

Texas Border Planning

Facilitating Transportation Across The Southern Border



Texas Border Transportation Planning

Border transportation planning involves the development of goals, objectives, and strategies for moving people and goods across the U.S.–Mexico border. FHWA leads multiple binational stakeholders to collaboratively create safe and effective cross-border transportation.

FHWA also facilitates the development and maintenance of the surface transportation system along the U.S.–Mexico border to address existing and anticipated demand for cross border travel and trade while working with federal, state, regional, and local agencies, the private sector, and various stakeholders. In 2016, **4 million trucks**, **34.7 million personal vehicles**, and **66.3 million vehicle passengers** crossed through the **29 Land Ports of Entry (LPOEs)** along Texas's **1,241 miles of shared border** with the states of Tamaulipas, Nuevo León, Coahuila, and Chihuahua, Mexico.^{1,2}



West Rail Bypass International Bridge linking Texas and Tamaulipas, Mexico. Source: Cameron County, Texas

Focus on the Texas Border

Along the Texas border, planning efforts include:

Coordination



In 1994, FHWA and its counterparts in Mexico created the U.S.–Mexico Joint Working Committee on Transportation Planning (JWC). The FHWA Texas Division

and the Texas Department of Transportation (TxDOT) coordinate and participate in many of JWC's border-related events, studies, and workshops. In 2015, JWC held its **fall plenary session in Austin, Texas**.

Policy, Plans, and Programs



FHWA, TxDOT, and JWC led the creation of **three Regional Border Master Plans (BMPs)** covering the area along the Texas-Mexico Border. Each BMP includes an analysis of future conditions and a

prioritized list of border transportation needs. The following plans were developed:

- The El Paso-West Texas/Santa Teresa–Chihuahua Regional BMP (2013)
- The Lower Rio Grande Valley–Tamaulipas BMP (2013)
- The Laredo-Upper Rio Grande Area–Coahuila/Nuevo León/Tamaulipas BMP (2012)

Research



TxDOT is researching a **freight fluidity index** that requires multi-modal data across the entire freight network, including information on origins and destinations of freight movements by

mode (i.e., supply chains). The study was completed in late 2017.

FHWA Project Spotlight:

West Rail Bypass International Bridge

August 2015 marked the opening of the first rail connection between the United States and Mexico in more than a century. The new bypass bridge—connecting Brownsville, Texas and Matamoros, Tamaulipas—addresses the area's congestion and safety concerns by replacing an outdated bridge that cut through dense urban areas, causing frequent delays. Freight trains leaving the United States are subject to inspections by Mexican customs agencies, which account for some of the delays. As a result, trains may travel at slow speeds through, or temporarily stop in, border communities. The new bridge can handle 14 trains a day, carrying up to 24 million metric tons of freight a year.

FHWA Project Spotlight:

Presidio, TX–Ojinaga, CH Bridge Expansion

In early 2016, TxDOT finalized funding to expand the Presidio International Port of Entry, a highly prioritized project in the 2013 Border Master Plan for the Lower Rio Grande Valley–Tamaulipas region. A new bridge next to the existing span will double the flow of traffic, from two lanes to four lanes. Trade along this corridor is rapidly expanding, increasing more than 300% since 2003. Construction is expected to be completed in 2019.

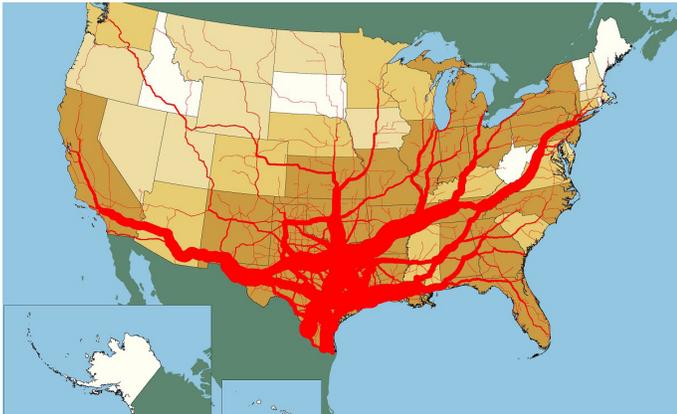
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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

Texas Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, TX



Credit: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, version 3.4, Office of Freight Management and Operations.

Did You Know?

- The Texas–Mexico border is approximately **1,241 miles** long and borders four Mexican states.
- There are **29 border crossings** along the Texas–Mexico border, including two dams, one hand-drawn ferry, and non-motorized pedestrian access in Big Bend National Park.³ In addition, there are six rail-only crossings in Texas.
- The **Laredo Port of Entry** is the busiest inland port along the U.S.–Mexico border, accounting for **more than 15 percent of the total U.S. truck border traffic**.
- Nearly **6.5 million people** live in the Texas–Mexico border area of influence. This number is expected to **increase to nearly 9 million by the year 2030**.⁴
- In 2016, approximately **17.8 million pedestrians** crossed from Mexico into Texas through LPOEs.
- Approximately **37.5 million vehicles** crossed from Mexico into Texas through LPOEs in 2016, including:¹



Personal Vehicles

34.7 million personal vehicles
carrying 66.3 million people



Trucks

4 million trucks
carrying 31.6 million tons of freight



Buses

94,000 buses
carrying 1.6 million people

Importance of Texas – Mexico Border Transportation to the U.S. Economy

- Mexico is Texas' number one trade partner. In 2016, trade between Texas and Mexico totaled **\$174 billion**.

\$81 billion



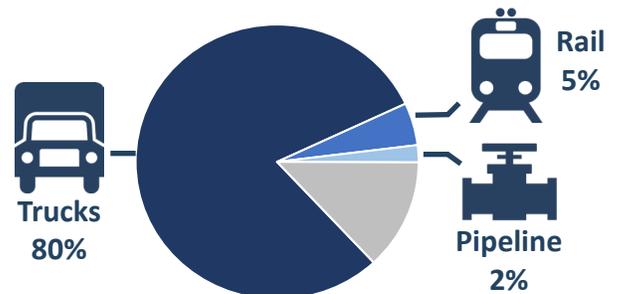
**Imports
from Mexico**

\$92.7 billion

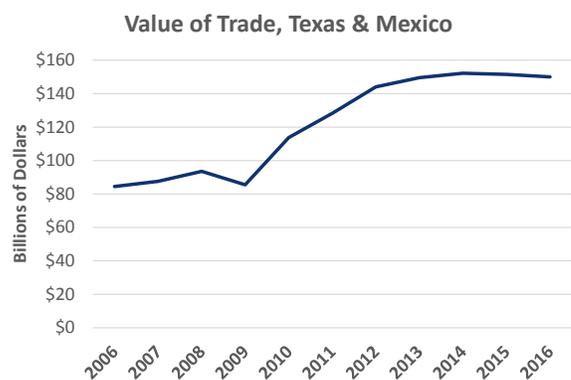


**Exports
to Mexico**

- By value, **87 percent of trade** between Texas and Mexico in 2016 moved across the border by surface transportation modes: trucks, rail, or pipelines.¹ Trucks accounted for the vast majority of surface transportation.



- Trade between Mexico and Texas has increased significantly in recent years. Between 2006 and 2016, total trade by value via surface transportation modes **increased by 79 percent**.¹



Citations

1. Bureau of Transportation Statistics
2. U.S. Geological Survey
3. Texas Department of Transportation
4. U.S.–Mexico Joint Working Committee on Transportation



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