



City of El Paso 2030 Committee Report

2030 Committee Public Session, El Paso, TX

08/07/2008

Honorable John F. Cook, Mayor

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and

El Paso Regional Statistics

Population

- BRAC – estimated approx. 29,000 new military personnel by 2011, 41,000 family members, **\$20.9 Billion impact by 2013**

	2005	2011	Net Gain/Loss
Soldiers	9,330	29,107	19,777
Military Students	2,132	700	-1,432
Family Members	15,330	41,989	26,659
GS Employees	3,621	4,975	1,354
NAF Employees	508	723	215
Total	30,921	77,494	46,573

This will generate approximately 30,000 additional cars on El Paso roads. Does not include increase due to contractor support from the community

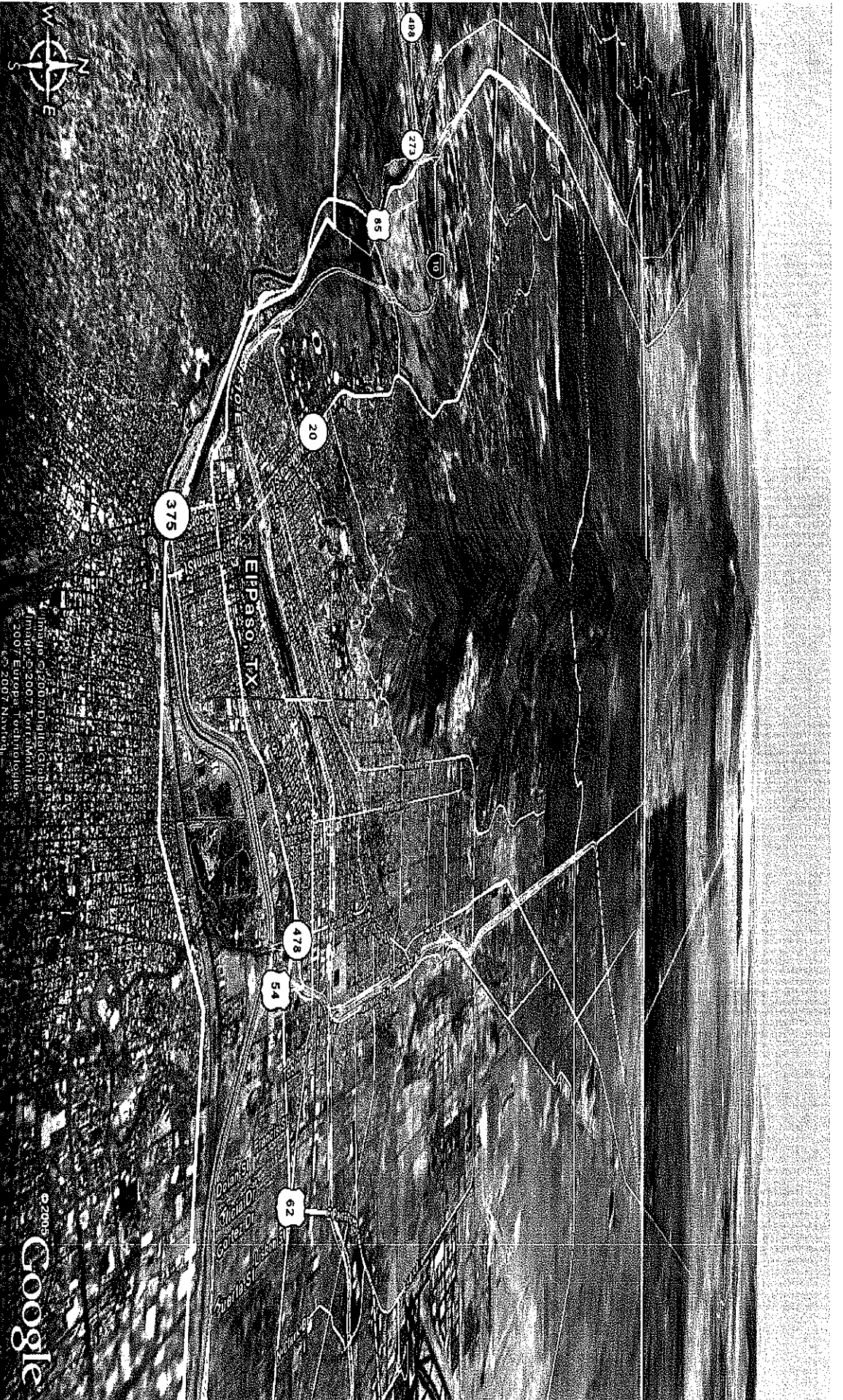
El Paso Regional Statistics

Population

- Study Area - Expected to reach 1,270,000 by 2030

Year	1997	2007	2015	2025	2035
El Paso MPO Study Area	705,579	809,220	942,680	1,106,686	1,274,070
Cd. Juárez	1,001,786 (1995)	1,313,338 (2005)	1,788,964	2,141,274	2,317,429 (2030)
Total	1,707,365	2,122,558	2,731,644	3,247,960	3,591,499

Within 38 years the population will more than double.



- Southern Boundary of Rio Grande
- Franklin Mountains – North/South split of region
- East-West mobility challenge
- Ft. Bliss military facilities



