

REGULAR MEETING OF THE CITY COUNCIL
OF THE CITY OF SAN ANTONIO HELD IN
THE COUNCIL CHAMBER, CITY HALL, ON
THURSDAY, SEPTEMBER 30, 1976.

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The meeting was called to order at 9:30 A. M., by the presiding officer, Mayor Lila Cockrell, with the following members present: PYNDUS, BILLA, BLACK, HARTMAN, ROHDE, TENIENTE, COCKRELL; Absent: NIELSEN, CISNEROS.

76-46 The invocation was given by The Reverend Willie McKimble, West Ridge Park First Baptist Church.

76-46 Members of the City Council and the audience joined in the Pledge of Allegiance to the flag of the United States.

76-46 UNITED WAY RESOLUTION

Mayor Cockrell read the following Resolution:

A RESOLUTION
NO. 76-46-76

PROCLAIMING THE MONTH OF OCTOBER
AS "UNITED WAY CAMPAIGN MONTH".

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Mr. Richard Calvert, Chairman of United Way campaign, accepted the resolution from Mayor Cockrell and expressed his appreciation for the Council's recognition. He said that the goal of this year's campaign is \$4,847,000. This is about five percent more than the amount pledged last year. He expressed the hope that the community will exceed the goal.

76-46 PRESENTATION BY AMERICAN AUTOMOBILE ASSOCIATION

Mr. George Bichsel and Mr. Luke Duffy, representing the American Automobile Association, congratulated the City of San Antonio for being cited five times in the last seven years for pedestrian safety. Mr. Duffy presented a plaque to Mayor Cockrell evidencing this good record.

Mayor Cockrell thanked them for this recognition and congratulated the City staff for its part in setting this record.

76-46 MAYOR PRO-TEM PHIL PYNDUS

City Clerk Garland Jackson administered the oath of office to Councilman Phil Pyndus who assumes the post of Mayor Pro-Tem of the City of San Antonio on October 5, 1976.

76-46 The Clerk read the following Ordinance:

AN ORDINANCE 47,216

APPROVING AND SETTING THE ADJUSTMENTS TO
CHARGES FOR ELECTRIC AND GAS SERVICE PURSUANT
TO ORDINANCE 47118, AS AMENDED, FOR THE
OCTOBER, 1976 BILLING CYCLE AND DECLARING
AN EMERGENCY.

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Mr. Don Thomas, representing the City Public Service Board, distributed prepared material showing the billing adjustment to be made in utility bills for the month of October. He said that October bills should be somewhat lower due to the cooler season and also the fact that oil stocks are being burned to reduce inventory. Oil is cheaper than natural gas.

After discussion, on motion of Mr. Billa, seconded by Mr. Pyndus, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

76-46

CORRECTION TO MINUTES

Mr. Karl Wurz spoke in relation to the minutes of September 23, 1976. He took exception to that part of the minutes pertaining to Ordinance No. 47185 and 47189. He asked that the words "in general" be inserted in the sentence concerning him. He also said that the sequence of events describing Ordinance 47189 was not correct. He asked that these corrections be made.

After discussion, on motion duly made and seconded and un-animously passed, the Clerk was instructed to make the requested changes.

76-46

URBAN SYSTEMS PROGRAM

The Clerk read the following Resolution:

A RESOLUTION
NO. 76-46-77

ESTABLISHING PRIORITIES FOR TRANSPORTATION
IMPROVEMENTS UNDER THE FEDERAL AID URBAN
SYSTEMS PROGRAM OF THE STATE DEPARTMENT OF
HIGHWAYS AND PUBLIC TRANSPORTATION.

* * * *

The following discussion took place:

MR. STEWART FISCHER: This is the resolution that was discussed with the Council last week at "B" Session. Following your discussion, we have taken another look at the list. We have sharpened up the estimates somewhat and as a result, have added to the list the two projects Council indicated great interest in. This is the Marbach-Pinn Road bridges and the reconstruction of Jones-Maltsberger Road from Basse to Oblate Drive. They are added to the resolution.

I would point out to the Council, perhaps two pertinent things. One, we have been asked to submit this list of priorities to the state by today, by the 30th of September. Secondly, that in order to provide all of the projects that are listed in this resolution, the available bond funds are insufficient to take care of those items of construction that are the City's responsibility and that we will need to find about a million dollars from some sources other than the available bond funds in order for the City to participate in these last two projects that have been added to the list.

MR. GLEN HARTMAN: First of all, with regard to the revised resolution, which is as you say, following through from what I understood was the discussion last week, I have no difficulties with that. I think that the memorandum from the chairperson of the Planning Commission which, I guess we all have before us here, I would like to, if it is appropriate, move that that be incorporated. I think the point there is very well taken.

MR. FISCHER: I have not seen the memorandum.

MR. HARTMAN: Shall I just read it in part? This is a memorandum to the Mayor and Council through the City Manager from the Planning Commission.

It says, "The Planning Commission at its September 29 meeting had the opportunity to review the proposed Council resolution pertaining to Urban Systems Priority Projects. Mr. John Miller, representing the Department of Traffic and Transportation reported to the Commissions implementation committee on September 29 that the Hildebrand Project has been deleted from the list of priorities recommended by the Planning Commission in resolution so and so. Because highway safety funds are available for completing part of this project. Further, he stated that in order to avoid dual funding of the project Hildebrand must be deleted from the Federal Aid Urban Systems. He added that this route could be added to the Urban Systems at a later date."

I would like to comment on that statement after I finish reading the memorandum.

"In light of the deletion of Hildebrand from fiscal year 77-78 program, the Planning Commission recommends that the Marbach and Pinn Road Bridges be placed as priority number 10 on the proposed City Council resolution decreasing Vance Jackson turn-around and Wurzbach Road turn-around to priorities 11 and 12 respectively. The purpose of this change is to utilize the additional \$380,000 in local funds which will be available due to the deletion of Hildebrand. Mr. Miller has assured the City Planning Commission that changes in overlay program will be referred to them for review when more detailed cost information is available.

The question I have, Stu, is with regard to are we absolutely sure that once you drop a particular project from a federal program that this does not run the risk of not being able to reinsert it later? I understand that that is a hazard and if it is a hazard, I want to know of that hazard before we get there.

MR. FISCHER: I cannot give the Council a 100 percent positive assurance that we can pick up Hildebrand at a later date. I have assurances from the state that, like Ivory Soap, I can probably give you 99 and 44/100 percent purity. But to say that there is absolutely no hazard, I can't say this.

However, let me perhaps explain the Hildebrand situation to Council. At the present time, Hildebrand is not a part of the Federal Aid Urban Highway System. Due to the categorical grant system there is a category of funds available to us for traffic safety improvements to be used upon streets that are not a part of the Federal Aid Systems. Under this program, we are receiving this week \$350,000 to rebuild two bridges across the San Antonio River just east of the entrance to Brackenridge Park on Hildebrand Avenue because it is not a part of the federal aid system. Were we to include Hildebrand in this resolution we would have to put it on the federal aid system and we would lose that \$350,000 that we have available to us for the bridges. Therefore, what we are doing is postponing the work on Hildebrand until such time as the safety improvement project has been completed, then we have been assured we can put it on the system. Now, again, I, this is what I cannot give you positive 100 percent assurance, but I am reasonably sure this can be done.

MR. HARTMAN: The point is, we are talking in the realm of \$350 to \$380,000. Is that the range we are talking about?

MR. FISCHER: Well, the \$350,000 is for the two bridges. Now, the cost of the remainder of Hildebrand that we wanted to do, the total cost of the remainder was \$500, roughly, \$560,000.

MR. HARTMAN: It's up to that amount. There is a difference.

MR. FISCHER: Yes. And the \$380 figure is the City's portion of that \$560,000. So the difference is the federal funds that we want to get from the Urban Systems after we finish the other project.

MR. HARTMAN: Now, Madam Mayor, if I may, one other concern that I have and I might say before I voice that concern, I think that the memorandum here that the Planning Commission presented makes a lot of sense and I would like to see us incorporate that in the Resolution. But then getting back to the memorandum that we have before us where we talking in terms of the New Braunfels Street bridge, New Braunfels Avenue bridge, I am concerned there in terms of the figures that we have had in terms of estimates and I am concerned because it's a large, you know, a large amount of money and it's a large area, I mean of error. The first figure I think heard was \$5 million.

MR. FISCHER: I don't know, I have never heard that figure.

MR. HARTMAN: Then, it came down from, I think this is,....

MR. FISCHER: That was bandied around yesterday in the Planning Commission, I have not heard it, sir. I don't know where it came from.

MAYOR COCKRELL: I can say where those figures came from. In the 1970 bond hearing there was a discussion of the New Braunfels bridge and at that time they were lumping street improvements to New Braunfels in with the actual bridge cost. The total project at that time was estimated at something like \$4.5 million as I recall and it was contracted with the Moore-Walters which was something like \$2 million and so that was part of the discussion back then. So I think that is where the \$5 million came from.

MR. HARTMAN: Now that was street improvements only with relation to the bridge.

MAYOR COCKRELL: It was the bridge plus the street improvements.

MR. HARTMAN: But you see the concern that I have is, I would hope that we could refine our estimating process. I realize this is always a difficulty but, I would hope that we could refine our estimating process for this reason. When we have a project of that size and we miss it, you know, ten or fifteen percent, that is a big hunk of money that we might be thinking of in terms of putting it in some other project, you know, if it is not used for that. So, I don't know what process is used but I would hope that before we get any figure stated as the cost of a project that we be pretty, be pretty comfortable if that is an accurate figure. Because it leads to the point where it may toss out or delete the projects that you would otherwise put in had you realize that you had that additional money to play with. I am just saying it is difficult, you know, to deal with it when we are looking at changing figures.

REV. BLACK: Madam Mayor.

MAYOR COCKRELL: Yes, Reverend Black.

REV. BLACK: My concern with the size of the reduction of this project goes with the fact that we have on occasion found ourselves with projects that had money. That money was inadequate to perform the project. So, it meant further delay of the project. It meant further requests for additional money. Now, my great, the concern that I have when you begin talking about 20 percent reduction on projects, that you are not endangering the implementation of the project. And then finding that you have additional delays because you lack about a half million dollars, you know, to do the project and you want to do

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it, you know, everybody is happy about wanting to do it, but you just don't have a half million dollars. I don't, because that is a long awaited project. If there is any project in the world that has a priority of the City, going back to World War I, that project really has.

MR. FISCHER: I think we on the staff are well aware of this, I mean, let me point out again. These are some of the figures that we gave you last week. The estimates that we had for the 1970 street improvement bond program totalled to \$23½ million and that was the amount of the bonds that were passed. Well, as of September 15, the best estimate of the total cost of doing that same program is \$30 million and we have had to scratch up \$6½ million or roughly 25 percent of the funds in order to accomplish that very thing. So we are quite conscious of the need for having estimates that are capable of doing the job that needs to be done and that is committed to be done. Now, I think Mr. Hartman is familiar with the fact that so much of what we have to do here must be prepared on, or must be done on relatively rough estimates because we don't have the time nor the staff nor the ability to make detailed engineering designs before we prepare the estimates for these programs. This has happened in practically every kind of work that we do that we come at the start with rough estimates, get a project approved, then we refine the estimate. If there are funds available and we overestimate in this program procedure, and we have done this before, is to come back to the City Council and tell you we have some money left over in this program, where should we put these funds that are left over?

Unfortunately, if we under-estimate the cost of these projects, then we have to come back to you and say, "hey, we need some more money from some other source". This, incidentally, is one reason I would recommend not approving what the Planning Commission recommends with regard to the \$380,000 of local funding. If the Council accepts the Planning Commission recommendation, this means that when we want to come back to do Hildebrand, we have to go to say to you at that time, we have got to find \$380,000 more money. Because all we are doing is postponing the Hildebrand project if we accept the recommendation of the Planning Commission.

