PORT SAN ANTONIO

U.S. Army Corps of Engineers
Attn: CECW-CE (Lisa Kiefel)
Planning Portfolio Manager
441 G Street N.W.
Washington, DC 20314–1000

Re: Leon Creek Flood Risk Management Project

Dear Ms. Kiefel,

We are responding to the U.S. Army Corps of Engineers' (USACE) August 5, 2014 Federal Register Notice titled, "Proposals from Non-Federal Interests for Proposed Feasibility Studies and Proposed Modifications to Authorized Water Resources Development Projects or Feasibility Studies for Inclusion in the U.S. Army Corps of Engineers (USACE) Annual Report."

Please see below and attached proposal submission documents for the Leon Creek Flood Risk Management Project, located in San Antonio, Texas.

We respectfully request that the Leon Creek Flood Risk Management Project be included in the USACE Annual Report to be issued in February 2015.

Thank you,

Roland C. Mower
President & CEO

Enclosures

907 Billy Mitchell Rd. San Antonio, TX 78226-1802 210 362 7800 P 210 362 7807 F
www.PortSanAntonio.us

1. **Provide the name of all non-Federal interests planning to act as the sponsor, including any non-Federal interest that has contributed or is expected to contribute toward the non-Federal share of the proposed feasibility study or modification.**

The non-federal sponsor for the Leon Creek Flood Risk Management Project will be the San Antonio River Authority (SARA), which has responsibility for management of the Leon Creek Watershed. In addition, Port San Antonio is a non-federal interest that has and will continue to contribute to the non-federal share of the project. Other non-Federal interests that are expected to contribute to the non-federal share are the City of San Antonio and Bexar County.

2. **State if this proposal is for a feasibility study or a modification to an authorized USACE project or feasibility study and, if a modification, specify the authorized project or study.**

This proposal is for the inclusion of the Leon Creek Flood Risk Management Project in the US Army Corps of Engineers (USACE) Annual Report of 2015. The Leon Creek Flood Risk Management Project has already received its signed Chief's Report on June 30, 2014. Please see attached.

3. **State the project purpose of the proposed study or modification.**

The Leon Creek Flood Risk Management Project's purpose is to reduce risk of flood damages within the Leon Creek Watershed and reduce the risk to life, health, and welfare for Leon Creek Watershed residents, businesses and national interests in San Antonio, Texas. The USACE has recommended a Structural Plan, consisting of the construction of a 1% Annual Exceedance Probability (AEP) levee and channel improvements near Port San Antonio and a Non-Structural Plan, consisting of the permanent evacuation of four single-family homes and thirty-two townhomes upstream from Port San Antonio. Other nonstructural measures implemented by the nonfederal sponsor in conjunction with the recommended plan include a regional flood warning system, updates to the floodplain's management plan, and flood risk awareness communication.

4. **Provide an estimate, to the extent practicable, of the total cost of the proposed study or modification.**

The attached signed Chief's Report "Leon Creek Watershed, San Antonio, Texas" dated June 30, 2014 estimates the total costs of the project as the following:

"Based on October 2013 price levels, the estimated Leon Creek Flood Risk Management Project's first cost for the recommended plan is $28,175,000... the federal share of the total first cost for the plan would be $18,314,000 (65 percent) and the non-federal share would be $9,861,000 (35 percent)."

In total, the Structural component of the plan will cost $22,303,000 and the Nonstructural component will cost $5,872,000.

5. **Describe, to the extent practicable, the anticipated monetary and non-monetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; of the national security interests of the United States.**

The Leon Creek Flood Risk Management Project is designed to protect human life, property, the environment, and national security interests of the United States. The Leon Creek Flood Risk

Management Project is intended to prevent additional damages from flooding at Port San Antonio, including damage to property, equipment and disruption to maintenance work at the Test Cell Facility, a national security resource related to test repairs to engines for military aircraft. In addition, even though maintenance efforts have been made, the area around the Test Cell Facility has eroded to such an extent that previous berms that have been constructed and repaired are insufficient to contain the flooding, resulting in the need for both the levee and channel improvements. Below are examples of recurring floods that caused significant damage and loss:

- In 1987, flooding resulted in approximately $476,000 in property damage and led to the construction of a berm that provided less than 25-year protection.
- In 2002, flooding caused $300,000 in property and equipment damages to the Test Cell Facility.
- In 2013 a total of $1,600,000 in damages were realized, including $1,000,000 to the Test Cell Facility in damage and lost productivity and $600,000 to other Port San Antonio properties.

