

# 2022 BORDER DISTRICT TRADE TRANSPORTATION REPORT



January 2022



**FREIGHT, INTERNATIONAL TRADE AND CONNECTIVITY**  
Transportation Planning and Programming Division



# Table Of Contents

<b>Introduction.....</b>	<b>4</b>
Fast Fact: How the Texas-Mexico Border Impacts the U.S. and Texas Economies.....	5
Texas' Transportation System Facilitates Trade with Mexico.....	6
<b>TxDOT's El Paso District: Investments in Texas' Trade Infrastructure.....</b>	<b>8</b>
Introduction .....	8
TxDOT's El Paso District Is Important to Trade with Mexico.....	10
Value of U.S.-Mexico Trade Processed in TxDOT's El Paso District.....	11
Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's El Paso District (2020) .....	12
Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's El Paso District .....	13
Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT's El Paso District .....	14
Number of Northbound Commercial Vehicle Crossings in TxDOT's El Paso District.....	15
TxDOT's El Paso District Trade Projects (FY 2020 and FY 2021).....	16
TxDOT El Paso District's Planned Roadway Projects (Included in Unified Transportation Program) ....	17
Funding for TxDOT El Paso District's Planned Roadway Projects (Included in Unified Transportation Program).....	18
TxDOT's El Paso District's Planned Roadway Projects (Beyond 10-Year Unified Transportation Program).....	19
Texas-Mexico Border Transportation Master Plan Projects – El Paso District.....	20
Summary .....	21
<b>TxDOT's Laredo District: Investments in Texas' Trade Infrastructure .....</b>	<b>22</b>
Introduction .....	22
TxDOT's Laredo District Is Important to Trade with Mexico .....	24
Value of U.S.-Mexico Trade Processed in TxDOT's Laredo District .....	25
Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Laredo District (2020) .....	26
Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Laredo District .....	27
Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT's Laredo District.....	28
Number of Northbound Commercial Vehicle Crossings in TxDOT's Laredo District.....	29
TxDOT's Laredo District Trade Projects (FY 2020 and FY 2021).....	30
TxDOT Laredo District's Planned Roadway Projects (Included in Unified Transportation Program) ....	31
Funding for TxDOT Laredo District's Planned Roadway Projects (Included in Unified Transportation Program).....	32
TxDOT's Laredo District's Planned Roadway Projects (Beyond 10-Year Unified Transportation Program).....	33
Texas-Mexico Border Transportation Master Plan Projects – Laredo District .....	34
Summary .....	34

# Table Of Contents (Continued)

<b>TxDOT’s Pharr District: Investments in Texas’ Trade Infrastructure</b> .....	<b>35</b>
Introduction .....	35
TxDOT’s Pharr District Is Important to Trade with Mexico.....	37
Value of U.S.-Mexico Trade Processed in TxDOT’s Pharr District.....	38
Top Five U.S.-Mexico Commodity Groups Processed in TxDOT’s Pharr District (2020) .....	39
Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT’s Pharr District.....	41
Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT’s Pharr District.....	43
Number of Northbound Commercial Vehicle Crossings in TxDOT’s Pharr District .....	44
TxDOT’s Pharr District Trade Projects (FY 2020 and FY 2021) .....	45
TxDOT Pharr District’s Planned Roadway Projects (Included in Unified Transportation Program)...	46
Funding for TxDOT Pharr District’s Planned Roadway Projects (Included in Unified Transportation Program).....	47
TxDOT’s Pharr District’s Planned Roadway Projects (Beyond 10-Year Unified Transportation Program).....	48
Texas-Mexico Border Transportation Master Plan Projects – Pharr District.....	49
Summary .....	50
<b>Summary</b> .....	<b>51</b>
<b>References</b> .....	<b>54</b>
<b>Appendix</b> .....	<b>57</b>
List of Figures.....	57
List of Tables .....	58



# Introduction

Texas' transportation infrastructure plays an important role in promoting economic development and facilitating Texas' and the nation's trade with Mexico. The Texas Department of Transportation's (TxDOT's) three border districts — El Paso, Laredo, and Pharr — are responsible for identifying transportation needs and developing strategies and investments that support the safe and efficient movement of people and goods across the Texas border with Mexico.

