

AN ORDINANCE 2008-01-17-0021

APPROVING THE CITY OF SAN ANTONIO'S 2008 FEDERAL INITIATIVES PROGRAM FOR THE 2ND SESSION OF THE 110<sup>TH</sup> CONGRESS, WHICH BEGINS IN MID-JANUARY 2008.

\* \* \* \* \*

**WHEREAS**, development of the City's 2008 Federal Initiatives Program ("Program") began in early November 2007 with a memo that was sent out by the Intergovernmental Relations Department to the Management and Executive Teams seeking input from each city department for issues that could be included in the Program; and

**WHEREAS**, the proposed Program contains thirty legislative and regulatory issues and four of the City's top priorities, including the San Antonio River Improvements Project; rail safety, Police technology improvements and BRAC/military construction; and

**WHEREAS**, over the past several years, federal earmarks have become increasingly difficult to secure given the differing funding priorities between the Congress and the President and the result of these differences has been the adoption of an Omnibus appropriations bill that encompasses the total expenditures for the federal government; and

**WHEREAS**, for this reason, the City should focus on the following federal issues: San Antonio River expansion, rail safety, Police technology improvements, BRAC/military construction, military transportation infrastructure, renewal of the Federal Empowerment Zone and Renewal Community Enhancement Act, landing rights, Federal Airport Improvement Program (AIP) discretionary grant fund, Perimeter Rule, San Antonio International Airport In-Line Checked Baggage Security Screening System and support funding for diabetes research; and

**WHEREAS**, the City's Program consists of eleven initiatives and twenty endorsements which are more fully described in the copy of the Program attached to this Ordinance as Exhibit I; **NOW THEREFORE:**

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

**SECTION 1.** The 2008 Federal Initiatives Program for the Second Session of the 110<sup>th</sup> Congress is authorized and approved. A copy of the Program is attached to this Ordinance as Exhibit I.

**SECTION 2.** This Ordinance shall be effective on and after the tenth day after passage.

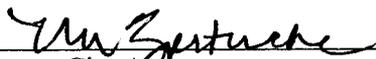
**PASSED AND APPROVED** this 17<sup>th</sup> day of January, 2008.

**ATTEST:**

  
City Clerk

  
M A Y O R  
**PHIL HARDBERGER**

**APPROVED AS TO FORM:**

  
City Attorney

Exhibit

I

# City of San Antonio Federal Program 2008 110th Congress, 2nd Session



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# City of San Antonio

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## Mayor and City Council

Phil Hardberger  
Mayor

Mary Alice P. Cisneros  
Vacant  
Lourdes Galvan  
Justin Rodriguez  
Vacant

Sheila D. McNeil  
Philip A. Cortez  
Delicia Herrera  
Diane G. Cibrian  
John G. Clamp

Sheryl L. Sculley  
City Manager

# City of San Antonio

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## *Executive Summary*

In preparation for the 2nd Session of the 110th Congress, the City of San Antonio has identified thirty (30) legislative and regulatory issues to be included in its 2009 Federal Legislative Program. These issues were identified in cooperation with the City's federal affairs consultants, coordinated through the Intergovernmental Relations Department, with assistance from the Intergovernmental Relations Subcommittee, the City Attorney's Office, representatives from all City departments and local public and private partners. Four (4) of the City's top priorities, contained in this program, include the San Antonio River Improvements Project; Rail Safety, Police Technology Improvements and BRAC/Military Construction.

The 2008 Federal Program consists of eleven (11) initiatives that address legislative and regulatory issues including: support the San Antonio River Authority in securing \$15 million in 2009 federal appropriations for the ecosystem and aquatic restoration of the Mission Reach portion of the River Improvements Project, as well as, to pursue federal funding for economic development, transportation, historic preservation, public art and recreation amenities; securing regulatory oversight of hazardous rail cargo traveling through San Antonio and to build a derailment training facility; securing \$1.87 million in federal funding for the installation of in-car video equipment for the San Antonio Police Department (SAPD); seeking Congressional authorizations and appropriations to support implementation of the Base Realignment and Closure (BRAC) 2005 directives and actions; renewal of the Federal Empowerment Zone and Renewal Community Enhancement Act of 2007; successfully completing the rule making process intended to permanently add the San Antonio International Airport (SAT) to the list of Airports designated in the Federal regulations as a "Landing Rights" Airport for Customs and Border Protection (CBP); obtain approximately \$19 million in federal Discretionary Grant funding from the Federal Aviation Administration (FAA) for the San Antonio International Airport; obtain slots for a daily non-stop flights from San Antonio International (SAT) to Ronald Reagan Washington National Airport (DCA); secure TSA funding, either provided in advance or as reimbursement, to cover the cost of the San Antonio International Airport In-Line Checked Baggage Security Screening System, along with new screening equipment at Terminal 1, and the new Terminal B Baggage Handling System and to secure \$1 million in funding for diabetes research and prevention.

The twenty (20) endorsements in the program include a variety of issues ranging from BRAC issues, economic development, homeland security, public health, parks, and elder related issues.

While Congress is in session, the City Council Intergovernmental Relations Subcommittee will meet periodically to review the City's priorities and receive updates from its government affairs team on pending legislative and regulatory affairs. 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.

The government affairs firms of Holland + Knight and Patton Boggs, have been retained to represent, advise and consult with the executive and legislative branches of the federal government on behalf of the City. Additionally, the City of San Antonio will continue to 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.

# SECTION I – INITIATIVES

## *San Antonio River Improvements Project*

### PROPOSAL

To secure \$15 million in Fiscal Year 2009 federal appropriations to support the San Antonio River Improvements Project (SARIP) for the Mission Reach Ecosystem Restoration and Recreation Project, as well as, to pursue federal funding for economic development, transportation, historic preservation, public art and recreation amenities that could supplement local funding to complete the community's vision for the improvement of the San Antonio River.

### BACKGROUND

The City of San Antonio, Bexar County, San Antonio River Authority (SARA), and the San Antonio River Oversight Committee (a 22-member citizens committee) developed a vision to restore and enhance 13 miles of the San Antonio River, extending both north and south of the famed San Antonio River Walk. When completed, the River Improvements Project will reintroduce a thriving ecosystem to a previously 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 \$216.6 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 I construction underway with final design completing on the remaining three phases);
- *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 underway).

### *The Mission Reach*

The U.S. Army Corps of Engineers (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 \$105 million project 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 plant 24,000 native trees, 56 acres of native grasses, 113 acres of aquatic habitat, 320 acres of riparian 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. Final design is underway and construction on the first of four project phases began in 2007 with local utility relocations. The USACE will award the initial construction contract for the federal project in March 2008. The project will be completed in 2012.

### **Federal Funding Requirement for the Mission Reach**

The current project cost estimate for the Mission Reach Ecosystem Restoration and Recreation Project is \$105 million with a federal cost share of \$76,896,250 and a local cost share of \$28,003,750. Since 2005 the project has been funded through the Congressional appropriations process. To date, the project has received \$18.1 million to support the design and construction of the project. In 2007, the City and County authorized SARA to amend the existing project cooperation agreement with the USACE to allow for the acceleration of local funding to initiate construction of Phase I of the project. The FY 2009 appropriations request for the project is \$15 million to support the USACE's completion of design on the entire project and initiate construction of Phase II. From FY 10-FY 12, depending upon final construction cost estimates a minimum of \$44 million in additional federal funding would be needed to complete the project.

### **FINANCIAL IMPACT**

The City of San Antonio has committed \$74.7 million from a variety of funding sources toward amenity and recreation elements of the San Antonio River Improvement Project. Bexar County has committed \$59 million in flood tax revenue toward flood control and environmental restoration costs. The federal funding needed to support the USACE project in Fiscal Year 2009 is \$15 million.

The local community has identified \$170 million in additional funding that is needed to complete the vision for the 13 miles of the San Antonio River Improvements Project. SARA, the City of San Antonio and Bexar County have initiated a strategy to identify additional private and public funding sources to fully fund the improvements to the San Antonio River. As part of this strategy, federal programs that support economic development, transportation, historic preservation, public art and recreation are being assessed for their potential application to fund components of the San Antonio River Improvements Project. With voter approval in May, 2008, \$125 million in local tax dollars will become available for the funding of enhancements and amenities for the Mission and Museum Reaches.

