

**Congress of the United States**  
**Washington, DC 20515**

May 27, 2011

The Honorable John L. Mica  
Chairman  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Nick J. Rahall, II  
Ranking Member  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
2163 Rayburn House Office Building  
Washington, DC 20515

The Honorable John J. Duncan Jr.  
Chairman  
Transportation and Infrastructure Committee  
Subcommittee on Highways and Transit  
U.S. House of Representatives  
B-376 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter A. DeFazio  
Ranking Member  
Transportation and Infrastructure Committee  
Subcommittee on Highways and Transit  
U.S. House of Representatives  
B-375 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Mica:

We write to express our strong support for reauthorization of the Coordinated Border Infrastructure Program (CBIP) as part of the next surface transportation authorization bill.

Our states encompass the U.S./Mexican and U.S./Canadian border regions, and we know firsthand that border congestion has negatively impacted families who must cross the border regularly for work or school. The traffic congestion also affects the health of our constituents who breathe in the pollution caused by idle trucks and cars at the international borders.

We strongly believe that the Congress must maintain dedicated formula funding for border infrastructure programs. Without a dedicated funding source, we are concerned that the Federal Highway Administration (FHWA) and states would prioritize the use of discretionary highway funds for projects in large cities, ignoring smaller communities along the international land borders with Canada and Mexico.

Most of the trucks entering through the northern and southern land ports-of-entry (LPOEs) are destined for areas far beyond the immediate border region, making this a national problem that requires federal funding to solve. Yet, small border communities receive limited assistance from the federal and state governments to deal with traffic congestion, automobile and pedestrian safety, and infrastructure strains posed by this huge volume of freight and automobile traffic movement.

Given the importance of our land ports-of-entry to international trade and our economic prosperity, we also believe it is important for the federal government to increase investment in border infrastructure. Currently, CBIP is authorized at \$210 million annually. We request that CBIP be authorized at \$420 million in FY2012, increasing gradually over the life of the next highway bill to \$630 million in FY2016.

Consider these facts:

- On an average day, about \$2 billion in trade cross the nation's 163 border crossings, along with more than 350,000 vehicles, 135,000 pedestrians and 30,000 trucks.
- There are more than 1,900 miles between the United States and Mexico, and more than 5,000 miles between the U.S. and Canada.
- About 88 percent of U.S. merchandise trade by value with Canada and Mexico moves on land.
- Since 1990, the value of freight shipments among the U.S., Canada, and Mexico has risen by 170 percent, growing an average of 8 percent annually.

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- Approximately 23 million U.S. citizens cross the land borders into Canada and Mexico a total of nearly 130 million times each year. Of the 23 million land border crossers, about one-half are frequent crossers, making the trip at least once a year.
- A relatively small number of U.S. citizens cross the border every business day and are responsible for 18 percent of the crossings, while 2 percent of border travelers account for almost 48 percent of the total annual crossings.
- The San Ysidro port-of-entry – 15 miles south of downtown San Diego – is the busiest land border crossing in the western hemisphere handling over 31 million northbound and southbound passenger vehicles annually.
- Of all goods moved in U.S.-International trade, more than one out of every three dollars is with Canada and Mexico.
- A 2006 study estimated that wait times at the border due to insufficient lanes, inspectors, and technology at ports of entry results in about \$2 billion in lost economic output in the San Diego region alone, every year.
- Each additional 15 minutes of wait time at ports of entry represents an additional \$1 billion loss in productivity and a loss of 134,000 jobs in the bi-national border region.

Again, we urge you to include reauthorization of CBIP in the next surface transportation authorization bill. Thank you for your consideration of our request.

Sincerely,



BOB FILNER  
Member of Congress



RAÚL GRIJALVA  
Member of Congress



RUBÉN HINOJOSA  
Member of Congress



SUSAN DAVIS  
Member of Congress



MICHAEL MICHAUD  
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SILVESTRE REYES  
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Dear Ranking Member Rahall:

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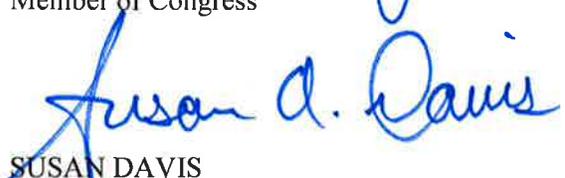
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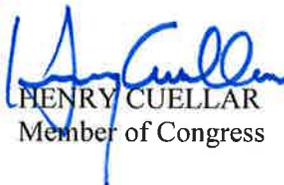
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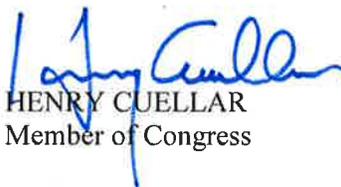
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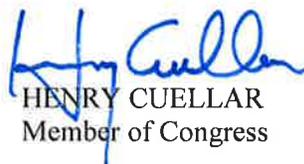
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