

**RESOLUTION APPROVING THE CITY OF EL PASO
2008 FEDERAL LEGISLATIVE PRIORITIES AND 2009
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 "2008 FEDERAL LEGISLATIVE PRIORITIES AND 2009 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 February 2008.

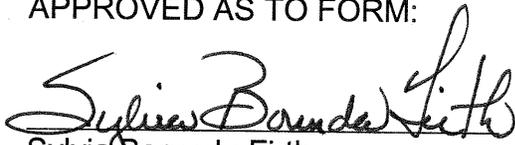
THE CITY OF EL PASO

John F. Cook
Mayor

ATTEST:

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City Clerk

APPROVED AS TO FORM:


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CITY CLERK DEPT.
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CITY OF EL PASO
2008 FEDERAL LEGISLATIVE PRIORITIES
AND
2009 APPROPRIATIONS REQUESTS



MAYOR AND CITY COUNCIL

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MAYOR

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CITY MANAGER

CITY OF EL PASO

2008 Federal Legislative Priorities

and

2009 Appropriations Requests

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.

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For more information, please feel free to contact:

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DRAFT

I. Priority Legislative Initiatives

1. MASS TRANSIT

A. LNG/CNG Liquefaction Plant

Proposal: Seek funding for natural gas liquefaction plant.

Amount Requested: \$6.4 million

Total Project Cost: \$8 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. In October 2008 Sun Metro's current long-term contract at \$.89/gallon for LNG will expire. With current market prices hovering at \$2.20/gallon, Sun Metro's fuel costs will triple.

B. Bus Acquisition and Bus Rapid Transit

Proposal: Seek federal funding to purchase 40 CNG Buses

Amount Requested: \$12.8 million

Total Project Cost: \$16 million

Background: This purchase will complete the replacement of the fixed route fleet, which has exceeded its useful life and provide the buses necessary to implement the first stage of Bus Rapid Transit. 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.

C. Lift Paratransit Vehicles

Proposal: Seek federal funding to purchase thirty five (35) Lift Paratransit Vehicles

Amount Requested: \$2.3 million

Total Project Cost: \$2.6 million

Background: This initiative will complete the total replacement of the paratransit fleet, which has exceeded its useful life. The new vehicles will be equipped with the following: security cameras, radios, automatic vehicle locator (AVL), and up-to-date fare boxes. The inclusion of cameras on the vans will help with passenger complaints and overall safety to our disabled community allowing Sun Metro to remain fully ADA compliant.

D. Job Access Reverse Commute Program (JARC)

Proposal: To 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.

2. PUBLIC SAFETY AND LAW ENFORCEMENT

A. Public Safety Radio Voice/Data System Interoperability

Proposal: To 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 be 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 BILMs (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 09 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 console 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 09 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 2009

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: To 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.

El Paso Police E-Ticket Grant Application		
Quantity	Item/Description	Symbol IIC9000 Total Cost
Software:		
569	PocketCitation Application	\$852,931
569	PocketID Application	\$283,931
800	PocketAFIS	\$1,599,200
3	QuickNumber Application	\$30,000
4	QuickData Application	\$30,000
1	QuickStorage Application	\$10,000
	SubTotal	\$2,896,062
Hardware:		
569	Handheld Device	\$1,786,091
569	Mobile Thermal Printer	\$511,531
800	BlueCheck FingerPrint Devices	\$559,200
569	3-Year Warranty on Handheld and Printer	\$416,509
	SubTotal	\$3,273,331
Deployment Costs:		
1	Project Management	\$204,843
1	Training & Support Materials	\$7,500
1	Travel, Lodging, Meals, & Misc.	\$4,250
1	Shipping	\$106,383
	SubTotal	\$118,133
Support/Maintenance:		
200	Case of Paper for Printer (36 rolls/case)	\$19,800
1	Annual Maintenance/Support	\$364,788
	SubTotal	\$384,588
	TOTAL	\$6,582,113
Optional Items:		
231	Handheld Device to Replace Current iPags	\$725,109.00

3. **HANGAR AND OFFICES FOR UNITED STATES CUSTOMS & BORDER PATROL AIR OPERATIONS.**

Proposal: To 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 Patrol (USCBP).