**6. Describe if local support exists for the proposal.**

Local support exists for the Leon Creek Flood Risk Management Project. Please see attached letters from:

a. Suzanne Scott, CEO of the San Antonio River Authority (SARA). SARA has responsibility for management of the Leon Creek Watershed.
b. Roland Mower, CEO, Port San Antonio. Port San Antonio has suffered damages to buildings and facilities which support the Department of Defense, military missions and aerospace companies located in San Antonio.
c. Amy Gowder, Vice President and General Manager, Lockheed Martin Corporation. The Lockheed Martin Corporation, a tenant of Port San Antonio working on national security interests in the Test Cell Facility, has suffered damages to equipment and property, and has experienced work interruptions during flood events.
d. City Councilman Rey Saldana, District 4. Councilman Saldana represents the area of Port San Antonio impacted by Leon Creek flooding.

**7. State if the non-Federal interest has the financial ability to provide for the required cost share.**

Non-Federal interests have the financial ability to provide for the required cost share through the following sources:

- City of San Antonio Municipal Bonds
- City of San Antonio Capital Improvement Funds
- Bexar County Capital Improvement Funds
- Port San Antonio Capital Improvement Program Funds

**8. Submit a letter or statement of support from each associated non-Federal interest.**

Please see attached letters in support of the Leon Creek Flood Risk Management Project from:

a. Suzanne Scott, CEO of the San Antonio River Authority (SARA). SARA has responsibility for management of the Leon Creek Watershed.
b. Roland Mower, CEO, Port San Antonio. Port San Antonio has suffered damages to buildings and facilities which support the Department of Defense, military missions and aerospace companies located in San Antonio.
c. Amy Gowder, Vice President and General Manager, Lockheed Martin Corporation. The Lockheed Martin Corporation, a tenant of Port San Antonio working on national security interests in the Test Cell Facility, has suffered damages to equipment and property, and has experienced work interruptions during flood events.
d. City Councilman Rey Saldana, District 4. Councilman Saldana represents the area of Port San Antonio impacted by Leon Creek flooding.

**DEPARTMENT OF THE ARMY**
**CHIEF OF ENGINEERS**
**2600 ARMY PENTAGON**
**WASHINGTON, D.C. 20310-2600**

30 JUN 2014

DAEN

SUBJECT: Leon Creek Watershed, San Antonio, Texas

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress my report on flood risk management for the Leon Creek Watershed, San Antonio, Texas. It is accompanied by the report of the district and division engineers. This report is an interim response to a study authority contained in a House Committee on Transportation and Infrastructure Resolution dated 11 March 1998, which directed the Secretary of the Army to review the report of the Chief of Engineers on the Guadalupe and San Antonio Rivers, Texas, published as House Document 344, 83rd Congress, 2nd Session, with a view to determining whether any modifications to the recommendations contained therein are advisable at the present time, with particular reference to providing improvements in the interest of flood control, environmental restoration and protection, water quality, water supply, and allied purposes on the Guadalupe and San Antonio Rivers in Texas. The non-federal sponsor for the project is the San Antonio River Authority. Pre-construction engineering and design activities for the project will continue under the authority cited above.

2. The reporting officers recommend authorizing a plan to reduce flood risk along Leon Creek in San Antonio, Texas. The recommended plan is the National Economic Development plan and includes structural measures in Area of Interest 2 (AOI-2) and permanent evacuation of structures as nonstructural measures in AOI-4. AOIs are defined as reaches along Leon Creek with concentrations of damageable properties. For AOI-2, the recommended plan includes the construction of a levee with a 1 in 132 annual chance of overtopping (0.76 percent probability of overtopping in any given year) along with a channel modification for hydraulic conveyance at Port San Antonio. The proposed earthen levee would extend approximately 3,700 linear feet from high ground on the southeast side of Port San Antonio to S.W. Military Drive. Its maximum height is approximately 21 feet high near the existing low point. A twelve-foot top width will provide a maintenance/patrol access route along the top with 3.5:1 (H:V) side slopes. The channelization at Leon Creek will extend approximately 2,850 linear feet with a 60-foot bottom width with variable side slopes. The recommended plan includes utilizing natural channel design concepts to "self-mitigate" for aquatic impacts associated with the channelization work at Port San Antonio and the installation of 15.75 acres of riparian vegetation. For AOI-4, located in the Cedar Point subdivision just south of State Highway 1604 and west of Babcock Road, the recommended nonstructural plan is the permanent floodplain evacuation of four single-family residential structures and 32 townhouses being damaged by the four percent annual exceedance probability (AEP) flood event north of Port San Antonio.

