RESOLUTION APPROVING THE CITY OF EL PASO 2009 FEDERAL LEGISLATIVE PRIORITIES AND 2010 APPROPRIATIONS REQUESTS AND ADOPTING A STATEMENT OF POLICY FOR THE CITY OF EL PASO REGARDING FEDERAL LEGISLATION AND ACTIONS BEFORE FEDERAL ADMINISTRATIVE AGENCIES.

WHEREAS, the Federal Legislature and its administrative agencies will consider many measures and actions that affect the City of El Paso; and

WHEREAS, it is necessary to provide guidance to City representatives in conducting legislative and administrative efforts and relations with other levels of government.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO, TEXAS, THAT THE ATTACHED DOCUMENT ENTITLED "2009 FEDERAL LEGISLATIVE PRIORITIES AND 2010 APPROPRIATIONS REQUESTS" IS ADOPTED AS THE CITY'S LEGISLATIVE AGENDA FOR THE 111th FEDERAL LEGISLATIVE SESSION AND THAT THE FOLLOWING ADMINISTRATIVE POLICY BE ADOPTED:

1. The legislative or administrative positions herein approved shall be communicated to the El Paso legislative delegation, to the Federal Legislature, in general, and to the appropriate legislative committees and administrative agencies by the City's federal legislative lobbyist and federal agency consultant, City of El Paso staff persons, members of City Council and others as coordinated through the Mayor's office.

2. City employees, members of City boards, commissions, and advisory groups may not represent in oral testimony or in writing the City's official position on proposed legislation or administrative action unless that position is approved and coordinated through the Mayor's office.

3. The City Council authorizes and directs the Mayor's office to coordinate its legislative program and the City Attorney's Office shall be authorized to interpret on behalf of the City this policy with the necessary broad policy concerns set forth in this policy.

ADOPTED this the ____ day of _____ 2009.

THE CITY OF EL PASO

_____
John F. Cook
Mayor

ATTEST:

_____
Richarda Duffy Momsen
City Clerk

APPROVED AS TO FORM:

Sylvia Borunda Firth by KM
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CITY OF EL PASO

2009 FEDERAL LEGISLATIVE PRIORITIES

AND

FY 2010 APPROPRIATIONS REQUESTS

MAYOR AND CITY COUNCIL

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CITY OF EL PASO
2009 Federal Legislative Priorities
and
FY 2010 Appropriations Requests

Strategic Policy Statements: The City Council of the City of El Paso has met to formulate strategic policies to serve as guiding principles for the governance of the City of El Paso. Decision regarding City of El Paso positions regarding legislative matters will be weighed against these guiding principles when formulating positions.

1. **FISCAL:** The City of El Paso will seek to ensure long-term fiscal stability and sustainability of the City government.

2. **CUSTOMER SERVICE:** The City of El Paso will be a high performance, customer focused organization.

3. **CITIZEN INVOLVEMENT:** The City of El Paso will facilitate opportunities for citizens to be involved in local government.

4. **TRANSPORTATION:** The City of El Paso has a goal of becoming the least car dependent City in the Southwest.

5. **COMMUNITY DEVELOPMENT:** The City of El Paso shall become the most livable city in the United States and be recognized as an international city.

6. **ECONOMIC DEVELOPMENT:** The City of El Paso will help business create quality jobs in El Paso and revitalize targeted areas of town, thereby adding to the tax base and fostering a healthy economy.

General Principles: The City of El Paso supports federal legislation that enhances a city's ability to solve problems and improve the quality of life for its citizens. The City of El Paso opposes federal legislation that reduces a city's authority or increases costs for municipal governments. We will work with other cities to enhance and protect the authority of municipalities and to ensure that taxpayers are not burdened with additional unfunded mandates.

The City of El Paso will also support legislative initiatives of community partners that enhance the educational, cultural, military assets and infrastructure resources in our region.

This document reflects the City of El Paso's adopted federal legislative policy as approved by City Council. The City's federal legislative program is organized into four categories: I. Priority Legislative Initiatives; II. Pending Appropriation Requests; III. Issues of Advocacy and Interest; and IV. General Guiding Principals.

Note: Items are not listed in order of priority.

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The Mayor and Council will work with federal elected officials and agency representatives to advocate for El Paso's interests in the following issue areas:

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Note: Items are not listed in order of priority.

For more information, please feel free to contact:

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I. Priority Legislative Initiatives

1. MASS TRANSIT

A. Bus Acquisition

Proposal: Seek federal funding to purchase 30 CNG Buses

Amount Requested: $12.8 million

Total Project Cost: $16 million

Background: This purchase will represent the first fleet expansion in over a decade and follows the City's substantial investment in replacement of the total fleet (95 new buses in 2 years). The new vehicles will be equipped with security cameras, radios, automatic vehicle locator (AVL), as well as up-to-date fare boxes and will support the energy efficient policy adopted by the City of El Paso: reducing congestion, improving air quality, and supporting the influx of troops expected in the next year.

