

AN ORDINANCE

2010-01-21-0070

APPROVING THE 2010 FEDERAL LEGISLATIVE PROGRAM FOR
THE 111TH CONGRESS – SECOND SESSION.

* * * * *

WHEREAS, development of the City's 2010 Federal Legislative Program ("Program") began in September 2009 with correspondence from the City Manager to the Executive Leadership Team and Department Directors and, in October 2009, the Intergovernmental Relations ("IGR") Department worked with the Executive Leadership Team and Department Directors to solicit department submissions for legislative and regulatory issues; and

WHEREAS, in preparation for the 2nd Session of the 111th Congress, the City of San Antonio has identified Funding Initiatives, Joint Funding Initiatives and Policy Initiatives to be included in its Program, which were identified in cooperation with the City's federal consultants and coordinated through the IGR Department, with assistance from the Intergovernmental Relations Council Committee, representatives from City departments and local public and private partners; and

WHEREAS, while Congress is in session, the City Council Intergovernmental Relations Committee will meet periodically to review the City's priorities and receive updates from IGR Department on pending federal program initiatives and as additional issues of interest to San Antonio arise during the session, the Committee will review them, and, if necessary, submit recommendations to the full Council for consideration; and

WHEREAS, the IGR Department will collaborate with the City's federal consultant team to research, strategize and execute actions to insure the success of the Program and, in addition, the City of San Antonio will work closely with the National League of Cities and other municipally related organizations on a variety of local government issues pending before the Congress and the Administration; and

WHEREAS, the Program is more fully described in Exhibit I to this Ordinance; **NOW THEREFORE:**

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

SECTION 1. The 2010 Federal Legislative Program for the 111th Congress—Second Session is authorized and approved. A copy of the Program is attached to this Ordinance as Exhibit I.

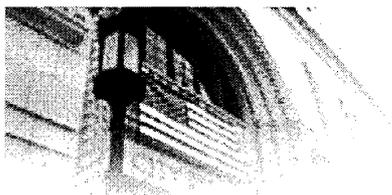
SECTION 2. This Ordinance shall be effective immediately upon the passage of eight (8) affirmative votes. If it is not passed by (8) affirmative votes, this Ordinance shall be effective on and after the tenth day after passage.

PASSED AND APPROVED this 21st day of January, 2010.

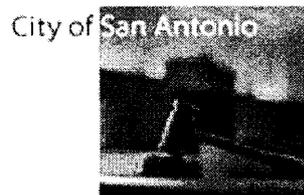

M A Y O R
JULIAN CASTRO

ATTEST: 
City Clerk

APPROVED AS TO FORM: 
for City Attorney



Request for
COUNCIL
ACTION



Agenda Voting Results - 36

Name:	7, 8, 9, 10, 11, 13, 16, 22, 24, 25, 26, 27, 30, 31A, 31B, 31C, 31D, 31E, 33, 35, 36, 38						
Date:	01/21/2010						
Time:	11:51:49 AM						
Vote Type:	Motion to Approve						
Description:	An Ordinance approving the 2010 Federal Legislative Program for the 111th Congress – Second Session. [A.J. Rodriguez, Deputy City Manager; Carlos Contreras, Director, Intergovernmental Relations]						
Result:	Passed						
Voter	Group	Not Present	Yea	Nay	Abstain	Motion	Second
Julián Castro	Mayor		x				
Mary Alice P. Cisneros	District 1		x			x	
Ivy R. Taylor	District 2		x				
Jennifer V. Ramos	District 3		x				x
Philip A. Cortez	District 4		x				
David Medina Jr.	District 5		x				
Ray Lopez	District 6		x				
Justin Rodriguez	District 7		x				
W. Reed Williams	District 8		x				
Elisa Chan	District 9		x				
John G. Clamp	District 10		x				



2010 FEDERAL LEGISLATIVE PROGRAM
111TH UNITED STATES CONGRESS
SECOND SESSION

Julián Castro
Mayor

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

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

Sheryl L. Sculley
City Manager

A.J. Rodriguez
Deputy City Manager

Carlos J. Contreras, III
Intergovernmental Relations Director

⁺ IGR Council Committee Chair

* IGR Council Committee Member

Table of Contents

	Page
EXECUTIVE SUMMARY	4
<u>SECTION I: COSA FUNDING INITIATIVES</u>	5
<ul style="list-style-type: none">• *Education<ul style="list-style-type: none">a. Very Early Childhood Development Centerb. College Readiness (College Access and Opportunity Center)• *Green Jobs<ul style="list-style-type: none">a. Green Jobs Weatherization & Energy Sector Training Programsb. Mission Verde Centerc. Microlending Program• *Surface Transportation Reauthorization• *Base Realignment and Closure (BRAC)<ul style="list-style-type: none">a. Endorse Congressional authorizations and appropriations to support implementation of BRAC 2005 directives and actionsb. Housing and transportation (consistent with Sustainable Communities initiatives)c. Infrastructure needs surrounding Fort Sam Houston• Aviation Department<ul style="list-style-type: none">a. Stinson Municipal Airport Taxiway Extensionb. San Antonio International Airport Airfield Pavement Safety and Capacity Improvements• Fire Department<ul style="list-style-type: none">a. Railway Safety Training Facility• Police Department<ul style="list-style-type: none">a. Mobile Computer Replacementb. Technology Improvements/In-Car Video Equipmentc. Motor Carrier Safety & Commercial Truck Inspection Program• Public Works Department<ul style="list-style-type: none">a. ADA Compliant Sidewalk Initiativeb. Curb Ramps Access	

* Indicates Priority

SECTION II: JOINT FUNDING INITIATIVES

24

- *Transportation (in coordination with VIA)
 - a. VIA – Primo – Fredericksburg Road Bus Rapid Transit
 - b. Inner – City Rail Streetcar¹
 - c. Intra – City Light Rail High Capacity Transit¹
- *San Antonio River Improvement Project (in coordination with SARA / Bexar County)
- National Historic Park Improvements (in coordination with Bexar County)

SECTION III: POLICY INITIATIVES

35

- Aviation
 - Federal Aviation Administration (FAA) Re-Authorization: Perimeter Rule
- Convention & Visitors Bureau
 - Travel Promotion Act
- Finance-Public Utilities
 - Community Access Preservation Act
- Historic Preservation
 - Historic Preservation Trust Fund
- Employment Opportunities
 - December 2009 White House Summit
- 2010 Census Count
- Sustainable Communities Initiatives
- U.S. – Environmental Protection Agency Proposed Ozone Regulations

SECTION IV: OMNIBUS POLICY

48

- Omnibus Policy Statement

* Indicates Priority

¹ The City of San Antonio supports exploring inner-city rail streetcar and intra-city light rail high capacity transit projects. The City will further consider VIA's specific projects upon approval of the VIA Board of Trustees. Projects will be presented to the IGR Council Committee and City Council for consideration and approval.

Executive Summary

In preparation for the 2nd Session of the 111th Congress, the City of San Antonio has identified Funding Initiatives, Joint Funding Initiatives and Policy Initiatives to be included in its 2010 Federal Legislative Program. These initiatives were identified in cooperation with the City's federal consultants, coordinated through the Intergovernmental Relations Department (IGR), with assistance from the Intergovernmental Relations Council Committee, representatives from City departments and local public and private partners.

The proposed 2010 Federal Legislative Program is presented in three sections.

Section I, contains eight (8) COSA Funding Initiatives as follows:

1. *Education – Very Early Education & College Readiness
2. *Green Jobs – Weatherization & Energy Sector Training Program, Mission Verde Center, and Microlending Program
3. *Surface Transportation Reauthorization
4. *Base Realignment and Closure (BRAC)
5. Aviation Department – Stinson Municipal Airport Taxi lane Extension Project & SAIA Airfield Pavement Safety & Capacity Improvements
6. Fire Department – Railway Safety Training Facility (securing funding for the balance needed)
7. Police Department – Mobile Computer Replacement Program, Technology Improvements/In-Car Video Equipment & Motor Carrier Safety & Commercial Truck Inspection Program
8. Public Works Department – ADA Compliant Sidewalk Initiative & Curb Ramps Access

Section II, includes the following Joint Coordinated Funding Initiatives: *Transportation, the *San Antonio River Improvement Project, and National Historic Park Improvements.

Section III, Policy Initiatives are: Federal Aviation Administration (FAA) Re-Authorization; Travel Promotion Act; Community Access Preservation Act; Historic Preservation Trust Fund; Employment Opportunities; 2010 Census Count; the Sustainable Communities Initiative, and the U.S. Environmental Protection Agency-Proposed Ozone Regulations.

Section IV, is the Omnibus Policy in support of federal legislation that will benefit the City and oppose legislation that may be adverse to City's interests.

While Congress is in session, the City Council Intergovernmental Relations Committee will meet periodically to review the City's priorities and receive updates from IGR Department on pending federal program initiatives. As additional issues of interest to San Antonio arise during the session, the Committee will review them, and, if necessary, submit recommendations to the full Council for consideration.

IGR staff will collaborate with our federal consultant team to research, strategize and execute actions to insure the success of our 2010 Federal Legislative Program. In addition, the City of San Antonio will work closely with the National League of Cities and other municipally related organizations on a variety of local government issues pending before the Congress and the Administration.

* Indicates Priority

SECTION I: COSA FUNDING INITIATIVES

***Education – Very Early Childhood Development Center**

PROPOSAL:

To secure federal funding in the Congressional Fiscal Year (FY) 2011 to support an innovative model of early education, teacher training, resources and referrals. Potential funding sources could include Head Start (DHS) funding, but also could include Federal appropriations or grants provided directly to the City or through involved community partners.

BACKGROUND:

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

The proposed Very Early Childhood Center will bring together Head Start, Early Head Start, child care development services and state-funded pre-K, 3- and 4-year-old programs together under one roof. It will seek to provide care for all the low-income children in a targeted neighborhood. It will establish a National Association for the Education of Young Children (NAEYC) Center where teachers could participate in a career ladder within a single building and there will be collaboration between early education specialists and the urban K-12 district. Information about children will be shared and there will be less likelihood of a leaky pipeline as the children moved from pre-K to kinder. By implementing a 0-5 pipeline drawing from the lessons learned by the Harlem's Children's Zone, we believe we can replicate this model in numerous neighborhoods across San Antonio. Our pilot center will be located downtown.

In addition to early education, the downtown area center will function as a resource and referral center for the entire city, where new mothers could seek information and services such as vaccinations, breastfeeding, nutrition, budgeting, health and dental care referrals. Parenting programs can also be offered when appropriate. The Center can also pilot other key initiatives, such as a healthy lunch program or a fitness program for young children.