MR. HARTMAN: Stu, you just lost me on that one.

MR. FISCHER: Now, the \$380,000 is local money. Okay, what I have said to you earlier, if we are to do the program that is in the Resolution that has been recommended to you, we need to find a million dollars worth of money other than that found in the available bond fund. Okay, as I read the Planning Commission's recommendation is that we use \$380,000 instead of a million, we reduce that million by \$380,000 in effect. That means that the \$380,000 won't be there when we get around to doing the Hildebrand project. And we will have to come back to you at that time.

MAYOR COCKRELL: Mr. Pyndus had his hand up. Mr. Pyndus.

MR. PHIL PYNDUS: Thank you, Mayor Cockrell. Last week we had the proposal made out from Stu Fischer's department...

MR. FISCHER: And the Planning Commission, Sir.

MR. PYNDUS: And the Planning Commission. And we changed that and all of a sudden we have a million dollars short fall.

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MR. FISHCER: No, sir, we told you that last week, sir.

MR. PYNDUS: I know you did. Right now if we have this I would like to know where we are going to get that million dollars.

MAYOR COCKRELL: Well, he was projecting.

MR. PYNDUS: Not this million. This is funding from either from a bond issue or other sources but not from federal sources.

MR. FISCHER: No, sir, it's not federal sources. These are local sources and to answer your question, Mr. Pyndus, first of all I am not totally familiar with all of the available funds but I understand Community Development funds can be used for this, Revenue Sharing funds can be used for this. Now, these are two sources that I know of. Now this is the Council decision as to whether, I am merely pointing out to you that we cannot do, we cannot do everything that is on this Resolution, unless we find a million dollars of additional City funds.

MR. PYNDUS: In response to that, Mayor Cockrell.

MAYOR COCKRELL: Yes.

MR. PYNDUS: I had originally proposed the Jones-Maltsberger road improvements....and I would like to know how much that project is contributing to the need for some of this million dollars and also the Marbach-Pinn Road bridge.

MR. FISCHER: The estimates that we have - the Marbach-Pinn Road project, total cost is \$1,780,000 of which \$937,000 would be eligible for state and federal funding which leaves us with a requirement of about \$878,000 in City funds in order to do this. There's a lot of drainage work that has to be done out there in order to put these bridges in. Now, the Jones Maltsberger project total estimated cost is \$271,000 of which \$161,000 is City cost. \$110,000 is eligible for state and federal funding.

MR. PYNDUS: We did not have the \$161,000 included when you made your recommendation.

MR. FISCHER: No, sir, no, sir. The program we presented to you at "B" session last week did not include either of these projects and the funding that we had anticipated. So, there was with the program that we gave you last week, there was perhaps on the City's side a \$200,000 remainder, or something like that, that's why we're saying - in other words \$878,000 and \$161,000 is obviously more than a million dollars.

MR. PYNDUS: But if we drop the Jones Maltsberger project, could we complete the Hildebrand?

MR. FISCHER: We could complete the Hildebrand with the million dollars extra. That's included in the program, sr.

MR. PYNDUS: All right.

MR. FISCHER: We're just not putting it on the resolution at this time. This is a technicality for keeping it off of the resolution. All we're having to deal with here is to take care of the fact that we don't lose the project we already had. But it's included in the

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funding program.

MR. PYNDUS: My last question would be, if I might ask the City Manager, we had discussed the City budget and the need for additional funds to meet the budget as projected and I'm wondering if you have any idea where we can find this million dollars.

MR. RAFFETY: Sir, there are only two sources presently that can even be considered whether or not they're chosen is the Council's choice but the only two possible sources would perhaps the CD funds or revenue sharing. If I may, I would like to say two things in defense of Mr. Fischer's rather fast footwork up here. The memo that you received from the Planning Commission states that it was sent to the City Council through the City Manager. It's a technical change but this was not the fact. The City Manager received it at precisely the same time the Council did and this is the reason that Mr. Fischer had no familiarity with it whatsoever. Secondly, where estimates must be made in advance of even preliminary or the most basic design far in advance of the time when construction is anticipated, if the estimator can come within five to eight percent of the total cost on a major project, he's performed a minor miracle. But to reply to your specific question, sir, at the present time the only available source would be the CDA funds or revenue sharing funds from the coming entitlement.

MAYOR COCKRELL: Mr. Pyndus.

MR. PYNDUS: Mayor Cockrell, I would like for the Council to reconsider it's suggestion of the "B" session of last week to include the two projects - Marbach-Pinn Road bridge and the Jones-Maltsberger. In fact, I would withdraw my suggestion that we complete that project due to the fact that we are not sure of the monies and if we can find the funds later, we can pick up the projects later but rather than to do it ahead of time, I would hesitate to do so.

MAYOR COCKRELL: Well, we have, I think, about seven or eight citizens registered to be heard on this issue and so before we take any final action, I think we ought to hear the citizens - I think Mr. Rohde and then Mr. Hartman

MR. RHODE: Stu, this looks like a good laundry list to start with, but what inner City projects have been left off that could get attention like Zarzamora Street and why aren't we stressing more inner City problems and at this time?

MR. FISCHER: Principally, Mr. Rhode, the reason for selection - now, first of all, there are while they're not mentioned specifically, there are a great number of inner City projects included in this under the overlay program. Most of those projects are in the inner City area. But the bulk of the others is a matter of having the City.....

MR. RHODE: I better use the word middle City area because I think you and I would agree with what the inner City means.

MR. FISCHER: The ability to participate. We have to relate to drainage projects, we have to be and many, many worthwhile projects.

MR. RHODE: You mean these have to qualify first.

MR. FISCHER: Yes. Well, matter of being able to have the money to take care of the drainage and right of way problems, if we don't

have that money we've got to - and that was a very major factor in the projects that were selected here was the ability to do them with the funds that the City has available.

MR. RHODE: You've answered my question, thank you.

MAYOR COCKRELL: All right. Now...yes, Mr. Hartman.

MR. HARTMAN: Yes, Madam Mayor, there are a couple of things that I'm concerned about here. With regard to the Marbach-Pinn Road bridge, do I understand correctly that we're just talking about bridge construction and then with the drainage and surfacing and so on to come later?

MR. FISCHER: Essentially, that's the project, yes, sir. There are three bridges, there are two of them on Pinn Road and one on Marbach. Presently, they're not bridges, they're low water crossings.

MR. HARTMAN: I'm very familiar with them.

MR. FISCHER: Okay. This project is essentially the minimum that we can do out there in order for those school children to be able to get to school when it rains. We're building the bridges and doing enough drainage only in order for these bridges - in other words - only that drainage is involved with building the bridges themselves. We are not obviously...we may do 50 to 100 feet of paving on either side of the bridges, but this is the limitation of it.

MR. HARTMAN: Okay, now, Stu, my other question refers to the matter of the overlay programs. Is this overlay program or the overlay portion of the program being looked upon as a flexible thing that we can extend or strengthen?

MR. FISCHER: It's a totally flexible thing depending upon the amount of money that's available, yes, sir.

MR. HARTMAN: See, if I may follow up, I want to be sure that we're not jeopardizing you know, some fairly critical overlay work that's needed in order to be adjusting to some of these other what I would call capital or capital improvements.

MR. FISCHER: It's a question of priority, Mr. Hartman. I mean whether these are more critical than the other projects. We were given to understand last Thursday that the Council was extremely interested in adding Marbach Road-Pinn Road bridges and adding the Jones Maltsberger. We took those as our marching orders. We looked at the project and we did what we thought was necessary in order to accomplish what we understood the Council wanted. Now if we misunderstood, we can certainly tailor the resolution to do this but these were our instructions and I'm merely wanting to point out as we did last Thursday that we can do those things that we understood that you wanted with the available state and federal funds but we were not able to stretch the bond funds that far and so that the Council can clearly understand, we wanted to make very sure that you know that we're - if we go through this entire program, we are asking you to make a future commitment of about a million dollars from some other source of funding.

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MR. HARTMAN: Now the comment with regard to the Jones-Maltsberger Road actually of course, as you know the portion of Jones-Maltsberger from Oblate back to the railroad track is already taken care of by virtue of the expressway.

MR. FISCHER: We chose Oblate because there's about 100 to 150 foot section beyond what the state did up to Oblate that needs work. That little section. Then there would be a skip and then the portion from the railroad on down to Basse, is basically the project.

MR. HARTMAN: Basically, it's right in front of the cement property.

MR. FISCHER: Yes, sir. And they're rebuilding that portion of it.

MAYOR COCKRELL: All right, fine, is that all of the Council questions? All right, now we will go to the citizens who wish to speak on this issue. Beatrice Gallego.

MS. BEATRICE GALLEGO: My name is Beatrice Gallego, Executive Vice President of the C.O.P.S. organization. We're here this morning to talk about the Urban Transportation Program. We fully support the recommendation from the two staffs, Mr. Fischer's staff and the Planning Commission. Now these overlay streets have long been neglected. We fully support those and the projects that have been recommended. I can see a problem here that if you do go into in putting the two projects that were suggested at the last "B" session meeting since you will have to allocate one million dollars. So what we're saying is that we do not want to use any other sources of money such as CDA funds or any one project that has not been recommended that has been recommended here, I'm sorry. The CDA alone already has critical projects and problems in the CDA boundaries that I'm sure that all of you are well aware. So, this recommendations that have been presented to you we fully support as they are. Now we did request to check on the estimates of the projects. Now the staff did come over and about over-estimated \$500,000 on the New Braunfels Street bridge. And on the buttons you have over-estimated cost of over \$60,000 I understand it. So, in considering the request of the Zarzamora Street to be widened there is a critical problem there. What we are requesting is a four lane. We do have a two lane at this time. Now there is critical problem of major accidents. With a \$500,000 that would help out the Zarzamora Street to be widened. The cost of Zarzamora Street is \$100,000 so we're asking for your consideration on the Zarzamora Street to be widened. Our full support on the package that has been recommended by the two staffs.

MAYOR COCKRELL: Let me understand about the Zarzamora Street. In effect, you want to substitute another project for Zarzamora or widening and have the \$500,000 applied there. And you would like to see the Pinn Road-Marbach and the Jones-Maltsberger deleted. Is that what you are recommending?

BEATRICE GALLEGO: Yes Madam. From what I see here that the Marbach-Pinn Road bridge is \$1.7 million. Now you have the Jones-Maltsberger which is \$271,000. You have \$560,000 that was over-estimated. That would cover both projects. The Zarzamora and the Jones-Maltsberger.

MAYOR COCKRELL: I see. Thank you for your suggestions.

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MR. PYNDUS: I would like to respond to that if I may. If there are available funds, then all we needed was a \$110,000 for the Jones-Maltsberger project which was in the '74 priorities and have not been completed. And so, if we're going to do any switching then I would ask that we complete that Jones-Maltsberger rather than add another project.

BEATRICE GALLEGO: You have \$560,000 and what you're asking for Jones-Maltsberger is \$271,600.

MR. PYNDUS: There was \$161,000 in Federal and State funds and all the City needed was \$110,000. So if we have \$500,000 of funds available then....

BEATRICE GALLEGO: That would cover both projects.

MR. PYNDUS: I would like to use for a portion of that for the Jones-Maltsberger project.

BEATRICE GALLEGO: That would cover both projects, wouldn't it? \$100,000 and \$271,000?

BEATRICE GALLEGO: Deleting the Marbach-Pinn Road bridges.

