



CITY OF DALLAS LEGISLATIVE PROGRAM FOR THE 114TH CONGRESS



Table of Contents

City of Dallas Mayor & City Council -----	iv
City Council District Map -----	v
City Manager, City Attorney & Intergovernmental Services Staff -----	vi
Dallas City Council Resolution Adopting Federal Legislative Program -----	1
General Statements of City Legislative Focus -----	2
Specific Legislative Policies	
Surface Transportation -----	3
Highway & Transit	
DART Core Capacity	
High-Speed Rail	
Aviation -----	5
Water & Wastewater -----	6
Public Safety & Criminal Justice -----	7
Core City Grant Programs	
D Block	
Prisoner Re-Entry	
Education, After School Care & Child Nutrition -----	9
Economic Development -----	10
Brownfields	
New Markets Tax Credit/Community Development Financial Institutions	
Grow South	
Marketplace Fairness Act -----	11
Municipal Bonds -----	11
Social Security -----	12
Housing & Community Development -----	12
CDBG, HOME, HOPWA & Homeless Assistance	
Affordable Housing	
Telecommunications -----	14
Franchising, Rights-of-Way & Zoning	

Internet Tax Freedom Act

Travel, Tourism, Arts & Culture -----	16
Clean Air & Climate Change -----	17
Trinity River Corridor -----	18

City Hall
1500 Marilla Street, Room 5EN
Dallas, TX 75201

Michael S. Rawlings
Mayor
214.670.7702

Tennell Atkins
Mayor Pro Tem
Council District 8
214.670.4066

Monica R. Alonzo
Deputy Mayor Pro Tem
Council District 6
214.670.4199

City Hall, Room 5FS
Dallas TX 75201

Vonciel Jones Hill
Chair, Legislative Ad Hoc Committee
Council District 3
214.670.0777