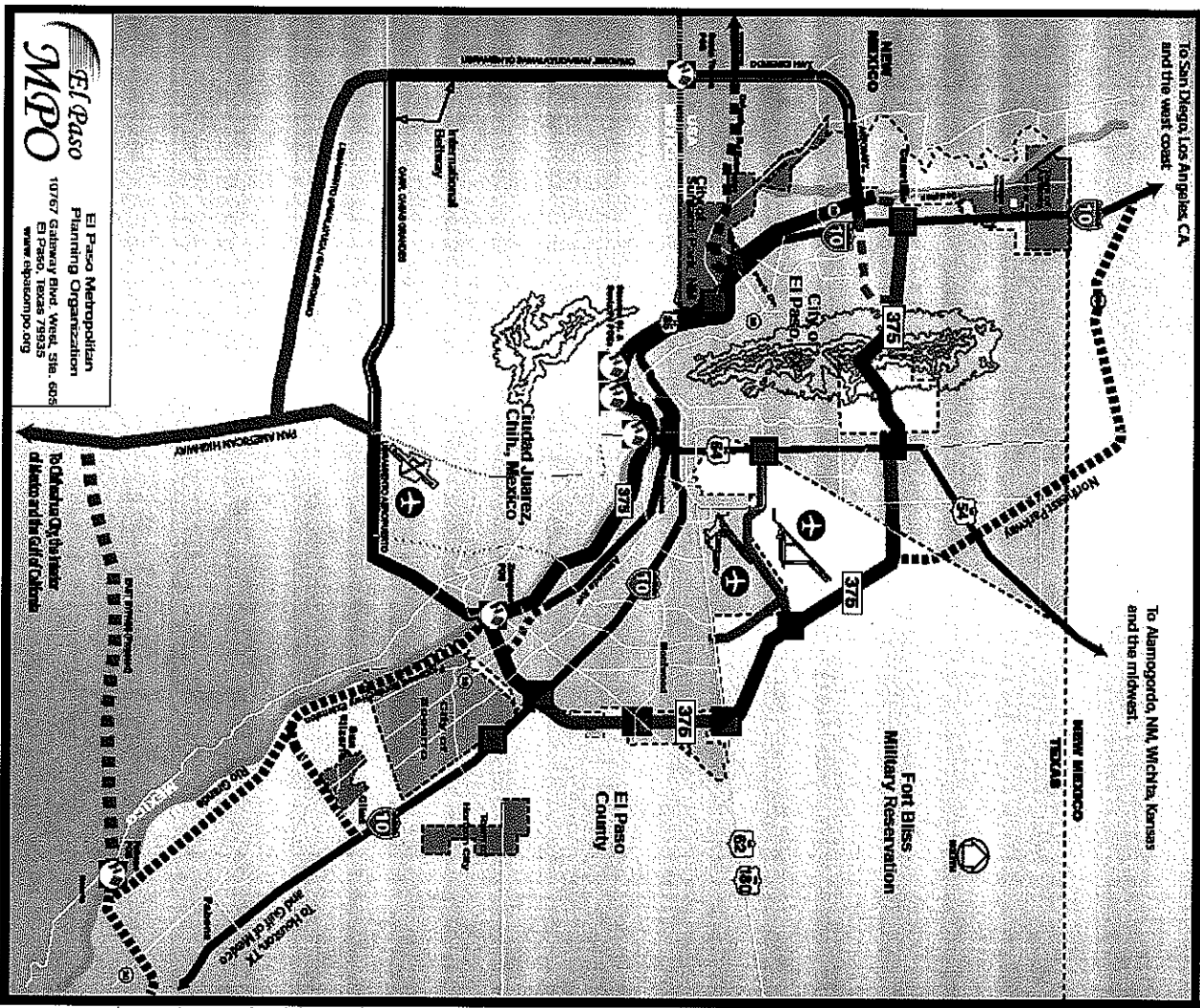
EL PASO METROPOLITAN
PLANNING ORGANIZATION



El Paso Regional Mobility Plan

To San Diego, Los Angeles, CA
and the west coast.

To Alamogordo, NM, Wichita, Kansas
and the midwest.



El Paso
MPO

El Paso Metropolitan
Planning Organization
10767 Gateway Blvd, West, Ste. 605
El Paso, Texas 79935
www.epmponpo.org

El Paso's

Infrastructure and Transportation Needs

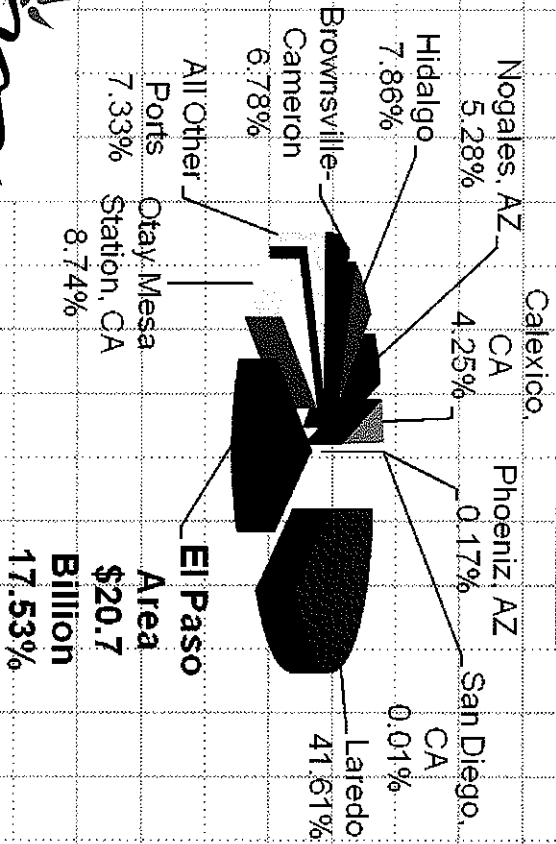
- Completion of the Only Expressway Loop – Loop 375
- Alternative Routes to IH-10
 - Completion of the NE Parkway
 - Completion of the Border Highway
- Increase in Multimodal Opportunities
 - Increased Transit Routes and Programs
 - Transit Oriented Development
 - Increased Bicycle and Pedestrian Facilities and Connectivity
- Transit/Rail Commuter Options
 - Feasibility Studies
 - ROW Acquisitions

El Paso Regional Statistics

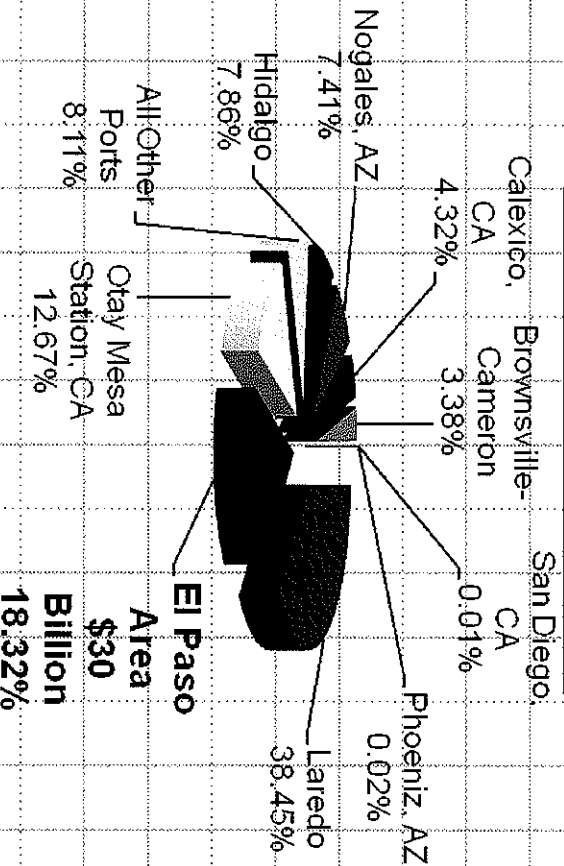
International Commerce

- Increased freight – rail and truck
- Increased commuter activity
- Highest US/MX POE non-commercial crossings
- Forecasted increase
- Imports and exports through El Paso/Cd. Juárez POEs impact approximately 6 percent of the U.S. economy.