FINANCIAL IMPACT:

The City of San Antonio has budgeted \$400,000 to the Very Early Childhood Center and is in discussion with the San Antonio ISD about ownership structure and operating budget. Each partner in this effort will bring some operating funding to the table, but it is likely that federal funding will need to be secured to make the project financially viable.

* Indicates Priority

***Education – College Access and Opportunity Center**

PROPOSAL:

To secure federal funding in Congressional Fiscal Year 2011 to enhance the overall college participation and completion rates of San Antonio, a city where low educational attainment levels restrict economic development opportunities.

BACKGROUND:

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

The City of San Antonio, working in collaboration with 11 area universities and colleges, 15 area public school districts, the public libraries, the P16Plus Council of Greater Bexar County and numerous nonprofit agencies, will let a contract for an operator to establish a one-stop center for college advising and counseling. The center site will be obtained by the city and the center will open for the beginning of the 2010-2011 school year.

The College Access and Opportunity Center will be open for hours designed to accommodate students and families such as after school and weekends, but will also work in partnership with the school district to host field trips and other relevant programming such as career fairs and college visits. Programming in the center will be provided virtually through a website and services will be offered in close coordination with the public libraries and the high school "Go Centers," so that programming and training will be consistent across schools and school districts. In addition to counseling, the center will provide financial planning services, assistance with the FAFSA (federal financial aid) paperwork, and other relevant services such as SAT testing and preparation. In addition, the website will serve as a clearinghouse for information relevant to college planning and participation, including information about pathways, gateway coursework, resources and summer enrichment opportunities.

FINANCIAL IMPACT:

The City of San Antonio has allocated \$500,000 for the operation of the center, to be awarded to the successful recipient of a competitive RFP and to be measured according to annual progress on college participation and completion. In addition, the City of San Antonio has set aside \$750,000 for improvements to the chosen facility for the College Access and Opportunity Center. It is expected that the chosen operator will also bring additional funding to the table, either through grants sought for the improvement of the facility and programming or through fundraising that leverages the city's initial investment.

* Indicates Priority

***Green Jobs – Weatherization and Energy Sector Training Programs**

PROPOSAL:

To secure federal funding in the Congressional Fiscal Year 2011 to support training programs for weatherization and other energy sector workforce training programs in San Antonio.

BACKGROUND:

Recent reports by the Vice-President's office and the American Council for an Energy Efficient Economy, have confirmed that energy efficiency and weatherization programs can help create thousands of new jobs nationwide and stimulate economic recovery while helping to reduce energy usage, and consumption. The City of San Antonio, CPS Energy and the Alamo Area Council of Governments will use federal stimulus funds to launch weatherization assistance programs for low-income households. These programs will create new green jobs in weatherization and energy retrofitting, and address a need for expanded workforce training programs.

As a result of the downturn in construction activity, a good number of experienced construction workers are either unemployed or underemployed. As a result of the shift from conventional construction projects to weatherization retrofits, these workers need to be retooled so that their skills will match new demands of the labor force.

ARRA funding for weatherization projects resulted in a sharp increase in residential retrofits within the Alamo Area Council of Governments and Alamo Colleges service areas. However, while the following funding streams are relevant, San Antonio, Bexar County and the surrounding rural counties lack sufficient funding to deploy a training resource that will adequately match and support the substantial locally and federally-funded weatherization efforts planned through 2020.

The City of San Antonio, Alamo Community College District (Alamo Colleges), and other local organizations are working collaboratively to develop and expand weatherization and other energy sector workforce training programs to prepare workers for new jobs in the green economy. Alamo Colleges is emerging as a Texas leader in the development of green job training initiatives boasting training efforts in both continuing workforce education as well as an Associate of Applied Science programs in Power Generation and Alternative Energy.

Alamo Colleges propose to expand its leading efforts and alliances to date in the areas of energy efficiency, renewable energy and other green industries. These and other programs will provide target populations with the skills required in emerging energy efficiency, renewable energy industries and other green industries and jobs that clean and enhance our environment. These training efforts will also lead program participants onto career pathways and job placement while leveraging other Recovery Act investments intended to create jobs and promote economic growth.

Federal Funding is sought in order to support training options accessible to current weatherization workers and those new to the field including Weatherization courses based on Department of Energy standardized weatherization training curricula. Alamo Colleges in collaboration with weatherization provider partners will enhance existing weatherization training courses option with advanced training in other fields related to structural energy efficiency such as home energy raters, home inspectors, and facilities management. In order to develop a broader base of marketable job skills weatherization trainees will have the option of taking certification training in those fields from the Alamo Colleges to build their career and earning options. Increased funding for weatherization and green jobs training programs will help the city fulfill the objectives of the

Mission Verde initiative, an energy efficiency and sustainability strategic plan that outlines the importance of integrating energy efficiency, job training and economic development perspectives.

FINANCIAL IMPACT:

The City of San Antonio, and the Alamo Colleges need sufficient funding for training programs adequate to match the city's planned weatherization initiatives. CPS Energy will spend \$850 million over the next 12 years for energy efficiency and renewables, including weatherization programs. The City of San Antonio will spend \$12,897,000 in Recovery Act Funding to support clean energy activities in the city. Additional federal funding for workforce training programs in weatherization and other green sectors will help the City of San Antonio and the Alamo Colleges deploy training programs that match and support the City's planned weatherization efforts.

* Indicates Priority

*Green Jobs – Mission Verde Center

PROPOSAL:

To secure federal funding in Fiscal Year (FY) 2010 through Department of Energy stimulus funds or other identified federal funding sources support the development of the Mission Verde Center.

BACKGROUND:

Mission Verde Center is a multi-purpose sustainability and training center that will be located at a closed inner city San Antonio Independent School District campus. The Mission Verde Center seeks to integrate and reinforce the economic, environmental, educational and social assets of the local community to increase the self-reliance and sustainability of San Antonio and the surrounding region. The Center will open in early 2010.

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

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

Among other projects, a comprehensive energy and water audit will be conducted on the campus to establish the baseline for energy and water efficiency retrofits. These retrofits will complement the workforce training efforts led by Alamo Colleges and San Antonio Youth Centers in weatherization, green construction and plumbing, solar power systems and smart grid systems installation. Additionally, these learning prospects will be enhanced by the City's utilities, CPS Energy and San Antonio Water System, which will demonstrate and evaluate smart grid components, advanced electric and water meters, renewable generation sources and water conservation techniques. Texas Engineering Experiment Station (TEES), the State's Engineering Research Agency, will locate a key asset, the Texas A&M University 2007 Solar Decathlon House, at the Center.

FINANCIAL IMPACT:

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

* Indicates Priority

***Green Jobs- Microlending Program**

PROPOSAL:

To secure federal funding in the Fiscal Year (FY) 2010 through the Department of Energy stimulus funds, including the Department of Energy's Loan Guarantee Program, or other identified federal funding sources for a revolving microlending fund in San Antonio dedicated to lending to local green businesses to help them meet the new demand created by federal and local incentive programs.

BACKGROUND:

"Green jobs" (particularly in the generation, manufacturing, construction, or energy-efficiency fields) are concentrated in low-margin, capital-intensive industries. Unlike a high-tech or energy company, green businesses cannot rely on high margins and growth rates to attract investment from traditional sources such as Venture Capital or Public Markets.

The City of San Antonio, working in collaboration with Accion Texas, would develop a microlending fund that will be administered by Accion Texas. Acción Texas is a non-profit headquartered in San Antonio, TX, and the largest microlender in the United States, with a portfolio under management of approximately \$26 MM.

The revolving fund will be capitalized with \$10,000,000 in initial capital to include a 10% loan-loss reserve. The fund will focus on making loans between \$500 and \$50,000 to qualified small green businesses. Because it is a non-profit and because of its unique expertise making these types of loans, Acción Texas will be able offer these loans at below-market interest rates to local green businesses. Since its inception, ACCION Texas has made over 10,000 loans totaling over \$90 million. ACCION has been successful in its primary mission of providing loans to small businesses, having advanced to become the largest microenterprise lender in the United States as measured by geographic scope and portfolio size. ACCION Texas is an award-winning nonprofit organization whose mission is to provide credit and loans to small and start-up businesses that have limited or no access to credit from commercial sources. Established in 1994 in San Antonio, ACCION has helped Texas entrepreneurs strengthen their businesses, stabilize and increase their incomes, create employment, and contribute to the economic revitalization of their communities. ACCION has also developed and implemented an innovative micro-lending program "blueprint" that has allowed the organization to duplicate our model in new areas around the country.

The success of these green businesses is predicated on the consumer making a deliberate choice NOT to pursue the "cheapest," short-term option, but to value the long-term savings or larger-scale benefits to the planet of the "green" option. Invariably, however, when the consumer must make altruistic choices, the business must take a proportionate hit to its profitability and ability to grow. By deferring the upfront capital required to start a "green business" – either through the purchase of equipment, the hiring of employees, or the myriad other expenses that beset small business – and reducing their cost structure via below-market interest rate loans, we can help green businesses to help themselves, giving them the incremental boost that many of them need to reach the next level of permanency and success.

There are three major advantages to a city pursuing a Green Microlending Fund as the most effective means of encouraging green job creation:

“Shovel-ready”: In a recent survey conducted by the San Antonio Green Jobs Leadership Council, green businesses responded that the first thing that they would do with additional capital was “hire more people.” By targeting existing businesses and individuals with proven expertise, we ensure that these funds hit the marketplace as quickly as possible to improve the immediate well-being of San Antonio’s economy.

No industry-expertise required: By focusing on financing only, the city is absolved of the need to apply technical expertise to “picking winners.” Loan recipients will be judged on the soundness of their business plan, without having to trust in speculative projections or unproven technologies.

Fulfill a social mission: Part of Acción Texas’ charter as a non-profit is to help traditionally disadvantaged communities obtain access to capital. As such, Acción can help responsibly channel the funds to the areas where they are needed most.

FINANCIAL IMPACT:

The City of San Antonio, working with Accion Texas, could apply for Department of Energy stimulus funds or the Department of Energy’s Loan Guarantee program to secure funding for the microlending fund. The Department’s Loan Guarantee Program provides federal support for clean energy projects that use innovative technologies and spurts further investment in these technologies.

