

FOIA MARKER

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Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: National Economic Council

Series/Staff Member: Dorothy Robyn

Subseries:

OA/ID Number: 17407

FolderID:

Folder Title:

[National Economic Crossroads Transportation Efficiency Act]: Representative Reyes

Stack:

S

Row:

15

Section:

5

Shelf:

6

Position:

3

B20 Photo / ~~FAX~~
366-9640 (9654)
-4594

703/472-0806 (Dian) 915/581-3164

915/525-9040 (Dave)

800/759-8888

Pin #: 1156490

915/534-4400

Request: \$25M for a two-mile taxiway to connect El Paso International Airport and Ft. Bliss (to allow use of military airport for commercial business). This is part of an "intermodal hub" that would link freight transported by rail, truck and air.

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Naturally, the project would have to meet environmental clearances and any agreements the states work out on the location of key border crossings.

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TRANSPORTATION NEEDS OF EL PASO, TEXAS

Border Highway Improvements

Border Highway Extension Feasibility Study: In February 1997, the Texas Department of Transportation, El Paso District, conducted a feasibility study for border highway improvements. The study recommends two phases of improvements.

Phase I: A six-lane arterial from Loop 375 to Herring Road. Total project cost: \$56,295,000

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Total project cost for both phases: \$101,470,000

Extension of the Border Highway to Paisano Drive: This project will provide a link for Loop 375 through El Paso by connecting the existing Border Highway and the Paso del Norte and Stanton international crossings (located in downtown El Paso) with the Sunland Park and the Santa Teresa crossings in New Mexico. Loop 375 is a major truck route as a result of increased traffic due to NAFTA.

The proposed roadway would begin near the existing Loop 375 at the Railroad Road overpass and continue in a northwestern direction near the Texas-New Mexico state line. The roadway would continue within the State of New Mexico and connect to NM State Highway 404. The overall length of the bypass would be 38 miles — 25 miles in Texas and 13 miles in New Mexico.

The proposed road would be a divided highway with a usual 200 feet right-of-way and would require five grade separations/interchanges.

The estimated cost of this project is \$31 million for the Texas portion.

Intermodal Project

This project would allow El Paso to implement and operate a transportation intermodal hub that can be serviced by rail, commercial truck, air and public transit. The components are as follows:

1. A rail/truck yard site and an air cargo facility.
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 3. A taxiway to link the El Paso International Airport with the Biggs Field at Ft. Bliss.
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6. A joint-use agreement with Ft. Bliss.

Estimated cost of extending the existing taxiway, extension of road and utilities, and construction of a building is estimated at \$25.5 million. The cost of completing the inner loop is more than \$100 million.

Border Infrastructure Demonstration Program

President Clinton's proposal for reauthorizing the highway bill authorizes \$45 million *annually* from the Highway Trust Fund to "provide grants for planning and project implementation to improve transportation at international border crossings and along major trade transportation corridors." It also establishes a new border gateway pilot program to fund improvements at border crossings. El Paso should be one of these gateways.

Congressman Shuster (Chairman of the Transportation Committee) and Congressman Oberstar (Ranking Democrat of the Transportation Committee) introduced a bill, H.R. 2400, in early September that includes a "border infrastructure" program that allows the Secretary of Transportation to make allocations to any border State for projects to improve border infrastructure. Page 79 of the bill stipulates that at least two of the border infrastructure projects must be on the Southwest border and two must be on the Northern border. El Paso should be one of these projects.

The Camino Real Corridor

In 1995, Congress passed Public Law 104-59, the National Highway System Designation Act. Section 332 of this law identifies High Priority Corridors, including the "Camino Real Corridor from El Paso, Texas, to Denver, Colorado". This corridor is defined as follows:

"In the State of Texas, the Camino Real Corridor shall generally follow (1) arterials from the international ports of entry to I-10 in El Paso County; and (2) I-10 from El Paso County to the New Mexico border." The law continues to designate the route for the corridor through New Mexico, Colorado and Wyoming.