## *Rail Safety*

### **PROPOSAL:**

To secure regulatory authority for the creation of a rail district with the purpose of providing oversight of hazardous materials being transported in or near the City of San Antonio. In addition, the San Antonio Fire Department will seek additional earmark funding for its Derailment Training Site.

### **BACKGROUND:**

Efficient transportation is the backbone of free trade and our region's economic development efforts. Bexar County is an important nexus of east-west and north-south rail and truck traffic. Local corridors bear traffic generated by three primary trading partners: the United States, Mexico, and now China. Transshipment of cargo from China through the Port of Lazaro Cardenas in Mexico and on to the Port of San Antonio trims days from the processing time required by California's more distant ports.

Local traffic has increased dramatically post-NAFTA and will likely continue to grow at its current pace. Nationally, shipments by truck are increasing 2 percent per year; regionally this figure is 6 percent; and locally it is 15 percent. A 1999 federal report recommended that 50 percent of freight moving between Dallas and Laredo be carried on rail. This is not currently feasible as the Union Pacific freight line running through the San Antonio-Austin corridor has nearly 200 at-grade crossings and is at or near maximum capacity. At the same time, 80 percent of Mexico's trade with the US and Canada passes through Texas, 75 percent via truck on I-35.

Long range plans may include rail relocation, however, rail safety is an immediate public safety concern for the SAFD. Increased traffic in urban areas leads to special problems involving the transport of toxic materials. While the industries rely on these products and rail is in fact a safer transportation mode than trucking, our experience has demonstrated a need for increased safety precautions and handling procedures for hazardous cargo.

The SAFD proposes the construction of a Derailment Training Site that will provide regional (11 surrounding counties) delivery of rail safety tank car operations. Participants will be trained on railroad tank car design and construction, valve repair, damage assessment, and derailment response via classroom instruction and field exercises. 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.

The delivery of initial training will be conducted by a tank car expert, which will be provided by Union Pacific, a partner entity. The SAFD will have a minimum of eight instructors trained at the Train-the-Trainer level. This plan will permit the SAFD 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 SAFD, as well as other paid and volunteer agencies in the region.

**FINANCIAL IMPACT:**

The total cost of rail relocation will cost several billion dollars, a cost that neither the city, state, nor federal government can afford. Therefore, the City is seeking greater oversight of hazardous material traveling through San Antonio.

## ***Police Technology Improvements***

### **PROPOSAL**

To secure \$1.87 million in federal funding for the installation of in-car video equipment and the implementation of a digital imagery capture and storage system by the San Antonio Police Department (SAPD).

### **BACKGROUND**

The San Antonio Police Department strives to provide the best and highest level of police professionalism. One of the major citizen complaints about police behavior both in San Antonio and across the nation occurs during traffic stops. These complaints range from charges of rudeness to racial profiling to no probable cause in making traffic stops or detaining individuals. Obtaining a video recording of the officer/citizen interaction would provide more definitive proof of what transpired and bring about a speedier resolution of these complaints.

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. To date, complaints against SAPD officers that include arrest or interactions captured on video have exonerated the officer 100 percent of the time. The proposed next phase of installation would include 30 vehicles for the Westside patrol station and 81 vehicles for the traffic division.

SAPD has also determined that there are several problems with the current use of digital photography and videography utilized by the SAPD Evidence Unit for recording evidence. For example, digital photographs are now stored on CD's and DVD's. While this media is much more convenient than previously used 35mm film, the San Antonio Police Department wants to take this process to the next logical step of a server based storage system. This system would give stream lined 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 the evidence and merges photography and video into one streamlined system.

### **FINANCIAL IMPACT**

Using Local Law enforcement Block Grant (LLEBG) funding, the SAPD in 2004 purchased an in-car digital video system and storage for the East side substation. The system included sufficient equipment to install video systems into 16 vehicles and provide 10 terabytes of storage. The system also included two spare systems and one system for training. The proposed next phase of installation would include 30 vehicles for the Westside patrol station and 81 vehicles for the traffic division. The estimated cost for this phase is \$1.3 million, averaging approximately \$11,700 per vehicle. This cost includes all cameras, audio, wiring and installation

of all hardware, all software licenses and interfacing with the current Panasonic laptops. Also included would be 180 days of storage of all video evidence.

Migrating SAPD from current CD/DVD storage would require a dual server and SAN storage that would reside in two separate physical sites for protection against catastrophic loss, upgrades to the current cameras (both photographic and video) used by the Evidence Unit, upgrade of wireless connectivity between the Evidence Unit vehicles and the servers, purchase of court approved software for the servers and hardware and digital imagery processing equipment totaling \$570,000.

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

### **PROPOSAL**

Endorse current and future Congressional authorizations and appropriations to support implementation of the Base Realignment and Closure (BRAC) 2005 directives and actions.

### **BACKGROUND**

The most recent round of BRAC in 2005 will have a profound affect on a number of military communities across Texas. Communities such as Corpus Christi/Ingleside and Red River will experience base closures, while El Paso and San Antonio will realize significant increase in missions and personnel at their local bases. All of the military communities in Texas are somehow impacted by BRAC 2005, and these military communities are facing a variety of challenges and opportunities. 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 \$11 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 3,600 jobs as a result of BRAC 2005. In particular, Fort Sam Houston will gain 11,792 jobs and the addition of 5,945 family members. Construction and renovation needed to accommodate the new missions in San Antonio will exceed \$2 billion. This construction will have a significantly positive impact on local businesses. BRAC will also have a potentially negative impact on 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 as a whole in San Antonio, both positively and negatively, will have a significant impact on traffic, drainage, infrastructure, health care delivery and neighborhoods across the entire community.

### **ADDITIONAL INFORMATION AND COMMENTS**

Timely authorization and appropriation of funds is critical for successful BRAC implementation in San Antonio. Because San Antonio is receiving a number of significant training missions from other installations, timely funding is critical to ensure that construction projects are initiated and completed on schedule in order to adhere to the BRAC implementation timeline and not compromise mission readiness. In the event the timeline for BRAC implementation may become compromised, priority funding should be given to implementing BRAC-training mission actions to ensure mission readiness for US defense needs and the on-going Global War on Terror. BRAC-related actions that call for the realignment of missions to Continental United States

(CONUS) installations should be delayed to ensure the BRAC-training mission actions do not compromise mission readiness or defense needs.

## ***Military Transportation Infrastructure***

### **PROPOSAL**

To endorse current and future Congressional authorizations and appropriations to support the military and the community in San Antonio with their transportation and infrastructure needs for BRAC-related growth and to enhance mission readiness.

#### Fort Sam Houston

Projects that would alleviate the transportation impact from BRAC-related growth at Fort Sam Houston include:

- Widen Walters Street from Fort Sam Houston access control point to IH-35.
- Construct a bridge over Salado Creek and move railroad crossing at Binz-Engleman.
- Improve and widen access to Brooke Army Medical Center at the IH-35 entrance to three in-bound lanes.
- Construct a new access control point to support four in-bound lanes along Binz-Engleman.
- Widen ingress at the Harry Wurzbach/Winans access control point.
- Construct bridge over Salado Creek and WW White Road.
- Construct new access control point at the intersection of Holbrook Road and Petroleum Drive to support two-lane ingress on WW White Road.
- Relocate Texas Army National Guard center at IH-35/BAMC exit to support new San Antonio Military Medical Center.

#### Lackland Air Force Base

- New Commercial Vehicle Inspection and Entry at Growdon Road and re-route Growdon Road from US Hwy 90 to Lackland, AFB.

### **BACKGROUND**

The most recent round of BRAC in 2005 will have a profound affect on a number of military communities across Texas. Communities such as Corpus Christi/Ingleside and Red River will experience base closures, while El Paso and San Antonio will realize significant increase in missions and personnel at their local bases. All of the military communities in Texas are somehow impacted by BRAC 2005, and these military communities are facing a variety of challenges and opportunities. 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 \$11 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 3,600 jobs as a result of BRAC 2005. In particular, Fort Sam Houston will gain 11,792 jobs and the addition of 5,945 family members. Construction and renovation needed to accommodate the new missions in San Antonio will exceed \$2 billion. This construction will have a significantly positive impact on local businesses. BRAC will also have a potentially negative impact on 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 as a whole in San Antonio, both positively and negatively, will have a significant impact on traffic, drainage, infrastructure, health care delivery and neighborhoods across the entire community.

