 78701
Texas.FHWA@dot.gov

and

Aaron T. Williams
District Operations Team Leader
Federal Highway Administration – Texas Division
300 E. 8th St., Suite 826
Austin, Texas 778701
512-536-5957; aaron.williams@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 AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

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 of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/subrecipient. Consent to enter into subawards or contracts 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.

(N/A - This clause is only applicable to Action Plan Grants.)

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 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 eInvoicing 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 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 AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "AOR") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.

- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn:

- (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 2.5 of this agreement.
- 6.3** 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.
- 6.4** 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 to 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.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Zarzamora Road Corridor

Baseline Measurement Date: February 1, 2027

Baseline Report Date: April 1, 2027

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and at the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and at 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 at 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	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects	End of period of performance

Measure	Category and Description	Measurement Frequency
	or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	
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.)	End of period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.	End of period of performance

**ATTACHMENT B
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: 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 this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. See section 10.1.

Scope: No changes.

Schedule: In the application, NEPA was to be completed in 2023. Currently, NEPA is scheduled to be completed by December 31, 2025. This delay is due to the original schedule not accounting for time to develop and execute the grant agreement and solicit for engineering services. The design and construction of the 8 midblock crossings was also originally planned to be staggered with construction for the first location beginning in 2024 and also did not account for bidding for construction. Instead, work on all locations will now be designed and constructed concurrently with construction beginning in February 2027 with completion by May 31, 2028. The High Injury Network (HIN) Safety Campaigns will be completed by December 2028.

Budget: No changes.

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				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

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 are accurate:

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

The City of San Antonio is committed to the development of small, minority, and women-owned businesses (S/M/WBEs), which represent nearly a third of the private sector jobs in our community. Since 1989, the Small Business Development Advocacy (SBEDA) program has utilized the City’s purchasing power to provide equal opportunity for local S/M/WBEs to participate on City contracts.

In 2016, City of San Antonio City Council adopted an amendment to the Small Business Economic Development Advocacy (SBEDA) ordinance to encourage the full and equitable utilization and development of small business enterprises and small minority/women business enterprises in the San Antonio marketplace.

There are many tools to assist S/M/WBE prime contractors. Such as:

- The Prime Contractor Program
- The Joint Venture Program
- The Emerging Prime Contractor Program
- The Mentor Protégé Program

Tools to assist S/M/WBE subcontractors include:

- The Subcontracting Program
- The HUBZone Program
- The Segmented Subcontracting Program

Tools to build capacity include:

- Prime Contractor Self-Performance
- The Bonding Assistance Program
- The Mentor Protégé Program

This project will be constructing 8 midblock crossings along Zarzamora Street. These midblock crossing will have elements including sidewalk ramps, lighting, signage, and pedestrian refuges. The midblock crossings will act as new crossing access points that accommodate walking, biking, and rolling. Within the surrounding census tracts, the percentage of the population that are people of color is 92.50% -99.71%. These census tracts are also identified as areas of persistent poverty. Based on this data, improvements within the project area that decrease crashes will also decrease the disproportional impacts of crashes on people of color. Zarzamora is effectively dividing the neighborhood by acting as a physical barrier that is a risk to cross. A total of 76 severe or fatal crashes occurred on Zarzamora Street between 2016-2020, 35 of which were pedestrians. Currently crossing opportunities are risky or far apart. Adding 8 midblock crossings along the corridor will introduce safe crossing locations that will make Zarzamora less of a physical barrier between the communities which will help mitigate neighborhood bifurcation in the area.

The City's Ready to Work program, launched in May 2022, will support the Transportation Department in meeting efforts to support good-paying jobs on the project. Ready to Work is a local, sales tax-funded workforce development program that provides free workforce training and wraparound supports for San Antonio residents to help them secure and retain in-demand, high-paying careers.

The Transportation Department will collaborate with the Ready to Work team to encourage project partners to sign the Ready to Work employer pledge and draw from the program's talent pipeline when hiring employees for this project. The City of San Antonio itself is already a Ready to Work pledged employer.

Ready to Work trains residents for jobs in a variety of in-demand career fields, including nearly 80 unique courses in construction and other skilled trades. The program is also dedicated to engaging local construction employers to ensure qualified training completers can quickly fill crucial job vacancies. Ready to Work is a proud participant in

the U.S. Chamber of Commerce Foundation's Talent Pipeline Management (TPM) framework, in which it hosts a specific collaborative of construction employers to help build an effective talent pipeline for this field.

As part of the program's wraparound supports, participants can access emergency funding to cover expenses that may become barriers to training completion and employment, including job equipment costs, car repairs, utility assistance, and more. These supports provide more opportunities for the program's target populations, including persons that are unemployed, under-employed and historically underserved.

The City also supports the expansion of Pre-Apprenticeships and Registered Apprenticeships through its Apprenticeships Building America grant program. This program, funded by the Department of Labor, seeks to increase the number of apprenticeship opportunities available, and to diversify the industries that utilize Registered Apprenticeships in San Antonio.

All this effort is in coordination with the San Antonio region's workforce board, Workforce Solutions Alamo, whose bi-annual Local Plan is reviewed and approved by San Antonio City Council.

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 are accurate:

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>
	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, before beginning construction of the Project, 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.

