

AN ORDINANCE 2011-02-03-0078

APPROVING THE CITY OF SAN ANTONIO'S 2011-12 FEDERAL LEGISLATIVE PROGRAM FOR THE 112TH CONGRESS.

* * * * *

WHEREAS, development of the City's 2011-12 Federal Legislative Program ("Program") began in September 2010 with collaboration between City departments and our federal consultants; and

WHEREAS, the proposed Program contains eleven funding requests, five joint initiatives and fourteen policy/regulatory issues and is more fully described in Exhibit I to this Ordinance; and

WHEREAS, the 112th Congress began on January 03, 2011 and through this proposed Ordinance the City is aligning its Federal priorities with Congress and the Administration in an effort to secure the greatest amount of funding; **NOW THEREFORE:**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. The 2011-12 City of San Antonio's Federal Legislative Program for the 112th Congress is authorized and approved. A copy of the Program is attached to this Ordinance as Exhibit I.

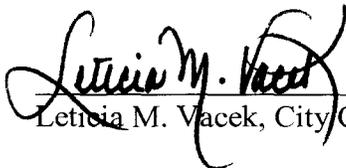
SECTION 2. This Ordinance shall take effect immediately upon the receipt of eight affirmative votes; otherwise it shall be effective ten days after its passage.

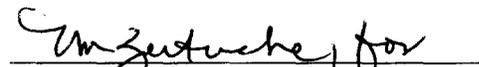
PASSED AND APPROVED this 3rd day of February, 2011.

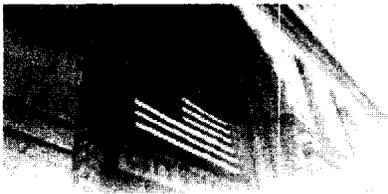

M A Y O R
Julián Castro

ATTEST:

APPROVED AS TO FORM:

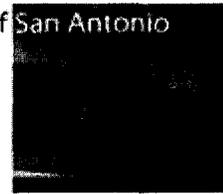

Leticia M. Vacek, City Clerk


Michael D. Bernard, City Attorney



Request for
**COUNCIL
ACTION**

City of San Antonio



Agenda Voting Results - 4

Name:	4, 5						
Date:	02/03/2011						
Time:	10:29:42 AM						
Vote Type:	Motion to Approve						
Description:	Briefing and consideration of an Ordinance approving the City of San Antonio's 2011-2012 Federal Legislative Program for the 112th Congress. [A.J. Rodriguez, Deputy City Manager; Carlos Contreras, Director, Intergovernmental Relations]						
Result:	Passed						
Voter	Group	Not Present	Yea	Nay	Abstain	Motion	Second
Julián Castro	Mayor		x				
Mary Alice P. Cisneros	District 1		x				
Ivy R. Taylor	District 2		x				
Jennifer V. Ramos	District 3		x			x	
Philip A. Cortez	District 4		x				
David Medina Jr.	District 5		x				
Ray Lopez	District 6		x				
Justin Rodriguez	District 7		x				x
W. Reed Williams	District 8		x				
Elisa Chan	District 9		x				
John G. Clamp	District 10		x				

Exhibit I



**112TH UNITED STATES CONGRESS
2011 - 2012 FEDERAL LEGISLATIVE PROGRAM**

**JULIÁN CASTRO
MAYOR**

**Mary Alice P. Cisneros
Ivy R. Taylor*
Jennifer V. Ramos*
Philip A. Cortez
David Medina, Jr.**

**Ray Lopez*
Justin Rodriguez+
W. Reed Williams
Elisa Chan
John G. Clamp**

**Sheryl L. Sculley
City Manager**

**A.J. Rodriguez
Deputy City Manager**

**Carlos J. Contreras, III
Intergovernmental Relations Director**

+ IGR Council Committee Chair

* IGR Council Committee Member

PREAMBLE

Status of FY 2011 Appropriations

Congress has failed to pass an Omnibus Appropriations Act for FY 2011. Before the 111th Congress adjourned in December 2010, the Senate was unable to muster 60 votes required to stop a Republican filibuster of the Omnibus bill containing approximately \$8 million for projects that were included in the 2010 City of San Antonio (COSA) Federal Legislative Program, together with over \$320 in other funding for important public works projects in San Antonio. Efforts to complete FY 2011 appropriations continue during the 112th Congress.

After passing several short-term continuing resolutions (CRs) since the beginning of the 2011 fiscal year on October 1, Congress passed and the President signed a CR extending FY 2010 funding levels for most programs through March 4, 2011, without Congressionally directed project funding, or "earmarks." The House and Senate continue to consider options for completing appropriations for the 2011 fiscal year, at the same time as preparations for the FY 2012 budget cycle have begun.

Congress may pass some version of the FY 2011 Omnibus Appropriations Act by March 4; similar budget actions have been taken in the past. The FY 2003 Omnibus Appropriations Act, containing earmarks, was passed following a succession of short-term CRs and convening of a new Congress, and was not enacted until February 20, 2003. Similarly, the FY 2004 Omnibus Appropriations Act containing earmarked funds was not enacted until January 23, 2004, following a succession of CRs.

It is also possible that Congress could pass a year-long CR without earmarks, as was done for FY 2007. In that budget cycle, after passing several short term CRs, the incoming Democratic majority abandoned efforts to write an Omnibus Appropriations bill and on February 15, 2007 a CR was enacted extending most FY 2006 funding levels through September 30, 2007, without earmarks.

FY 2012 Appropriations Submission Information to be Determined

At the time of the preparation of this COSA Federal Legislative Program for 2011-2012, information on submission of appropriations project requests for the FY 2012 appropriations cycle is yet to be finalized. Speaker of the House John Boehner (R-OH) has announced his intention to continue the House Republicans' moratorium on earmarks. However, it is not clear how long such a moratorium would last or even if it would be achievable, since most areas of the budget require earmarks, or line-item spending approved by Congress in order to provide clear direction to agency budget managers. It remains unclear how the temporary House Republican earmark moratorium for FY 2011 announced during the first quarter of 2010 – which did not have the support of House Democrats, Senate Democrats or Senate Republicans – will be reflected in final appropriations law.

On the other side of Capitol Hill, the Senate Majority leadership continues to support member-sponsored earmarks, and the Senate recently defeated efforts to impose an earmark moratorium for that chamber. Senate leaders of both parties are appropriators who historically have insisted on their ability to direct funding for worthwhile projects. While Senator Jim DeMint (R-SC) and Senator Tom Coburn (R-OK) are expected to offer proposals to ban earmarks, they will not likely receive support from a majority of senators.

Strategy for Funding COSA Projects in 2011 and 2012

With the appropriations process unsettled, a strategic and holistic approach to funding San Antonio initiatives is required – involving review of all potential sources of federal funding and support. COSA needs to take an integrated approach that addresses the community's goals through traditional funding processes as well as unique opportunities to be identified through careful research and relationship-building with federal officials. This will entail work with Executive Branch personnel to identify programmatic priorities and emerging grant and other funding opportunities, in order to position COSA for funding.

In the 112th Congress, there will be a need for determined focus on relationship building with federal agencies and pursuit of competitive and discretionary grants. COSA leaders recognize the importance of working directly with grant making agencies to explain projects, the anticipated community benefits, and advocate for funding. These activities need to be integrated with Congressional advocacy, and they will become an even more important component of strategy in the future. In addition to pursuit of earmarks, COSA must develop and implement focused approaches to grants and other agency funding streams, and target key Executive Branch decision makers in order to be effective in securing support and funding.

Projects Eligible for Inclusion in the President's Budget

Presidential budget requests generally are for federal facilities, such as U.S. courthouses and federal buildings, military installations, federally owned parks and wildlife refuges, and other federal lands and facilities. Unlike members of the House and Senate, the Executive Branch generally does not request earmarked funds on behalf of nonfederal entities such as cities and counties and municipal agencies, unless such earmarks are specifically authorized under federal law and approved under agency agreements.

The City of San Antonio has opportunities to obtain White House approval for significant funding of local projects to be included in the annual Executive budget. Federal facility projects for San Antonio could be included in the President's budget in future federal fiscal cycles, and these can become agenda items for advocacy by COSA and its partners. These may include construction work to expand and upgrade facilities at Lackland Air Force Base (AFB), Randolph AFB, and Fort Sam Houston, and construction of a new federal courthouse in San Antonio. These projects can cost tens

of millions or hundreds of millions of dollars on an annual basis, and they can have a significant positive impact on economic development and job creation in San Antonio.

Other federal facility projects that could become eligible for the President's budget include construction and land acquisition activities at the San Antonio Missions National Historic Park.

The President's budget also can contain requests for funding of local government water resource projects under the jurisdiction of the U.S. Army Corps of Engineers or the Department of the Interior/Bureau of Reclamation. These sources could help fund completion of the Mission Reach component of the San Antonio River Improvement Project, and San Antonio Water System's desalination project (if it is authorized by Congress). Such water resource projects, once specifically authorized under pertinent law and approved under agency rules, are determined on a line-item basis through earmark requests from either the Executive Branch or members of Congress.

Additionally, the President's annual budget can include funds for transit projects that have been approved under grant agreements with the Federal Transit Administration.

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<ul style="list-style-type: none">• Transportation***(VIA Metropolitan Transit)<ul style="list-style-type: none">a. Downtown Streetcarb. Bus Rapid Transit (BRT) & Westside Multi-Modal Transportation Center• Surface Transportation***• Lonestar Rail***	
<p>*Priority **Project Endorsement</p>	

- San Antonio Missions National Historic Park***
- San Antonio River Improvement Project (SARA)***
- Cyber Security (The Greater San Antonio Chamber of Commerce and University of Texas at San Antonio)**
- Federal Courthouse Relocation (General Services Administration)**

SECTION III: POLICY INITIATIVES

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- Federal Aviation Administration Re-Authorization Bill*
- Base Realignment and Closure (BRAC)*
- Education Programs*
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- Omnibus Policy Statement

*Priority

**Project Endorsement

SECTION I: COSA FUNDING INITIATIVES

SAIA AIRFIELD PAVEMENT SAFETY & CAPACITY IMPROVEMENTS

PROPOSAL

To secure federal funding in the amount of \$975,000 in FY 2012 for implementation of the Airfield Pavement Safety and Capacity Improvements Project at the San Antonio International Airport (SAIA). This Project involves construction to widen five taxiway access points at runway and ramp intersections with the end results that both airfield safety and capacity will be enhanced. By expanding the below identified taxiway fillets to the size and strength design criteria for commercial aircraft, airport users will have more direct, safe and efficient access to terminal and cargo facilities.

BACKGROUND

Currently, the taxiway intersection deficiencies cause most commercial aircraft to taxi significantly longer, increase runway dwell times, and/or result in crossing an active runway. Transitioning to/from taxiways and ramp areas leads to corresponding delays, additional fuel burn and potential safety hazards.

Enhancements to the intersections will improve airport safety, as well as shorten the taxi time and distance for aircraft operations. Significant benefits are reduced fuel costs and pollutants associated with longer aircraft taxi times and distance. Additionally, reducing runway occupancy time for Runway 30L, Runway 3 and Runway 21 will result in increased airfield capacity, which will permit more airfield operations during peak periods.

FINANCIAL IMPACT

SAIA participates in the federal Airport Improvement Program (AIP) and receives annual entitlement funds [formula driven by the number of annual passengers with consideration for collection of the Passenger Facility Charge (PFC)]. SAIA historically receives annual discretionary grants from the AIP. Both AIP and discretionary funds are appropriated through the FAA South Central Regional Office in Fort Worth, Texas.

The requested discretionary funds will augment the entitlements and help the city implement the Airfield Pavement Safety and Capacity Improvements Project in a timely manner, thus permitting the airport to accrue the safety and capacity benefits mentioned above. AIP will provide 75% of the total funding required and the City of San Antonio Airport Fund will provide the matching dollars. The funding request for this Project is detailed as follows:

REQUEST

\$975,000

STINSON MUNICIPAL AIRPORT TAXILANE EXTENSION

PROPOSAL

To secure federal funding in the amount of \$1 million through the Congressional FY 2012 federal appropriations process for implementation of the Stinson Municipal Airport Taxilane Extension Project (Project). This Project involves the construction of taxilanes to support proposed new general aviation hangar development at the Stinson Municipal Airport and is needed to meet current demand for additional tenant aircraft storage facilities that require airfield access. The Project will foster continued growth in based general aviation aircraft at the Stinson Municipal Airport and facilitate third-party development of new tenant-owned facilities in areas where airfield access does not currently exist. Also included in the project are associated drainage and utility installations, modifications and relocations.

BACKGROUND

The City of San Antonio, acting through its Aviation Department, owns and operates the San Antonio Airport System, which includes the San Antonio International Airport (SAIA) and Stinson Municipal (Stinson) Airports. SAIA is San Antonio's commercial airport with over 210,000 annual aircraft operations, of which approximately 40% are general aviation. Stinson is SAIA's designated general aviation reliever airport with approximately 165,000 annual aircraft operations. Stinson is located eight miles from the downtown San Antonio business district and is surrounded by a rapidly growing area within the city.

The City's goal is to expand Stinson's airfield infrastructure into new areas of airport-owned premises and to encourage further general aviation development at Stinson. This will have the strategic benefit of freeing up needed airspace capacity at SAIA and permit continued growth of commercial operations with existing airfield capacity. Stinson Airport land is available for general aviation development but the targeted area is in need of access to the active airfield infrastructure.

