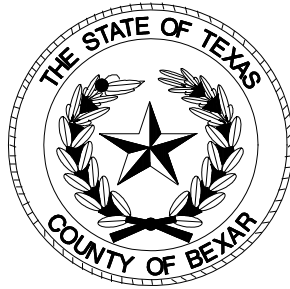


**BEXAR COUNTY
COMMISSIONERS COURT**

**FY 2011 FEDERAL LEGISLATIVE
PROGRAM
111th Congress, Second Session**



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County Judge**

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Commissioner, Precinct 1**

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Bexar County FY 2011 Federal Legislative Program 111th Congress, Second Session

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Executive Summary

Bexar County's Commissioners Court, composed of the County Judge and four Commissioners, is the overall managing/governing body of Bexar County. The County Judge is the presiding officer of the Bexar County Commissioners Court as well as the spokesperson and ceremonial head of the County government. The County Judge is elected countywide for a term of four years. The Commissioners are elected from four precincts within the County for four year staggered terms. The Court is responsible for budgetary decisions, tax and revenue decisions, and all personnel decisions except for certain positions that are either elected or appointed by the judiciary or other statutory boards and commissions.

Demographics

According to the U.S. Census Bureau (2006 census), the population of Bexar County is approximately 1.6 million persons of diverse cultural and linguistic backgrounds. Fifty-seven percent of Bexar County residents are of Hispanic or Latino origin, 33 percent are White persons not Hispanic, 8 percent are Black persons, and the remaining 2 percent are classified as other.

Poverty rates, income parity, and lack of education are significant challenges facing Bexar County. Poverty rates in the county are higher than the Texas average, with 17 percent of Bexar County residents living in poverty, including 24 percent of children under the age of 18 and 35 percent of families with single female households. The personal per capita income of Bexar County residents is \$30,843 (2005), also lower than the Texas average. Of the population 25 years of age and over, 20 percent were high school dropouts, possessing less than a secondary school level education.

The global financial crisis impact on our local economy was notable with previously robust growth in housing starts slowing dramatically. For instance, according to the Texas Real Estate Center, there were 1,662 housing starts in Bexar County from January through June 2009. This represents a 17 percent decrease when compared to the same period the previous year. The number of foreclosures in Bexar County also increased significantly. Since January 2009, 11,645 foreclosure notices were filed. This represents an increase of 40 percent when compared to January 2008. Perhaps most importantly, unemployment in Bexar County also increased. As of June 2009, unemployment in Bexar reached 6.9 percent, up by 38 percent when compared to June 2008. The FY 2010 adopted budget is \$1.556 billion, which represents an 80 percent decrease when compared to the FY 2009 adopted budget due to the global financial crisis.

Bexar County Priorities

Bexar County's FY 2011 Federal Legislative Program includes key issues approved by Commissioners Court on January 26, 2010. Bexar County will also work with other local stakeholders for advancing our legislative priorities in the 111th Congress, Second Session.

In cooperation with County staff, coordinated through the Government Relations Office, and reviewed by Patton Boggs, Bexar County priorities are listed below in priority ranking as approved by Commissioners Court.

1. **Bexar County Information Services:** Bexar County Converged and Redundant Network Project
2. **National Park Service:** A Comprehensive Study on the expansion of the National Park Service Boundaries and Potential Land Acquisition
3. **Bexar County Information Services:** Upgrade Data Center Switch
4. **Community Resources:** Mental Health and Community Health Initiatives
5. **Community Resources:** Housing Access for a Special Population
6. **Technology Enhancements for the Sheriff's Office:** Replacement of 50 Mobile Data Computers and 120 Digital In-Car Video (Camera) Systems with a Digital Video Management System
7. **Technology Enhancements for the Sheriff's Office:** Warrants, Judicial Services, and Detention Safety
8. **Sheriff's Office:** Explosive Storage Unit
9. **Energy Efficient Alternatives - Green Building**

FY 2011 Federal Legislative Program

Bexar County's FY 2011 Federal Legislative program is comprised of three categories: Appropriation Priorities, Endorsements, and Policy Recommendations.

The first category, "*Appropriation Priorities*", represents ideas submitted by offices or departments identified as having a good chance for securing specific earmarked appropriations.

The second category, "*Endorsements*" are generally federal legislative ideas submitted by other local entities with ultimate benefits to Bexar County. In this particular case, the program reflects two items as "**Joint Partnerships**" due to the fact that Bexar County is in

partnership with VIA on transportation initiatives and San Antonio River Authority on the Mission Reach Improvement Project. The County **will not** be the primary entity moving these bills through the legislative process. Supported legislation will advance the economic development, quality of life, fiscal health or security of the County and its residents.

The last category, “*Policy Recommendations*” includes federal legislation recommended for language amendments relating to topics such as juvenile issues: data sharing of medical and school records and Title IV-E Medicaid benefits for children. This section also includes areas of interest to Bexar County that require monitoring and tracking of legislation such as air quality, health care reform, 2010 Census, elections, empowerment zone designation, energy-climate change, immigration reform, small business incubators, and unfunded mandates.

As a separate piece, the Surface Transportation Reauthorization Projects (submitted in April 2009 for consideration) are included in the program as a reminder to everyone. The Federal Transportation Act, SAFETEA-LU, expired on September 30, 2009. Congress extended the act for a short-term set to expire on February 28, 2010.

For further information on Bexar County’s legislative program, please contact Cindy Cantu Segovia, Government Relations Manager, at (210) 335-0547 or via email at csegovia@bexar.org or Laura Cole, Government Relations Assistant at (210) 335-2450 or via email at lcole@bexar.org.

Section 1.

Appropriation Priorities

***Technology Enhancements –
Bexar County Converged and Redundant Network Project***

OBJECTIVE:

The Department of Information Services seeks to secure federal funding for implementing a faster more efficient and effective countywide interoperable network system.