B. LNG/CNG Liquefaction Plant

Proposal: Seek funding for natural gas liquefaction plant.

Amount Requested: $8 million

Total Project Cost: $10 million

Background: Construction of a natural gas liquefaction plant and fueling station will secure Sun Metro's supply of liquid natural gas (LNG) increasing operational efficiency and improving air quality. The proposed plant is expected to be a joint venture supporting the local economy and stabilizing both Sun Metro's fuel costs and supply. Facilities are currently dependent upon daily truck delivery from vendors who are at least 400 miles away. These deliveries are often negatively impacted by weather, traffic conditions, and mechanical failures. Sun Metro expects that this plant will eventually supply an additional revenue stream supporting the Mass Transit system. As the City and Region continue their commitment to becoming energy efficient, improving air quality, and reducing congestion, this supply of liquid natural gas will further the City's goal to become the most transit utilized system in the Southwest while meeting the future energy needs of the community with clean, domestically produced fuels.

C. Bus Rapid Transit (BRT) Corridors

Proposal: Seek funding to design, engineer, and construct four BRT corridors.

Amount Requested: $7,440,000

Total Project Cost: $366,892,000

The El Paso Mass Transit Department (Sun Metro) provides transportation services to a population of over 700,000 residents and a geographical area of 250 square miles. El Paso is the largest international metroplex in the United States and anticipates substantial growth in the next few years as a result of BRAC.

Below is a summary of the plan. Phases I through V are presently unfunded.

El Paso's Plan – Overview

Bus Rapid Transit has proven to be the preferred service for areas such as El Paso. BRT combines the quality of rail transit and the flexibility of buses. It will operate on exclusive transit ways, high-occupancy-vehicle lanes, expressways, or ordinary streets. The BRT lines will combine intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, and integration with land use policy (i.e. Transit Oriented Development (TOD) in order to substantially upgrade bus system performance.

Phase I – Mesa Corridor – FY10 Federal Funding request – $1,000,000: $25MM Funded by the Comprehensive Mobility Plan
Total estimated cost $69.412MM

- 7 miles
- Construction Cost $46.9 MM
- Administration Cost $ 0.938MM
- Schematic Design $ 0.938MM
- Environmental Clearance $ 0.938MM
- Detailed Design $ 4.69 MM
- R.O.W. Acquisition $ 9.38 MM
- Utility Relocation $ 4.69 MM
- Testing and Inspection $ 0.938MM

Phase II – Montana Corridor – FY10 Federal Funding request – $1,616,000: Total estimated cost $118.992MM

- 12 miles
- Construction Cost $80.4 MM
- Administration Cost $ 1.608MM
- Schematic Design $ 1.608MM
- Environmental Clearance $ 1.608MM
- Detailed Design $ 8.04 MM
- R.O.W. Acquisition $16.08 MM
- Utility Relocation $ 8.04 MM
- Testing and Inspection $ 1.608MM

Phase III – Alameda Corridor – FY10 Federal Funding request – $3,484,000: Total estimated cost $39.664MM

- 4 miles
- Construction Cost $26.8 MM
- Administration Cost $ 0.536MM
- Schematic Design $ 0.536MM
- Environmental Clearance $ 0.536MM
- Detailed Design $ 2.68 MM
- R.O.W. Acquisition $ 5.36 MM
- Utility Relocation $ 2.68 MM
- Testing and Inspection $ 0.536MM

Phase IV – Alameda Corridor – Funding required – cost $89.244MM: Total Estimated cost $89.244MM

- 9 miles
- Construction Cost $60.3 MM
- Administration Cost $ 1.206MM
- Schematic Design $ 1.206MM
- Environmental Clearance $ 1.206MM
- Detailed Design $ 6.03 MM
- R.O.W. Acquisition $12.06 MM
- Utility Relocation $ 6.03 MM
- Testing and Inspection $ 1.206MM

Phase V – Dyer Corridor – FY10 Federal Funding request – $1,340,000: Total estimated cost $49.58MM

- 9 miles
- Construction Cost $33.5 MM
- Administration Cost $ 0.67 MM
- Schematic Design $ 0.67 MM
- Environmental Clearance $ 0.67 MM
- Detailed Design $ 3.35 MM
- R.O.W. Acquisition $ 6.7 MM
- Utility Relocation $ 3.35 MM
- Testing and Inspection $ 0.67 MM

Total Funding Requested for 2009

Phases I – V (Alternatives Analyses, NEPA Review/Environmental, Preliminary Engineering, Construction Cost Estimates)	$7,440,000
Total	$7,440,000

D. Job Access Reverse Commute Program (JARC)

Proposal: Seek funding for the replacement of JARC program vans.

