

**Application for Federal Assistance SF-424**

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text" value="09/30/2024"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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**State Use Only:**

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="74-2876270"/>	* c. UEI: <input type="text" value="PZE1GBFMV6Y1"/>
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**d. Address:**

* Street1:	<input type="text" value="220 CHESTNUT ST"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="SAN ANTONIO"/>
County/Parish:	<input type="text" value="BEXAR"/>
* State:	<input type="text" value="TX: Texas"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="78202-2722"/>

**e. Organizational Unit:**

Department Name: <input type="text" value="SAGE"/>	Division Name: <input type="text" value="SAGE"/>
-------------------------------------------------------	-----------------------------------------------------

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="JAMES"/>
Middle Name: <input type="text" value="ALPHONSE"/>	
* Last Name: <input type="text" value="NORTEY"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="210-382-7876"/>	Fax Number: <input type="text"/>
---------------------------------------------------------------	----------------------------------

\* Email:

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

M: Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**

20.940

CFDA Title:

Reconnecting Communities Pilot Program

**\* 12. Funding Opportunity Number:**

DOT-RCP-FY24-01

\* Title:

Reconnecting Communities Pilot (RCP) Discretionary Grant Program

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Burying Barriers to Connect Communities in San Antonio's Eastside

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="2,000,000.00"/>
* b. Applicant	<input type="text" value="500,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="2,500,000.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

**BUDGET INFORMATION - Non-Construction Programs**

OMB Number: 4040-0006  
Expiration Date: 02/28/2025

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Reconnecting Communities Pilot Program DOT-RCP-FY24-01	20.940	\$ <input type="text"/>	\$ <input type="text"/>	\$ 2,000,000.00	\$ 500,000.00	\$ 2,500,000.00
2.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>5. Totals</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ 2,000,000.00	\$ 500,000.00	\$ 2,500,000.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	Reconnecting Communities Pilot Program DOT-RCP- FY24-01				
a. Personnel	\$ 175,983.00	\$	\$	\$	\$ 175,983.00
b. Fringe Benefits	24,652.00				24,652.00
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	2,222,000.00				2,222,000.00
g. Construction					
h. Other	26,456.00				26,456.00
i. Total Direct Charges (sum of 6a-6h)	2,449,091.00				\$ 2,449,091.00
j. Indirect Charges	50,909.00				\$ 50,909.00
k. TOTALS (sum of 6i and 6j)	\$ 2,500,000.00	\$	\$	\$	\$ 2,500,000.00
7. Program Income	\$	\$	\$	\$	\$

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	Reconnecting Communities Pilot Program DOT-RCP-FY24-01	\$ <input type="text"/>	\$ <input type="text"/>	\$ 500,000.00	\$ 500,000.00
9.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>12. TOTAL (sum of lines 8-11)</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ 500,000.00	\$ 500,000.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 2,000,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00
14. Non-Federal	\$ 500,000.00	125,000.00	125,000.00	125,000.00	125,000.00
<b>15. TOTAL (sum of lines 13 and 14)</b>	\$ 2,500,000.00	\$ 625,000.00	\$ 625,000.00	\$ 625,000.00	\$ 625,000.00

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program		FUTURE FUNDING PERIODS (YEARS)			
		(b)First	(c) Second	(d) Third	(e) Fourth
16.	Reconnecting Communities Pilot Program DOT-RCP-FY24-01	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
17.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>20. TOTAL (sum of lines 16 - 19)</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges: <input type="text"/>	22. Indirect Charges: De Minimis rate: 10% on MTDC of \$509,091 = \$50,909
23. Remarks: <input type="text"/>	

## ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

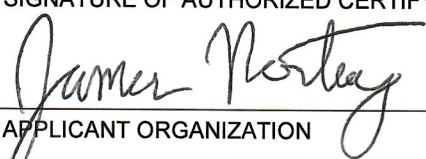
**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

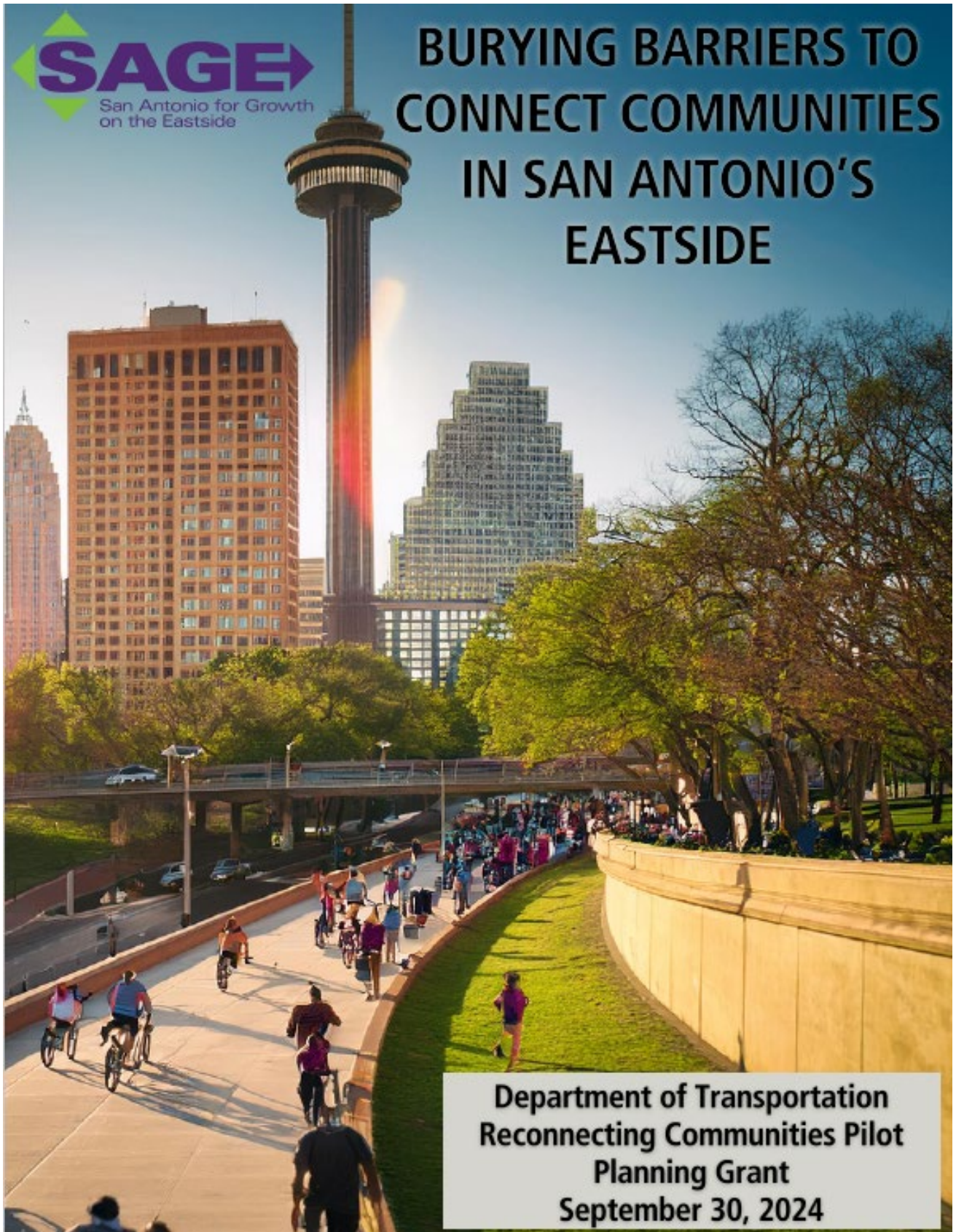
1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE <input style="width: 90%; border: none; border-bottom: 1px solid black;" type="text" value="Chief Executive Officer"/>
APPLICANT ORGANIZATION <input style="width: 95%; border: none; border-bottom: 1px solid black;" type="text" value="San Antonio for Growth on the Eastside, Inc."/>	DATE SUBMITTED <input style="width: 90%; border: none; border-bottom: 1px solid black;" type="text" value="09/30/2024"/>