MAYOR COCKRELL: All right, thank you. Then Lupe Alcocer.

LUPE ALCOCCER: Mayor and Council Members. My name is Lupe Alcocer and I support the St. Patrick's Eastside Area C.O.P.S. As Beatrice Gallego has stated that we support the package fully. I would like to say that the people of the east side are happy to see the New Braunfels bridge as the number one priority. The bridge has been a long awaited project. At present the bridge is a hazard to people as well as their vehicles. When crossing the bridge your car jumps and shakes as if riding over the rails of this once railroad trestle. It is a miracle that this bridge has not collapsed and killed someone after so much shaking and trembling. The pedestrian cross-walk looks so bad and has so many holes that it is a matter of life and death in order to cross. This being the only crossing over the railroad yard, you have to hold onto the rails and pray that you don't fall through those boards. And now people are happy to see the bridge finally being funded. But what worries me is that Councilman Nielsen has a couple of projects that need to be funded. And it was suggested that the funds, the proposed funds for the New Braunfels bridge and other overlay projects be cut in half and put on CDA funding. If this happens our neighborhood's main priority for CDA will be cut. We have drainage problems. We have no park. Our area needs housing rehabilitation. So, we feel that the New Braunfels bridge should stay under the 1977 and 78 urban transportation funds and not cut in half and put under CDA.

Councilman Black, you should also realize that your Eastside YMCA project will be cut if monies are taken from CDA for funding of this bridge. The people of the east side have been waiting a long time for the construction of a YMCA. And they wouldn't like to see it cut for lack of funding. I would just like to end by saying that it's about time that this sixty-eight year old trestle be rebuilt for cars and not trains. Thank you.

MAYOR COCKRELL: Brother Fred.

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BROTHER FRED: Madam Mayor and Members of the Council. My name is Brother Fred. I live in Holy Rosary parish, which is bi-sected by Culebra Road and we're very happy to see that it's now number two on your laundry list. We're very happy to see that Culebra Road is number two on your laundry list as Mr. Rohde calls it. And since the middle sixties we've been threatened with one expressway proposal or another. First, up Bandera Road and then down Culebra Road and when COPS was born, one of their first major issues was to study these expressway proposals. We had meetings with people up and down the corridor for the latest proposal, the Northwest Area Transportation Facility and some of you Councilmen were there and the staff was there and we discovered that there was a lot of opposition to another expressway through that area. Then around the first of the year Mr. Fischer's office came up with this and we were very happy to see that on Page 12 they had decided to rebuild Culebra as a major arterial. Then today when we see this project number two on your list and this death of the expressway is finally confirmed, it just fills us with a lot of joy.

Already, since this thing came out around the first of the year, we've had some new activity in the corridor. We've had new business coming in and just last week we heard that Mr. Centeno was going to put up a new supermarket out on, well, it's in the Loma Park area, right on Culebra. So, we think this whole package is put together by the Planning Commission, by Traffic and Transportation, by Public Works is a remarkable package and it dovetails so many different sources of funds and solves so many problems and we fully support the original package, but we're worried about taking money out of the CDA because there are a lot of needs that these funds can solve. Thank you very much.

MR. PYNDUS: Father Raaz. Is that Kaaz? Is there Father Kaaz here? Thank you, good morning.

FATHER RAAZ: Mr. Mayor Pro-Tem and Members of the City Council. My name is Father Paul Raaz. R A A Z. And I'm here speaking on behalf our COPS and in a particular way the San-Juan Brady Gardens Area COPS. I want to make a recommendation to the Council and that is that \$100,000 of the \$560,000 over-estimate on the New Braunfels Street bridge be used to widen Zarzamora Street from Brady to Fran-Fran a distance of about a quarter of a mile. This area is presently a two-lane road. It's a wide two-lane, but no matter how you button it, it's not going to be a four-lane. Both above and below this area, which is a 21-2400 blocks Zarzamora is a four-lane. Which means that it creates a problem right in this area. On one side of the street in the 2100 block is our church and the main access of our parking lot. On the other side is Empire Plaza Shopping Center, which includes a big Department of Public Welfare building and Handy-Andy and several other stores. And practically the only access, the only major access to Empire Plaza is right in this area. In checking with the Police Department, it seems that we, I checked last week, and at the time we had had twenty accidents in the 2100 and 2200 blocks of Zarzamora including the intersection of Brady and Zarzamora Streets since January 1. Since then I'd like to add another accident that happened last Saturday night. And the sounds of cars crashing into each other has become a rather familiar sound since my stay at St. Stevens. I arrived there a year ago.

I would like to simply make the Council aware of the problem that does exist there. It is a very congested area. It's a

heavily traffic area and we expect possibly more traffic as the old Farah plant which is being re-opened now in the name of Levi Straus is going to be opened adding to the number of cars that are going to be in this area. The plant is about three blocks from the area that I have in mind. Because this is urgent and because the funds are available now, we ask you Council members to approve the Zarzamora Street project. It would be our recommendation that you use some of the monies that are available from the over-estimate on the New Braunfels Street bridge. This would mean, I'm sure, dropping the Marbach-Pinn Road and you wouldn't have to worry about where to get that other million dollars from.

MR. PYNDUS: Father, have you brought this particular project to the staff's attention? To Mr. Fischer?

FATHER RAAZ: Mr. Fischer has given us the, Mr. Fischer and his staff, have given us the \$100,000 figure that it would cost to widen the area that we had in mind.

MR. BILLA: I just have one question, I mean, where is it on the staff list, Mr. Fischer? It's not on the list, it's just being introduced now?

MR. PYNDUS: Thank, you. Mr. Teniente.

MR. RICHARD TENIENTE: I would ask Stu Fischer a question. What would happen to the 1900 block of South Zarzamora and on down in the Terminal Market. It doesn't narrow right pass the church, but right at the church and in the 2100 block where you have Empire Plaza you have all the federally-funded, these federal projects, these homes, I don't know what the name of them are on the east side but that is where these people used to park their cars. They've got a tremendous parking problem there. If this project would be to widen the street, is that what it is?

MR. FISCHER: Yes, sir, if we were to widen to make it any more effective, we would have to prohibit parking along the entire length of the street in order to get the value out of the four lane. The fact of the matter I suspect the agreement would have some provision in there that we would agree to prohibit parking along the street so as to get the value for the funds that are spent here.

MR. TENIENTE: And then on the other side of the sidewalks, Stu, where the people use to park, they come in and so, this, would this then....

MR. FISCHER: No, sir, this wouldn't hurt that part. No, sir, but the on street parking, we'd have to

MR. TENIENTE: Okay, I just wanted to check on it.

MAYOR COCKRELL: Thank you.

FATHER RAAZ: Could I add just a little bit to that? Both above and below us, there is a four lane and there is no parking allowed on the four lane, and we feel that it is a dangerous area and that's why we want to handle the extra traffic.

MR. TENIENTE: I was ~~familiar with that area because of the Courts~~ there.

MAYOR COCKRELL: Thank you, sir. Gloria Hinojosa Egan.

MR. BOB BILLA: What did you say about Alazan Courts, Mr. Teniente?

MR. TENIENTE: I lived there.

GLORIA HINOJOSA EGAN: Madam Mayor, members of the City Council, ladies and gentlemen, my name is Gloria Hinojosa Egan. I live in Census Tract 1110. This is the area generally known as the St. Patrick's area and it is bounded on one side by the Fort Sam Houston Military installation. And it is also bounded on the opposite side by the Southern Pacific Railroad tracks, and, of course, our widely known New Braunfels bridge. Now, I'd like to give you a very, very - what I consider a very, very brief history on the New Braunfels bridge. It was brought here in 1908 from New Orleans Louisiana. And I feel that I, along with many members of our community and even people that I have the pleasure of talking to outside of our community feel that it has been a long neglected project. It's common knowledge that it's desperately in need of repair as well as reconstruction. Judging from the way, ~~judging~~ from the research that I've done on it, the best thing that could happen is to completely do away with the old bridge and reconstruct a brand new bridge. That the New Braunfels bridge is a vital crossway for a vast number of people is also common knowledge. We all know that scores of people use it to get to and from their respective employment. The military as well as the civilian employees of Fort Sam Houston use this. It's a very vital crossway. The children in our area as well as the opposite area the deep east side use this as a means of transportation. They are bused to and from the Emerson Middle School and the Hawthorne Elementary School. I don't think I have to emphasize that

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the bridge does indeed play a vital role in our community and in many other parts of our town. Reverend Black, I feel that you, more than anybody else here present, today, should be very much aware of the condition that this bridge is in. You live in that area, town, your congregation is in that area of town....

REV. BLACK: I grew up in that area.

MS. EGAN: Correct. Many of our own people that belong to your church have to use this as a crossway to get to your church. Many of the people that belong to your area that need to get to our church have to use it as a crossway to the opposite direction. So, I feel that you are very much aware of the situation this bridge is in.

REV. BLACK: Bad bridge.

MS. EGAN: Bad bridge is right. I had a very interesting talk, very extensive also, and I learned a lot from the Fire Department that's located in our area. This is Fire Station No. 5. And it's just north of the New Braunfels Bridge. Talking to the firemen and also the EMS which by the way had their demonstration here this morning. I talked to several crews of the EMS people that are located there and all of the firemen. I was very fortunate, Lieutenant Flores was a very active participant in the questions that I had. I just wanted to know how they feel about the bridge. I said, you people have to use it to go back and forth to the scenes of accidents. And he said, oh yes. It's no problem, once you get to the accident. The major catastrophe is trying to get across that bridge. Once you've made it across the bridge the accident is not going to be that much of a problem. And I said, "I understand." He says, "Well, everytime that our fire engines have to cross this bridge, we cringe because do you realize the weight of the equipment that we have to carry in our fire engines?". And I said, "Well, you know, I've really never had that much interest in the fire equipment." So he says, "Let me take you over here and let me show you." He says, "Just feel this jacket I have to wear." And believe me, it feels like sixty pounds. And that plus all of the equipment that they have on their fire engines, you know, he says, "Everytime we have to go through this bridge we feel like this is the probably the last time we'll be able to use it." And he says, "That's not half the problem. The other half is at the speed we're traveling to reach the scene of an accident", he says, "and then at the speed the regular speed of another normal oncoming vehicle" he says, "do you realize that if a vehicle such as the Coca-Cola bottling company truck is coming the opposite direction at normal speed and we're traveling at the speed to get to the scene of an accident, do you realize that there's a very narrow margin left between the two vehicles?" And he says, "A lot of time I didn't know whether we're going to make it to the scene of an accident or not, just having to go past that bridge." In conclusion, I would just like to say that I would not like to see CDA funds used for the New Braunfels bridge, I would like very much to see the funds that are already, that have already been allocated under the Urban Systems Program used for the New Braunfels bridge instead of - I agree with the package that you all have now, but I would so much rather see the New Braunfels be the number one priority on your list as it is now. There's many, many other problems, you know, several problems that I could go into, but that would take all day. This is just a few of the major ones.

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MAYOR COCKRELL: Thank you. Mrs. Galan.

MRS. GALAN: I would like to yield my time to Mrs. Gallego.

MAYOR COCKRELL: All right. Fine. Mrs. Gallego would you like to close for your group?

MRS. GALLEGO: Right. All we want to say is, organizationally, we're supporting the original recommendations and for you to take into consideration the Zarzamora four-lane that we're requesting. We do have \$500,000 over estimated on the New Braunfels, so we're asking for that. Thank you.

MAYOR COCKRELL: Robert N. Mazer.