San Antonio's SA Climate Ready Climate Action and Adaptation Plan, adopted in 2019, prioritizes strategies to reach net zero greenhouse gas emissions by 2050. Reducing transportation consumption strategies include advancing clean and efficient vehicle technologies; reducing vehicle miles traveled; accelerating connectivity and walkability; sustainable land development; and promoting mobility as a service. The plan includes a tool for evaluating the impacts of strategies based on equity around access and accessibility; affordability; cultural preservation; health; and safety and security.

The Zarzamora Street Midblock Crossings and High Injury Network (HIN) Safety Campaign project supports goals that may help increase walkability, improve public health and safety, reduce the dependence on cars for transport, improve air quality, and reduce greenhouse gas emissions. By prioritizing vulnerable road users, including those who are unable or wish not to drive, equity is at the center of the project concept.

**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 are accurate:

	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	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>
X	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<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>
	<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 City’s Ready to Work program, launched in May 2022, will support the Transportation Department in meeting efforts to support good-paying jobs on the project. Ready to Work is a local, sales tax-funded workforce development program that provides free workforce training and wraparound supports for San Antonio residents to help them secure and retain in-demand, high-paying careers.

The Transportation Department will collaborate with the Ready to Work team to encourage project partners to sign the Ready to Work employer pledge and draw from

the program's talent pipeline when hiring employees for this project. The City of San Antonio itself is already a Ready to Work pledged employer.

Ready to Work trains residents for jobs in a variety of in-demand career fields, including nearly 80 unique courses in construction and other skilled trades. The program is also dedicated to engaging local construction employers to ensure qualified training completers can quickly fill crucial job vacancies. Ready to Work is a proud participant in the U.S. Chamber of Commerce Foundation's Talent Pipeline Management (TPM) framework, in which it hosts a specific collaborative of construction employers to help build an effective talent pipeline for this field.

As part of the program's wraparound supports, participants can access emergency funding to cover expenses that may become barriers to training completion and employment, including job equipment costs, car repairs, utility assistance, and more. These supports provide more opportunities for the program's target populations, including persons that are unemployed, under-employed and historically underserved.

The City also supports the expansion of Pre-Apprenticeships and Registered Apprenticeships through its Apprenticeships Building America grant program. This program, funded by the Department of Labor, seeks to increase the number of apprenticeship opportunities available, and to diversify the industries that utilize Registered Apprenticeships in San Antonio.

All of this effort is in coordination with the San Antonio region's workforce board, Workforce Solutions Alamo, whose bi-annual Local Plan is reviewed and approved by San Antonio City Council.

Effective May 1, 2013, the Local Preference Ordinance implemented the change in the law. Additionally, provisions are included in the new ordinance that allow the granting of preferences in certain discretionary contract solicitations to local businesses or businesses with knowledge of, and/or experience working with, local conditions where appropriate.

The Local Preference Policy took effect on May 1, 2013.

The original ordinance established the Local Preference Program, allowing the City to grant contracting preferences to local businesses in circumstances when price alone determines the winning bid for personal property, non-professional services, and construction services, and the procurement is governed by Title 8 of the Texas Local Government Code. Under the program, a contract is awarded to a business within San Antonio City limits in instances where the City receives a bid from a local business that is within a certain percentage of the lowest bid price received from a non-city business. Additionally, provisions were included in the original ordinance granting preferences to local businesses for professional service contracts that are not governed by statute.

The first amendment to the LPP expanded the application to any contract for goods and non-professional services where the City chooses to conduct a solicitation process and to award on the basis of price. For example, the preference would apply to procurements utilizing the health or safety exemption found in Chapter 252, Texas Local Government Code, when the City seeks offers from multiple suppliers. It would also apply when the City seeks offers from multiple vendors that have contracts with cooperative purchasing organizations.

The first amendment also expanded the application to concession and other revenue-generating contracts in addition to professional service agreements not governed by statute as originally contained in the ordinance.

The second amendment to the LPP aligned the current Local Preference Program Ordinance with State law to increase the preference from 3% to 5% within certain thresholds for low bid good/supplies, low bid non-professional and construction contracts and expanding the application of the Local Preference Program to include contracts funded in whole or in part by the federal government or where the City acts as a conduit for federal money to allow application of the Local Preference Program when federal statutes or the federal grantor expressly mandates or encourages geographic preference. While there are still prohibitions when using federal funds, it is recommended the City expand application of the Local Preference Program in all areas allowable, such as in instances allowed by applicable federal statutes or where the federal grantor expressly mandates or encourages geographic preference. The second amendment also expanded the program to allow application to non-profit organizations for both low bid nonprofessional services and discretionary professional services where not restricted by statute.

The Finance Department administers the program and produces quarterly reports summarizing the dollar amount of procurements awarded to local businesses under this program.

A local business (a.k.a. a City Business) is defined as a business headquartered within the incorporated San Antonio city limits OR one that meets the following conditions:

- Has an established place of business for at least one year in the incorporated limits of the City:
- From which at least 100 of its employees OR at least 20% of its total full-time, part-time, and contract employees are regularly based
- AND
 - From which a substantial role in the business's performance of a commercially useful function or a substantial part of its operations is conducted by those employees

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:

	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.
X	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.
	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 San Antonio complies with 2 CFR 200.216 in all procurements. Language regarding compliance is included in procurement documents.