BACKGROUND:

Bexar County Information Services currently houses Bexar County's most vital network data. The increasing requirement to transmit images, files, video and voice over the network has the potential to seriously impede network performance. Such applications include case management for all levels of criminal justice, self-service kiosks for constituents, interactive voice response, interoperable interfacing with surrounding governments, and homeland security.

This project consists of creating interoperability by upgrading existing data circuit to support voice and video transmissions through a single network. Additionally, redundant circuits for public safety facilities would also be included in this project in order to eliminate downtime in the event that the primary circuit becomes disconnected.

Interoperability is the key for providing more efficient services to internal and external stakeholders. High demand areas identified as always having a need for connectivity to the network includes all levels of criminal justice ranging from the local law enforcement, central magistration to the Bexar County's Adult Detention Center. This network system allows for the continuum delivery of public safety and criminal justice services to the citizenry of Bexar County.

FINANCIAL IMPACT:

Due to Bexar County budget constraints, the Department of Information Services is seeking federal funding in the amount of \$1,355,670 for developing a countywide interoperable network system. This system is critical for local government agencies use and ensuring business continuity when disaster strikes, and for the continuum of service delivery.

***Comprehensive Study on
Expansion of National Park Service Boundaries
and Potential Land Acquisitions***

OBJECTIVE:

Bexar County seeks to secure federal funding in the amount of \$1,700,000 for conducting a comprehensive study on expanding the National Park Service boundaries and potential land acquisitions.

BACKGROUND:

In October 2009, Commissioners Court directed Bexar County to develop a comprehensive study on expanding the National Park Service (NPS) boundaries and potential land acquisitions adjacent to the San Antonio River. The purpose for this action is to ensure management of Bexar County's and the local community's investments in the San Antonio River improvements project are protected in perpetuity.

Bexar County, in partnership with the U.S. Army Corps of Engineers, is investing in a \$271 million project to restore the natural environment along the San Antonio River and reconnect the cultural and historical significance of the river to the Spanish missions. Efforts to secure federal appropriations and support the allocation of funding from the American Recovery and Reinvestment Act has combined with the County's flood tax revenue and the voter approved venue tax to guarantee that the comprehensive river improvement project will be completed. The high cost of this work had previously been an obstacle to greater involvement by the NPS. It is the final item that the U.S. Department of Interior challenged our community to provide in 1975 when the NPS authored the Feasibility/Suitability Study that led to the establishment of the park in a limited area. It is time to revise the 1975 study and the 1982 General Management Plan/Development Plan.

New research and information now exists that was previously unknown and other conditions have changed since the 1978 legislation that authorized the park. For example:

- ✓ The City of San Antonio has created new zoning to protect the park from urban development pressures that can be controlled through zoning regulations.
- ✓ Timely action is needed to control development over areas that zoning regulations cannot affect. There is danger of urban encroachment on significant Spanish Colonial resources that are directly related to the park.
- ✓ The community and stakeholders continue to provide a strong local constituency for the park, and have strengthened those efforts over the last few decades.

- ✓ Los Compadres de San Antonio Missions National Historical Park has raised millions of dollars toward private support for park development and visitor service functions.
- ✓ Approximately 800 Volunteers-in-Parks have actively contributed to the operations and form a strong local constituency that supports the park.
- ✓ Through research and archeology, original ranches, farms and irrigation systems have been identified.
- ✓ The relevance of other known Spanish Colonial cultural resources currently operated by others has been identified.
- ✓ Collectively, the cultural resources within close proximity to the existing park have risen to the level of eligibility for designation as a World Heritage Site. The park is on a list for imminent nomination to U.S. ICOMOS.

The 2016 Centennial of the creation of the 1916 National Park Service is fast approaching and coincides well with the schedule for the \$271 million re-development of the San Antonio River. The majority of the work is anticipated to be completed by 2013, and final completion is scheduled for 2015.

Comprehensive Study Outline

The comprehensive study will include identifying suitable lands adjacent to the San Antonio River, beginning from its headwaters in Olmos Basin to the southernmost boundary within Bexar and Wilson Counties. The San Antonio Missions and other Spanish Colonial resources, parks, open spaces in close proximity to the River will also be included for achieving four goals:

1. Ensure a seamless, integrated approach for management of the Re-developed San Antonio River and its area or corridor, and with a concentration on San Antonio Missions National Historical Park and the County southern “reach” of the river ecosystem restoration and river improvement project.
2. Establish a framework within which applicable local, state, and federal agencies, develop and provide coordinated functions, maintenance, operations, and law enforcement along the river corridor and related area.
3. Promote community-wide heritage based economic development opportunities.
4. Promote the National Park Service updates of the 1975 General Management Plan and the 1982 Boundary Study of the San Antonio Missions.

CURRENT STATUS:

House Resolution 4438 was introduced by Congressman Ciro Rodriguez and co-sponsored by Congressmen Henry Cuellar, Charlie Gonzalez, and Lamar Smith. House Resolution 4438 is set to be heard on Thursday, February 25, 2010 in the House Natural Resources Committee.

On January 26, 2010, Commissioners Court hired a consultant to begin data gathering for the study. Additionally, the Court directed staff to prepare a letter to Congressman Rodriguez requesting his assistance with amending H.R. 4438 to include language allocating federal appropriations for land acquisition purposes.

FINANCIAL IMPACT:

Bexar County seeks to secure federal funding in the amount of \$1,700,000 for conducting a comprehensive study on expanding the National Park Service boundaries and potential land acquisitions. This will ensure the future protection, management, preservation of the San Antonio Missions National Historical Park, along with the restoration of the San Antonio River eco-systems all made possible through various partnerships, including Bexar County and the community's voters.

Technology Enhancements – Bexar County Upgrade Data Center Switch

OBJECTIVE:

The Department of Information Services seeks to secure federal funding for the purchase of an upgrade data center switch which will allow for a much safer and more secure manner for transferring data across the network.

BACKGROUND:

The Data Center serves as the central junction point for data network communication for the Bexar County wide area network. The core switch serves as the nucleus of this network and currently provides a full redundant solution. Recent trends in Data Center switch design allow for 10 gigabit bandwidth to all network devices attached to the core switch. This technology is designed as a strategy to foster consolidation and virtualization of a centralized server, storage and network resources. Furthermore, this tool will help network organizations staff improve accuracy and efficiency.