Rick Callahan
Council District 5
214.670.4052

Carolyn R. Davis
Council District 7
214.670.4689

Jerry Allen
Council District 10
214.670.4068

Lee Kleinman
Council District 11
214.670.7817

Jennifer Staubach Gates
Council District 13
214.670.3816

City Hall, Room 5FN
Dallas TX 75201

Scottt Griggs
City Council District 1
214.670.0776

Adam Medrano
City Council District 2
214.670.4048

Dwaine R. Caraway
City Council District 4
214.670.0781

Sheffield Kadane
City Council District 9
214.670.4069

Sandy Greyson
City Council District 12
214.670.4067

Philip T. Kingston
City Council District 14
214.670.5415

2013 - 2015 Dallas City Council



Vonciel Jones Hill
Chair, Legislative
Committee
District 3



Mayor Pro Tem
Tennell Atkins
District 8



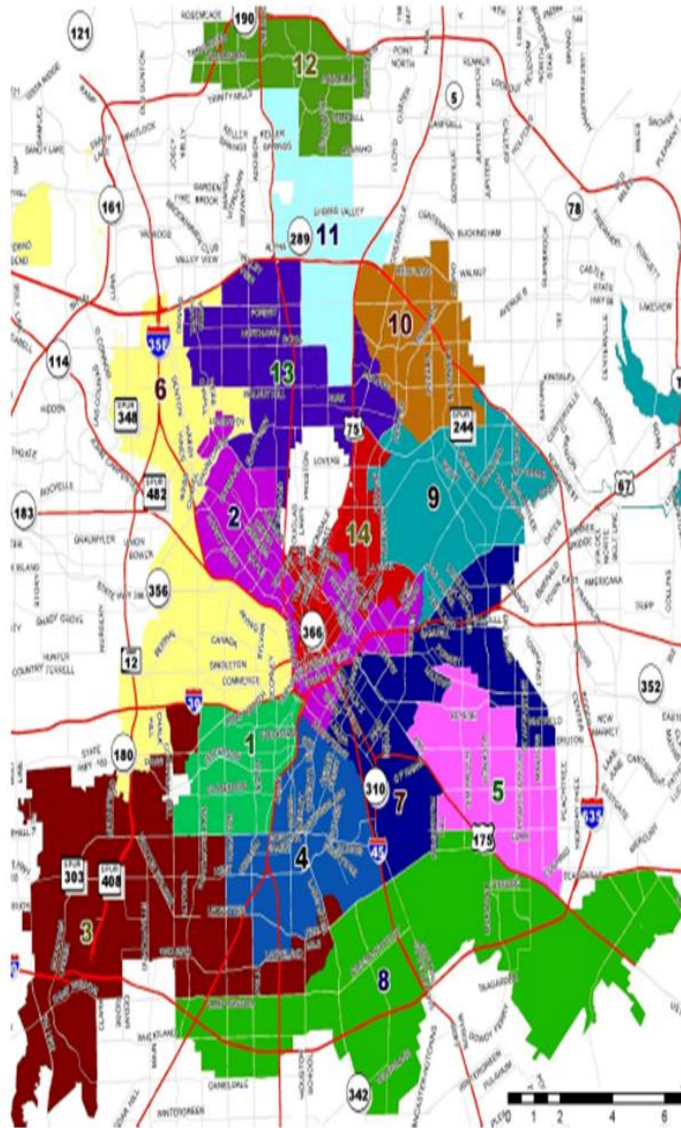
Jennifer S.
Gates
District 13



Adam Medrano
District 2



Scott Griggs
District 1



Mayor Mike Rawlings



Deputy Mayor Pro
Tem
Monica R. Alonzo
District 6



Sheffie Kadane
District 9



Philip T. Kingston
District 14



Carolyn R. Davis
District 7



Sandy Greyson
District 12



Dwaine R.
Caraway District 4



Jerry R. Allen
District 10

Lee Kleinman
District 11



Rick Callahan
District 5



City of Dallas

City Manager, City Attorney & Intergovernmental Services Staff

City Hall
1500 Marilla Street
Dallas, TX 75201

A.C. Gonzalez
City Manager
Room 4DN
214.670.3297

Eric Campbell
Assistant City Manager
Room 4CN
214.670.3390

Mark McDaniel
Assistant City Manager
Room 4CN
214.670.3390

Warren M.S. Ernst
City Attorney
Room 7DN
214.670.3491

Brett Wilkinson
Director
Intergovernmental Services
214.670.5797
brett.wilkinson@dallascityhall.com

Francisco J. Rodriguez
Legislative Coordinator
Intergovernmental Services
214.670.5363
francisco.rodriquez2@dallascityhall.com

Ryan S. Evans
First Assistant City Manager
Room 4CN
214.670.3302

Jill A. Jordan, P.E.
Assistant City Manager
Room 4DN
214.670.1204

Joey Zapata
Assistant City Manager
Room 4BN
214.670.3009

Larry Casto
Assistant City Attorney
Room 7DN
214.670.3491

Anna Lamberti Holmes
Manager
Intergovernmental Services
214.670.5099
anna.holmes@dallascityhall.com

Eric Dominguez
Legislative Coordinator
Intergovernmental Services
214.670.9582
eric.dominguez@dallascityhall.com

WHEREAS, the 114th Session of the United States Congress convened on January 6, 2015; and

WHEREAS, the 114th Congress will consider many issues that affect local governments; and

WHEREAS, the City of Dallas wishes to express its desires and concerns regarding federal issues by adopting an agenda; and

WHEREAS, the City of Dallas has developed recommendations for the federal legislative agenda.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City of Dallas' Federal Legislative Agenda for the 114th Session of the United States Congress is hereby adopted.

SECTION 2. That the City Manager is directed to communicate the items included in the federal legislative agenda to members of the United States Congress.

SECTION 3. That the City Manager is directed to support legislation that upholds City of Dallas home-rule authority, as well as oppose legislation that diminishes that authority.

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

FEB 25 2015

Lucas A. D'Amico
City Secretary

GENERAL STATEMENTS OF CITY'S LEGISLATIVE FOCUS



The City of Dallas' legislative efforts focus on legislation that the City can influence and that will directly and positively impact the City of Dallas.

The City of Dallas opposes any federal legislative action that would erode the home rule authority of municipalities or establish unfunded mandates that effectively constrain the ability of cities to allocate scarce resources to locally determined priorities.

The City of Dallas supports legislation that:

- Creates more opportunities for individuals and businesses to thrive and prosper;
- Provides an equitable distribution of federal funds; and
- Addresses the concerns and issues confronting large metropolitan cities with attention to inner city concerns, which range from the enhancement of urban transportation to reduction in crime, the availability of affordable housing and the development of neighborhoods that support quality family life.

Federal Mandates

The City of Dallas recognizes two basic types of federal mandates: those that impose costs directly on the City and those that, while not directly imposing costs on the City, intrude on the autonomy of the City by interfering with local decision making authority and impacting the allocation of scarce local resources.

The City of Dallas opposes the imposition of either type of federal mandate.