FINANCIAL IMPACT

Total design and construction time is estimated at approximately 18 months. The cost is estimated at \$1,110,000 (\$1,000,000 federal funding and an \$110,000 Airport Fund match, the exact amount equating to a 90%/10% federal funding/airport match respectively.

Stinson receives federal funding through block grants provided by the FAA to TxDOT. Block grants are funded through the Airport Improvement Program (AIP) and assigned to TxDOT for distribution to Texas general aviation airports for eligible projects such as the one described herein. Implementation of this project is needed if Stinson's airfield expansion is to occur.

REQUEST

\$1,000,000

HARRY WURZBACH-TAPS MEMORIAL BLVD. PRELIMINARY ENGINEERING DESIGN REPORT (PERS)

PROPOSAL

To secure \$600,000 in federal funding to prepare a Preliminary Engineering Design Report (PER) and Schematic Layouts. Engineering study to include increasing multi-modal mobility connectivity and drainage on Harry Wurzbach Road from Loop 410 to the Fort Sam Houston Army Installation gate.

BACKGROUND

The Preliminary Engineering Report will address the following elements to include exhibits:

- Refine the Scope and need of the project.
- Develop design criteria
- Perform Traffic Analysis
- Develop multimodal enhancements to include Pedestrian and Bicycle facilities and connectivity
- Develop viable Interchange alternatives
- Perform drainage analysis and preliminary design
- Review existing conditions and roadway elements
- Identify Right of Way Requirements
- Perform geotechnical investigations for pavement and structural design
- Develop aesthetics/landscaping layouts
- Develop Illumination layouts
- Identify Utility adjustments required
- Perform Value Engineering
- Develop cost estimates

Schematic Layouts include horizontal alignments and vertical profiles, traffic data, roadway geometrics, bridges, drainage facilities, existing and proposed ROW and intersection/interchange improvements.

The Engineering Report will provide the City of San Antonio with a better understanding of how to increase direct multi-mobility connectivity on Harry Wurzbach/TAPS Memorial Blvd to Fort Sam Houston. In addition, report will help increase multi-modal transportation to/from Fort Sam Houston and the Fort Sam Houston VA National Cemetery. Multi-modal types of transportation will include vehicular traffic, bike lanes and pedestrian walk-ways.

Other issues to be resolved by the Engineering Report will be drainage, right of way acquisition, highway capacity, environmental studies, and safety. Each of these issues will be vital to the project increasing mobility especially considering the 12,500 troops that Fort Sam Houston gained in the last round of BRAC and the consolidation of all military medical training at Fort Sam.

There are areas with significant drainage issues currently found along the route that will be addressed in the Engineering Report. Highway capacity must also be examined in the Engineering report to ensure that there is sufficient capacity for the improvement being proposed. Prior to any building taking place, the environmental requirements must be met in order to continue the project. The Engineering report will identify how much right of way acquisition the City must undertake.

GO CENTERS-CAFÉ COLLEGE*

PROPOSAL

To secure federal funding in the amount of \$720,000 to transform GO CENTERS into CAFÉ COLLEGE satellite centers in 25 San Antonio high schools.

BACKGROUND

Café College is a one-stop center for college advising and counseling and is a collaboration with 11 area universities and colleges, 15 area public school districts, the public libraries, the P16Plus Council of Greater Bexar County and numerous nonprofit agencies. In addition to counseling, Café College provides financial planning services, assistance with the Free Application for Federal Student Aid (FAFSA) paperwork, SAT testing and preparation and related services.

This project seeks to expand the current concept of the San Antonio Go Centers and transform the sites into Café College satellite centers. The new concept would seek to provide uniformity throughout the sites in technology, computer equipment and staff training and development. The Café College satellite centers would develop campus support that would ensure student access to the centers.

This project also seeks funding to develop a Mobile Café College Center. Funding would be required to purchase a bus, computers, printer, internet capability and office space for advising.

REQUEST

\$720,000

MISSION VERDE CENTER RENOVATION AND UPGRADE*

PROPOSAL

To secure federal funding in the amount of \$1,600,000 for the renovation and upgrade of the Mission Verde Center (MVC) gymnasium.

BACKGROUND

This project will permit the renovation and upgrade of the gymnasium at the Mission Verde Center at Cooper. Project includes the creation of a technology display and demonstration area and office space supported general infrastructure such as high efficiency HVAC system and ducting, geothermal heat pump, vegetative wall, electric transportation demonstration and vehicle charging. In addition, IT support and electric bicycle sharing system based on cell phone/GPS technology are included.

This enables acceleration of the necessary reduction in energy consumption, foreign oil dependence and greenhouse gas emissions than would otherwise happen in order to meet federal priorities.

REQUEST

\$1,600,000

MISSION VERDE CENTER OPERATIONS*

PROPOSAL:

To secure federal funding in Fiscal Year FY 2012 for personnel, supplies and marketing to support the development of the Mission Verde Center.

BACKGROUND:

Mission Verde Center is a multi-purpose sustainability and training center that will be located at a closed inner city San Antonio Independent School District campus. The Mission Verde Center seeks to integrate and reinforce the economic, environmental, educational and social assets of the local community to increase the self-reliance and sustainability of San Antonio and the surrounding region. The Center will open in early 2011.

The Mission Verde Center will help advance the goals of the City's comprehensive sustainability plan by showcasing how investment in energy efficiency, renewable energy and water conservation can help create jobs and stimulate economic growth within the framework of a sustainable future. The Center will play a central role in developing a new green jobs curriculum among educational stakeholders that aligns with the needs of environmentally responsible businesses and industries. The Mission Verde Center offers us an opportunity to take new ideas and training to an economically depressed area. In addition, the Center will eventually serve as a one-stop shop for energy efficiency and resource conservation to enable private customers, developers, landlords to become more efficient.

The Mission Verde Center brings together key stakeholders in the area of sustainability. The City of San Antonio is excited to partner on this innovative center with San Antonio Independent School District (SAISD), Alamo Colleges, San Antonio Youth Centers (SAYC), University of Texas at San Antonio (UTSA), Texas Engineering Experiment Station (TEES) of Texas A&M University System, CPS Energy and San Antonio Water System (SAWS). The City of San Antonio is looking forward to working with the multiple partners to place renewable assets in this former middle school, which will become a hub for technology insertion, research and Green Jobs training.

Among other projects, a comprehensive energy and water audit will be conducted on the campus to establish the baseline for energy and water efficiency retrofits. These retrofits will complement the workforce training efforts led by Alamo Colleges and San Antonio Youth Centers in weatherization, green construction and plumbing, solar power systems and smart grid systems installation. Additionally, these learning prospects will be enhanced by the City's utilities, CPS Energy and San Antonio Water System, which will demonstrate and evaluate smart grid components, advanced electric and water meters, renewable generation sources and water conservation techniques. Texas Engineering Experiment Station (TEES), the State's Engineering Research Agency, will locate

a key asset, the Texas A&M University 2007 Solar Decathlon House, at the Center.

FINANCIAL IMPACT:

The City of San Antonio has allocated \$1,000,000 of its energy efficiency and conservation block grant funds toward energy improvements at the Mission Verde Center, of which a portion of which will go toward the management of the facility. The City's contribution to the campus will include a comprehensive audit of the facility to locate opportunities for advanced energy efficiency technologies. Additional funding will help support management of the Center and expansion of existing job training and community outreach and neighborhood based energy efficiency and conservation programs.

REQUEST

\$880,000

RAILWAY SAFETY TRAINING FACILITY

PROPOSAL

To secure \$600,000 in FY 2012 to augment the Regional Rail Safety Training Site at the San Antonio Fire Department Training Academy.

BACKGROUND

Our nation continues to use our railways for bulk transports of a wide variety of commodities, most notably all varieties of chemicals. Despite strong safety efforts on the part of our railroads, accidents can be devastating for a community. Additionally, because of the loads they carry, the railroads must be considered potential targets that our enemies may attempt to exploit. These factors point to a need to ensure that our first responders, regardless of organization are prepared to deal with rail emergencies. The City of San Antonio is requesting \$600,000 to augment the Regional Rail Safety Training Site at the San Antonio Fire Department Training Academy. \$392,000 was awarded in 2008 and is being used to construct a classroom building. The additional funds will be used to complete the site and provide a parking lot, access road, an outdoor covered prop space and plumbing to the railcars already on site to simulate various types of leaks.

This is an expansion of the Regional Derailment Safety Training Site that will provide regional delivery of rail safety classes to first responders. This request will fund portions of the project that had to be trimmed from the original proposal and will include: infrastructure to the classroom building in the form of an access road to the derailment; parking; an outdoor pavilion with mockups of various types of railcar fitting and hatches; and plumbing to the railcars already on site to simulate different types of leaks that firefighters would practice plugging.

Besides the classroom building mentioned above, the site already contains 300' of rail, a locomotive and a simulated derailment of four different types of railcar. Key training components will encompass multi-level training to include the following: Initial first responder preparation; hazardous material response; incident management; National Incident Management System (NIMS) regional response; establishment of protective action zones, and establishment of incident for remediation activities. Curriculum is in development and participants from various public safety agencies will be trained via classroom instruction and field exercises.

The delivery of initial training will be conducted by a tank car expert, which will be provided by Union Pacific, a partner entity. The San Antonio Fire Department (SAFD) will have a minimum of eight instructors trained at the Train-the-Trainer level. This plan will permit the San Antonio Fire Department the ability to continue training new personnel in tank car safety operations. In addition, the SAFD will maintain the capability to offer long-term continuing education to incumbent staff. This site will provide significant initial and on-going training benefits to the

members of the San Antonio Fire Department, as well as other paid and volunteer agencies in the region.

FINANCIAL IMPACT

The total cost associated with a hazardous material spill resulting from a train derailment is substantial. In addition, rail relocation will cost several billion dollars. Therefore, the City is seeking greater oversight and response capability for hazardous material traveling through San Antonio.

REQUEST

\$600,000

PUBLIC CENTER FOR ENVIRONMENTAL HEALTH

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$500,000 to support the Public Center for Environmental Health (PCEH) which will allow the program to continue its mission to protect and enhance community health through the development of scientifically sound recommendations for environmental improvement. Sampling assistance, environmental health education and addressing environmental concerns of community residents would continue to be supported for an expanded coverage area within Bexar County.

BACKGROUND

The Public Center for Environmental Health (PCEH) was established in 2001 through a ten year Cooperative Agreement with the United States Air Force. This Cooperative Agreement will end September 30, 2011. The PCEH has established a local air monitoring program which will continue but other environmental sampling and analysis projects will end. This funding request would allow the continuation and expansion of the environmental sampling and analysis program and would provide the local health authority with staff and budget to address environmental health concerns of residents. Sampling assistance and education would improve the environment and prevent adverse health outcomes.

The purpose of this project is to augment local governmental resources by continuing and expanding a program that will allow the San Antonio Metropolitan Health District to provide a greater level of service regarding environmental quality to the citizens of San Antonio and surrounding Bexar County. Environmental health concerns of residents living near environmental clean up sites would continue to be addressed and additional residents would be served. Eight superfund sites are located within the City of San Antonio and Bexar County as well as other various environmental clean up activities overseen or conducted by the Environmental Protection Agency (EPA). This project would serve residents living near these contaminated sites by providing environmental sampling of air, water and other media. In addition, this project would inventory small air pollution sources and offer education to these entities in an effort to lower ozone precursor emissions. Sampling and analysis of drinking water would also be provided to private well owners. This project would provide the local health authority the ability to continue to address many important environmental health concerns of the community.

Additionally PCEH contributes to a number of advisory groups on local environmental issues including membership on the AIR Technical Committee of the Alamo Area Council of Governments, the Kelly Restoration Advisory Board, and the Agency Oversight Group of the Southern Edwards Plateau Habitat Conservation Plan, participation on the advisory committee for a Superfund site which is located over the Edwards Aquifer and the citizen advisory committee

meetings for Lackland Air Force Base. Funding provided by this request would allow for these important environmental assessment and advisory roles to be continued.

REQUEST

\$500,000

TEEN PREGNANCY PREVENTION – PROJECT WORTH

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$500,000 to support the Project WORTH program which will be used to expand the use of evidence-based programs and community-wide strategies to prevent teen pregnancy in San Antonio. The project will be part of a strategic plan to prevent teen pregnancy that includes input from various segments of the San Antonio community.

BACKGROUND

Project WORTH was established by the City of San Antonio in 2000 to begin assessing teen birth rate trends in San Antonio, Bexar County. In 2005, the program set a goal to help youth make positive choices, avoid risky behaviors, and postpone sex and pregnancy.

The City of San Antonio funds Project WORTH to lead efforts in teen pregnancy prevention. Studies show teen pregnancy puts young people at risk for dropping out of school, poverty and other negative social conditions. In 2007, the San Antonio teen birth rate for females ages 15 to 19 was 52% higher than the national rate with inner-city teen birth rates at 3 to over 4 times the national rate. The approximate annual cost of teen childbearing in San Antonio, Bexar County is \$74 million. In addition, a 2007 Child Trends study reported San Antonio with the third-highest percent of repeat teen births among large U.S. cities.

Federal funding is requested to expand the use of evidence-based programs and community-wide strategies in San Antonio. Project WORTH is part of a community strategic plan with the mission to significantly reduce teen pregnancy in San Antonio through community partnerships and evidence-based programs with a specific emphasis in two inner-city school districts (San Antonio ISD and Edgewood ISD). The plan includes nine strategic goals:

1. Implement effective teen pregnancy prevention education programs.
2. Implement effective parent programs.
3. Ensure teens have access to youth development programs.
4. Develop and implement a message campaign.
5. Ensure sexually active teens have access to contraception and health care.
6. Reduce subsequent pregnancies among teen parents.
7. Engage teens in planning and implementation of program activities.
8. Develop and maintain relationships with community and business partners.
9. Ensure program sustainability for implementation and evaluation.