# BURYING BARRIERS TO CONNECT COMMUNITIES IN SAN ANTONIO'S EASTSIDE



**Department of Transportation  
Reconnecting Communities Pilot  
Planning Grant  
September 30, 2024**

## **I. Overview**

San Antonio for Growth on the Eastside (“SAGE”) is a 501(c)(3) economic development nonprofit corporation serving the Eastside of San Antonio, Texas for over 25 years. SAGE promotes the economic development and cultural vitality of San Antonio’s Eastside. Specifically, SAGE supports small businesses, preserves Eastside culture and heritage, and guides growth for development without displacement.

San Antonio, Texas is the seventh largest city in the United States, famous for its Riverwalk, Alamo Mission, military assets, and the Spurs NBA franchise. However, less known are the assets and opportunities within San Antonio’s Eastside. San Antonio’s Eastside is a beautiful community with a proud history and culture that has also been challenged by historic disinvestment and concentrated poverty. The Eastside has historically struggled with attraction of new, private investment due to lingering impacts of racial segregation, redlining, and government policies that led to disinvestment. Specifically, although the construction of federal highways in the 1950s-1960s enhanced connectivity throughout the United States, the highways also disrupted communities. San Antonio’s Eastside is unique because it is dissected by three different federal highways: Interstate Highway 10 (“IH-10”), Interstate Highway 35 (“IH-35”), and Interstate Highway 37 (“IH-37”). Although originally designed as conduits for commerce, these three highways have inadvertently become barriers to economic opportunity.

In the early 20th century, the Eastside had a flourishing Black middle class and was home to numerous Black-owned businesses, such as hotels, restaurants, and theaters. St. Paul Square, a gateway between downtown and the Eastside, was a commercial and social center for the community. The Eastside was known for its cultural diversity, primarily made up of Black, Mexican American, and immigrant communities. It was economically self-sufficient with a strong network of local businesses, schools, churches, and social clubs that fostered a close-knit community.

The construction of IH-10, IH-35, and IH-37 in the mid-20th century had a devastating effect on the Eastside. These highways were built during a period of nationwide urban renewal, which disproportionately targeted minority neighborhoods. The construction of these highways literally divided the Eastside from downtown San Antonio and the rest of the city, cutting off critical commercial corridors and displacing thousands of residents and businesses. Neighborhoods that once had easy access to downtown’s economic opportunities were suddenly isolated by physical barriers. With the highways severing connections between communities and commercial districts, many businesses on the Eastside suffered and closed. Areas like St. Paul Square, which once thrived, saw significant economic decline as foot traffic decreased and middle-class residents moved to other parts of the city. As highways encouraged suburbanization, more affluent residents and businesses left the Eastside. This urban flight, combined with disinvestment from the city, led to a decrease in property values, an increase in vacant lots, and a concentration of poverty in the area.

Presently, the Eastside suffers from disparities and disproportionalities related to median household income, health outcomes, educational opportunities, and economic opportunities. According to the latest census data, the proposed project area is home to approximately 234,298 residents, with over 59% identifying as Hispanic or Latino, and 19% as African American. The weighted median household income in this area stands at \$55,361, which is notably lower than Bexar County’s median income of \$66,854. Economic opportunities remain limited, with an unemployment rate of 6.3%, compared to the county’s average of 5.5%, the Texas state rate of 5.2%, and the national rate of 5.3%. Similarly, the 2022 poverty rate in the project area is 19.9%, exceeding the Bexar County rate of 15.2%, the Texas state rate of 13.9% and the national rate of 12.5%.