**Exports to Mexico by Port of Entry
2007
(\$114.2 Billion)**



**Imports from Mexico by Port of Entry
2007
(\$163.9 Billion)**

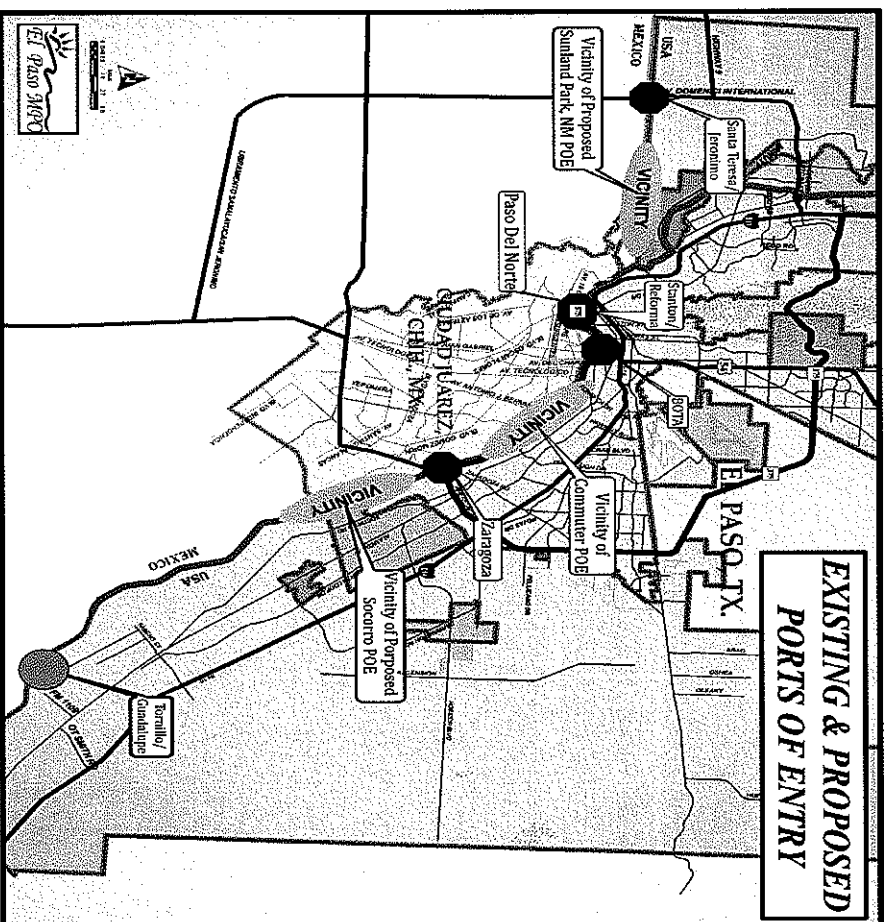


EL PASO METROPOLITAN
PLANNING ORGANIZATION

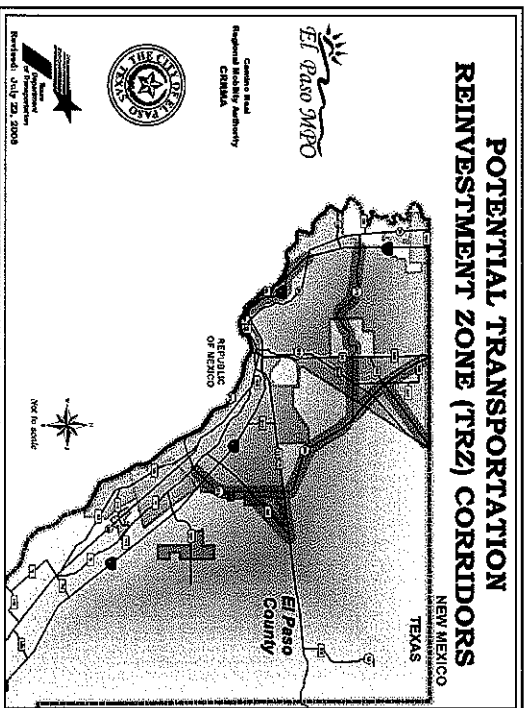
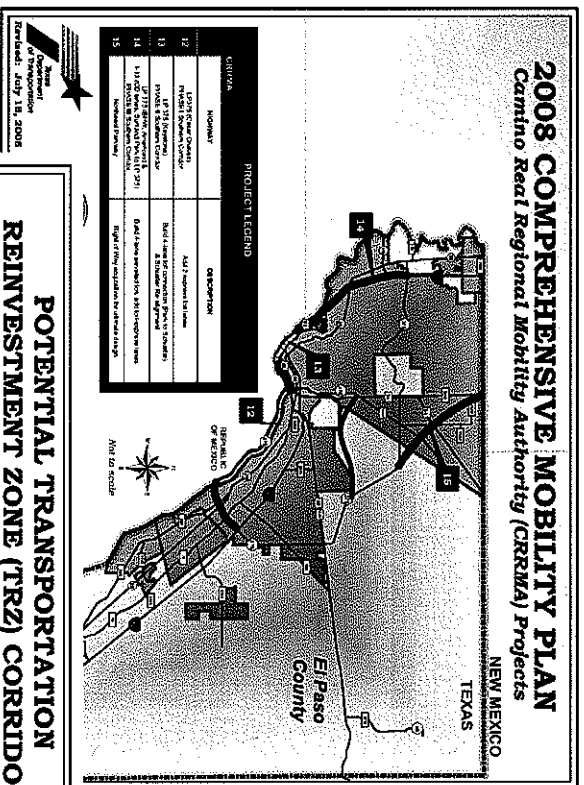
Source: Texas Center for Border Economic and Enterprise Development, Border Trade Data

El Paso's Infrastructure and Transportation Needs

- Improved POE Facilities
 - Proposed Green Commuter Port of Entry (POE)
 - State-of-the-Art Technology for more efficient POEs
 - Improvements in Infrastructure at POEs
 - Improved Inspection Areas
 - Efficient Interchanges at POEs
- Rail Freight Improvements
 - Rail Relocation
 - Inner City Rail Crossing Improvements
 - Freight Shuttle Transport