The listing below identifies areas that will be improved based upon the implementation of the upgrade data center switch.

- ✓ A centralized system for sharing device information across all LAN management applications;
- ✓ Increase the overall availability of the network by simplifying configuration which will improve response time for identifying and repairing network problems;
- ✓ Maximize network security through integration with access control services and audit of network-level changes;
- ✓ Real-time network fault analysis; and
- ✓ Hardware and software inventory management.

FINANCIAL IMPACT:

Due to Bexar County budget constraints, the Department of Information Services is seeking federal funding in the amount of \$754,660 to upgrade the data center switch which is critically needed. This upgrade will prevent network outages while allowing for a much safer and more secure manner for transferring data across the network. The end results are: a faster, efficient, and more secure core network system for Bexar County.

Mental Health and Community Health Initiatives

OBJECTIVE:

The Department of Community Resources seeks federal funding for providing services to individuals suffering with mental illness and early intervention services for individuals with HIV/AIDS in Bexar County.

BACKGROUND:

The local mental health authority in Bexar County, The Center for Health Care Services, prepared the Fiscal Year 2009-10 Local Development Plan, in which it identifies the community's challenges. The number one cause for these challenges is lack of funding necessary for addressing the needs of the local community in relation to mental illness and HIV/AIDS prevention.

Bexar County continues to experience an increase in the population suffering from mental illness, development disabilities, substance abuse, and HIV/AIDS. Funding is limited and the local government agencies are faced with finding alternative resources for providing medical services to this population. The Center for Health Care Services serves approximately 150% more Bexar County residents than they are currently funded by the State and Federal governments to serve.

Mental Health Initiative

Bexar County's Adult Detention Center has become a significant treatment facility for the mentally ill in the County. In general, the jail population is above 4,000 plus inmates on a daily basis. About 10 percent of the daily jail population suffers from some form of mental illness. Furthermore, these individuals are in jail charged with misdemeanor offenses. The costs of housing this special population far outweighs the fines and fees associated with the misdemeanor offenses. For example, the cost of housing an inmate suffering from mental illness at the Bexar County jail is approximately \$250 per day. The average stay without intervention services is 26 days. Bexar County taxpayer's estimated total cost for one individual is approximately \$6,500 (1 X 26 X \$250=\$6,500).

The school of thought on mental illness indicates that these individuals most benefit from early identification and linkage to mental health services combined with probation and intensive supervision versus being incarcerated.

It is important to note that in addition to providing medical services for mental illness, The Center for Health Care Services also operates a medically managed detoxification program, a residential detoxification program, and an outpatient detoxification program. Each program segment operates on a shoe-string budget of approximately \$2 million dollars a year.

Community Health - HIV/AIDS Early Intervention Services

Under the Ryan White HIV/AIDS Treatment Modernization Act of 2006, Bexar County is responsible for administering the provision of HIV/AIDS prevention and treatment services for the impacted community living in the San Antonio Eligible Metropolitan Area. Said area is comprised of the following counties: Bexar, Comal, Guadalupe, and Wilson counties and annually receives approximately \$3.8 million in Ryan White Title I CARE Act funds. It is important to note that this four county Transitional Grant Area (TGA) ranks first in the country for HIV prevalence among Hispanics and fourth in the country for AIDS/HIV prevalence and incidence among Hispanics.

At the end of 2007, Texas along with California, Florida, and New York State were ranked among the states with the highest cumulative number of people living with AIDS, according to AIDS in America 2007 Report. The estimated figures reported for the State of Texas were:

People living with HIV (not AIDS)	26,605
People living with AIDS	34,940
AIDS Cases per 100,000 populations in 2007	12.4%

At the local level, San Antonio reported a cumulative number of approximately 5,253 people living with AIDS cases to the Center for Disease Control and Prevention (HIV/AIDS Surveillance Report 2007, Vol. 19). In 2007, 3,708 (84.4%) of all people living with HIV/AIDS were men while 682 (15.5%) were women.

The San Antonio TGA is considered a “late to care” community – that means a majority of people do not learn about their HIV status until they arrive at area doctor’s offices displaying the symptoms of full blown AIDS. The existing federal funding is not sufficient to provide for the treatment of substance abuse that is a co-morbidity component of the disease. Furthermore, the return of veterans from the multiple war efforts in Iraq and Afghanistan has also exacerbated the number of persons in our community who need substance abuse treatment. Per the Bexar County’s Office, the Adult Detention Center may have up to 40 incarcerated veterans at any given time.

FINANCIAL IMPACT:

Bexar County is seeking federal funds for the Mental Health and Community Health Initiative totaling approximately \$511,502.00 (\$333,793 for mental health and \$177,709 for HIV/AIDS). The funds requested will be used to identify individuals early in the process suffering from mental health illness or HIV/AIDS. Community Resources anticipates serving approximately 400 individuals suffering from mental illness and an additional 600 persons identified as having HIV/AIDS.

Housing Access for Special Population

OBJECTIVE:

The Department of Community Resources seeks to secure federal funding for addressing affordable housing needs for a special population in Bexar County (i.e., children aging out of the child welfare foster care program and the juvenile system, the mentally-ill requiring supervised and long-term treatment, and the formerly incarcerated exiting the penal systems).

BACKGROUND:

According to the U.S. Census Bureau (2006 census), the population of Bexar County is approximately 1.6 million persons of diverse cultural and linguistic backgrounds. Fifty-seven percent of Bexar County residents are of Hispanic or Latino origin, 33 percent are White persons not Hispanic, 8 percent are Black persons, and the remaining 2 percent are classified as other.

Poverty rates, income parity, and lack of education are significant challenges facing Bexar County. Poverty rates in the county are higher than the Texas average, with 17 percent of Bexar County residents living in poverty, including 24 percent of children under the age of 18 and 35 percent of families with single female households. The personal per capita income of Bexar County residents is \$30,843 (2005), also lower than the Texas average. Of the population 25 years of age and over, 20 percent were high school dropouts, possessing less than a secondary school level education.