MR. ROBERT N. MAZER: Mayor Cockrell and gentlemen of the Council, my name is Robert N. Mazer. I am here today as a concerned individual citizen who incidently is the Executive Director of the United Cerebral Palsy which is a direct service and advocacy agency. I also serve as Chairman of the Task Force for Handicapped Accessibility of the San Antonio Transit System, and with apologies to Mother Goose, may I say that elderly Mother Hubbard went to the bus stop to take her handicapped son for a ride, but when they got there, the schedule was there and they didn't even get a bone. And this is the situation in San Antonio, and we're asking to be included in the Urban Systems for some money for some experimental transportation for the handicapped. There are no waiting lists in San Antonio at lines at corners for the handicapped or the elderly get on buses for two reasons. One, they can't get to the corner, and two, there are no buses they could get on if they did get to the corner. Atlanta; Lansing, Michigan; San Francisco; Dallas; Austin; Houston; Champagne, Illinois; and my alma mata town Ann Arbor, Michigan. They all have some kind of special effort transportation system for the elderly and the handicapped with mini buses and the like. And that's why we urge, when I've had the privilege of appearing before the Planning Commission, transportation for the handicapped getting some special buses was number 13 on the list. And now there's no number 13. There was a provision asked for to reserve funds from the Urban System to have eight or ten specially equipped buses that could be used to transport the elderly and the handicapped with special conditions. The total cost of that would \$120,000 of which that means that the City would have to put up \$10,000 and that would be the first time. I've heard today where they said that we do not have all the plans and the specifications that some of these projects, and they will come later. On the other hand we were told by the Planning Commission that we should have all the plans and all of the uses of this hardware immediately. There are funds available and are being allocated for a mobility needs survey which will be more or less effective. But there are enough people in San Antonio that can tell us today what the special needs of the handicapped, and I'm sure that the COPS people will agree when they realize that fifty or sixty percent of the people that we're talking about that can't get to and from buses or on them live in those areas represented by COPS. All I ask is that consideration be given to these handicapped problems. And that they reserve in this priority list the \$120,000 thereabout which will be needed. We won't get the money for a year. In that time, we will be able to produce the type of survey that will show the adequate needs for

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the handicapped. In other communities they're starting very slow and they have done some pioneering so that we, we're not asking, at least our group is not asking for 300 buses equipped overnight. We want to get started. We'd like to move one handicapped person extra from point A to B, and the only way we're going to do it is if we get the City's support. With all the things that the City has going on, the buck stops in this office, in this room and if you can't help us, I don't know who can.

MAYOR COCKRELL: Mr. Mazer, let me ask this. Are you talking about a capital program or are you talking about the operating expense?

MR. MAZER: The capital expense.

MAYOR COCKRELL: Just to buy buses.

MR. MAZER: To buy buses, right.

MAYOR COCKRELL: All right. Well, as I understand it, this committee that is meeting - the Transit set up, aren't they also looking though, at other alternatives such as programs in other cities where they're utilizing taxicabs and they're looking at the comparative costs between taxicabs and buses and that kind of a program.

MR. MAZER: Yes and no. The thing is...

MAYOR COCKRELL: Because I heard that they - that studies in some other cities were indicating that taxicabs might be a better - leasing taxicabs might be a better and less expensive approach.

MR. MAZER: Except that a person can't get a wheelchair in a taxicab.

CITY ATTORNEY PARKER: You can put it in the trunk. My mother goes that way all the time.

MR. MAZER: It's very difficult to get a wheelchair, then the taxicab driver will have to lift the person out of the wheelchair and into the cab. There are special people - special cases, who are non-indigents so that they can't get under the welfare program, they want to go to a hospital, and it all sounds very well to talk about taxicabs. The only trouble is that the taxicab company representatives in the task force hasn't come to the last two meetings where we're trying to do some planning. And every place we have say, well somebody else can do it, but there isn't anybody else and we're sitting here and we don't have any transportation for the elderly and the handicapped.

MR. ROHDE: Mayor, we do have some facilities with the human resources don't we?

MAYOR COCKRELL: There are some.

MR. ROHDE: For senior citizens and why couldn't they be included?

MAYOR COCKRELL: There are some special buses that are due to come in town, but the operating services. It's more in the line of the operating program that is not jelled at this point. And isn't it correct that there are some buses on order for some of these agencies that are due to come into town?

MR. MAZER: Those are for clients, Mrs. Cockrell.

MAYOR COCKRELL: But they are also required, I think, to have them available.

MR. MAZER: Available if someone can pay for them. We don't have any money for it. The agencies don't have money to hire drivers, pay the gasoline for them and this is something...

MAYOR COCKRELL: But what I'm saying, what you're asking for is for capital outlay to buy the buses when actually the buses are coming into town and it's more for the operating program.

MR. MAZER: There are ten buses coming in some day manana. They were ordered about a year and a half ago. The grant was made, and we still don't know if and when they will actually be here. These...

SOMEONE FROM THE AUDIENCE: They came in yesterday. They did come in. The first came in yesterday.

MR. MAZER: Well, that's great to hear. But these are, again, basically client-oriented operations, and we're talking about the non-clients, the handicapped people who aren't here today because they can't get here. The handicapped people that couldn't get out to UTSA for the HEW meeting because they can't get there and the handicapped people can't even come to the task force meeting because they can't get there.

MAYOR COCKRELL: The problem, though, is not just the purchase of the buses, that's what we're saying, though. The problem is the operational setup of how you service individual clients and how if you're setting up in effect a similar to a taxi special service.

MR. MAZER: It's a dial-a-van type of thing.

MAYOR COCKRELL: Right.

MR. MAZER: They do this in Atlanta, Lansing, San Francisco, Dallas, Austin, Houston, Champaign and Ann Arbor..so it can be done. And they've done it on a very small scale so that you don't invest nine million dollars in buses but you start out and get started. And this is why we're asking for money now.

MAYOR COCKRELL: May I ask...

CITY ATTORNEY PARKER: There is litigation pending, and in case all the Council members are not aware of it, between certain class action groups pending in the federal court right now in this area, but the Transit Authority has been trying to do something about it for a long time to my knowledge. There is litigation presently pending in this matter.

MR. MAZER: I would just like to end by saying that if this Council, which is the court of last resort for the citizens, doesn't find some way to provide transportation - because none of the other people are capable of doing it - without the moral and legal leadership of this Council, and I can tell you this speaking officially, but I know that I've talked to them that the task force for handicapped access will work one thousand percent with any who would legitimately try to help us find special efforts. And honestly, the 16B, unfortunately, isn't the total answer although we are working on that. There are other facilities that we just can't coordinate, and we need your help. Thank you very much.

MAYOR COCKRELL: Mr. Fischer.

MR. FISCHER: Madam Mayor, with regard to this particular subject or the general subject of buying buses which we have on this, I think Council will remember representatives of the Transit System have been here before and have explained that there are UMTA funds available to buy buses, but they must show UMTA a good faith, making an effort to use federal highway funds if they possibly can. And this is the reason for having the buses on the list, and we would like to ask that you listen here to Mr. Gary Turnock representing the Transit System for a minute to explain the need for the buses on this particular program.

MAYOR COCKRELL: Fine. Mr. Hartman.

MR. HARTMAN: Madam Mayor, before Stu gets away, and I just want to make sure that we are accurate on one item remember the discussion about Hildebrand. Hildebrand is now officially on the Urban Systems.

MR. FISCHER: No, sir. It is not on the Urban Systems.

MR. HARTMAN: Project No. M5307, the official urban system map dated July, 1976.

MR. FISCHER: Well, then we need to check back with the state because they are just today, I believe, giving us approval for some off-system funds. I'll check it out.

MR. HARTMAN: Yes, because I realize that's a real critical point, and I don't want to see that drop out and then not be able to get it back in. But that is the project number, M5307.

MR. FISCHER: We'll check it out.

MAYOR COCKRELL: All right. Mr. Gary Turnock.

MR. GARY TURNOCK: My name is Gary Turnock, I'm on the staff of the San Antonio Transit System. Thank you, Mayor Cockrell, Councilmen, Mr. Raffety. I have a letter from Mr. Hill that I'd like to go ahead and read into the record that covers the exact subject which Mr. Fischer was talking about:

September 30, 1976

The Honorable Lila Cockrell
Mayor, City of San Antonio
P. O. Box 9066
San Antonio, Texas 78285

Dear Mayor Cockrell:

In March, 1976, the City Council passed a resolution approving the expenditure of over \$13,000,000 in Urban Systems funds for street projects for the fiscal years 1975-76-77. Included in this resolution was a listing of the purchases of 50 buses for fleet replacement purposes. It was understood that Urban Systems funds were not available for this project at that time.

As a result of a recent invitation by the City Planning Commission to participate in a work session on this subject, we indirectly became aware of the programming of another two years of Urban Systems funds (for fiscal years, 1977-78). You will be asked today to approve a resolution allocating an additional \$9,910,000 of Urban Systems funds to specific projects. We are again asking that the purchase of buses (55 in number) for fleet replacement purposes be included in the approved list of projects to be funded with Urban Systems funds and at a minimum that it be considered for inclusion as an alternate project in the priority listing.

The San Antonio Transit System is required by the Urban Mass Transportation Administration to utilize the Federal Aid Urban System funds to meet the need of all or part of our bus replacement program needs and to attempt to utilize the Urban System funds for other types of capital expenditures for the benefit of public transportation services.

We request and recommend this action with the knowledge that the prerogative and initiative to utilize Urban System funds for transit purposes is the City Council's. We also realize that the ratios of 70%-19.5%-10.5% (Federal-State-Local) for Urban Systems monies are not favorable as the 80%-13%-7% ratio under UMTA and state funding programs as they exist right now. Nevertheless, it is imperative that we have our bus replacement requirements on Urban Systems priority lists since it is the only source of federal funding that we would have available to assist the City of San Antonio if UMTA funds are not forthcoming.

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We respectfully request that the purchase of buses for replacement be included at a high enough priority to insure funding of all or part of the replacement needs of the San Antonio Transit System. This is requested with these understandings:

- a) A high enough priority be established to program and reserve funds for purchase of replacement buses in the event that UMTA funds (which are discretionary in nature) are not made available to San Antonio;
- b) In the event that SATS' application for UMTA discretionary funds is successful and upon notification of an affirmative action, then the funds reserved for purchase of buses would be reprogrammed and priorities restructured in favor of other existing street and transit projects.

The San Antonio Transit System would like to take this opportunity to state its complete support of another proposed project that you will be asked to consider for Urban Systems funding. This is the concept of the purchase of specially-equipped vehicles for the transportation of the handicapped. Such a project as this is an eligible project, as the capital expenditures, under the Urban Systems program. Support of such a project is conditioned upon the following understandings:

- a) That program funds be reserved or allocated for the purchase of a specified number of specially-equipped vans if it is deemed a high enough priority;
- b) That those funds be reserved until such time as an acceptable determination of the magnitude of need is made and preliminary service design can be accomplished. The process has already started on these determinations with funds allocated from other sources;
- c) At such time as the determination of magnitude and service design are accomplished and the vehicle requirements are known, the program funds would then be obligated and the implementation process initiated.

The San Antonio Transit System has in the past supported and provided assistance when called upon for such efforts and will continue to do so within the limits of its resources.

Thank you for your time and consideration in these matters.

Sincerely,

Norman Hill
General Manager

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cc: Transit Board of Trustees

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MAYOR COCKRELL: All right, Mr. Fischer, after hearing this comment, what is your overall recommendation?

MR. FISCHER: Mayor, I think that Council will agree, Mr. Hill has written a very excellent letter, and this should show the people at UMTA, that he's made a very valiant effort in order to have Urban Systems funds appropriated for the purpose of purchase of buses. It would be my recommendation that priorities shown on the proposed resolution not be changed with regard to this item.