* Indicates Priority

***Surface Transportation Reauthorization, as approved by
Council on January 29, 2009**

PROPOSAL:

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

BACKGROUND:

The current short-term extension of the surface transportation law, SAFETEA-LU, will expire February 28, 2010. The City will be pursuing funding for several projects that include, but may not be limited to the following:

Reauthorization Projects			
Location	Limits	Project Scope	Total Cost
Babcock Road	Loop 1604 to Hausman Rd.	Street reconstruction and widening to provide four 12' lanes with a 14' median and 10' multi-use path(sidewalk/bike path)	\$10,300,000
City Wide Bridge Replacements		Replace existing deficient and deteriorated bridges within the City limits that do not meet traffic load requirements.	\$20,000,000
Fort Sam Houston Support Sidewalk to Burr Road	New Braunfels to Harry Wurzbach	Narrow road to 24 feet cross section and add curb and 6-foot sidewalk on the north side of Burr Road	\$3,500,000
Fort Sam Houston Support Widen Harry Wurzbach	Rittiman to Fort Sam Houston Gate	Widen Harry Wurzbach Hwy to 5 lanes from 800' south of Rittiman to Harry Wurzbach East ACP gate and implement reversible lanes	\$29,480,000
Fort Sam Houston Support: Widen Harry Wurzbach from Rittiman to Loop 410	Rittiman to Loop 410	Widen Harry Wurzbach Hwy from 800' south of Rittiman to Loop 410	\$30,000,000
Gillette Road	Zarzamora Rd. to Commercial Ave.	Widen existing roadway to include four 12' lanes with a 14' median, sidewalks, drainage and bike lanes.	\$15,400,000
Goliad Road	Southeast Military to Loop 410	Street reconstruction and widening to provide four 12' lanes with a 14' median and 10' multi-use path(sidewalk/bike path)	\$24,200,000
Hardy Oak Boulevard Extension	550 ft. south of Stone Oak Pkwy. to 2200 ft. south of Knight Cross Rd.	Construction of a 4-lane roadway with medians to include installation of curbs, sidewalks, landscaping and street lights.	\$4,995,782
Hausman Road	NW Loop 1604 to IH 10 Access Rd.	Widen existing roadway to include four 12' lanes with a 14' median, sidewalks, drainage and bike lanes.	\$37,900,000
Location	Limits	Project Scope	Total Cost
Lackland AFB Support Medina Base Road - Phase II and III	Five Palms to NW Military	Design and construct Medina Base Road from Five Palms to NW Military Drive. Project design allows for widening of the roadway and provides curbs, sidewalks, driveway approaches, bicycle facilities, and necessary drainage and traffic signal improvements	\$35,000,000
Stone Oak Pkwy.	Loop 1604 to	Widen existing roadway to include six lanes,	\$38,447,352

	Evans/Gold Canyon Rd.	left/right turn lanes, sidewalks and drainage.	
UTSA Boulevard	Edward Ximenes Ave. to Babcock Rd.	Widen existing roadway to include four 12' lanes with a 14' median, sidewalks, drainage and bike lanes.	\$10,150,432

PROJECT ENDORSEMENTS

36th Street Extension/Port of San Antonio

Support federal funding for the 4.2 mile, four lane trade corridor. This project will open valuable air field sites and building developments at Port San Antonio to aerospace and air cargo industries.

* Indicates Priority

***Base Realignment and Closure (BRAC)**

PROPOSAL

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

BACKGROUND

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

FINANCIAL IMPACT

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

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

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

* Indicates Priority

Stinson Municipal Airport Taxilane Extension

PROPOSAL

To secure federal funding in the amount of \$1 million through the Congressional Fiscal Year 2010 federal appropriations process for implementation of the Stinson Municipal Airport Taxilane Extension Project (Project). This Project involves the construction of taxilanes to support proposed new general aviation hangar development at the Stinson Municipal Airport and is needed to meet current demand for additional tenant aircraft storage facilities that require airfield access. The Project will foster continued growth in based general aviation aircraft at the Stinson Municipal Airport and facilitate third-party development of new tenant-owned facilities in areas where airfield access does not currently exist. Also included in the project are associated drainage and utility installations, modifications and relocations.

BACKGROUND

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

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

FINANCIAL IMPACT

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

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

San Antonio International Airport Airfield Pavement Safety and Capacity Improvements

PROPOSAL

To secure federal funding in the amount of \$975,000 through the Congressional Fiscal Year 2010 federal appropriations process for implementation of the Airfield Pavement Safety and Capacity Improvements Project at the San Antonio International Airport (SAIA). This Project involves construction to widen five taxiway access points at runway and ramp intersections with the end results that both airfield safety and capacity will be enhanced. By expanding the below identified taxiway fillets to the size and strength design criteria for commercial aircraft, airport users will have more direct, safe and efficient access to terminal and cargo facilities.

BACKGROUND

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

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

FINANCIAL IMPACT

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

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

TOTAL ESTIMATED COST: \$1,300,000

Federal Share: \$975,000

Local Match: \$325,000

Rail Safety

PROPOSAL

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

BACKGROUND

The City of San Antonio is requesting \$600,000 to augment the Regional Rail Safety Training Site at the San Antonio Fire Department Training Academy. \$392,000 was awarded in 2008 and is being used to construct a classroom building. The additional funds will be used to complete the site and provide a parking lot, access road, an outdoor covered prop space and plumbing to the railcars already on site to simulate various types of leaks.

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

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

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

FINANCIAL IMPACT

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

SAPD Mobile Computer Replacement Program

PROPOSAL

The San Antonio Police Department (SAPD) seeks federal funding totaling \$1,737,120 for the purchase and installation of 280 new mobile data terminals (MDT laptops).

BACKGROUND

Funding will be used for the purchase of 280 new mobile data terminals (MDT laptops) by SAPD. Some of the MDT laptops currently in use by the SAPD, while compatible, will require modification for interface with the Computer Aided Dispatch/Records Management System (CAD/RMS) currently being implemented by the City as part of the Regional Emergency Communications, Information Sharing, and Mobile Data System Project.

The new laptops will be compatible with the CAD/RMS currently being implemented by the City. This investment in the SAPD infrastructure will assist in maximizing officers' time and response to crime. The new laptops will be an enhancement in dispatching of nearest units to calls for service, and greater accuracy and efficiency in report writing. A modern and current MDT is critical to efficient provision of public safety services.

Once funding is received for the MDT laptops, the project can be completed within a twelve month period. The \$1,737,120 will be used for the purchase of MDT laptops.

FINANCIAL IMPACT

The cost for each MDT Laptop is currently budgeted at \$6,204.00. The purchase of 280 units will total \$1,737,120.00.

Through greater and more efficient time management and response to call for service facilitated by the new CAD/RMS and MDT laptops, both citizen safety as well as officer safety will be increased.

Due to budget constraints of the City's General Fund, funding is needed to complete the project already started.

SAPD Technology Improvements & In-Car Video

PROPOSAL

The San Antonio Police Department (SAPD) seeks federal funding in the amount of \$770,000, for the installation of in-car video equipment for Traffic Officer Vehicles and the implementation of a digital imagery capture and storage system within the Police Department.

BACKGROUND

SAPD strives to provide the best and highest level of police professionalism. One of the major complaints by citizens both in San Antonio and across the nation is the behavior of police officers during traffic stops. The complaints range from allegations of rudeness, racial profiling, no probable cause in making traffic stops, or from detaining individuals. By having the video recording of the officer/citizen interaction, this will provide the opportunity to accurately assess each party's accountability for each event.

Since the early 1990s, SAPD has employed a tape-based video camera recorder in DWI patrol vehicles. As a result, the Department has identified an increase in successful prosecutions as well as a decrease in court time and frivolous complaints against arresting officers. By installing the in-car cameras with the Traffic Section, which is tasked with city wide traffic and other law enforcement activities along all major thoroughfares and arterials, full coverage of the entire City will be achieved at a total cost of \$770,000.

Along with the in-car cameras, the Evidence Unit seeks to advance their process from evidence storage devices such as CD's and DVD's to a server based storage system. This system will give streamlined uploads directly from the Evidence Technician in the field to a secure server that can then be instantly accessed by the follow-up Detective or the District Attorney. This system provides court approved verification on the integrity of evidence and merges photography and video into one streamlined system.

FINANCIAL IMPACT

The cost for the digital imagery processing equipment, servers, and hardware will total \$570,000. This will include dual server and SAN storage residing in two separate physical locations in the case of a catastrophic event. The cost for cameras, audio, and interfacing along with licenses' for the in-car cameras will be \$200,000.

The implementation of the digital image system and in-car cameras will increase officer safety and provide high quality documentation and evidence of police activity. This will translate into an increase in successful prosecution and citizen safety.

The commitment by the City of San Antonio to the citizens as well as the Police Officers is cemented by the City, State, and Federal officials who have made this a major goal for the San Antonio Police Department within the next 12 months.

Motor Carrier Safety & Commercial Truck Inspection

PROPOSAL

The San Antonio Police Department (SAPD) seeks federal funding in the amount of \$627,242, for the purchase of 8 new Police SUV vehicles equipped with laptop computers and accessories, and 8 portable (set of 4) Haenni scales for the SAPD Traffic Unit, which will be used for enforcement on commercial vehicles.

Additionally, the purchases of 2 new portable digital X-Ray systems will allow officers to check the density of the container, vehicle, or trailer-truck. Officers will be able to analyze images to determine where there are anomalies associated with the loads. Scales will allow officers to check and verify the weight of loads.

BACKGROUND

The San Antonio Police Department Traffic Unit will focus on highly visible enforcement of hazardous moving violations on the major highways identified through statistical data with high narcotic and human trafficking rates. The enforcement will be targeted towards commercial vehicles.

In an effort to reduce crashes involving commercial vehicles, Commercial Vehicle Enforcement (C.V.E.) officers will conduct random Level 1, Level 2 or Level 3 inspections to ensure compliance with the Federal Motor Carrier Safety Administration (FMCSA) regulations. Inspections will include and not be limited to commercial driver's licenses, log books, shipping papers and all other paperwork required by FMCSA. Also, commercial vehicle inspectors will take a preventive approach to reducing accidents by inspecting loads. The purchase of new scales will allow officers to determine loads that are overweight. This also will allow officers to inspect trucks and trailers with the use of portable digital X-Ray systems to check the density of the container, vehicle, or trailer-truck. Officers will be able to analyze images to determine where there are anomalies associated with the loads. Scales will allow them to check and verify the weight of loads.

The department will utilize commercial vehicle enforcement officers for CMV inspections and CVE officers will also be utilized throughout the year in support of state Road Check campaigns sponsored by the Texas Dept. of Public safety.

FINANCIAL IMPACT

Total program cost is \$627,242.00.

ADA Compliant Sidewalk Initiative

PROPOSAL

To secure funding in order to construct approximately 32 miles of sidewalks (23 centerline miles) in each of the City of San Antonio's ten city council districts. Approximately \$1,000,000 will be allocated to each city council district for the construction of a total of forty-six (46) sidewalk projects city-wide.