The federal government calls on municipal governments, including the City of Dallas, to administer many federal government programs, requiring municipal governments to absorb all or most of the cost. In the interest of fairness and equity to its municipal government partners, the federal government should provide adequate funding for the local conduct of each of its programs.

Deficit Reduction

The City of Dallas supports a balanced approach to reducing the federal deficit. Elimination of the federal deficit solely through non-defense discretionary spending cuts is impossible and ill-advised.

The reduction of the federal deficit should not disproportionately harm national defense and our troops, safety net programs or our nation's cities. In particular, the City opposes deficit reduction efforts that disproportionately focus on core local government programs or reduce or delay much-needed investments in our nation's infrastructure.

Highway & Transit

Dallas leaders and their regional partners have long worked together to promote the development of a multimodal metropolitan area surface transportation system, an effort that requires a strong federal partnership and robust federal highway and transit programs.

In general, the City of Dallas urges Congress to craft a successor to MAP-21 that recognizes the key role metropolitan areas and cities play in our nation's economy. Funding allocation, project selection and program structure should reflect the importance of cities and metropolitan areas to our nation's economy and health. Specifically, the City of Dallas supports legislation to reauthorize federal surface transportation programs that:



Specifically, the City of Dallas supports legislation to reauthorize federal surface transportation programs that:

- Provides for an equitable distribution of highway and transit funds;
- Maintains a guaranteed funding mechanism that ensures that all Highway Trust Fund revenues are spent on surface transportation programs;
- Maintains a strong metropolitan planning process that maximizes the decision making power of local elected officials and communities;
- Continues and builds on the federal investment of the past decade in transit and enables complete local flexibility regarding mode choices;
- Directly addresses urban congestion and mobility, including incentives for metropolitan areas that raise revenue and implement innovative financing mechanisms;
- Increases sub-allocation to metropolitan areas;
- Expands mode neutral choices and funding for metropolitan areas;
- Directly provides funds to cities for innovative urban transportation solutions;
- Expands sub-allocation via creation of a new program focused on metropolitan areas or through increased sub-allocation to metropolitan areas of existing programs;
- Robustly funds the Transportation Alternatives Program;
- Fully funds the CMAQ program in order to help metropolitan areas meet federal clean air mandates, and
- Does not increase the required local share of funding for federally-assisted highway or transit projects.



DART Core Capacity

The City of Dallas fully supports DART's program of interrelated transit projects:

- Platform Extensions along the Red and Blue Lines (Core Capacity),
- Phase 1 of the Downtown Dallas 2nd light rail alignment (Core Capacity) and
- The Central Dallas Streetcar Link (Small Starts).

These projects will increase the capacity of DART light rail by a total of 67 percent, allowing DART to accommodate future demand. In addition, the 2nd light rail alignment will provide much-needed redundancy, providing an alternative to the two track downtown alignment that currently hosts all DART light rail service. These projects will also support current economic revitalization efforts around Union Station, a historic multi-modal passenger transportation hub that is served by light-rail, bus, Amtrak, the Trinity Railway Express (TRE), a commuter rail line connecting downtown Dallas to downtown Fort Worth and, potentially in the near future, a high-speed rail line between Houston and Dallas-Fort Worth.

High-Speed & Intercity Passenger Rail

The City of Dallas supports the development of high-speed rail between Houston and the North Texas Region. The City fully supports a “one-seat ride” between Houston and stations in Downtown Dallas, central Arlington and Downtown Fort Worth. The City's long-term plans envision Union Station as an intermodal hub providing travelers with a seamless connection between intercity passenger rail (including high-speed rail), commuter rail, light rail and local surface transit (streetcar and bus). A strong federal-state-regional-local partnership will be needed to make the “one seat” vision a reality; the City appreciates federal support to date and respectfully requests continued support and future financial assistance.



In general the City of Dallas supports the development of a robust national passenger rail system and strongly supports full funding of passenger rail corridor improvement programs. The city also supports Amtrak operating and capital grants and all legislative, administrative and private efforts to develop the South Central High-Speed Rail Corridor, and the Texas T-BONE, with a hub at Union Station in Downtown Dallas.