Amount Requested: $300,000.00

Total Project Cost: $375,000.00

Background: The Job Access Reverse Commute program has operated since 2002 in cooperation with local social service agencies. The clients are offered transportation services that allow them to gain work and training experience that would otherwise be unavailable without this assistance. Over 32,000 trips were provided in FY2007 using a fleet of 8 vans. The service positively impacts the entire region by enabling low income, disadvantaged local citizens to seek work and training opportunities. The current fleet is beyond its useful life and is in need of replacement in order for the program to continue to serve the community. As an integral part of the regional coordinated transportation plan, its services are being offered by the county government and LULAC Project Amistad.

E. Fuel Tax Language

Proposal: Seek to extend the Volumetric Excise Tax Credit for alternative fuels through September 30, 2021

By purchasing 95 Compressed Natural Gas (CNG) buses with an average useful life of twelve years, the City of El Paso Mass Transit Department has affirmed its commitment to energy efficiency. At present the tax credit will expire on September 30, 2009. The City supports extension of the above legislation through September 30, 2021. Extension of the credit through the useful life of the City's fleet will promote continued commitment to the City's energy efficient policy reducing congestion and improving air quality.

2. INTERNATIONAL PORTS OF ENTRY

The City of El Paso encourages the full exploration of new technologies and other measures aimed at international bridge efficiency, mobility, and security and will support the testing of such measures at the region's international ports of entry. In addition, the City supports the development of new private/public partnership programs to improve cross border inspection security and efficiency.

1. The City of El Paso supports additional funding for appropriate staffing of Customs and Border Protection and Border Patrol and the lifting of FTE and overtime caps.

2. The City of El Paso supports a re-examination of the "zero ~~tolerance~~" ~~policy currently in effect regarding DCL use that has~~ resulted in revocation of privileges without an adequate appeal process.

3. The City of El Paso supports the transfer of all commercial truck safety inspections to the Texas Department of Public Inspection if possible or the co-location of the Federal Motor Carrier Safety Administration (FMCSA) and Texas Department of Public Safety (DPS) in the Border Safety Inspection Facilities to create a one-stop safety inspection facility for commercial trucks in the existing Texas land port of entries Border Safety Inspection Facilities.

4. The City of El Paso supports extended hours of operation of the DCL (Sentri), FAST lanes and all commercial ports of entry.

5. The City of El Paso encourages the full exploration of new technologies such as facial recognition, wireless access, TECS and IBIS and other measures aimed at increased international bridge

efficiency, mobility, and security and will support the testing of such measures at the region's international ports of entry.

6. The City of El Paso supports funding for the initiation of a long-term planning study aimed at identifying ways to move people and product in a manner that is safe, timely, and efficient.

7. The City of El Paso requests more consultation with local communities on policies that impact the movement of people.

8. The City of El Paso supports the passage of H.R. 5662, the Putting Our Resources Towards Security (PORTS) Act as introduced by Congressman Silvestre Reyes in the 110th Congress.

3. PUBLIC SAFETY AND LAW ENFORCEMENT

A. Public Safety Radio Voice/Data System Interoperability

Proposal: Seek funding to update and expand the first responder radio system to a digital platform.

Amount Requested: $5,815,000.00

Total Project Cost: $41,250,000.00

The El Paso Police Department is the primary law enforcement agency for the City of El Paso and is responsible for the enforcement of the peace, traffic laws, and parking ordinances. Approximately 1,091 Officers, 17 Civilian Parking Enforcement Controllers, and personnel in various other departments provide enforcement services to a population of over 600,000 residents and a geographical area of 250 square miles.

El Paso is the largest international metro-plex in the United States and is, accordingly, on the national "front line" of first-responder preparedness with regards to both crime and terrorism. EPPD serves all areas within the city's boundaries through its five Regional Command Centers, a main Headquarters building, and several special-services locations.

The department's officers –along with other first responders--are dependent upon their radio system for information, coordination of activity, and safety. Currently, we experience intermittent radio interference in all areas of town and we have identified several "dead" areas where we cannot transmit or receive. When the system was new, it was crystal clear. The interference and dead spots have crept into existence over the last ten years. Cell towers, competing radio systems, and fifteen years of changes in area topography have had a negative affect

despite intense efforts to keep the system in top shape. Converting from an analog to a digital signal and adding repeaters and software and hardware infrastructure will facilitate the safety and interoperability goals of the region.