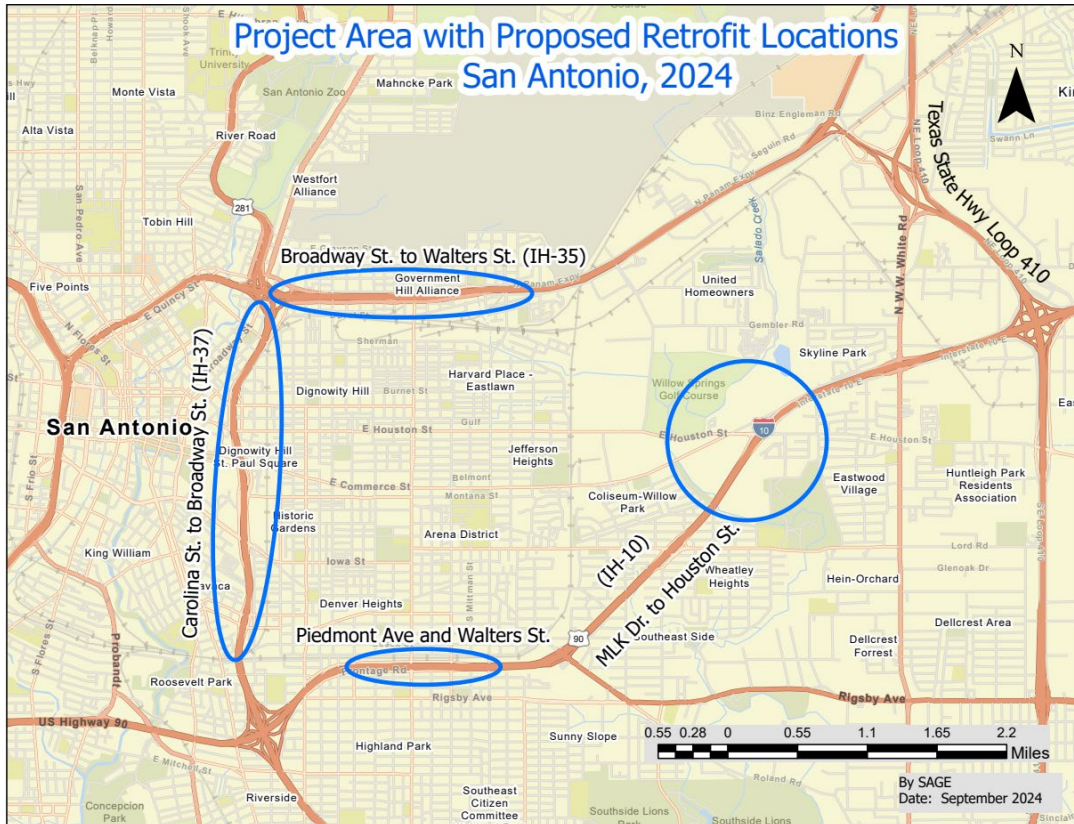
At the same time, the Eastside needs greater transportation options. Enhanced pedestrian infrastructure, including wider sidewalks, safer crosswalks, and pedestrian bridges in high-traffic areas, would encourage walking and improve safety, especially around major highways. Additionally, building more protected bike lanes would encourage cycling and provide a safe, low-cost transportation option for residents. Furthermore, creating multi-use greenspaces on capped highways would increase mobility for cyclists and pedestrians and improve connections between neighborhoods.

Accordingly, SAGE seeks a planning grant to develop and implement a community-informed envisioning and planning study to explore the potential burial, capping, and stitching of four areas along three major highways—IH 10, IH 35, and IH 37—on San Antonio’s Eastside (the “Project”). The grant request is for an award of \$2,000,000, but the project’s total cost is estimated at \$2,500,000. Like efforts in Dallas and Austin, the Project aims to undo long-standing barriers to economic development, improve connectivity, and restore cohesion among historically divided neighborhoods. By engaging community stakeholders (residents, businesses, houses of worship, etc.) through a series of events (townhalls, design review workshops, and charettes), the study will develop a vision for retrofitting interstate highways as green spaces where people can gain greater access to housing, work, and play, while moving freely and safely across the Eastside.



## II. Location and Map

The Project is situated in Bexar County, Texas, encompassed largely by the City of San Antonio. Specifically, the Project is within San Antonio's Eastside where IH-10, IH-35, and IH-37 convene.



As illustrated above, these highways form physical divides between the Eastside and other parts of the city, including downtown San Antonio.

- **IH-10** runs east to west, forming a barrier along the southern part of the Eastside;
- **IH-35** is a north-south highway, but it runs west to east near downtown San Antonio bisecting the Eastside and further isolating neighborhoods from downtown and other areas of economic activity; and
- **IH-37** connects downtown to the southern parts of the city and contributes to the fragmentation of the community as it runs southward from the central core.

These highways create difficult-to-navigate divides, restricting pedestrian movement and limiting access to public spaces, businesses, and services across the city.

As explained above in the Overview section, the Eastside is a historically rich and culturally diverse community, home to predominantly African American and Mexican American populations. Once a thriving economic hub with a strong Black middle class, the Eastside now

faces challenges due to long-term disinvestment, urban flight, and the isolating impact of highway construction.

The transportation network in the Eastside includes a mix of public and private infrastructure, though access to efficient and equitable transportation options remains a challenge. VIA Metropolitan Transit (the primary public transit system in San Antonio) serves the Eastside with bus routes connecting to downtown, but service frequency and accessibility in some areas remain limited. There are no high-capacity transit systems (e.g., light rail) in the area, however, VIA recently announced a proposed corridor connecting the East and West sides through Downtown with advanced rapid transit (frequent bus stops every 10 minutes) in late 2029.

Unfortunately, the street grid is fragmented by the highway infrastructure, with many streets abruptly ending at the highways or requiring long detours to access other parts of the community. Several bus lines traverse the Eastside, but many residents rely on personal vehicles due to gaps in public transit coverage and service limitations. Additionally, there are few dedicated bike lanes, and cycling is not a widely adopted mode of transportation due to safety concerns stemming from heavy traffic and poor road infrastructure. Pedestrian crossings, sidewalks, and public spaces are often underdeveloped, especially near the highway overpasses, making it difficult for residents to walk or bike safely between neighborhoods and across highways.