3. The recommended plan would reduce flood risk within the Leon Creek watershed. The proposed project would reduce Equivalent Annual Damages (EAD) within the Leon Creek watershed by 15 percent, with a residual EAD of approximately $11.69 million. This residual EAD is primarily due to existing flooding throughout the study area where analyzed alternatives were not economically justified. The nature of flooding in the region is flashy, meaning that it can be extremely rapid and have a relatively short duration. The non-federal sponsor currently participates in a number of initiatives to manage the residual flood risk and the recommended plan would reduce flood risk, including risks to public and life safety along Leon Creek in San Antonio, Texas. Other nonstructural measures implemented by the non-federal sponsor in conjunction with the recommended plan include a regional flood warning system, updates to the floodplain management plan, and flood risk awareness communication.

4. All coordination and consultations with various federal and state agencies including the U.S. Fish and Wildlife Service (USFWS), the Texas Commission on Environmental Quality (TCEQ), the Federal Aviation Administration (FAA), the U.S. Air Force, and the State Historic Preservation Office (SHPO) necessary for construction of the project have been completed in order to mitigate for the detrimental effects of the flood risk management features of the recommended plan on fish and wildlife habitat. Environmental effects resulting from the construction of the recommended plan would cause some direct effects on riparian habitat and special status species habitats that cannot be avoided. The mitigation recommendations of the USFWS contained in the Final Fish and Wildlife Coordination Act Report are concurred with and are included in the recommended plan. The recommended plan includes a Monitoring and Adaptive Management plan to ensure the success of mitigation features. Endangered Species Act consultation with the USFWS has been completed concerning the operation and maintenance of the project after construction, which is the responsibility of the non-federal sponsor under federal law. Water quality certification under Section 401 of the Clean Water Act was coordinated with TCEQ and the water quality certification was obtained on February 20, 2014. Coordination with the FAA was done in response to the Memorandum of Agreement (MOA) with the FAA to address aircraft-wildlife strikes. The Air Force was also consulted due to the recommended plan's proximity to Lackland Air Force Base. Potential effects to cultural resources have been coordinated with the SHPO.

5. Based on October 2013 price levels, the estimated project first cost for the recommended plan is $28,175,000. In accordance with the cost sharing provision of Section 103 of the Water Resources Development Act (WRDA) of 1986, as amended (33 U.S.C. 2213), the federal share of the total first cost for the plan would be $18,314,000 (65 percent) and the non-federal share would be about $9,861,000 (35 percent) which includes a five percent cash contribution of $1,115,000. Total project cost includes $5,872,000 for the nonstructural component and $22,303,000 for the structural component. The non-federal sponsor is required to provide all lands, easements, relocations, rights-of-way, and dredged or excavated material disposal areas (LERRDs), the costs of which are estimated at $8,086,000. Furthermore, the non-federal sponsor would be responsible for operation, maintenance, repair, replacement, and rehabilitation

(OMRR&R) of the project after construction, estimated at about $50,000 annually for the structural component and $9,000 for the nonstructural component.

6. Based on a 3.5 percent discount rate, October 2013 price levels, and a 50-year period of analysis, the total annual costs of the project are estimated to be $1,284,000, including OMRR&R. The total equivalent average annual flood damage reduction is estimated to be $2,143,000. The proposed levee has a 32 percent chance of being exceeded over the next 50 years and reduces equivalent annual flood damages by $1,763,000, or approximately 90 percent for that reach. The nonstructural permanent evacuation component of the project reduces equivalent annual flood damages by $380,000, or approximately 9 percent for that reach. Annual net benefits for the proposed levee are $729,000 and $129,000 for the nonstructural component. The benefit-to-cost ratio is 1.7 to 1.0.