Radio System –overview

The radio system is shared with the Fire Department's approximately 899 firefighters, the El Paso International Airport, Sun Metro Public Transportation system, and numerous El Paso County volunteer fire departments. With expansion, the system has the potential to be available to all area law enforcement agencies as well as all City departments, promoting easier interaction among all agencies. When implemented in 1993, El Paso's radio system was somewhat unique in the USA in that all City Public Safety responders shared it. Adding to the system's utility was the ability to directly communicate with El Paso's public transportation departments. The existing system requires updating due to Federally-mandated changes how the radio spectrum will operate; we must convert from an analog to a digital voice system. This digital system will allow our responders to communicate with regional and state partners whether they are on 800MHz or VHF systems. The state envisions a web of radio hubs that can interconnect to facilitate interoperability. This vision supports the goals of the Federal government's homeland security plans. To meet local, state and federal communications goals, our radio network infrastructure requires upgrades and expansion.

The City of El Paso has placed itself in a progressive position by establishing a radio system that has proven to be a tremendous advantage in coordinating major emergency events impacting the City and County. Upgrading and expanding the system will allow additional city departments onto it –improving intra-operability-- and allow for easy communication with regional partners – improving interoperability. With the growth that El Paso is expecting over the next several years, updating our communications infrastructure is absolutely essential.

Below is a summary of our plan and the equipment and infrastructure that will needed to accomplish each phase. Phases that presently remain unfunded are Phases 3, 4, 5, 6,and 7, as well as funding for P-25 compliant hand held radios to replace outdated non-P25-compliant equipment.

El Paso's Plan - Overview

Phase I – Funded by UASI Grant –cost $3,375,000.00

- New P-25 compliant systems at the master site
- New 6 channel, 800MHz repeater site located at the existing shelter and tower on Mt. Franklin in El Paso

- Five P-25 Control stations and BIMs (to provide basic existing console connectivity to the new radio systems)
- 8000 initial subscriber licenses
- Microwave connective hop between Mt. Franklin and the master site
- A complement of spares for the master site and P25 repeater site
- DC and backup power equipment for the proposed equipment on each site

Phase II – Funded by the PSIC Grant – cost $1,800,000.00

- A new 4 –channel, VHF P-25 repeater site located on existing sites and on Mt. Franklin, and fault-management hardware and licenses for the Mt. Franklin VHF site
- This phase provides us with the means to "hub" communications for the region by integrating El Paso's 800MHz system and the VHF systems that serve the more rural areas of our region.

Phase III – FY 10 Federal Funding request – estimated cost $3,565,000.00

- A new simulcast prime site at the master site location
- Upgrades of the existing 6-channel, 800 MHz P-25 at two repeater sites
- A new 15 channel, 800 MHz simulcast remote site located at El Paso's master site
- A second, new, Network Management Client terminal
- Addition of OTAR and POP25 hardware and software to the Master site infrastructure
- 2000 additional subscriber licenses
- Fault Management systems for new simulcast and remote sites
- A complement of spares for these sites

Phase IV – Funding required- estimated cost $3,565,000.00

- New IP logging recorder equipment for Master site
- Replacement of existing Elite operator positions at backup dispatch site
- 24 new P-25 consolette control stations for the backup dispatch site
- Software updates for all applicable Central Electronics Bank boards as well as dispatch positions
- Fault management software for existing dispatch sites.
- Consolidation of existing electronics banks into a single electronics bank and connection into the P-25 system
- A new microwave hop from the backup site to Mt. Franklin
- A complement of spares for the trunking system

Phase V – Funding required- $8,050,000.00

- Adding two additional remote repeater sites to the existing system, including
- A new 15 channel, 800MHz remote repeater site at the existing 3-hills site location
- A new 15 channel, 800MHz remote repeater site at the new Dyer street site location
- Fault management hardware and software for these sites
- Two new microwave hops from the Master site to 3 Hills, and from the Master site and Dyer

Phase VI and VII – Funding required $18,400,000.00

- Four new 15 channel 800MHz repeater site, location to be determined by engineering study
- Fault Management hardware and software for these sites
- Four new microwave hops from the master site to these new sites.

Phase VIII – Funded by PSIC - $245,000.00

- Three additional 800 MHz Mutual aid NPSAC Channels to meet the required level 3 of the SAFECOM Continuum
- Three additional VHF Mutual Aid NPSPAC Channels to meet the required Level 3 of the SAFECOM Continuum

P-25 compliant Hand held radios- Funding requested – FY 10 Federal Funding request – - $2,250,000.00

Request amount: $5,815,000 (Phase 3 and 900 P-25-compliant handheld radios)

Total Funding Requested for FY 2010

Phase III (radio equipment only)	$3,565,000.00
Hand held radios (complete: radio, charger, battery, programming)	$2,250,000.00
Total	$5,815,000.00

B. Automatic Electronic Issuance of Citations (E-Ticket)

Proposal: Seek funding to purchase additional equipment and software to allow for full incorporation of E-Ticketing department wide.