In ISTEA, Congress authorized \$48 million (\$8 million per year for fiscal years 1992 through 1997) to fund any feasibility and design studies that may be necessary on the High Priority Corridors. This is the only special funding available to all High Priority Corridors.

In 1995, Congressman Coleman asked Congress to authorize \$125 million for this Corridor. Although Congress designated the Camino Real Corridor, it did not authorize [or appropriate] any additional funds outside of the \$48 million for all the Corridors.

New Ports of Entry

Fabens: The El Paso MPO paid a consultant to conduct a feasibility study which evaluated if a new location was necessary for a new commercial port of entry at Fabens. The \$150,000 study

was completed in February, 1997, and recommends that a new toll facility be built about a quarter mile west of the present location. The new crossing would consist of three components — inspection facilities, a new bridge and the approaching roadways.

El Paso County will be responsible for requesting the Presidential Permit. The total estimated cost is \$18.5 million — \$12.5 million for the U.S. portion of the project and \$6 million for the Mexico portion of the project.

Yarbrough: This site is the most feasible alternative to be designed as a commuter port-of-entry. Yarbrough Drive intersects the Border Highway, which provides direct access to Loop 375. The site is directly adjacent to the border and the spillway area along the international boundary could be used as a parkway linking the Zaragoza Port-of-Entry, the Bridge of the Americas and the proposed Yarbrough facility. Yarbrough drive is proposed to connect with the inner loop at the El Paso International Airport. [need cost estimate]

Demonstration Projects Submitted to Transportation Committee

Bridge of the Americas Egress to I-10 Project: This project would connect the Bridge of the Americas directly to Interstate 10. The project is a National Highway System project. Total cost of the project is \$7,100,000 (\$100,000 for project design and environmental impact assessments and \$7 million for construction).

International Fixed Guideway System Project: This project involves 8,600 feet of fixed guideway in downtown El Paso, Texas and 4,000 feet of fixed guideway in downtown Juarez, Mexico. The U.S. portion of the project includes the development of pre-inspection facilities and systems to facilitate the inspection functions of INS, Customs, Agriculture and liquor tax collection performed by the State of Texas. Total cost of the project is \$43,075,000 (Federal funds: \$35 million).

Four lane divided highway on Artcraft Road from Interstate 10 to Loop 375: This project is an extension of State Highway 178 to Interstate Highway 10 eastward, to Loop 375. Total cost of the project is \$7,018,000.

Total Transportation Needs

Total cost of all projects: \$458,663,000

SILVESTRE REYES

16TH DISTRICT, TEXAS

COMMITTEE ON NATIONAL SECURITY

SUBCOMMITTEE ON
MILITARY INSTALLATIONS AND FACILITIESSUBCOMMITTEE ON
MILITARY RESEARCH AND DEVELOPMENT

COMMITTEE ON VETERANS' AFFAIRS

SUBCOMMITTEE ON BENEFITS



Congress of the United States
House of Representatives
Washington, DC 20515

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WASHINGTON, DC 20515
(202) 225-4831
FAX: (202) 225-3016DISTRICT OFFICE:
310 N. MEBA, SUITE 400
EL PASO, TX 79901
(915) 534-4400
FAX: (915) 534-8426

FAX COVER SHEET

DATE: 11-4-97TO: Dorothy RobynFROM: DIAN COPELINFAX #: 202-456-2223# OF PAGES: 2
(including cover)

COMMENTS: _____

See items 1 thru 18. Some of this is
being done. Perry Finney in our DC
office has details. Her direct line is
226-8334.

11/04/97 TUE 15:53 FAX

REP. REYES (TX-16)

+++ District Office

0002

- Consolidation of air traffic control facility and improved common air space use.
- Improved terminal air navigation capability (installation of Instrument Landing System (ILS) for Runway 21 approach).
- Improved ground access and peak hour congestion relief with the construction of Yarbrough Drive extension.
- Some noise relief to existing housing, school, and administrative facilities.