# ***Renewal of the Federal Empowerment Zone and Renewal Community Enhancement Act***

## **PROPOSAL**

Support renewal of the Federal Empowerment Zone and Renewal Community Enhancement Act of 2007 (BILLS: H.R. 2578 and S. 1627).

## **BACKGROUND**

The Federal Empowerment Zone is a federal initiative created to help rebuild and enable inner-city communities. The United States Department of Housing and Urban Development (HUD) selected each city based upon population data, poverty criteria, and the City's Strategic Plan for Economic Development. On January 16, 2002, the City of San Antonio was one of eight cities designated Round III Federal Urban Empowerment Zone. This designation is effective through December 31, 2009 and includes 26 census tracts within the inner city plus three developable sites (see attached EZ map). The EZ program is designed to promote economic development in distressed areas by providing federal tax incentives, such as employment wage tax credits, exempt bond financing, increased deductions and capital gains for businesses that choose to locate within the EZ and employ EZ residents.

On July 18, 2003, HUD approves an amendment adding the Toyota site to the existing KellyUSA EZ developable site. The amendment enables the City to offer EZ Business incentives to Toyota and any of its suppliers that locate at the Toyota site location. As a result, we expected this amendment to further help fulfill the community's goal of providing more good-paying jobs for our EZ residents. Through the amendment the City of San Antonio extended incentives to additional 12,000 residents of the EZ a total of 100,000, which qualified the City as the only EZ in the nation with the maximum \$230 million in EZ facility bond capacity.

The purpose of this legislation is to better fulfill the principles behind empowerment zones, renewal and enterprise communities. A Coalition of existing EZ's, RC's and EC's have gathered a set of reforms and refinements to the existing law that would help achieve the original goals of the areas, incentivizing businesses to locate in the areas and create job opportunities for residents of these areas that continue to face significant poverty and unemployment.

This is a grassroots effort initiated by those running these EZ's RC's and EC's to improve and make more effective the existing incentives included in the EZ and RC legislation. Those administering the program have worked on these proposals for more than two years, narrowing the list down to some core provisions that are reasonable and which the Coalition fully supports. The existing laws provisions have unforeseen flaws that limit the use as was intended (the 35% requirement in the tax exempt bonding provision). Finally some anchor employers find that initial financing is a hurdle preventing their location in an economically challenged EZ, so the

bills include a proposal that allows them to elect the foregoing of tax benefits to better secure financing. Most of the changes in these bills are designed to have little revenue impact and operate within the scope of the original legislation. The request for extension would have a revenue neutral impact, but allow the EZ's RC's and remaining EC's time to use the revised incentives.

Most importantly, the legislation includes accountability provisions, in line with recommendations from the GAO, that would have the IRS report on the usage of the tax wage credits to allow local state and federal governments assess how well these incentives are working, where they are being utilized and where efforts need to be improved.

#### **FINANCIAL IMPACT:**

The utilization of the EZ tax incentives has significantly impacted the City of San Antonio's economy. The EZ Facility Bond financing assisted the following projects: the Convention Center Hotel, an issuance of \$130 million, \$40 million to the Drury Plaza Hotel project, and \$25 million in reserves for the San Lorenzo Project leaving \$35 million available for new projects through 2009. The tax-exempt financing has created a total investment of \$490 millions in the central business district, with a projection of over 1000 permanent jobs and has created thousands of construction jobs. In addition allowing over 3,500 businesses in the Empowerment Zone to take advantage of additional wage tax credit incentives. There is no direct financial impact to the City.

## *Landing Rights*

### **PROPOSAL**

To successfully complete the rule making process intended to permanently add the San Antonio International Airport (SAT) to the list of Airports designated in the Federal regulations as a "Landing Rights" Airport for Customs and Border Protection (CBP) processing of private aircraft arriving in the United States from south of the United States.

### **BACKGROUND**

On November 9, 2000, President Clinton signed H.R. 4868, the Miscellaneous Trade and Technical Corrections Act of 2000 into law. This legislation included a provision temporarily designating SAT as a "Landing Rights Airport," at which *private aircraft* that arrive in the US from a foreign area and have San Antonio as their final U.S. destination, could make their first U.S. landing in at SAT. Without this designation, the Federal Customs Regulations require aircraft entering the US, with San Antonio as the final destination, to land at one of the less convenient Landing Rights Airports designated in Federal Regulation 19 CFR 122.24(b). Without the designation, traveling to San Antonio requires interim landings and CBP processing at Beaumont, Brownsville, Corpus Christi, Del Rio, Eagle Pass, El Paso, Houston, Laredo, McAllen, Presidio or Midland.

Although the 2000 designation technically expired in November of 2002, Section 1559 of Public Law No. 108-426 (H.R. 1047, the Miscellaneous Trade and Technical Corrections Act of 2004) was signed into law by President George W. Bush, and included a retroactive extension of SAT's expired designation as a Landing Rights Airport through November 9, 2006.

Until November 9, 2006, SAT operated as a designated Landing Rights Airport pursuant to statute authority. In December 2006, SAT submitted a formal Request for Rulemaking to add SAT to the permanent list of designated landing rights airports contained in 19 CFR 122.24(b). This request was approved and Homeland Security Secretary Michael Chertoff signed the Notice of "Proposed" Rulemaking September 4, 2007. Bureau of Customs and Border Protection Docket USCBP02007-0017 is currently posted and open for comment through November 13, 2007. By this process CBP is proposing to amend 19 CFR 122.24(b) to include San Antonio International Airport as a permanently designated airport where certain aircraft, arriving in the United States from south of the United States, are authorized to land for CBP processing. Federal legislative support is needed to favorably conclude completion of the rulemaking process and the follow-up amendment to 19 CFR 122.24(b), which should be completed within the first quarter of 2008.

An extensive outreach to the community's private pilots, businesses and City officials has been underway since September 2007. Through October 23, 2007, there are 44 comment submittals on file with the CBP, of which 43 are supportive and one is opposed. The City's Aviation Department is working with outside counsel Stephen McHale and Penny Farthing at Patton

Boggs in Washington D.C. to follow through with CBP to amend 19 CFR 122.24(b) to add SAT once the comment period is closed.

## **FINANCIAL IMPACT**

The designation is an important component of the City of San Antonio's economic development efforts, which includes the expansion of international trade as a result of the North American Free Trade Agreement. With the expansion of international companies showing interest in the San Antonio business environment, it is essential to streamline and accommodate private aircraft travel from south of the U.S. into our City.

During the six years that San Antonio enjoyed the temporary status under statute authority, there were no CBP reported incidents nor did the designation result in any reported strain on CBP's resources at San Antonio International Airport. International private aircraft traffic increased from 841 CBP over-flight clearances in 2000 to 2,237 landing rights clearances in 2006. This is an obvious indication of past restraints and new opportunities for economic and commerce development between San Antonio and Mexico.

## ***Federal Airport Improvement Program (AIP) Discretionary Grant Fund***

### **PROPOSAL**

To obtain approximately \$19 million in federal Discretionary Grant funding from the Federal Aviation Administration (FAA) for the San Antonio International Airport's (SAIA) extension of Runway 3/21 including associated taxiway extensions, terminal apron reconstruction as part of the on-going Airport Terminal Expansion Project, and other airfield improvements. The Discretionary Grant amount plus federal Entitlement Funds totaling approximately \$20 million will make up 75% of federal funding needed to implement planned airfield projects in 2008. The required 25% matching share funds will come from the Passenger Facility Charge (PFCs) and self-generated monies. Of the total federal discretionary grant funds needed approximately \$10.2 million will be utilized for the Acoustical Treatment Program. This amount will make up 80% of the required funding (\$12.7 million) for the Program, with 20% match (\$2.7 million) coming from Airport self-generated monies.

### **BACKGROUND**

A recently completed Terminal Area Forecast (TAF) has indicated that due to reduced airfield operations there is no longer a need for a Letter of Intent (LOI). The formerly requested LOI in previous City Federal Legislative initiatives was intended to cover a planned multi-year AIP for multiple airside development projects and was contingent upon a finding of significant capacity benefits as a result of an Environmental Impact Statement (EIS) process. However, the actual reported operations fell short of the forecasts resulting in the postponement of the need for the upgrade of Runway 12L to air carrier standards and the supporting LOI until approximately 2017.