7. In accordance with the Engineering Circular on review of decision documents, all technical, engineering and scientific work underwent an open and thorough review process to ensure technical quality. This included an Agency Technical Review (ATR), an Independent External Peer Review (IEPR) (Type I), and USACE Headquarters policy and legal review. All concerns of the ATR have been addressed and incorporated into the final report. The IEPR was completed by Battelle Memorial Institute with all comments documented. The panel had 14 comments, one of which they considered significant, 11 were medium significance and 2 were low significance. The comments pertained to hydrology and hydraulic engineering, geotechnical engineering, civil engineering, economics and environmental concerns. In summary, the panel felt that the engineering, economics and environmental analysis were adequate and clarifications needed to be properly documented in the final report. The IEPR review comments resulted in no significant changes to the plan formulation, engineering assumptions, and environmental analyses that supported the decision-making process and plan selection. A safety assurance review (Type II IEPR) will be conducted during the design phase of the project.

8. Washington level review indicates that the project recommended by the reporting officers is technically sound, environmentally and socially acceptable, and economically justified. The plan complies with all essential elements of the 1983 U.S. Water Resources Council's Economic and Environmental Principles and Guidelines for Water and Land Related Resources Implementation Studies and complies with other administrative and legislative policies and guidelines. The views of interested parties, including federal, state and local agencies were considered. There were no comments from public review of the draft integrated report. During state and agency review, comments were received from the TCEQ, the Federal Emergency Management Agency (FEMA), and the USFWS. TCEQ expressed support for the project, and FEMA and the USFWS had no concerns about the project.

9. I concur in the findings, conclusions, and recommendations of the reporting officers. Accordingly, I recommend project implementation, in accordance with the reporting officer's recommendations with such modifications as in the discretion of the Chief of Engineers may be

advisable. My recommendations are subject to cost sharing, financing, and other applicable requirements of federal and state laws and policies, including Section 103 of WRDA 1986, as amended (33 U.S.C. 2213). The non-federal sponsor would provide the non-federal cost share and all LERRDs. Further, the non-federal sponsor would be responsible for all OMRR&R. This recommendation is subject to the non-federal sponsor agreeing to comply with all applicable federal laws and policies, including but not limited to:

a. Provide a minimum of 35 percent, but not to exceed 50 percent, of total flood risk management costs attributable to the structural alternative and 35 percent of total flood risk management costs attributable to the nonstructural alternative, as further specified below:

(1) Pay, during design, 35 percent of design costs;

(2) Pay, during construction, 5 percent of total flood risk management costs attributable to the structural alternative;

(3) Provide all lands, easements, and rights-of-way, including those required for relocations, the borrowing of material, and the disposal of dredged or excavated material, and perform or ensure the performance of all relocations, as determined by the federal government to be required for the construction, operation, and maintenance of the project;

(4) Pay, during construction, any additional funds necessary to make its total contribution equal to at least 35 percent of total flood risk management costs.

b. Inform affected interests, at least yearly, of the extent of protection afforded by the flood risk management features; participate in and comply with applicable federal floodplain management and flood insurance programs; comply with Section 402 of P.L. 99-662, the WRDA of 1986, as amended (33 U.S.C. 701b-12); and publicize floodplain information in the area concerned and provide this information to zoning and other regulatory agencies for their use in adopting regulations, or taking other actions, to prevent unwise future development and to ensure compatibility with protection levels provided by the flood risk management features.

c. Prevent obstructions or encroachments on the project (including prescribing and enforcing regulations to prevent such obstructions or encroachments) such as any new developments on project lands, easements, and rights-of-way or the addition of facilities which might reduce the level of protection the flood risk management features afford, hinder operation and maintenance of the project, or interfere with the project's proper function.

d. Operate, maintain, repair, rehabilitate, and replace the project, at no cost to the federal government, in a manner compatible with the project's authorized purposes and in accordance with applicable federal and state laws and regulations and any specific directions prescribed by the federal government.

e. Hold and save the United States free from all damages arising from the construction, operation, maintenance, repair, rehabilitation, and replacement of the project, except for damages due to the fault or negligence of the United States or its contractors.

f. Perform, or ensure performance of, any investigations for hazardous substances that are determined necessary to identify the existence and extent of any hazardous substances regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), P.L. 96-510, as amended (42 U.S.C. 9601-9675), that may exist in, on, or under lands, easements, or rights-of-way that the federal government determines to be required for construction, operation, and maintenance of the project.

g. Assume, as between the federal government and the non-federal sponsor, complete financial responsibility for all necessary cleanup and response costs of any hazardous substances regulated under CERCLA that are located in, on, or under lands, easements, or rights-of-way required for construction, operation, and maintenance of the project.

h. Agree, as between the federal government and the non-federal sponsor, that the non-federal sponsor shall be considered the operator of the project for the purpose of CERCLA liability, and to the maximum extent practicable, operate, maintain, repair, rehabilitate, and replace the project in a manner that will not cause liability to arise under CERCLA.

