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#### Congestion at border crossing points of entry thanks to a lack of infrastructure is costing the United States billions of dollars each year.

**As Erik Lee and Christopher Wilson of the North American Center for Transborder Studies write in June of 2012** [Wilson – Associate at the Wilson Center’s Mexico Institute, Lee – Associate director of the North American Center for Transborder Studies, “The State of Trade, Competitiveness and Economic Well-being in the U.S.-Mexico Border Region,” with the Woodrow Wilson Center for International Scholars, El Colegio de la Frontera Norte, and Arizona State Univeristy, http://nacts.asu.edu/sites/default/files/State\_of\_Border\_Trade\_Economy%20Lee-Wilson.pdf]

\*\*Note: bracketed text is for clarification and is not part of the original card text

Two major events have transformed the dynamics of bilateral trade and border management over the

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costing the United States and Mexican economies many billions of dollars each year.

#### One study shows that border congestion costs the economy 7.2 billion dollars and 62,000 jobs in just one year.

**According to the US Chamber of Commerce in 2011** [“Steps to a 21st Century U.S.-Mexico Border,” a US Chamber of Commerce Border Report, <http://www.uschamber.com/sites/default/files/reports/2011_us_mexico_report.pdf>]

Current Situation Rapid population growth along the border puts increased pressure on infrastructure at a

AND

lost jobs and $155 million in lost labor income in 2007. iv

#### And these ports of entry are going to be fully saturated by 2014, meaning we are literally going to run out of space.

**Sean Ahearne, Deputy Director General for Border Affairs, Mexico’s Ministry of Foreign Affairs, on October 22, 2011** [Sean Carlos Cázares Ahearne “MEXICO – U.S. BORDER INFRASTRUCTURE,” Future of North American Infrastructure, North American Summit & National Conference, October 22, 2011, Secretaria de Relaciones Exteriores, <http://knowledgecenter.csg.org/drupal/system/files/Ahearne_PDF.pdf>]

 Mexico carries out decisive actions to increase its competitiveness, looking to successfully engage

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increase the capacity of our border crossings and roads to efficiently address traffic flows

#### Additionally, ongoing traffic congestion causes severe air pollution.

Southwest Consortium for Environmental Research and the Environmental Protection Agency, May 2013[<http://kpbs.media.clients.ellingtoncms.com/news/documents/2013/05/15/Health_Impacts_of_Border_Crossings_White_Paper_FINAL.pdf>]

This white paper concerns potential health effects of US Mexico border crossings, especially regarding

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background exposures to generally poor air quality along the US-Mexico border.

#### The article goes on to show that the air pollution caused by UNNECESSARY traffic is detrimental to the health of the 14 million people living on the US-Mexico border.

Southwest Consortium for Environmental Research and the Environmental Protection Agency, May 2013[<http://kpbs.media.clients.ellingtoncms.com/news/documents/2013/05/15/Health_Impacts_of_Border_Crossings_White_Paper_FINAL.pdf>]

Figure 7 gives the framework for understanding the link between traffic exposures, for example

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non-occupational exposures is strongest for respiratory, cardiovascular and mortality effects.

#### The US Federal government has underfinanced our ports of entry and rather focused on militarization.

**Veronica Escobar, an El Paso county judge, writes on February 10, 2013** [“Gridlock on the Rio Grande,” NYT, <http://www.nytimes.com/2013/02/11/opinion/gridlock-on-the-rio-grande.html> //adi]

TALK of comprehensive immigration reform is welcome news — especially because it could offer a

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new taxpayers, a smoother path through our ports would create stronger economies.

#### But even with our investments in militarization of the border, we have not improved security at all. Rather the only things we have gotten out of our useless projects include 8 hour long traffic jams, billions of dollars in losses, and the damaged health of 14 million people on the border.

According to Shannon K. O’Neil, Senior Fellow for Latin America Studies at the Council on Foreign Relations, on March 1, 2013 [“Refocusing U.S.-Mexico Security Cooperation,” Policy Innovation Memorandum No. 27, <http://www.cfr.org/mexico/refocusing-us-mexico-security-cooperation/p29595?cid=nlc-publications-publications_quarterly-link22-20130228> //adi]

Initiatives to modernize the border and build resilient communities (pillars three and four of

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of dollars in trade losses, without drastically discouraging or disrupting illegal flows.

