U.S. – MÉXICO BORDER MAYORS ASSOCIATION	**ASOCIACIÓN DE ALCALDES FRONTERIZOS 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WHEREAS, inadequate staffing and outdated infrastructure and technology at land ports of entry on the southwestern border harm both nations' economies; and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 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

U.S. – MÉXICO BORDER MAYORS ASSOCIATION

ASOCIACIÓN DE ALCALDES FRONTERIZOS MÉXICO – U.S.

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*

U.S. – MÉXICO BORDER MAYORS ASSOCIATION

ASOCIACIÓN DE ALCALDES FRONTERIZOS MÉXICO – U.S.

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*

U.S. – MÉXICO BORDER MAYORS ASSOCIATION

ASOCIACIÓN DE ALCALDES FRONTERIZOS MÉXICO – U.S.

Vicente Terán Uribe

Mayor of Agua Prieta
Sonora, MX

José María Lozano Rodríguez

Mayor of Nogales
Sonora, MX

Maria Del Carmen Rocha Hernandez

Mayor of Camargo
Tamaulipas, MX

Juan Antonio Balderas

Mayor of Jimenez
Coahuila, MX

Francisco García Castells Alanis

Mayor of Guerrero
Coahuila, MX

Santos Javier Garza García

Mayor of Anáhuac
Nuevo León, MX

Héctor "Teto" Agustín Murguía Lardizábal

Mayor of Ciudad Juárez
Chihuahua, MX
Vice Co-Chair

Jaime Domínguez Loya

Mayor of Ascención
Chihuahua, MX

Tomás Archuleta Rodríguez

Mayor of Guadalupe
Chihuahua, MX

César Horacio Duarte Jáquez

Governor of Chihuahua, MX