It is critical that families living at or below the poverty level who also have special needs have access to safe, decent, affordable housing. Bexar County has identified several special needs populations who require additional assistance to stabilize their lives. These special populations include: children who are aging out of the child welfare foster care and the juvenile justice system, the mentally-ill who need supervised housing that supports their long term treatment compliance; victims of abuse living in shelters; persons affected by or living with HIV/AIDS, and the formerly incarcerated exiting the penal systems.

It is estimated that approximately 200 persons in each of the above-mentioned categories need housing assistance. As a result of the reduction of housing vouchers and certificates available by the two local housing authorities, affordable housing accessibility has become a detrimental challenge for many. Currently, the two local housing authorities in Bexar County have waiting lists of more than 2,000 families. The limited HOME funds currently available (\$200,000), is insufficient in general for addressing affordable housing needs in our community. HOME program funds vary annually and contain restrictive conditions for using said funds; further complicating matters for providing housing assistance to special populations in the community.

Program funds help homeless people live in a stable place, increase their skills or income, and gain more control over the decisions that affect their lives. Ultimately, individuals need to be provided with the proper tools to help them reintegrate into society and become productive citizens in the community.

FINANCIAL IMPACT:

Bexar County is seeking to secure federal funding in the amount of \$840,000 for the purpose of helping the special populations' transition from homelessness into adult life, consistency and stability, but most importantly empowering individuals to become self-sufficient and contributing members of the community. The Department of Community Resources anticipates serving approximately 210 persons or households with the funding requested.

***Technology Enhancements –
Sheriff’s Office: Mobile Computer Replacements and
In-Car Video Cameras***

OBJECTIVE:

The Bexar County Sheriff’s Office seeks to secure federal funding for the purchase and installation of 50 new mobile data computers (MDC’s) and 120 digital in-car video (camera) systems with a digital video management system.

BACKGROUND:

The Sheriff’s Office is experiencing fiscal challenges for maintaining its current level of service with fewer resources this fiscal year due to budget constraints. Therefore, the Sheriff’s Office is exploring various funding alternatives available for securing funding necessary for carrying out the department’s mission in public safety.

The Sheriff’s Office is interested in implementing technological enhancements for the Patrol/Special Operations Division and the Warrants Division. Over the last year, the Sheriff’s Office has been successful in securing JAG and Homeland Security funding to migrate off of their existing wireless data platform. However, the funding has not been adequate to do so completely. Funding if awarded will be used for the purchase of (1) the remaining 50 mobile data computers needed to standardize their first responder fleet and (2) installation of 120 digital in-car video (camera) systems along with the implementation and integration of a digital video management system.

Mobile Data Computer Replacements

Bexar County, in partnership with the City of San Antonio and the City of Schertz is currently in the process of implementing the Alamo Region Public Safety System (ARPSS) that, will amongst other things, be comprised of a Computer Aided Dispatch System, Mobile Data System, Law Records Management System and Automated Field Reporting System. ARPSS will be the backbone of our day-to-day criminal justice operations. Up until now, the use of an MDC has primarily been associated with the receipt of information, not the entry of information. With the implementation of ARPSS, that paradigm changes, the need to have an ergonomically designed, airbag compliant, wireless data device becomes essential for officer safety and productivity. Unlike traditional computers, the Datalux Tracer – a public safety grade, All-in-One PC, is targeted for this type of environment.

The Data911 platform is a component-based solution meaning that the screen, keyboard and CPU are all separate. While this can be seen as an attribute, it can also create issues in a fleet, like the Sheriff’s Office, that replaces 50 percent of its patrol vehicles annually. The Data911 MDC takes approximately five hours to uninstall and reinstall in Patrol vehicles. This translates into approximately \$500 per vehicle or \$30,000 annually in installation expenses. Unlike the

Data911, the Datalux Tracer takes about one hour to install and requires no vehicle modifications. Migrating to the Datalux Tracer would save Bexar County approximately \$22,000 annually, a 400% decrease in current mobile data platform costs. Additionally, the Sheriff's Office would be able to streamline the equipment installation process, eliminate some existing vehicle modifications (which allows for a greater resale value), and allow Patrol vehicles to be placed into service sooner.

Digital In-Car Video (Camera) and Digital Video Management Systems

The current In-Car Video (Camera) equipment is based on VHS technology. It is an antiquated system; it requires the officers to manually trigger recordings and requires extensive human interaction to store and process the videos. Specialized equipment like tape degaussers and VHS copy stations are required to manage the bulky VHS tape inventory necessary to support operations. There is no video management system in use; recording requests are all processed manually in real time.

Digital, In-Car Video Systems function differently. They take advantage of current and future technology. Instead of recording to VHS tapes, they record to more stable and reliable media like removable hard drives and memory cards. Unlike manual triggers in VHS-based solutions, they are always recording. When a trigger event occurs, like the activation of emergency lights/sirens or the deployment of an airbag in the instance of an officer involved crash, the system "marks" that segment to include at least a 30 second pre-activation period for saving. In addition to seeing what occurred prior to the activation trigger, radar speeds can be attached to the video metadata along with other information available in the vehicle like GPS coordinates. Saved videos are either automatically uploaded wirelessly to the Digital Video Management System (DVMS) or are uploaded by removing the removable HDD and docking with an Upload Station. From a situational or tactical perspective, another key feature available with these systems is the ability for supervisors or other authorized personnel to view streaming, real-time video from the vehicles remotely.

In summary, a Digital Video Management System (DVMS) addresses video storage, video retrieval and video management. The San Antonio Police Department is currently in the process of implementing a COBAN DVMS with an interface to the Bexar County District Attorney's Office. Our strategy is to partner with them and leverage both our systems with the possibility of developing a shared, storage solution and wireless download system. By using the latest storage and network technologies, the DVMS efficiently stores, archives, manages, and retrieves digital videos and the data associated with them. It is designed to work with a digital tape library, automatic DVD burner, disk RAID, and SAN systems to provide fully integrated storage and management.