The City of San Antonio is requesting \$9,789,491.51 to construct the approximately 32 miles of sidewalks. The City of San Antonio's anticipated non-federal cost share is \$1,957,898.31. The funding requests will likely be submitted in phases with the goal of receiving all funding over a couple of years.

BACKGROUND

As required under Title II, the City of San Antonio embarked on the creation and implementation of San Antonio's first Sidewalk Transition Plan. The Plan's mission is to provide a walkable community environment of sidewalks and crosswalks that are American with Disabilities Act (ADA) compliant and available to all citizens. City staff from various departments, people with disabilities and ADA community advocates met over a seven month period to assess the current policies and practices and establish the Plan's goals, objectives and tasks. Below are the Plan's six (6) goals.

Sidewalk Transition Plan Goals

1	Enforce Policies for all <i>new</i> sidewalk construction.
2	Provide <i>curb ramps</i> for access to sidewalks when a street is "altered".
3	<i>Evaluate</i> and <i>track</i> sidewalk, ramp and street construction in accordance with appropriate regulations and <i>coordinate</i> construction improvements
4	Establish policies and programs to encourage <i>property owner</i> participation in the <i>maintenance</i> of sidewalks, curbs and driveways to ensure sidewalk accessibility and usability.
5	Provide <i>solutions</i> to common, resolvable ADA <i>complaints</i> and <i>grievances</i> .
6	Recognizing the unique characteristics of San Antonio's <i>Central Business District (CBD)</i> , create and implement a CBD specific ADA pedestrian plan.

Under Title II, the City of San Antonio must develop a transition plan where modifications are required to achieve accessibility. Included in the City of San Antonio's Sidewalk Transition Plan are the results of a city-wide survey of physical barriers, methods in which the City removes barriers, a five-year Plan the City of San Antonio utilizes to remove barriers and the name of the official responsible for the Plan's implementation.

In 2008, a city-wide sidewalk inventory and condition assessment was completed. Based on that sidewalk survey data, out of the 85,458 sidewalk segments (7,840 miles) in the City of San Antonio, 29% (2,250 miles) are accessible and usable and 71% (5,590 miles) are not accessible, unusable or missing.

In an effort to contribute to the City of San Antonio's sidewalk inventory, sidewalks are constructed annually in conjunction with the Sidewalk Program within the City's Five-Year Infrastructure Management Plan (IMP).

FINANCIAL IMPACT

For Fiscal Year 2010, the City of San Antonio funded \$4,500,000.00 to construct ten (10) miles of sidewalk as part of eighteen (18) sidewalk projects identified in the City's Five-Year IMP. The City of San Antonio has also pursued additional funding for the construction of sidewalks through the Center for Disease Control and Prevention's *Communities Putting Prevention to Work* program as part of the American Recovery and Reinvestment Act of 2009.

The City of San Antonio's request for \$9,789,491.51 to construct 32 miles (23 clm) of sidewalks will be utilized to complete the construction of American with Disabilities Act (ADA) compliant sidewalks, curbs, and wheelchair ramps throughout the City of San Antonio. Currently, the City of San Antonio's sidewalk needs surpass available funding. The City is unable to meet a portion of its ADA compliant sidewalk needs with existing resources. Federal support is needed to address the insufficient local funding.

The City of San Antonio strives to achieve ADA compliant facilities citywide. The City wishes to increase the number of accessible sidewalks that are available to all users (pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities). An accessible and usable sidewalk system encourages citizens to walk the City's streets and sidewalks in a safe and convenient manner to get to work, school, medical appointments, volunteer activities, etc., thus increasing physical activity and resulting in improved health.

Curb Ramps Access

PROPOSAL

To secure funding for construction of 1,220 curb ramps on usable sidewalks along arterial roads with bus stops. These upgrades will meet important jurisdictional obligations under Title II of the Americans with Disabilities Act (ADA) and help give disabled citizens equal access to the transportation system allowing them to more fully participate in community life.

The City of San Antonio is requesting \$8,216,700.00 to construct approximately 1,220 curb ramps along major roads with bus stops. The City of San Antonio's anticipated non-federal cost share is \$1,643,340.00. The funding requests will likely be submitted in phases with the goal of receiving funding over a couple of years.

BACKGROUND

In 2008, the Department of Public Works embarked on the creation and implementation of San Antonio's first Sidewalk Transition Plan. The Plan's mission is to provide a walkable community environment of sidewalks and crosswalks that are ADA compliant and available to all citizens. City staff from various departments, people with disabilities and ADA community advocates met over a seven month period to assess the current policies and practices, review the Plan's six (6) goals, and establish objectives and tasks.

Goal 2 of the Sidewalk Transition Plan is to "*Provide curb ramps for access to sidewalks when a street is "altered"*". Curb ramps are installed in conjunction with the street rehabilitation projects identified in the Street Maintenance Program within the Five-Year Infrastructure Management Program (IMP) as required by the Department of Justice ADA Title II regulation, Subpart D-Program Accessibility, New Construction and Alterations.

Curb ramp construction was initially introduced during the delivery of the 2008-2009 Street Maintenance Program. Since November 2008, 724 curb ramps have been constructed with 1,785 curb ramps targeted for construction during FY 2010.

Curb ramps are an essential component of a sidewalk system. The City of San Antonio has almost 7,000 sidewalk segments that are usable with the exception of missing curb ramps. By narrowing the focus to only sidewalks along major streets with bus stops, the City of San Antonio can meet important jurisdictional obligations under Title II of the ADA, while insuring disabled citizens have access to the public transportation system and the wider community.

FINANCIAL IMPACT

Since November 2008, the City of San Antonio has spent \$1,500,000.00 constructing approximately 724 new curb ramps and estimated an additional \$3,300,000.00 for the construction of 1,785 new curb ramps during FY 2010. The City of San Antonio has also pursued additional funding for the construction of curb ramps through the Center for Disease Control and Prevention's *Communities Putting Prevention to Work* program as part of American Recovery and Reinvestment Act of 2009.

The City of San Antonio's request for \$8,216,700.00 to construct approximately 1,220 curb ramps along major roads with bus stops will assist in the City of San Antonio's request to meet important jurisdictional obligations under Title II of the ADA while providing greater access for our disabled citizens to the public transportation system.

SECTION II: JOINT PRIORITY INITIATIVES

***Transportation**

A. VIA – Primo – Fredericksburg Road Bus Rapid Transit

PROPOSAL

Bus Rapid Transit (BRT) is an enhanced bus system that will extend along the Fredericksburg Road Corridor. The proposed 20-mile alignment will begin at the University of Texas at San Antonio (UTSA) Main Campus, continuing on Fredericksburg Road to the proposed South Texas Medical Center Transit Center (STMCTC), through the city of Balcones Heights and the historic Deco District, and on to the proposed Westside Multimodal Transit Center (WSMMTC). From this location, BRT vehicles will continue east to serve the eastern fringe of the downtown area to the Robert Thompson Transit Terminal and the Ellis Alley Park-and-Ride before making the return trips. This routing will provide a one-seat ride to transit passengers from the far Northwest Side of town down to the near East Side.

BRT, to be called VIA Primo, will provide necessary improvement to the corridor to allow for efficient operation of the system, including the construction of eight proposed BRT passenger stations, modification of an existing building as part of the proposed WSMMTC, and construction of a new building at the STMCTC. Construction is tentatively proposed to begin in early 2011 with the proposed BRT project commencing operations by late 2012 or late 2013.

At this time, it is anticipated that the proposed VIA Primo project would operate 18 hours per day, from approximately 5:30 a.m. until 11:30 p.m. Service headways, the time interval between vehicles moving in the same direction on a particular route, will average every 10 minutes with six buses per hour during the peak and base periods and every 15 minutes, or four buses per hour, during the evening hours.

This project will generally be constructed within existing right-of-way, and operate in mixed traffic. The proposed vehicles are anticipated to be diesel/electric hybrid stylized buses that seat approximately 40 passengers and can accommodate an additional 20 standing passengers. Upon implementation of the project, VIA plans to restructure existing local bus routes within the Fredericksburg Road Corridor.

BACKGROUND

In 2001 VIA set out to retool its entire system of bus service and to examine ways in which transit could be improved in high ridership areas. Following and building upon these efforts, the San Antonio-Bexar County Metropolitan Planning Organization (MPO) conducted the 2005 Northwest Corridor Alternatives Analysis (NWCAA) that studied transportation between the city's two largest employment centers, downtown and the South Texas Medical Center. The NWCAA concluded that BRT on Fredericksburg Road is the preferred alternative for addressing transit improvements along the corridor.

Additionally, various elements of planning, design, and construction of the proposed BRT project are included in the MPO's Transportation Improvement Program (TIP) for Fiscal Year (FY) 2008-2011. The proposed BRT project is also listed in the Mobility 2030, San Antonio – Bexar County Metropolitan Transportation Plan (MTP). Coordination with the City of San Antonio, the City of Balcones Heights, and the Texas Department of Transportation on this project is ongoing.

The BRT corridor extends from the UTSA 1604 campus to the South Texas Medical Center (STMC), to the near eastside of the central business district through the cities of Balcones Heights and San Antonio. The STMC consists of 45 medical-related institutions: medical, dental and nursing schools; medical treatment and research; 12 hospitals; and five specialty institutions. Major land uses in the STMC district include single-family and multi-family residential, office and retail, hotels, and entertainment.

Land uses in and around Balcones Heights are a mix of strip commercial and multi-family residential development and large-scale retail, including the Crossroads of San Antonio Mall and several big-box retailers. Within the Deco District in San Antonio, land uses are a mix of commercial, residential, retail, and office.

Interstate Highway 10 is the major transportation facility in the northwest corridor. Land uses adjacent to the segment of IH-10 between North Frio Street and West Woodlawn Avenue are characterized by single-family and multi-family residential, industrial, and commercial uses.

CURRENT STATUS

VIA is conducting a Preliminary Engineering (PE)/Environmental Assessment (EA) for VIA Primo - Fredericksburg Road BRT project. This project will support the existing need for enhanced transit service and accommodate the anticipated future growth of the population and employment centers within the Fredericksburg Road Corridor.

The PE component of the project pertains to the design of the proposed BRT project and provides specific details for environmental analysis. The EA is being prepared in coordination and in compliance with regulations and guidance from the Federal Transit Administration (FTA). The FTA will utilize the analysis within this EA to identify and determine the potential environmental impacts of the BRT project and render a final environmental determination. VIA is moving quickly through the design phase with the use of Advanced Preliminary Engineering.