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 Patrol (USCBP) 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.

4. **RAILROAD QUIET ZONE PILOT PROGRAM.**

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

Requested Amount: \$ _____

Total Project Cost: \$920,000.00

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)	\$30,000
Quad Gate	Install quad-gates at the Elm crossing (includes advanced railroad preemption, engineering, and installation)	\$300,000
Quad Gates	Install quad-gates at the Rosewood crossing (includes advanced railroad preemption, engineering, and installation)	\$300,000
Road Closure	Construct street turn-arounds on Cedar (includes demolition, grading, pavement, & drainage)	\$30,000
Road Closure	Construct street turn-arounds on Birch (includes demolition, grading, pavement, & drainage)	\$30,000

Road Closure	Construct street turn-arounds on Maple (includes demolition, grading, pavement, & drainage)	\$30,000
Alley Improvements	Paving and lighting improvements (includes demolition, grading, pavement, & drainage)	\$200,000
Total estimated cost		\$920,000
<i>Note: Based on best available estimates actually construction cost cannot be calculated until after Union Pacific Railroad completes preliminary design.</i>		

5. REDUCTION OF WAIT TIMES AT 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. By a Resolution adopted on September 25, 2007, the City Council endorsed the following measures:

1. The City of El Paso supports additional funding for appropriate staffing of INS inspectors 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 extended hours of operation of the DCL and all commercial ports of entry.
4. 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.
5. 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.
6. The City of El Paso requests more consultation with local communities on policies that impact the movement of people.

The City of El Paso supports the passage of the **Border Infrastructure and Technology Modernization Act of 2007** which:

- Directs the Under Secretary for Border and Transportation Security (Under Secretary) of the Department of Homeland Security (DHS) to:

1. Increase, during FY2008-FY2012, the number of agents and inspectors in the Bureau of Immigration and Customs Enforcement of the DHS; and
 2. Provide such agents and inspectors new technology training to a level of proficiency acceptable to protect U.S. borders.
- Directs the Administrator of the General Services Administration (GSA) to update, and submit to Congress, the Port of Entry Infrastructure Assessment Study.
 - Directs the Under Secretary to prepare annually, and submit to Congress, a National Land Border Security Plan that includes a vulnerability assessment of each port of entry located on the U.S. northern and southern borders. Authorizes the Under Secretary to establish one or more port security coordinators at such ports of entry.
 - Directs the Commissioner of the United States Customs and Border Protection of the Department of Homeland Security (DHS) to:
 1. Develop a plan to expand Customs-Trade Partnership Against Terrorism programs along the U.S. northern and southern borders; and
 2. Establish a demonstration program to develop a cooperative trade security system to improve supply chain security.
 - Directs the Under Secretary to carry out a technology demonstration program to test and evaluate new port of entry technologies that enhance port of entry inspections and the detection of weapons of mass destruction, and to train personnel in its use.

Provided however, the City of El Paso requests that Section 7(c)(2) "Selections Criteria" of the Border Infrastructure and Technology Modernization Act of 2007 be modified so the selection criteria for demonstration sites includes more mature and higher volume ports of entry such as those located in El Paso.

The City of El Paso also supports the passage of the **Border Wait Times Study Act** to provide funding for and also mandate the study of traffic patterns at land ports of entry and the economic impact of traffic at land ports of entry.

6. REPROGRAMMING OF FUNDS FOR ARTCRAFT EXTENSION

The City of El Paso and TxDOT support the re-programming of Congressional appropriated funding in the amount of \$6.4 million (including riders) from the project formerly known as the Artcraft Extension Project to the State Spur Highway Realignment Project. The Artcraft Extension Project (now known as the Paseo Del Norte Project) can

be funded through a developer agreement that would result in a public/private partnership with the City of El Paso and the delivery of the project without the need for federal funds.

