The Texas-Mexico Border Transportation Master Plan (BTMP) is a comprehensive, multimodal, Texas-Mexico long-range plan. The BTMP outlines 22 policy, 153 program, and 661 project recommendations to address identified current and future transportation needs, challenges, and opportunities for moving people and goods across the Texas-Mexico border. The plan covers all three of the border regions including: the Laredo/Coahuila/Nuevo León/Tamaulipas region, the Rio Grande Valley/Tamaulipas, and the El Paso/Santa Teresa/Chihuahua region.

It is vital to advance the recommendations in the plan toward implementation by strengthening Texas-Mexico partnerships, engaging the Border Trade Advisory Committee (BTAC) in implementation, investing in border transportation infrastructure, and guiding stakeholders from planning to implementation.
The Importance of the Texas-Mexico Border

1,254 MILES
OF SHARED BORDER

OF THE 1,954-MILE U.S.-MEXICO BORDER IS SHARED BETWEEN TEXAS AND MEXICO

$451B OF TRADE
BETWEEN U.S. AND MEXICO

PASSES THROUGH THE TEXAS-MEXICO BORDER

Why the Texas-Mexico border matters*

- Texas has 28 border crossings, more than any other U.S. state.
- The Texas-Mexico Border accounts for nearly 68% representing $451 billion of international trade in the U.S.
- Texas is the top exporting state for 18 consecutive years with exports valued at $213 billion.
- Mexico is Texas’ largest trading partner and plays a vital role in the Texas and global economy.
- Texas-Mexico border regions create jobs and enhances the quality of life in their communities.

North-South Texas-Mexico Corridors: Movement across the Texas-Mexico border to connect the wider U.S. and Texas to Mexico.

6

East-West Texas-Mexico Corridors: Do not physically cross the Texas-Mexico border, but provide movement across Texas and/or through the rest of the U.S. connecting to Texas-Mexico north-south corridors.

5

Texas-Mexico Border Region

Roadway Border Crossings**: 28

Foreign Trade Zones: 8

Airports: 46

Seaports: 21

Freight Rail Crossings**: 6

*All figures are as of 2019 unless otherwise stated.

**There are 49 roadway border crossings along the U.S. and Mexico border. The BTMP includes the 28 border crossings along the Texas border plus the border crossing in Santa Teresa, NM.

***There are 10 freight rail crossings along the U.S. and Mexico border. The rail crossing in Presidio-Ojinaga is currently closed.
The Texas-Mexico border generated more than $350B in Gross Domestic Product (GDP) annually to the U.S. and Mexican economies as of 2019. The economic impacts of the Texas-Mexico border are felt in every state in the U.S. and Mexico.

<table>
<thead>
<tr>
<th>Economic Impact</th>
<th>2019</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDP in the U.S. and Mexico</td>
<td>$9B</td>
<td>$12B</td>
</tr>
<tr>
<td>Jobs Generated in the U.S. and Mexico</td>
<td>230K</td>
<td>303K</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Economic Impact</th>
<th>2019</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDP in the U.S. and Mexico</td>
<td>$343B</td>
<td>$1.1T</td>
</tr>
<tr>
<td>Jobs Generated in the U.S. and Mexico</td>
<td>6.9M</td>
<td>22.9M</td>
</tr>
</tbody>
</table>
More than 2,800 U.S. and Mexico stakeholders engaged in the development of the BTMP including:

- Border Trade Advisory Committee (BTAC)
- Binational Regional Steering Committees (BNRSCS)
- United States–Mexico Joint Working Committee on Transportation Planning (JWC) & the Binational Bridges and Border Crossings Group (BBBXG)
- Private Sector
- Mexican Border States of Chihuahua, Coahuila, Nuevo León and Tamaulipas
- Mexico’s Secretaría de Comunicaciones y Transportes (SCT) and U.S. Federal Highway Administration (FHWA)
- General Public
The Texas-Mexico border region experienced rapid urbanization and industrialization between 1990 and 2019, driven by high birth rates, migration, increased trade, and economic development. Between 2019 and 2050, the Texas-Mexico border population, employment, and income levels are forecast to continue growing.