AVIATION

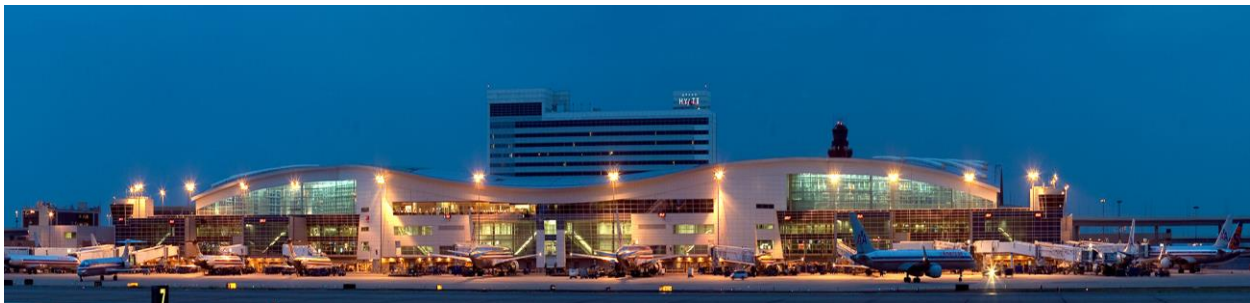


Federal aviation programs are critical at a time when airports need billions of dollars for infrastructure costs. In addition, Congress and the Administration face the vexing challenge of financing the overhaul and modernization of the nation's air traffic control system. In Dallas, implementation of the Wright Amendment Reform Act of 2006 (PL 109-352) required millions of dollars in upgrades to Love Field.

Dallas-Fort Worth International Airport and Dallas Love Field play a major role in the City's and region's economy. They are directly responsible for thousands of jobs and indirectly responsible for tens of thousands more and cement the City's and the region's position as an international business and financial hub. A strong federal aviation program will help ensure that these two airports have the resources to safely and efficiently meet traveler demand and to continue to serve as engines of the city and the regional economy.

In general the City of Dallas supports a reauthorization of federal aviation programs that:

- Maintains a guaranteed funding mechanism that ensures that all Airports and Airways Trust Fund revenues are spent on aviation programs;
- Maximizes the flexibility of the Airport Improvement Program (AIP);
- Maximizes the flexibility of how airports use Passenger Facility Charge (PFC) revenue, and
- Provides local governments and airport authorities with the resources they need to provide for a safe and efficient aviation system.



The City of Dallas Water and Wastewater utility is mandated to meet stringent federal and state environmental requirements in order to provide safe drinking water and wastewater services to the public.



Therefore, we must repair, replace and rehabilitate aging and failing pipes and plants and build new infrastructure to comply with the increasingly complex regulations in order to protect public health and safeguard the environment. Nationwide, billions of dollars are needed for new and expanded water supplies to ensure the water supply needs of a booming population are met in the future. Over the next 5 years, Dallas Water Utilities will be implementing a capital improvement program which costs well over \$1 Billion. This trend will continue as Dallas maintains and improves its water and wastewater infrastructure system and connects new water supply

sources to meet the needs of the citizens of Dallas and other customers.

Utilities are significantly challenged by expensive federal mandates and by the costs of meeting new standards and security enhancements. However, local governments have not received sufficient federal assistance for compliance with federal clean water and drinking water laws even though drinking water and clean water are national concerns.

The City of Dallas supports legislation that provides grants and financing assistance for high priority projects such as combined and separate sanitary sewer overflows and other wet weather projects, security-related projects, repair and replacement of aging infrastructure and water supply acquisition. Increased funding to local water and wastewater utilities for the improvement and maintenance of water and wastewater infrastructure and additional water supplies is of paramount importance. The City of Dallas also supports legislation which sustains and increases funding for, and increases the flexibility of, the Clean Water State Revolving Fund (CWSRF) the Drinking Water State Revolving Fund (DWSRF) and full funding of the Water Infrastructure Finance and Innovation Authority (WIFIA).



PUBLIC SAFETY & CRIMINAL JUSTICE

Core Grant Programs

The City of Dallas benefits from several federal public safety assistance programs, including the Justice Assistance Grant (JAG), Community Oriented Policing Services (COPS), the Assistance to Firefighters Grant Program and others. These programs have provided the Police and Fire Departments with valuable assistance and have played an important role in maintaining public safety in the city of Dallas. However, overall funding for state and local law enforcement assistance has declined by 67 percent since its peak in FY 2001.

Dallas and its regional partners also benefit from the Urban Area Security Initiative (UASI). UASI provides targeted assistance to major metropolitan areas and has helped ensure that the Metroplex is prepared to respond to a terrorist attack or other catastrophic incident. These programs have promoted regional cooperation and greatly improved readiness.

The City of Dallas calls on Congress to fully fund public safety assistance programs that directly benefit local governments, including JAG, COPS and the Fire Grant Programs.