Rider 14(a) of the General Appropriations Act (83<sup>rd</sup> session – HB 1) requires TxDOT to report on the department's trade transportation activities in its three border districts annually.

This report provides information on projects that were let in Fiscal Year<sup>i</sup> (FY) 2020 and FY 2021 and planned roadway projects in TxDOT's three border districts that facilitate the movement of U.S.-Mexico and Texas-Mexico trade that were included in TxDOT's Commission approved 2022 Unified Transportation Program (UTP) on August 31, 2021.<sup>ii</sup> The report also provides information on planned roadway projects in TxDOT's three border districts that facilitate trade that are planned for beyond the 10-year 2022 UTP and additional planned trade projects that were included in the Texas-Mexico Border Transportation Master Plan (BTMP) as of March 19, 2021.

A Tableau dashboard was developed to provide additional details on projects that were let and planned roadway projects in TxDOT's three border districts that facilitate the movement of U.S.-Mexico and Texas-Mexico trade. The Tableau dashboard can be accessed at [Border District Trade Projects](#).

i TxDOT's fiscal year is from September 1 through August 31.

ii TxDOT uses the UTP as a 10-year plan to guide transportation project development. The UTP is developed in accordance with the Texas Administrative Code (TAC §16.105) and is approved by the Texas Transportation Commission annually prior to August 31, or the end of the state fiscal year. The UTP authorizes projects for construction, development, and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways.



# Fast Fact: How the Texas-Mexico Border Impacts the U.S. and Texas Economies

As Texas' top trading partner, Texas traded approximately \$0.5 billion per day in goods with Mexico in 2020.



U.S. traded \$538.1 billion in goods with Mexico (i.e., exports accounted for \$212.7 billion and imports accounted for \$325.4 billion).<sup>1</sup>



Texas traded \$177.7 billion in goods (i.e., \$89.0 billion in exports and \$88.7 billion in imports) with Mexico—four times more than what Texas traded with China, the state's second-largest trading partner.<sup>2</sup>



Texas-Mexico trade represented a third of the value of U.S.-Mexico trade at \$177.7 billion.



Approximately 76.1 percent of U.S.-Mexico commercial vehicle and rail trade (in terms of value) was processed at a Texas border crossing in 2020 (i.e., \$345.6 billion of the \$453.9 billion in U.S.-Mexico commercial vehicle and rail trade).<sup>3</sup>



The value of U.S. trade with Mexico has increased 37 percent (\$144.4 billion).<sup>4</sup>



Texas ranked first among U.S. states trading goods with Mexico.<sup>5</sup>



Texas trade with Mexico has increased 17 percent (\$25.5 billion).<sup>6</sup>



The value of U.S.-Mexico trade moved by commercial vehicle increased 48 percent (from \$260.3 billion in 2010 to \$385.7 billion in 2020).<sup>7</sup>



The value of U.S.-Mexico trade moved by rail increased almost 45 percent (from \$48.1 billion in 2010 to \$69.7 billion in 2020).<sup>8</sup>



# Texas' Transportation System Facilitates Trade with Mexico

Texas has a 1,254-mile border with Mexico, which accounts for over 64 percent of the total U.S.-Mexico border. There are 28 border crossings along the Texas-Mexico border, and 14 of them process commercial vehicles.