MAYOR COCKRELL: Okay, what is the pleasure of the Council? Mr. Hartman.

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MR. HARTMAN: Of course, this is sort of like undoing a puzzle, I'm not sure which we, you know, pull first and see what else falls, I guess the place to start is the Marbach and Pinn Road bridges. I am wondering in terms of what good we actually do, you know, just by pursuing that part of the project. I have difficulty understanding where that's going to be.

MAYOR COCKRELL: Let's ask Mr. Fischer to come back and comment on the Marbach-Pinn Road, and the cost of the picture.

MR. FISCHER: The Marbach and Pinn Road project, first of all is it's - like so very many of them, a very worthwhile project. Now, the big problem out there is again that there are three low water crossings and every time we have any sizable amount of rain we have a bunch of youngsters that cannot get to school at all. There is just no way they can, one of the schools unfortunately is built between two low water crossings. And,

MR. HARTMAN: That's the Anson Jones

MR. FISCHER: I believe that's correct, yes, sir. And

MAYOR COCKRELL: We have got a lot of complaints about this.

MR. FISCHER: This is the problem. Now, cost-wise, again, I would repeat that we are talking about \$937,000, \$940,000 essentially of State and Federal funds of urban systems funds.

MR. HARTMAN: And local funds?

MR. FISCHER: And local funds of \$878,000.

MR. HARTMAN: You see now that takes care of drainage though which would be the whole,

MR. FISCHER: No, that's not all of the drainage requirements. That's only enough that's related to these particular bridge projects. In other words, we will have to do some drainage in there because right now we have a big wide drainage area, we will have to make a drainage channel that we can put a decent size bridge over. If we don't we will bridge all over a lot of area out there.

MR. HARTMAN: It would seem that we would have to

MAYOR COCKRELL: What's this has done, what I am worrying about is where does that empty into?

MR. HARTMAN: That's my concern.

MR. FISCHER: This I would have to bring the Public Works people in. They have told me that this would take care of the drainage problem so we can build a bridge. Now, I am not a drainage engineer, and I am not familiar with the drainage problem.

CITY ATTORNEY PARKER: The drainage would have to go the same spot it went before as far as the flow of the water.

MR. HARTMAN: So we still have the backup.

CITY ATTORNEY PARKER: No, you eliminate the backup. I think what they are doing is taking in concrete or channelizing, improved channelizing. By improved channelizing you have to go a certain degree up stream through the bridge structure and into a certain degree down stream to then dissipate the water into the velocity or put it forth back into the same configuration it was before you start channelizing it. Otherwise we get into a legal problem with damages.

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MAYOR COCKRELL: But at any rate then this would permit access to those schools then, permit the children to get through.

MR. FISCHER: Yes, madam.

MAYOR COCKRELL: Mr. Teniente.

MR. TENIENTE: Madam Mayor, the thing that I hear quite often is the need for spending our money for drainage and for providing relief for some of the citizens and I don't feel at this time, because I had an explanation here on Item 1 stating that we would be including the Marbach-Pinn bridges and the Jones-Maltsberger Road improvements and having reviewed this, I met with some people that have some businesses in the area and then they in turn, discussed with other people, and they were very pleased to know that we were going to move on this, and they did not see the need to come to Council today because I didn't see anyone that could possibly be contesting this type of project and so consequently it's not a matter of contesting it that as to where you can get your dollars and where you can best spend the money. And I would, at this point, could not support the deletion of these two projects. However, to clarify the priority list we do have the New Braunfels Street overpass as number 1, the Culebra Road from 24th to Callaghan as number 2, and so forth on down the line. So, while I will support all those projects, I still have to continue supporting the Marbach-Pinn Road bridges. I have to do that and I could not delete it at this time. That's my opinion. I move that we pass the Resolution and Ordinance as it is presented by staff and move on the items.

MAYOR COCKRELL: Is there a second to the motion?

MR. BILLA: Second.

MAYOR COCKRELL: All right, it has been moved and seconded that we approve the Ordinance as submitted by staff according to the memo that we received from the staff. All right, Reverend Black.

REV. BLACK: Madam Mayor, I would like to make a substitute motion, and I'd like to just give what I think has really been presented as a valid reason and that is when we talk about these projects we are talking about a million dollars we are going to have to come up with. I do think that it places in jeopardy the proper use of the CD funds and the Revenue Sharing funds. I think that is a valid analysis of what we are really facing. I think the City Manager has very clearly stated that that is the only source for dealing with these funds. It seems to me that we are addressing a real need but I don't see them being answered in the proposals that we have here. And, therefore, I would like to offer a substitute motion that we accept the revised presentation of the priorities which, of course, reallocates and redefines the funds in connection with the New Braunfels Street bridge and I am doing this with a tremendous amount of faith in the figures of our Director of Traffic and Transportation. I might just be cutting my throat with my own knife, but we take that revised figure and that we do accept the recommendation that Zarzamora would be widened with the additional funds.

MR. HARTMAN: It is going to be up to a \$100,000.

REV. BLACK: That's right, up to \$100,000.

MR. PYNDUS: A point of clarification.

MAYOR COCKRELL: Now then, you are making a substitute motion that we delete the Pinn-Marbach

REV. BLACK: That's right.

MAYOR COCKRELL: And that we delete the

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REV. BLACK: Now let me have that. I will tell you what we are talking about in addition to the regular priorities we have suggested those changes that have been recommended out of the excess funds that come from cutting back on the New Braunfels Street bridge, of course, which deals with the widening of \$100,000 being on Zarzamora and also I think it deals also with ...

MAYOR COCKRELL: The recommendation as I heard it, deleted Marbach and Pinn Road and also the Jones-Maltsberger and instead recommended reprogramming that for Zarzamora

REV. BLACK: That's what I am talking about.

MR. BILLA: Mayor, I'd like to say something if I may.

MAYOR COCKRELL: Was there a second to that motion?

MR. HARTMAN: Madam Mayor, subject to further discussion and I wanted to get a clarification, I will second it though, but I do want to get it clarified with exactly what would be involved there.

MAYOR COCKRELL: All right.

MR. BILLA: Mayor, if I may

MAYOR COCKRELL: All right, a motion and a second for a substitute motion, now a discussion is in order on the substitute.

MR. BILLA: I'd like if I may.

MAYOR COCKRELL: Mr. Billa, I would be glad to recognize you in due time.
Mr. Billa.

MR. BILLA: Thank you, Mayor. I have reviewed this in my mind, and I was approached by some citizens about the Zarzamora project but sometime back these same people have come in here and they have placed so much emphasis on the safety of children and now our staff comes in here and tells us that children's lives are in jeopardy out there in the Marbach-Pinn area, and we will have to find a million dollars and people are concerned that we are going to have to take it out CDA or Revenue Sharing funds. That's to say that all these other priorities they are not eligible for those funds will have to surrender, and will have no means of ever getting redressed or any relief, so I would have to speak against the motion and vote against it on that basis.

MAYOR COCKRELL: All right, Mr. Fischer.

MR. FISCHER: Mrs. Cockrell, may I, perhaps, a point of clarification which may help the Council in making a decision here. This is a program that is designed for the 1977 and 1978 federal fiscal years. Under the rules that this deals with the funds are available for two years after the end of the fiscal year for which they are appropriated. Which means we have these funds which will be available for as much as four years. Now, when I was asked earlier about the possibility of local matching funds, I overlooked one possibility that can come up during this four year period and that is a future bond issue. The million dollars that we need can be included in that, in a future bond issue assuming we have one during this four year period. Now, this, I didn't mean to mislead the Council on that particular thing. The current question of bond issues at the moment are a little bit far from our minds for obvious reasons. But this is

MAYOR COCKRELL: Will you speak again on the Zarzamora Street situation.

MR. FISCHER: There is a four block section of Zarzamora which is, oh, perhaps four feet narrower than the section is, but this is the difference between two wide lanes and four standard lanes. This four block area that is again, like many others, it is a very worthy project. And, the estimate of cost of doing that is in the range of \$100,000, approximately \$100,000 to do those four blocks of widening of Zarzamora. It's a type of a job, the curb is there, sidewalk is there, right of way is there, no drainage required, therefore, the requirements for the City are minimal. Practically nil with regard to our participation on that. We are talking about allocating another \$100,000. Now, may, I might point out we are talking about a priority list here, and we are talking about estimates that we do not know precisely. It might, we, I am sort of like Reverend Black, I don't want to cut my own throat either and go too far with these priorities. I mean to stretch this thing too thin. I am confident today that the 13 of the 14 items that are on this resolution that was presented to you can be funded with the \$9,900,000 of Federal funds. How much further, what I'm saying is that we can add Zarzamora to it and with the possibility of using funds that are left if they are funds. I can't, there's a limit to how far I want to go and tell the Council we can do with this.

MAYOR COCKRELL: All right, I don't know whose hand was next.

MR. BILLA: I think Richard was first, though. I'm looking at him, if I may speak.

MAYOR COCKRELL: All right. Mr. Teniente.

MR. TENIENTE: Well, my question was centered around that which you addressed a minute ago, Stu, and that is the priorities and did you not, last week, tell us that street improvements or street widenings were not as high priority as perhaps drainage or bridge or is this the same project that we're talking about, possibly or.....

MR. FISCHER: I don't recall.....

MR. TENIENTE: Maybe you didn't say that.

MR. FISCHER: I don't recall, sir. I'm not sure we can make a generality of that sort.

MR. TENIENTE: I'm not so sure we can include them in all in this thing, Stu, and try to get this thing. I'm not against the widening of the street.

MR. FISCHER: Yes, sir.

MR. TENIENTE: It's just that I would place high priority on the drainage problem that would endanger the lives of individuals, the children going to school more than I would on traffic accidents that could possibly be monitored by the police and traffic department. But I would like to have them both.

MR. FISCHER: We can certainly add Zarzamora.....

MR. TENIENTE: But I cannot see anyone voting against or working against the drainage problem that exists in the Marbach Road area, and the Pinn Road area, it's as simple as that.

MR. FISCHER: The Council certainly has the privilege of adding the Zarzamora project to this list of priorities.

MAYOR COCKRELL: All right. Mr. Hartman.

MR. HARTMAN: Yes. First of all, I have three concerns and with regard to my second, Reverend Black's point, I want - one, the first concern I want to voice is with regard to Hildebrand again. If that is now in Urban Systems as indications are that it is and if it's dropped here, we do run a serious risk, with regard to Hildebrand, we may have to cough up local funds....(inaudible).

MR. FISCHER: It can be added later, Mr. Hartman.

MR. HARTMAN: It can be added later by.....

MR. FISCHER: By Council action. By another resolution. We can amend this one. I am of the opinion that the section of Hildebrand we're talking about is not on the Urban Systems. Now, it's gone too far under this other, it's been checked too many times.

MR. HARTMAN: It goes all the way from Fredericksburg to New Braunfels. That's as far as Hildebrand is.

MR. FISCHER: Well, as I said, I'll have to check it out. I've not had the opportunity obviously.

MR. HARTMAN: But I do, all I'm saying is, Stu, I want to voice concern with regard to dropping Hildebrand out. Okay, then to go back to the other matter with regard to widening Zarzamora. We're talking about a minimal amount of local funding. In fact, none, really.

MR. FISCHER: Essentially none.

MR. HARTMAN: So we're talking about the allocation of non-local funding for the widening of that project which seems to me to make sense in terms of, you know, I grant you, stretching it but it doesn't seem like there's all that much stretch involved. And then finally, with regard to the lingering concern I have with regard to what happens, and I agree with you, Richard, with regard to the drainage, but I'm just wondering if we really solved the drainage problem with what we're doing here or whether we'll still have the problem you know, until such time as we finally continue that drainage downstream.