FINANCIAL IMPACT:

Due to Bexar County budget constraints, the Sheriff's Office is seeking federal funding in the amount of \$1,118,000 for the purchase of this new technological equipment in order to develop a countywide interoperable network system.

The costs associated for each new MDC (Datalux Tracer), including installation, is \$5,800 per vehicle or \$290,000 for 50 replacements. There are no additional software licensing fees associated; these are replacement units and as such, would inherit any software licenses of the units they are placing.

The costs associated for each Digital, In-Car Video (Camera) System, including GPS, MDC integration, Radar integration, DVMS software license, installation, and shipping is \$5,975 per unit. The costs associated with the purchase and installation of a Digital Video Management System (DVMS) including all hardware, software, and implementation services is \$827,215.

As previously mentioned the San Antonio Police Department is in the process of implementing a similar solution and has included an interface to the District Attorney's Office. The Sheriff's Office intends to initiate discussions in the near future on the possibility of partnering for leveraging systems and developing a shared storage solution and wireless download system.

Technology Enhancements – Sheriff's Office: Warrants, Judicial Services, and Detention Safety

OBJECTIVE:

The Bexar County Sheriff's Office seeks to secure federal funding for addressing technology enhancements, handicap equipment for disabled inmates, basic life safety equipment for officers, and implementing a Fugitive Notification Mail-Out program.

BACKGROUND:

The Sheriff's Office is experiencing fiscal challenges for maintaining its current level of service with fewer resources this fiscal year due to budget constraints. Therefore, the Sheriff's Office is exploring various funding alternatives available for securing funding necessary for acquiring adequate resources for carrying out the department's mission, reduce jail overcrowding, and improving public safety and service delivery.

Funding requested will facilitate the purchase of technology enhancements, handicap equipment for disabled inmates, basic life safety equipment for officers, and implementation of a Fugitive Notification Mail-Out program.

Warrants Division

The first project: The Sheriff's Office is interested in making technology enhancements in the Warrants Division to reduce the number of outstanding warrants by instituting a Fugitive Notification Mail-out Program. Bexar County's initiative will be modeled after the U.S. Marshals Services "Fugitive Safe Surrender," which is believed to be the first program of its kind in the nation. (<http://www.usmarshals.gov/safesurrender/index.html>).

The current number of outstanding warrants over 90 days old is 20,560, and the number of Capias Profines over 90 days old is 1,809. The purpose of this program is to reduce the number of outstanding Misdemeanor Warrants and Capias Profines over 90 days old. A notice is mailed to the fugitive notifying them that a Warrant of Arrest has been issued and filed. The notices will encourage the person to voluntarily surrender to the Sheriff's Office. The people owning Capias Profines will also be notified again encouraging them to voluntarily pay the fines.

The goal is to avoid costly jail booking and incarceration, unnecessary embarrassment, and absence from school or work. Additionally, this new process will reduce the outstanding number of warrants and reduce the risk factor encountered by warrant officers pursuing fugitives out in the community.

The Sheriff's Office anticipates the following annual outcomes, if program is implemented:

- A. Weekly mail outs targeting approximately 554 to 924 (3 to 5 percent) individuals
- B. Reduce Misdemeanor Warrants backlog by 40 percent

C. Increase collection of Capias Profines by 50 percent

D. Capias Profines should generate revenue of approximately \$1,809,000
(The maximum fine of a Class B misdemeanor is \$2,000, plus court costs)

Judicial Services Officer Safety Enhancement Program

The second project is Judicial Services Officer Safety Enhancement Program. This project also addresses other types of outstanding warrants the Sheriff's Warrants Division is responsible for serving in to the warrants identified above. As of January 22, 2010, Judicial Services have 23,950 outstanding warrants. Implementation of the Notification Mail-out Program will afford, the warrant officers to focus on executing the 4,829 felony and federal warrants.

Felonies	4,808
Misdemeanors	19,121
Federal	5
Other	16
Total	23,950

This new program requires additional federal funding for purchasing technological equipment: tracking and monitoring software, cellular telephones, basic GPS system, and other basic life safety supplies needed to enhance the officers' performance.

Cellular Phones and Airtime: When the officer is out in the field looking for the fugitive and makes contact with the fugitive's family and/or friends, the officer tells the contact to call whenever they see the fugitive or when they know the whereabouts of the fugitive. Currently, the officers give out the Warrant's Office main telephone number. If the family member or friend calls the office with information, the officer does not get the message until he returns from the field. Therefore, potentially misses the opportunity to execute the warrant.

Band-It Transport System and Accessories: This equipment is used when transporting a suspect, a detainee from one location to another. This is a non-deadly electronic control weapon that permits officers to gain control over suspects or detainees with less risk of injury to the suspects, detainees or officers.

Pro Guard Police Partition: The cage barrier separates the front from the rear of the police car, keeping the officer safe in transport.

Officers Hazardous Entry Equipment: This equipment is used to keep the officer safe during forced entry situations. The equipment includes a battering ram to force open a door, a hooligan to open jam doors or windows and ballistic helmets and face shields used to protect the officer from bullets or objects thrown toward face or head areas.

Experian OAS software: This software is necessary and a valuable tool for officers to have in their toolbox for locating the whereabouts of fugitives.

Detention Services

The third project request is for Bexar County Adult Detention Center for purchasing technological equipment and handicapped equipment for handling a special population comprised of disabled, geriatric, and mentally-ill inmates.

Currently, the Adult Detention Center has a standard van for transporting inmates. The challenge for the Sheriff's detention officers is loading and unloading of handicapped inmates onto the vehicle. Generally, two detention officers are needed to lift an inmate into the van. The modular wheelchair ramps will be used at locations where handicapped ramps are not accessible. For example, the Courthouse has only one handicapped ramp, which is used by the public. Purchase of equipment for transporting disabled inmates to and from the Detention facility, courthouse, and medical appointments is also requested. This includes a van equipped with a wheelchair lift for handicap inmates, portable wheelchair ramps, and a Pro-Strained Prisoner Chair. The Sheriff's Office anticipates a reduction in employee back injuries, down time by staff, workman's compensation usage, and most importantly, the elimination of possible inmate injury.