Amount Requested: $7,307,222

Total Project Cost: $8,417,222

Background: The El Paso Police Department (EPPD) is the primary law enforcement agency for the City of El Paso and is responsible for the enforcement of the peace, traffic laws, and parking ordinances. Approximately 1,091 Officers, 17 Civilian Parking Enforcement Controllers, and personnel in various other departments provide enforcement services to a population of over 600,000 residents and a geographical area of 250 square miles. El Paso is the largest international metroplex in the United States and is, accordingly, on the national "front line" of first-responder preparedness with regards to both crime and terrorism. EPPD serves all areas within the city's boundaries through its five Regional Command Centers, a main Headquarters building, and several special-services locations. The City of El Paso has an interstate freeway that requires increasing levels of traffic enforcement.

The municipal court, including its judges, employs 105 employees who process citations and monitor the legal procedures associated with traffic offenses. There are two main court locations within the city and satellite bond offices located in four of the five Police Regional Command Centers. The Municipal Court processes approximately 255,000 criminal citations and 80,000 parking citations annually, half of which are successfully adjudicated and those remaining ultimately converted to bench warrants.

The E-ticket projects have impacted the local and regional areas by addressing major public safety concerns such as speeding and the reduction of traffic collisions. Nationwide, law enforcement agencies, including the El Paso Police Department, are below required staffing levels. Staffing deficiencies are addressed by the instituting of technological advancements that help provide increased productivity and efficiency. The results of such innovations have been positive in the ability to provide more traffic law enforcement despite current staffing shortages.

In the US, approximately 20% of all traffic citations are dismissed in court because of incorrect statute numbers or other data entry errors. Because of this, the El Paso Police Department has converted to a high-tech system that will reduce ticket-writing time by up to 50% and streamline the

record-keeping process. The Pocket Citation Handheld Ticketing System utilized by the El Paso Police Department is a complete electronic ticketing system. This program enables officers of the El Paso Police Department to issue traffic citations using a mobile handheld device.

The electronic ticketing system allows for violator's driver's licenses to be scanned by the use of a magnetic strip reader and the appropriate information is automatically populated into the citation. Officers complete the citation by selecting the vehicle information and applicable violation(s) from drop-down menus. The program then automatically inserts the appropriate statute number, fine and court information, along with a state issued citation number. The citation is printed utilizing a wireless Bluetooth connection to a thermal printer and given to the violator.

At the end of the officer's tour of duty, the E-ticket device is cradled to a desktop computer located at the regional commands where the data is automatically uploaded (Quick Data) using the established network connection(s). The officer will verify that the information taken from the violators' during the traffic stops is correct before a Notary Public. The Notary Public will then electronically notarize the electronic citations and a digital image of the citation is created instantly. The image is attached and uploaded to the current program on the established network connection used by Municipal court that is called JIMS/View Point.

The benefits from this program include the following:

- Eliminates data errors on traffic citations.
- Completes tickets faster and more accurately.
- Enables officers to return to service more quickly thus reducing the contact time with the violator.
- Produces professional, easy to read tickets.
- Stores citations electronically for entry into JIMS and ILEADS RMS.
- Reduces the need for data entry clerks to transcribe data from hand written reports/forms.
- Reduces errors from transcribed data from hand written reports/forms.
- Citation data is retrieved from records systems more quickly.
- Works with the current software utilized by the El Paso Police Department. There is no need to replace any existing technology.
- Boosts efficiency

In summary, the implementation of the current E-ticketing system within the El Paso Police Department should result in an 84% increase in traffic stops and criminal citations while the average time spent on a traffic stop should decrease from 15-20 minutes to 8-10 minutes.

4. HANGAR AND OFFICES FOR UNITED STATES CUSTOMS & BORDER PROTECTION AIR OPERATIONS.

Proposal: Seek funding for construction of a new hangar and office space at the El Paso International Airport for the Air Operations division of United States Customs & Border Protection (CBP).

Requested Amount: $3.5 million

Total Project Cost: $6.5 million

Background: This project will entail the demolition of an existing hangar and office spaces at El Paso International Airport, and the construction of a new 38,000 SF hangar with approximately 18,000 SF of office space. The location is ideal for the Air Operations division of the United States Customs & Border Protection (CBP) because direct access to the airport's longest runway, Runway 4-22, is available at this location. Additionally, the location provides for the ability for USCBP to have a dedicated taxiway (Taxiway A) leading to the hangar, access via street side (off Airport Road) and airside, with potential for fully secured site if additional fencing is added airside.