Based on evaluation of evidence-based strategies used in other states it is estimated that Bexar County could reduce the number of teen births per year by 1,700 and save \$5 million in direct costs.

Federal support is needed as other funding sources for evidence-based programs have been limited over the years. Currently, Texas does not have state funding to support evidence-based programs for teen pregnancy prevention. Texas did not submit a letter of inquiry by the August 30, 2011 deadline to apply for its \$4.4 million share of the

Personal Responsibility Education Program (PREP) funds to use evidence-based teen pregnancy prevention programs.

While the current City funding provides support for teen pregnancy prevention planning, message development, data analysis and coordination with target school districts, additional funding is required to provide direct teen and parent education within the targeted communities. The requested federal funding would support a team of health educators to implement evidence-based programming and to evaluate program implementation and effectiveness.

REQUEST

\$500,000

OBESITY PREVENTION – SHARED USE AGREEMENTS

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$500,000 to support continuing work on establishing and implementing joint/shared use agreements for increasing opportunities for physical activity in San Antonio.

BACKGROUND

One of the CDC recommended community strategies to prevent obesity includes increasing opportunities for extracurricular physical activity. Ensuring that existing facilities, such as public and private recreation centers, and school or church gyms and playgrounds, are open to the public is one way to increase opportunities for physical activity. Shared use agreements allow communities to develop new or enhance existing recreational facilities that can be shared by public/private entities and the general public. The creation and implementation of joint use agreements are complex and time-consuming, but effective and worth the effort.

In March 2011, the City of San Antonio through the San Antonio Metropolitan Health District received a CDC grant through the Communities Putting Prevention to Work (CPPW) initiative funded by the American Recovery and Reinvestment Act of 2009. One component of the project involves the development of shared or joint use agreements. In collaboration with another city program funded by the Robert Wood Johnson Foundation, Healthy Kids/Healthy Communities, the San Antonio CPPW program has convened a Shared Use Coalition to identify areas and partners for developing shared use agreements. Additionally, in order to assist the coalition and CPPW staff in this process and to use resources most effectively, the CPPW program contracted researchers to conduct an assessment of physical inactivity and a resource inventory for physical activity, as well as obtain community input regarding desired use and programs. The funding for this program will end March 2012. It is unlikely that the funding through the current program will support the development of agreements with all potential sites identified through the assessment.

This appropriations request would provide support to continue the Shared Use Coalition and to expand the number of shared use agreements developed and implemented in order to allow more opportunities for shared use between schools, churches, and other entities and the general public. This funding would allow the continuation and expansion by providing staff and budget to negotiate and implement agreements.

REQUEST

\$500,000

OBESITY PREVENTION – FOOD POLICY COUNCIL

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$274,400 to support the ongoing activities of the San Antonio Food Policy Council.

BACKGROUND

On March 19, 2011, the City of San Antonio through the San Antonio Metropolitan Health District (Metro Health) received federal funding to support community-based work through tested programs and strategies that prevent chronic disease and help Americans lead healthier lives. The awards are funded by the American Recovery and Reinvestment Act (ARRA) of 2009. One of the major components funded through this grant was the creation of a Food Policy Council. In October of 2011, the first San Antonio Food Policy Council (SAFPC) convened by Metro Health. Food Policy Councils are recognized as evidence based interventions for both Obesity and Chronic Disease prevention. Food Policy Councils are highly recommended by the Centers for Disease Control and Prevention (CDC) as well as the Robert Wood Johnson Foundation. Food Policy Councils generally serve to:

- 1) Act as forums for discussing food issues;
- 2) Foster coordination between sectors in the community food system;
- 3) Evaluate and influence local policies related to the food system;
- 4) Provide valuable information and guidance to local government officials.

The SAFPC, through broad interdisciplinary partnerships and representation, will address the areas of public education, food system research, and advocacy efforts in the greater San Antonio community. By coordinating various sectors of the food system, the SAFPC will minimize duplicated efforts while providing a forum for local food issues to include efforts to:

- 1) Foster local community food projects;
- 2) Build demand for locally and regionally produced foods;
- 3) Improve local land use policies related to food production and distribution.

The SAFPC has already begun to integrate community food issues of nutrition, anti-hunger, food safety, obesity prevention, sustainable farming, and other areas to improve the community's overall health, local economy, and environment. By developing holistic projects and policies in addition to supporting local farmers who utilize sustainable farming practices, the SAFPC will advance local access to healthy and affordable foods and improve overall nutrition within the community. In March of 2012, ARRA funding supporting this very important initiative will end. By this point, the Food Policy Council will have already established an operational structure/governance, and finalized their strategy/business plan. In order to address the many important Food System

issues in the community, the Food Policy Council will require its own staffing and operating budget to continue beyond March 2012. The requested financial support would provide for 12 – 24 month months of program development and business plan implementation until alternate funding sources could be identified.

During this 12 – 24 month period, the SAFPC will facilitate a comprehensive Food Shed Assessment, and draft and finalize a Food System Plan of Action that included tiered priority projects. The requested budget is for one fulltime Project Coordinator/Director and one .50 F.T.E. Administrative Assistant.

REQUEST

\$274,400

OBESITY PREVENTION – ACTIVE LIVING COUNCIL

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$355,600 to support the ongoing activities of the San Antonio Active Living Council.

BACKGROUND

In March 2011, the City of San Antonio Metropolitan Health District received CDC grant through its Communities Putting Prevention to Work (funded by the American Recovery and Reinvestment Act of 2009) initiative. One component of the project involves the creation of an Active Living Council (ALC).

Active living is a way of life that integrates physical activity into daily routines, such as walking to the grocery store or riding a bicycle to work. Thus, active living has the potential to prevent obesity and chronic disease. The purpose of the ALC is to develop and implement a 3-5 year master plan to reduce sedentary behaviors and increase physical activity in Bexar County. The ultimate outcome of the ALC's effort is to decrease premature illness and death related to sedentary lifestyles and to improve quality of life of Bexar county residents. The major goals of the ALC are to:

- 1) Provide a forum to address active living issues in the community;
- 2) Promote coordination among the various sectors that impact active living in the community;
- 3) Foster local physical activity and active living projects;
- 4) Promote improved access to places and programs for physical activity; and
- 5) Promote policies related to increasing physical activity and active living.

In December of 2011, the San Antonio ALC will convene for the first time. At this time, the ALC will begin its strategic planning process which is expected to last 4 – 8 months. Following this planning phase the ACL will implement an action plan that will require staff and an operating budget. Through March of 2012 these resources will be provided through the Communities Putting Prevention to Work grant program to establish the ALC membership, complete the Strategic Plan, and complete a Physical Inactivity Assessment.

After March 2012 additional funding will be needed to implement the strategic plan and provide policy recommendations to local elected officials. This funding request would support a full time Program Coordinator and .50 F.T.E. Administrative Assistant to coordinate the ALC and support policy and program implementation.

REQUEST

\$355,600

ENVIRONMENTAL HEALTH & WELLNESS CENTER

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$500,000 to support the Environmental Health and Wellness Center to continue assessing homes in the Kelly community using the Healthy Homes approach and providing health education and minor home rehabilitation. Lead screenings for children in elementary schools, day cares, and summer programs within the community would also continue to be supported.

BACKGROUND

Over the past 10 years the Environmental Health and Wellness Center (EHWC) has received federal funding to address the health concerns about contamination issues in the Kelly community and improve the health of residents through medical screenings, home visits and lead screening programs.

The Agency for Toxic Substances and Disease Registry (ATSDR) and the Centers for Disease Control and Prevention (CDC) have provided grants to support EHWC programs and services. The EHWC was established through an ordinance passed and approved on November 2, 2000. Initial funding for the center was obtained through the former Texas Department of Health. However, since September 30, 2001, the program has been supported through a grant from ATSDR and later CDC.

The EHWC was originally established to monitor health conditions of residents living around the former Kelly Air Force Base and former KAFB residents believed to have been exposed to chemicals. The current funding request for FY2012 will be used to continue assessing homes in the Kelly Community using the Healthy Homes approach (keeping homes dry, clean, ventilated, contaminant-free, and safe) and providing health education and minor home rehabilitation. Lead screenings for children in elementary schools, day cares, and summer programs within the community would also continue.

The EHWC is located in Council District 5 and provides Healthy Home assessments and/or lead screening to residents in zip codes 78204, 78207, 78211, 78214, 78221, 78224, 78225, 78227, 78237, and 78242. In FY10 the EHWC provided 34 home assessments, 1,362 lead screenings, and 10 health education classes for 151 participants.

REQUEST

\$500,000

SOUTHWEST TEXAS REGIONAL FUSION CENTER

PROPOSAL

To secure federal funding in FY 2012 in the amount of \$2,800,000 to expand the Southwest Texas Regional Fusion Center Intelligence Program.

BACKGROUND

The Southwest Texas Regional Fusion Center, has through a grant procured the portions of the COPLINK Solution Suite that can be used on a limited per seat basis. The COPLINK Solution Suite is a tactical, flexible, line-level product, designed to enhance information sharing within and between local and regional law enforcement agencies.

The suite provides analysis and decision support for rapidly identifying criminal suspects, relationships and patterns that help solve crimes and thwart terrorism. It allows vast quantities of data to be consolidated and instantly analyzed. The additional modules we are seeking to purchase will provide the ability to contribute data from COPLINK directly into the N-DEx system. It will also allow COPLINK users to query data found in the N-DEx system, and use that data in all of the analysis tools.

The proposed data integration efforts will expand the ability of officers to get access to their data, and more importantly will open this ability of access to a large region of southwest Texas's Law Enforcement Systems as well as the additional COPLINK systems in Texas.

EXHIBIT A PROPOSED ADDITIONAL MODULES:

COPLINK Mobile: Designed to offer the features of the COPLINK system on limited-bandwidth mobile devices, such as in-vehicle computers

COPLINK Export: Extracts data from the COPLINK system in a NIEM-conformant format.

COPLINK LEXS-SR: Allows COPLINK users to connect to other LEXS-SR 3.1 compliant data sources.

COPLINK Face Match: Integrated facial recognition is the process whereby an agency can input a probed facial image and identify a list of similar images.

COPLINK Gang Information Card (GIC): A mobile field interview data entry application that allows remote users to fill out field interviews. Once the field interviews are approved, they will appear in COPLINK.

Integration with Outside Agency RMS Data:

With this increased project scope the Cities of Laredo, Corpus, Del Rio, Kerrville and Seguin, along with the counties of Bexar, Nueces, Webb, Hidalgo and Kendall would share Report data.

REQUEST

\$2,800,000

SECTION II: JOINT FUNDING INITIATIVES

DOWNTOWN STREETCAR & BUS RAPID TRANSIT AND WESTSIDE MULTI-MODAL TRANSIT CENTER VIA METROPOLITAN TRANSIT*

PROPOSAL

(A.) BUS RAPID TRANSIT (BRT)

For the FY 2012 federal funding cycle, seeking an allocation of \$75,000,000 for costs associated with final design and construction of the project. The total project cost is \$150 million.

BACKGROUND

The Fredericksburg Road Bus Rapid Transit, VIA PRIMO, the first corridor in VIA's system wide BRT plan. Fredericksburg Road is the first of three planned BRT corridors, and LEED guidelines will be used on this corridor to emphasize the sustainability benefits of BRT. This system will interface with and Downtown Westside Multi-Modal Transit Center that will initiate development of the Westside and create new neighborhood development. In addition to BRT serving this facility, a modern streetcar system or other high-capacity transit mode will operate in this area.

The Fredericksburg Road corridor connects two of San Antonio's major employment centers including the central business district (CBD) and the South Texas Medical Center with the University of Texas at San Antonio and USAA, the largest regional employer. The corridor serves as VIA's busiest corridor serving more than 12,000 patrons daily.

Implementing Bus Rapid Transit on this corridor would include the following characteristics: enhanced boarding stations, ITS applications (real-time bus arrival information), transit signal priority, and frequent service (headways of every 10 minutes from 6 am to 6 pm daily). These characteristics will create a more attractive transportation option. The overall objective of the BRT system is to reduce travel time and delays, increase schedule adherence and capacity, expand market share, and ultimately increase ridership of the transit system.

The project includes the construction of two transit center terminals (located along the western fringe of Downtown and the South Texas Medical Center) to serve as termini for BRT as well as 16 platforms (8 stations) along the corridor.

The BRT project on Fredericksburg Road is an element of VIA Metropolitan Transit's Long Range Comprehensive Service Plan, which calls for a redesign of VIA services to include high-capacity transit options along major corridors. *This project is authorized in SAFETEA-LU. The FY2008 transportation appropriations bill included \$4.9 million for*

Bus Rapid Transit. In FY 2010, VIA received an additional \$500,000 in appropriations funding.

The VIA PRIMO project received a Finding of no Significant Impact in August 2010, is included in the State Transportation Improvement Plan and is considered a shovel ready project.

The downtown terminus for BRT will be a transformational project, creating a public space for new development while community assets in the area, the University of Texas at San Antonio downtown campus, the University Health System and other downtown landmarks with an enhanced mode of public transportation, thereby reducing congestion, creating an a better transit rider experience and encouraging public/private development.

BENEFITS:

VIA is emerging as a local leader in the sustainability effort, and is taking on a larger role in transit oriented development. The role of the BRT project is to provide connections to VIA's planned Streetcar system, local bus service, passenger rail, and the two largest employment centers in the region. Routed through the San Antonio Central Business District, VIA PRIMO will also be routed through a redevelopment area extending from the site of the Westside Multi-Modal Transit Center along the Houston Street Corridor.