Technology enhancements at the Detention Center are also critical for the protection of the inmates, officers, personnel, and visitors. Additional security cameras, radio system, and tracking inventory software is needed for ensuring officers stationed corridor areas and those responding to emergency situations have a constant mobile form of communication.

Along with these technology enhancements, a critical need exists for purchasing additional officer safety equipment. Officers must have all the basic safety gear necessary for performing their duty out on the streets or while responding to a disastrous situation within the Adult Detention Center.

FINANCIAL IMPACT:

Due to Bexar County budget constraints, the Sheriff's Office is seeking federal funding in the amount of \$325,000 for the purchase of new technological equipment, handicap vehicle and equipment for disabled inmates, basic life safety equipment for officers, and implementing a Fugitive Notification Mail-Out program.

Sheriff's Office: Explosive Storage Unit

OBJECTIVE:

The Bexar County Sheriff's Office seeks to secure federal funding for the purchase of explosive storage unit and security equipment to be placed on Bexar County property on Southern Road located in Precinct 1.

BACKGROUND:

The Sheriff's Office is experiencing fiscal challenges for maintaining its current level of service with fewer resources this fiscal year due to budget constraints. Therefore, the Sheriff's Office is exploring various funding alternatives available for securing funding necessary for acquiring adequate resources for carrying out the department's mission in public safety.

Funding request is for the purchase of an explosive storage unit for large ammunition and explosives storage. Security equipment including an alarm system, security cameras with audio capabilities, cables, and security fencing will all be required for meeting compliance as per federal regulations on the storage of explosives.

FINANCIAL IMPACT:

Due to Bexar County budget constraints, the Sheriff's Office is seeking federal funding in the amount of \$500,000 for the purchase of explosive storage unit and security equipment.

Energy Efficient Alternatives – Green Building

OBJECTIVE:

Bexar County will seek federal funding for Green Building initiatives to assist in obtaining LEED Silver Certification for new Bexar County facilities.

BACKGROUND:

Bexar County embarked upon several hundred million dollars in new facility investments during FY 2008 and FY 2009. Facilities include parking garages, office and court space, an adult probation office, and a juvenile detention center.

In recognition of the high cost of energy and the environmental impacts of energy consumption, Bexar County adopted the LEED Silver Standard for new construction. Balancing the needs of the taxpayer with the desire to build the most efficient and environmentally-friendly structures, the County conducts an annual cost benefit analysis for each new energy-saving feature. Following this metric, Bexar County will focus on roofing, insulation, mechanical and lighting system improvements. Bexar County is also interested in developing technologies, particularly in the area of solar energy. In fact, the County has already installed two solar hot water systems and plans to upgrade and expand these systems. In addition, County staff anticipates installing, its first solar panels at the new Cadena-Reeves Justice Center Annex Tower currently under construction later in this fiscal year.

In order to further enhance the new facilities, the County will seek federal funding to support solar research and demonstration projects and other innovative green building approaches.

FINANCIAL IMPACT:

Bexar County is seeking federal funding in the amount of \$500,000 for obtaining LEED Silver Certification for new County buildings currently under construction and make solar power a source available.

2009 Federal Highway Funding Reauthorization Bill **Surface Transportation Reauthorization Projects**

PROPOSAL:

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

BACKGROUND:

The Federal Transportation Act, SAFETEA-LU, expired on September 30, 2009. Congress extended the act for a short-term, set to expire on February 28, 2010. The list below identifies the seven road projects approved by Commissioners Court in April 2009 and submitted for consideration and inclusion in the 2009 Federal Highway Funding Reauthorization Bill.

Project Name	Project Limits	Project Scope	Estimated Total Cost
Galm Road II	Loop 1604 to Government Canyon	Expands an existing two-lane roadway into a four lane road with two 12' travel lanes in each direction, 4' paved shoulders, and three bridge structures	\$7.8 million
Talley Road Phase I	Galm Road to Potranco Road (FM 1957)	Expands an existing two-lane roadway into a divided four-lane road with two 12' travel lanes in each direction, an 8' multi-use pedestrian path on both sides, and significant drainage improvements	\$21 million
Bulverde Road IV Phase A	US Highway 281 to Loop 1604	Expands an existing two-lane roadway into a four lane road with two 12' travel lanes in each direction, 4' paved shoulders, and enhanced drainage	\$5.8 million
Evans Road Phase I	Bulverde Road to Dusty Canyon Road	Expands an existing two-lane roadway into a four lane road with two 12' travel lanes in each direction, 4' paved shoulders, and enhanced drainage	\$7.3 million
Crestway Road Phase I	.44 miles south of Kitty Hawk to Gibbs Sprawl (FM 1976)	Expands an existing two-lane roadway into a four lane road with two 12' travel lanes in each direction, with 5' sidewalks	\$7 million
Crestway Road Phase II	.27 miles north of FM 78 to Donshire Drive	Expands an existing two-lane roadway into a four lane road with two 12' travel lanes in each direction, with 5' sidewalks	\$5 million
Glenmont Road	Crestway Road to Walzem Road (FM 1976)	Fully reconstruct an existing four-lane roadway to include 5' sidewalks, and enhanced drainage	\$6.1 million
		<i>Total</i>	<i>\$60 million</i>

Section 2.

Endorsements: Joint Partnerships

Transportation

A. VIA – Primo – Fredericksburg Road Bus Rapid Transit

PROPOSAL

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

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

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

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

BACKGROUND

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

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

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

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

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

CURRENT STATUS

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

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

FINANCIAL IMPACT

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

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

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

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

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

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

Nationally, the following have been observed.