Cost breakdown is $1.3 million for demolition and site parking renovations, $4.9 million for the new construction, and $300,000 for contingency, for a total estimated project cost of $6.5 million.

5. RAILROAD QUIET ZONE PILOT PROGRAM.

Proposal: Seek funding to make infrastructure improvements to six (6) railroad crossings in residential neighborhoods to eliminate the need for blowing safety horns.

Requested Amount: $880,000.00

Total Project Cost: $1,100,000.00

Background: In coordination with the Union Pacific Railroad the City of El Paso proposes to undertake a pilot program to make infrastructure improvements and/or close six (6) rail crossings in residential neighborhoods to eliminate the need for blowing the train safety horns as they approach the crossings in compliance with the Railroad Safety Act.

Item	Description	Estimated Cost
Channelization	Construct/install channelization devices on the Piedras crossing (includes advanced railroad preemption, engineering, construction, and installation)	$34,500
Quad Gate	Install quad-gates at the Elm crossing (includes advanced railroad preemption, engineering, and installation)	$345,000
Quad Gates	Install quad-gates at the Rosewood crossing (includes advanced railroad preemption, engineering, and installation)	$345,000
Road Closure	Construct street turn-arounds on Cedar (includes demolition, grading, pavement, & drainage)	$34,500
Road Closure	Construct street turn-arounds on Birch (includes demolition, grading, pavement, & drainage)	$34,500
Road Closure	Construct street turn-arounds on Maple (includes demolition, grading, pavement, & drainage)	$34,500
Alley Improvements	Paving and lighting improvements (includes demolition, grading, pavement, & drainage)	$230,000
	Total estimated cost	**$1,100,000**
Note: Based on best available estimates actually construction cost cannot be calculated until after Union Pacific Railroad completes preliminary design.		

6. APPROPRIATION OF FUNDS FOR ENERGY EFFICIENCY AND CONSERVATION PROGRAM (EECBG).

The City of El Paso supports full funding of the EECBG, which was enacted in the Energy Independence and Security Act of 2007. The grant program will enable cities and counties throughout the U.S. to undertake locally based energy efficiency, conservation and production initiatives such as fuel conservation programs, alternative fuels development, building retrofits for increased energy efficiency, planning and zoning adjustments and alternative energy programs. The law authorizes $2 billion annually in Block Grant funding.

II. Pending Appropriation Requests

1. EXPANSION OF ZARAGOZA PORT OF ENTRY

Background: The El Paso MPO has agreed that this project is regionally significant and has approved $1,000,000 feasibility study for this project at the Transportation Policy Board meeting on January 26, 2007. The project is part of the Border Improvement Plan, which was also approved by the El Paso MPO (http://www.elpasompo.org).

The project as proposed will incorporate all the latest technology to provide more efficient and safe crossing for dedicated commercial, public transit, vehicular, and pedestrian traffic and increase the City's dedication to commercial traffic with expanded commercial lanes servicing pre-sealed and pre-cleared cargo loads; include U.S. Visit Protocols such as DCL services for both Private and Commercial users incorporating Free and Secure Trade (FAST), Radios Frequency Identification Technology (RFID) and Border Crossing Card (BCC).

2. CONSTRUCTION OF NEW PORT OF ENTRY

Background: The El Paso MPO has agreed that this project is regionally significant and has approved $1,000,000 feasibility study up through presidential permitting at the Transportation Policy Board meeting held on January 26, 2007. The project is part of the Border Improvement Plan, also approved by the El Paso MPO (http://www.elpasompo.org). It is anticipated the port of entry will be between Zaragoza and the Bridge of the Americas, with a link between the Cesar Chavez Freeway in El Paso and the Rivereno freeway in Juarez.

3. REGIONAL TRANSPORTATION PROJECTS

Background: The transportation needs of people along the U.S. - Mexico border, and Texas in particular, are unique. El Paso is no exception. If we do not address them now, they will impact the rest of the nation. Our expanding relationship with Mexico is increasing trade and interaction between our two countries but also adversely impact our already strained infrastructure. El Paso continues to struggle with street congestion, lack of alternative freight routes, an aging bus fleet, deteriorating inspection facilities, and a host of other issues. The Mayor and Council will support legislation and federal agency action that will accelerates transportation infrastructure funding for communities disproportionately affected by international trade.