Privatization, as encouraged by the Integrated Surface Transportation Act of 1991 (ISTEA), provides an opportunity for public-private ventures such as that discussed for Biggs Army Airfield / El Paso International Airport. Army regulations currently allow for lease/grant conveyance of military property. Under this authority, the Department of the Army could transfer properties to the City of El Paso for the attraction of private investment. One requirement of such an arrangement is that revenues generated from City/private industry leases shall remain with the City of El Paso.

The military interest in privatization is to obtain operating and maintenance assistance for "military" property. Additionally, Fort Bliss officials have identified various capital improvements in the form of consideration for property transactions. These projects are listed as follows:

1. Fred Wilson Overpass: \$2.0 Million
- ✓ 2. Upgrade Biggs Runway: \$8.4 Million
3. & 4. Upgrade Biggs Taxiways and Parking Aprons: \$18.9 Million
5. Upgrade Biggs Airfield Lighting: \$2.8 Million
6. Air Deployment Facility Complex: \$23.4 Million
7. Relocate Ammunition Supply Point: \$9.5 Million
8. Thru 12. Strategic Military Aircraft Hangers, Taxiway, Parking Aprons, Fuel Storage and Dispensing Facility, and Airfield Operations Facility: \$48.9 Million
13. Fire Station: \$1.5 Million
14. Biggs Gate and Access Road: \$1.4 Million
15. East Fort Bliss Gate, Fencing, Road Access: \$1.8 Million
16. Rail Deployment Facility Complex: \$10.8 Million
17. Joint Use Control Tower: \$1.3 Million
18. Biggs Instrument Landing System (ILS): No \$ Estimate

Bill Renteria \$1 million

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For Gene's call to Rep. Reyes.

Susan - An additional item for El Paso

The El Paso regional office of SBA submitted a request to Washington to extend the CAIP(Community Adjustment Investment Program under NAD Bank) to three additional zip codes in El Paso. The request was just denied because it did not meet the criteria, which include unemployment rate; labor certifications as to job loss from NAFTA; and the definition of an economic zone. It may not have made the first two, but it certainly could qualify under the economic zone. I have a call in to Aida. Erskine should call her.

The CAIP Advisory Board is meeting in El Paso on November 21.

El Paso -

1. \$1.5 million for land acquisition of the Keystone site. The money could come from Interior or Ag. He has talked and written to CEQ(see attached) but he still does not feel he was treated right. It needs to be made a priority.

2. \$25 million for an intermodal hub that connects El Paso airport and Ft. Bliss, including a new rail crossing. The rail crossing requires track removal from the current downtown site; hazardous wastes are often transported through the middle of town. A similar project in Laredo used EPA money. The cost of extending the taxiway and other support facilities is a DOT project.

3. A high priority corridor that includes Interstate 10 and Interstate 25 in the funding of the National Highway System Designation. It has been identified as qualifying but there is no money.

002

SILVESTRE REYES
10TH DISTRICT, TEXAS

COMMITTEE ON NATIONAL SECURITY

**SUBCOMMITTEE ON
MILITARY INSTALLATIONS AND FACILITIES**

SUBCOMMITTEE ON
MILITARY RESEARCH AND DEVELOPMENT

COMMITTEE ON VETERANS' AFFAIRS

SUBCOMMITTEE ON BENEFITS

CONGRESSIONAL HISPANIC CAUCUS

WHIP



Congress of the United States
House of Representatives
Washington, DC 20515

October 8, 1997

**Ms. Kathleen McGinty, Chair
Council on Environmental Quality
Old Executive Office Building
Room 360
17th and Pennsylvania Avenue, N.W.
Washington, DC 20501**

Dear Ms. McGinty:

Thank you for taking the time to meet with my constituent, Ron Holman, to discuss preservation of the Keystone site in El Paso, Texas. I appreciate your willingness to pursue efforts to protect this historically significant site.