The City of Dallas also supports funding of homeland security programs that provide direct assistance to the City, but do not come at the expense of traditional public safety assistance programs (JAG, COPS, Fire Grant program). The City strongly opposes proposals that would consolidate state and local Homeland Security grant programs into a single block grant to the State or otherwise shift funds away from high-risk, major metropolitan areas. In addition, formulas for the distribution of funding for public safety should emphasize crime data, and homeland security funds should be more targeted based on risk and threat.



D Block

In 2012, Congress set aside the “D Block” of the wireless communications spectrum for the first national public safety broadband network (PSBN). The D Block became available in the past decade as part of the migration of television from analog to digital broadcasts. The D-Block is immediately adjacent to another 10 megahertz of spectrum that has already been set aside for public safety communications. The legislation also provides \$7 billion for PSBN development grants to the states and created a new agency at the Department of Commerce, “FirstNet”, to hold the license for, build, manage and operate the PSBN. The success of the PSBN will heavily depend on input from state and local governments during the network planning phase of the project and the network architecture model for the PSBN adopted at by FirstNet. With the combined advances in technology and communications, the D Block spectrum will provide the needed pathway for public safety during response and recovery operations for situational awareness and command and control of responding officers and officials. It will significantly transform how City of Dallas first responders communicate and deliver life-sustaining services to citizens.



In general, the City of Dallas supports the development of national public safety communication networks and encourages FirstNet to include local input in the structure and framework development process. Large metropolitan cities have already made extensive investments in towers, fiber optic lines and other infrastructure that will be valuable to the deployment of the PSBN.

Prisoner Re-Entry

Over 600,000 people are released from prisons each year. Many suffer from a variety of serious difficulties as they attempt to reenter society. Among the most challenging situations they face is that of reentry into the labor market. Employment rates and earnings of ex-offenders are low by almost any standard. Low employment rates seem closely related to the very high recidivism rates observed among those released from prison.

In Dallas County, approximately 400 individuals per month are released into the area from the penal systems. These individuals face challenges and are further hampered by the inability to obtain employment, housing, as well as a lack of support systems and resources. Because of these barriers, any rehabilitation efforts undertaken in the penal system are overwhelmed and result in increased recidivism, resulting in a costly revolving door process for local governments as well as state and federal governments.

Programs authorized by the Second Chance Act provide valuable assistance to state and local governments for a wide array of programs to help ex-offenders reintegrate. The City of Dallas supports full funding of Second Chance Act programs and legislation that would provide additional resources for education, training, and work experience during incarceration.

EDUCATION, AFTER SCHOOL CARE, CHILD NUTRITION & EARLY CHILDHOOD EDUCATION

A strong public education system is crucial to the economic health and future of the City of Dallas and requires a strong federal investment in schools and children. Out-of-school time and child nutrition programs are a vital component of a strong educational system and play an important role in preventing youth crime and delinquency

The City of Dallas urges Congress and the Administration to provide schools with the resources (including technology) they need and to reauthorize, expand and fully fund early childhood, extended learning time, child nutrition programs and to maximize resources and flexibility for out-of-school time and other education programs.



ECONOMIC DEVELOPMENT

Brownfields

Brownfields are abandoned or under-used industrial and commercial facilities or properties where redevelopment is complicated by real or perceived environmental contamination. The Environmental Protection Agency (EPA) Brownfields Program provides assistance for the assessment and remediation of brownfield sites. The Brownfields Program and the Brownfields Tax Incentive put property in the City of Dallas on a more level playing field with raw undeveloped properties, encouraging economic development and neighborhood revitalization. The City of Dallas enjoys a strong national reputation for its innovative projects that have redeveloped several formerly abandoned sites. Dallas has used these programs to redevelop several sites and has been designated by EPA as one of its Brownfield Showcase Communities in recognition of the City's success in redeveloping brownfields.

The City of Dallas supports full funding of federal brownfields grant programs and continuation of the Brownfields Tax Incentive.

New Markets Tax Credit/Community Development Financial Institutions

The New Markets Tax Credit (NMTC) and other programs administered by the Community Development Financial Institutions (CDFI) Fund at the Department of Treasury provide important incentives for private investment in historically disadvantaged and economically impacted localities. Since its 2009 award, the Dallas Development Fund (DDF) has provided a total of \$42.5 million to three projects aimed at improving low income communities. These popular projects include the NYLO Southside Hotel in the Cedars neighborhood, the Kroger Grocery Store in the Medical District, and the Lancaster Urban Village in South Dallas, adjacent to the Lancaster DART Station. These projects have added high paying jobs to the communities they are in and have aided in the revitalization of these neighborhoods.

