



U.S. – México Border Mayors Association

August 24, 2012

Mayor John F. Cook as the Founder and Chairman of the association presided over the 3rd Binational Summit of the U.S. - México Border Mayors Association. Twenty-three mayors from both sides of the border met in San Diego California to discuss challenges and solutions that impact border communities. The topics covered important issues like immigration, international public safety cooperation, economic development, public private partnerships, border crossings and dealing with growing levels of cross border trade.

At this meeting, the following actions were taken:

Motion made by Mayor Moreno, seconded by Mayor Salinas and unanimously carried to approve the Resolution supporting legislation for Private Public Partnerships [Resolution].

Motion made by Mayor Sanders, seconded by Mayor Garino and unanimously carried to support the unsolicited grant proposal to support the future operations of the U.S. – México Border Mayors Association.

Co-Chair Bustamante committed to coordinate for all association mayors to visit Washington DC and advocate for the border issues.

Vice Co-Chair Murguía recommended that an agenda be created with input from all the mayors and be presented to both Presidents of the United States and México.

Per action taken at the first meeting, the terms to all leadership positions in the association are for one-year resulting in the following actions:

- Chairman Cook relinquished his Chair position to Vice Chair Sanders who in turn will surrender it to the next Mayor of the City of San Diego, California, as Mayor Sanders' term is up in September 2012.
- Co-Chair Bustamante relinquished his Co-Chair position to Vice Co-Chair Murguía.
- Mayor John Cook was named the Executive Director for the association.

Co-Chair Murguía offered to host the 4th Binational Summit in Ciudad Juárez, Chihuahua, México.



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BORDER MAYORS
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**ASOCIACIÓN DE
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MÉXICO – U.S.**

RESOLUTION

WHEREAS, international trade between the United States and México today exceeds \$1 billion of trade per day. As a result, the economies of both countries are intertwined and interdependent upon one another. From a global competitiveness perspective, it is imperative that both countries invest in the appropriate staffing and infrastructure to process the ever-increasing international trade flows at our land ports of entry; and

WHEREAS, inadequate staffing and outdated infrastructure and technology at land ports of entry on the southwestern border harm both nations’ economies; and

WHEREAS, for the past two decades, the U.S. federal government has concentrated funding for the security of the United States-México border on deterrence in the regions between land ports, at the expense of land ports of entry; as a result, the average land port of entry is now more than 40 years old and in dire need of modernization, as reported at the December 2008 U.S.-Mexico Joint Working Committee by the head of the Customs and Border Protection Land Ports of Entry Modernization Program, who estimated capital costs for necessary upgrades at \$6 billion; and

WHEREAS, since 1993, the number of border patrol agents stationed between land ports of entry has more than quintupled, and the budget has increased nine-fold, from \$400 million to \$3.5 billion; in the same time period, funding for enforcement at land ports of entry increased only 68 percent, from \$1.6 billion to \$2.7 billion, and nearly three-quarters of that amount was consumed by rising inflation; and

WHEREAS, while funding for land ports of entry has lagged, traffic passing through them has increased dramatically, as has the value of goods traded; the value of imports carried by truck was 26.5 percent higher in 2010 than in 2009, and the value of exports carried by truck was 24.3 percent higher, according to the U.S. Department of Transportation Bureau of Transportation Statistics. According to the Mexican Secretaria de Economía, in 2011, more than \$250 billion worth of goods were traded between the four southern border U.S. states of California, Arizona, New Mexico and Texas with México; and

WHEREAS, this increased traffic places a great strain on aging infrastructure and technology and requires massive amounts of overtime for inspectors charged with screening cars and trucks; these pressures cause serious and costly slowdowns; according to a March 2008 draft





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report for the U.S. Department of Commerce entitled "Improving Economic Outcomes by Reducing Border Delays," wait times averaging one hour at the five busiest land ports of entry on the southern border resulted in an average economic output loss of \$116 million per minute of delay; in 2008, these delays cost the U.S. economy nearly 26,000 jobs and \$6 billion in output, \$1.4 billion in wages, and \$600 million in tax revenues annually; by 2017, average wait times could increase to nearly 100 minutes, costing more than 54,000 jobs and \$12 billion in output, \$3 billion in wages, and \$1.2 billion in tax revenues each year; the cumulative loss in output due to border delays over the next 10 years is estimated to be \$86 billion; and

WHEREAS, the federal government provided \$720 million for land ports in the American Recovery and Reinvestment Act of 2009, but most of those funds were allocated to the small, low-traffic crossings on the Canadian border; although smaller Texas ports at Los Ebanos, Falcon Dam, and Amistad Dam received some stimulus funding, none of the larger Texas ports of entry received funds for urgently needed improvements; and