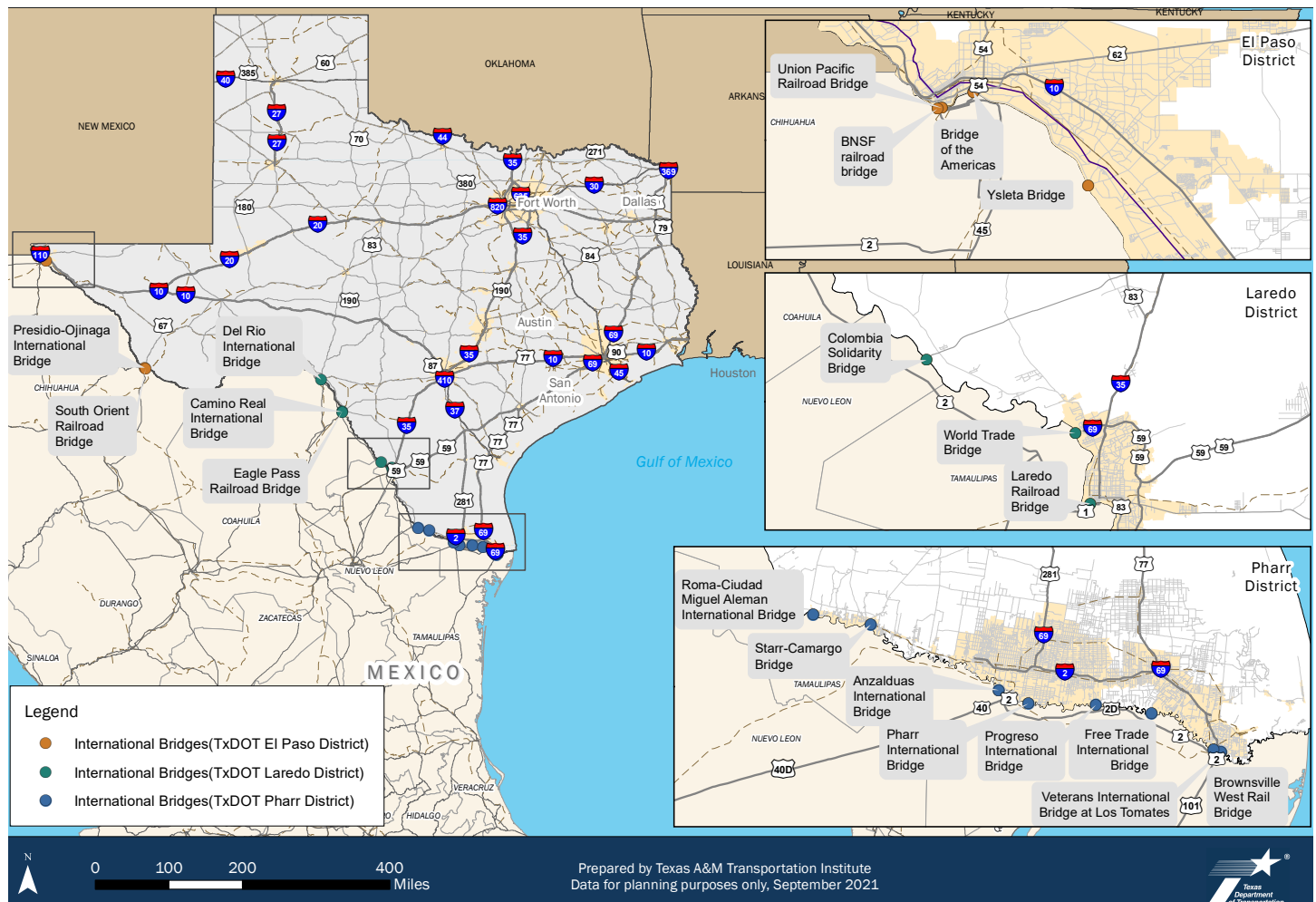
The World Trade Bridge in Laredo exclusively handles commercial vehicles and is the largest border crossing (in terms of the value of U.S., Mexico, and Canada trade handled) in North America. There are five operating rail crossings along the Texas-Mexico border: Brownsville, Laredo, Eagle Pass, and two in El Paso. Figure 1 shows Texas' border crossings that process commercial vehicles and Texas' international rail bridges, as well

as the international, regional, and local corridors on the TxDOT maintained roadways facilitating trade.