El Paso's Use of TXDOT Toolbox and Other Funding Strategies

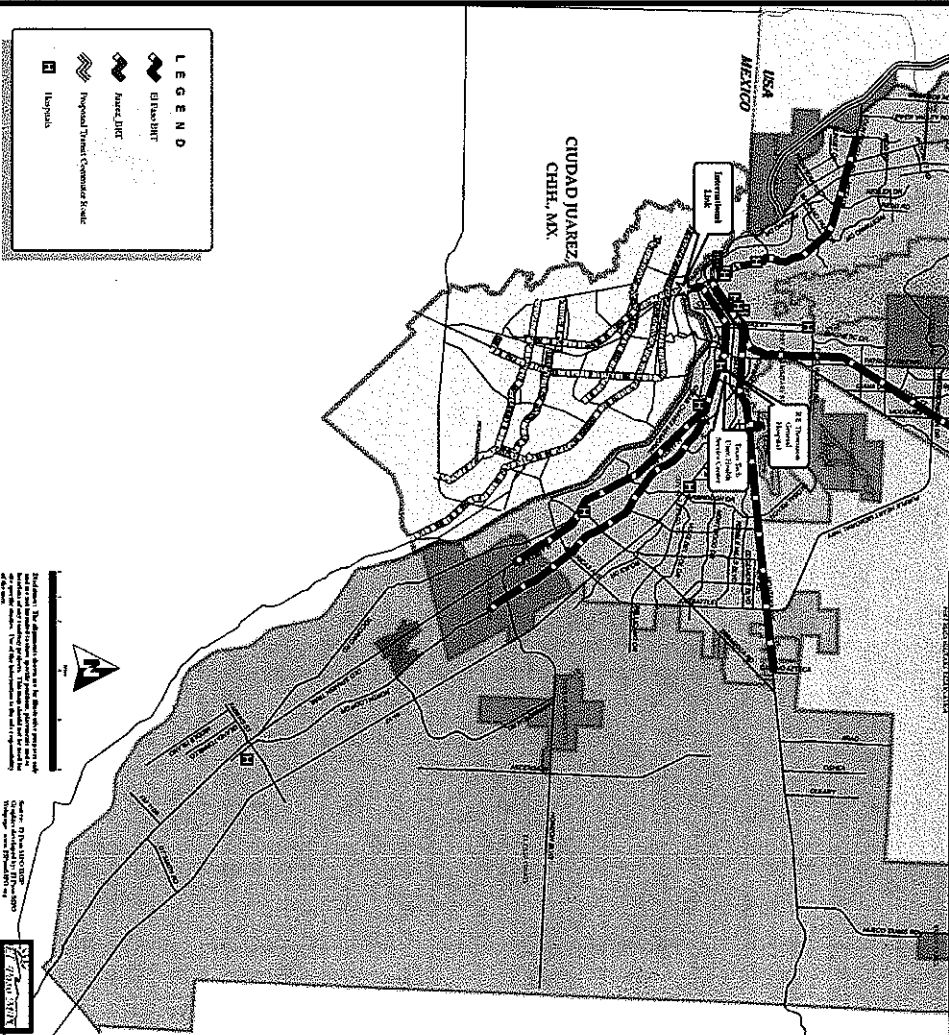


- Tollways
 - Incorporated into Northeast Parkway
 - Tollways for Border Highway West and Cesar Chavez Highway
- Transportation Reinvestment Zones
 - NE Parkway
 - Combination revenue with toll
 - El Paso County Road Utility District Area
 - Transmountain/Woodrow Bean Drive
 - IH-10 – west side
- City of El Paso collaborating with stakeholders on TRZs and additional revenue tools for highways
- Pass-through financing at Inner Loop (Spur 601)

Multi-modal Solutions and Incentives

- Proposed Green Commuter Port of Entry Transit
 - Rapid Transit System
 - Mesa Corridor – 2010
 - Alameda Ave. to Montana Ave. Corridor – 2015
 - Future Transit/Commuter Rail to/from Las Cruces, NM
 - International Service
 - Juarez BRT ready
 - Regional Transit Authority
 - Feasibility of Future EP/Las Cruces Transit/Light Rail
 - Commuter System

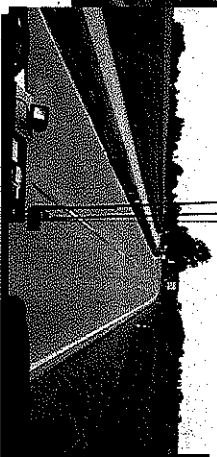
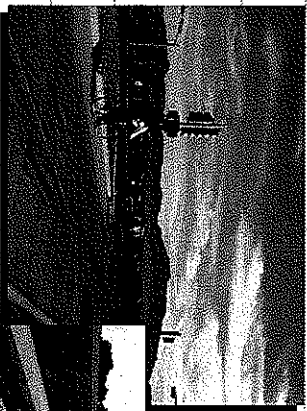
International Rapid Transit Systems



Multi-modal Solutions and Incentives

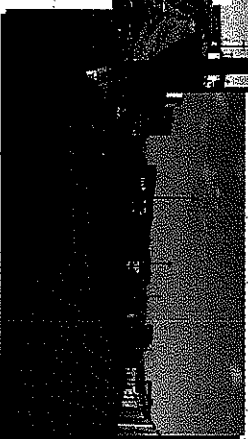
➤ Intelligent Transportation Systems

- Invest more in technology
- Apply to reduce congestion



➤ Investment to encourage Pedestrian and Bicycling use/connectivity

- Improved connectivity
- Increased lane marking and signage



➤ Rail

- Redirecting Inner City Rail Freight – US/Mexico

Thank you

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Testimony on State Transportation Needs

Texas Transportation Commission:

2030 Committee

August 7, 2008

August 7, 2008

Dr. C. Michael Walton, P.E.
Chair, 2030 Committee
c/o Tonia Norman
Government & Public Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Walton:

Transportation is a key component to economic development and growth of the El Paso community, the State of Texas, and our nation. Yet, in the United States, traffic congestion has tripled over the last 20 years, costing Americans billions in lost economic output. 2.3 billion gallons of fuel are wasted annually due to congestion. In 2005 Carbon Dioxide levels were 27% higher than ever recorded, and in 10 years, there will be 20% more cars on our roads, only adding to the severity of our situation. As a nation and as a state, Texas has to improve our roadways and the manner in which we fund the building of these roadways.

Today, less than half of our nation's roadways are in good condition. From 1997 to 2002 spending on new capacity increased 41% while maintenance and services increased only 24%. This problem only increases as the Federal government no longer has the revenues to cover its obligations. The Federal gas tax has not been raised in 14 years and cost of materials has skyrocketed. The gas tax is still the dominant source of federal transportation funding. In the last 2 years the federal government rescinded nearly \$8 billion from states.