Since the projected capacity constraints are outside the three to five year validity time limits of the EIS, Runway 12L Reconstruction and the associated improvements have been removed from further consideration. As a result, the projects remaining for environmental evaluations, Runway 3 extension and the associated improvements and the land use analysis for the area north of Wurzbach Parkway, collectively no longer warranted a full EIS. Continued evaluations were conducted under an Environmental Assessment (EA). The Environmental Assessment Public Hearing was held on August 27, 2007 along with the Revised Noise Exposure Maps. The Finding of No Significant Impact (FONSI) for the EA on Runway 3 was issued by the FAA on October 3, 2007. Planned airfield projects associated with extension of Runway 3/21, along with the terminal apron reconstruction, can now proceed.

The City initiated the Residential Acoustical Treatment Program in May of 2005. This program is a modified design/build delivery method which has proven to be highly successful both in quality and homeowner satisfaction. The projections based on volume and historical costs indicate that in order to maintain the current production of 18 homes per month FAA grants in

the amounts of \$10M, for FY 07 and FY08, and \$12.5M in FY 09 will be needed. The current CIP has \$5M per FY, but this amount was not based on any program data.

Since the inception of the federal Airport Improvement Program (AIP), the City has received and utilized multiple entitlement and discretionary grants for needed airfield capital projects including runway and taxiway improvements. Since airports across the nation compete against other airports for limited discretionary funds, congressional assistance is requested through the City's Federal Legislative Program.

## **FINANCIAL IMPACT**

The City plans to apply for approximately \$19 million in federal AIP Discretionary Grant funds, which it hopes to receive in fiscal year 2007-08. These funds will provide approximately 95% of the total funds required for the planned airfield improvements. The remaining 5% needed to make up the 75% grant fund total will be from the Airport's Entitlement Funds. The City's 25% matching funds balance will come from PFCs and Airport self-generated monies.

The proposed airfield improvements will increase capacity to meet demand for the foreseeable future. Without the discretionary grant funds, the City's Aviation Department would need to issue additional debt and likely postpone implementation of the airfield capital projects and possibly delays to portions of the on-going Airport Terminal Expansion Project.

Of the total Discretionary Grant funds, \$10.2 million will be for the Acoustical Treatment Program. These funds would amount to 80% of the total required to complete this Program. The remaining 20% matching funds (\$2.7 million) will come from Airport self-generated monies. Without the discretionary grant funds, the City's Aviation Department would likely suspend the Acoustical Treatment Program.

## *Perimeter Rule*

### **PROPOSAL**

To obtain slots for a daily non-stop flights from San Antonio International (SAT) to Ronald Reagan Washington National Airport (DCA) pursuant to the availability of slots being offered with the passage of pending FAA reauthorization legislation.

### **BACKGROUND**

The DCA perimeter rule, which was enacted by the US Congress, prohibits incoming and outgoing flights that originate or are bound for destinations beyond 1,250 statute miles from DCA. San Antonio is 1,381 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.

As a result of Air 21, passed in 2000, DOT for the first time was directed to grant 12 slot exemptions within the 1,250-mile perimeter and 12 outside the perimeter, in accordance with certain criteria. Airlines not airports apply to the Federal Aviation Administration (FAA) for slot exemptions. Large and small air carriers (e.g., American, Delta, TWA, National, Atlantic Southeast, Frontier, America West and United) submitted applications. There were nine applicants for beyond-perimeter exemptions, seeking a total of 44 exemptions. DOT noted that due to the limited number of exemptions it could award, not all the meritorious requests could be met. However, DOT said the exemptions it granted provided the best opportunity to enhance competition and provide new low-fare service to DCA.

The City's Aviation Department contacted American and Continental Airlines asking that these carriers consider filing with DOT slot exemptions for non-stop service between SAT and DCA. American advised that they had applied for DCA service to another destination. Continental seriously 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 exemptions (= 3 round trips) to America West - four (= 2 round trips) for service to Phoenix and two (= 1 round trip) to Las Vegas; two to Trans World Airlines for service to Los Angeles (After TWA's bankruptcy, slots went to Alaska Airlines and the non-stop service went to Seattle.); two 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 criterion noted by DOT for awarding beyond-perimeter exemptions were if DOT found that the 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 result in meaningfully increased travel delays.

In 2004, an additional 12 slots were made available beyond the perimeter rule with the FAA reauthorization legislation. 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.

The 2007 FAA reauthorization legislation is again proposing to provide an additional 12 slots for non-stop flights beyond the perimeter rule. However, passage of this legislation is not expected until the first quarter of 2008. San Antonio's Aviation Department is working with outside counsel from Patton Boggs, Congressman James Oberstar, Chairman of Transportation and Infrastructure, and our legislative delegation to secure slots for the SAT-DCA route. American Airlines has committed to applying to the FAA for two slots (one daily round trip) as soon as the legislation has passed and slot applications are opened to interested airlines.

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.

# ***San Antonio International Airport In-Line Checked Baggage Security Screening System***

## **PROPOSAL**

In anticipation of new terminal construction projects planned to begin in 2008, TSA funding, either provided in advance or as reimbursement, is needed to cover the cost of the San Antonio International Airport In-Line Checked Baggage Security Screening System, along with new screening equipment at Terminal 1, and the new Terminal B Baggage Handling System. The total cost for the Terminal 1 project is \$26,380,428, of which \$15,096,585 is requested from the TSA. For the \$12,231,712 Terminal B Baggage Handling System project, \$9,173,784 is requested from the TSA.

## **BACKGROUND**

On September 11, 2003, a Memorandum of Agreement (MOA) between TSA and COSA, which outlined the responsibilities of each party in the installation of an In-Line Baggage Screening System in conjunction with the planned Terminal Expansion Project at SAIA, was executed by City Council. The negotiated MOA, approved by City Council on September 11, 2003, tentatively obligated the TSA to participate in 75% of the costs of the new system, up to a maximum of \$30,417,000.00 contingent upon the availability of funds. The MOA was executed by the City Manager and sent to the TSA's Washington DC Chief Technology Office (CTO) to the attention of Randy Null (Associate Under Secretary for the CTO) through Roger Dickey by our local TSA Federal Security Director Leo Vasquez on September 25, 2003.

The rush to abide by the December 31, 2002 deadline for installing baggage-screening devices resulted in virtually all airports having been forced to install the screening machines, along with their accompanying equipment, in public areas. The placement of these machines in the public areas of Terminal 1 has led to crowded ticketing areas, passenger queuing problems and overall poor customer service.

During the implementation period following 9/11, the City of San Antonio was in the midst of the schematic design phase of its new Terminal Expansion Program. The Program includes two new terminals, B and C, and improvements to Terminal 1, which will be renamed Terminal A. The design incorporates a new fully automated Baggage Conveyance and Explosive Detection Screening System for checked baggage located behind the ticketing lobby in Terminal 1, and a similar system in Terminal B. (Terminal C is also planned to have this type of baggage conveyance and screening system, however, it is only in the planning stages at this time.) These designs, which include fully-automated, in-line screening integrated with the new Baggage Conveyance Systems, will permit the current screening process to be located in non-public areas behind the ticket counters. This will greatly improve customer service in the terminal by freeing up the ticketing lobbies for enhanced passenger queuing and movement. Currently, the Terminal

1 ticketing lobby houses three explosive detection screening machines, with two additional machines to be placed in lobby area during November 2007.

More importantly, the installation of an In-Line Checked Baggage Security Screening System will result in substantial long-term cost savings in TSA manpower and equipment by consolidating resources and automating functions for baggage screening. The City of San Antonio has worked closely with the TSA in these system designs and planning. Over these many years, the TSA has reviewed and concurred with San Antonio's proposed in-line screening/baggage conveyance system design concept.

Following their initial concurrence with the new screening systems, TSA offered a MOA, which included a conditional Letter of Intent (LOI) to reimburse the cost of the baggage conveyance system improvements. In order to qualify for the potential fiscal participation by the TSA, it was necessary to first execute the MOA, which outlines the responsibilities of both parties. It is noted that the MOA did not obligate the TSA to any fiscal participation, but rather acknowledges conformance to the terms and conditions set forth and recognizes that the San Antonio International Airport has a program, which would qualify for TSA fiscal participation.