Texas' border crossings and the multimodal transportation system comprised of roadways and rail corridors, airports, seaports, and pipelines are critical in facilitating U.S. and Texas trade with Mexico and supporting the economic competitiveness of Texas and the U.S.

In 2020, 61 cents of every \$1 of U.S.-Mexico trade crossed at a Texas border crossing by commercial vehicle,<sup>9</sup> and 69.1 percent of commercial vehicles and 90.0 percent of trains crossing into the U.S. from Mexico crossed in Texas.<sup>10</sup>

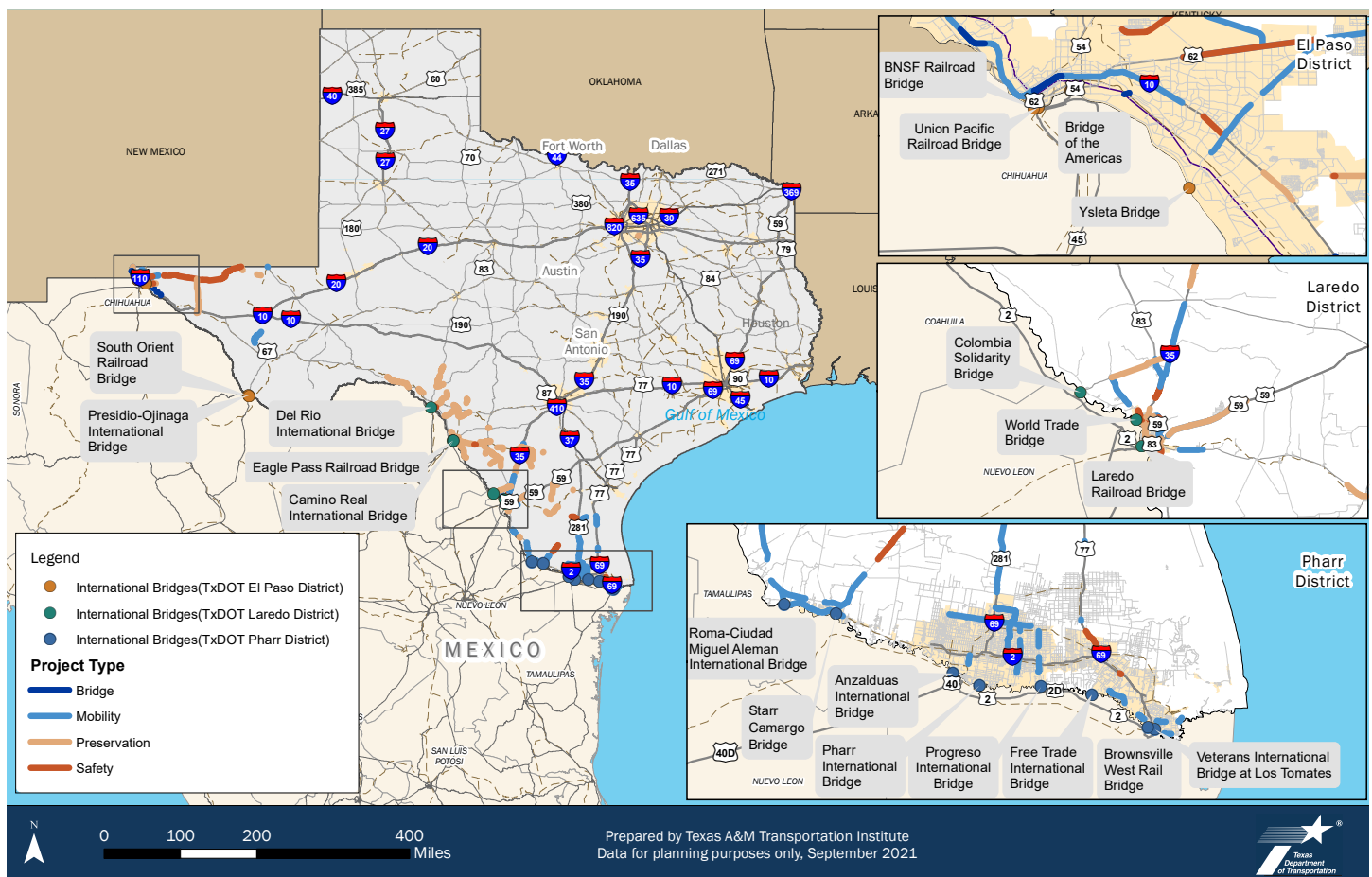
**Figure 1. Texas Border Crossings and Transportation System Facilitating Trade with Mexico**