MAYOR COCKRELL: The - as I understand it, the Pinn-Marbach would at least provide the access to the schools, and I think that's the main thing there. Just like our - some of these others haven't totally solved the drainage involved. But, we take care of enough of it that we can resolve the big problem of the youngsters not being able to get to school safely.

MAYOR COCKRELL: All right. Please, yes, one last point.

MR. HARTMAN: One last point with regard to Zarzamora. I'm wondering if then that being basically a safety problem that that might be held eligible under the safety.....

MR. FISCHER: Yes, cause it is on system. I know for sure Zarzamora is on the system. Therefore, it's not eligible for these safety funds.

MAYOR COCKRELL: Mr. Pyndus.

MR. PYNDUS: Mayor Cockrell, I couldn't second either motion because in the first place, we've asked for staff assistance and we gave them a budget. And staff came forth with a plan and a budget and at the "B" session we did mention some critical projects that we thought needed attention and would be included in this program. Now, I feel that to commit ourselves to one million dollars ahead of time is a very bad precedent to set - why not two million or why not three million dollars. So, and why not have the citizens come forth with other projects because we have no limit. And I think that this limit that we have should be maintained and that we should go back and see what we can work out of the original budget wherein we had 1.7 million dollars worth of bond funds forthcoming.

Now, I'd like to ask this question, Mr. Fischer, going from your recommendation to this Council within a budget. With the savings that you have mentioned with reference to the New Braunfels bridge of \$500,000, is it my understanding that the Pinn-Marbach Road can be accomplished with funds from that bridge you mentioned a \$870,000 funding, now, could we apply if we kept the Pinn-Marbach project, which seems a critical project, could we apply the \$500,000 to that project?

MR. FISCHER: This is of Urban System.

MR. PYNDUS: Yes, sir.

MR. FISCHER: This doesn't take care of the City's part of it.

MR. PYNDUS: Well, what would the City's part be.

MR. FISCHER: The City's part is \$878,000.

MAYOR COCKRELL: \$878,000.

MR. FISCHER: \$878,000.

MR. PYNDUS: \$878,000 is the City's side of that. I would recommend to the Council, Mayor Cockrell, and not seconding either motion or voting for either motion that we go back to the original recommendation by staff and Planning and follow their recommendation to a T. They've mentioned the fact that all projects are estimated, and by the time they get to them, there will be an eight to nine percent difference. I think that at this time, we cannot afford to take on the Zarzamora widening project. I think that I would highly recommend dropping the Jones-Maltsberger project which I originally pressed for. That was not in the staff's recommendation, and thirdly, this needed Marbach-Pinn Road project, I would suggest we also drop that and give it the highest priority so that we could okay this program and go on with it.

MAYOR COCKRELL: All right. At the present time, what we have pending is the motion by Reverend Black to substitute a motion which would approve the list with the deletion of the last two projects that were added and substituting the Zarzamora Street widening project. All right, now, there is discussion on that motion. I'll point out that our time is getting away. Mr. Rohde.

MR. ROHDE: Yes, Stu, two questions. Ten and eleven the turn around. Who paid for the last turn around at these locations? Was that all federal?

MR. FISCHER: The number eleven, Wurzbach Road, there is one turn around on.....

MR. ROHDE: Who paid for that?

MR. FISCHER: That was paid for by USAA. They paid for that, the entire cost of that.

MR. ROHDE: How much was that?

MR. FISCHER: Well, there was a total price, there was a turn around here, there was another turn around up at Huebner Road. And a relocation of an entrance ramp and if memory serves me correctly, that total package was about \$225,000.

MR. ROHDE: If we vote this morning, Rev. Black, I want to see you get that bridge for the City there. It's long overdue then the question comes in my mind if we don't approve it this morning where do we stand? If we approve the list and don't have the money.

MAYOR COCKRELL: All right. Reverend Black.

MR. ROHDE: That's not clear to me, Mayor.

REV. BLACK: Madam Mayor, I would like to just simply, in support of the substitute add this matter. That we are deleting some \$500,000 from that New Braunfels Street bridge. And what I saw in the amended motion an opportunity to effect a need and to not materially obligate the City in any larger measure. Now, it has been our general practice when we took some action on a particular project, we've tried not to commit funds that have not yet come before us. This has generally been our approach to it. And what I'm simply saying is that if we take the action here that is placed before us, we would be committing those funds. We would be actually acting upon those funds that are not yet before us. Now, along with the very moral issue that I think this addresses, and that is the needs of children, let us keep, let the Council keep in mind that this does not only - this does not represent the only area in which children's lives are in jeopardy by these kinds of conditions. So, I would say why not plan it thoroughly and deal with that as one of our priorities, but deal within the context of trying to resolve that problem as relates not only to these children, but other children as well who are affected by this kind of condition.

MR. BILLA: Mayor, if I may respond.

MAYOR COCKRELL: Now we have pending the substitute motion. Mr. Billa, you want to say something.

MR. BILLA: I just wanted to say that I think Reverend Black makes a very impassioned plea for what he believes, but he had a little different view when these people concerned or children concerned were in his immediate area, Lord Road crossing. I mean it has a different priority, and I think there's a need now here that's come before us. Well, it would appear that it would be, Reverend.

REV. BLACK: Well, it's not really a different view.

MR. BILLA: Well, it isn't but the funding of it is.

MAYOR COCKRELL: Thank you, Mr. Billa. Rev. Black, did you have any final comments?

REV. BLACK: I just would simply say that it's not a different view. It's simply the economics with which we're working. I think that's what we do all the time.

MAYOR COCKRELL: All right. The - we now have pending the substitute motion which would delete the Pinn-Marbach and the Jones-Maltsberger projects. It would substitute Zarzamora which would not take up the entire amount but would add Zarzamora. Now, then if that motion passed then it will be necessary to change the ordinance that is now pending.

CITY ATTORNEY PARKER: We'd have to rewrite it.

MAYOR COCKRELL: All right. We now have pending the substitute motion.

MR. ROHDE: Mayor.

MAYOR COCKRELL: Yes, Mr. Rohde.

MR. ROHDE: I'm not going to ever vote unless it's clear, but if we vote on this, is the money there, the total money needed for the bridge? Without any question?

REV. BLACK: Yes.

MAYOR COCKRELL: Actually, the Zarzamora project takes what.....

REV. BLACK: \$100,000.

MAYOR COCKRELL: \$100,000. So it would, in effect, leave \$400,000. It would only take \$100,000 off the bridge.

MR. ROHDE: One other question, Stu. Is that if we delete the Marbach and Pinn Road, could we put it back on as another item, what's wrong in doing that? Putting it on the priority list.

MR. FISCHER: We can come back to that a later time.

MAYOR COCKRELL: You mean for 1979?

MR. ROHDE: No, I am thinking about doing it today, Mayor. We could make it Item 15.

MR. FISCHER: Yes, sir, it could be Item 15.

MR. ROHDE: I will support the motion on that basis.

MAYOR COCKRELL: Mr. Pyndus.

MR. PYNDUS: I'd like to speak against the motion, strictly from the standpoint that we are adding items, we are adding priorities that were not included in staff recommendations and I would certainly go with the motion. Many of these worthy projects about to get off the ground. And I think that if we are to be consistent and stay with the priorities that staff has given us, we can stay with the program, and I think to drop a critical program and to take a priority that is just mentioned out of the audience is not the proper way to do it, and I would speak against the motion on those grounds.

MAYOR COCKRELL: Mr. Fischer, let me just ask one further question. The Pinn-Marbach was listed, wasn't it on some of our priorities before and then didn't get funded or what was the situation on it?

MR. FISCHER: I believe it was listed in the priorities for the drainage bonds. If I am not mistaken.

MAYOR COCKRELL: All right, I see. The Clerk will call the roll on the substitute motion.

MR. HARTMAN: I will vote yes.

MR. ROHDE: Yes, and I'll make a substitute motion to add Pinn at a later time.

MR. TENIENTE: No.

DR. NIELSEN: Absent.

MAYOR COCKRELL: No.

MR. PYNDUS: No.

MR. BILLA: No.

DR. CISNEROS: Absent.

REV. BLACK: Yes.

CITY CLERK: The motion failed.

MAYOR COCKRELL: The motion failed. We now go back to the original motion which was to approve the list as according to the last staff report. Now, is there a discussion on that motion? Mr. Pyndus.

MR. PYNDUS: Point of clarification only. The motion as presented by staff has the Marbach Pinn in it. I would like to make the motion that we accept the recommendations of staff as set forth with the exception of the Marbach-Pinn and the Jones Maltsberger Road projects.

MAYOR COCKRELL: In other words, that was as originally.....

MR. PYNDUS: Yes, madam, presented to the Council.

MAYOR COCKRELL: All right. The motion for a substitute motion was to delete the last two added items. Is there a second to that?

REV. BLACK: I second it.

MAYOR COCKRELL: All right. That has been seconded.

MR. HARTMAN: Point of clarification, Madam Mayor. What does that do with our - where are we money-wise with those deletions?

MAYOR COCKRELL: That would go back to the original estimates of staff at this point.

MR. PYNDUS: We wouldn't be a million dollars short.

MAYOR COCKRELL: All right. Let me ask this, Mr. Fischer. If at a later time when the projects are constructed, if it were then determined that you had a surplus, and that your original estimates were over, please discuss the reprogramming at that time.

MR. FISCHER: At such time as is determined, and this won't be any where near the end of the time period or the program, we're beginning to, for example, if early in the program we take bids on the New Braunfels Avenue bridge and instead of the and our latest estimate is in fact correct, we will then be able to come back to the Council and say yes, here is half a million dollars left over and by that time we will have more precise planned work on all of the other projects...we can give you more precise, so there will be a time that we will come back to the Council and give you another estimate of funds that have been saved in the total program, and the Council is the only one that can designate the use of these funds.

MAYOR COCKRELL: All right. Mr. Billa.

MR. BILLA: Mayor, I'd just like to say this if I may. I think it's a matter of the funding, and I think what we're doing here and the motion that I made is just establishing priorities, I'd be willing to add the

Zarzamora Project because we discussed it, if all the funds are not used up then you can apply them to these according to priority and that's why I favor the motion that I propose. I think that these are items that we've discussed and everybody in this room has emphasized the need for protecting the children and now suddenly we've changed. I don't understand it. We're just establishing a list of priorities, and I think we ought to vote on the original motion, and include all these things because they've been discussed and apparently meet with the concurrence of everyone here, except that there is not sufficient funding.

MAYOR COCKRELL: All right. We now have pending the substitute motion. Was there a second to that?

REV. BLACK: Yes.

MAYOR COCKRELL: All right. Seconded. The substitute motion would go back to the original list of staff deleting the later additions. Clerk will call the roll.

MR. ROHDE: No, I have to have a better one.

MR. TENIENTE: No.

DR. NIELSEN: Absent.

MAYOR COCKRELL: No.

MR. PYNDUS: Yes.

MR. BILLA: No.

DR. CISNEROS: Absent.

REV. BLACK: Yes.

MR. HARTMAN: It's sort of immaterial, I would say no at this stage.

CITY CLERK: The motion failed.

MAYOR COCKRELL: The motion fails. We are now at the original pending motion which was to establish the priorities as according to the last staff report that we had before us.

MR. TENIENTE: Madam Mayor, since I made the motion, I would like to also add then to that list of projects since we are working on the priorities, the Zarzamora Street widening so that we can just include all the projects in there and that would be in addition to the staff recommendation, I would add that project on there. Would you second that?

MR. BILLA: I'll second it.

MAYOR COCKRELL: All right. Yes, Mr. Fischer.