The need to identify federal funding to purchase this land is extremely urgent! It is my understanding that the Burlington Northern-Santa Fe railroad, which owns the site, is planning to close a deal to sell to a developer the 99.7 acre site.

In view of the President and Vice President's commitment to preserving our natural resources -- as demonstrated with such actions as providing \$50 million to preserve the pristine beauty of Lake Tahoe, Nevada and the designation of 1.7 million acres in Utah as a National Monument -- I am requesting that the President identify and provide \$1.5 million to purchase this site before it is lost to us forever.

An immediate response is needed. This site is no less significant than other sites that the President has preserved. I look forward to hearing from you.

Sincerely,

Sincerely,

Silvestre Reyes
Member of Congress

Member of Congress

SR/dc

514 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-4831
FAX: (202) 226-2016

DISTRICT OFFICE:

310 N. MEGA, SUITE 400
EL PASO, TX 79901
(915) 534-4400
FAX: (915) 534-7426

to discuss preservation
efforts to protect

SILVESTRE REYES
16TH DISTRICT, TEXAS

COMMITTEE ON NATIONAL SECURITY

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SUBCOMMITTEE ON
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SUBCOMMITTEE ON BENEFITS

CONGRESSIONAL HISPANIC CAUCUS

WHIP
July 18, 1997

The Honorable William Jefferson Clinton
President of the United States
The White House
Washington, D.C. 20500

Dear Mr. President:

I am writing on behalf of constituents in my district in El Paso, Texas, who are concerned about preserving an historic and endangered piece of property.

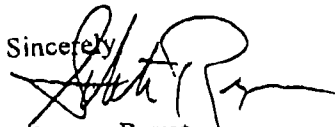
The Keystone Site, a 5000-year-old cultural resource, has been recognized as one of the most significant archeological sites yet to be reported in the Southwest. Most of the property is owned by the Burlington Northern-Santa Fe Railway Company.

Six acres of the land have been designated as federally protected wetlands, and this is the last stopping place in the United States for many species of internationally migrating birds (from hummingbirds to eagles). Another section of land, in association with a Corps of Engineers construction site, has been tangentially researched and has been found to contain radiocarbon dated remnants of a 5,000 year old community — the largest and earliest known Native American community in the United States, complete with burial mounds and pit houses. It is interesting to note that estimates have been given that this site may have been occupied for 4,500 years with the research that has been done to Zone 4 at the site. What is even more intriguing is that recent analysis has suggested that there is also a Zone 5.

The railroad has decided to sell 99 acres of this land, probably to a developer if resources are not made available to preserve the property. In 1995, the City of El Paso developed a plan for a 99-acre wildlife sanctuary and dedicated park, but the city does not have the monies to purchase the property. A large group, known as the Supporters of the Doniphan Wetlands Wildlife Park, is actively forming coalitions and working relationships with neighborhood, environmental and wildlife protection groups, as well as local, state and federal agencies. The main obstacle is finding the financial resources to purchase the land.

We cannot afford to lose this valuable natural resource! I am contacting you to solicit your advice and assistance in preserving this historically significant tract of land. I would appreciate any assistance you can provide. Please feel free to contact me or direct your staff to contact my legislative director, Dian Copelin, at 202-225-4831 for further information. I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,



Silvestre Reyes
Member of Congress

SR/dc



Congress of the United States
House of Representatives
Washington, DC 20515

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EL PASO, TX 79901
(915) 634-4400
FAX: (915) 634-7428

Jack

- ~~Construction~~ in 70 mil. of civilian sides of airport
- will need to CIB nation - proj. of also activities
- " " to be on ~~first~~ ^{El Paso airport's} was the plan
but it's updating the plan
- If it need those 2 cond.