COVID-19 has impacted the value of U.S.-Mexico trade processed and therefore the number of northbound commercial vehicle crossings in all three border districts in 2020. Post-COVID it is, however, anticipated that increased U.S.-Mexico and Texas-Mexico trade will continue to result in increased commercial vehicle crossings along the Texas-Mexico border. This projected increase in trade with Mexico will require continued investments in Texas' border crossings and transportation system to ensure the efficient movement of U.S.- Mexico and Texas-Mexico trade across the Texas-Mexico border.

Figure 2 shows a map with planned projects that facilitate U.S.-Mexico and Texas-Mexico trade in TxDOT's three border districts. Data on projects let were obtained from TxDOT's Finance Division (FIN) on September 15, 2021, and planned project information was extracted from **TxDOTCONNECT**<sup>i</sup> by the UTP Section on September 7, 2021. Project information was compared and verified against the project information included in the Texas-Mexico Border Transportation Master Plan (BTMP) as of March 19, 2021. Finally, project information was reviewed by TxDOT's three border districts the week of October 17, 2021.

**Figure 2. Texas Border Crossings, Transportation System, and Planned Projects Facilitating U.S.-Mexico Trade**



<sup>i</sup> **TxDOTCONNECT** is TxDOT's custom-built web-based system for automating the delivery of transportation programs, projects, and right of way. The system is improving and transforming the way the department manages transportation projects while replacing functionality in up to 40 systems.

# TxDOT's El Paso District: Investments in Texas' Trade Infrastructure

## Introduction

TxDOT's El Paso District plans, designs, builds, operates, and maintains 4,979 lane-miles of the state's transportation system in its six counties: El Paso, Hudspeth, Culberson, Jeff Davis, Presidio, and Brewster. The District covers an area of 21,700 square miles and is home to 889,734 Texans.<sup>11</sup> In FY 2020, 15,539,615 vehicle miles were traveled on the state's transportation system in the El Paso District.<sup>12</sup>