One possible solution for many of these problems is mass transit. However, transit is just not a current priority for our federal government or state government. Just over half of Americans report that transit is available to them. Fifty- Four of the top one hundred metros have no rail service and have low bus volumes per capita. Of the largest metros, only in nine of them do 25% or more of workers commute by transit. In addition, CO2 accounts for 84% of greenhouse gas emissions and is steadily increasing. According to the Brooking Institute, in 2005 transportation accounted for 1/3 of all CO2 emissions.

U.S. consumers drive more and consume more oil per capita than any other nation and result in transportation being the 2nd largest expense for most American households (19%). For every dollar a working family saves by moving further out from their metro

area, they spend 77 cents more on transportation. Once a commute has surpassed 12-15 miles, the increase in transport costs usually outweighs the savings on housing. The Federal Government cannot abdicate responsibility for road construction and repair to the states. Building and maintaining our transportation infrastructure to meet our current needs, and the increasing demands, of the future is a national issue. The degradation of our national infrastructure system is pervasive and approaching dangerous levels. It will require a firm commitment from the Federal Government to mitigate these challenges.

In the State of Texas, transportation and roadways are no better. The federal government continues to rely on the States to fund its transportation needs, and in Texas, the financial burden outweighs the financial means. Inflation increases the costs of roadway maintenance and construction that are funded by gas tax revenues; and yet the gas tax is one of the only state revenue sources that does not grow with the economy. The State of Texas, can no longer financially maintain the roads that are currently part of its transportation system, let alone construct new roads. Even if the motor fuels tax were to be tied to the consumer price index, which, it is estimated, would raise the 20-cent motor fuel tax to 36 cents over 20 years and increase revenue by \$27.3 billion, Texas would still not have the financial means to maintain and construct the necessary roads.

A manner in which to alleviate some of the financial burden is to decrease or stop the siphoning of monies from the State Highway Fund 6 to non transportation efforts and direct 100 percent to transportation sources. Instead, the state has forced local entities to reevaluate the way we build roads, consider toll roads, and postpone needed transportation projects, which may now not be feasible for design for ten to fifteen years. Toll roads simply cannot be the future of Texas transportation. Toll roads do often serve a purpose, yet so many times toll viability studies do not display the capability of a proposed toll road to sustain a significant portion of the road's maintenance and construction, and instead becomes an additional burden to the taxpayers of the region.

A large portion of the congestion increase throughout or nation, but particularly in the State of Texas, is due to freight traffic. The United States has experienced a 13% increase in trailer trucks since 2001 and trucks are projected to carry 82% of new freight by 2020. The Brookings Institute, reports that half of all freight delays are located at interchanges where highways meet. More trucks mean more overall metro congestion. Congestion in and around freight terminals is a major problem for short haul traffic as international bridges have seen the largest increases. There is no better example of freight congestion than in the El Paso region

The greater El Paso Region has long been a thriving multi-national borderplex and is positioned in southwestern Texas and south-central New Mexico on the U.S./Mexican border. Our region encompasses an estimated population of over 2.5 million. In addition, El Paso is the largest metro area on the U.S./Mexican border and the region constitutes the largest bi-national metropolitan area in the Western Hemisphere.

Together, the top 10 ports of entry account for 98 percent of trade passing through the border. With \$152 billion in land trade with Mexico, Texas surpassed other states by far: California (\$30 billion), Arizona (\$12 billion) and New Mexico (\$1.1 billion). In 2006, El

Paso had approximately \$25.79 billion of imports and \$21.03 billion in exports, which put the city only behind Laredo in volume. In addition to trade improvements, the number of individuals crossing the ports of entry daily has also increased. In overall inspections of people, El Paso surpasses all ports of entry in Texas. Many are employed in the construction, healthcare, restaurant, transportation, hotel, elder care, and childcare job sectors, among others.

El Paso's neighbor to the south, Ciudad Juarez contributes \$1.7-1.8 billion worth of retail sales in El Paso per year. In addition to the economic impact that visitors have on our local economy, there is also a very strong economic impact from the *maquiladoras* (twin-plants) in our region and our nation as a whole. *Maquiladoras* are assembly or manufacturing operations that are located in Mexico. Ownership can be 100% non-Mexican. *Maquiladoras* utilize competitively priced Mexican labor to produce equipment and machinery generally geared for export from Mexico. Just a few of the companies that have *maquiladoras* in Ciudad Juarez include: Delphi Automotive, Johnson & Johnson, A.O. Smith, Elmers Glue, Electrolux/Eureka, Tyco Healthcare, Microcast Technologies, Delphi-Packard Electronics, Tyco Electronics, Honeywell International, Auto Kabel GMBH, Levi Strauss, Toro Company, Hoover, Leviton, Sumitomo, Almeida Sewing Machine Co., and Cardinal Health.

These companies import equipment and machinery all over the United States. As a result of the large number of *maquiladoras* in the region; El Paso, Ciudad Juarez and Southern New Mexico equates to the fourth largest manufacturing center, in terms of workers, in North America. In addition, Ciudad Juarez makes up the largest share of *maquiladora* employment along the Texas-Mexico border with 53 % (see Exhibit B). It should be apparent that the El Paso economy is very much interconnected with the economy of Ciudad Juarez, and both cities depend greatly on commercial, vehicular and, pedestrian border crossers. Our State and our region, must focus on the ingress and egress of our international bridges as they relate to our roads. We need to do a better job of dealing with the freight trucks and the increase in pedestrian traffic that need immediate access to public transit at the bridges.

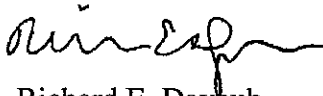
In addition to the freight and vehicular traffic from Ciudad Juarez, the El Paso region is projected to grow by 63.2% by 2030, including an influx of 27,954 soldiers to Ft. Bliss in the next seven years and an additional 60,000 family members to our region, resulting in more use of our current transportation system and leaving fewer alternative routes when the current routes are congested or closed. Congestion costs El Paso \$178 million a year in productivity losses. With current funding, the average peak hour trip length in El Paso will increase significantly by 2025, and equally important, the gap in transportation funding will rise to nearly \$11 billion through 2030.

The price of gasoline is reaching an all time high and shows no sign of decreasing in the near future, likely resulting in fewer drivers on our state transportation system. The Chamber realizes that a permanent solution to the problem will likely take some time to implement. In the meantime, the Chamber is willing to do its part to expedite and contribute to this process, including providing testimony for any future committee

hearings, advocating for more funding and participating with the local transportation infrastructure providers.