The Houston Street Corridor will be served with BRT and has been identified as a potential alignment for VIA's streetcar system.

Although the VIA PRIMO project is funded with local sales tax revenues and formula funding, acquiring an allocation of \$75,000,000 would allow VIA to fully develop the Westside Multi-Modal Transit Center and the Houston Street corridor as a means of transforming the a disadvantage area of San Antonio. The project along Houston Street is aimed at re-invigorating a district within the city with mixed-use development by integrating on-going planning and development efforts. Other stakeholders in the area will include the University of Texas at San Antonio, the University Hospital System and Bexar County.

(B.) DOWNTOWN STREETCAR (HIGH-CAPACITY TRANSIT) CIRCULATOR SYSTEM

PROPOSAL

For FY 2012 funding cycle, obtain \$10,000,000 to initiate conceptual and preliminary design for the starter route of a downtown streetcar circulator system. VIA is currently working with Federal Transit Administration to pursue funding through their small start process.

BACKGROUND

Downtown Streetcar Circulator System using technology to efficiently provide access while easing congestion and stimulating economic development.

San Antonio is the largest city in the U.S. without a high capacity transit option. VIA has been experiencing significant transit ridership growth over the last decade. Additionally, with the growth of the region and increased congestion, there has been heightened interest in the need for a high-capacity transit option beyond the conventional bus service.

VIA is in the final phase of completing a Long Range Comprehensive Transportation Plan, SmartWaySA, to identify corridors within the VIA service area that are viable candidates for high-capacity transit. Slated for completion in Spring 2011, this initiative will prioritize those corridors that are candidates for high capacity transit.

Demographic data indicates that growth in the San Antonio/Bexar County area will increase over the next several years. Over the next 30 years, Bexar County will experience a 41% increase in population and a 56% increase in employment. This growth, coupled with congestion on high capacity corridors, calls for different modes of transit and an attractive transportation option for commuters.

As part of SmartWaySA, VIA is pursuing a downtown streetcar circulator system. Elements for a downtown circulator system using modern, historic, or replica streetcar vehicles have been identified. Additionally, corridors providing geographic equity within the central business district have been proposed. The VIA Board of Trustees established a Commission on Intra-City Rail and Streetcar to provide guidance and a community perspective regarding the development of a modern streetcar service. A technical advisory committee, comprised of various planning agencies within Bexar County, has also provided skilled insight and expertise.

The Downtown Streetcar Circulator System will connect employment and activity centers along the identified corridors, as well as other existing and planned transit facilities. The Robert Thompson Transit Station (RTTS), an existing transit facility on the near East Side, as well as other major community and city assets, will be linked by this proposed system. Additionally, the starter line of this project will be 2.2 miles, connecting to bus rapid transit and the fixed-route bus system, improving circulation and reducing traffic congestion within the central business district. This modern streetcar service will provide the connectivity necessary to move people efficiently and safely.

VIA was recently awarded a \$900,000 FTA Alternatives Analysis Program Livability Funding Grant to conduct the alternative analysis street car study.

BENEFITS:

- **Economic Development** – Modern streetcars can serve as catalysts for economic development, allowing for the creation of efficient land use patterns and transit-oriented development. Additionally, a streetcar system can provide an opportunity for revitalizing business districts that have been neglected and increase land values. As an example, the Memphis Streetcar Madison Street route saw property values along the corridor increase after the route became operational in 2003. Residential properties near the Madison Street route increased in aggregate value over 780 percent for the period between 2002, before the streetcar opening, and 2008. VIA is conducting an Economic Impact study to analyze the impact that a streetcar system will have on the San Antonio/Bexar County area.
- **Energy Efficiency** – Modern streetcars carry more passengers and utilize environmentally friendly technology thus reducing greenhouse gases and air pollutants.
- **Efficient Mobility** – Modern streetcars reduce travel time due to frequency of service and utilization of transit corridors developed specifically to accommodate rail transit. Streetcars can be designed to be part of a larger transit network, connecting rail to bus rapid transit and bus service, providing an affordable, safe and seamless trip to the customer.
- **Economic Benefits** – Modern streetcars can provide an affordable, safe and convenient alternative to the automobile. With fluctuating fuel prices and costs associated with owning and operating an automobile, riding public transit can lower household expenses.

*Priority

SURFACE TRANSPORTATION***

PROPOSAL

To secure authorization and funding for transportation projects in the reauthorization of the surface transportation law.

BACKGROUND

The following recommended priorities, were reached in consensus by representatives from the Alamo RMA, Bexar County, Bexar/SA MPO, City of San Antonio, Lone Star Rail, Port San Antonio, SAMCo, TxDOT (San Antonio District), and VIA Metropolitan Transit.

The current short-term extension of the surface transportation law, SAFETEA-LU, will expire March 4, 2011.

LOCATION	PROJECT SCOPE	TOTAL COST
IH-10 (Huebner Road to Loop 1604)	Expand 6 to 8 lane expressway and operational improvements.	\$27,808,590*
IH-35 (Downtown north to County Line)	Would expand to include additional lanes. Environmental study required and cost is subject to change.	\$2,042,045,794*
IH-410 (Culebra Road/FM 3487 to Highway 90)	Expand from 6 lane to 8 and 10 lane expressway.	\$81,000,000*
Loop 1604 (US 90 to Redland Road)	Would expand from 4 to 8 lanes expressway. Environmental study required and cost is subject to change.	\$984,514,849*
US 281 (County Line to Loop 1604) including northbound connectors and Park & Ride facilities	Expand to 6 lane expy and construct 4 northern connectors; Environmental study required and cost is subject to change.	\$521,513,685*
36 th Street	Four lane divided thoroughfare from Billy Mitchell Blvd to General McMullen Drive (Phase 3B).	\$12,000,000

*Project scope and project amount subject to change.

*Priority

**Project Endorsement

LONESTAR RAIL ***

PROPOSAL

To establish the proposed rail system the District proposes the relocation of Union Pacific's freight traffic to a new corridor that bypasses cities and the conversion of existing rail lines along IH-35 for passenger rail service. The proposed rail system would provide passenger rail from Georgetown to the Texas A&M University in southern San Antonio by following Union Pacific Railroad right of way and acquiring new right of way in Georgetown.

BACKGROUND

Currently there are 16 station locations being proposed that would establish service for approximately 120 miles (see attached map). Of the 16 proposed stations, five (5) would be located in the San Antonio. The proposed passenger rail line enters the San Antonio City limits near Loop 1604 (near Rolling Oaks Mall), runs past the east side of the San Antonio Airport, traverses downtown at the proposed Westside Multi Modal location near the UTSA downtown campus, and runs past the west side of Port San Antonio. Originally, the line was intended to stop at Port San Antonio. However, current plans have extended the line south to the new Texas A&M campus just south of Loop 410 South.

Benefits of the passenger rail system include an alternative method of reliable transportation, improved safety and direct economic impacts such as job/businesses related to capital construction and annual operations, transit oriented development around stations and increased property values. Regional economic impacts include an increase in per capita income and a growth in tax base.

The project is anticipated to cost \$ 612 million. This does not include the relocation cost of UP through-freight.

****Project Endorsement**

SAN ANTONIO MISSIONS NATIONAL HISTORIC PARK***

PROPOSAL

San Antonio Missions National Historical Park, a critically important historic and cultural resource for the San Antonio area and the nation, has important needs in the federal legislative and budget arena. Federal funds are needed for critical land acquisition needs, and the Park needs a new headquarters and curatorial storage facility.

BACKGROUND

San Antonio Missions National Historical Park, established by Congress in 1978, exists to preserve, protect, restore, and interpret the Spanish Missions of San Antonio along with associated resources and values for the enjoyment of present and future generations. The Park contains the single most complete collection of Spanish Colonial resources in America and represents the very fabric and essence of the City of San Antonio and the Hispanic culture that has shaped America. Nominated as a World Heritage Site, the Park boasts four 1730's vintage missions, acequias, labores, and a rancho. Within the Park's boundary are approximately 835 acres of land in Bexar and Wilson Counties, Texas. The Missions are a vital economic generator for the City and surrounding areas.

San Antonio Missions Land Acquisition

The Park has struggled to acquire lands necessary to ensure the preservation, protection and enjoyment of the missions and their rich cultural heritage. Many private land owners are willing to sell their lands to the Park, but there is no funding available for land acquisition. Over the past 11 years, the City of San Antonio, the San Antonio River Authority, and Bexar County have worked together to restore and reconnect the Missions to the San Antonio River, which is known as the Missions' Life Blood. Numerous parcels of land that have been identified by the Park for acquisition must be acquired in order for this project to be completed. It is estimated that the park has approximately \$13 million worth of high priority land acquisition needs.

Mission Drive-In Complex Partnership

The Park is in desperate need of an adequately sized and properly located headquarters and curatorial storage facility. The City has purchased the Mission Drive-In site with the understanding that Los Compadres would purchase part of it to build a Park headquarters building, and that the Park would purchase part of it as a buffer to Mission San Jose. In August 2007, NPS provided the City a letter confirming the Service's interest in this property conveyance and headquarters project. Federal funds are needed for NPS to purchase property.

****Project Endorsement**

SAN ANTONIO RIVER IMPROVEMENT PROJECT (SARA)***

PROPOSAL

To secure **\$10 million of federal funding in the Fiscal Year (FY) 2012** federal appropriations for the U.S. Army Corps of Engineers (USACE) to reimburse the local funding partner for advancing the federal funding share of the San Antonio River Improvements Project (SARIP) **Mission Reach Ecosystem Restoration and Recreation Project**. Reimbursement funding may be released to SARA when the project is substantially complete prior to implementation of monitoring and adaptive management activities per the March 31, 2010 Integral Determination Report and as authorized by Section 3154 of the Water Resources Development Act of 2007 and Section 115 of the Omnibus Appropriations Act, 2009, P.L. 111-8.

We are requesting \$10 million in FY 12 for reimbursement of the local community for advancing the federal share to keep the project on the optimum construction schedule and have the project substantially complete in 2013. We will continue to request appropriations in \$10 million increments to ensure the local funding partner is made whole for advancing the federal share.

	Total	Bexar County	City	SAWS	Private	USACE
Mission Reach Project	\$245.7	\$176.6	\$6.5	\$6.0	\$4.7	\$51.9

Bexar County’s total contribution committed to the Mission Reach project of \$176.6 million is made up of \$75.6 million from Bexar County’s Flood Tax, \$39.7 million from Bexar County’s Visitor Tax and an additional \$61.3 million to advance federal funding to keep the project on the optimum schedule. The estimated total federal funding obligation to the Mission Reach from the Corps of Engineers is \$113.2 million, of which only \$51.9 million has been funded. Bexar County will be eligible for reimbursement of the local funding advance should additional federal funding be appropriated in the future by Congress.

San Antonio River Authority is committed to Operation and Maintenance of the Mission Reach as construction phases are completed.

BACKGROUND

The City of San Antonio, Bexar County, San Antonio River Authority (SARA), USACE, the San Antonio River Oversight Committee (a 22-member citizens committee) and the San Antonio River Foundation developed a vision to restore and enhance 13 miles of the San Antonio River, extending both north and south of the famed San Antonio River Walk. When completed, SARIP will reintroduce a thriving ecosystem to a previously USACE channelized river, improve flood protection, restore the river’s historic and

cultural connections, enhance recreation, expand sightseeing opportunities and stimulate economic development.

The 13-mile SARIP is a \$358.3 million investment in the San Antonio River and is comprised of three reaches:

- *The Mission Reach:* A nine-mile segment of the river extending south of downtown San Antonio from Alamo Street south to Loop 410 South, including the Eagleland segment. Mission Reach budget - \$245.7 million; Eagleland budget - \$13.6 million (Mission Reach Phase 1 construction is complete and Phase 2 construction is underway with a tentative completion date of April 2011. Phase 3 construction is scheduled for completion in 2013. Eagleland open with additional enhancements still to come in this area).
- *The Downtown Reach:* A one-mile segment of the river in the heart of downtown from Houston Street to Lexington Avenue. Downtown Reach budget - \$13.3 million; SARIP concept design budget - \$1 million (completed in 2002);
- *The Museum Reach:* A four-mile unimproved segment of the river extending north of downtown San Antonio from Lexington Avenue to the river's headwaters near Hildebrand Avenue. Museum Reach budget - \$84.7 million (Construction of the Museum Reach – Urban Segment was completed in May 2009 and construction on Phase 1 of the Museum Reach – Park Segment is substantially complete although there are still some improvements to come to the existing hike/bike lane along Avenue B).

The Mission Reach

The USACE was originally authorized by Section 203 of the Flood Control Act of 1954 to complete a comprehensive flood control project along 31 miles of the San Antonio River and its tributaries, known as the San Antonio Channel Improvement Project (SACIP). The original project channelized miles of the San Antonio River and its tributaries to provide flood protection, including constructing two underground tunnels to divert flood waters from downtown San Antonio. The USACE project authorization was modified in 2000 to include ecosystem restoration and recreation as project purposes.

In September 2004, the USACE completed a comprehensive General Reevaluation Report (GRR) of the Mission Reach Ecosystem Restoration and Recreation Project which received final approval and authorization for construction from the Assistant Secretary of the Army in June 2006. The project will bring back natural habitat to a segment of the river previously channelized for flood control purposes. The Mission Reach improvements identified in the GRR are cost-shared, 65 percent federal and 35 percent local for ecosystem restoration as well as 50 percent federal and 50 percent local on recreational components. Additional funding is being raised privately to enhance historical connections, including adding public art.