**Texas-Mexico Border Past, Present and Future: Population, Employment and Income Trends**

**BORDER REGION POPULATION CONTINUES TO GROW**

<table>
<thead>
<tr>
<th>1990</th>
<th>2019</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.37M</td>
<td>+3.08M</td>
<td>7.45M</td>
</tr>
<tr>
<td>PEOPLE</td>
<td>PEOPLE</td>
<td>PEOPLE</td>
</tr>
<tr>
<td>+70%</td>
<td>+19%</td>
<td></td>
</tr>
</tbody>
</table>

**TEXAS BORDER EMPLOYMENT CONTINUES TO GROW**

<table>
<thead>
<tr>
<th>1990</th>
<th>2019</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>660K</td>
<td>+500K</td>
<td>1.16M</td>
</tr>
<tr>
<td>JOBS</td>
<td>JOBS</td>
<td>JOBS</td>
</tr>
<tr>
<td>+75%</td>
<td>+72%</td>
<td></td>
</tr>
</tbody>
</table>

**TEXAS BORDER COUNTIES MEDIAN INCOME CONTINUES TO GROW**

<table>
<thead>
<tr>
<th>1990</th>
<th>2018</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33K</td>
<td>+7K</td>
<td>$40K</td>
</tr>
<tr>
<td>INCOME</td>
<td>INCOME</td>
<td>INCOME</td>
</tr>
<tr>
<td>+20%</td>
<td>+25%</td>
<td></td>
</tr>
</tbody>
</table>

**Texas-Mexico Border Past, Present and Future: Moving People and Goods**

**MOVING PEOPLE**

More than 46% of U.S.-Mexico personal crossings in 2019 occurred through the border crossings along the Texas-Mexico border. People cross using buses*, privately owned vehicles (POVs), bicycles, or by foot.

**MOVING GOODS**

The number of northbound commercial motor vehicles (CMVs) and Rail crossings in the Texas-Mexico border is forecast to grow from a combined 5.62M in 2019 to 14.9M in 2050.

**NORTHBOUND CROSS BORDER PEOPLE MOVEMENT FROM 2019 TO 2050**

- **2%** Bus
- **15%** Bicycles & Pedestrians
- **36%** POVs

**NORTHBOUND CROSS BORDER GOODS MOVEMENT FROM 2019 TO 2050**

- **168%** CMVs
- **150%** Rail

*These trips occur over a variety of fixed route, flex route, paratransit, shuttle, intercity, and international bus services.*
Cross-border trade provides economic benefits to every U.S. and Mexican state. In 2019, trade through the Texas-Mexico border generated more than $343B in GDP and over 7M jobs in both countries. By 2050, the contribution of this trade will increase significantly, generating more than $1.5T in GDP and over 20M jobs in both countries.

**CONTRIBUTION OF TRADE THROUGH THE TEXAS-MEXICO BORDER TO STATE GDP - 2019**

**TOP 3 SUPPLY CHAINS TRADED FROM 1994-2050**

- **Motor Vehicles**
- **High Technology**
- **Machinery**

**United States**
- GDP Impact (Billions)
  - Less than $1.4
  - $1.4 to $3.8
  - $3.8 to $6.6
  - $6.6 to $14.0
  - $14.0 to $100.2

**Mexico**
- GDP Impact (Billions)
  - Less than $1.2
  - $1.2 to $2.0
  - $2.0 to $3.5
  - $3.5 to $8.5
  - $8.5 to $17.1

**$173B**
- Amount traded through Texas-Mexico border in 1994
- $278B +160%

**$451B**
- Amount traded through Texas-Mexico border in 2019
- $980B +217%

**$1.43T**
- Amount traded through Texas-Mexico border in 2050
Border crossing times are projected to increase exponentially if no improvements to border crossings are made through 2050. Implementing all proposed projects at existing Texas-Mexico border crossings and constructing new crossings can reduce northbound crossing times by 60% or 139M hours by 2050*. Border delays are expected to grow as continued growth in cross-border movement of people and goods outpace investments in border infrastructure. This is due to both operational issues such as staffing shortages and lack of technology, as well as due to system capacity constraints.

*This is a reduction in lost time worth nearly $3.8 billion.
If no border crossing improvements are made between 2019-2050, GDP losses due to border delays will increase by over 10,000%.

**U.S. GDP Loss Due to Border Crossing Delays**

<table>
<thead>
<tr>
<th>Year</th>
<th>Estimated 2019</th>
<th>Potential 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$1.1B</td>
<td>$75B</td>
</tr>
<tr>
<td></td>
<td>$1.2B</td>
<td>$41B</td>
</tr>
<tr>
<td></td>
<td>$0.6B</td>
<td>$44B</td>
</tr>
</tbody>
</table>

**Mexico GDP Loss Due to Border Crossing Delays**

<table>
<thead>
<tr>
<th>Year</th>
<th>Estimated 2019</th>
<th>Potential 2050</th>
</tr>
</thead>
<tbody>
<tr>
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<td>$1.1B</td>
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</tr>
<tr>
<td></td>
<td>$0.6B</td>
<td>$44B</td>
</tr>
</tbody>
</table>