FINANCIAL IMPACT

Capital costs have been developed for the BRT project using the latest costs for construction materials and other capital items, based on a basic level of engineering design. The estimated cost of the project is \$77 million and includes the cost of right-of-way acquisition, design and construction of eight BRT passenger stations and two proposed transit centers, as well as vehicle procurement.

The funding strategy involves a mix of federal and local funds.

Capital Funding Strategy	
Source of Funds	Amount (in \$ millions)
Federal Transit Administration Section 5307 and 5309	\$53.60
VIA Metropolitan Transit Authority	\$13.40
COSA- 2007 Bond Program Congestion Mitigation & street grade separation for Fredericksburg Rd.	\$10.00
Total	\$77.00

VIA's BRT project was authorized in SAFETEA-LU, and was awarded \$4.9 million in the FY 2008 transportation appropriations bill. Additionally, VIA received \$500,000 in the FY 2010 transportation appropriations bill. The City of San Antonio has committed \$10 million for the upgrades of traffic signals and traffic controllers along the Fredericksburg Corridor. With those upgrades, VIA can implement a traffic signal priority (TSP) project.

The projected operating cost for the proposed BRT project is \$3.5 million per year and the proposed annual maintenance cost is \$750,000. The total projected annual operating and maintenance (O&M) cost is \$4.25 million. This total projected cost would be funded through the local operating budget of VIA.

National experience with BRT projects has demonstrated that transit investment has had positive effects on the residential and commercial development near the transit centers/stations. National studies have shown that business output and personal income is positively affected by transit investment, growing rapidly over time. These transit investment impacts create savings to business operations, and increase the overall efficiency of the economy, positively affecting business sales and household incomes.

Nationally, the following have been observed.

- A sustained investment in transit has the potential to generate an increase of \$2 million in business output and \$0.8 million in personal income for each \$10 million in the short term (during year one).
- In the long term (over 20 years), these benefits increase to \$31 million and \$18 million respectively, for business output and personal income.

It is also estimated that every \$10 million in capital investment in public transportation yields \$30 million in increased business sales, and that every \$10 million in operating investment in public transportation yields \$32 million in increased business sales (Cambridge Systematics, *Public Transportation and the Nation's Economy*, 1999).

B. Inner-City Rail Streetcar

The City of San Antonio supports exploring inner-city rail streetcar. The City will further consider VIA's specific projects upon approval of the VIA Board of Trustees. Projects will be presented to the IGR Council Committee and City Council for consideration and approval.

PROPOSAL

VIA Metropolitan Transit's Inner-City Rail Streetcar Circulator project is an urban circulator system for San Antonio's center city. This system will use modern streetcar rail technology to connect reinvestment districts to downtown, while enhancing the existing public transportation services currently offered by VIA. The Streetcar Circulator project is intended to be a catalytic project to stimulate development in center city districts that are anticipating or have already received significant capital investments. These improvements, along with the streetcar, are being coordinated to maximize their added value in center city reinvestment districts.

In addition to encouraging economic development in the downtown area, the improved transit circulation will provide increased access to the downtown area. Connections will be established with bike and pedestrian networks as well as other public transportation services. Transfers in the downtown area will offer riders direct access from the regional public transportation network for transit trips into the central business district as well as for reverse commute trips.

The streetcar project will also make use of active partnerships between public agencies and the private sector. The City of San Antonio, VIA Metropolitan Transit, and the Downtown Alliance have contributed to this project, and Bexar County, the Metropolitan Planning Organization, and the Texas Department of Transportation have demonstrated much interest in the direction of this project. These agencies are willing to work together to combine their resources for a successful project.

The project is also calling for innovative financing options that involve funding mechanisms available through the City of San Antonio, commitments from the private sector to participate in financing through a potential public improvement district, and VIA's commitment to contribute financing and operating funds once implemented.

BACKGROUND

The concept of a streetcar circulator system was first introduced as part of a River North Master Plan undertaken by the City of San Antonio, Bexar County, and the San Antonio River Authority. The study area included a segment of the San Antonio River from McCullough Avenue to Josephine Street, referred to as the museum reach segment. The planning process associated with this initiative was extensive and resulted in a vision to turn what is largely an underutilized light industrial area into a vibrant inner-city neighborhood with a mix of residential, office, retail, and light industrial uses. The River North Master Plan was adopted in March 2009 and called for new zoning standards for private property as well as the public realm, including the rights-of-way.

A key element of this master plan was a rail streetcar circulator that was proposed to connect the River North area directly to downtown. It was understood that a streetcar system could help leverage other infrastructural investments for the surrounding area. It was also understood that in order to facilitate better movement between River North and downtown, while promoting a walkable neighborhood, there would need to be an effective transit service that directly linked the two.

Following adoption of the Master Plan, VIA Metropolitan Transit was approached by the San Antonio Downtown Alliance to conduct a study regarding the feasibility of a streetcar circulator. VIA was about to begin their 25-year long range planning process, and the agency agreed that the streetcar should be considered as a new service to be offered in the near future. This expanded the scope of the streetcar concept to include the entire center city as a study area.

VIA initiated this feasibility study in the summer of 2009 as part of its comprehensive long range planning process, *SmartWaySA*. The streetcar circulator system is one of multiple high-capacity transit modes that are being considered for the overall regional plan. The San Antonio Downtown Alliance is a partner in this initiative, and a Technical Advisory Committee (TAC) was developed that includes staff representatives from the City of San Antonio, the Texas Department of Transportation, the Metropolitan Planning Organization, Bexar County, the San Antonio Conservation Society, the San Antonio Water System, City Public Service, the City of Alamo Heights, and the University of Texas at San Antonio. The Commission on Intra-City Rail and Streetcar, composed of area business professionals, local developers, and community leaders, was also created by the VIA Board of Trustees to serve in an advisory capacity and to give a recommendation on the viability of a starter streetcar project.

The study process has allowed for the evaluation of proposed routing through the downtown central business district, analyzing potential obstacles, community assets, and opportunities for development and revitalization. Because the streetcar circulator feasibility study was part of VIA's *SmartWaySA* initiative, the general public has been given an opportunity to participate in the planning process and to offer suggestions on the development of a streetcar plan. Due to the

input received during the planning process, the boundary for this initiative has expanded from the downtown area into the center city neighborhoods, resulting in a vision for modern streetcar that will complement the regional transportation network.

In November 2009, the TAC completed its work in drafting a preliminary findings report that made a recommendation to be taken forward and evaluated by the Commission on Intra-City Rail and Streetcar.

CURRENT STATUS

The project is currently in the feasibility study phase and is under review by the Commission on Intra-City Rail and Streetcar. This process is expected to conclude with possible Commission recommendation and VIA Board adoption by the end of February 2010, setting up the streetcar as a key component in a vision for the San Antonio's central city.

Once approved by the VIA Board of Trustees, the plan will move forward with at least one alignment being selected as a starter project that will enter the preliminary engineering phase. The remaining streetcar vision plan will be forwarded for testing in the second phase of VIA's long range planning effort.

FINANCIAL IMPACT

Several starter project scenarios have been identified in the feasibility study process. Most likely, the initial proposed corridor (4.3 miles in length) could cost up to \$180 million. A second phase (7.2-mile corridor) could have approximate cost of \$397 million.

Several potential funding sources for a proposed starter project have been identified and are under review. VIA is currently conducting a financial analysis to identify its capacity to fund such a capital project without prohibiting future service expansion. This includes the agency's ability to operate and maintain the streetcar once constructed. VIA's financial commitment is pending the outcome of this analysis.

The streetcar project can benefit the community through new development and revitalization, which will result in a more sustainable and walkable environment while creating new jobs and improving the local economy.

VIA plans to pursue federal funding for this project through the FY2011 appropriations funding cycle and future FTA discretionary funding opportunities.

C. Intra-City Light Rail High Capacity Transit

The City of San Antonio supports exploring intra-city light rail high capacity transit projects. The City will further consider VIA's specific projects upon approval of the VIA Board of Trustees. Projects will be presented to the IGR Council Committee and City Council for consideration and approval.

PROPOSAL

To secure funding for a light rail high capacity transit system that will operate on approximately 15 miles of corridors in San Antonio and Bexar County. This system will use advanced transit technology to efficiently provide transportation options while easing traffic congestion and stimulating economic development to promote livability in the region.

BACKGROUND

San Antonio is the largest metropolitan city in the United States without a light rail system. The region continues to grow rapidly, and with this growth comes increasing demands for public

transportation. The population in Bexar County is expected to grow by approximately 40 percent over the next 30 years, and more people will be placing more demands on the transportation network. Roadway congestion will continue to grow without more travel options that are viable and sustainable, and local agencies have been looking at high capacity travel options as a way to relieve congestion and provide greater access to the community. Additionally, the San Antonio-Bexar County Metropolitan Planning Organization conducted a recent survey that indicated local citizens have reduced their personal driving and would like the option of riding a high capacity mode of transit.

In 2003, VIA Metropolitan Transit conducted a comprehensive review of its entire system of service, and part of this review identified travel corridors that are ideal candidates for high capacity transit modes. Currently, VIA is conducting feasibility studies for light rail and electric streetcar alignments, and the agency is currently developing the Long Range Comprehensive Transportation Plan to identify individual corridors and the transit modes that are best suited for the demand.

CURRENT STATUS

VIA Metropolitan Transit is developing the Long Range Comprehensive Transportation Plan, which will provide a blueprint for the agency to follow in the implementation of future transit services. When complete, the plan will outline policies, identify improvements for specific high-capacity transit corridors, provide timelines, and explore funding options related to transportation improvements through the year 2035.

The development of the plan began in May 2009 when VIA and its consultants reviewed existing studies and reports, collected data related to traffic and travel patterns, evaluated various transit technologies, and looked at what travel corridors might be suited for high-capacity public transportation. To get the community involved, VIA implemented a process called *SmartWaySA* in September 2009 to share information with the public and to give citizens the opportunity to participate and offer their suggestions. VIA is now narrowing its focus on the corridors most in need of transit improvements to identify the modes of transit best suited for each particular corridor.

VIA has also established an Intra-City Rail and Streetcar Commission to help finalize a study that has been assessing the feasibility of a rail streetcar line in the central business district.

FINANCIAL IMPACT

Light Rail Systems can serve as a catalyst for economic development and enhance the livability of a community. It is anticipated that this project will do the same for the San Antonio area, stimulating development and revitalization in the vicinity of the corridor while contributing to increased property values. The Dallas Area Rapid Transit light rail system has generated \$4.26 billion in transit-oriented development as of 2007. Additionally, businesses located near their light rail starter line experienced a nearly 33% jump in retail sales in one year.