The City supports additional rounds of NMTC and full funding of other CDFI programs.

GrowSouth

GrowSouth is a comprehensive strategy to build a foundation for sustainable growth and outlines five key projects to jumpstart growth in key areas over the next three years. GrowSouth aims to strengthen and engage neighborhoods, develop a "culture of clean", debunk the myths and rebrand SouthDallas, and create a financial and investment fund to promote opportunities in South Dallas. The City of Dallas will support legislation that allows the City, stakeholders, and investors to take full advantage of the opportunities through GrowSouth.

MARKETPLACE FAIRNESS ACT

Enactment of the Marketplace Fairness Act remains a top City of Dallas priority.

In 1992, the United States Supreme Court ruled that under the Interstate Commerce Clause of the Constitution, state and local governments cannot compel out-of-state retailers to collect sales tax when making Internet, mail order, or other remote type's sale without congressional consent, putting brick-and-mortar "Main Street" Dallas retailers at a distinct disadvantage. The growth of electronic commerce on the Internet over the past 18 years has exacerbated this disparity. It has also negatively impacted local government budgets. A National League of Cities study estimates that the City lost \$13 million in 2013 in uncollected sales and use tax on remote purchases. The Marketplace Fairness Act would create a level retail playing field in a manner that does not impose any new taxes or bury remote retailers with paperwork. It would simply authorize the collection and remittance of an existing tax in a manner that imposes almost no cost or burden on remote retailers.



MUNICIPAL BONDS



The City of Dallas strongly opposes any efforts to cap or eliminate the tax exemption for municipal bonds. The elimination or capping of tax-exempt municipal bonds would increase City borrowing costs by as much as 50 percent, or \$40 million annually, resulting in delayed infrastructure investment or higher local taxes and utility rates, which would disproportionately impact low- and moderate-income households.

State and local governments are responsible for building and maintaining 75 percent of the nation's infrastructure, which is mostly financed through tax-exempt bonds. The tax exemption for municipal bonds represents an ideal federal-state-local partnership, allowing the federal government to assist infrastructure investment in a manner that maximizes local decision making.

In Dallas, municipal bonds finance core infrastructure that is the basis of civilized society and the foundation of our economy: water and wastewater, storm drainage, streets and sidewalks, hospitals, schools and other capital projects. In an era of diminishing grants and expanding mandates on local governments, eliminating or capping the tax exemption for municipal bonds would effectively signal a federal abandonment of infrastructure investment.

SOCIAL SECURITY

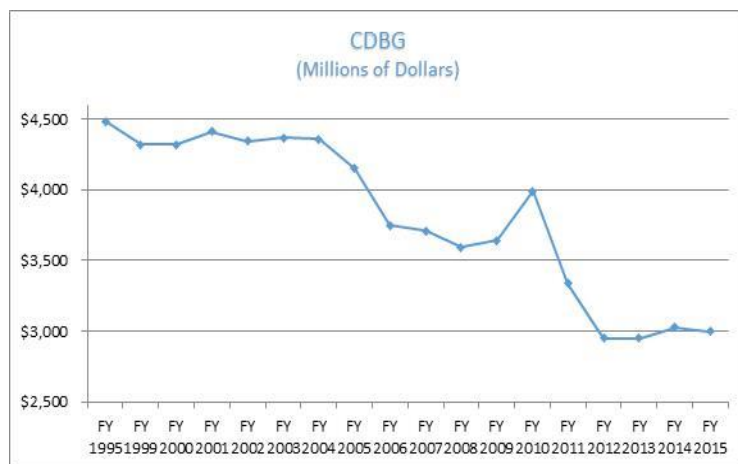
The Social Security Act of 1935 excludes state and local employees from mandatory participation in Social Security. The Federal Advisory Commission on Social Security has called for including all newly hired local government employees in Social Security. Doing so would impose a large burden on state and local governments and their taxpayers; adding state and local government employees to Social Security would cost Texas taxpayers several hundred million dollars each year.

The City of Dallas opposes mandatory inclusion of local government employees in Social Security.

HOUSING & COMMUNITY DEVELOPMENT

CDBG, HOME, HOPWA & Homeless Assistance

In FY 2014, the City of Dallas received \$13.5 million from CDBG, \$4.3 million from HOME, \$5.3 million from HOPWA and \$4.2 million in Homeless Assistance Grants. Despite immense positive impact that these flexible, locally controlled programs have had on our nation's cities, they have been inadequately funded for many years. CDBG and HOME have an especially long and successful track record of providing quick, flexible and effective assistance to cities and states. In



Dallas, they bolster City efforts to stabilize and sustain neighborhoods, preserve and expand the supply of affordable housing, expand economic opportunities, meet critical social needs and fund other critical needs in low- and moderate-income neighborhoods. The City of Dallas would be hard-pressed to meet these needs without direct and flexible federal assistance.