The USACE's restoration project will establish 20,000+ native trees, 31 riffle structures, 13 acres of embayment, 113 acres of aquatic habitat, 334 acres of riparian woodland habitat and restore two river remnants along eight miles of the San Antonio River south of downtown from Lone Star Boulevard to Mission Espada. In addition, the stability and flood storage capacity of the river channel will be improved, resulting in a reduction of the flood plain. The project will add more than fifteen miles of hike and bike trails to the existing Mission Trails system and restore the river as a connection to the four historic Spanish missions located in the San Antonio Missions National Historical Park. When completed, the restored river will stimulate economic development along the river and serve as a gateway to the City South Project home to Toyota and its affiliated manufacturing facilities, Brooks City-Base and the San Antonio Texas A&M campus. All three phases of the project are expected to be completed by 2013.

CURRENT STATUS

Federal Funding Requirement for the Mission Reach

In the FY 2009 Omnibus Appropriations legislation, authorization language was included to allow for the local sponsor to implement the project, including covering shortfalls in federal funding while making the project eligible for the possibility of future federal reimbursement for local money spent to advance any potential federal funding shortfalls. In May 2010, the Assistant Secretary of the Army – Civil Works approved an amendment to the Project Cooperation Agreement (PCA) allowing the local project sponsor (SARA) on the behalf of Bexar County and the City of San Antonio to move forward with contracting and local project management thereby keeping the project on the optimum construction schedule. The May 2010 amendment to the PCA allows for the non-federal interest (Bexar County) to be reimbursed for the remaining federal share of construction costs pending future appropriations for the Mission Reach Ecosystem Restoration and Recreation Project. Bexar County has authorized funding to complete the remaining phases of the project by 2013, but remains committed, as does SARA, to aggressively pursuing federal funding.

Phase 1 construction has been completed and Phase 2 construction is ongoing with a tentative completion date of April 2011. The construction contract for Phase 3 was awarded in September 2010 with construction activities beginning in October of the same year. Phase 3 construction is scheduled to take 36 months with a completion date in 2013.

FINANCIAL IMPACT

The City of San Antonio has committed \$6.5 million from a variety of funding sources toward the Mission Reach Ecosystem Restoration and Recreation Project (\$78.7 million of total SARIP funding has been committed by the city – largely funding the Museum Reach segment of SARIP). In addition to the \$115.3 million of Bexar County Flood Tax and Visitor Tax, Bexar County is contributing another \$61.3 million to advance federal funding to keep the Mission Reach project on the optimum schedule; therefore, Bexar

County's total contribution to the Mission Reach project is \$176.6 million (\$207.7 million is Bexar County's total SARIP contribution).

****Project Endorsement**

CYBER SECURITY
THE GREATER SAN ANTONIO CHAMBER OF COMMERCE AND
UNIVERSITY OF TEXAS AT SAN ANTONIO**

PROPOSAL

The University of Texas at San Antonio and The Greater Chamber of San Antonio propose to position our community in the next platform for cyberspace. It is important for our community to get ahead of the security curve in cyber innovation, research and implementation. It is critical for appropriate security to be integrated into cyber infrastructure to mitigate threats.

(A.) BACKGROUND (The Greater Chamber Proposals)

(1.) Funding requests for the Cyber Innovation & Research Consortium: Fund Cyber Consortium members to develop and execute cyber programs in support of DHS, US cyber Command and 24th AF. Support designation of each Cyber Consortium member as a "University Affiliated Research Center."

(2.) Placement of DHS Cyber Security Experts in San Antonio: Establish a city-wide security and preparedness plan and appoint a cyber city "czar" to collaborate with state and federal officials.

(3.) San Antonio as the alternate location for US Cyber Command: San Antonio has the capacity, capability and long term vision to support the US CYBERCOM requirement. The timing is right to select San Antonio as a US CYBERCOM alternate location.

(4.) Full funding of the United States Air Force Cyber Command (24th AF): Support full funding for operations/maintenance and research/development in the areas of cyber defense and offense.

(5.) Cyber Education for STEM and Workforce Development: Build a national model for Cyber Security K-to-Ph.D. Workforce Development that creates high-wage jobs for San Antonians. Build this on the signature Mayor's Cup event, UTSA's Institute for Cyber Security, the ITSA High School Program, and the University Cyber Consortium, consistent with the San Antonio Cyber Action Plan (SACAP).

(B.) BACKGROUND (UTSA Proposals)

The Cyber Threat - Securing Our Nation's Energy Infrastructure-Our nation's economic vitality relies on a complex, highly interdependent global energy infrastructure to assure a reliable, cost competitive and resilient energy supply that sustains our economic prosperity and national security. Today the threats to this infrastructure continue to escalate as cyber capabilities worldwide grow increasingly more sophisticated and vulnerabilities are routinely exploited. This national security challenge is pervasive across each sector of our energy infrastructure but is particularly pervasive as we accelerate our national efforts for the large - scale deployment of a smart secure electric grid.

(1.) SMART SECURE GRID

Any long term strategy to mitigate these threats must invoke a risk based systems approach that has as cornerstones a well-trained workforce that is both knowledgeable and responsive to the sophisticated threats our adversaries pose and a technology base that is dynamic, innovative and responsive to the growing threat. The University of Texas at San Antonio is preparing the experts of tomorrow for implementing pragmatic, innovative technology solutions to the emerging cyber threat to our nation's energy infrastructure using a distributed sustainable energy test bed that couples various energy sources, storage capabilities, inverters and associated software and hardware in a "real world" commercial scale environment to test system performance and to assess potential system vulnerabilities.

As the threat becomes increasingly more complex we must accelerate our ability to respond by building on existing capabilities. Several key challenges must be addressed using these and other capabilities:

- Design, develop, and test an intrusion detection system (IDS) for the smart grid that incorporates multiple technologies and network points-of-presence for IDS to provide broad coverage of attack points and methods. IDS will include smart meters, communication channels from meters to collector/aggregator systems, and a utility back-end. The IDS will develop sensors, communication mechanisms, and data aggregation/reduction/correlation tools for analysis and attack response and an ability to evaluate system performance and reliability using the UTSA integrated test bed.
- Develop and demonstrate an intrusion detection approach for broad application to smart grid infrastructure that incorporates smart grid demand response and distribution automation systems and that relies on the UTSA microgrid infrastructure as a development platform and proof-of-concept test bed. This approach will be scaled to leverage existing field – scale commercial systems.
- Prototype an alert aggregation and analysis capability to enable security operators to gain situational awareness of attacks on the grid and respond effectively in real-time
- Develop a Decision Support System that will rapidly assess information from the threat model and the intrusion detection system to generate an automated response or a dynamic cyber response that invokes manual intervention. The Decision Support System will provide the information needed to respond to a cyber attack and provide a suite of simulation tools that will be used to train personnel in how to respond to a cyber incident.
- Project funded primarily from the State Energy Conservation Office (SECO).
- Three year project at approximately \$4.5M total project cost.

REQUEST

\$1,500,000 (Phase I)

(2.) TEXAS RESEARCH AND EDUCATION CLOUD (TREC)

Cloud computing has rapidly established itself as the next platform for cyber space. Clouds move computing, data and information resources into the network (the “cloud”) and make these appear to the user to be instantly and seamlessly accessible from multiple devices such as PCs (personal computers), smart phones and iPads. The cloud revolution has just begun and the commercial offerings available today are merely the beginning of a new phase in computing and communications that will play out over the next twenty years or so. Like many recent cyber technologies the push for cloud adoption is driven primarily by economic and productivity considerations. Even as there continues to be high concern about the security and privacy implications of cloud computing, the economic calculations are nevertheless likely to drive adoption. Our nation has seen several cycles of cyber technologies where economics and productivity drove adoption leaving security to be dealt with later, unfortunately at considerably greater overall cost than if security had been properly integrated with the technology from its initial deployments. We have seen this with PCs, the Internet and the Web over the last thirty years. As we move into the next phase of computing dominated by Clouds, the nation can ill afford to repeat this cycle of deployment with inadequate attention to security followed by expensive, but only partial, security fixes. This is the essential mission of this project.

TREC has three goals in rough alignment with the three synergistic thrusts identified above.

- Produce research results to enable our nation to get ahead of the security curve in cloud computing, both from a cloud user’s perspective and from a cloud provider’s perspective.
- Develop a workforce with deep graduate level research and innovation expertise in secure cloud computing.
- Sustain US leadership in this vital area of Secure Cloud Computing by transfer of seed ideas and inventions that can be incorporated into products and services by industry.

The TREC project will develop a heterogeneous cloud test bed that can be configured to mimic different cloud provider architectures and can support a variety of cyber security experiments. The design and creation of this test bed is itself a significant research undertaking. Concurrent with its construction the project will conduct multiple cyber security experiments from the partner Universities and collaborating external researchers from academia and industry. TREC will develop graduate-level short courses and course modules which can be used to educate faculty and graduate students across the nation in secure cloud computing. Capability to conduct selected experiments will be made available in support of these courses. TREC will work closely

with the technology transfer offices at the respective partner Universities to transition research results to industrial application.

This is a three year project at approximately \$12M total project cost.

REQUEST
\$4,200,000

(3.) COMMUNITY CYBER SECURITY MATURITY MODEL

BACKGROUND

It is generally agreed that the United States is the most targeted nation for cyber attacks and is the most vulnerable to these attacks. While the nation has spent considerable time focusing on ways to prevent, detect, respond to, and recover from a terrorist attack, the possibility of a cyber terrorist attack has been raised. This is especially true in light of reports that extremists have called for the creation of hacker “armies” to plan cyber attacks against the U.S. government and have posted detailed instructions on how to conduct attacks on computer bulletin boards. General Keith Alexander, the former Director of the National Security Agency and the commander of the U.S. Cyber Command, has stated that there are three areas in which he is particularly concerned: terrorist attacks, a cyber attack, and a combined attack using cyber and other means. All of this provides support for the challenges by various entities to have states and communities increase their efforts to develop effective cyber security programs. Unfortunately it is easy to issue a challenge to entities to secure their computer systems and networks and an entirely different matter to secure them.

UTSA has received funding through the Department of Homeland Security to implement the Community Cyber Security Maturity Model (CCSMM) it has developed in six states throughout the nation. The five of the states were chosen based on an agreed upon set of criteria in coordination with DHS. The other was selected as part of a DoD effort. Implementation of the model has begun in five states at this time: California, Delaware, Texas, North Carolina and Illinois. An additional state will soon be chosen with the last funding received from DHS.

The model consists of five levels through which the states and communities progress as they mature their security programs. While much has been accomplished in development of the model and its implementation within the currently chosen states and communities, much still needs to be accomplished. The states and communities that have started on the process need the assistance to continue their progress towards establishing viable and sustainable cyber security programs. One of the most important lessons learned by UTSA in its early community security exercises is that simply making states and communities aware of the problems is not enough – they need assistance in developing the programs to address the cyber security issues that they become aware of through the exercises. The requested funding will allow the states and communities already chosen to continue with their progression in the model allowing them to enhance the security of their critical infrastructures and to develop more effective

response mechanisms should a cyber event occur. The funding will also allow additional states to be added so that they can also begin developing effective security programs.

As the program expands to additional cities, training takes on a more critical role. Every community within the nation needs to have a viable cyber security program but it is not feasible for a single university such as UTSA to conduct exercises and training in all communities. Instead a training program needs to be developed so that the states can accomplish their own training to enable their communities to conduct their own exercises and to develop their own programs. "Train-the-trainer" courses need to be developed to take to the states to enable them to reach out to more communities than those that UTSA has conducted exercises in. In addition, the cyber training partners funded by FEMA have coordinated their course development to conform to the needs of the CCSMM and to ensure duplication of effort does not occur. Further work needs to be conducted to ensure any additional courses also conforms to the needs of the model and are incorporated into the model at the appropriate places.

Research and Development

While much work has been accomplished in developing the CCSMM, no community has reached the upper levels of the model and in fact not all characteristics for communities at these upper levels is known and the technology needed by communities has not been developed. An important part of this request is additional funding to conduct the research and development activities to define and produce the technology that will be needed by states and communities when they advance to these upper levels. One example of a known product that needs to be researched and developed is a visualization tool that can be used by communities to determine when they are under a cyber attack. Another example is the need to develop secure information sharing techniques and tools that the various organizations in communities can use to securely provide the information needed for communities to detect a pending cyber attack or one that is currently underway. Determination of the metrics that can provide an early warning of a pending cyber attack are still another research and development effort that needs to be conducted to ensure that the knowledge and technology is available to states and communities when they are ready to advance in the model. Best practices and processes also need to be identified to help communities and states establish a real-time cyber defense program.

REQUEST

\$4,000,000

****Project Endorsement**

FEDERAL COURT HOUSE RELOCATION GENERAL SERVICES ADMINISTRATION**

PROPOSAL

Endorse acquisition of funds for construction of new courthouse for the San Antonio Division of the United States District Court for the Western District of Texas.

BACKGROUND

Congress will soon be asked to consider appropriating the construction funds for building a necessary and long-overdue new courthouse for the San Antonio Division of the United States District Court for the Western District of Texas. San Antonio is headquarters to the Western District of Texas -- the second busiest court in the country on a weighted per judge basis -- and the current federal courthouse is neither large enough nor adequately designed to meet the needs and demands of such a busy court.