MR. FISCHER: Madam Mayor, as a point of technicality here, may I suggest that if you want to do that, that that project be number 14 on the list and then the purchase of buses be number 15.

MR. TENIENTE: All right.

MAYOR COCKRELL: All right. Mr. Teniente moves and Mr. Billa seconds that the Zarzamora Street widening be added as Project Number 14 to the list of priorities and is there discussion? All right. Is there discussion on that amendment? Mr. Hartman.

MR. HARTMAN: Question of clarification. The purchase of buses what kind of funding are we talking about - what all funding is wrapped together on that again?

MR. FISCHER: This is - if the urban systems funds left after all of the other priorities are taken care of, those funds could be used for the purchase of buses, however, there are also UMTA discretionary funds available for the purchase of buses.

MR. HARTMAN: So really we've been leaning on the UMTA discretionary funds with regard to this.

MR. FISCHER: Yes, sir. Under the UMTA program, it's 80 percent Federal funding. Under the Urban Systems fund program, it's 70 percent.

MAYOR COCKRELL: All right. Is there further discussion on the motion? Those in favor of the amendment, please say aye. Any opposed, no.

AYES: Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: Pyndus;
ABSENT: Cisneros, Nielsen.

MR. PYNDUS: No, and I'd like to state why I'm opposed, Mayor Cockrell, please.

MAYOR COCKRELL: All right.

MR. PYNDUS: I think that we are spending monies that we do not have. We're committing some funds that the City does not have available at the present time. I don't think that is fiscally a responsible move. There are many projects in this City that are in the category of the ones that we approved this morning, but we simply don't have the funds to expend for those projects. However, we have taken these projects and spend ahead. I say we could at this rate add two or three million dollars more if Council votes for it.

MAYOR COCKRELL: All right. Now then what we have done is to amend the pending motion by adding priority number 14, which was the Zarzamora Street widening. We now have pending the motion as amended, which establishes the priorities for these funds that will be utilized as far as the funds are available. Is there further discussion? Those in favor of the motion as amended, please say aye. Any opposed, no.

AYES: Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: Pyndus;
ABSENT: Cisneros, Nielsen.

MAYOR COCKRELL: All right. With one no, the motion is passed. I would like to state that I voted for this because I felt very strongly that that Pinn Marbach is a very needed project. That has been pending for a long time. We've had many, many requests calling that problem to our attention, and I really felt that that was sincerely needed to serve the needs of those school children.

MR. BILLA: I concur with those thoughts.

MAYOR COCKRELL: All right. The motion has passed and we're now recessed for lunch. We'll reconvene at two o'clock.

* * * *

(The priorities approved by the Council are as follows):

1. New Braunfels Avenue Overpass at Southern Pacific Railroad
2. Culebra Road from 24th Street to Callaghan Road
3. Traffic Signal Improvements
4. E. Houston Street from W.W. White Road to I.H. 10
W. W. White Road from E. Houston to I.H. 10
5. Safety and Street Improvement Program
6. Energy Conservation Program
7. Military Drive from Timbercreek to Lackland Air Force Base
8. Walzem Road from I.H. 35 to Austin Highway
9. Steves Avenue Median Removal from Roosevelt to Probandt
10. Vance Jackson Turnaround at I.H. 10
11. Wurzbach Road Turnaround at I.H. 10
12. Marbach and Pinn Road Bridges
13. Jones Maltsberger from Basse Road to Oblate Drive
14. Zarzamora Street Widening
15. Purchase of buses

* * * *

76-46 The meeting was recessed at 12:30 P.M. for lunch and was reconvened at 2:10 P. M.

76-46 Acting Mayor Phil Pyndus presided in the temporary absence of the Mayor.

76-46 CITIZENS TO BE HEARD

MRS. HELEN DUTMER

Mrs. Helen Dutmer, 739 McKinley Avenue, discussed the newspapers published reports of suggestions made by the Charter Revision Committee for 15 Council members.

Acting Mayor Pyndus stated that an official report has not been made by the Charter Revision Committee. The official report should be coming to the City Council the first week in October.

MR. ROMULO MUNGUIA

Mr. Romulo Munguia, 419 E. French, read a prepared statement, a copy of which is included with the papers of this meeting. Mr. Munguia spoke about political contributions made to state representatives from the San Antonio area.

Councilmen Teniente and Rohde said that they felt that the City Council is not the proper forum for discussion of this matter.

76-46 (Mayor Cockrell returned to the meeting and presided.)

MR. RAUL RODRIGUEZ

Mr. Raul Rodriguez, 719 Delgado, stated that he has been charged with possession of a junk vehicle. He feels he is being harrassed by the Police Department because of his appearances before the City Council. He asked the City Council to set up a committee to investigate his case. He also stated that he was not given proper notification and the charges are illegal. (A copy of his prepared statement is included with the papers of this meeting.)

City Manager Raffety advised the Council that the formation of a committee could interfere in a judicial process. However, if the Council so desired, the City Manager stated he would review and report on this matter. He then asked the City Attorney to comment.

City Attorney Parker stated that if a complaint has been filed, the court would be the proper forum to present any defense.

Mayor Cockrell asked Mr. Raffety to review this matter and make a report to the Council.

MR. E. L. RICHEY

Mr. E. L. Richey spoke about the lack of trust in the country. He also criticized actions of a certain policemen in uniform supposedly working in a restaurant.

Mayor Cockrell asked that Mr. Richey furnish this information to the City Manager for his investigation.

76-46 The following Ordinances were read by the Clerk and explained by Mr. Stewart Fischer, Director of Traffic and Transportation, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,217

AUTHORIZING SUBMISSION OF AN APPLICATION TO THE OFFICE OF TRAFFIC SAFETY, STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION, FOR A GRANT FOR CONTINUING THE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM.

* * * *

AN ORDINANCE 47,218

AUTHORIZING APPLICATION TO THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION FOR A GRANT TO FUND A TRAFFIC ACCIDENT ANALYSIS PROGRAM.

* * * *

AN ORDINANCE 47,219

AUTHORIZING THE CITY MANAGER TO APPLY FOR A BARRICADE CONSTRUCTION PROGRAM CONTRACT TO BE FUNDED PRIMARILY BY THE OFFICE OF TRAFFIC SAFETY, STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION.

* * * *

76-46 Item No. 5 on the agenda being a proposed ordinance authorizing the condemnation of land to be used as a site for a water treatment plant was withdrawn from consideration at the Mayor's request.

76-46 The following Ordinances were read by the Clerk and explained by Mr. Mike Kutchins, Assistant Director of Aviation, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,220

MANIFESTING THE GRANTING OF AN OPTION TO TESORO PETROLEUM CORP. FOR THE LEASE OF 100,374 SQUARE FEET OF LAND AT INTERNATIONAL AIRPORT FOR THE CONSIDERATION OF \$1,673.74.

* * * *

AN ORDINANCE 47,221

MANIFESTING AN AGREEMENT WITH CONTINENTAL AIR LINES, INC., TO EXTEND THE PRESENT LEASE AGREEMENT AT INTERNATIONAL AIRPORT FOR THE STORAGE AND DISTRIBUTION OF AVIATION FUELS AND LUBRICANTS.

* * * *

AN ORDINANCE 47,222

AMENDING ORDINANCE NO. 46692 BY ESTABLISHING BUILDING USE FEES FOR COMMERCIAL AIR TRANSPORTATION ACTIVITIES WHICH DO NOT OPERATE UNDER LEASE OR CONTRACT AT INTERNATIONAL AIRPORT.

* * * *

The Clerk read the following Ordinance:

AN ORDINANCE 47,223

AUTHORIZING EXECUTION OF AN AGREEMENT WITH THE NORTHSIDE INDEPENDENT SCHOOL DISTRICT FOR JOINT DEVELOPMENT AND USE OF A TENNIS COMPLEX TO BE BUILT AT THE SITE OF NORTHSIDE STADIUM.

* * * *

The Ordinance was explained by Mr. Ron Darner, Director of Parks and Recreation, who said that 10 tennis courts will be developed on property owned by the Northside School District at Northside Stadium. The City will contribute funds for lighting, and will maintain the lights. The school will maintain the courts.

Mr. Billa said he had received complaints that lights burn all night at some locations. He asked if timing devices could be installed in the light system.

Mr. Darner said that his department is using timers and in time, they will be installed in almost every facility.

After consideration, on motion of Mr. Pyndus, seconded by Mr. Billa, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

76-46 The following Ordinance was read by the Clerk and explained by Mr. Ron Darner, Director of Parks and Recreation, and after consideration, on motion of Mr. Pyndus, seconded by Mr. Billa, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,224

MANIFESTING AN AGREEMENT TO EXTEND, AS AMENDED, A LEASE AGREEMENT WITH ARTHUR VELTMAN, JR. FOR USE OF A PORTION OF THE BEAUTIFIED SECTION OF THE SAN ANTONIO RIVER, IN CONJUNCTION WITH A RESTAURANT OPERATION.

* * * *

76-46 The Clerk read the following Ordinance:

AN ORDINANCE 47,225

AUTHORIZING A FAMILY RECREATION AREA PROJECT BY HARMONY HILLS OPTIMIST CLUB TO BE LOCATED IN W.W. McALLISTER PARK AND EXPRESSING GRATITUDE FOR SAME.

* * * *

The Ordinance was explained by Mr. Ron Darner, Director of Parks and Recreation, who said that it authorizes the Harmony Hills Optimist Club to develop an area in W. W. McAllister Park as a family recreation area.

Mr. Tommy Wilson, President of the Harmony Hills Optimist Club, displayed a drawing of the proposed development which he said would be completed in about three years. His club is working in close cooperation with the Park Department.

After discussion, on motion of Mr. Hartman, seconded by Mr. Pyndus, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

76-46

RENTAL RATES ON RIVER WALK

Mr. Teniente made reference to rental rates charged in the River Walk area. He said that the rates currently charged are extremely low.

Mr. Darner said that the low rental rates were established many years ago to attract businesses to the river area.

After discussion, the matter was referred to the River Walk Commission with the request that the Commission review the rental rates and determine if they are realistic.

76-46 The following Ordinance was read by the Clerk and explained by Mr. Bill Donahue, Director of Human Resources and Services, and after consideration, on motion of Mr. Teniente, seconded by Mr. Hartman, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,226

AUTHORIZING THE EXECUTION OF A CONTRACT
BETWEEN THE CITY OF SAN ANTONIO AND THE
DEPARTMENT OF HEALTH, EDUCATION AND WELFARE
FOR \$3,000 FOR A SURVEY INTO ELDERLY CONSUMER
PROGRAMS.

* * * *

76-46

The Clerk read the following Ordinance:

AN ORDINANCE 47,227

ABOLISHING THE MAYOR'S ECONOMIC DEVELOPMENT
PLANNING COUNCIL AND TRANSFERRING ITS FUNCTIONS,
DUTIES AND RESPONSIBILITIES TO THE PLANNING
COMMISSION OF THE CITY OF SAN ANTONIO.

* * * *

Mr. Frank Leach, Director of the Office of Economic Development Assistance, explained the proposed Ordinance. Mr. Leach stated that the Mayor's Economic Development Planning Council has been inactive since 1971, and the River Corridor Committee has been acting on their behalf in the preparation of the plan to EDA. The EDA process is now handled by the City's Planning Department, and they are recommending that the Planning Commission be the body to set priorities for all the EDA funding including the Public Works Act funds.

In response to Mayor Cockrell's question, Mr. Leach stated that EDA has suggested that the Planning Commission be used rather than the River Corridor Committee because it's more of a planning function.

