

RESOLUTION

WHEREAS, the El Paso/Juárez Borderplex is the second largest metropolitan area on the U.S./México Border with a combined population of approximately 2 million people and growth projected to reach more than 3.4 million by 2035;

WHEREAS, more than \$69.4 billion in U.S. - México trade (nearly 18 percent of the total trade between the U.S. and México) crossed through the El Paso/Juárez ports of entry in 2010;

WHEREAS, border-dependent businesses and travelers contributed over \$1 billion to the regional economy and supported nearly 700,000 jobs on both sides of the international border;

WHEREAS, current traffic volumes along the region's six international crossings are beginning to impact wait times at the border and have been known to exceed two hours for passenger traffic and one hour for commercial vehicles during peak hours of operation;

WHEREAS, the "El Paso Regional Ports of Entry Operations Plan" commissioned by the Texas Department of Transportation and completed in 2011 determined the entire system of border crossings in the El Paso/Juárez Borderplex will reach "operational capacity" (the point the crossings can no longer efficiently handle traffic demand) within 25 years and the busiest crossings (Bridge of the Americas and Zaragoza) within 10 years;

WHEREAS, Cambridge Systematics, Inc., the author of the "El Paso Regional Ports of Entry Operations Plan", recommended that the City create an operations plan implementation task force to ensure the implementation of plans to address the efficient operations of the ports of entry are coordinated; and

WHEREAS, the Mayor and the El Paso City Council desire to create such a working group of cross border stakeholders.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO THAT:

1. **Ports of Entry Task Force:** The City Council of the City of El Paso authorizes the creation of the Ports of Entry Task Force for the purpose of addressing issues affecting the efficient operation of the international ports of entry in the El Paso/Juárez Borderplex. The Ports of Entry Task Force shall be comprised of one representative of the following agencies, departments, entities or offices:

U.S. Customs and Border Protection, Washington, D.C.
U.S. Customs and Border Protection, El Paso, TX
Office of the Mayor, City of El Paso
City of El Paso Department of Planning and Economic Development

City of El Paso International Bridges Department
Municipio de Cd. Juárez, Office of the Mayor
Municipio de Cd. Juárez, Promocion Financiera y Economica
Office of Congressional District 16
Office of Each United States Senator for the State of Texas
Southwest Maquila Association
Foreign Trade Association
El Paso Committee on Border Relations
Greater El Paso Chamber of Commerce
Asociacion de Transportistas

and that the Mayor of the City of El Paso shall serve as the Chairperson of the Ports of Entry Task Force and will be responsible for inviting each of the entities listed above to appoint a representative to participate in the Task Force. The City Attorney's Office will provide legal support to the Task Force and the federal legislative consultants under contract to the City of El Paso will assist the Task Force by providing consulting services. The Mayor's Executive Assistant will act as the recording secretary.

2. **Purpose of Ports of Entry Task Force.** The primary purpose of the Ports of Entry Task Force shall be to ensure that the recommendations contained in the "El Paso Regional Ports of Entry Operations Plan" are implemented and that immediate action is taken to reduce the wait times at the regional ports of entry.
3. **Meetings and other Organizational Matters.** Meeting dates and times and other organizational matters are to be determined by the Task Force at their first meeting which shall be held within 30 days of the adoption of this resolution. The Task Force is authorized to conduct meetings via telephone conference calls or other electronic means and shall not be subject to Texas Open Meetings Laws.

Unless otherwise subject to the requirements of Section 2.92.070 of the City Code or Chapter 2.92 by virtue of their positions with the City of El Paso, members of the Task Force shall not be subject to the financial disclosure requirements or subject to the Ethics Ordinance.

4. **Reports to Council.** The Mayor shall provide City Council with reports regarding the activities of the Task Force during regularly called City Council meetings, at least once a quarter. The first such report shall be made within 90 days of the first meeting of the Task Force.
5. **Term.** The Task Force shall automatically dissolve within twenty-four (24) months of the effective date of this Resolution unless City Council takes action to extend its term.

ADOPTED and EFFECTIVE this _____ of _____, 2012.

THE CITY OF EL PASO

John F. Cook
Mayor

ATTEST:

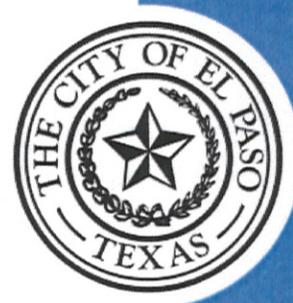
APPROVED AS TO FORM:

Richarda Duffy Momsen
City Clerk

Sylvia Borunda Firth
City Attorney

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S E R V I C E S O L U T I O N S S U C C E S S



OFFICE OF THE MAYOR

Date: March 29, 2012
To: Council Members
From: Mayor John F. Cook 
RE: Report on meeting with Secretary Napolitano

The purpose of this correspondence is to give you a brief report of the recent meeting that Congressman Reyes facilitated with Secretary Napolitano.