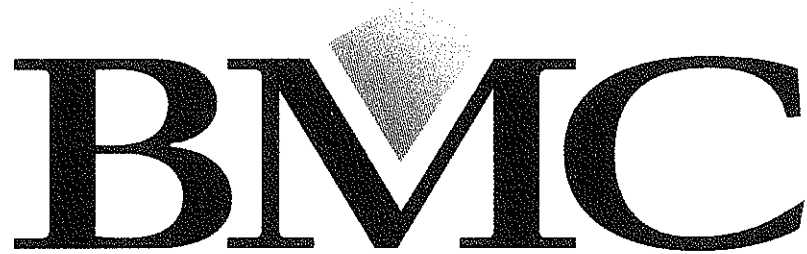
The Chamber would like to thank the 2030 Committee for recognizing that the current transportation infrastructure has become a problem and we thank the Committee for their continuous involvement and participation in developing creative and innovative solutions.

Respectfully,

A handwritten signature in black ink, appearing to read "Richard E. Daybub". The signature is fluid and cursive, with a prominent initial "R" and a long, sweeping underline.

Richard E. Daybub
President and CEO

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BORDERLAND MOBILITY COALITION

**TESTIMONY BEFORE THE
TEXAS 2030 COMMITTEE HEARING
*EL PASO, TEXAS***

AUGUST 7TH 2008

**Testimony of Robert J. Kleberg, Chairman, Borderland Mobility
Coalition**

Texas 2030 Committee Hearing

El Paso Public Library, Main Branch, El Paso, Texas

August 7, 2008 – 4:00pm, MST

First let me thank the *2030 Committee* for traveling to El Paso and acknowledge our El Paso representative, Vice-Chair, David Marcus, for encouraging his peers to join us today.

As the Committee permits, we would like to provide some comments and then answer any questions that you might have. Let me provide you with a brief history of the Borderland Mobility Coalition (BMC). Simply stated- the BMC was formed by a group of El Paso business leaders, themselves pioneers and leaders in U.S-Mexico business and trade, with the sole purpose of supporting, facilitating and promoting multi-modal mobility solutions in the El Paso, Juarez, and Southern New Mexico area.

In short, it is the view of the BMC that mobility infrastructure equates to economic development, quality of life, and ultimately sustainable, global competitiveness.

I ask the Committee to think about our region 50 years from now-as you fly into the El Paso International Airport and look out of the window of your aircraft. From that window you see the most advanced bi-national, tri-state mobility infrastructure and system in North America financed and built with creative public-private ventures.

While vision is needed –we all know the practicalities of details. How do we as a region and state make this a reality during a time of less money and funding from both federal and state governments?

First we accept that there will be less public money and view this not as an obstacle but as an opportunity. We must be smarter and faster. Our first step was last week - our region must embrace the \$1 billion plan developed for our community under the leadership of our Transportation Commissioner

Ted Houghton, supported by our local Metropolitan Planning Organization, our Regional Mobility Authority, and local elected officials.

But our region must do more than just embrace this plan. As a whole, we must ensure that these plans do not lay idle—we must see them into fruition. This announcement is the opportunity of a life-time for our community - our region. We all must be accountable to realize the full potential of this opportunity.

The mobility infrastructure we see 50 years from today, has a completed outer loop; congruent connectivity between our region's international ports-of-entry; numerous international transportation corridors, and additional international bridges. Technology is used to ensure secure origin of point-to-point freight shuttles for just-in-time delivery of manufacturing goods and components.

Alternative fuels, such as solar and wind-powered electricity are used to reduce emissions and environmental pollution. Congestion is an anomaly and not the norm. Our region's main transportation routes have additional capacity – both free and tolled, we utilize mass transit and light rail. We have increased air freight and passenger capacity at a state-of-the art intermodal facility at El Paso International – Biggs Army Airfield, along with additional capacity at Santa Teresa, and Juarez International Airports.

The region's mobility infrastructure enhances our military's ability to defend our nation both at home and abroad but most importantly it is secure. Through the advent of technology-our system is protected against those individuals engaged in illegal and criminal activity.

Our International mobility infrastructure is the case study for public-private and international financing, as seen in the rebuilding of the Bridge of the Americas (BOTA) The economic development and quality of life opportunities created by our present and planned international bridges and future innovations such as the Universal Freight Shuttle system makes our region a beacon—a region so different, so unique, that people say that is where I want to make my investments , move to, this is where I want to live, invest my capital, do business, and raise my family.

In order to create this vision we must understand and not be afraid to invest in our future. We must go beyond forging partnerships with Washington D.C., Mexico City, Austin, Santa Fe, and Chihuahua. We must utilize pass-through tolls; use design and build proposals, create Transportation Reinvestment Zones (TRZs), structure public-private financing ventures, and lastly we must advocate for our share of traditional transportation funding.

In closing I would like to acknowledge and thank all those individuals who were pioneers in bi-national trade and transportation in our region-on both sides of our international border. Additionally, I would like to thank our Texas Transportation Commissioner Ted Houghton, Mr. Chuck Berry, District Engineer, Texas Department of Transportation, Mr. Roy Gilyard, Executive Director of the El Paso Metropolitan Planning Organization, Mr. Harold Hahn, Chair of the Camino Real Regional Mobility Authority, and our elected federal, state, and local officials notably State Senator Elliot Shapleigh, State Representative Joe Pickett, Mayor John Cook and the city council. Without the support and efforts of these individuals, and others far too numerous to name individually, none of our dreams will become reality. We hold our destiny in our hands and we ask that you also support the Paso del Norte region in our continuing efforts.

Thank you.



Border Trade Alliance
Allianza del Comercio Fronterizo
Alliance du Commerce Transfrontalier

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August 7, 2008

Written Testimony of Kathy Neal, Board Member, The Border Trade Alliance
Before the Texas Transportation Commission – 2030 Committee

Kathy Neal

Board Member

The Border Trade Alliance

Hearing Testimony

State of Texas

Texas Transportation Commission

2030 Committee

Thursday, August 7, 2008

4 p.m.

El Paso Public Library, Main Branch

El Paso, Texas



Border Trade Alliance
Alianza del Comercio Fronterizo
Alliance du Commerce Transfrontalier

August 7, 2008

Written Testimony of Kathy Neal, Board Member, The Border Trade Alliance
Before the Texas Transportation Commission – 2030 Committee

Good afternoon Dr. Walton and Mr. Marcus. Thank you for inviting me to testify before the Texas Transportation Commission's 2030 Committee. My name is Kathy Neal and I am the Director of Trade Compliance at A.O. Smith in El Paso. I am here representing the Border Trade Alliance (BTA), for which I am a Board Member as well as a Member of the BTA's Import-Export Policies and Processes committee.