A. Comprehensive Mobility Plan

(i) Border Highway Extension West (Loop 375)

Construction of this regionally significant transportation project will provide the only parallel alternative route to Interstate Highway 10. Extension of the Border Highway west to connect with Paisano Drive (west of the Burlington Northern Santa Fe railroad) would be the last link of a continuous freeway/expressway route from I-10 (at Sunland Park Drive) to I-10 east (at Americas Avenue). The El Paso MPO identifies this project in the 2030 Metropolitan Transportation Plan as a 4-lane expressway. The total project cost of this project is $460 million.

The project includes right-of-way, parkway, roadway, drainage, lighting, and traffic infrastructure improvements. These streets are within the central business district of the largest city in the region, making their improvement important not only to transportation in the downtown area, but also to the economy of the region as a whole.

(ii) Northeast Parkway

There is no truck bypass around metropolitan El Paso, nor is there a relief route to the Interstate Highway system. The Northeast Parkway project will provide for an 18.3-mile, four-lane divided highway from Loop 375 (Transmountain Road) to the Texas-New Mexico state line on FM3255. The project will divert truck traffic around El Paso and send it on a more direct route to New Mexico and eastern Texas. The route will provide truck traffic an alternative to using Transmountain Road and should reduce runaway truck accidents.

B. Widening of Interstate Highway 10

This project provides for widening of I-10 by adding two inside travel lanes from the Texas-New Mexico state line to Transmountain Road. The amount of truck traffic on I-10 has increased dramatically as a result of the North American Free Trade Agreement (NAFTA), causing severe strain on I-10. Widening the section of the highway from the state line to Transmountain Road will reduce congestion in a particularly high-volume section of the highway. Other congested sections of I-10 have been widened or are planned for widening, and this project will ensure that there are no bottlenecks along the I-10 corridor.

C. Regional Intermodal Rail Project

The "SAFE-TEA" Act of 2005 included appropriation for the relocation of the railyards in downtown El Paso to Santa Teresa, New Mexico. The City of El Paso needs funds to study the economical and environmental effects of the project and to plan for use of the recovered site.

III. Issues of Interest

1. IMMIGRATION AND BORDER SECURITY

The City of El Paso will oppose legislation not in keeping with the "Consensus Statement By the Community of the El Paso Region to encourage the United States Congress and the Elected Officials of the State of Texas to Pass Fair and Comprehensive Immigration Reform" approved on August 17, 2006 and the City Council Resolution regarding same.

2. BUSINESS DEVELOPMENT

The City of El Paso supports the passage of the **Small Business Contracting Program Improvements Act** and the amendments to the **Small Business Fairness in Contracting Act** that increase opportunities for locally owned businesses to participate in more government contracting opportunities.

3. INTERNATIONAL TRANSPORTATION SYSTEM HUB

The City of El Paso has adopted the strategic goal of creating a Just-In-Time (JIT) international commerce port by integrating the highest level of international supply chain measures into the design of hub facilities and operations as required by the Free and Secure Trade (FAST) program. The City actively supports the Custom-Trade Partnership Against Terrorism (C-TPAT) and initiatives to:

- Expand the FAST Program.
- Development of more secure and smarter containers.
- Expand the structured training program for C-TPAT Supply Chain Specialist.
- Coordinate with the Customs and Border Protection (CBP) Modernization Office to enhance C-TPAT's data collection and information management.

- Work with MPO and Congressional delegation to ensure that next surface transportation authorization bill includes program(s) to fund international transportation hub.

The City will advocate for additional border crossings and assure that such crossings are FAST equipped facilities.

4. INTERNATIONAL TRADE

Situated on the border of two nations and three states, the location of El Paso/Juarez presents a unique array of opportunities. The cities have an excellent relationship of friendship and cooperation and a concerted effort must be made to strengthen this important relationship. Efficient and streamlined trade through our port is significant not only to our own economy but to the economies of Mexico and the United States. El Paso's proximity to Mexico furnishes an excellent opportunity for businesses to capitalize on the North American Free Trade Agreement (NAFTA), the maquiladora industry, and other prospects in Central and South America.

The efficient implementation of the US-VISIT program in a way that enhances security for our citizens and visitors while facilitating legitimate travel and trade across our borders is a top priority for the El Paso community. In addition, the US-VISIT program must help secure our borders, facilitates the entry and exit process, and enhance the integrity of our immigration system while respecting the privacy of our visitors. In this regard, the City's international trade priorities are as follows:

- Ensure that the City's interests and preferences are fully and fairly considered in the implementation of the US VISIT program.

- Support federal efforts that advance international commerce, promote investment and industrial development.

- Support federal efforts that advance tourism and cultural heritage.

- Support increased funds and resources being directed to the border to streamline international trade and commerce.