We started the meeting off explaining to the Secretary that The City of El Paso has made the reduction of the border wait times at the El Paso ports of entry its number one priority on our federal legislative agenda. We emphasized the negative impacts that bridge wait times have on the economy. The Secretary is aware that El Paso heavily depends on the trade with México and the money infused into our economy by Mexican shoppers. The \$70 billion in international trade between El Paso and Cd. Juárez creates more than 115,000 jobs. It is estimated that congestion at the ports costs \$7 billion dollars per year and results in an estimated 20,000 jobs lost in the El Paso region alone.



Two Civic Center Plaza
El Paso, TX 79901
(915) 541-4145

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Susie Byrd

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Emma Acosta

District 4
Carl L. Robinson

District 5
Dr. Michiel R. Noe

District 6
Eddie Holguin Jr.

District 7
Steve Ortega

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Cortney Carlisle Niland

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We then discussed three major issues/projects with the Secretary and made sure she had a copy of the Cambridge Systematics study of our ports of entry.

SecureOrigins Project

SecureOrigins is working on a pilot project consisting of a centralized control center, a high speed fiber optic network, GPS monitoring, and a secure dedicated lane on the Mexican side of the Zaragoza Port of Entry to facilitate the most efficient crossings of vital commerce from Juárez-based Maquila Plants. The monitoring will start at the manufacturing plant and continue to the destination in El Paso (warehouse or distribution center). We have worked with former Commissioner Alan Bersin, the twin plants managers and transport companies for more than a year to expedite C-TPAT/FAST certified cargo. The Secretary was most impressed with the fact that C-TPAT/FAST traffic will be segregated on the Mexican side of the border. By the end of April, the project should be fully implemented with a goal of 500 trucks a day using this dedicated lane being provided with electronic escort and surveillance. Currently only a third of our commercial international traffic has these certifications compared to places like San Diego/Tijuana that has more than 50%. One of our goals is to increase participation in C-TPAT/FAST to at least 50%.

Universal Freight Shuttle Project

The Freight Shuttle system is an innovative privately financed and operated freight transportation alternative for use in highly congested intercity corridors. The system will be an automated, zero-emission, lower-cost and higher-performing option for shippers that are increasingly constrained by the congestion growing in many critical freight corridors. It operates single-unit transporters at 62-mph over distance of up to 500 miles using tried and tested monorail technology. Perfectly suited to both corridor and port-of-entry applications, the system will offer its users a more secure, reliable and less expensive option for both trailers and containers, reducing the number of trucks on the highway and providing both shippers and the public with a measurable benefit stream that will enhance a region's economic development potential.

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The Texas Transportation Institute holds the patent and it has been determined that the system is a viable option and has secured local support from both governments in El Paso, TX and Cd. Juárez, Chihuahua, México. Letters of Intent have been approved and signed by the City Councils in each city and the Regional Economic Development Corporation (REDCO) is actively promoting the system as a tool for enhanced secure trade, improved air quality, and economic development in the region. Key to the success of the Shuttle is building two secure compounds five or six miles from the border, one located in Juárez and the other in El Paso. The Secretary was impressed that Freight Shuttle Partners have secured the funding for not only the shuttle itself, but the secure compounds too. She committed to providing responses to questions regarding technology standards and staffing requirements. Our next step will be to start the Presidential Permit process. Hopefully, we will be able to amend the existing permit for Zaragoza rather than having to start from scratch.

Public-Private Partnership for Staffing and Infrastructure

We also addressed the issue of funding for staffing and infrastructure. I let the Secretary know that the City is in support of municipal funding of manpower to properly staff more lanes at the ports of entry and to extend operational hours. The City will be requesting a bill amendment that will authorize the use of City of El Paso resources to fund CBP personnel to reduce border wait times. We support the passage of H.R. 1561 - Putting Our Resources Towards Security (PORTS) Act and S. 1604 - Emergency Port of Entry Personnel and Infrastructure Funding Act aimed at improving border infrastructure and adding CBP personnel.

The Secretary recognizes that we are faced with the challenge of investing in our border's current infrastructure to accommodate the increasing capacity without threatening our security and hampering the ability of agencies to efficiently manage border traffic. She understands that we support any innovative financing alternatives that will encourage local government and private sector investments to relieve congestion and we remain dedicated in finding solutions to reduce bridge wait times.

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Creation of a Task Force

The last issue we discussed with her was the creation of public/private multi-disciplinary task force to recommend strategies and monitor their progress and effectiveness.

Thank you.

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