The City of San Antonio did not receive a response from the TSA concerning the LOI. However, in July 2007 new funding and application guidelines were issued by the TSA in light of the TSA's announcement that it will no longer execute multi-year LOIs with airports to fund facility modifications to accommodate screening systems. Today, the TSA negotiates agreements with airports called Other Transaction Agreements (OTAs), specifying agreed upon cost-sharing for facility modifications to accommodate optimal In-line Explosives Detection Systems (EDS). TSA initiated the In-Line Support Application process for OTAs in order to collect airport information to use in developing its Fiscal Year (FY) 2009 Spend Plan for EDS. Applying and/or receiving selection notification does not obligate TSA to fund equipment purchase or facility modifications and is subject to annual appropriations levels. The City of San Antonio Aviation Department has applied for funding for both the Terminal 1 and Terminal B systems under this new program.

## **FINANCIAL IMPACT**

In-Line Support Applications for the San Antonio International Airport In-Line Checked Baggage Security Screening System, along with new screening equipment at Terminal 1, and the new Terminal B Baggage Handling System in amounts totaling \$24,270,369 were submitted to the TSA on September 14, 2007. The 30% design documents and accompanying analyses reports were also submitted with these applications. The applications and design documents are currently under review by the TSA with comments expected in November 2007.

## ***Support Funding for Diabetes Research***

### **PROPOSAL**

Seek \$1,000,000 in Congressional funding of diabetes research and prevention. As Metro Health prepares to begin its own state-mandated Diabetes (A1C) Registry in 2008, it is important to also show national leadership in seeking greater funding levels for diabetes research, prevention, and control. San Antonio will be only the second public health department in the country to initiate an A1C Registry; New York City began the first registry in early 2007.

### **BACKGROUND**

The National Association of County & City Health Officials (NACCHO) released national figures in October 2007, which showed San Antonio as having the second highest death rate from diabetes among 54 urban cities in the United States. San Antonio has an estimated 14% prevalence of diabetes, compared to the national average of approximately 7-8% of the population. Knowing those numbers, Metro Health initiated Texas legislative action in January 2007 to seek state approval to conduct a pilot study on the prevalence and economic impact of diabetes in Bexar County. If successful, the pilot project could lead to a statewide requirement making diabetes mellitus a "reportable disease" to state health officials. The San Antonio City Council approved more than \$200,000 to begin the Diabetes Registry in FY 2008.

### **FINANCIAL IMPACT**

Federal funding of diabetes research may provide Metro Health with the opportunity to seek grants for its own local research, outreach, and public education efforts to help a community greatly affected by this disease. The ultimate financial gain for the entire population would result through a reduction in the number of people afflicted with diabetes and its complications, such as kidney dialysis, end-stage renal disease, amputations, blindness, and other conditions.

## SECTION II – ENDORSEMENTS

### *Technical/Water Rescue*

#### PROPOSAL

To secure \$2.8 million in federal funding, either through an appropriation or a grant, for the San Antonio Fire Department (SAFD) to be used for the training costs, equipment and vehicle necessary to establish a second Technical Rescue Team for the City of San Antonio. The funding would also be used to build a water rescue training prop on the site of the San Antonio Fire Department Training Academy.

#### BACKGROUND

The first San Antonio Fire Department Technical Rescue Team was activated in February of 1994 and since its activation has deployed out of Fire Station 11 in the heart of downtown San Antonio. Personnel assigned to the team are trained and certified in all facets of technical response and rescue including, but not limited to:

- Swift/High Water Rescue
- Confined Space Rescue
- Trench/Excavation Rescue
- Cave Rescue
- Structural Collapse Rescue
- Dive Recovery/Recovery
- Advanced Vehicle Extrication
- Elevator Rescue
- Industrial Accidents

Because of their advanced capabilities, the Technical Rescue Team will respond to calls in every corner of the City of San Antonio, and in the case of a Regional Mutual Aide request, will respond outside of the City limits. This situation has occurred three times in 2007: Boerne, Texas on April 31, 2007 for a cave rescue; Helotes, Texas on September 5, 2007 for recovery of a flood victim; and, Castroville, Texas on September 14, 2007 for an extended extrication at the site of a vehicle accident.

When the Technical Rescue Team is deployed to an emergency incident, the rest of San Antonio has no advanced rescue capabilities. This is especially true during water rescue situations.

The City of San Antonio and the local region, in general, is very susceptible to flash flooding. History indicates that flash flooding scenarios stretch the resources of the San Antonio Fire Department to the breaking point. Since 2001, the Department has responded to 1,961 water rescues, and in many cases, the requests for assistance can be very concentrated. During the flood in July of 2002, the Department responded to 181 water rescue calls in a 24 hour period,

and when Hurricane Erin made landfall in August of 2007, the Department responded to 207 water rescue calls in just 12 hours. It is extremely critical that the San Antonio Fire Department establish a second Technical Rescue Team to fill the void left by the enormous response workload placed on the existing team.

Current swift water rescue training is done at the Guadalupe or Comal rivers, and will not allow for training of specific rescue techniques, but is used to teach primarily self-survival skills. The addition of a water rescue training prop at the Training Academy will allow control of the location, the ability to teach very specific advanced rescue techniques, year round training opportunities for all response personnel, and will allow for future development of a regional water rescue training site.

**FINANCIAL IMPACT:**

There is no specific fiscal impact at this time to the City of San Antonio for the establishment of a second SAFD Technical Rescue Team.

# ***Extend Military Construction (MILCON) Exchange Authority***

## **PROPOSAL**

Extend Military Construction (MILCON) Exchange Authority to the end of 2011.

## **BACKGROUND**

The most recent round of BRAC in 2005 will have a profound affect on a number of military communities across Texas. Communities such as Corpus Christi/Ingleside and Red River will experience base closures, while El Paso and San Antonio will realize significant increase in missions and personnel at their local bases. By law, all BRAC actions must be implemented by September 15, 2011. MILCON Exchange may be a powerful tool to assist the military with their construction needs in order to adhere to BRAC actions and timelines. MILCON Exchange authority allows the military to exchange US Federal property owned and operated by the military for military construction projects. The military and communities across the United States are just starting to realize the potential of this authority and how it can be used to meet the military's and community's needs and goals. Currently, MILCON Exchange Authority is schedule to expire at the end of 2008. Extension of this authority to the end of 2011 will allow the military and community to take advantage of this authority for mutual benefit.

## **FINANCIAL IMPACT**

The US Department of Defense provides an annual economic impact to San Antonio in excess of \$11 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 3,600 jobs as a result of BRAC 2005. In particular, Fort Sam Houston will gain 11,792 jobs and the addition of 5,945 family members. Construction and renovation needed to accommodate the new missions in San Antonio will exceed \$2 billion. This construction will have a significantly positive impact on local businesses. BRAC will also have a potentially negative impact on 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 as a whole in San Antonio, both positively and negatively, will have a significant impact on traffic, drainage, infrastructure, health care delivery and neighborhoods across the entire community.

Timely authorization and appropriation of funds is critical for successful BRAC implementation in San Antonio. Because San Antonio is receiving a number of significant training missions from other installations, timely funding is critical to ensure that construction projects are initiated and completed on schedule in order to adhere to the BRAC implementation timeline. MILCON

Exchange could be a powerful tool to assist the military in reaching their BRAC action requirements and deadlines and assist community's with their economic and community development goals.

# ***Procurement Technical Assistance Cooperative Agreement Program***

## **PROPOSAL**

To support the passage of the SBA Entrepreneurial Development Programs Act, specifically, the Procurement Technical Assistance Cooperative Agreement Program as contained in Chapter 142 of the Small Business Act

## **BACKGROUND**

Since 1985 the City of San Antonio has been awarded the Cooperative Agreement through DLA for the operation of the Procurement Technical Assistance Center (PTAC). The PTAC has been successful in obtaining the Cooperative Agreement for over 20 years.

## **FINANCIAL IMPACT**

The PTAC works closely with all local bases in the San Antonio area. The agencies refer small businesses to the PTAC in order to obtain the correct registrations and certifications needed to solicit to the proper agency for potential work.

Businesses seeking assistance in contracting with the government and applying for certifications would not have access to this type of service. The Small Business Administration (SBA) does not have adequate staff to provide one-on-one counseling and assistance in compiling 8(a), SDB or HUBZone applications. Small businesses do not have the resources to pay outside consultants to assist in compiling their certification applications which generally run from \$1,000 - \$10,000 per certification.

## ***Reauthorize the SBA's Veterans' Entrepreneurial Development and Loan Programs***

### **PROPOSAL**

- 1.) Reauthorize the SBA's Veterans' Entrepreneurial Development Programs

Increase coordination among organizations that assist veterans, including by establishing virtual integration of services providers and offerings for a one-stop of contact for veterans who are entrepreneurs or small business owners, not to exceed \$250,000

- 2.) Reauthorize Loan Programs under the Small Business Act.