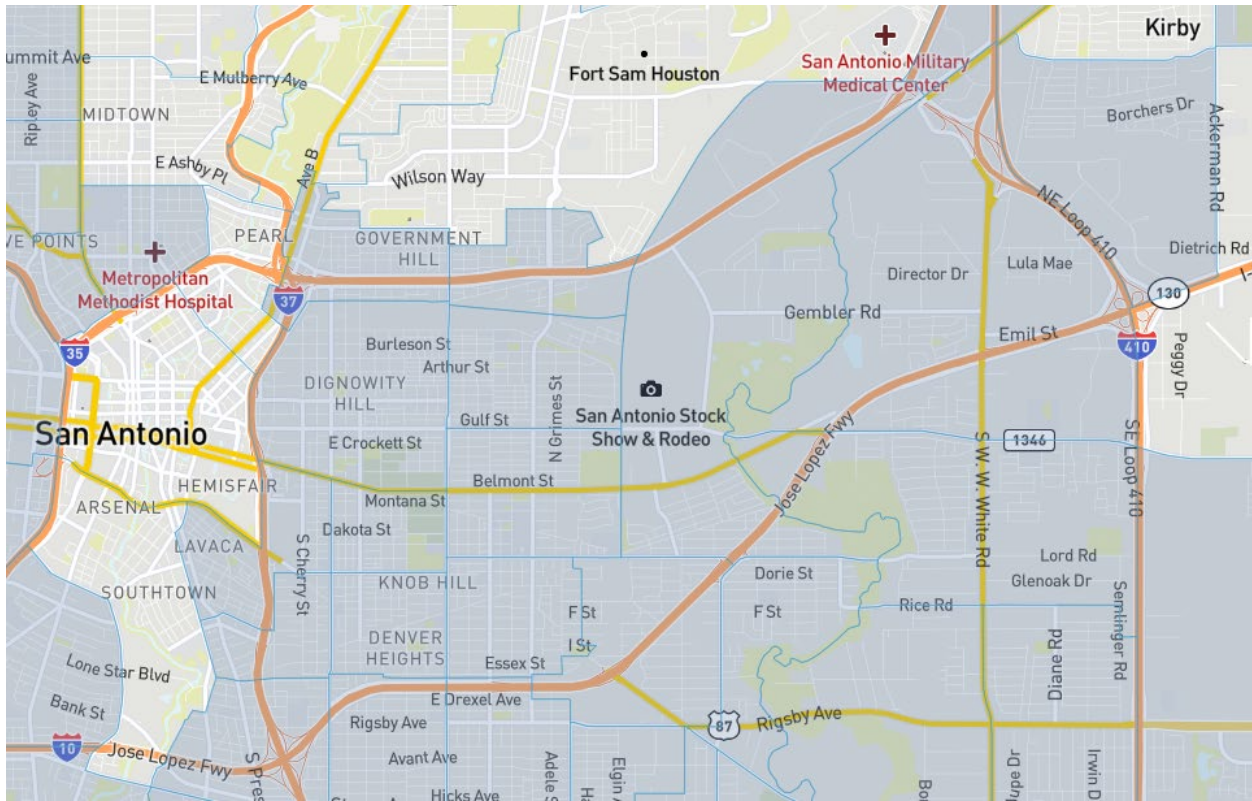
### **III. Response to Merit Criteria**

#### **a. Equity & Justice<sup>40</sup>**

San Antonio's Eastside is an underserved and distressed community as evidenced by several federal designations. Parts of the Eastside were designated as a Promise Neighborhood in 2011, a Choice Neighborhood in 2012, a Promise Zone in 2014, and an Opportunity Zone in 2018.

According to the published 2022 U.S. Census Data, the unemployment rate in the Project area is 6.3%, which is higher than the Bexar County rate of 5.5%, the Texas state rate of 5.2% and the national rate of 5.3%. Similarly, the 2022 poverty rate in the project area is 19.9%, exceeding the Bexar County rate of 15.2%, the Texas state rate of 13.9% and the national rate of 12.5%.

According to the White House Council on Environmental Quality's [Climate and Economic Justice Screening Tool](#), the entirety of the Project area is a disadvantaged community and therefore the Project supports the goals of the Justice40 Initiative ("J40").