10. The recommendation contained herein reflects the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program or the perspective of higher review levels within the executive branch. Consequently, the recommendation may be modified before it is transmitted to the Congress as a proposal for authorization and implementation funding. However, prior to transmittal to Congress, the non-federal sponsor, the state, interested federal agencies, and other parties will be advised of any significant modifications and will be afforded an opportunity to comment further.

THOMAS P. BOSTICK
Lieutenant General, USA
Chief of Engineers

SAN ANTONIO
RIVER AUTHORITY
Leaders in Watershed Solutions

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Suzanne B. Scott

November 21, 2014

Steven L. Stockton
Director of Civil Works
U.S. Army Corps of Engineers
441 G Street NW.
Washington, DC 20314–1000

Dear Director Stockton,

The San Antonio River Authority (SARA) as the feasibility study non-federal project sponsor, supports the Recommended Plan for the Leon Creek Watershed Interim Feasibility Study and Integrated Environmental Assessment San Antonio, Texas project. The Recommended Plan will provide much needed flood reduction benefits to Port San Antonio which has experienced recurring severe flooding. The nature of flooding in this region is flashy, meaning that it can be extremely rapid and be of relatively short duration.

SARA believes that the Recommended Plan, contained in the Feasibility Report, is the best alternative to address the flooding concerns within the Leon Creek watershed, and is consistent with SARA's goal of generating lasting and recognized improvements to the health and safety of the San Antonio River Watershed. The City of San Antonio, Port San Antonio and members of the San Antonio's federal delegation support the flood risk management strategy identified for Port San Antonio.

As the Chief's Report has been successfully completed the potential non-federal sponsor, SARA, and local project interests are presently interested in Federal funds being allocated for the Preconstruction, Engineering and Design phase for the continuation of the project. Thank you for your assistance with this much needed flood risk management project. Please contact me if you need any further information.

Sincerely,

Suzanne B. Scott
General Manager
San Antonio River Authority

100 East Guenther St. ☆ P.O. Box 839980 ☆ San Antonio, TX 78283-9980 ☆ www.sara-tx.org
(210) 227-1373 ☆ (866) 345-7272 ☆ Fax (210) 227-4323

PORT SAN ANTONIO

November 24, 2014

Steven L. Stockton
Director of Civil Works
U.S. Army Corps of Engineers
441 G Street NW
Washington, D.C. 20314-1000

Dear Director Stockton:

Port San Antonio greately appreciates the consideration given to our proposal in the U.S. Army Corps of Engineers (USACE) Annual Report of 2015 and Water Resources Reform and Development Act of 2016 (WRRDA). The construction of a levee system and channel modification for the Leon Creek Watershed is a long-awaited project that will significantly support the Port's growth plans to the benefit of our community.

As you are aware, for more than 15 years the Port has been redeveloping the 1,900-acre site that once comprised Kelly Air Force Base. Thus far, we've succeeded in attracting more than 80 commercial / industrial tenant customers to our property. These employers provide good jobs to over 12,000 workers, principally in the aerospace, manufacturing, logistics and military / government sectors. This strong employment base generates an estimated $4.4 billion in local economic activity each year.

There are important plans to grow this number even further, especially as we seek to attract more aerospace-related work at Kelly Field, the Port's industrial airport, in the years ahead. Kelly Field is already a well-established platform, where marquee names like Boeing and Lockheed Martin have large MRO operations for military and commercial aircraft and engines.

But those opportunities are hindered as a result of ongoing flooding. Heavy rain events in recent years have jeopardized workers at Kelly Field and caused significant property damage to hangars, offices and engine testing facilities that the Port and our customers have had to repair at a substantial cost.

Of greatest concern, floodwaters at Leon Creek have entered highly specialized aircraft engine testing facilities used by Lockheed Martin--rising several feet in a matter of minutes as workers fled to safety and millions of dollars of equipment and engines were at risk. Clearly, this recurring situation poses a significant challenge as we seek to continue growing a center of aerospace excellence.