The current courthouse in San Antonio was originally built in 1968, to serve as the United States Pavilion and theater for the 1968 HemisFair. In 1975, that pavilion/theater was renovated to house two United States District Court Judges, a part-time Magistrate Judge, the office of the Clerk for the Western District of Texas, and other federal agencies.

Since 1975, the Western District of Texas has grown immensely and the current federal courthouse in San Antonio now houses seven federal judges and their staffs, the Clerk's office, and others. Under the revised design guidelines, the United States Marshal's office requires 41% more space than is presently available, to safely conduct its business. In addition, the vast majority of federal employees must work in a separate, nearby office building. Simply put, the San Antonio Division of the Western District of Texas has long since outgrown the current courthouse. The existing federal courthouse also lacks many important security features, including the absence of a sallyport, insufficient detention space, and no secured elevators or corridors. Judges, staff, jurors, and attorneys very often encounter criminal defendants in the corridors because of these serious security lapses. Further, the courthouse is not ADA compliant, is functionally obsolete in many respects, and has been plagued by environmental and water-quality issues.

The new federal courthouse project promises to have far-reaching economic benefits to San Antonio. To acquire the land for the new federal courthouse project, the City and the Government Services Administration (GSA) entered into a land exchange plan, under which the City agreed to transfer certain property to the GSA and, in return, reclaim the property on which the current courthouse stands. That property is attractively located in the middle of HemisFair Park, very close to San Antonio's major Convention Center complex. Reacquisition of that property will permit the City -- under the management and oversight of the HemisFair Park Area Redevelopment Local Government Corporation -- to revitalize and develop HemisFair Park as a complement to the Convention Center complex, thereby maximizing tourism dollars upon which San Antonio so greatly relies. The land exchange also will promote revitalization of the City

areas surrounding the site of the new federal courthouse, which will be part of a greater San Antonio River Improvements Project for downtown San Antonio.

****Project Endorsement**

SECTION III: POLICY INITIATIVES

FEDERAL AVIATION ADMINISTRATION RE-AUTHORIZATION BILL *

PROPOSAL

To secure two (2) non-stop slots to and from San Antonio International Airport (SAT), and Ronald Reagan Washington National Airport (DCA) (one round trip).

BACKGROUND

History

The United States Congress enacted the DCA perimeter rule, thereby prohibiting flights that originate from or are bound for destinations beyond 1,250 statute miles from DCA. The perimeter rule was enacted to support Dulles International Airport as the long-haul airport for the Washington, DC metropolitan area. San Antonio is 1,381 statute miles from DCA.

In 2000, legislation passed to grant 12 slot exemptions within the 1,250-mile perimeter and 12 outside the perimeter boundary. Airlines, not airports, apply to the Federal Aviation Administration (FAA) for these exemptions.

The criteria noted by DOT included a finding that the airline's proposed service would:

- Provide air transportation with network benefits in areas beyond the perimeter;
- Increase competition by new entrant air carriers or in multiple markets;
- Not reduce travel options for communities served by medium hub airports within the perimeter, and
- Not meaningfully increase air traffic delays.

In 2004, an additional 12 slots (6 round trips) were made available beyond the perimeter rule with the FAA reauthorization legislation (Vision 100).

Current Status

At the present, the following cities have extra-perimeter flights to/from DCA:

Denver - 3 daily flights on Frontier and one on United

Las Vegas - 1 daily flight on US Airways

Los Angeles - 1 daily flight on Alaska Airlines

Phoenix - 3 daily flights through US Airways

Seattle - 2 daily flights on Alaska Airlines

Salt Lake City - 1 daily flight on Delta

Total = 12 daily round-trip non-stop flights.

Vision 100 FAA reauthorization expired September 2007. The 110th and 111th Congress sessions have not succeeded in passing a multi-year FAA reauthorization bill but have instead passed multiple short-term extensions to the expired 2007 Vision 100 legislation.

The current and 17th extension expires on March 31, 2011.

San Antonio is working with our federal consultants and our legislative delegation, in particular Senator Kay Bailey Hutchison who is the Ranking Member on the full Senate Commerce, Science and Transportation Committee, to secure slots for the SAT-DCA route. AirTran has committed to submitting an application to the FAA for two slots (one daily round trip) as soon as the legislation has passed.

San Antonio currently has non-stop service to Southwest's hub in Baltimore and United's hub at Washington Dulles. The San Antonio business community prefers DCA when doing business in the District of Columbia.

San Antonio's business community supports non-stop service to DCA. The potential benefits accrue mostly to our business community with resulting convenience and travel time savings.

***Priority**

BASE REALIGNMENT AND CLOSURE (BRAC)*

PROPOSAL

Endorse timely current and future Congressional authorizations and appropriations to support implementation of the Base Realignment and Closure (BRAC) 2005 directives and actions. Seek Federal Funding to support growing infrastructure needs resulting from BRAC 2005 directives.

BACKGROUND

The most recent round of BRAC in 2005 will have a profound effect on military communities such as San Antonio which will realize significant increase in missions and personnel. As a result, our community faces a variety of challenges and opportunities for which Federal Funding will be needed. By law, all BRAC actions must be implemented by September 15, 2011.

The US Department of Defense provides an annual economic impact to San Antonio in excess of \$13 billion. BRAC 2005 will only add to the importance of the military in the community. San Antonio will become the center for combat medic training for all services and will become a world class research and care facility for trauma and burn patients as well as installation management.

San Antonio and the surrounding community will experience a net gain of approximately 4,000 jobs as a result of BRAC 2005. In particular, Fort Sam Houston will gain nearly 12,500 jobs and nearly 4,000 family members. Construction and renovation needed to accommodate the new missions in San Antonio will exceed \$3.1 billion. Fort Sam Houston alone will receive over \$2.2 billion in BRAC construction. This construction will have a significantly positive impact on local businesses.

BRAC will also pose serious challenges to the community. Wilford Hall Medical Center will be closing its Level 1 trauma center at Lackland Air Force Base and Brooks City-Base will lose all of its current Air Force missions and personnel. BRAC will also have a significant impact on traffic, drainage, infrastructure, health care delivery and neighborhoods across the entire community and will pose a significant opportunity in the area surrounding Ft. Sam Houston.

*Priority

EDUCATION PROGRAMS*

PROPOSAL:

To secure funding and assistance to support early childhood and higher education programs which have been established in San Antonio.

BACKGROUND:

Early Childhood Education: Research shows that the earliest years (0-5) are critical in a child's brain development and yet government subsidies for infants and toddlers reach far fewer children than at any other age, leading schools to play catch up with respect to kinder readiness. This model proposes to begin with very young children and keep them in their home neighborhood, developing a network of high performing schools to help reach key indicators such as kinder readiness and third grade reading success.

The City of San Antonio is working with Alamo Colleges and other partners to promote very early childhood services, bringing together Head Start, Early Head Start, child care development services and state-funded pre-K, 3- and 4-year-old programs together in one facility located at San Antonio College, 210 W. Ashby in San Antonio. At this National Association for the Education of Young Children (NAEYC) Center, San Antonio College students, under the close supervision of faculty and child development specialists, work with the children as they train to be early childhood educators. In addition to providing this training, the Center program is designed to provide a model quality childcare and education facility for the community.

The Center's NAEYC-accredited programs have demonstrated a commitment to providing a high quality program for young children and their families. Adults involved in the child's life are viewed as partners in the educational process and are encouraged to actively participate in decisions affecting the care and education of the child. The program values diversity and offers an inclusive setting for children. Its program focuses on the unique ways in which young children learn. It strives to meet the needs of the "whole child" including the areas of social, emotional, physical, cognitive, and creative and language development. The curriculum emphasizes developmentally appropriate learning experiences through play.

This early childhood center can be expanded to serve youth and families in additional San Antonio neighborhoods. Supporting resources will be required from the federal, state and local levels to meet the growing needs for these programs.

Higher Education and Café College: Reports by the Brookings Institution and the Federal Reserve have cited educational achievement as the critical barrier to increasing prosperity in San Antonio. The City of San Antonio and Bexar County have fewer college graduates than the state or national average, and students in urban districts often lack access to even routine information about applying to and financing college.

The City of San Antonio, working in collaboration with 11 area universities and colleges, 15 area public school districts, the public libraries, the P16Plus Council of Greater Bexar

County and numerous nonprofit agencies, has established a one-stop center for college advising and counseling. The college access and opportunity center, "Café College," opened in 2009 and is successfully serving the community.

Café College accommodates students and families during the weekday as well as after school and on weekends. Programming in the center is also provided through a website and services are offered in close coordination with the public libraries and the high school "Go Centers," so that programming and training is consistent across schools and school districts. In addition to counseling, the center provides financial planning services, assistance with financial aid paperwork, and other relevant services such as SAT testing and preparation. The website also serves as a clearinghouse for information relevant to college planning and participation, including information about pathways, gateway coursework, resources and summer enrichment opportunities.

Café College can serve as a model college access and career advancement center for the State of Texas and the nation. As the Café College facility seeks to serve additional San Antonio residents, funding will be requested from the federal, state and local levels.

FINANCIAL IMPACT:

The City of San Antonio has budgeted \$400,000 for the Very Early Childhood Center. Additional resources will be needed to serve local children.

The City allocated \$500,000 for the operation of the Café College facility, along with another \$750,000 for improvements to the facility. Additional resources are sought as the use of this facility increases in the years ahead.

*Priority

GREEN JOBS AND ENERGY SECTOR PROGRAMS*

PROPOSAL:

To secure federal funding to support energy sector workforce training programs in San Antonio.

BACKGROUND:

The City of San Antonio, Alamo Community College District (Alamo Colleges), and other local organizations promote development of energy sector workforce training programs to prepare workers for new jobs in the green economy. The City of San Antonio, CPS Energy and the Alamo Area Council of Governments have used federal Recovery Act funds to launch weatherization assistance programs for low-income households. These programs are creating new green jobs in weatherization and energy retrofitting.

Alamo Colleges is emerging as a Texas leader in the development of green job training initiatives, with training efforts in both continuing workforce education as well as an Associate of Applied Science programs in Power Generation and Alternative Energy. Alamo Colleges proposes to expand its leading efforts and alliances to date in the areas of energy efficiency, renewable energy and other green industries. Specific vocational training can involve such fields as in weatherization, green construction and plumbing, solar power systems and smart grid systems installation. These and other programs will provide target populations with the skills required in emerging energy efficiency, renewable energy industries and other green industries and jobs that clean and enhance our environment. These training efforts will also lead program participants onto career pathways and job placement while leveraging other investments intended to create jobs and promote economic growth.

A focal point of activity for the City of San Antonio and Alamo Colleges is the Mission Verde Center, which is advancing the goals of the City's comprehensive sustainability plan by showcasing how investment in energy efficiency, renewable energy and water conservation can help create jobs and stimulate economic growth within the framework of a sustainable future. The City of San Antonio has already allocated \$1,000,000 in energy efficiency and conservation block grant funds toward energy improvements at the Mission Verde Center.

In addition to Congressionally directed funding, federal funding opportunities available beginning in 2011 includes a new U.S. Department of Labor Community College and Career Training Program. This program will provide \$2 billion in grants over four years for community colleges to advance innovation and expand programs to upgrade citizens' employment skills. Alamo Colleges and the City of San Antonio can work together to apply for these and other federal funds to expand green jobs workforce training for the local community.

FINANCIAL IMPACT:

The City of San Antonio and Alamo Colleges need sufficient funding for green jobs training programs. CPS Energy is spending \$850 million over a 12 year period for energy efficiency and renewables. The City of San Antonio is spending \$12,897,000 in

Recovery Act funding to support clean energy activities in the city. Additional federal funding for workforce training programs in green sectors will help the City of San Antonio and Alamo Colleges deploy training programs that support the community's commitment to sustainable industry.

***Priority**

BROWNFIELDS PROGRAM

PROPOSAL:

To secure Brownfields Program funding from federal agencies for environmental planning, cleanup and redevelopment in San Antonio.

BACKGROUND:

Brownfields are lands for which redevelopment or reuse is complicated by the presence or potential presence of a hazardous substance. Cleaning up and reinvesting in Brownfields properties increases local tax bases, facilitates job growth, protects the environment, reduces blight, and takes development pressures off green spaces and working lands.

The U.S. Environmental Protection Agency's (EPA's) Brownfields Program is a results-oriented program that has changed the way contaminated property is perceived, addressed, and managed. The program is designed to empower communities and stakeholders in economic redevelopment to work together in a timely manner to prevent, assess, safely clean up, and sustainably reuse Brownfields. EPA funds Planning Pilot Project Grants; Assessment Grants; Cleanup Grants; Revolving Loan Fund Grants; Job Training Grants; Training, Research, and Technical Assistance Grants; and Targeted Brownfields Assessment Grants. The City of San Antonio was awarded EPA Assessment Grants in 1999 and 2004. During 2011, the City of San Antonio has the opportunity to apply for new EPA Brownfields funding.

In addition to EPA funding, the U.S. Department of Housing and Urban Development's Brownfields Economic Development Initiative works in conjunction with community development block grants to provide near-term results and demonstrable economic benefits, such as job creation and increases in the local tax base. HUD seeks to increase economic development opportunity for those areas of the country experiencing the greatest distress. A BEDI grant is used in conjunction with a new Section 108 guaranteed loan commitment.

Additionally, the Economic Development Administration (EDA), within the U.S. Department of Commerce, provides funding to revitalize, upgrade, and expand facilities and infrastructure. Examples include historic building rehabilitation and reuse, water and sewer infrastructure enhancements, and construction of new publicly-owned facilities. In addition, EDA planning and technical assistance grants have been used for activities such as long-term redevelopment planning, market feasibility studies, geographic information system inventories of abandoned, idle, and underused properties, and economic assessments of Brownfields properties.