#### And thanks to a lack of investment, our ports of entry are old and decaying

**Erik Lee and Christopher Wilson of the North American Center for Transborder Studies in 2012** (**Erik Lee** – Associate Director of NACTS, international advisory board member of the Latin American Policy Journal, assistant director of the Center for US-Mexican Studies at UCSD, former legislative assistant to the US Senate Transportation and Infrastructure Committee, **Christopher Wilson** – Associate at the Mexico Institute of the Woodrow Wilson International Center for Scholars, staff writer for the Wall Street Journal, Mexico analyst for the US Department of Defense, researcher at the American University Center for North American Studies, “The State of Trade, Competitiveness and Economic Well-Being in the US-Mexico Border Region,” Working Paper Series on the State of the US-Mexico Border, North American Center for Transborder Studies, June 2012, <http://nacts.asu.edu/sites/default/files/State\_of\_Border\_Trade\_Economy%20Lee-Wilson.pdf> |ta)

One of the most obvious and often cited ways to reduce congestion at the POEs

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land ports of entry along the United States southern and northern borders. 15

#### While studies show that we need 6 billion dollars to fix our terrible infrastructure, the president has only allocated a useless 4.5 million.

**The US Department of Transportation reported on September 28, 2012 that** [“Budget Highlights: Fiscal Year 2013,” the DoT is important, <http://www.dot.gov/sites/dot.dev/files/docs/dot_budget_highlights_fy_2013_5MB.pdf/> //adi]

» Enforcement & Intervention—The President’s Budget requests $142.6 million for Compliance, Safety, and Accountability (CSA) to sustain increased interventions and resulting enforcement actions. Within this amount, the budget includes $45.5 million for Border Programs Management asnd Oversight initiatives that provide crossborder inspections and administering the Mexican long-haul program. The Budget also proposes to dedicate **$4.5 million** of these funds to initiate a multi-year strategy for improving facilities along the U.S.— Mexico border.

#### …which is obviously inadequate

#### The first step is to expand the raw capacity of US-Mexico ports of entry.

**As the same article by Erik Lee and Cristopher Wilson in 2012 states,** (**Erik Lee** – Associate Director of NACTS, international advisory board member of the Latin American Policy Journal, assistant director of the Center for US-Mexican Studies at UCSD, former legislative assistant to the US Senate Transportation and Infrastructure Committee, **Christopher Wilson** – Associate at the Mexico Institute of the Woodrow Wilson International Center for Scholars, staff writer for the Wall Street Journal, Mexico analyst for the US Department of Defense, researcher at the American University Center for North American Studies, “The State of Trade, Competitiveness and Economic Well-Being in the US-Mexico Border Region,” Working Paper Series on the State of the US-Mexico Border, North American Center for Transborder Studies, June 2012, <http://nacts.asu.edu/sites/default/files/State\_of\_Border\_Trade\_Economy%20Lee-Wilson.pdf> |ta)

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land ports of entry along the United States southern and northern borders. 15

#### And as the chamber of commerce points out in 2011,

**According to the US Chamber of Commerce in 2011** [“Steps to a 21st Century U.S.-Mexico Border,” a US Chamber of Commerce Border Report, <http://www.uschamber.com/sites/default/files/reports/2011_us_mexico_report.pdf>]

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lost jobs and $155 million in lost labor income in 2007. iv

#### Additionally, the biggest challenge between US-Mexico trade is our terrible ports of entry. Thus, even though there may be other challenges, our plan is the best way to decrease congestion.