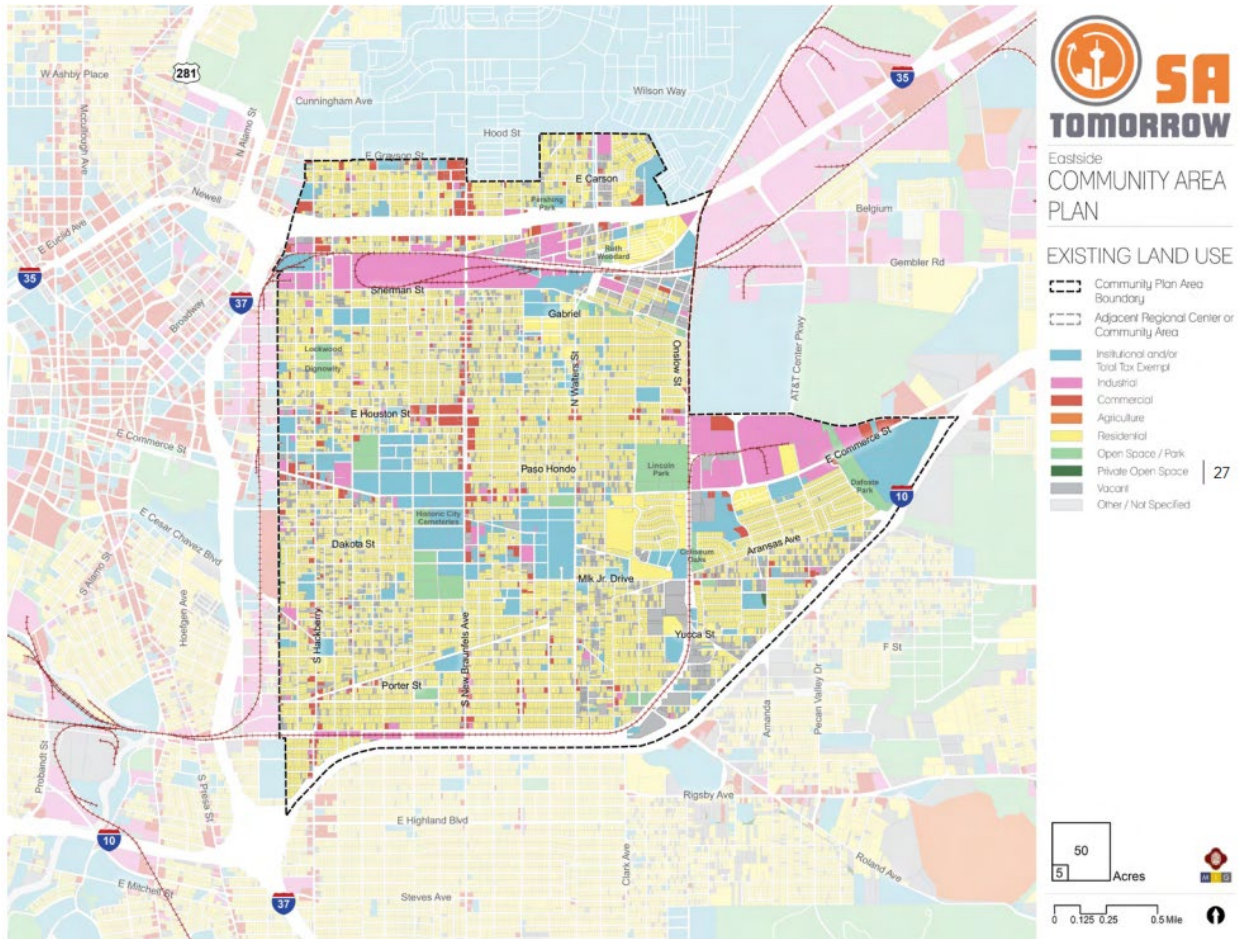


Accordingly, the Project is designed to equitably distribute the benefits of economic growth, improve public spaces, and transportation access while actively working to reduce or reverse the historic burdens imposed on the Eastside. The Projects centers community voice in mitigating the physical barriers caused by highways, reconnecting the Eastside to downtown San Antonio and surrounding areas (improving access to jobs, businesses, customers, health care, transportation, and other services that were previously difficult for Eastside residents to reach), and providing much-needed recreational areas for the Eastside, which has historically been underserved in terms of parks and green infrastructure.

**b. Access**

This project strongly aligns with the goals of improving mobility, access, and community connectivity. By removing divisive highway infrastructure and replacing it with safer, more accessible transportation options, it will promote greater access to essential services and daily destinations.

The Eastside consists primarily of residential area areas with some industrial, but very limited commercial areas and limited connectivity to job centers outside of the Eastside. The Project promotes seamless integration with surrounding land use by reconnecting divided communities, creating multifunctional green spaces, and encouraging mixed-use development.



The Project’s community engagement process ensures that community stakeholders can provide input on safety concerns (unsafe crossings, inadequate sidewalks, or lighting), ADA-compliance, and the appropriate transportation modes. This feedback is crucial in designing spaces that address specific safety and accessibility challenges faced by the Eastside community.

In sum, the Project’s emphasis on multimodal transportation, integration with surrounding land use, and inclusive community design ensures that it will contribute to a more connected, resilient, and equitable community for all residents, while also reducing reliance on single-occupancy vehicles and preventing the creation of new access barriers.

### c. Facility Suitability

The highways (IH 10, IH 35, and IH 37) in San Antonio’s Eastside present major physical barriers that restrict access and mobility for residents, dividing neighborhoods and limiting economic opportunities. The over-reliance on automobile traffic creates unsafe environments for pedestrians and cyclists and reduces access to essential services, jobs, and amenities, particularly for vulnerable communities that rely on non-automobile transportation options.

The Project proposes to cap portions of these highways, transforming them into green spaces and pedestrian-friendly areas. By doing so, it aims to:

- reconnect communities—re-stitching neighborhoods historically divided by highway infrastructure;
- enhance mobility options—encouraging walking, biking, and public transit use, thereby reducing reliance on automobiles;
- improve economic development—revitalizing surrounding areas by fostering walkability, increased foot traffic, and beautifying the area more attractive for small businesses, housing, and commercial investment;
- reclaim community spaces—replacing sections of the highway with spaces that encourage community interaction and local business development, promoting more inclusive and accessible mobility options that are suited to the local context; and
- reduce speed and improve safety—by capping sections of high-speed roadways, the Project will slow down automobile traffic in key areas and create safer, more welcoming spaces for non-automobile users.

The Project not only addresses the significant barriers posed by existing highways, but also proposes forward-thinking solutions to mitigate these issues and promote long-term economic growth, public health, and mobility improvements. By reconnecting divided communities and offering new transportation options that are better suited to the needs of residents, the project aligns with goals to promote more equitable, resilient, and sustainable urban development. Without the proposed Project, it is highly likely that the Eastside will continue to experience disparities in economic opportunities, public health, and mobility options.