The American Public Transportation Association reports that every dollar of transit investments generates approximately six dollars in economic activity, and a panel report from the Federal Transit Administration in 2008 recognized that private developers keep an eye on rail projects and see inherent benefits in the projects themselves.

Increased investments related to transit projects increase local property values. A Transit Cooperative Research Program report issued in 2004 showed that housing near a transit station in Oregon was priced at 20 to 30 percent above the area's average, and retail space near the Mockingbird light rail station in Dallas was renting at about 40 percent above market rates.

New high capacity transit will also entice new riders seeking to reduce their transportation costs, boosting their savings as they take advantage of more options for commuting.

The total estimated cost of this project will be \$1.5 billion, \$15 million of which is being requested in the FY 2011 appropriations funding cycle. Additionally, VIA will pursue inclusion of the Intra-City Light Rail High Capacity Transit project in the SAFETEA-LU Reauthorization legislation.

* Indicates Priority

enhance 13 miles of the San Antonio River, extending both north and south of the famed San Antonio River Walk. When completed, the River Improvements Project will reintroduce a thriving ecosystem to a previously USACE channelized river, improve flood protection, restore the river's historic and cultural connections, enhance recreation, expand sightseeing opportunities, and stimulate economic development.

The 13-mile SARIP is a \$384.5 million investment in the San Antonio River and is comprised of three reaches:

- *The Mission Reach:* A nine-mile segment of the river extending south of downtown San Antonio from Alamo Street south to Loop 410 South, including the Eagleland segment. (Phase 1 construction is underway and the Phase 2A construction contract has been awarded to Zachry Construction Corp., a local construction contractor. Phase 2A construction is scheduled to start in February 2010 with a tentative completion date of April 2011).
- *The Downtown Reach:* A one-mile segment of the river in the heart of downtown from Houston Street to Lexington Avenue (completed in 2002);
- *The Museum Reach:* A four-mile unimproved segment of the river extending north of downtown San Antonio from Lexington Avenue to the river's headwaters near Hildebrand Avenue (Construction of the Museum Reach – Urban Segment was completed in May 2009 and construction on Phase 1 of the Museum Reach – Park Segment is scheduled for completion in January 2010).

The Mission Reach

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

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

The USACE's restoration project will establish 20,000+ native trees, 31 riffle structures, 13 acres of embayment, 113 acres of aquatic habitat, 334 acres of riparian woodland habitat and restore two river remnants along eight miles of the San Antonio River south of downtown from Lone Star Avenue to Mission Espada. In addition, the stability and flood storage capacity of the river channel will be improved, resulting in a reduction of the flood plain. The project will add more than seven miles of hike and bike trails to the existing Mission Trails system and restore the river as a connection between four of the five historic Spanish missions located in the Missions National Historical Park. When completed, the restored river will stimulate economic development

along the river and serve as a gateway to the City South Project home to Toyota and its affiliated manufacturing facilities. All four phases of the project are expected to be completed by 2013.

CURRENT STATUS

Federal Funding Requirement for the Mission Reach

The current federal project budget is \$231.9 million which includes a federal share of \$141.3 million and a local share from Bexar County of \$85.7 million and \$4.8 million in private funding. In addition to the federal project, Bexar County is providing \$39.7 million for locally funded betterments and enhancements with support from 76% of voters. Since 2005, annual **Congressional appropriations totaling \$31.1 million** has been allocated to the Corps for the design and construction of the project. **\$25.4 million in American Recovery and Reinvestment Act** funds have been allocated by the Corps for construction. Remaining **federal funding needed to complete project is \$84.8 million.**

In the FY 2009 Omnibus Appropriations legislation, authorization language was included to allow for the local sponsor to implement the project, including covering shortfalls in federal funding while making the project eligible for the possibility of future federal reimbursement for local money spent to advance any potential federal funding shortfalls. In light of these developments, the local sponsor (SARA) and the local funding entity (Bexar County) have been working with the USACE to have the ability to gain local project management control to move the project forward with local funding in an effort to expedite the construction process should this be necessary. The USACE has been working on the agreement language, using examples of successful local sponsor-run projects from other districts. The revised agreement will allow for the project to remain eligible for federal funding and for SARA to accept those funds and apply them to the construction to meet the federal share. Bexar County has authorized funding to complete the remaining phases of the project by 2013, but remains committed, as does SARA, to aggressively pursuing federal funding. In FY 2010 the appropriations request was for \$70 million with the Mission Reach project ultimately receiving \$3,028,000 in the FY 2010 Energy and Water appropriations bill. **The federal funding needed to complete the remaining phases of the USACE project in Fiscal Year 2011 is \$84.8 million.**

Phase 1 construction is underway and the Phase 2A construction contract has been awarded to Zachry Construction Corp., a local construction contractor. Phase 2A construction is scheduled to start in February 2010 with tentative completion date of April 2011. The construction contract for Phases 2B, 2C, and Phase 3 is scheduled to be awarded in March 2010. The construction contract for Phase 4 is scheduled to be awarded in June 2010.

FINANCIAL IMPACT

The City of San Antonio has committed \$4.5 million from a variety of funding sources toward the Mission Reach Ecosystem Restoration and Recreation Project. Bexar County has committed \$115.3 million in flood tax revenue and the venue tax passed in May 2008 for flood control, environmental restoration costs, and enhancements and additional amenities.

* Indicates Priority

San Antonio Missions National Historic Park Improvements

PROPOSAL

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

BACKGROUND

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

San Antonio Missions Land Acquisition

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

Mission Drive-In Complex Partnership

The Park is in desperate need of an adequately sized and properly located headquarters and curatorial storage facility. Fortunately, there is land available to establish such facilities. After it became clear that the NPS would not take action to acquire property adjacent to Mission San Jose known as the old Mission Drive-In site, the City of San Antonio, Los Compadres, and the Missions partnered to protect this vital land. The City purchased the land with the understanding that Los Compadres would purchase part of it to build a Park headquarters building, and that the Park would purchase part of it as a buffer to Mission San Jose. In August 2007, NPS provided the City a letter confirming the Service's interest in this property conveyance and headquarters project. However, the Service currently indicates that it has no funding to acquire the land, and that there are concerns with Los Compadres building and leasing the new headquarters to the Park. NPS should fund this project and Congress should enact legislation to authorize this collaborative Los Compadres, City, and County project.

FINANCIAL IMPACT

N/A

SECTION III: POLICY INITIATIVES

FAA Re-Authorization Bill: Allocation of Extra Perimeter Rule Slots for SAT-DCA Non-stop Flights

PROPOSAL

To secure non-stop slots to and from San Antonio International Airport (SAT) and Ronald Reagan Washington National Airport (DCA)

BACKGROUND

History

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

In 2000, legislation referred to as Air 21 directed the Department of Transportation (DOT) to grant 12 slot exemptions within the 1,250-mile perimeter and 12 outside the perimeter boundary. Airlines, not airports, apply to the Federal Aviation Administration (FAA) for these exemptions. As a result, American, Delta, TWA, National, Atlantic Southeast, Frontier, America West and United submitted applications. Not all of their 44 requests were awarded,

The City's Aviation Department contacted American and Continental Airlines asking that these carriers consider filing requests for non-stop service between SAT and DCA. American advised that it had applied for DCA service to another destination. Continental considered applying for the slot exemption for San Antonio, but did not follow through with a viable business case. Congressman Ciro Rodriguez also contacted Continental Airlines on behalf of San Antonio requesting consideration for non-stop service between San Antonio and DCA with no results.

Subsequently, DOT granted six of the 12 exemptions (3 round trips) to America West (now US Airways) - four for service to Phoenix and two to Las Vegas. Two exemptions were given to Trans World Airlines for service to Los Angeles (After TWA's bankruptcy, the slots went to Alaska Airlines and non-stop service to Seattle commenced.) Two exemptions were awarded to Frontier for service to Denver and two to National Airlines for service to Las Vegas (given to Delta when National went out of business and used by Delta for service to Salt Lake City).

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

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

In 2004, an additional 12 slots (6 round trips) were made available beyond the perimeter rule with the FAA reauthorization legislation (Vision 100). DOT granted two exemptions to United Airlines for Denver; four to Frontier for Denver, two to Alaska Airlines for Seattle, two to America West for Phoenix and two to Alaska Airlines for Los Angeles.

Current Status

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

Denver - three daily flights on Frontier and one on United

Las Vegas - one daily flight on US Airways

Los Angeles - one daily flight on Alaska Airlines

Phoenix - three daily flights through US Airways

Seattle - two daily flights on Alaska Airlines

Salt Lake City - one daily flight on Delta

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

Vision 100 FAA reauthorization expired September 2007. The 110th and 111th Congress sessions have not succeeded in passing a multi-year FAA reauthorization bill but have instead passed multiple short-term extensions to the expired 2007 Vision 100 legislation. On May 21, 2009 the House of Representatives approved its version of the FAA reauthorization bill, H.R. 915 - the FAA Reauthorization Act of 2009 which included 10 additional DCA slots outside of the perimeter rule. In July 2009, the Senate Commerce, Science and Transportation Committee approved a two-year FAA bill. S. 1451, FAA Air Transportation Modernization and Safety Improvement Act, does not include slots outside of the DCA perimeter rule. Progress is dependent on the Senate Finance Committee's review of the tax portion of the FAA bill before going to the floor. Both chambers of Congress recently approved another extension of Vision 100 through March 31, 2010.

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

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

FINANCIAL IMPACT

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

Travel Promotion Act

PROPOSAL

To support the Travel Promotion Act currently being considered by Congress, sponsored by Senators Dorgan and Ensign in the Senate (S. 1023) and Representatives Delahunt and Blunt in the House (H.R. 2935), establishing a multi-million dollar promotion program to compete on the global stage for the billions of dollars and immeasurable goodwill that would come with additional overseas travelers.

The Travel Promotion Act has been passed by both the U.S. Senate and the House of Representatives in this session of Congress with strong bipartisan support. The House bill, which contains the Senate-passed Travel Promotion Act language, is now going back to the Senate for final approval before being sent to the President for enactment. This legislation calls for an overseas travel promotion program that is projected to yield millions of new visitors, \$4 billion in new economic stimulus, 40,000 new American jobs and \$320 million in new federal tax revenue. The Congressional Budget Office reports that the bill will reduce the deficit by \$425 million and increase revenues by \$135 million over the next 10 years. The bill is funded - at no cost to the American taxpayer - by a \$10 fee paid by overseas visitors to the United States and matching funds from the U.S. private travel sector. A prior version of the bill passed the House of Representatives in 2008, and the final version of the 2009 Travel Promotion Act is expected to pass the Senate and sent to the President for his signature in the coming weeks.