- Institute an international bus service route with Ciudad Juarez to increase international cooperation, commerce and decrease bridge traffic.

- Support increased federal funds to address and resolve serious environmental issues along the U.S. – Mexico border.

- Support TTI request for $550,000 to perform a detailed feasibility analysis of the implementation of the Universal Freight Shuttle in the El Paso region to

improve the cross-border shipment of freight between the United States and Mexico. The system will be aimed at solving the air quality, energy, safety and security issues now associated with international goods movement, while also reducing congestion.

- Support TTI and the Border Trade Alliance initiative to develop standardized, automated methods to measure total border crossing times from point A to point B across major U.S. land border crossings—not just the travel time it takes to move through the U.S. federal inspection facilities. The project will identify appropriate intelligent transportation systems or other commercial technologies to easily and precisely measure border crossing times using a single methodology that is comparable from one location to another.

5. HEALTHCARE AND PUBLIC HEALTH

The people along the border suffer disproportionately high levels of poverty and disease, including diabetes, TB, hepatitis, cancer and HIV. Over three million U.S. residents who live along the border are uninsured. The border region is also adversely affected by environmental health hazards including lack of adequate drinking water, chemical exposure and air pollution. We have shortages of nurses, doctors, and other health practitioners, but no shortage of need. In addition, the border is shouldering the burden of providing services to the large numbers of uninsured, under-insured, and the undocumented

- Support legislation and action that increases federal healthcare expenditure and resources directed at the U.S. – Mexico border and or highly underserved, low-income areas like El Paso.

- Support increased funds and resources directed to El Paso in support of the four-year medical school and the development of medical infrastructure.

- Support legislation that will allow for greater federal resources to reimburse hospitals and other providers for care to the uninsured and undocumented.

- Support El Paso Mental Health and Mental Retardation's (MHMR) request for support to establish a PTSD clinic designed to work with mental health providers affiliated with the federal government in order to improve access to care and provide services to individuals who are not eligible for services through those channels.

- Support efforts to eliminate the discrepancy in Medicare reimbursement rates that exists in lower-income areas.

6. RAIL SECURITY

The responsibility of securing our nation's rail and mass transit systems is a shared one. The Department of Homeland Security and the Department of Transportation and other federal agencies have taken significant steps to enhance rail and transit security in the last three years in partnership with the public and private entities that own and operate the nation's transit and rail systems. Efforts have focused on greater information sharing between the industry and all levels of government, assessing vulnerabilities in the rail and transit sector to develop new security measures and plans, increasing training and public awareness campaigns and providing greater assistance and funding for rail transit activities. The Federal government provides leadership and technical assistance to transit and rail system owners and operators.

- Support federal funding to examine issues of rail security in the El Paso Ciudad Juarez community.

- Encourage federal co-sponsorship of legislation that directs additional DHS and DOT funds for rail security and safety for railroads and rail facilities including both passenger and freight lines.

- Engage private rail interests to increase rail security in the El Paso metropolitan area.

7. FEDERAL AVIATION ADMINISTRATION (FAA) REAUTHORIZATION

The FAA Reauthorization expires on March 31, 2009. The City of El Paso supports the passage of a long term FAA Reauthorization bill that provides airports with the financial tools to meet growing passenger and capacity demands.

8. MILITARY AFFAIRS

The City of El Paso will work to secure the funding needed for housing, education, transportation and workforce development to accommodate the influx of new troops and their families as a result of the transformation at Ft. Bliss.

The City will also support additional funding to expand services and capabilities of William Beaumont Army Medical Center. As the number of combat troops continues to increase at Fort Bliss, William Beaumont's workload will include more and more veterans being treated for combat related injuries and conditions. Additionally, Fort Bliss will grow by over 300% bringing the total base population to over 100,000 soldiers, family members, and Army employees.

IV. General Guiding Principles

The City of El Paso will support legislation and federal agency actions that:

- Will protect and enhance City revenues.
- Reduce costs to the City.
- Provide for more local control.
- Protect those policies previously established through the Charter, ordinances, resolutions, and master plans.
- Promote educational, employment and recreational opportunities for our residents.

The City of El Paso will oppose legislation or administrative actions that:

- Undermine the principle of home rule and local self-government.
- Result in loss of revenue or revenue growth to cities.
- Diminish the current authority of cities to regulate and manage their growth and development.
- Nullify or undermine the City's policies contained in existing provision of the Charter, ordinances, resolutions and master plans, unless such changes expand the City's ability to manage its own affairs.
- Diminish any existing authority of cities.
- Impose mandates that require any expenditure by the City unless all costs of same, including administrative as well as direct out-of-pocket costs, are fully reimbursed by the mandating government.