In response to Mr. Teniente's comment, City Manager Raffety stated that the Planning Department has been designated as a conduit through which all projects and programs will be funneled and coordinated from the other City departments.

After consideration, on motion of Mr. Pyndus, seconded by Mr. Hartman, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

76-46 The following Ordinance was read by the Clerk and explained by Mr. Carl White, Director of Finance, and after consideration, on motion of Mr. Teniente, seconded by Mr. Hartman, was passed and approved by the following vote: AYES: Pyndus, Black, Hartman, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Rohde, Nielsen.

AN ORDINANCE 47,228

AUTHORIZING WRITE-OFFS OF ACCOUNTS RECEIVABLE TOTALING \$4,859.50 FOR SERVICES RENDERED BY THE CITY EMERGENCY MEDICAL SERVICES DIVISION, FIRE DEPARTMENT, IN ACCORDANCE WITH RECOMMENDATIONS OF THE AMBULANCE REVIEW COMMITTEE.

* * * *

76-46 The following Ordinance was read by the Clerk and explained by Mr. Eddie Garcia, Veterans Coordinator, and after consideration, on motion of Mr. Teniente, seconded by Mr. Hartman, was passed and approved by the following vote: AYES: Pyndus, Black, Hartman, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Rohde, Nielsen.

AN ORDINANCE 47,229

AUTHORIZING EXTENDING THE CETA TITLE II PUBLIC SERVICE EMPLOYMENT PROGRAM - 1976 TRANSITION PERIOD TO NOVEMBER 30, 1976, AUTHORIZING TRANSFER TO THE 1976 TRANSITION PERIOD OF CARRY-OVER FUNDS FROM THE PROGRAM'S EXPIRED 1975/76 SECOND YEAR PERIOD; INCREASING THE AUTHORIZED BUDGET; AUTHORIZING AMENDMENTS OF OPERATING CONTRACTS WITH PROGRAM AGENCIES EXTENDING THE AGREEMENTS TO NOVEMBER 30, 1976; AND ALLOCATING ADDITIONAL FUNDS TO THE AGENCIES.

* * * *

76-46 The Clerk read the following Ordinance:

AN ORDINANCE 47,230

AUTHORIZING A CONTRIBUTION OF \$19,800.00 FROM FEDERAL REVENUE SHARING FUNDS TO THE GREATER SAN ANTONIO YOUTH SYMPHONY ORCHESTRA IN SUPPORT OF ITS PROGRAM OF OPERATING A YOUTH SYMPHONY ORCHESTRA COMPRISED OF QUALIFIED STUDENT MUSICIANS FROM ALL SCHOOL DISTRICTS IN METROPOLITAN SAN ANTONIO.

* * * *

Mr. John Rinehart, Operations Manager for Public Works, explained the proposed Ordinance, which provides funds for and authorizes the execution of a contract with the Greater San Antonio Youth Symphony Orchestra to carry out a program. The contract will be terminated December 31, 1976.

After consideration, Mr. Rohde moved to approve the Ordinance. Mr. Hartman seconded the motion.

Mr. Pyndus spoke against the motion. He said that although the project is worthwhile, there is a shortfall in the City's budget and these funds could be transferred to the general budget. He felt that there is no serious attempt being made to recoup these funds.

Mr. Billa moved that this item be postponed until there is a full Council present. The motion died for lack of a second.

Mr. Rohde stated that this is a good program which should be funded.

834 Mr. Teniente stated that there are other means by which the City can recoup the monies and would support this program because the funding comes from revenue sharing.

After consideration, Mr. Rohde's motion to approve the Ordinance was passed and approved by the following vote: AYES: Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: Pyndus; ABSENT: Cisneros, Nielsen.

76-46 The following Ordinance was read by the Clerk and explained by Mr. W. S. Clark, Director of Land Acquisition and Right of Way, and after consideration, on motion of Mr. Pyndus, seconded by Mr. Billa, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,231

APPROPRIATING THE SUM OF \$16,465.00 OUT OF VARIOUS FUNDS FOR THE PURPOSE OF ACQUIRING TITLE AND/OR EASEMENTS TO CERTAIN LANDS; ACCEPTING THE DEDICATION OF TITLE AND/OR EASEMENTS TO CERTAIN LANDS; ALL TO BE USED IN CONNECTION WITH CERTAIN RIGHT-OF-WAY PROJECTS.

* * * *

76-46 The following Ordinance was read by the Clerk and explained by Mr. W. S. Clark, Director of Land Acquisition and Right of Way, and after consideration, on motion of Mr. Hartman, seconded by Mr. Billa, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen; ABSTAIN: Teniente.

AN ORDINANCE 47,232

ACCEPTING THE HIGH BIDS FOR SALE OF SIXTY-ONE PARCELS OF REAL PROPERTY WHICH WERE ACQUIRED IN CONNECTION WITH THE MODEL CITIES HOUSING CENTER.

* * * *

76-46 The following Resolution was read by the Clerk and explained by City Attorney Jim Parker, and after consideration, on motion of Mr. Pyndus, seconded by Mr. Hartman, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

A RESOLUTION
NO. 76-46-78

AUTHORIZING THE CITY ATTORNEY TO FILE OR JOIN IN A SUIT TO ASCERTAIN THE VALIDITY OF CERTAIN PROVISIONS OF ART. 1446C, V.A.T.S., THE PUBLIC UTILITY REGULATORY ACT.

* * * *

76-46 The Clerk read the following Ordinance:

AN ORDINANCE 47,233

AUTHORIZING THE CITY MANAGER TO RETAIN THE TEXAS MUNICIPAL LEAGUE TO REPRESENT THE CITY OF SAN ANTONIO IN HEARINGS BEFORE THE

PUBLIC UTILITY COMMISSION RELATIVE TO THE
REQUESTED RATE INCREASE OF SOUTHWESTERN
BELL TELEPHONE COMPANY, APPROPRIATING FUNDS,
AND AUTHORIZING PAYMENT OF FEES RELATING
THERETO.

* * * *

Mr. Jim Parker, City Attorney, explained that the proposed Ordinance will allow the City's participation or joinder with the Texas Municipal League in authorizing the payment of the fee being assessed by TML for that joinder.

Mr. Luis Garcia, Assistant City Attorney, made a report to City Council on the hearings that will be held, and stated that the Texas Municipal League is recognized as the main protestor. He described the excellent legal staff now engaged by the Texas Municipal League and said that it would be to the City's advantage to participate with the League.

After consideration, on motion of Mr. Pyndus, seconded by Mr. Hartman, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Nielsen.

76-46 The following Ordinances were read by the Clerk and explained by Mr. Archie Titzman, Assistant Director of Purchasing, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Pyndus, Black, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Hartman, Nielsen.

AN ORDINANCE 47,234

ACCEPTING THE LOW QUALIFIED BID OF KIRK
PLASTIC CO., INC. TO FURNISH THE CITY OF
SAN ANTONIO WITH PLASTIC NAME BADGES FOR
A NET TOTAL OF \$6,300.00.

* * * *

AN ORDINANCE 47,235

ACCEPTING THE LOW QUALIFIED BID OF TRI-WAY
PRINTERS AND MAILERS TO FURNISH THE CITY OF
SAN ANTONIO WITH PRINTING OF VISITORS MAPS
FOR A NET TOTAL OF \$23,360.00.

* * * *

AN ORDINANCE 47,236

ACCEPTING THE LOW QUALIFIED BID OF GRAYBAR
ELECTRIC CO., INC. TO FURNISH THE CITY WITH
LUMINAIRE GLOBES FOR A TOTAL OF \$10,703.00,
LESS 1%, 10TH PROX.

* * * *

76-46 The following Ordinance was read by the Clerk and explained by Mr. Archie Titzman, Assistant Director of Purchasing, and after consideration, on motion of Mr. Pyndus, seconded by Mr. Teniente, was passed and approved by the following vote: AYES: Pyndus, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Nielsen.

AN ORDINANCE 47,237

ACCEPTING THE HIGH QUALIFIED BID OF W. A.
QUERNER TO HARVEST AND SELL PECANS FROM
CITY PARKS AND GOLF COURSES, WITH THE CITY
TO RECEIVE 50% OF GROSS RECEIPTS.

* * * *

76-46 The Clerk read the following Ordinance:

AN ORDINANCE 47,238

ACCEPTING THE LOW QUALIFIED BID OF ALAMO MUSIC CENTER TO FURNISH THE CITY OF SAN ANTONIO WITH A GRAND PIANO FOR A NET TOTAL OF \$6,380.00.

* * * *

Mr. Archie Titzman, Assistant Director of Purchasing, explained that this Ordinance accepts the low qualified bid of Alamo Music Company to furnish the Carver Community Cultural Center with a grand piano. The money comes from Revenue Sharing funds.

Mr. Teniente questioned the price and need to purchase a grand piano.

Mr. Titzman stated that the funds were allocated through Revenue Sharing, and the Director of Carver Community Cultural Center requested the grand piano.

Reverend Black stated that the purchase of a grand piano will enable the Cultural Center to invite worthwhile artists to perform. Mr. Bill Donahue, Director of Human Resources and Services, also commented on the advantages of a grand piano. Mr. Donahue also stated that another piano will be obtained for every day use.

Mr. Pyndus asked that the bid be withdrawn, and other pianos be reviewed.

After further discussion and consideration, on motion of Rev. Black, seconded by Mr. Rohde, the Ordinance was passed and approved by the following vote: AYES: Pyndus, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Billa, Cisneros, Nielsen.

76-46 The following Ordinance was read by the Clerk and explained by Mr. Archie Titzman, Assistant Director of Purchasing, and after consideration, on motion of Mr. Pyndus, seconded by Mr. Billa, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,239

AUTHORIZING THE PURCHASE OF A TELECARE II PORTABLE DEFIBRILLATOR MONITOR WITH RADIO FOR THE AVIATION DEPARTMENT FROM TELECARE, INC. FOR A NET TOTAL OF \$7,250.00.

* * * *

76-46 The following Ordinance was read by the Clerk and after consideration, on motion of Mr. Billa, seconded by Mr. Teniente, was passed and approved by the following vote: AYES: Pyndus, Billa, Black, Hartman, Rohde, Teniente, Cockrell; NAYS: None; ABSENT: Cisneros, Nielsen.

AN ORDINANCE 47,240

NAMING AN ALTERNATE MEMBER TO THE BOARD OF EQUALIZATION.

* * * *

Mr. Don Bouchelle is hereby appointed as an alternate member of the Board of Equalization for the 1976-77 Tax Year. Mr. Bouchelle is to replace Mr. Clarence Williams, who was originally appointed as an alternate member but has subsequently been named a regular member.

Councilman Pyndus asked that a Special "B" Session be scheduled for review of the City's Boards and Commissions during the month of October.

76-46

"B" SESSION

Mayor Cockrell stated that Dr. Henry Cisneros had requested that an item be scheduled for "B" Session next week for discussion of interim standards for the Aquifer.

76-46

The Clerk read the following letter:

September 24, 1976

Honorable Mayor and Members of the City Council
City of San Antonio, Texas

Madam and Gentlemen:

The following petition was received in my office and forwarded to the City Manager for investigation and report to the City Council.

September 24, 1976

Petition submitted by Mr. W. H. Stout, in behalf of ITT Terryphone Corporation, requesting the City Council to grant permission to install a communication cable across several streets and to grant permission for future installation of communication cables.

/s/ G. V. JACKSON, Jr.
City Clerk

* * * *

There being no further business to come before the Council, the meeting was adjourned at 3:50 P. M.

A P P R O V E D

Lila Cockrell

M A Y O R

ATTEST:

G. V. Jackson, Jr.
C i t y C l e r k

September 30, 1976
el