CDBG and HOME have borne particularly severe spending cuts since FY 2010, culminating in a two-decade downward trend. CDBG formula grants have been cut by over \$1.5 billion since 1995 and are now at the lowest funding level since 1992.

The City of Dallas calls on Congress and the Administration to fully fund CDBG, HOME, HOPWA and Homeless Assistance Grants. The City opposes any effort to limit the City's flexibility in using these funds. The City also strongly opposes any effort to shift control of these programs away from the local level or decrease the cap on administrative and planning costs.



Affordable Housing

Affordable housing remains a critical issue for our nation's cities. In Dallas, the City is developing a robust plan to address our housing needs. The focus of the plan would be to maximize City resources by alleviating poverty, empowering neighborhoods, addressing concentrations of blight, and enhancing rental options. The City is also aiming to attract and retain the middle class by pursuing initiatives that will expand homeownership.

At the federal level, the Section 8 Program now consumes more than half of the Department of Housing & Urban Development budget, threatening funding for other housing and community development programs. Four years ago, Congress created the Affordable Housing Trust Fund. If fully funded, the Trust Fund could provide more than \$26 billion over the next seven years for the production of new and the preservation of affordable housing. In addition, the Low-Income Housing Tax Credit remains a powerful tool for the development of affordable housing.

The City of Dallas supports the preservation and expansion of federal programs and tax incentives that support City efforts to expand and preserve affordable housing. The City specifically supports full funding of the Affordable Housing Trust Fund and preservation of the Low-Income Housing Tax Credit.

Though the City of Dallas appreciates the need to control the costs of the Section 8 Program and to ensure that it does not affect community development and housing programs (CDBG, HOME, HOPWA) that are also important to the City, the City opposes any changes to the Section 8 Program that reduces the number of families served or reduces local control over the program.



TELECOMMUNICATIONS

Franchising, Rights-of-Way & Zoning

Franchising is the backbone of local government telecommunications policy. It creates a framework for local management of public rights-of-way, collection of compensation for the use and management of public rights-of-way and resolution of consumer complaints. Section 253 of the Telecommunications Act of 1996 (PL 104-104), a provision championed by the City of Dallas and its congressional delegation, specifically preserves the authority of state and local governments to manage public rights-of-way and to collect compensation for their use by telecommunications providers.

A major goal of the telecommunications industry remains federal preemption of local control over public rights-of-way and the preemption of local fees collected from the industry for the use and management of public rights-of-way. In addition, industry has also sought legislation and regulation that would preempt local zoning authority over the location of telecommunications antennae and towers.

The City of Dallas would have to reduce services or raise taxes by more than \$100 million a year if revenue from rent charged to private corporations for the use of public rights-of-way was eliminated. In addition, City control of public rights-of-way and zoning for the placement of telecommunications facilities provides important public safety benefits, preserves City infrastructure investments and ensures that property values will not be impacted by incompatible uses.

In general, the City of Dallas opposes any legislation or regulatory effort that would erode City authority to manage public rights-of-way and collect reasonable compensation for their use. The City also opposes any federal preemption of City zoning authority.

Local Authority – The City supports preserving local authority in determining the most effective and efficient use of local communications services; it is uniquely positioned to determine how to better protect its citizens with regard to maintenance of infrastructure, public safety, consumer protections, and management of rights-of-way.

Rights-of-Way – The City opposes federal intervention in its ability to manage and control the public rights-of-way and to collect compensation for their use and management in an equitable and nondiscriminatory manner. The public entrusts local governments to ensure that use of scarce public rights-of-way by communications providers does not interfere with public safety, unnecessarily disrupt commerce, impede general transportation uses, or otherwise impose costs on the local government or its taxpayers.

Fees and Revenues – The City opposes any federal preemption of its ability to collect revenue from telecommunications providers doing business in the City, particularly when that revenue is collected as reasonable compensation for the private, profit-making use of public rights-of-way owned and maintained by the City. Public rights-of-way represent property of tremendous economic value and paid for by local taxpayers, and the public has a right to expect that appropriate value is received for the use of its property held and managed by the government as a public trust.