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

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

B. Inner-City Rail Streetcar

PROPOSAL

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

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

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

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

BACKGROUND

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

A key element of this master plan was a rail street circulator that was proposed to connect the River North area directly to downtown. It was understood that a streetcar system could help leverage other infrastructural investments for the surrounding area. It was also understood that in

order to facilitate better movement between River North and downtown, while promoting a walkable neighborhood, there would need to be an effective transit service that directly linked the two.

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

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

The study process has allowed for the evaluation of proposed routing through the downtown central business district, analyzing potential obstacles, community assets, and opportunities for development and revitalization. Because the streetcar circulator feasibility study was part of VIA's *SmartWaySA* initiative, the general public has been given an opportunity to participate in the planning process and to offer suggestions on the development of a streetcar plan. Due to the input received during the planning process, the boundary for this initiative has expanded from the downtown area into the center city neighborhoods, resulting in a vision for modern streetcar that will complement the regional transportation network.

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

CURRENT STATUS

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

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

FINANCIAL IMPACT

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

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

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

VIA will seek federal funding for this project through the FY 2011 appropriations funding cycle, and future FTA discretionary funding opportunities.

C. Intra-City Light Rail High Capacity Transit

PROPOSAL

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

BACKGROUND

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

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

Transportation Plan to identify individual corridors and the transit modes that are best suited for the demand.

CURRENT STATUS

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

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

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

FINANCIAL IMPACT

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

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

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

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

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

San Antonio River Improvement Project – Mission Reach

PROPOSAL

To secure funding in the amount of \$84.8 million to further restore eight miles of a naturalized river system along the San Antonio River severely degraded by a previous Corps flood control channelization project.

BACKGROUND

San Antonio Channel Improvements Project was originally authorized by Congress in 1954 as a flood control project and resulted in the Corps channelizing 31 miles of the San Antonio River and its tributaries and constructing two underground flood diversion tunnels.

Through the Water Resources Development Act in 2000, Congress expanded the project's purposes to include ecosystem restoration and recreation

Current federal project budget is \$231.9 million which includes a federal share of \$141.3 million and a local share of \$85.7 million and \$4.8 million in private funding. In addition, \$39.7 million has been added for locally funded betterments and enhancements with support from 76% of voters in May 2008.

Project Partners: Bexar County (primary funding partner), City of San Antonio, San Antonio River Authority (local sponsor with Corps and entity responsible for project operation and maintenance) and San Antonio River Foundation (private fundraiser)

Corps completed General Reevaluation Report in 2004 with final approval in 2006 on ecosystem restoration and recreation components along eight miles of the previously channelized San Antonio River south of downtown. The report cited significant environmental benefits resulting from restoring the degraded river system and recommended federal investment in the project.

In 2006, San Antonio River Authority and Corps entered into a Project Cooperation Agreement for construction of the Mission Reach Ecosystem Restoration and Recreation Project.

Since 2005, annual Congressional appropriations totaling \$31.1 million has been allocated to the Corps for the design and construction of the San Antonio River Improvement Project. \$25.4 million in American Recovery and Reinvestment Act funds have been allocated by the Corps for construction. Remaining federal funding needed to complete project is \$84.8 million.

CURRENT STATUS

Construction is underway and project completion is scheduled for 2013: Phase 1 began in June 2008 and is scheduled to be completed in spring 2010. Contract award for Phase 2A was awarded in January 2010; groundbreaking took place on February 13, 2010. Phase 2A

construction is projected to be completed in spring 2011. Remaining two phases (totaling six miles) are scheduled to begin construction later during the year.

FINANCIAL IMPACT

Funding will be utilized to further restore eight miles of a naturalized river system along the San Antonio River severely degraded by a previous Corps flood control channelization project. The stability and flood storage capacity of the river channel will be maintained, resulting in a reduction of the flood plain in several areas. The project will restore the river as a connection between four of the five historic Spanish missions located in the San Antonio Missions National Historical Park, and provide numerous recreational enhancements.

*The Center for Health Care Services
Child and Adolescent Behavioral Health Services Center*

PROPOSAL

The Center for Health Care Services seeks to secure federal funding for Green Building initiatives to assist in obtaining LEED Silver Certification for a new Child and Adolescent Behavioral Health Services Center facility.

BACKGROUND

Currently, an urgent need exists for providing behavioral health services for children and adolescents in the heart of Texas; specifically, in the southern part of Bexar County, which has five independent school districts. During the school year 2005-2006, there were 17,638 student incidents in these school districts resulting in disciplinary of in or out of school suspension, alternative education place, or juvenile justice involvement. The independent school districts do not have alternatives when it comes to addressing children's behavioral health issues. Therefore, school law enforcement and administration punish children when their behaviors are disruptive to the campus rather than referring for possible screenings and treatment interventions. Research indicates that children's behavioral problems are often the result of trauma, witnessing parental violence, abuse, neglect, socioeconomic hardships, parental involvement, addictions, and most notably the lack of resources in the community to provide adequate care.

FINANCIAL IMPACT

The Center for Health Care Services will seek federal funding for Green Building initiatives to assist in obtaining LEED Silver Certification for a new Child and Adolescent Behavioral Health Services Center facility. The Center is seeking to secure approximately \$3,750,000 for this initiative.

*The Center for Health Care Services
Outpatient/Ambulatory Detoxification and Substance Abuse
Treatment Services*

PROPOSAL

The Center for Health Care Services seeks to secure federal funding for expanding and enhancing an existing residential detoxification and substance abuse day treatment complex.

BACKGROUND

The Center for Health Care Services (CHCS) offers an array of services to help improve the lives of people with mental health, developmental disability, and substance abuse challenges. The Public Safety Triage and Detoxification Unit and the Crisis Care Center are facilities of the CHCS that have significant impact on public safety in our community. This program helps minimize jail overcrowding by this special population.

The Outpatient Competency Restoration Program is a set of residential options, treatment and training activities that occur in a number of CHCS locations. This program directly impacts the amount of time mentally-ill inmates (i.e. with co-occurring substance abuse disorders) spend in jail. These programs, along with other services offered, are effective in intervening and diverting individuals from the criminal justice system into appropriate care.