The new infrastructure is essential for the ongoing and safe operation of the existing complex and for new development that will support current and future good-paying jobs. We thank you and your colleagues for your consideration and support in this much-anticipated endeavor.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Roland C. Mower
President and CEO

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www.PortSanAntonio.us

Lockheed Martin Commercial Engine Solutions
3523 General Hudnell Drive
San Antonio, TX 78226

LOCKHEED MARTIN

Steven L. Stockton
Director of Civil Works
U.S. Army Corps of Engineers
441 G Street NW
Washington, D.C. 20314-1000

Dear Director Stockton:

Please accept my strong support for Port San Antonio's proposal in the U.S. Army Corps of Engineers (USACE) Annual Report of 2015 and Water Resources Reform and Development Act of 2016 (WRRDA) to build a much-needed levee system and channel modification for the Leon Creek Watershed.

Lockheed Martin is a proud member of this community. Our firm has maintained a large operation at the Port for more than 15 years, providing good jobs to hundreds of talented workers who specialize in aircraft engine maintenance, repair and overhaul. Our site has a longstanding record of excellence within our industry and we're excited about the future, as we continue to serve our well-established customers and seek new opportunities nationally and internationally.

However, our productivity, millions of dollars in capital investments and, above all, the safety of our workers are at risk whenever a heavy rain incident takes place in our region.

Lockheed Martin's leasehold at the Port includes a highly specialized array of aircraft engine test cells. These facilities, located along Leon Creek, are essential to our work. It's where we test engines to ensure operational efficiency and safety before returning them to our customers. Replicating these facilities elsewhere would require hundreds of millions of dollars in investment.

As you are aware, on several occasions in recent years, fast-rising waters at the creek have imperiled the lives of our workers and caused significant damage to the buildings. In a matter of minutes, waters rise several feet inside the cells as workers flee to higher ground while trying to avoid fast-moving debris and poisonous snakes. The buildings house multi-million dollar pieces of equipment, in addition to engines entrusted to us by customers that include the U.S. Department of Defense. Just last year, we had to suspend operations for nearly two weeks as both Lockheed Martin and the Port repaired damage and incurred substantial expenses.

Obviously, this recurring phenomenon is not conducive to the long-term growth of an advanced technology operation such as ours. Construction of the levee and channel modification will be a long-awaited win-win for this community, including the business and public sector. And among the beneficiaries will be generations of workers who will no longer have to be concerned for their safety as they work in one of the 21st century's most exciting industries.

Please do not hesitate to contact me if you have any questions. Thank you in advance for your support.

Sincerely,

Amy Gowder

Vice President & General Manager

# CITY OF SAN ANTONIO

**REY SALDAÑA**
COUNCILMAN
DISTRICT 4

November 25, 2014

Steven L. Stockton
Director of Civil Works
U.S. Army Corps of Engineers
441 G Street NW
Washington, D.C. 20314-1000

Dear Director Stockton:

I am writing in support of Port San Antonio's proposal in the U.S. Army Corps of Engineers (USACE) Annual Report of 2015 and Water Resources Reform and Development Act of 2016 (WRRDA) to build a levee system and channel modification that is urgently needed for the Leon Creek Watershed in Bexar County, Texas.

Funding for this effort will have a direct and long-lasting benefit to our community, from both an economic and public safety standpoint.

The Port is home to a large aerospace industry cluster. Several private sector firms provide good jobs to thousands of people in our community. However, their presence at the Port, and their future growth plans in our region, are hindered as a result of ongoing flooding during heavy rains at the nearby Leon Creek.

As you know, operations at Boeing and Lockheed Martin have had to cease on various occasions as the creek overflows. The Port and its customers have also faced costly repairs to damaged buildings. And, of greatest concern, is the fact that fast-rising waters inside engine test cell facilities used by Lockheed Martin have imperiled the lives of workers.

For the Port and for our community to be globally competitive in the dynamic aerospace sector, it is imperative that we address fundamental infrastructure requirements. At a minimum, this means ensuring that flash floods that are typical of our region don't place at risk the lives of our workers and jeopardize millions of dollars in specialized facilities, equipment and aircraft.

The U.S. Army Corps of Engineers' support to provide a permanent fix to this situation, which has existed for years, will greatly benefit our community, and generations of talented workers, for years to come.

Sincerely,

Rey Saldaña
City Councilman, District 4

P.O. BOX 839966
SAN ANTONIO, TX 78283-3966
EMAIL: district4@sanantonio.gov

CITY OF SAN ANTONIO, TEXAS
CITY HALL (210) 207-7281
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