The area surrounding the State Spur Highway Realignment Project is experiencing rapid growth and associated traffic congestion which has elevated the priority of the project. The State Spur Highway Realignment Project will provide improved access and related safety improvements to nearby El Paso Community College Northwest Campus, Canutillo High School, the City of El Paso Westside sports complex and the recently constructed El Paso Outlet Mall.

7. **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.

D R A F T

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

Proposal: Advocate for El Paso's transportation priorities as developed and approved by the El Paso Metropolitan Planning Organization (MPO) Transportation Policy Board (TPB). The City must work with the MPO over the next four years as the federal Department of Transportation, Congress and national transportation associates begin to address and formulate proposals for the next reauthorization bill. The next reauthorization bill is going to focus on goods movement and infrastructure financing. It is essential that El Paso be involved in making proposals to Congress that benefit local highway planning and construction.

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. Transborder 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.

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III. Issues of Interest and Advocacy

1. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

The City opposes the proposed 22 percent (22%) reduction in funds provided to local governments to promote community and economic development and seeks to increase or maintain current funding levels.

2. 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.

3. FEDERAL AVIATION ADMINISTRATION (FAA) REAUTHORIZATION

The FAA Reauthorization expired on September 30, 2007 and the current extension ends on February 29, 2008. 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.

4. HOPE VI PROGRAM

The City of El Paso opposes the elimination of the Revitalization of Severely Distressed Public Housing (HOPE VI) Program.

5. 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 and the construction of a parking structure adjacent to the main building. Officials at William Beaumont Army Medical Center and the El Paso Veterans Administration Clinic have identified an unmet requirement to provide additional accessible patient parking. New security requirements resulted in the closure of many parking spaces adjacent to the facility while the need for parking has increased. Currently, veterans, sick and wounded soldiers, the elderly, and parents with young children must walk long distances over vast surface lots in weather conditions that include triple-digit heat, snow, windstorms. 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.

The growth at Fort Bliss and the expansion of William Beaumont Army Medical Center will require significantly more patient parking than the already overcrowded lots can accommodate. At the request of Congressman Reyes, Congress appropriated \$1 million for the planning and design of a new parking facility to serve William Beaumont and the VA Clinic, and at the Congressman's request, the Army has included the project in their military construction plan for fiscal year 2013. In order to meet the needs of the 1,000's of patients and visitors who enter William Beaumont and the VA clinic each day, funding for this project must be accelerated so that the facility is ready when the staging of construction materials for planned hospital renovations results in even fewer parking spaces just as the BRAC troop movements and the Army's Grow the Force Initiative bring new soldiers and their families to Fort Bliss.

6. **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.

7. **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.

8. 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.

9. 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.

10. 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.

11. WORKFORCE DEVELOPMENT

The Upper Rio Grande Workforce Development Board was appointed by local elected officials in 1997 and certified by then Governor Bush as a mechanism to give local control to communities and their workforce system. The workforce system is tasked with providing job training, childcare and employment services to employers, job seekers and youth in the Brewster, Culberson, El Paso, Hudspeth, Jeff Davis and Presidio counties. Unfortunately, the workforce board has very limited local control, given the rigid nature of the rules governing the use of these funds. These rules and restrictions make delivery of innovative programs difficult to accomplish. Granting a waiver would help communities in accomplishing the goals specific to the needs of their population. In addition, the Workforce Investment Act (WIA) is up for reauthorization this year. This

Act could provide local workforce boards and other entities with even greater flexibility in the use of federal funds, which could be used to address El Paso's unique job training and adult education needs related to manufacturing and workers dislocated due to trade and other factors.

- The number one priority in workforce development for the El Paso community is to assist the Texas Workforce Commission in seeking a federal waiver that allows for more local control and discretion in the use workforce development funds for programs tailored to the needs of individual communities.
- The Mayor and Council will support federal funds for creative workforce development programs such as Project Arriba.
- Support increases in the NAFTA Trade Adjustment Assistance Program (TAAAP) to fund additional job training for workers displaced by international trade.
- Support a greater Department of Labor (DOL) presence in the El Paso area to address displaced worker issues and issues of federal worker's compensation (OWCP).

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IV. General Guiding Principals

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.