The CHCS is planning to expand the existing residential detoxification and substance abuse day treatment complex to allow for the addition of 2,000 square feet to house a new outpatient/ambulatory detoxification service and an outpatient substance abuse treatment program. The creation of this outpatient would allow the Center to serve over 1,500 adults with co-occurring substance abuse and mental health disorders.

Considering our current community collaborations and infrastructure investments, this project will leverage (1) transportation and access to medical services, (2) shelter through the Haven for Hope project, and (3) substance abuse services through the Restoration Center, and intensive outpatient substance abuse clinic.

FINANCIAL IMPACT

The Center for Health Care Services seeks to secure approximately \$500,000 in federal funding for expanding and enhancing an existing residential detoxification and substance abuse day treatment complex.

Section 3.

Policy Initiatives

2010 Census Count

Monitor to ensure a full count by the Census Bureau of the people in the unincorporated areas of Bexar County in order to promote the community's fair share of federal funding and resources.

Air Quality – Environmental Protection Agency

Monitor legal and regulatory developments related to changes to the national ambient air quality standards for ground-level ozone proposed by the Environmental Protection Agency. The proposed revisions would affect two types of ozone standards:

- ✓ *Primary standard* to protect public health, including the health of at-risk populations such as children, people with asthma, and older adults. Revising the level of the primary 8-hour ozone standard to a level within the range of 0.060-0.070 parts per million (ppm).
- ✓ *Secondary standards* to protect public welfare and the environment, including sensitive vegetation and ecosystems. Establish a separate cumulative secondary standard within a range of 7-15 ppm-hours.

Additionally, the EPA is also proposing to update the Air Quality Index (AQI) for ozone. EPA plans to issue final standards by August 31, 2010.

Elections

Monitor legal and regulatory developments related to voter registration, voting, and conduct of elections. Need to monitor specifically HR 1719, the Voter Registration Modernization Act, which will mandate states to allow voters to register online by 2012.

Empowerment Zone Designation

Monitor legislation relating to Federal Empowerment Zone Designation which expired on December 31, 2009. Specific legislation, HR 1677, HR 3500 and S. 1222, was filed for extending empowerment zones. Congressional action is pending.

Energy – Climate Change

Monitor legislation and grant opportunities for addressing climate change, federal regulation, and development of green jobs.

Health Care Reform

Monitor legislation developments related to hospital districts, medical teaching institutions, indigent health care, changes in employer health premiums, etc.

Immigration Reform

Monitor the Comprehensive Immigration Reform for America's Security and Prosperity Act of 2009 (CIR ASAP), (HR 4321) relating to immigration and immigration reform.

Juvenile: Title IV-E Medicaid Benefits for Children

Expand Title IV-E Medicaid benefits for children to children in secure facilities (juvenile detention). Presently, juveniles in non-secure facilities are the only ones eligible to receive Title IV-E Medicaid benefits. However, children entering the juvenile system are not eligible to receive these same benefits. In return, this places a financial hardship on local governments for providing adequate medical, counseling, and dental services.

Juvenile: HIPAA Amendments to Free-Up Exchange of Data

Extend exception in HIPAA (Health Insurance Portability and Accountability Act) privacy laws to permit free exchange of information among agencies serving children in the juvenile justice system for the purpose of providing services to the child and family.

Juvenile: Federal Family Educational Rights and Privacy Act

PROPOSAL

Amend Family Educational Rights and Privacy Act (FERPA) to allow schools to freely share a student's education information with juvenile justice agencies when the student is involved in the juvenile justice system.

BACKGROUND

Prior to November 1974, FERPA permitted education records to be shared with state and local officials, without parental consent, if the disclosure concerns the juvenile justice system's ability to effectively serve the student whose records are being released. In 1974, two new restrictions were added. These restrictions are not necessary and have imposed unwarranted administrative burdens on juvenile justice agencies and schools. The law should revert to the pre-1974 law.

In 1974, two new restrictions were added to 20 USC 1232g (b)(1)(E). Now education records that are shared for juvenile justice purposes without parent consent 1) can only be used to serve the student prior to adjudication, and 2) must require the recipient to certify in writing that the records will not be disclosed to any other party except as provided under state law or with parental consent. This creates two obstacles to sharing education information with juvenile agencies, and both obstacles need to be removed. Schools should be able to release education records to state and local juvenile justice agencies for use both pre and post adjudication and without certification by the recipient.

1. There is a need for timely education information to be used by juvenile justice agencies after a student is adjudicated. When a child is on probation, the juvenile justice agency is able to provide services that support the educational efforts of the school. The more readily the child's information is available to the juvenile justice system, the timelier, appropriate, informed and effective those services can be.

The law, both before and after 1974, recognizes that parent consent should not be required in order for schools to share information with the juvenile justice system when students are involved with the juvenile system. Yet, because of the post-1974 restrictions juvenile justice agencies have resorted to the unwieldy and inefficient methods of obtaining written parental consent in each case in order to use the information post-adjudication. Then the consent form has to be provided to the school each time a piece of information is needed. The protection afforded parents is minimal, as parents once located virtually always consent. Parents universally recognize the value of sharing information between the educational institutions and the juvenile justice system both pre and post adjudication. Obtaining consent forms has become a burdensome and unnecessary part of a probation officer's work, a misuse of time that should be used relating one-on-one with the kids on his or her caseload.

2. Having the recipient certify that the information will not be wrongfully disclosed creates another hurdle. The administrative burden it imposes is the same as or greater than that of obtaining parental consent. Juvenile justice agencies are subject to state confidentiality laws that govern their records. There is no reason to believe that a juvenile justice agency would disclose educational records in violation of state law, or that a certification that they will follow the law provides any additional protection. The certification presently required is not necessary.

FINANCIAL IMPACT

There is no fiscal impact due to this legislation for Bexar County.

Small Business Administration

Monitor legislation relating to opportunities for establishing small business incubators in local communities.

Unfunded Mandates

Oppose detrimental legislation on local government without adequate funding.