The Border Trade Alliance strives to facilitate North American cross-border trade and economic development through public/private partnerships that result in the integration of grass-roots based solutions with sound federal policies. As the leading tri-national organization representing border trade communities, the BTA works on behalf of corporations, small businesses, local governmental organizations, and individuals. We represent a broad cross-section of critical stakeholders involved in cross-border economic activity, committed to promoting and improving economic and social prosperity throughout the border regions of North America.

Congestion in urban areas and along our transportation corridors is not a new concern. For decades the efficiency of cross-border trade and manufacturing has been limited by over-burdened and aged infrastructure, lack of optimal staffing for border inspectors and hours of service at land ports of entry. For the past twenty-five years, much of the response from the federal government, and in particular by U.S. and Mexican customs, to the transportation infrastructure issue has been to urge cross-border manufacturers to alter our business model. They are asking us in effect, to conduct cross-border shipments during periods that are more convenient to avoid congestion at the ports, irrespective if those periods conform to the demands of our manufacturing processes. We are finally seeing from federal agencies a realization of the needs of the maquiladoras acknowledging that we have to work together in order to address these significant issues.

The BTA has long been involved in promoting solutions to the transportation challenges at the ports of entry and along transportation corridors in our border regions. These transportation infrastructure issues are critical to ensuring our local, state and national competitiveness in a global economy. Last year alone, cross-border surface transportation moved an annual record of \$797 billion of goods across our borders with Canada and Mexico. In April of this year, Texas ranked first among states in moving more than \$8 billion in goods to Mexico via surface transportation. Our state ranked sixth in surface trade with Canada with over \$2 billion in goods transported across our northern border. The need for additional investment in transportation infrastructure at the state and federal level for our ports of entry and transportation corridors is clear when over \$10 billion in exports a month here in Texas depend on it.



Border Trade Alliance
Alianza del Comercio Fronterizo
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Why is this of significance to the 2030 Committee and the larger statewide and national need to address transportation infrastructure needs?

Specifically in your capacity in leading the 2030 Committee, the BTA urges you to focus specific attention toward the transportation infrastructure at or near U.S. land ports of entry here in Texas. While the transportation infrastructure needs at each Texas port of entry are specific and unique, they have a significant economic impact on the state and national economy.

Our ports of entry are often the limiting factor in achieving increased transportation efficiency in the U.S. border regions and throughout our transportation corridors into the interior. To illustrate this point, in 2006, according to the Bureau of Transportation Statistics, the El Paso port of entry was the busiest border crossing in Texas with over 23.8 million commercial trucks, buses, trains, private vehicles and pedestrian crossings. A delay that starts in El Paso can ripple throughout the transportation system causing congestion well beyond the border. These delays not only cause the inconvenience of stalled traffic but also impact multiple economic sectors involved in cross border commerce and trade, including customs brokers to carriers, importers and exporters, commercial retail interests, and just-in-time manufacturers.

A single shipment that misses the time window of arrival at the manufacturing plant in Juarez can result in thousands of dollars of additional expenses. These expenses include employee downtime at the plant, possible overtime to meet deadlines, expedited outbound shipments using airfreight instead of truck, and penalties for late customer shipments.

A 2006 study commissioned by the San Diego Association of Government found that the two hour per truck processing time at the San Ysidro, Otay Mesa and Tecate border crossings costs San Diego County \$455 million in lost annual revenue from reduced freight activity. This translates into more than 2,400 jobs or \$131 million in lost labor income a year.

The San Diego study found that the overall impact of these delays at the state level in California is \$716 million in output losses and \$204 million in labor income losses (or more than 3,600 jobs). For the United States, total output losses are estimated at \$1.3 billion and employment losses at 7,646 jobs.

While the San Diego study focused specifically on the impact of these delays in southern California, the transportation infrastructure component that contributes in part to these



**Border Trade Alliance
Alianza del Comercio Fronterizo
Alliance du Commerce Transfrontalier**

August 7, 2008

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Before the Texas Transportation Commission – 2030 Committee

delays is not dissimilar whether you are in San Diego County, the El-Paso- Juarez region, or north in the Detroit – Windsor area.

While much of my testimony here today has focused on the need for upgraded and improved transportation infrastructure in order to maintain current levels of cross-border trade and commerce we should look ahead and anticipate the opportunities and challenges down the road. In particular as Mexico develops its maritime and interior transportation infrastructure we will see additional pressure on land ports along the southern border. We urge this Committee to consider how we can seize the opportunity now in order to be well positioned to handle the anticipated increased surface trade as a result of Mexico's improved global trade stature. This is on top of our present projected growth in cross-border trade.

Aged and overburdened transportation infrastructure is only one component contributing to increased delays at our ports of entry. Two other elements are: First, policies and processes that govern the use of and limit the effectiveness of federal, state and local investment in transportation infrastructure, and, second, the deployment of technology. These are key elements in addressing congestion in U.S. border regions and throughout our trade corridors in the interior of the U.S.

For our part in those respective areas the BTA has supported and helped develop legislation by Senator Hutchison (S.2425) and Congressman Rodriguez (H.R. 4309) to study the scope and impact of these cross-border delays. We have also strongly supported separate legislation from both Senator Cornyn (S.2474) and Congressman Reyes (H.R. 5662) to address some of the specific port infrastructure needs, facilities, technology and staffing. We are continuing to meet with Congress and federal agencies to discuss potential solutions on those areas that also contribute to the delays we continue to experience at our border crossings.

To summarize, the BTA urges this Committee to focus on the current and future transportation infrastructure needs at our land border crossings and along our trade corridors, stressing the economic importance of maintaining our state, regional and national competitiveness in a global economy.

The Border Trade Alliance is honored to participate in this hearing and it will be my pleasure to address any questions you may have.

Thank you.

Respectfully submitted,



Border Trade Alliance
Alianza del Comercio Fronterizo
Alliance du Commerce Transfrontalier

August 7, 2008

Written Testimony of Kathy Neal, Board Member, The Border Trade Alliance
Before the Texas Transportation Commission – 2030 Committee

A handwritten signature in black ink, appearing to read 'Kathy Neal', is written over the printed name.

Kathy Neal
Board of Directors
The Border Trade Alliance



601 E Street, NW
Washington, DC 20049

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www.aarp.org

Texas Department of Transportation
2030 Committee Public Hearing
August 7, 2008
El Paso, Texas

Testimony Submitted and Delivered on Behalf of AARP
by Edward Moreno, AARP Volunteer Livable Community Team Member

Good afternoon. My name is Edward Moreno and I am here today to provide a statement on behalf of AARP in my present role as an AARP Volunteer Livable Community Team member. I would also like to thank the 2030 Committee of the Texas Department of Transportation for this opportunity to provide testimony.