#### **d. Community Engagement**

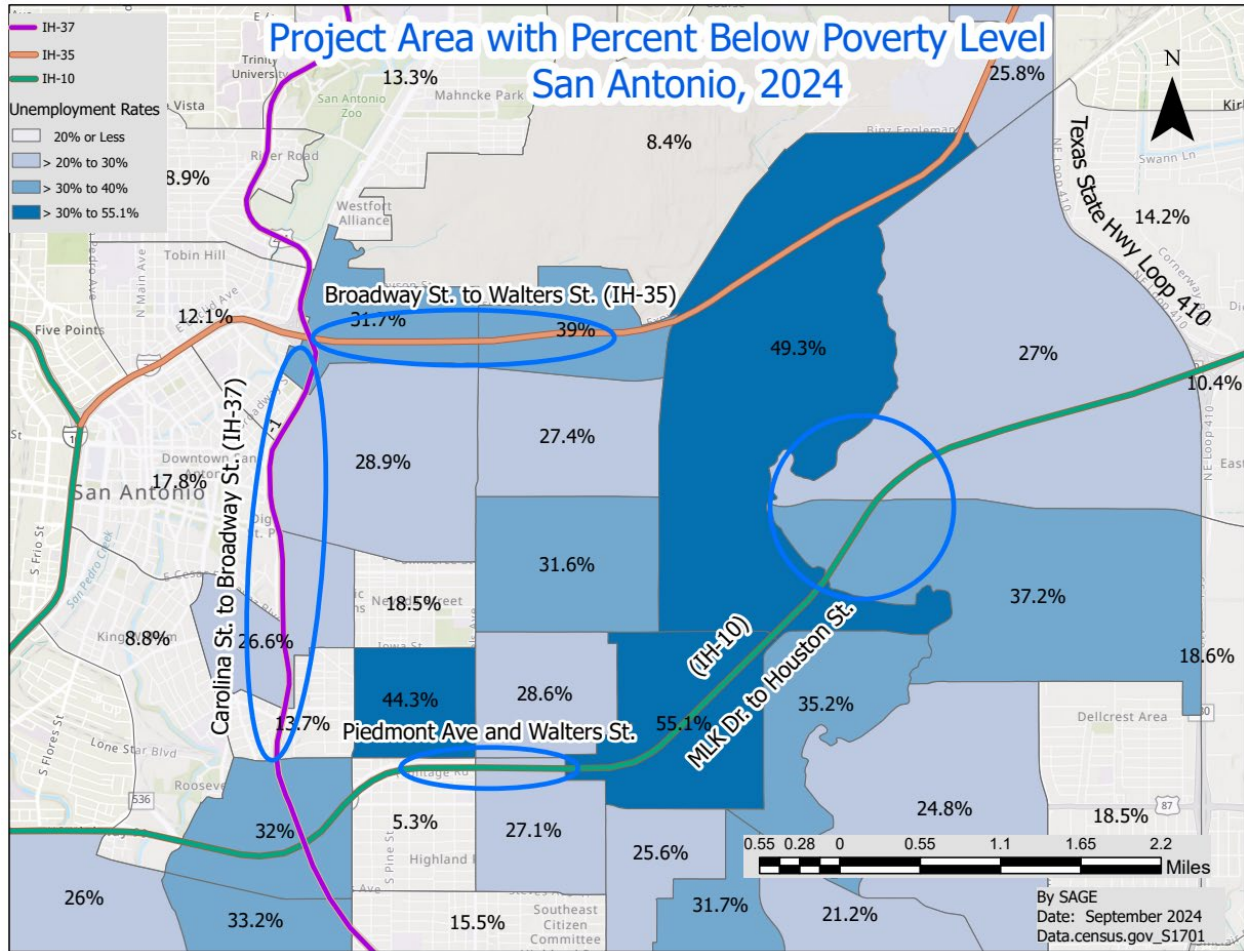
As a community-based 501(c)(3) nonprofit with over 25 years of experience, SAGE is well-positioned to oversee the Project. In 2014, the Eastside was designated as one of the first five Promise Zones in the nation, which helped direct investments into the Eastside from the federal government. A Promise Zone is a designation aimed at addressing poverty and improving economic opportunity in designated urban, rural, and tribal communities. In 2021, SAGE was named the Collective Impact Coordinator for activities in the Eastside Promise Zone (EPZ). This work was driven by a written collective impact model and sustainability plan for the EPZ. In this role, SAGE coordinated and connected city agencies, non-profit organizations, and local businesses/corporations engaged on the Eastside to further enhance and sustain current economic development and community reinvestment efforts. As a regular component of its programming, SAGE is accustomed to engaging community stakeholders via a trusted and transparent process that is iterative and substantive, as opposed to merely mining for data.

<u>Stage</u>	<u>Duration</u>	<u>Activities</u>
1- Preliminary Convening of Partners, RFPs, & Concept Schematics	4 months	SAGE will identify and engage key partners, including community leaders, local government officials, urban planners, transportation agencies, and environmental organizations to identify roles to assist with the larger envisioning process. SAGE will also issue Request for Proposals to qualified professional services firms to have preliminary concepts available for community discussion.
2 – IH 37 Study	1 month	While publicizing events, such as focus groups and town halls, widely to the public, SAGE will also identify neighborhood associations, houses of worship, businesses, and community-based organizations located proximate to each study zone to ensure that those stakeholders most directly affected are heard and their input reflected in the planning study.
3 – IH 35 Study	1 month	
4 – IH10 Study (Piedmont to Walters)	1 month	
5 – IH10 Study (MLK & Houston)	1 month	
6 – Data Analysis & Reporting	4 months	SAGE will analyze and synthesize data collected during the community-informed envisioning and planning study. This phase is critical for translating the gathered information into actionable insights and recommendations that can guide future development and project implementation.

SAGE is grateful to have letters of support for the Project from community leaders (e.g. Congressmen Joaquin Castro and Greg Casar), government authorities (e.g., VIA Metropolitan Transit), and community organizations (neighborhood associations and houses of worship). As depicted in the chart above and within the Budget, SAGE is intentionally convening diverse stakeholders together to envision and plan the Project.

**e. Equitable Development**

Given the challenges that the Eastside has endured, including the three interstate highways that bind the Eastside and disconnect it from resources, it is no surprise that the Project area experiences debilitating poverty levels.



Although no local or state government entities have articulated a specific equitable development plan, the National Association for Latino Community Asset Builders (“NALCAB”) published its [Guide to Equitable Neighborhood Development](#) which delineates essential principles to which SAGE adheres. pg. 11. SAGE has been an active member of the NALCAB network since 2015. Listed below are some of NALCAB’s principles of equitable neighborhood development which shape SAGE’s approach to the Project:

- Ensure transparency and public accountability
- Address disparities in access for different populations
- Be data-driven
- Respect local history and culture
- Acknowledge and address legacies of racial/ethnic inequality
- Promote resiliency for the built environment and for vulnerable populations

Procedurally, SAGE will host town halls and community listening sessions throughout the planning process to inform residents about the project’s goals and progress while gathering input. Additionally, by combining census and GIS data with personal testimonies of lived experience, SAGE will tailor the Project to community needs. Once the planning study is complete, SAGE