WHEREAS, due to the federal deficit, the U.S. Congress has cut the General Services Administration Federal Building Fund over the last few years. This fund is responsible for design and construction of federal buildings including at land ports of entry. In addition, the Coordinated Border Infrastructure Fund that was found in the previous Transportation Reauthorization bill (SAFETEA-LU) was reauthorized in the latest version known as Moving Ahead for Progress in the 21st Century. This reauthorization eliminated the mandate that a certain percentage of a border states' transportation allocation be spent on border infrastructure projects. The elimination of the mandate now leaves the discretion with the respective border states' Departments of Transportation. It is unclear at this time how much will be dedicated to border infrastructure; and

WHEREAS, reports by the U.S. Government Accountability Office have found that infrastructure and technology at land ports of entry are inadequate; in order to maintain national security while expediting the flow of trade, it is imperative that our nation modernize its land ports of entry and ensure that staffing levels are adequate to manage an increasingly high volume of international traffic; and

NOW THEREFORE BE IT RESOLVED, by the U.S.-México Border Mayors Association that our number one priority of reducing border wait times and insuring that security is not compromised will again be presented to the leadership of the federal governments of the United States of America and the Republic of México; and





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NOW THEREFORE BE IT RESOLVED, by the U.S.-México Border Mayors Association that we fully support the concept of public-private partnerships and public-public partnerships (PPPs) with the federal government as outlined in several pending bills in the U.S. Congress. Due to a lack of federal funds available for port of entry expansion and personnel shortages, the association feels this is a valuable option that must be explored to reduce border wait times and the negative economic impact that wait times have on both countries. The Association respectfully requests that Congress pass some version of the PPP legislation to allow for expedited project delivery for border infrastructure projects.

PASSED AND APPROVED THE 24TH DAY OF AUGUST, 2012.

John F. Cook

Raul G. Salinas

Pat M. Ahumada, Jr.

Mayor of El Paso, TX
Chair

Mayor of Laredo, TX

Mayor of Brownsville, TX

Lorenzo Hernandez

Obed Contreras

Walter L. Miller

Mayor of Presidio, TX

*Council Member
Presidio, TX*

Mayor of Horizon, TX

Madeleine Praino

Martin Cepeda

Miguel D. Wise

Mayor of Vinton, TX

Mayor of Hidalgo, TX

Mayor of Weslaco, TX

Frank K. Paiz

Ken Miyagishima

Arturo R. Garino

*Tribal Governor
Ysleta Del Sur Pueblo, TX*

Mayor of Las Cruces, NM

Mayor of Nogales, AZ





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Alan Krieger

Jonathon Rothschild

Richard Fimbres

Mayor of Yuma, AZ

Mayor of Tucson, AZ

Vice Mayor of Tucson, AZ

Gerardo Sanchez

Daniel Ortega, Jr.

Jim Janney

Mayor of San Luis, AZ

Mayor of Douglas, AZ

Mayor of Imperial Beach, CA

Jerry Sanders

Daniel F. Moreno

Jerome Stocks

Mayor of San Diego, CA
Vice Chair

Mayor of Calexico, CA

Mayor of Encinitas, CA

Carlos Bustamante
Anchondo

Enrique Pelayo Torres

Francisco José Pérez Tejada

Mayor of Tijuana
Baja California, MX
Co-Chair

Mayor of Ensenada
Baja California, MX

Mayor of Mexicali
Baja California, MX

Javier Ignacio Urbalejo
Cinco

Javier Robles Aguirre

Judith Fabiola Vázquez Saud

Mayor of Tecate
Baja California, MX

Mayor of Playas Rosarito
Baja California, MX

Mayor of Acayucan
Veracruz, MX





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Vicente Terán Uribe

José María Lozano
Rodríguez

Maria Del Carmen
Rocha Hernandez

*Mayor of Agua Prieta
Sonora, MX*

*Mayor of Nogales
Sonora, MX*

*Mayor of Camargo
Tamaulipas, MX*

Juan Antonio Balderas

Francisco García Castells
Alanís

Santos Javier Garza García

*Mayor of Jimenez
Coahuila, MX*

*Mayor of Guerrero
Coahuila, MX*

*Mayor of Anáhuac
Nuevo León, MX*

Héctor “Teto” Agustín
Murguía Lardizábal

Jaime Domínguez Loya

Tomás Archuleta Rodríguez

*Mayor of Ciudad Juárez
Chihuahua, MX*
Vice Co-Chair

*Mayor of Ascención
Chihuahua, MX*

*Mayor of Guadalupe
Chihuahua, MX*

César Horacio Duarte Jáquez

Governor of Chihuahua, MX