10K ^{ft} extension in highway

in original ISTEA bill

I 10 ; I 25

by statute

in hopes there will be \$

- they're designated as high priority corridor
- we didn't
- will be eligible for NKS of Congress of other

meaning he'd

in House bill, there's \$

will be NKS \$

We proposed a program

House has a program

High Cost State Program

by formula

NH &
STP

Equip. to T/starts

They're not bad

Might be some potential at border
crossing

Taxiway is not an app's waste plan

It will be ⁱⁿ new plan, b/c new major supports (old maybe did not)

Has there been a C/P analysis?

rough est's

① To move rail xing C: \$15-30M

relocation

intermodal facil. - Ft. Bliss

rail xing

DOD is supportive of project, but therefore

2 ad

El Paso Int'l. A/p

Bigge Army Airport

open up mil.

intermodal facilities

(bldg / dist. warehouse
app $\rightarrow$ trains $\rightarrow$ Trucks

EPA # deal to clean up old
SITE in Laredo

I to I 25:

What do you have in mind.

- border h/way improvements

- What can we get a Commitment for

- MOV a la Lake Tahoe

Call FIA

- WR like d

Subj: B
getting iron
- master plan

- + CB

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①
1. If $\frac{V}{W}$ is incl. in m.p. update;
~~and~~

— ② C: B +

③ favorable ranking of $\frac{V}{W}$ in FXN's
priority system $\frac{V}{W}$ is $\frac{V}{W}$ $\frac{V}{W}$

FXN will grade it priority $\frac{V}{W}$.

In add., FXN will do $\frac{V}{W}$ of each.
Each: $\frac{V}{W}$, and - of accuracy
in p. process

A/p project cld include

If it's on a/p prop

DD has failed

Frank Colson - OSD

Steve Morrissey - Cong. affairs

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3. A high priority corridor that includes Interstate 10 and Interstate 25 in the funding of the National Highway System Designation. It has been identified as qualifying but there is no money.

SILVESTRE REYES
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COMMITTEE ON NATIONAL SECURITY

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SUBCOMMITTEE ON BENEFITS

CONGRESSIONAL HISPANIC CAUCUS

Congress of the United States
House of Representatives
Washington, DC 20515

WHIP
July 18, 1997

The Honorable William Jefferson Clinton
President of the United States
The White House
Washington, D.C. 20500

Dear Mr. President:

I am writing on behalf of constituents in my district in El Paso, Texas, who are concerned about preserving an historic and endangered piece of property.

The Keystone Site, a 5000-year-old cultural resource, has been recognized as one of the most significant archeological sites yet to be reported in the Southwest. Most of the property is owned by the Burlington Northern-Santa Fe Railway Company.

Six acres of the land have been designated as federally protected wetlands, and this is the last stopping place in the United States for many species of internationally migrating birds (from hummingbirds to eagles). Another section of land, in association with a Corps of Engineers construction site, has been tangentially researched and has been found to contain radiocarbon dated remnants of a 5,000 year old community — the largest and earliest known Native American community in the United States, complete with burial mounds and pit houses. It is interesting to note that estimates have been given that this site may have been occupied for 4,500 years with the research that has been done to Zone 4 at the site. What is even more intriguing is that recent analysis has suggested that there is also a Zone 5.

The railroad has decided to sell 99 acres of this land, probably to a developer if resources are not made available to preserve the property. In 1995, the City of El Paso developed a plan for a 99-acre wildlife sanctuary and dedicated park, but the city does not have the monies to purchase the property. A large group, known as the Supporters of the Doniphan Wetlands Wildlife Park, is actively forming coalitions and working relationships with neighborhood, environmental and wildlife protection groups, as well as local, state and federal agencies. The main obstacle is finding the financial resources to purchase the land.

We cannot afford to lose this valuable natural resource! I am contacting you to solicit your advice and assistance in preserving this historically significant tract of land. I would appreciate any assistance you can provide. Please feel free to contact me or direct your staff to contact my legislative director, Dian Copelin, at 202-225-4831 for further information. I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,

Silvestre Reyes
Member of Congress

SR/dc