The Corporation for Travel Promotion will overcome the leading obstacles to visiting the U.S. by:

- clearly explaining U.S. security policies;
- reversing negative perceptions toward the experience of traveling to the United States by countering misinformation;
- maximizing economic and diplomatic benefits of overseas travel to all 50 States and the District of Columbia; and
- Promoting the United States as a premier travel destination.

Bill Status

S. 1023, introduced by Senator Byron Dorgan (D-ND) with support of 53 co-sponsors, passes the Senate on September 9, 2009 and is being held at the desk on the Senate floor for further action.

H.R. 2935 was introduced by Representative William Delahunt (D-MA) on June 18, 2009 and referred to three House committees - Energy and Commerce, the Judiciary, and Homeland Security. Representative Charles Gonzalez (D-TX) is among the 122 co-sponsors of H.R. 1443. No action has been taken on the House bill.

BACKGROUND

Nearly every developed nation in the world promotes itself as a travel destination. In fact, many countries spend tens of millions of dollars on such promotion as a way to strengthen their economies and public diplomacy efforts. These countries are competing with America for overseas travelers, yet the United States spends nothing to keep up. Overseas travel to the U.S. adds *billions* of dollars to the economy, *billions* of dollars in tax receipts, *millions* of jobs and enhances America's image abroad. The global international travel market has increased by nearly 20 percent since 2000. During the same period, overseas travel to the United States has *declined by 17 percent*. The decline has cost our country: an estimated 194,000 Jobs; as much as \$94 billion in Visitor Spending and \$16 billion in tax receipts.

Creating a non-profit corporation subject to Congressional and Administration oversight, the bill establishes a communication and promotion campaign with a \$100M budget, putting the U.S. on par with global competitors for travel business – for example, Australia (\$133M); Canada (\$59M); China (\$60M); Greece (\$151M); Mexico (\$149M); U.K. (\$89M). The estimated return on investment is estimated to be 35:1 in visitor spending and 6:1 in tax revenues.

The City of San Antonio is supportive of the Travel Promotion Act and the current language as proposed.

FINANCIAL IMPACT

No American taxpayer dollars will be spent. The promotion program is funded by private industry and user fees on overseas visitors. The return on investment is estimated to be 35:1 in visitor spending and 6:1 in tax revenues.

Establishes a Travel Promotion Fund, initially financed by a \$10 million loan from the U.S. Treasury to be repaid by non-Federal sources before October 1, 2012 (H.R. 2935, Section 5: Matching Public and Private Funding). Subsequently, the Corporation will be funded by private industry contributions matched by public funding generated by user fees paid by travelers from Visa Waiver countries. Industry contributions may come from in-kind contributions, though at least 20 percent of the private-sector contributions must be in cash. Public funding (user fees) will not exceed \$100 million per year.

Community Access Preservation Act

PROPOSAL

To support the Community Access Preservation Act, HR 3745 by Rep. Tammy Baldwin from Wisconsin. The Community Access Preservation Act will do the following:

- Allow public, educational and government channel (PEG) fees to be used for any PEG-related purposes, including the funding of operational expenses, without being offset against the 5% franchise fees paid by cable providers
- Require PEG access channels to be carried in the same manner, functionality, accessibility and quality as local broadcast channels.
- Require the FCC to study the effect that new state video franchise laws have had on PEG access channels, and require cable operators to provide the greater of the support required under those new state laws, or the support historically provided to PEG under local franchising.
- Make cable television-related laws and regulations applicable to all landline video service providers.

The City is most concerned with lifting the current limitation on the use of PEG funds for capital expenses only, which would be achieved under the first bullet point. The second and third bullet points are an attempt at establishing the same rules for cable operators and telecommunications companies (video service providers) that have entered the cable industry. Regarding the third bullet point, the City already gets the benefit of this proposal under current state law.

Bill Status

H.R. 3745 was introduced by Representative Tammy Baldwin (D-WI) on October 7, 2009 and referred to the House Committee on Energy and commerce. As of the end of the First Session of the 11th Congress, the bill had the support of 13 co-sponsors. No action has been taken on the bill, and there is no Senate companion bill.

BACKGROUND

Prior to September 2005, the City of San Antonio (COSA) negotiated cable franchise agreements with cable operators. In exchange for access to municipal rights-of-way (ROW), necessary for the installation and operation of the cable system, cable operators (Grande Communications and Time Warner Cable) paid COSA a Franchise Fee of 5% of gross revenues and funded the operations of Public, Education, and Government (PEG) access channels as In-Kind contributions.

In 2005, the State Legislature passed into law Chapter 66 of the Texas Public Utility Regulatory Act (PURA), which changed the way cable providers gained access to the municipal ROW. Time Warner Cable, AT&T and Grande Communications received certification by the State of Texas to operate and provide cable/video services in San Antonio. Chapter 66 of PURA, entitled "State-Issued Cable and Video Franchise," authorizes cable and video providers to use municipal ROW, but requires the providers to pay a franchise fee of 5% of gross revenues and a contribution of 1% of gross revenues to support the PEG access channels. On January 1, 2006, it became the responsibility of COSA to operate its PEG access channels. Chapter 66 of PURA states that the PEG in-kind contributions are to be used based on federal law. The reference to federal law is to the Cable Act which specifies that PEG in-kind contributions can

only be used for capital expenses. As a result, no state is authorized to use PEG fees for operating costs. In addition, in 2007, the FCC passed regulations providing that should a municipality use PEG funds for operational expenses, the cable operator may reduce a corresponding amount from the franchise fees paid to the municipality.

FINANCIAL IMPACT

N/A

OPERATIONAL IMPACT

PEG funding from the cable and video service providers has strict criteria for the usage of those funds by municipalities. The funding is restricted by federal legislation and FCC regulations to only PEG related capital expenditures. Federal law, not state legislation, prohibits municipalities from utilizing PEG funds for PEG operations. Since the funds are restricted to capital items, the Communication and Public Affairs Department is restricted in the use of those funds making it difficult to expand operations and fully utilize the PEG access channels for the benefit of the community and to enhance open government. Currently, the department can purchase capital equipment, but has no flexibility in hiring of personnel to operate or train others to operate the equipment. If HR 3745 is passed, the department could use PEG funds, to expand capital facilities and hire the personnel to run day-to-day operations.

Historic Preservation Fund Funding

PROPOSAL

To secure the City of San Antonio's endorsement for full funding of the Historic Preservation Fund (HPF) by joining the Coalition for Full Funding and supporting related legislation.

BACKGROUND

The National Park Service administers the Historic Preservation Fund. Eligible recipients include: State and Territorial Historic Preservation Offices; Tribal Historic Preservation Offices; Historically Black Colleges and Universities (HBCUs) and the National Trust for Historic Preservation. These matching grants leverage non-federal investment and accelerate historic preservation activities nationwide. This partnership consists of a 60/40 match. Each recipient must provide a 40% match of non-federal funds (dollars and in-kind donations). The HPF also stipulates that 10% of each state's federal allocation be passed through to Certified Local Governments (CLGs) in the form of matching grants. Funded activities include planning, survey, inventory, project review and public education.

September 8, 2009, Rep. Nick Rahall (D-WV) introduced H.R. 3534, the Consolidated Land Energy and Aquatic Resources Act of 2009. While the primary thrust of the legislation is to create "efficiencies, transparency and accountability" in the administration of Federal mineral and energy resources and leasing programs, one of the bill's key components is full funding for the Land and Water Conservation Fund (LWCF).

This is significant to the preservation community because the LWCF and the Historic Preservation Fund (HPF) have often been considered "sister funds," due to their similar sources of funding. Combined, they also are both important funding streams for the protection of non-renewable resources whether it is land, landscapes or historic buildings.

Preservation advocates are advocating for the addition of full funding for the HPF in H.R. 3534. Hearings were held September 16th & 17th before the House Natural Resources Committee on the bill and many preservation partners have submitted written testimony to be entered in to the record.

The HPF is the major source of funding for State Historic Preservation Offices (SHPOs). In 2008, the Rehabilitation Tax Credit Program, administered by SHPOs, leveraged \$5.64 billion in private investment and created 67,000 jobs in communities nationwide. Under the American Recovery and Reinvestment Act of 2009 (ARRA), scores of "shovel-ready" construction projects have been funded throughout the country. To move these projects towards completion, in many cases, necessitates Section 106 reviews. These reviews must go through the SHPOs – thus, an increase in projects without an increase in funding could cause unnecessary delays.

FINANCIAL IMPACT

This is important to the City of San Antonio for many reasons including future increase in grant funding for San Antonio. The City would benefit directly from full funding by increased staff and resources at the Texas Historical Commission, which would mean more efficient project reviews as outlined above. In addition, as a Certified Local Government (CLG), San Antonio received grant funding for preservation related projects. The available funding would also be increased because the states are required to pass at least 10% of their allocation on to CLGs. The HPF also funds the Preserve America grant program. As a Preserve America community, San Antonio would benefit from that funding as well.

Employment Opportunities

PROPOSAL

To support expansion of employment opportunities in the City of San Antonio, including green jobs, with new sources of federal assistance.

BACKGROUND

On December 3, 2009, President Barack Obama convened a White House Jobs and Economic Growth Forum to draw attention to the need to create and sustain employment opportunities throughout America. The President included San Antonio Mayor Julián Castro and just four other mayors from across the country in the White House Forum. The Forum provided an opportunity for the President and the White House economic team to hear from some of the leading CEOs, small business owners, labor leaders, nonprofit heads and thinkers about ideas for continuing to grow the economy and put Americans back to work. On December 8th, the President gave an address at the Brookings Institution discussing the state of the economy and announcing some next steps in his overall economic strategy.

Following up on the Jobs Forum in Washington, with the support and encouragement of the President of the United States, Mayor Castro and other City of San Antonio leaders convened a regional jobs summit in San Antonio on December 16. The San Antonio summit was attended by more than 50 local leaders from business, academia, labor and nonprofit agencies, as well as the mayor and City Council members. While San Antonio as a whole has weathered the nation's recession better than most major cities, Mayor Castro noted during the jobs summit that thousands of San Antonians have faced difficulties. "The number of folks who are able-bodied and looking for work in San Antonio is greater than the entire population of Alamo Heights, Balcones Heights and Windcrest," the mayor stated.