**U.S. Job & Labor Income Losses Due to Border Crossing Delays**

<table>
<thead>
<tr>
<th>Year</th>
<th>Jobs 2019</th>
<th>Labor Income 2019</th>
<th>Jobs 2050</th>
<th>Labor Income 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10K</td>
<td>$0.6B</td>
<td>651K</td>
<td>$44B</td>
</tr>
<tr>
<td></td>
<td>+641K</td>
<td>+$43.4B</td>
<td>+651K</td>
<td>+$44B</td>
</tr>
<tr>
<td></td>
<td>+6,410%</td>
<td>+7,233%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mexico Job & Labor Income Losses Due to Border Crossing Delays**

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicle Hours Per Year 2019</th>
<th>Economic Productivity Losses Per Year 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>133K</td>
<td>$0.8B</td>
</tr>
<tr>
<td></td>
<td>+3.8M</td>
<td>+$28.2B</td>
</tr>
<tr>
<td></td>
<td>+2,907%</td>
<td>+3,525%</td>
</tr>
<tr>
<td></td>
<td>4.0M</td>
<td>$29B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+$28.2B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+3,525%</td>
</tr>
</tbody>
</table>
Texas-Mexico Border Transportation Master Plan Recommendations

22 Policy Recommendations
153 Program Recommendations

559 Texas/U.S. Projects
Total Cost $32.7B

102 Mexico Projects
Total Cost $4.7B

661 Project Recommendations
Total Cost $37.4B

Implementation Timeframes

210 Short Term Projects - 31.8%
1-4 YEARS / 2021 - 2024

196 Medium Term Projects - 29.6%
5-10 YEARS / 2025 - 2030

255 Long Term Projects - 38.6%
11+ YEARS / 2031 - 2050

Potential Impact for Implementing Texas-Mexico Border Crossing Projects

IMPROVEMENTS TO EXISTING BORDER CROSSINGS CAN REDUCE NORTHBOUND CROSSING TIMES BY
46% OR 106M HOURS LEADING TO
$33.6B ADDITIONAL GDP IMPACT
1.5M MORE JOBS
$20.6B ANNUAL LABOR INCOME

IMPLEMENTING ALL BORDER CROSSING PROJECT CAN REDUCE NORTHBOUND CROSSING TIMES BY
60% OR 139M HOURS LEADING TO
$49.1B ADDITIONAL GDP IMPACT
2M MORE JOBS
$30.5B ANNUAL LABOR INCOME
There are no dedicated funding sources for the BTMP project recommendations.* The BTMP recommended projects are funded by a variety of sources and funding mechanisms.**

*Any information on current funding of BTMP projects, including public and private sources was collected directly from project sponsors.

**Some of the sources are constrained by mode, type of project or the responsibility of funding by a specific party.
Connecting You with the Texas-Mexico Border

The efficient movement of people and goods on the multimodal Texas-Mexico border transportation system is critical to North America’s continued economic prosperity.

The Texas-Mexico Border Transportation Master Plan had extensive stakeholder participation. The plan presents 22 policies, 153 programs, and 661 projects to address issues and needs for the Texas-Mexico border and multimodal border transportation system.

Stakeholders in both countries can now use the BTMP to strengthen partnerships and make informed decisions to address cross-border multimodal transportation system challenges. Following the adoption of the BTMP by the Texas Transportation Commission and under the continued direction of the BTAC, it is vital to advance the recommendations in the plan toward implementation. Moving forward:

**STRENGTHENING TEXAS-MEXICO PARTNERSHIPS**
Federal, state, regional, local, and private partners in the U.S. and Mexico have an extensive opportunity to build the future jointly—fulfilling the vision of the BTMP and improving connectivity and community across the 1,254 miles we share.

**INVESTING IN BORDER TRANSPORTATION INFRASTRUCTURE**
Moving forward, funding and financing commitments must be secured from federal, state, regional, local, and private sources in the United States and Mexico to advance policies, programs, and projects for Texas-Mexico border transportation infrastructure.

**ENGAGING BTAC IN IMPLEMENTATION**
TxDOT will continue to convene the Border Trade Advisory Committee, in addition to engaging other stakeholders, as opportunities to implement elements of the Texas-Mexico Border Transportation Master Plan are sought.

**PIVOTING STAKEHOLDERS FROM PLANNING TO IMPLEMENTATION**
Texas-Mexico stakeholders will pivot from a planning to implementing mindset. This requires sustained commitment, collaboration, and focus on making the border more efficient, seamless, safe and resilient.
For more information:
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Texas Department of Transportation
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caroline.mays@txdot.gov

www.txdot.gov
Use keyword “BTMP” for full report and source references