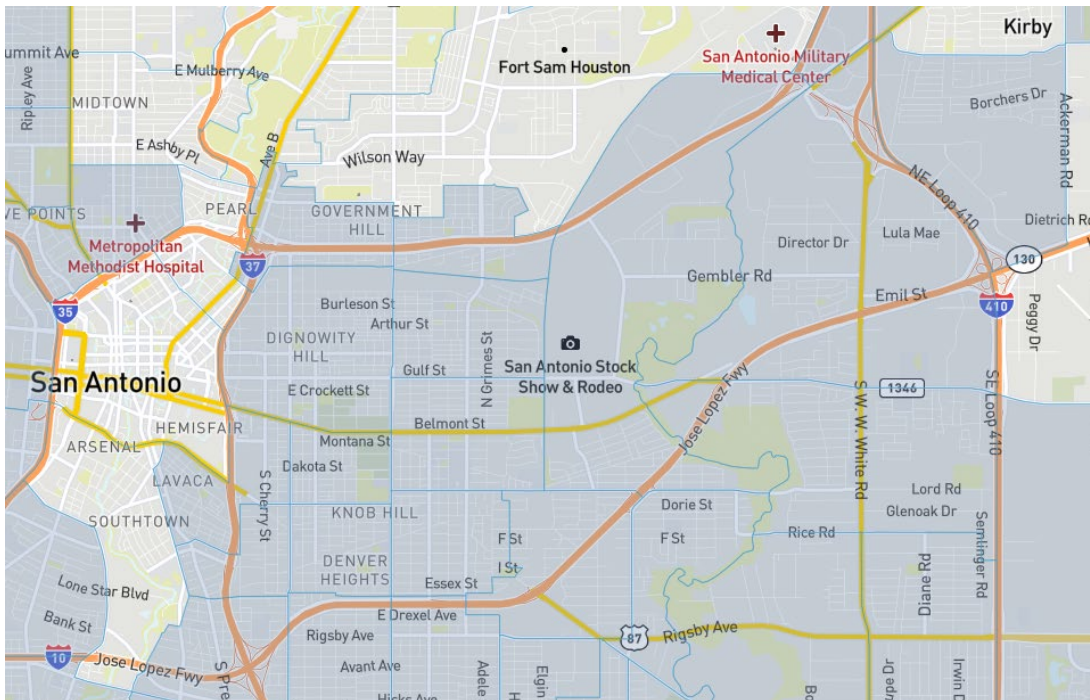
will publish a report detailing the study’s findings, the decisions made, and how public input was used.

Substantively, the Project can celebrate local history and culture through a variety of creative and community-oriented elements within the new green spaces such as public art, historic signage, and recreational spaces. These features will both highlight the rich cultural heritage of the Eastside and enhance the experience for residents and visitors alike. When thoughtfully integrated into the community, public art can serve as a powerful tool to resist displacement and ensure that residents remain rooted in their neighborhood.

#### **f. Climate Change Mitigation and/or Adaption and Resilience**

The Project promotes climate change mitigation by reducing emissions through improved transit options, green infrastructure, and urban cooling. It also supports climate adaptation by incorporating environmentally sustainable designs. Furthermore, it fosters long-term resilience by reconnecting communities, enhancing social cohesion, and protecting vulnerable populations from the impacts of climate change.

The Eastside of San Antonio, a historically marginalized area, may be more vulnerable to the impacts of climate change. The [Climate and Economic Justice Screening Tool](#) indicates that the Eastside is a disadvantaged community vulnerable to climate change.



By investing in green infrastructure and promoting greater connectivity, the Project helps shield these communities from the worst effects of climate change, while also improving overall environmental quality. Incorporating green spaces, permeable surfaces, and natural water retention systems in the design will help manage stormwater runoff, a critical adaptation to increasing

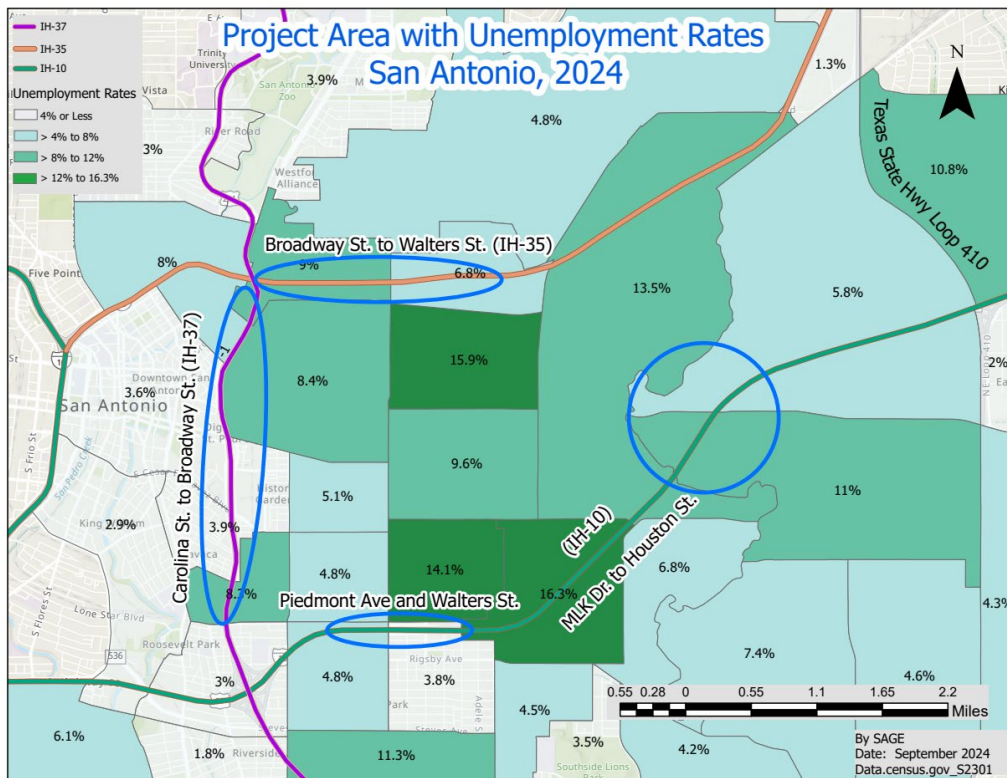
extreme weather events like heavy rainfall and flooding. These green infrastructure elements will absorb and slow down stormwater, reducing the risk of urban flooding.

Finally, planting native trees and vegetation over the capped highways will act as carbon sinks, absorbing CO<sub>2</sub> from the atmosphere. This contributes directly to reducing greenhouse gas emissions, helping to mitigate climate change in accord with the [U.S. National Blueprint for Transportation Decarbonization](#). pg. 34-42.

**g. Workforce Development and Economic Opportunity**

The Project promotes workforce development and economic opportunity in the near-term by engaging professional services for the planning study and has the potential to foster long-term job creation through construction jobs, new businesses, and green infrastructure. It also provides residents with better access to employment and training opportunities, driving sustainable economic growth for the Eastside. SAGE intends to promote and support Minority- and Women-owned businesses throughout the Project, to the fullest extent allowable by law.

As depicted below, the communities within the area bordered by the interstate highways have the highest rates of unemployment.