Proposed Legislation

President Obama has asked Congress to prepare legislation to reallocate funding from the Troubled Asset Relief Program (TARP) to measures that will help create jobs. The TARP program, signed into law by former President George W. Bush in 2008, authorized \$700 billion in payments to financial institutions threatened by the economic meltdown. Much of the TARP money that was allocated to financial institutions has since been returned by some of those institutions to the U.S. Treasury. President Obama proposes using approximately \$200 billion of the returned TARP funds to try to stimulate jobs creation. Other returned TARP funds will be applied to deficit reduction.

Legislation is required to accomplish the President's goals. Congress will be working over the weeks ahead to develop new job creation legislation. The following elements may be among the priorities for use of TARP funds.

Infrastructure Spending

- Additional investment in highways, transit, aviation and water projects (up to \$50 billion total).
- Funds are likely to be applied through a combination of grants and loans.

Energy Efficiency/Clean-Energy Programs

- Expansion of stimulus programs using tax incentives and federal dollars to leverage private investment in industrial energy efficiency.

- Rebates for consumers who make energy efficiency retrofits to homes.

Small-Business Initiatives

- One-year elimination of tax on capital gains from new investments in small-business stock.
- Tax reductions for new hiring in 2010.
- Extension through 2010 of provisions in the Recovery Act that allow small businesses to immediately deduct from taxes up to \$250,000 of qualifying investments.
- Extension through 2010 of accelerated depreciation of some capital purchases.
- Extension through 2010 of an increase in loan guarantees and elimination of fees for major Small Business Administration programs.

Other Likely Proposals

- Extending unemployment insurance and health care subsidies for the unemployed.
- Providing \$250 payments to seniors and veterans.
- Additional aid to state and local governments to avert layoffs of teachers, police officers and other personnel.

FINANCIAL IMPACT

Jobs legislation is important to the City of San Antonio because it has the capability of strengthening local job growth, and can help keep people employed who might otherwise lose their jobs during the recession.

2010 Census Count

PROPOSAL

To ensure a full count by the Census Bureau of the people of the City of San Antonio in order to promote the community's fair share of federal funding and resources.

BACKGROUND

In order to achieve an accurate assessment of the number and location of the people living within the nation's borders, the U.S. Constitution mandates a Census of the population every 10 years. The Census population totals determine which states gain or lose representation in Congress. These totals also determine the amount of state and federal funding communities receive over the course of the decade.

The 2010 Census data will directly affect how more than \$4 trillion is allocated to state and local governments, including the City of San Antonio, over the next 10 years. In order for this funding allocation to be accomplished fairly and accurately, the goal of the decennial Census is to count everybody, count them only once, and count them in the right place. The facts gathered in the Census also help shape decisions for the rest of the decade about public health, neighborhood improvements, transportation, education, senior services and more.

The goal of the U.S. Census Bureau is to count all residents living in the United States on April 1, 2010. The Census Bureau does not ask about the legal status of respondents in any of its surveys and Census programs. To help ensure the nation's increasingly diverse population can answer the questionnaire accurately and completely, about 13 million bilingual Spanish/English forms will be mailed to housing units in neighborhoods identified as having high levels of Spanish speaking residents, including the City of San Antonio.

In 2010, there is an estimated 310 million people residing in the United States. Counting each person is one of the largest operations the federal government undertakes. The Census Bureau will recruit nearly 3.8 million applicants for 2010 Census field operations. Of these applicants, the Census Bureau will hire about 1.4 million temporary employees. Some of these employees will be using GPS-equipped hand-held computers to update maps and ensure there is an accurate address list for the mailing of the Census questionnaires.

The 2010 Census asks for name, gender, age, race, ethnicity, relationship, and whether you own or rent your home. It takes about 10 minutes for the average household to complete. Questions about *how* we live as a nation -- our diversity, education, housing, jobs and more -- are now covered in the American Community Survey, which is conducted every year throughout the decade and replaces the Census 2000 long-form questionnaire. Responses to the 2010 Census questionnaire are required by law. All responses are used for statistical purposes only, and all are strictly confidential. The City of San Antonio can partner with the U.S. Census Bureau to ensure that the Census count is conducted in a complete and successful way in San Antonio. Most importantly, a full Census count is important to ensure that the City receives its fair share of federal resources in the years ahead.

FINANCIAL IMPACT

The City of San Antonio should explore partnership opportunities with the U.S. Census Bureau to insure all citizens are counted. A complete Census count of the people of San Antonio is important to ensure maximum federal funding and assistance over the course of the next decade.

Sustainable Communities Initiative

PROPOSAL

To have the City of San Antonio benefit from the Obama Administration's new Sustainable Communities Initiative. The City should request that it be afforded the opportunity to participate as a pilot community in the Sustainable Communities Initiative in order to advance local sustainability goals while providing a model for the nation.

BACKGROUND

Included as a part of the consolidated fiscal year 2010 appropriations act is a new Sustainable Communities Initiative funded at the full level of \$150,000,000, the full amount requested by the Obama administration. The Sustainable Communities Initiative, operated jointly by the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Transportation (DOT), is intended to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning.

Under the Sustainable Communities Initiative, \$100,000,000 will be devoted to Regional Integrated Planning Grants to support the linking of transportation and land use planning, and \$40,000,000 will be allocated for Community Challenge Planning Grants to foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities. The remaining \$10,000,000 will fund federal research and evaluation efforts.

As originally articulated last spring by the secretaries of HUD and DOT, the Sustainable Communities Initiative is intended to be a new partnership to help American families gain better access to affordable housing, more transportation options and lower transportation costs. It is estimated that the average working American family spends nearly 60 percent of its budget on housing and transportation costs. The Obama administration wants to seek ways to reduce these costs by focusing efforts on creating affordable, sustainable communities.

The Sustainable Communities Initiative is intended to help expand every American family's choices for affordable housing and transportation. DOT and HUD have created an interagency task force to better coordinate federal transportation and housing investments and identify strategies to produce: more choices for affordable housing near employment opportunities; more transportation options in order to lower transportation costs, shorten travel times, and improve the environment; better coordination of transportation and land uses; and safe, livable and healthy communities.

The HUD/DOT Sustainable Communities task force has set a goal to have every major metropolitan area in the country conduct integrated housing, transportation, and land use planning and investment in the next four years. To facilitate integrated planning, HUD and DOT propose to make Regional Integrated Planning Grants and Community Challenge Planning Grants available to metropolitan areas, and create mechanisms to ensure those plans are carried through to localities. DOT is encouraging metropolitan planning organizations (MPOs) to conduct integrated planning as a part of their next long range transportation plan update and plans to provide technical assistance to MPOs on scenario planning, a tool for assessing future growth alternatives that better coordinate land use and transportation planning.

The Sustainable Communities effort will help metropolitan areas set a vision for growth and apply federal transportation, housing and other funding in an integrated approach to support that vision. HUD currently requires states, cities, and counties to prepare a five-year Consolidated

Plan estimating housing status and needs. Similarly, DOT requires states and metropolitan areas to develop Long Range Transportation Plans and four-year Transportation Improvement Programs. By coordinating these federally mandated planning efforts, including planning cycles, processes and geographic coverage, the Sustainable Communities Initiative is intended to make more effective use of federal housing and transportation dollars.

Before funding is made available for Regional Integrated Planning Grants or Community Challenge Planning Grants, Congress has directed the Obama administration to establish grant criteria as well as performance measures by which the success of grantees will be measured. The HUD/DOT task force plans to research, evaluate and recommend measures that indicate the livability of communities, neighborhoods and metropolitan areas. These measures could be adopted in subsequent integrated planning efforts to benchmark existing conditions and identify progress toward achieving community visions. The task force will develop incentives to encourage communities to implement, use and publicize the measures.

HUD and DOT also plan to undertake joint research, data collection, and outreach efforts with stakeholders, to develop information platforms and analytic tools to track housing and transportation options and expenditures, establish standardized and efficient performance measures, and identify best practices.

FINANCIAL IMPACT

The Sustainable Communities Initiative can result in grants to the City of San Antonio to help fund improve City of San Antonio planning efforts that integrate housing and transportation decisions (including transit options such as light rail), and increase the City's capacity to improve land use and zoning.

U.S. Environmental Protection Agency Proposed Ozone Regulations

PROPOSAL

To ensure that the City of San Antonio can comply with federal ozone attainment limits in order to protect human health and the environment in a cost-effective manner. The City should be actively engaged in the national dialogue about proposed changes in the ozone standard, to ensure that an appropriate regime is adopted for the region and the nation.

BACKGROUND

On January 7, 2010 the U.S. Environmental Protection Agency (EPA) proposed instituting more stringent limits on the amount of ground-level ozone, or smog, allowed in the air. The new standards would limit ozone in the air to 60 to 70 parts per billion (ppb) for any eight-hour period, down from 75 ppb under current rules.

Power plants and motor vehicles are significant emitters of pollutants such as nitrogen oxides and other chemical compounds, which form ozone when exposed to sunlight. Additionally, sources as small as gas lawn mowers could face new restrictions, depending on what EPA ultimately chooses as its ozone standard.

The proposed rules are intended to prevent thousands of premature deaths. Exposure to smog is linked to heart and respiratory illnesses, and children and the elderly are particularly vulnerable. Studies show that children who grow up in areas with high ozone concentrations never develop the same lung capacity as those who live in less polluted areas, and that they are more likely to develop asthma and other respiratory illnesses. Additionally, smog is a threat to the natural environment, as it causes burning and inflammation in sensitive tissues and can harm wilderness and agricultural areas by stunting the growth of trees and plants.

Under the proposed ozone rule, state and local governments including the City of San Antonio would face much stricter air quality tests in the years ahead. The final target that the Obama administration adopts will have major implications for the regulations that state and local officials will have to set to meet the new federal requirements, which will become final between 2014 and 2031 (depending on the region of the U.S.).

The Clean Air Act requires that the federal government must reexamine every five years whether its ozone standards are adequate. Depending on the level of the final standard, EPA estimates that by 2020 its proposal will cost \$19 billion to \$90 billion to implement, and will yield health benefits worth \$13 billion to \$100 billion. The proposal is estimated to result in 1,500 to 12,000 avoided premature deaths by 2020.

The new EPA rules must undergo 60 days of public comment before becoming final. This provides the City of San Antonio and other municipal governments with the opportunity to evaluate the proposed rules and provide comment to EPA. This is an important opportunity to help determine the future of federal environmental rules in order to protect human health and the environment in an attainable manner.

FINANCIAL IMPACT

At this stage, it is too early to predict the exact cost to San Antonio of new ozone regulations, because the standard has not yet been determined.

SECTION IV: OMNIBUS POLICY

Omnibus Policy

PROPOSAL

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

BACKGROUND

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

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

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

FINANCIAL IMPACT

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