I would like to begin by posing the question, "As we grow older will our communities be ready for us?" This question is not just important to AARP members, but it is an important question for all of us, regardless of whether we live in a city, a suburb, a small town or out in the country. It is particularly relevant for persons 50 and older who are planning (or have already entered) retirement or who are facing the challenges to independence and quality of life that often accompany aging. Yet, people seldom discuss livability until it has become obvious that the community in which they live does not meet their needs. Specifically, a "livable community" is one that has affordable housing, supportive community features and services, and adequate transportation resources, transit systems and mobility options, which together facilitate personal independence and engagement of residents in civic and social life.

In principle, AARP feels that all individuals should have a range of safe, accessible, dependable and affordable options that enhance mobility, enable independent living, facilitates employment opportunity and fosters social engagement. Furthermore, AARP feels that all communities should examine the connections between transportation and land use, and use those findings to coordinate transportation and land-use decisions that will enhance accessibility for all people. In this regard, AARP supports the following transportation planning considerations on the part of states, metropolitan planning organizations (MPO's) and local jurisdictions:

- Consider the effects of transportation planning and land-use decisions on the mobility of older persons and people with disabilities;
- Examine the benefits of public transportation service improvements before undertaking major road-building projects;
- Investigate the benefits of mixing land uses and increasing densities around transit stops to encourage more diverse neighborhoods and improve network efficiencies;
- Include affordable housing requirements and incentives in mixed-use areas served by high levels of transit to ensure a diverse mix of households;
- Focus on the safety and security of pedestrians in the design and operations of transportation facilities. In support of this point, it is worth noting that according to a 2007 report on pedestrian fatalities produced by WalkWell Texas, a project funded by the Texas Department of Transportation and jointly released with AARP, between 2002-2005, the overall pedestrian fatality rate in Texas was 2.0 per 100,000 population, exceeding the national average of 1.7 per 100,000 population. Among Texans ages 55 and older, the pedestrian fatality rate was 2.7 per 100,000, a rate 35 percent higher than the already-elevated state rate of pedestrian fatality. Furthermore, within Texas, El Paso

county led the 7 largest metropolitan counties with more than 500,000 in population with a ratio of 4.58 per 100,000;

- Actively promote public participation by consumers, including older people, in transportation planning decisions, such as public transportation routing, highway and road siting and design, transportation demand management activities, and investment and deployment of intelligent transportation systems;
- Finally, AARP respectfully recommends that TxDOT and the 2030 Committee consider “Complete Streets” policies and provisions in their prioritizing, planning, design and development, in order to assure for safe accommodation of all users of streets, roads and thoroughfares, both retroactively and looking forward.

Thank You

August 7, 2008

Artcraft Road has some serious needs which should be addressed immediately in order to make Artcraft more accessible, user friendly and safer for everyone coming from Mexico, New Mexico and Texas. Save the Valley Neighborhood /Civic Association recommends the following:

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Artcraft Road Issues:

1. There are no right turn lanes from Westside Drive and Upper Valley Road onto Artcraft.
2. There is no dedicated on-ramp from Artcraft onto Interstate 10: only one right turn lane onto the access road going South.
3. When exiting from Interstate 10 from the North and heading West, there is no right turn lane.

Solutions:

1. **Add right turn lanes from Westside Drive and Upper Valley Road from both North and South.**
2. **Build a 2 lane dedicated on-ramp from Artcraft onto Interstate 10 going South.**
3. **Add a right turn lane onto the Artcraft exit which goes to the West from Interstate 10.**

Please respond to Save the Valley Neighborhood/Civic Association concerns regarding Artcraft problems and solutions at savethevalley@whc.net.

Thank you for your attention to this important matter.

Mary Frances Keisling, President

Save the Valley Neighborhood/Civic Association

5701 Vista Linda, El Paso, Texas 79932

915-440-0679

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El Paso, Texas
The International City

EMMA ACOSTA
CITY REPRESENTATIVE
DISTRICT NO. 3

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**2030 COMMITTEE
PUBLIC HEARING**

I want to congratulate The Texas Governor and Deirdre Delisi, Chair of the Texas Transportation commission for forming a committee that will compile information that will formulate the future transportation needs of Texas and its cities. Long range planning is crucial to any community and especially to an entire state.

I thank our Honorable Mayor, John Cook; Richard Dayoub, President & CEO, Greater Chamber of Commerce; Jay Kleberg, Chair, Border Mobility Coalition; Harold Hahn, Chair, Camino Real Regional Mobility Authority; Kathy Neal, Member of the Border Trade Alliance; Mr. David Marcus, Vice-Chair, 2030 Committee for their interest in the transportation needs of the El Paso community.

It is crucial as a community and state that we take the important steps to assess Texas' Transportation needs and find feasible and economical solutions to address these needs before they become critical needs in the future. As our great state of Texas continues to prosper in Business and Transportation it is imperative that we stay ahead of the curve and continue to be a leader in the country.

As Texas continues to prosper so does the El Paso Region. We are the largest border city in the entire world, with over 10 million international border crossings each year. Our bridges carry over 5.3 million pedestrians, 4.7 million passenger vehicles, and over 320,000 commercial vehicles. These border crossings utilize our existing international bridges which in turn utilize our transportation infrastructure in this community. The need to move vehicles and people is currently a dire need and if the issue is not addressed, then the need for connectivity from the international bridges to our roads and high ways will become critical.

In the next 20 years the City of El Paso's Transportation needs will be at a critical state. With our current demographics and proximity to Mexico and New Mexico our mobility issues must include:



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- Improving the International Bridges' Connectivity to our Interstate Freeway System
- The building of a new, larger, international bridge that is able to move people and vehicles into our roads and highways smoothly and effectively.
- The El Paso Region needs a Bus Rapid Transit System that is able to meet the needs of the local community that includes El Paso, New Mexico and our border city, Juarez, Mexico. A transit system that is able to travel into Juarez, Mexico from El Paso and back. A system that is able to move passengers from the bridge to various parts of the El Paso Community and into New Mexico.

I thank the committee for allowing me, the City Representative from District 3 to voice these important transportation needs of this community and especially of this district. This district includes the International Bridge of the Americas, one of the most heavily used international bridges. Yet connectivity to and from our existing roads is not easily accessed, and pedestrians must travel a long distance to use our transit system.