Reauthorization of 504 and Micro loan programs operated by the South Texas Business Fund within the Economic Development Department

### **BACKGROUND**

How does this bill affect the way we do business? Please include statute(s) that need to be addressed, if applicable, to implement your proposal.

- 1.) Reauthorize the SBA's Veterans' Entrepreneurial Development Programs.

Enhance our ability to collaborate to reach this population to take advantage of programs such as the Procurement and Technical Assistance Center to capitalize on BRAC related contracting opportunities.

- 2.) Reauthorize Loan Programs under the Small Business Act.

Will allow the South Texas Business Fund to continue to provide small business capital to the region through two programs; the Microloan (approximately \$100,000 annually) and 504 (approximately \$10-\$11 million annually).

### **FINANCIAL IMPACT**

The impact is undetermined at this time.

# ***Small Business Administration's (SBA) Women's Business Center (WBC) Program***

## **PROPOSAL**

The Small Business Administration's (SBA) Women's Business Center (WBC) program has been valuable in assisting women succeed in small business, especially economically and socially disadvantaged women. Unfortunately, many of the WBCs dealing with the SBA have encountered immense red tape and bureaucracy in their dealings. Late payments and unclear guidelines were among the most common problems.

## **BACKGROUND**

In October of 2006, the South Texas Business Fund was awarded a five year SBA grant for \$150,000 annually to create a WBC. The South Texas Women's Business Center (STWBC) is housed out of the City's Economic Development Department and recently completed its first year. Within this first year, there were 429 individuals who participated in training, 283 individuals counseled, 76 new jobs created and 28 new businesses that opened as a result of our efforts. S 1671 requires annual studies on problems hindering the success of women entrepreneurs, revised funding formula, matchmaking formula change, termination of funding (when necessary) and making notice of awards public.

## **FINANCIAL IMPACT**

Businesses that want to start or grow would not have access to technical assistance and follow up. Currently, the Small Business Division does counseling through First Point, SBEDA and PTAC; however, each program has a specific niche they assist clients with. The STWBC offers follow through at various stages of development. We want to ensure they open their doors, create a client base, obtain certification when applicable, identify contracts and expand their business.

Funding from the SBA provides sustainability for the STWBC, allowing STBF to apply for the SBA grant beyond 10 years. That would give the South Texas Business Fund the opportunity for the STWBC to be in existence for as long as it is continuously exceeding the goals set forth. Below is the revised funding formula, based on the first 11 years:

First Tier – (one) five year grant - \$150,000 per year	TOTAL: \$750,000
Second Tier – (one) three year grant - \$100,000 per year	TOTAL: \$300,000
Third Tier – Renewable three year grant - \$100,000 per year	TOTAL: \$300,000

Grant Total for 11 years:	\$1,350,000
Grand Total for 14 years:	\$1,650,000

## ***Support Funding for Public Health Emergency Preparedness (PHEP) Efforts***

### **PROPOSAL**

Metro Health's Public Health Emergency Preparedness (PHEP) unit relies on four (4) sources of federal funding to conduct its daily operations to protect a community of 1.6 million people against potential bioterroristic, natural or man-made disasters. Each of the funding sources addresses a particular area of preparedness development, continuity and staffing. Overall, Metro Health seeks to either maintain or increase the funding levels for these grants.

### **BACKGROUND**

The following four federal revenue streams impact the operations of Metro Health's PHEP programs. The funds flow from the Department of Homeland Security to the CDC to the Texas Department of State Health Services which directs the money to local entities, such as Metro Health:

- PHEP funds - \$1.021 million for all hazards emergency preparation; includes funding for hiring of expert consultants and permanent employees for the development and delivery of emergency policy, procedures and service implementation
- Cities Readiness Initiative (CRI) - \$288,000, includes funding for personnel and the rapid deployment of antivirals, antibiotics and other medical supplies during emergency events
- Pandemic Influenza Grant - \$427,000 used specifically to conduct outreach and education efforts to the community about the dangers of pandemic flu, along with the provision of emergency equipment and trailers for rapid response to a pan flu outbreak. (This funding is slated to end in 2009).
- Bio-Terrorism Laboratory Grant - \$276,000 is used to hire personnel and conduct the daily operations of a BLS-3 Lab, capable of early detection of bioterroristic agents in the atmosphere, along with the technology to track emerging infectious disease outbreaks for faster community response

### **FINANCIAL IMPACT**

Public Health emergency preparedness has become one of the strongest components of Metro Health's mission in today's post 9-11 and post-Hurricane Katrina experiences. The largest core grant of PHEP should be increased to continue the community's policy and procedure plans. This involves continuous contact with emergency management first responders, local businesses, schools, elected officials, community leaders, the military and other health agencies to keep the discussions and planning going. Major disasters require close coordination of all available resources from all levels of government. Without federal PHEP dollars, Metro Health would not be able to continue its support efforts at the current level.

Concurrently, CRI funding levels should also be maintained as part of the total fund equation that places San Antonio in a good planning position for emergency response. The Bioterrorism Lab could continue its operations at current funding levels.

However, the program most at-risk is the Pandemic Influenza Grant, where funding is slated to be cut off after FY 2008. Metro Health's ability to assist local businesses with their business-continuity plans would be severely curtailed if these project dollars are eliminated at the national level.

As stated above, emergency planning for a public health crisis has taken on a whole new meaning for public health departments around the country in just five years. San Antonio's experience with thousands of coastal evacuees shows how quickly a single event can affect a community with thousands of people quickly displaced and needing food, shelter and comfort from the storm.

Even the Helotes Mulch Fire this year presented its own unusual problems for two communities; Helotes and San Antonio. Metro Health was called upon to help conduct air quality and water testing and to provide medical advice and information to thousands of residents who lived in the path of the smoke trail for months. Metro Health also faced the unusual question of whether the protection of water quality for the aquifer trumped the demand for air quality control.

## ***Continuation of Agency for Toxic Substances and Disease Registry Grant Funding Levels***

### **PROPOSAL**

Maintain funding levels for the Agency for Toxic Substances and Disease Registry (ATSDR) program through the CDC under the U.S. Department of Health and Human Services. This program supports Metro Health's Environmental Health and Wellness Center (EHWC) which continues to monitor the health status of former workers and nearby residents of Kelly Air Force Base.

### **BACKGROUND**

The Environmental Health & Wellness Center (EHWC) located at 911 Castroville Road was opened in January 2002 in response to community concerns about the environmental impact of the contamination plume from the former Kelly Air Force Base. With the support of elected officials at the Congressional level and by City Council, the EHWC has continued to hire staff and maintain facilities near the base to test individuals and families that may have ongoing health problems. The EHWC provides environmental health assessments, such as individual health surveys and lab tests for diabetes, high blood pressure, cholesterol, thyroid disorders and lead levels.

### **FINANCIAL IMPACT**

EHWC is currently awaiting confirmation from CDC of its request to roll-over remaining dollars from last year's budget (approximately \$131,000) to continue operations in 2008. Additionally, U.S. Congressman Charles Gonzalez is seeking an additional earmark of \$200,000 to keep the center open beyond 2009. Without federal funding, the EHWC would be forced to close its doors.

Most recently, the EHWC served as a testing location for families living in the Mirasol housing units with the San Antonio Housing Authority (SAHA). SAHA requested Metro Health's assistance in testing individuals for possible health complications from mold exposure. EHWC conducted the screenings and provided reports to the Director of Health for presentation to the Mirasol Task Force, currently investigating solutions to various problems with the SAHA project. The EHWC is also the site for the Environmental Health and Dietary Survey of Bexar County in collaboration with Texas A & M and Texas Tech Universities. This study is looking at lifestyle, environmental exposures, nutritional factors, hepatitis, and genetics to try to understand their impact on the development of liver cancer. Liver cancer has been consistently elevated in Bexar County.

## ***Continue Funding for Childhood Lead Poisoning Prevention Programs***

### **PROPOSAL**

Maintain or increase current federal funding levels in support of the Childhood Lead Poisoning Prevention Program grants. Federal dollars are given to the states which are passed on to local communities to conduct lead poisoning education, tracking and surveillance of known cases and nursing assistance for case management of families where lead poisoning has been detected. Metro Health receives its funding for this program through the Texas Department of State Health Services (TDSHS).