There are also federal economic revitalization tax incentives which could help spur economic development of underutilized property in San Antonio. These include Empowerment Zone/Enterprise Community program designations. San Antonio has had such a designation in the past and could participate in future program designations. Additionally, municipal finance tools such as New Markets Tax Credits, Build America Bonds, Recovery Zone Bonds, and other instruments can help advance redevelopment in San Antonio.

FINANCIAL IMPACT:

The City of San Antonio, Bexar County and other community partners are investing substantially in urban redevelopment in the local community. The City can apply for assistance from federal agencies to supplement these resources. By cleaning up and redeveloping blighted, vacant properties, local tax revenues will increase and commercial activity will be enhanced.

BRACKISH WATER DESALINATION PROJECT SAN ANTONIO WATER SYSTEM**

PROPOSAL

San Antonio Water System (SAWS) will build a brackish groundwater desalination plant that will continue to diversify San Antonio's drinking water supplies. The project will utilize brackish water from the Wilcox Aquifer in south Bexar County that is unused by any other water supplier or privately owned well.

SAWS is working with the San Antonio Congressional delegation on legislation authorizing Bureau of Reclamation participation in the brackish groundwater desalination project. Currently, SAWS works collaboratively with the U.S. Bureau of Reclamation, specifically the Title XVI program, specifically designed to develop drinking water from "water reclamation and reuse."

Upon project authorization, SAWS will request yearly appropriations for project funding through the Energy and Water Development bill, for up to 20% of the project cost, as allowed by law. Project costs are currently estimated to be \$300 million for all three phases, and will produce 25 million gallons per day (MGD).

BACKGROUND

Brackish groundwater desalination provides an innovative solution for increasing population and business demands. The development of brackish groundwater resources is supported by the State of Texas and included in the local regional planning group's 2010 water management strategy.

SAWS is working collaboratively with the Bureau of Reclamation office in Austin to regarding its application for the brackish groundwater desalination project that will lead to the project's authorization in Congress. Project authorization is the first step in securing Bureau of Reclamation participation in the project that truly "reclaims" undrinkable water.

****Project Endorsement**

SECTION IV: OMNIBUS POLICY

OMNIBUS POLICY

PROPOSAL

To support federal regulations or legislation which would clearly benefit the City and oppose any regulations or legislation that would clearly be adverse to City's interests.

BACKGROUND

In 1995 Congress created a mechanism that would place obstacles in the path of imposing new, unfunded federal mandates on the taxpayers of the nation's cities and towns. The law created a mechanism to force Congress and the White House to acknowledge the impact of proposed unfunded mandates on state and local governments. However, it left untouched federal authority to preempt traditional municipal rights, responsibilities and revenue resources.

The City of San Antonio has historically endorsed legislation that would clearly benefit the City and opposed bills that met one or more of the following criteria:

- undermines the principles of self-government;
- mandates increased cost to cities, including environmental mandates;
- results in the loss of revenue to cities or change the authority of the City to generate revenues;
- diminishes the fundamental authority of cities to operate in a manner consistent with the best interest of the health, safety and welfare of the general public; and/or
- preempts municipal authority, such as franchising, zoning, permits, licenses and municipal code development, and interfere with municipal control over the rate and nature of local taxation.

FINANCIAL IMPACT

This policy will assist the City staff and government affairs consultants in expediting measures to defeat detrimental legislation and play a proactive role in passing favorable legislation.

NOTES



112th CONGRESS
FEDERAL LEGISLATIVE PROGRAM
2011-2012

SUMMARIES

**112TH U.S. CONGRESS
2011-2012 FEDERAL LEGISLATIVE PROGRAM**

COSA FUNDING REQUESTS

DEPARTMENT:		AVIATION	TOTAL REQUEST: \$1,975,000	
	Project	Description	Funding Request	Cost Share
1.	SAIA Airfield Pavement Safety & Capacity Improvements	Construction to widen 5 taxiway access points at runway and ramp intersections with the end results that both airfield safety and capacity will be enhanced. By expanding identified taxiway fillets to the size and strength design criteria for commercial aircraft, airport users will have more direct, safe and efficient access to terminal and cargo facilities.	\$975,000	\$325,000
2.	Stinson Airport Taxilane Extension*	Implementation of the Stinson Municipal Airport Taxilane Extension Project.	\$1,000,000	\$110,000
DEPARTMENT:		CAPITAL IMPROVEMENT MANAGEMENT SERVICES (CIMS)	TOTAL REQUEST: \$600,000	
	Project	Description	Funding Request	Cost Share
3.	Harry W./ TAPS Pre Engineering Design Report (PER)	Engineering study will include increasing multi-modal mobility connectivity and drainage on Harry Wurzbach Rd from Loop 410 to the Fort Sam Houston Army Installation gate.	\$600,000	\$49,997
DEPARTMENT:		COMMUNITY INITIATIVES	TOTAL REQUEST: \$720,000	
	Project	Description	Funding Request	Cost Share
4.	Café College*	Enhance current capabilities to expand computer technologies and services. Request includes computer software/hardware, and solutions for transportation needs.	\$720,000	\$0

*Priority Project

DEPARTMENT:		ENVIRONMENTAL POLICY	TOTAL REQUEST: \$2,480,000	
	Project	Description	Funding Request	Cost Share
5.	Mission Verde Center (MVC) Renovation and Upgrade*	Renovation/upgrade of MVC gymnasium & creation of a technology display and demonstration area and office space supported general infrastructure such as high efficiency HVAC system and ducting, geothermal heat pump, vegetative wall, electric transportation demonstration and vehicle charging, IT support and electric bicycle sharing system based on cell phone/GPS tech.	\$1,600,000	\$400,000
6.	Mission Verde Center Operations**	Establish the Center's management capacity and facilities upgrades that support the Mission Verde Center objectives while laying the groundwork for ongoing self sustaining operations.	\$880,000	\$760,000

DEPARTMENT:		FIRE TRAINING ACADEMY	TOTAL REQUEST: \$600,000	
7.	Railway Safety Training Facility	Completion of construction of the Railway Safety Training Facility will provide rail safety classes to first responders in order to prevent and mitigate costly rail accidents that drain the local economy. This request will complete the federal share of funding to provide infrastructure and enhancements to the existing program site.	\$600,000	\$158,448 (already funded-land & locomotive) \$88,000 (instructors, maintenance & utilities)

DEPARTMENT:		METROPOLITAN HEALTH DISTRICT	TOTAL REQUEST: \$2,630,000	
8.	Public Center for Environmental Health	Support continuation of Public Center for Environmental Health (PCEH). Protect and enhance community health through the development of scientifically sound recommendations for environmental improvement. Sampling assistance, environmental health education and addressing environmental concerns of community residents would continue to be supported for an expanded coverage area within Bexar County.	\$500,000	\$0
9.	Teen Pregnancy Prevention - Project WORTH	Expand the use of evidence-based programs and community-wide strategies to prevent teen pregnancy in San Antonio.	\$500,000	\$319,903

DEPARTMENT: METROPOLITAN HEALTH DISTRICT CON'T

10.	Obesity Prevention	<p>A. Shared Use Agreements: The current funding request is to support continuing work on establishing and implementing joint/shared use agreements for increasing opportunities for physical activity in San Antonio. (\$500,000)</p> <p>B. Food Policy Council: Ongoing support of the San Antonio Food Policy Council. Foster local community food projects to build demand for locally and regionally produced foods and improve local land use policies related to food production and distribution.(\$274,400)</p> <p>C. Active Living Council: Ongoing support of the San Antonio Active Living Council. Foster local physical activity and active living projects in the community. (\$355,600)</p>	\$1,130,000	\$0
11.	Environmental Health and Wellness Center*	The current funding request to support the Environmental Health and Wellness Center will be used to continue assessing homes in the Kelly community using the Healthy Homes approach and providing health education and minor home rehabilitation. Lead screenings for children in elementary schools, day cares, and summer programs within the community would also continue to be supported.	\$500,000	\$0

DEPARTMENT: POLICE DEPARTMENT/EMERGENCY OPERATION CENTER (EOC)

TOTAL REQUEST:\$2,800,000

	Project	Description	Funding Request	Cost Share
12.	Southwest Texas Regional Fusion Center	Modules will provide the ability to contribute data from existing system. Proposed data integration efforts will expand the ability of officers to get access to their data, and more importantly will open this ability of access to a large region of southwest Texas's Law Enforcement Systems as well as the additional COPLINK systems in Texas.	\$2,800,000 (Can be divided in phases)	\$0

TOTAL CITY REQUEST FOR 12 PROJECTS : \$11,805,000

*Priority Project

*Sponsored in FY2011 by Congressional Delegation Member(s), but remains unresolved.

112TH U.S. CONGRESS
2011-2012 FEDERAL LEGISLATIVE PROGRAM

JOINT FUNDING REQUESTS

JOINT INITIATIVES

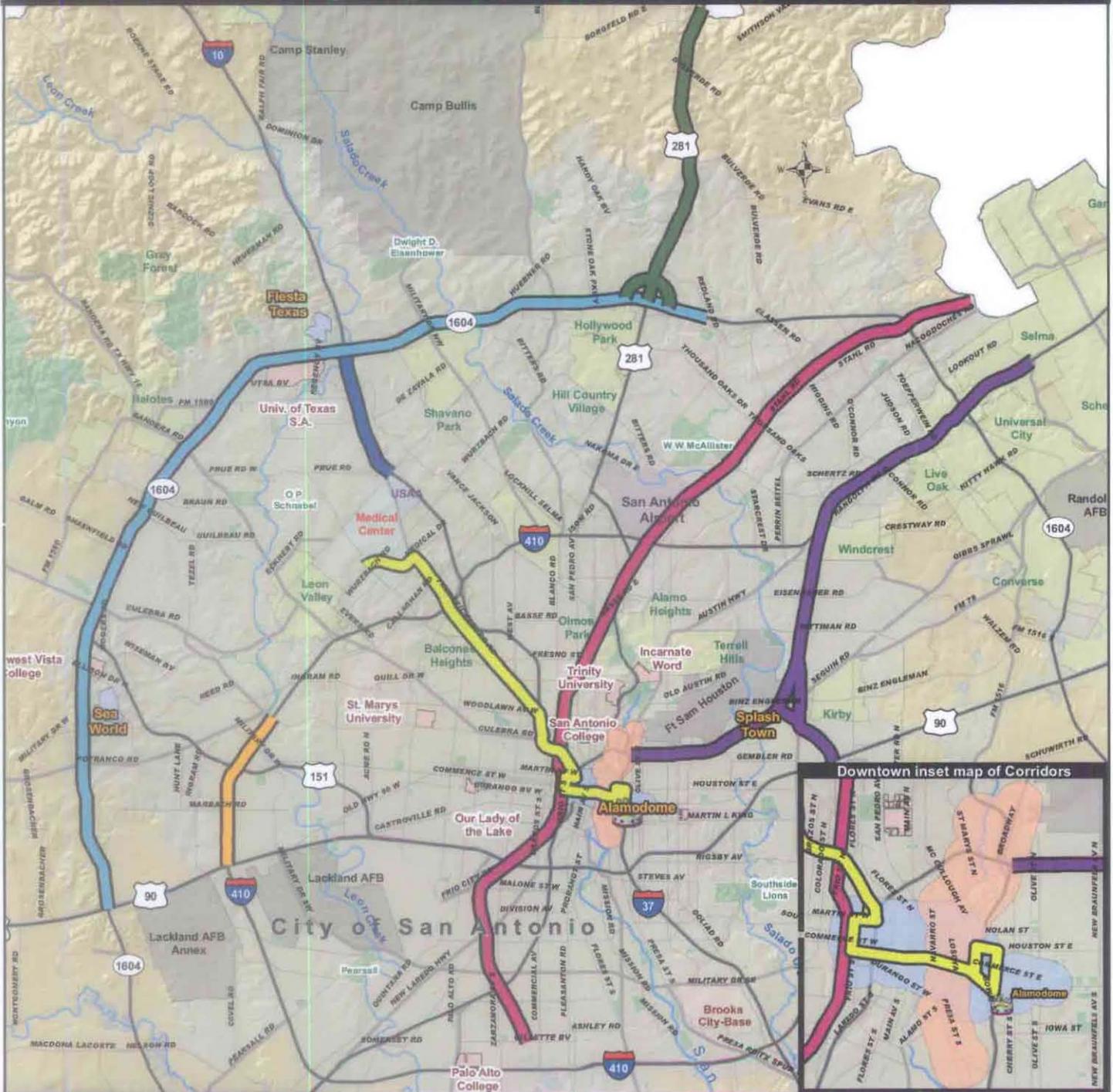
	Issue	Lead/Partner(s)	Description
1.	Transportation*** (Regional Transportation Priorities)	VIA Metropolitan Transit, Bexar County, Alamo RMA, Bexar/SA MPO, SAMCo, Port SA, TxDOT & Lone Star Rail	<ul style="list-style-type: none"> • Downtown Streetcar Circulator System • Bus Rapid Transit & Westside Multi-Modal Transit Center • IH-10 (Huebner Road to Loop 1604) • IH-35 (Downtown north to County Line) • IH-410 (Culebra Road/FM 3487 to Highway 90) • Loop 1604 (US 90 to Redland Road) • US 281 (County Line to Loop 1604) including northbound connectors and Park & Ride facilities • 36th St.: Four lane divided thoroughfare from Billy Mitchell Blvd to General McMullen Drive (Phase 3B) • Lone Star Rail (SA/Austin Corridor)
2.	San Antonio Missions***	National Parks Service (NPS) & Bexar County	Pursue federal funds needed for critical land acquisition needs and Park needs for a new headquarter and curatorial storage facility.
3.	San Antonio River Improvement Project***	San Antonio River Authority (SARA)	To secure \$10 million of federal funding in FY 2012 federal appropriations for the U.S. Army Corps of Engineers (USACE) to reimburse the local funding partner for advancing the federal funding share of the San Antonio River Improvements Project (SARIP) Mission Reach Ecosystem Restoration and Recreation Project.
4.	Cyber Security Initiatives**	University of Texas at San Antonio & The Greater San Antonio Chamber of Commerce	Position our community in the next platform for cyberspace. It is important for our community to get ahead of the security curve in cyber innovation, research and implementation. It is critical for appropriate security to be integrated into cyber infrastructure to

			<p>mitigate threats.</p> <p>The Greater Chamber Supports:</p> <ul style="list-style-type: none"> • Funding requests for the Cyber Innovation & Research Consortium. • Placement of DHS Cyber Security Experts in San Antonio. • San Antonio as the alternate location for US Cyber Command. • Full funding of the United States Air Force Cyber Command (24th AF). • Cyber Education for STEM and Workforce Development. <p>UTSA:</p> <ul style="list-style-type: none"> • <u>Smart Secure Grid-Implement Technology</u> solutions to mitigate cyber threats to energy infrastructure via an "Intrusion Detection System" (IDS). (\$1.5M) • <u>Texas Research & Education Cloud (TREC)</u>-Consider security threats in the development & deployment of cloud computing. (\$4.2M) • <u>Community Cyber Security Maturity Model (CCSMM)</u>-Development & implementation of exercises to develop cyber security programs. Texas and 5 other states selected by DHS to receive funding and implement this model. (\$4M)
5.	Federal Court House Relocation**	General Services Administration (GSA)	Endorse acquisition of funds for construction of new courthouse for the San Antonio Division of the United States District Court for the Western District of Texas.