The transformation of highways into green spaces and pedestrian-friendly zones can attract new businesses and investors. By improving accessibility among divided neighborhoods, the Project (if implemented) could increase the flow of people and traffic to local businesses.

Finally, as the physical environment improves with green spaces and increased accessibility, property values in the Eastside are likely to rise. This could benefit homeowners and generate increased revenue for the city, which can be reinvested in community services, schools, and infrastructure. However, rising property values could inadvertently price vulnerable homeowners and renters out of their communities. This tension between the need for infrastructure improvements and the need to limit displacement is precisely why the Project centers community voice in examining the effects of retrofitting the three interstate highways.

#### **h. Planning Integration**

SAGE consulted with the Alamo Area Metropolitan Planning Organization (AAMPO), the Texas Department of Transportation (TxDOT), and the Planning Department of the City of San Antonio regarding the Project. All expressed excitement about the concept but declined to formally write a letter of support at this time, preferring neutrality.

The San Antonio City Council adopted the [Eastside Community Area Plan](#) (“ECAP”) as a component of the SA Tomorrow Comprehensive Plan, a long-range city vision. The ECAP acknowledges that “[i]nterstate highways in and around the Eastside Community Area were constructed between the 1950s and 1970s” and they “physically divided and, in some cases, displaced or destroyed neighborhoods and local commercial and community assets.” pg. 7.

The ECAP identifies the community’s needs including “better and more diverse transportation choices” that “serve other purposes besides transportation, for example as areas for play, leisure, and gathering.” pg. 37. Specifically, the Eastside community needs: “[e]nhanced connectivity to Downtown” and “[i]mproved pedestrian infrastructure connecting neighborhoods with local destinations and bus routes.” As a partial solution, the ECAP declares that “[b]alanced and multimodal streets, or ‘complete streets’ are envisioned for the Eastside Area, providing safe road designs for vehicles, pedestrians, and cyclists alike.” pg. 41.

Furthermore, the AAMPO adopted [Mobility 2050](#) as the latest long-range transportation plan. Mobility 2050 emphasizes enhancing transportation infrastructure to better connect communities. pg. 17. The Project aligns with this by aiming to undo the physical barriers posed by highways, improving mobility across historically divided Eastside neighborhoods. Furthermore, the Mobility 2050 Plan promotes a “Complete Streets” policy that advances the concept that public rights of way can be transformed to accommodate a variety of modes including bikes, pedestrians, micromobility, automobiles, and transit. pg. 66. The Project’s focus on transforming highway corridors into green spaces for safe walking, biking, and public transit helps promote multi-modal transportation alternatives.

Accordingly, the Project is aligned with other relevant plans and local initiatives because it proposes to improve transportation connectivity, safety, and sustainability by enhancing interstate crossings, investing in complete streets, and creating vibrant greenspaces that connect communities.

**San Antonio for Growth on the Eastside, Inc.  
Burying Barriers to Connect Communities  
in San Antonio's Eastside Budget**

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The \$2,000,000 amount requested for the Project represents 80% of the total cost. SAGE will contribute a local matching share of 20% of the total costs through a combination of funds raised through non-federal sources.

<u>Cost Share</u>	<u>Amount Type</u>	<u>Monetary Amount</u>	<u>Percentage</u>
Federal Share	Requested Amount	\$2,000,000	80%
Non-Federal Share	Matched Amount	\$500,000	20%
Combined Cost Share	Combined Amount	\$2,500,000	100%

The Project budget is designed to cover the expense for all critical components of the Project, including SAGE personnel who will work on the community engagement component of the Project, contracted professional services, and other expenses. Other expenses of \$26,456 are costs related to community stakeholder events (meeting expenses, A/V, facility rentals, etc.). The indirect charges are calculated using the 10% de minimis rate on Modified Total Direct Costs of \$509,091.

<u>Category</u>	<u>Amount</u>
Personnel	\$175,983
Fringe Benefits	\$24,652
Contractual	\$2,222,000
Other	\$26,456
Total Direct Charges	\$2,449,091
Indirect Charges	\$50,909
Total	\$2,500,000

SAGE has identified all facets of the Project that will need to be completed. SAGE staff will manage public outreach, facilitate town hall meetings, and collect community feedback. Major components of the Project's contractual line items are detailed below. SAGE will adhere to applicable federal procurement guidelines as required.

<u>Expense</u>	<u>Description</u>	<u>Amount</u>
Civil Engineer	This expense covers the overall design, infrastructure planning, and production of conceptual schematics.	\$450,000
Landscape Architect	This expense covers the conceptual design of any structures, such as pedestrian walkways, kiosks, or amenities, included in the highway capping. It also covers the design of surface improvements, including parks, plazas, and public spaces integrated with the capping structures.	\$450,000

Urban Design/Planning Consultant	This expense covers costs for integrating the project into broader urban design goals, zoning, and land-use planning.	\$275,000
Transportation Engineer	This expense covers the cost to conduct traffic analysis, develop transportation models, and assess the impact on city-wide transportation systems. This expense also includes detailed traffic flow studies, intersection redesigns, and mitigation strategies for construction-related disruptions.	\$275,000
Structural Engineer	This expense covers the design and structural assessment of capping and support systems for the highway.	\$175,000
Geotechnical Engineer	This expense covers soil and rock testing, ground stability analysis, and determining the feasibility of burying the highways.	\$175,000
Environmental Consultant	This expense covers environmental impact studies (EIS), regulatory compliance, and environmental mitigation strategies.	\$175,000
Hydrologists	This expense covers flood risk assessments, drainage system design, and groundwater management plans.	\$75,000
Historic Preservation Consultants	If any historical landmarks or culturally significant areas are impacted, this expense covers consultants to ensure compliance with preservation laws and guidelines.	\$75,000
Program Evaluation	This expense covers collecting, analyzing, and interpreting data to evaluate whether the Project meets its goals and to identify areas for improvement. This expense also covers the cost of collecting quantitative and qualitative data related to: (1) establishing a baseline of existing conditions/populations; (2) stakeholder engagement; (3) tracking Project performance against goals/timeline; and (4) any reporting requirements to the DOT.	\$65,000
Consultant Travel	This expense covers the cost of consultant travel.	\$32,000
		<b>\$2,222,000</b>