**Binational Task Force on the United States-Mexico Border on July 7, 2011** [Robert C. Bonner Former Commissioner of U.S. Customs and Border Protection; Former Administrator, Drug Enforcement Administration, Andrés Rozental Former Deputy Foreign Minister of Mexico; Former President and Founder Mexican Council on Foreign Relations (COMEXI), Carlos Heredia Research Fellow, Centro de Investigación y Docencia Económicas (CIDE); Former Member of the Mexican Congress, Chappell Lawson Associate Professor of Political Science, Massachusetts Institute of Technology; Adjunct Fellow, Pacific Council on International Policy, Ruben Barrales, President and Chief Executive Officer, San Diego Regional Chamber of Commerce, and former Director, White House Office of Intergovernmental Affairs, Malin Burnham, Vice Chairman, Cushman & Wakefield of San Diego, Jorge Chabat, Professor and Research Fellow, (CIDE), Luis de la Calle, Managing Director and founding Partner of De la Calle, Madrazo, Mancera, SC, and former Deputy Secretary of Commerce of Mexico, Lee Cullum, Syndicated Columnist and Television Commentator based at the Dallas Morning News, Jeffrey Davidow, President of the Institute of the Americas, former U.S. Ambassador to Mexico, and former U.S. Assistant Secretary of State for Western Hemisphere Affairs, Carlos Alfonso de la Parra, Professor and Researcher of the Urban and Environmental Studies Department, El Colegio de la Frontera Norte (COLEF), Tijuana, Gary L. Gallegos, Executive Director, San Diego Association of Governments Eugenio Elorduy Walther, President, Grupo Autopasión, Former Governor, state of Baja California, Antonio Oscar “Tony” Garza, Jr., Partner, ViaNovo LP; Counsel, White & Case, and former U.S. Ambassador to Mexico, Jerrold D. Green, President and Chief Executive Officer, Pacific Council on International Policy, Edwin A. Guiles, former Executive Vice President, Sempra Energy, Antonia Hernández, President, California Community Foundation, and former President and General Counsel, Mexican American Legal Defense and Educational Fund, Silvia Hernández, Director-General, Estrategia Pública Consultores SC, and former Senator of Mexico, Luis Herrera-Lasso, Director-General, Grupo Coppan SC, and former Mexican Consul General in San Diego, John J. Kelly, Shareholder, Modrall Sperling, former U.S. Attorney for New Mexico and former Special Representative of the U.S. Attorney General for the Southwest Border Region, Abraham F. Lowenthal, President Emeritus, Pacific Council on International Policy, and Professor of International Relations, University of Southern California, Richard Mallery, Senior Partner, Snell & Wilmer, Doris Meissner, Senior Fellow, Migration Policy Institute; former Commissioner of the United States Immigration and Naturalization Service (INS), Enrique Mier y Terán, Chairman and Chief Executive Officer, SafeMex, Inc. and cofounder of Kaynar de México (Mexico’s first maquiladora), Gustavo Mohar, Secretaría de Gobernación, Government of Mexico, Jorge Montaño, President of Asesoría y Análisis SA de CV and former Mexican Ambassador to the United States and to the United Nations, Raúl Rodríguez Barocio, Chairman of the Board of Advisors, North American Center for Transborder Studies, Arizona State University, and former Chief Executive Officer and Managing Director, North American Development Bank (NADBank), Fernando Solana, Chairman of the Mexican Council on Foreign Relations (COMEXI) and former Secretary of Foreign Affairs, Roberto Suro, Professor of Journalism, University of Southern California, and former director, Pew Hispanic Center; former senior correspondent for the New York Times and the Washington Post, Javier Treviño, Senior Vice President of Corporate Communications and Public Affairs, Cementos Mexicanos (CEMEX), and former Deputy Foreign Minister of Mexico, Julie Meier Wright, President and Chief Executive Officer, San Diego Regional Economic Development Corporation, and former Secretary of Trade and Commerce of California, Under the auspices of the Pacific Council for International Policy (PCIP) and the Mexican Council on Foreign Relations (COMEXI), thirty distinguished business and civic leaders, and former government officials from Mexico and the United States committed themselves to devising ways to improve management of our common border. The Task Force met three times in 2009, “Managing the United States-Mexico Border: Cooperative Solutions to Common Challenges,” <http://www.wilsoncenter.org/sites/default/files/PCIP%20Comexi%20Full%20Report-%20english%20version.pdf>]

Note: the other two challenges are a lack of segmentation capacity and operational inefficiencies

Mexico and the U.S. face three main challenges as they try to facilitate legal travel and commerce. By far the most important of these is a massive infrastructure deficit. Investment in crossing points and the roads that feed in them has simply not kept pace with huge increases in commerce and travel since ratification of the North American Free Trade Agreement (NAFTA).

#### Consequently, The US Federal government is essential in working with Mexican federal and regional governments to efficiently manage the Ports of entry.

**Erik Lee and Christopher Wilson in 2012** (**Erik Lee** – Associate Director of NACTS, international advisory board member of the Latin American Policy Journal, assistant director of the Center for US-Mexican Studies at UCSD, former legislative assistant to the US Senate Transportation and Infrastructure Committee, **Christopher Wilson** – Associate at the Mexico Institute of the Woodrow Wilson International Center for Scholars, staff writer for the Wall Street Journal, Mexico analyst for the US Department of Defense, researcher at the American University Center for North American Studies, “The State of Trade, Competitiveness and Economic Well-Being in the US-Mexico Border Region,” Working Paper Series on the State of the US-Mexico Border, North American Center for Transborder Studies, June 2012, <http://nacts.asu.edu/sites/default/files/State\_of\_Border\_Trade\_Economy%20Lee-Wilson.pdf> |ta)

A key component of how the U.S.-Mexico border functions to facilitate

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vital. To strengthen regional competitiveness and security, we need regional coordination.

#### Finally, not only would we bring about major economic benefits by expanding our ports of entry, but we can also improve the air quality and health of the 14 million people living on the US-Mexico border; creating a win-win situation.

Southwest Consortium for Environmental Research and the Environmental Protection Agency, May 2013 [<http://kpbs.media.clients.ellingtoncms.com/news/documents/2013/05/15/Health_Impacts_of_Border_Crossings_White_Paper_FINAL.pdf>]

An obvious target to reduce people’s exposures when waiting to cross at POEs is to

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mandated reductions in vehicle emissions, and increased provision of clean public transportation.