Internet Tax Freedom Act

The Internet Tax Freedom Act prohibits state and local governments from levying multiple or discriminatory taxes on internet access and electronic commerce through October 2015. Of particular interest to Dallas, secured was language in the Internet Tax Freedom Act that protects the line access fees collected by Texas cities from telecommunications providers. These fees are not taxes, but rather are compensation for the management and use of City-owned public rights-of-way. Federal preemption of Texas line access fees would cost the City of Dallas over \$30 million in revenue and would set the precedent of allowing the private use of public property at no charge, which is illegal under the Texas Constitution.

The City opposes making the moratorium on Internet taxes permanent. The City further opposes an expansion of the moratorium, especially the line access fees collected by the City of Dallas and other Texas local governments.



TRAVEL, TOURISM, ARTS & CULTURE

The City of Dallas is a major global city that attracts millions of visitors each year. Dallas-Fort Worth International Airport is among the busiest in the world, serving over 60 million passengers a year and providing direct connections to 147 domestic and 55 international destinations. The Dallas-Fort Worth Metropolitan Area is home to 22 Fortune 500 companies, hosts hundreds of major conventions each year and draws tourists from around the world for its world-class cultural offerings.



As the business and cultural hub of the nation's top exporting state and with plans for a major intermodal transportation hub to handle international freight traffic, the Dallas economy relies more than ever on international business and vacation visitors.

In addition, the arts have played a central role in the renaissance of downtown Dallas and are a cornerstone of the downtown Dallas economy. The federal government plays a small but important role in fostering and promoting the arts. The City supports the missions and the

adequate funding of the National Endowment for the Arts, the National Endowment for the Humanities and the Institute of Museum and Library Services.

Within the bounds of the need for increased security, the City of Dallas urges the federal government to maximize the efficiency of immigration and border controls and to implement the US Visit program in a way that allows for the free flow of people and goods.

The City of Dallas further encourages federal policies, including tax policies, which foster the arts and recognize the important role they play in tourism and central city economies. The City also calls for federal policy that recognizes the role that art education plays in fostering artists and audiences.

CLEAN AIR & CLIMATE CHANGE

The Dallas-Fort Worth Metropolitan Area faces the challenge of meeting the air quality goals outlined by the Clean Air Act and our nation faces the challenge of reducing its dependence on imported oil. Although the challenges created by global climate change, air pollution and energy security are international and national in scope, local governments are well placed to implement policies and pursue innovations to meet those challenges, especially if they are given the resources to do so.



Local governments throughout the United States have begun taking action to address climate change and to decrease fossil fuel consumption. The City of Dallas and the Dallas-Fort Worth Metropolitan Area have already begun taking steps from investing hundreds of millions of dollars in a regional transit system to converting municipal fleets to alternative fuels to making public buildings more energy efficient. The City of Dallas has been a national leader in this area, implementing a number of nationally-recognized and replicated sustainability programs that have decreased the City's operating costs in general and energy costs in particular.

The City of Dallas urges Congress and the Administration to avoid unfunded mandates as they seek to reduce greenhouse gas emissions and ensure that local governments have the resources to address the challenges posed by global climate change. Local governments are well suited to meeting this challenge, but its scope and national nature make direct federal assistance to local governments for energy conservation, alternative fuel, public education programs and other programs to reduce greenhouse gas emissions appropriate and necessary. The City urges the U.S. Environmental Protection Agency to update National Ambient Air Quality Standards for Ozone levels and provide clarity on current regulations.

The City of Dallas encourages Congress and the Administration to pursue imaginative solutions and not rely on mandates to address clean air, climate change and energy security. The City further urges Congress to fully fund any mandates it imposes on local governments to meet these challenges.

TRINITY RIVER CORRIDOR



The Trinity River Corridor presents the City of Dallas with a unique opportunity to redefine the City. For years, the Trinity River has divided our community, separating northern and southern Dallas. In 2004, the City Council of Dallas updated and approved the Balanced Vision Plan for the Trinity River, which provides a comprehensive long-term guide for the future of the Trinity. The primary goal of the project is flood protection; other goals include recreation, environmental management, transportation, and community and economic development. This major infrastructure project will enhance

public safety through levee and floodway improvements, improve regional transportation infrastructure (including bridges), increase recreational opportunities, promote eco-system restoration and conservation, and spur economic development, making the Trinity River Corridor a truly remarkable public asset.

The City of Dallas greatly appreciates the Dallas delegation's support of this project and the strong federal partnership that has developed. Looking ahead, the City desires to continue this strong intergovernmental relationship, including securing federal funding and other needed legislation to keep the project moving forward.