*Priority Project

**Endorsment

Bexar County Regional Transportation Priorities



Legend

Downtown Modern Streetcar Circulator:
 North-South alignment and East-West alignment
 Lead Agency: VIA Metropolitan Transit
 Construction Cost: \$207,000,000
 Status: Alternatives analysis to begin soon
 Map Symbol:

US 281 (County Line to Loop 1604):
 expand to 6 lanes expressway to include northbound interchange connectors and Park & Ride facilities
 Lead Agency: Alamo Regional Mobility Authority
 Construction Cost: \$522,000,000
 Status: EIS underway
 Map Symbol:

IH-10 (Huebner Road to Loop 1604):
 expand from 6 lane to 12 lane expressway
 Lead Agency: Texas Department of Transportation
 Construction Cost: \$40,000,000
 Status: Shovel ready
 Map Symbol:

IH-35 (Downtown north to County Line):
 expand from 6 and 8 lanes to 12 and 14 lane expressway
 Lead Agency: Alamo Regional Mobility Authority
 Construction Cost: \$2,050,000,000
 Status: Needs environmental clearance
 Map Symbol:

IH-410 (Culebra Road/FM 3487 to Highway 90):
 expand from 6 lane to 8 and 10 lane expressway and phase 1 interchange
 Lead Agency: Texas Department of Transportation
 Construction Cost: \$243,000,000
 Status: Needs environmental clearance
 Map Symbol:

Loop 1604 (US 90 to Redland Road):
 expand from 4 to 8 lane expressway
 Lead Agency: Alamo Regional Mobility Authority
 Construction Cost: \$985,000,000
 Status: EIS underway
 Map Symbol:

Regional Passenger Rail/Freight Rail Relocation (SA/Austin Corridor):
 from Georgetown to San Antonio
 Lead Agency: Lone Star Rail District
 Construction Cost: \$608,000,000
 Status: EA to begin soon
 Map Symbol:

Fredericksburg Corridor Bus Rapid Transit Project:
 from Downtown San Antonio to the South Texas Medical Center
 Lead Agency: VIA Metropolitan Transit
 Construction Cost: \$60,000,000
 Status: Environmentally cleared
 Map Symbol:

112TH U.S. CONGRESS
2011-2012 FEDERAL LEGISLATIVE PROGRAM

POLICY & REGULATORY ISSUES

DEPARTMENT: AVIATION			
	Title	Description	Position
1.	FAA Re-Authorization Bill Allocation of SAT-DCA Slots*	Once the FAA re-authorization legislation passes (expired 2007 and extended 16 times through December 2010), the City's opportunity to gain nonstop flights between San Antonio International Airport (SAT) and Ronald Reagan Washington National Airport (DCA) will be available contingent upon a targeted air carrier applying to the FAA for SAT-DCA slots.	Aviation supports FAA Re-authorization legislation that would allocate nonstop flights from SAT-DCA. San Antonio's business community supports nonstop service to DCA. The potential financial benefits accrue mostly to our business community with resulting convenience and travel time savings.
DEPARTMENT: OFFICE OF MILITARY AFFAIRS (OMA)			
	Title	Description	Position
2.	Support funding for BRAC 2005 and other Military Construction*	BRAC 2005 heading into last critical year of implementation in SA. 35% of BRAC construction needs to be completed and 30% of the incoming personnel to arrive. Beyond BRAC, there are a number of military construction programs that are critical to local bases. From Fy2011 to Fy2015 there are 15 scheduled projects potentially totaling \$880M. Projects critical for military modernization, advance training and providing state-of-the-art healthcare. Lackland AFB Ambulatory Care Center is critical to providing quality care for active duty military and retirees. Ambulatory Care Center is a 4 fiscal year \$486M project. Center will provide 29 sub-specialties services, support 600 medical residents in 30 Graduate Medical Education programs, and will serve 40,000 military trainees and 57,000 patients per year.	Support timely funding of the remaining BRAC 2005 projects is necessary to meet completion deadline. OMA supports timely and full funding of the Ambulatory Care Center for the FY2011 and remaining fiscal years is critical for meeting the healthcare needs of Joint Base San Antonio and the San Antonio community.

*Priority Project

SUMMARY: 112TH U.S. CONGRESS POLICY & REGULATORY ISSUES CON'T

SAWS: BRACKISH WATER DESALINATION PROJECT (Project Endorsement)

	Title	Description	Position
3.	Brackish Water Desalination **	Build a brackish groundwater desalination plant that will continue to diversify San Antonio's drinking water supplies.	SAWS is working with the San Antonio Congressional delegation on legislation authorizing Bureau of Reclamation participation in the brackish groundwater desalination project. Currently, SAWS works collaboratively with the U.S. Bureau of Reclamation, specifically the Title XVI program, specifically designed to develop drinking water from "water reclamation and reuse."

GREEN JOBS & ENERGY SECTOR

	Title	Description	Position
4.	Green Jobs & Energy Sector Programs*	COSA and its partners are collaborating to promote development of energy sector workforce training programs to prepare workers for new jobs in the green economy. COSA, CPS Energy and AACOG have used federal Recovery Act funds to launch weatherization assistance programs for low-income households. These programs are creating new green jobs in weatherization and energy retrofiting.	To secure federal funding to support energy sector workforce training programs in San Antonio.

BROWNFIELDS PROGRAM

	Title	Description	Position
5.	Brownfields Program	Brownfields are lands for which redevelopment or reuse is complicated by the presence or potential presence of a hazardous substance. Cleaning up and reinvesting in Brownfields properties increases local tax bases, facilitates job growth, protects the environment, reduces blight, and takes development pressures off green spaces and working lands.	To secure Brownfields Program funding from federal agencies for environmental planning, cleanup and redevelopment in San Antonio.

*Priority Project

**Endorsment

EDUCATION PROGRAMS

	Title	Description	Position
6.	Early Childhood & Higher Education*	<p><u>Early Childhood Education:</u> Research shows that the earliest years (0-5) are critical in a child’s brain development and yet government subsidies for infants and toddlers reach far fewer children than at any other age, leading schools to play catch up with respect to kinder readiness. This model proposes to begin with very young children and keep them in their home neighborhood, developing a network of high performing schools to help reach key indicators such as kinder readiness and third grade reading success.</p> <p><u>Higher Education and Café College:</u> Reports by the Brookings Institution and the Federal Reserve have cited educational achievement as the critical barrier to increasing prosperity in San Antonio. The City of San Antonio and Bexar County have fewer college graduates than the state or national average, and students in urban districts often lack access to even routine information about applying to and financing college.</p>	

*Priority Project

**Endorsment

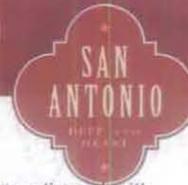


CITY OF SAN ANTONIO
112th U.S. CONGRESS
FEDERAL LEGISLATIVE PROGRAM
2011 – 2012

CARLOS J. CONTRERAS III
Intergovernmental Relations Director

Agenda Item #4
February 3, 2011

112th Federal Legislative Program



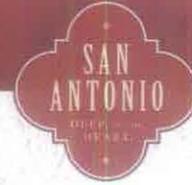
Introduction

The 112th Federal Legislative Program is a two year program aligned with both sessions of the 112th Congress, and is comprised of the following categories:

- COSA Initiatives- City departments' funding requests.
- Joint Initiatives- City endorsed community partner funding requests.
- Policy Initiatives-City wide program initiatives.
- Omnibus Policy-Measures to defeat detrimental legislation and execute a proactive role in passing favorable legislation.

Note: Program will be continuously monitored and shall be presented to Council for modification as needed.

112th Federal Legislative Program



Preamble

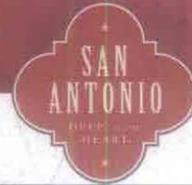
- Congress failed to pass an Omnibus Appropriations Act for FY 2011 before the 111th Congress adjourned in December 2010.
- Omnibus bill contained approximately \$8 million for projects included in the 2010 City of San Antonio Federal Legislative Program.
- Congress may pass a version of the FY 2011 Omnibus Appropriations Act by March 4, 2011.
- It is possible that Congress could pass a year-long CR without an earmark process.

Strategic Plan

- Staff in collaboration with federal consultants will develop a comprehensive strategy on each of the City's funding initiatives. The Plan will encompass traditional Appropriations and grant/agency funding approaches.

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112th Federal Legislative Program



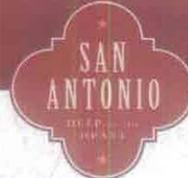
COSA Funding Requests

SAIA Airfield Pavement Safety/Capacity Improvements & Stinson Airport Taxiway Ext. (\$1,975,000)	Public Center for Environmental Health & Environmental Health and Wellness Center (\$1,000,000)
Harry Wurzbach/TAPS Preliminary Engineering Rpt. (\$800,000)	Teen Pregnancy Prevention – Project WORTH (\$500,000)
CAFÉ COLLEGE* (\$720,000)	Obesity Prevention (Shared Use Agreements/Food & Active Living Councils) (\$1,130,000)
Mission Verde Center Operations, Renovations & Upgrade (\$2,480,000)*	Southwest Texas Regional Fusion Center (\$2,800,000)
Railway Safety Training Facility (\$600,000)	

TOTAL CITY REQUEST: \$11, 805,000

3

112th Federal Legislative Program



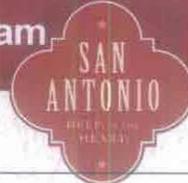
Joint Initiatives

Transportation*

(VIA, Bexar County, Alamo RMA, MPO, SAMCo, Port SA, TxDOT & Lone Star Rail)

Bus Rapid Transit & Westside Multi-Modal Transit Center (\$75,000,000)	Loop 1604 (US 90 → Redland Rd) (\$984,514,849)
Downtown Streetcar (\$10,000,000)	US 281 (Lp 1604/Northbound → Cnty line connectors/Park & Ride Facilities) (\$521,513,685)
IH-10 (Huebner Rd → Lp 410) (\$27,808,590)	36th St (4 Lane thoroughfare: Billy Mitchell Blvd → Gen. McMullen Dr.) (\$12,000,000)
IH-35 (Downtown north → Cnty Line) (\$2,042,045,794)	Lone Star Rail (SA/Austin Corridor) (\$612,000,000)
IH 410 (Culebra Rd/FM 3487 → Hwy 90) (\$81,000,000)	

112th Federal Legislative Program



Joint Initiatives, Con't

San Antonio Missions (NPS)*:

Land acquisition for park expansion and Headquarters

San Antonio River Improvement Project (SARA)*:

Mission Reach Ecosystem Restoration & Recreation

Cyber Security Initiatives (UTSA & Greater Chamber):

Cyber Innovation, Research & Development, job creation

Federal Court House Relocation (GSA):

Acquisition of funds for construction of new courthouse for San Antonio Division-Western District

112th Federal Legislative Program



Policy Issues

FAA Re-Authorization Bill Allocation of SAT – DCA Slots	Army Medical Programs
Support Funding for BRAC 2005 and other military construction	Brownfields Program
Green Jobs & Energy Sector Programs	Brackish Water Desalination (SAWS endorsement)

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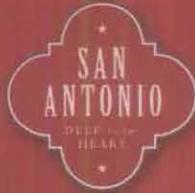
112th Federal Legislative Program



Omnibus Policy

Support federal regulations and/or legislation which clearly benefit the City and oppose any regulations and/or legislation which are clearly adverse to City's interests.

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CITY OF SAN ANTONIO
112th U.S. CONGRESS
FEDERAL LEGISLATIVE PROGRAM
2011 – 2012

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