### **BACKGROUND**

Lead poisoning is often detected in children who live in low income areas where older housing may still harbor lead-based paint. Lead poisoning can result from ongoing exposure to chipped paint or even through efforts made to clean up the old lead paint. Sanding and remodeling of older homes can put even higher levels of lead into the air; children are the most susceptible to that form of lead poisoning. More recently, worldwide attention has been drawn to the fact that many manufactured toys have been recalled because of high lead content in parts and paint on toys for young children.

### **FINANCIAL IMPACT**

The current budget of \$119,000 for the Childhood Lead Poisoning Prevention Program (housed at Metro Health's Environmental Health & Wellness Center at 911 Castroville Road) provides for the hiring of local staff to conduct community outreach and education, along with the tracking and case management of children who are confirmed cases of lead poisoning. With additional dollars and legislative authority, the local program could be expanded to include actual testing for lead poisoning at the EHWC location.

Without this funding, Metro Health would be unable to provide this service to families dealing with the ongoing treatments and resolution of the lead poisoning problem in their homes. On average, the Childhood Lead Poisoning Prevention Program manages a caseload of 90-100 children per month in Bexar County. The caseload varies according to State confirmation of lead testing done by other health agencies in the community.

## ***Support Funding for MRSA Research & Prevention***

### **PROPOSAL**

Support federal funding to research and prevent the further development and spread of methicillin resistant *Stapholoccus aureus* (MRSA) which can cause severe and permanent deep tissue damage, and in a growing number of cases, death. Metro Health initiated 2007 state-level legislation to conduct a pilot MRSA-tracking project in Bexar County. HB 1082 (State Rep. Joe Straus) signed by the Governor will allow Metro Health to conduct surveillance and tracking of the disease in Bexar County to serve as a possible statewide model for adding MRSA to the list of reportable diseases in Texas. Metro Health's MRSA project will be launched in early 2008.

### **BACKGROUND**

For many years, MRSA infections occurred primarily in a hospital setting among ill patients, to include post-surgical cases. However, MRSA has more recently become a "community-acquired" infection which has gained national attention because it is much more commonly infecting healthy individuals. The following news item reflects the growing national interest:

*October 28, The Associated Press – (National) Schumer calls for nationwide staph reporting. A New York Senator is calling for a nationwide reporting system for the antibiotic-resistant strain of staph known as MRSA. He said he is working on legislation to strengthen surveillance and data collection of infections and to promote research into the overuse of antibiotics, which can lead to the emergence of drug-resistant bacteria. He also said he would introduce legislation to provide incentives to researchers to help find new treatments for MRSA and other so-called "super bugs."*

### **FINANCIAL IMPACT**

Metro Health will conduct the local MRSA study using existing funds. The real financial impact is on the community as a whole, especially for schools and families dealing with the spread of the disease and the costs associated with the treating the problem.

We are currently seeking the support of the local chapter of the Medical Dermatology Society for Metro Health's MRSA study, but similar groups on the national level would be supportive of MRSA research initiatives.

## ***Restore \$17 million for Steps to a Healthier US program for 2008 and beyond***

### **PROPOSAL**

Support federal legislation to maintain and continue funding levels for the Steps to a Healthier US Initiative beyond FY 2008. The five year program funding is geared towards preventive health measures, focusing on the health risks and complications from asthma, diabetes and obesity, especially as it affects American children who are less active and suffering earlier onset of high blood pressure and diabetes as a result.

### **BACKGROUND**

Metro Health was first awarded its Steps to a Healthier San Antonio grant in 2004 and immediately initiated collaboration with the YMCA, American Cancer Society, American Heart Association, American Diabetes Association, American Lung Association, and a wide range of community leaders and stakeholders to implement evidence based interventions that reduce the burden of obesity, diabetes and asthma by addressing risk factors of poor nutrition, lack of physical activity and exposure or use of tobacco. San Antonio's target area for the program is primarily in the San Antonio Independent School District boundaries, comprised of 79 square miles, populated by 316,000 residents with an 85% minority student population. The five year program funded through a Preventive Health & Health Services (PHHS) Block Grant from the U.S. Department of Health and Human Services also strives to help San Antonio reach many of the communitywide health goals set by the Healthy People 2010 program.

### **FINANCIAL IMPACT**

Metro Health currently receives \$1.4 million for the Steps to a Healthier San Antonio program. The funding has paid for a public awareness campaign about obesity, diabetes and asthma using TV, radio, print and the web. It has also supported community, worksite and school activities to increase adult and child physical exercise and better eating habits. Steps promotes tobacco reduction and smoking cessation programs, along with community discussions on better planning, building and zoning rules that will make San Antonio a more walkable and playable community. The loss of Steps funding after FY 2008 will severely curtail Metro Health's ability to continue the wide range of preventive health projects that have been so well received by the community. Across the country, Steps programs are just now making a noticeable impact though new anti-smoking bans in some cities, along with a ban on trans-fat products in some restaurants and menu labeling to help those trying to make healthy food choices. To stop funding of this national initiative will undo the progress made so far.

## ***Support for Immunization Funding Levels***

### **PROPOSAL**

Support the proposed 15% increase in federal funding for the "317 Immunization Grant Program" which supports local programs for vaccine purchase and program support. The 317 program dollars are part of the proposed FY 2008 CDC / National Center for Immunizations and Respiratory Diseases (NCIRD) Immunization budget contained in the FY 2008 Labor, HHS and Education Appropriations Bill. Any additional efforts to create a Vaccine For Adults (VFA) program, similar to Vaccines For Children (VFC) should also be supported.

### **BACKGROUND**

The House and Senate have both approved the Labor, HHS and Education Appropriations Bill, including the proposed \$58.7 million increase for the 317 Program, plus an increase of \$19.8 million for seasonal flu vaccines nationwide. The President has threatened any spending bills that exceed his proposed budget. The funding for this program could be in jeopardy if the President vetoes the conference bill as submitted.

### **FINANCIAL IMPACT**

Metro Health currently receives approximately \$1.6 million in 317 Immunization Program grant dollars to support the daily operations of its immunizations program, and an additional \$500,000 to \$1.0 million to support the purchase of vaccines for underinsured children, adolescents and adults. This includes funding for personnel, equipment, medical supplies and travel. Without this annual program support, the Immunizations Division of Metro Health would have to severely curtail many of its daily clinic and outreach efforts as well as the programmatic capacity to serve the San Antonio and Bexar County communities.

## ***Reinstate Funding for Land and Water Conservation Fund State Assistance***

### **PROPOSAL**

To support full funding for the The Land and Water Conservation Fund (LWCF).

### **BACKGROUND**

Grant funds provided by this account have assisted the Parks and Recreation Department in making improvements to our parks. We are working with the Texas Parks and Wildlife Department to utilize LWCF funds for large city park grants. Increasing this funding would be a direct benefit for San Antonio.

The LWCF provides funding for local park improvements. The House passed Interior Appropriations bill allocates \$50 million for LWCF state assistance. However, the Senate Appropriations bill provides \$20 million less. We recommend a \$50 million allocation.

### **FINANCIAL IMPACT**

The reinstatement of funds for this program will positively impact the City of San Antonio through our ability to apply for grants to enhance our parks.

## ***Urban Park and Recreation Recovery Act***

### **PROPOSAL**

To seek funding for the Urban Park and Recreation Recovery Act (UPARR).

### **BACKGROUND**

The UPARR provides grant funding for parks and recreation facilities. This program has not been funded in five years. The Parks and Recreation Department is working with the National Recreation and Park Society regarding the reinstatement of these funds for aging park infrastructure.

### **FINANCIAL IMPACT**

The reinstatement of funds for this program will positively impact the City of San Antonio through our ability to apply for grants.

# *Avenida Guadalupe Corridor Strategic Revitalization Plan*

## **PROPOSAL**

To secure discretionary grant funds to plan and implement strategies which promote a pedestrian oriented environment, improve pedestrian circulation, increase access to all modes of transportation, and allow for further analysis to be undertaken regarding development patterns that encourage reinvestment along the Avenida Guadalupe Corridor.

## **BACKGROUND**

The City of San Antonio adopted the Avenida Guadalupe Corridor Strategic Revitalization Plan (SRP) element as a component of the Guadalupe Westside Community Plan in May of 2007. The SRP builds upon the 2005 Urban Land Institute Study for Avenida Guadalupe and represents a partnership of work between the City of San Antonio, the Guadalupe Westside community and Planning Team, and local design professionals that spanned approximately a year and a half. The Strategic Revitalization Plan was formulated from a process heavily based in community participation from which principles and strategies were established as part of a framework to implement the vision for redevelopment and revitalization along the Avenida Guadalupe Corridor; the backbone of the overall planning area. An assessment of current infrastructure capacity and planning for improvements was identified as a critical action step in order to for the corridor to be revitalized and resume its role as the center of activity and community life in the Westside.

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009.

The TCSP Program is a FHWA Program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, and the Research and Innovative Technology Administration within the US Department of Transportation, and the US Environmental Protection Agency.

### **FISCAL IMPACT**

The TCSP Program Federal share is 80% or subject to the sliding scale rate in accordance with 23 U.S.C. 120 (b). The local funding partner is the City of San Antonio, committing the remaining 20% of the total project costs. The City of San Antonio's match could be met through future Capital Improvement Project funds. Grants may be for planning or implementation and generally range from \$200,000 to \$3 million.

## *Elder Justice Act*

### **PROPOSAL**

To endorse passage of Elder Justice Act.

### **BACKGROUND**

The Elder Justice Act was introduced on March 29, 2007 in both the Senate and House. S. 1070, and was authored in the Senate by Sen. Orrin Hatch (R-UT) and co-authored by Senator Blanche Lincoln (D-AR) with original co-sponsors Senator Herb Kohl (D-WI) and Senator Gordon Smith (R-OR). On the House side the EJA companion bill, H.R. 1783, was authored by Rep. Rahm Emanuel (D-IL) and co-authored by Rep. Peter King (R-NY).

The Elder Justice Coalition, through national and grassroots advocacy, educational briefings, media outreach, research, and information dissemination seeks to:

- Increase public awareness of the tragedy of elder abuse, neglect and exploitation at the local, state, and national levels.
- Increase awareness and support for the Elder Justice Act in the Senate as a comprehensive approach to addressing elder justice issues
- Conduct a parallel advocacy effort in the House of Representatives
- Work for expedited consideration of the Elder Justice Act before relevant Senate and House Committees and Subcommittees
- Monitor and appropriately influence other relevant legislation and regulations that pertain to the prevention of elder abuse, neglect and financial exploitation

### **FINANCIAL IMPACT**

None - financial impact would only be to the federal government. Benefits to local seniors would be derived from this legislation, if passed.

## ***National Background Registry for Caregivers***

### **PROPOSAL**

To endorse legislation for the establishment of a National Background Registry for Health Caregivers.

### **BACKGROUND**

In 2007, the National Silver Haired Congress proposed that a National Background Registry for Health Caregivers be established as a long-standing need. Current safeguards are inadequate. Such a national registry would help to prevent abuse of elderly patients by past offenders who move from state to state to avoid detection.

### **FINANCIAL IMPACT**

None - financial impact would only be to the federal government. Benefits to local seniors would be derived from this legislation, if passed.

## ***Medicare Modernization Act***

### **PROPOSAL**

Endorse amendment to the Medicare Modernization Act to Allow Negotiations for Lowest Prescription Costs and to Close Coverage Gap (National Silver Haired Congress - 2007)

### **BACKGROUND**

The Medicare Modernization Act was passed by the federal government in 2003, providing a safety net for prescription drug assistance for many seniors on Medicare. The program was established, though, without the legislative authority to allow governmental agencies to negotiate lower drug prices. The authority to negotiate would allow further discounted prices due to the power of bulk buying. The rate of increases in prescription drug costs has surpassed the federal government's annual increase based on adjustments for the cost of living.

### **FINANCIAL IMPACT**

None - financial impact would only be to the federal government. Benefits to local seniors would be derived from this legislation, if passed.

# *National Trauma Institute Act*

## **PROPOSAL**

Endorse passage of the National Trauma Institute Act, which would require the Secretary of Defense to establish a National Trauma Institute in San Antonio, and authorize to be appropriated to the Secretary of Defense \$100,000,000 for fiscal year 2009 for purposes of carrying out the activities of the National Trauma Institute.

## **BACKGROUND**

Trauma is the number one killer of the Nation's fighting soldiers, having caused over 20,000 injuries and over 3,500 deaths in the Global War on Terror. In the United States, civilian trauma is the leading cause of death from ages 1 to 44 and is responsible for over 160,000 deaths annually.

Each year trauma accounts for 37 million emergency department visits and 2.6 million hospital admissions. Trauma affects people of all ages, and the impact of life years lost is 4 times greater than heart disease or cancer. Injuries in a single year will ultimately cost the United States \$406 billion, with \$326 billion in lost productivity and \$80.2 billion in medical costs (representing approximately 6 percent of total annual health expenditures).

By the year 2020, injury will equal or surpass communicable diseases as the number one world-wide cause of disability-adjusted life years lost. While the mechanisms of injury are different, military and civilian trauma casualties are treated similarly, thus improvements gained by focused, relevant trauma research in each group will benefit both. Despite these alarming facts, within the context of years of potential life lost, the National Institutes of Health support ratio for HIV is \$3.51, for cancer is \$1.65, and for trauma is \$0.10 cents.

Among more than two dozen research institutes at the National Institutes of Health, none is devoted to trauma. The National Trauma Institute (NTI) in San Antonio, Texas, can fill the gap by setting a comprehensive research agenda to award grants to the best researchers in the country. San Antonio is uniquely positioned to host the NTI as the only American city with three Level 1 trauma centers (two military and one civilian), with a history of collaboration. By 2011, two NTI partners, Brooke Army Medical Center and the USAF's Wilford Hall Medical Center will combine through the base realignment and closure process to become the largest military trauma research center in the world. NTI, as a consortium of civilian and Department of Defense centers, is the natural starting point to translate battlefield innovations to civilians at home. NTI, as a centralized institute to coordinate a national trauma research agenda, will substantially reduce the number of injuries and deaths to the Nation's soldiers on the battlefield and civilians at home.

The purposes of the Institute will be:

- to develop and implement revolutionary medical technologies to improve injury prevention and diagnosis, survival, and quality of life for victims of trauma and burn injury; and
- to implement a multidisciplinary, multi-center collaborative research effort, including coordination of trauma research carried out at:
  - Brooke Army Medical Center, San Antonio, Texas
  - USAF Wilford Hall Medical Center, San Antonio, Texas;
  - University Hospital, the University of Texas Health Science Center, San Antonio, Texas.

The activities of the Institute shall include research on the following:

- Injury prevention and education.
- More effective triage.
- Resuscitation.
- Early, effective treatment of compressible and non-compressible bleeding.
- Improved burn care.
- Head injury.
- Tissue engineering and regenerative medicine.
- Orthopedics.
- Improved intensive care unit treatment and management.
- Enhanced rehabilitation and recovery.

## **FINANCIAL IMPACT**

The National Trauma Institute Act authorizes the Congress to appropriate up to \$100,000,000 for the NTI. The NTI will use these funds primarily to issue grants to entities throughout the nation to perform research on trauma care.

## *Solar San Antonio 2015*

### **Proposal:**

The City of San Antonio is requesting congressional support in obtaining \$200,000.00 federal grant funding from the Department of Energy's Solar American Initiative Market Transformation Solar America Cities 2008. The purpose of this project is to reduce market barriers to the commercialization of solar energy technologies by supporting the development of city policies and procedures.

### **Background:**

Grant funding will provide the City of San Antonio with resources to accomplish the following:

- Demonstration of solar technology on city government property.
- Development of a long and short-term energy plan to make large and significant changes in the San Antonio marketplace through market transformation activities.
- Review and modify the City's procedures and policies through a collaborative stakeholder process to address interconnection, code and marketing barriers within the residential and commercial sectors.
- Obtain public input to identify options and alternatives to increase solar energy integration.
- Outreach and education on the clean and reliable benefits of solar energy.

The City of San Antonio is committed to the development of a solar energy plan for the community. Thus the City of San Antonio has pledged to match the Department of Energy's federal dollars one for one. Our municipal utility, CPS Energy, has also pledged an in-kind cost match of a minimum of \$25,000.00.

### **Financial Impact:**

The Department of Energy's election to not fund San Antonio would not have any negative implications. The City of San Antonio will be required to explore other state or federal grant options to develop a solar energy plan.