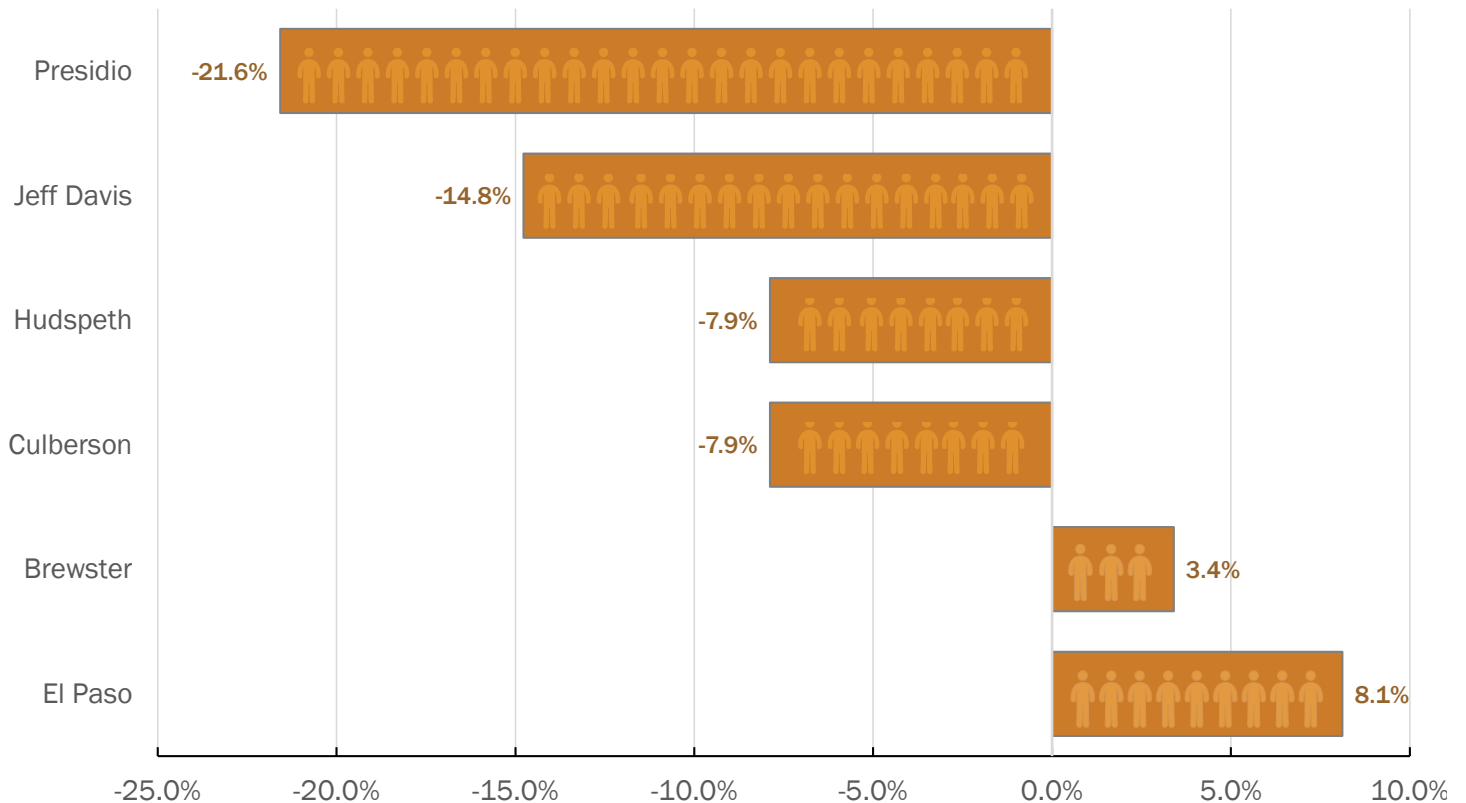
According to the 2020 U.S. Census estimates, four of the six counties in the El Paso District have lost population since the 2010 enumeration (see Table 1). Jeff Davis and Presidio counties have experienced the most dramatic population losses (as a percentage) – see Figure 3. Conversely, Brewster and El Paso counties added population resulting in an increase in the District’s total population.<sup>13</sup> The City of El Paso is the major population center in the District.

In 2019, the percentage of the TxDOT El Paso District population living in poverty was substantially higher than the proportion of the overall U.S. population living in poverty (18.8 percent in the El Paso District compared to 10.5 percent in the U.S.). Finally, income levels (\$20,302 per capita and \$40,286 per household) in the El Paso District are substantially lower compared to U.S. income levels (\$34,103 per capita and \$62,843 per household).

**Table 1. TxDOT’s El Paso District Population by County <sup>14</sup>**

County	2020 Population	2010 Population	Change from 2010
Brewster	9,546	9,232	314
Culberson	3,202	3,476	-274
El Paso	865,657	800,647	65,010
Hudspeth	3,202	3,476	-274
Jeff Davis	1,996	2,342	-346
Presidio	6,131	7,818	-1,687
<b>Total</b>	<b>889,734</b>	<b>826,991</b>	<b>62,743</b>

**Figure 3. Percentage Change in TxDOT’s El Paso District Population by County (2010 to 2020)<sup>15</sup>**



# TxDOT's El Paso District Is Important to Trade with Mexico

U.S.-Mexico and Texas-Mexico trade are important to the economies of Texas' border regions. In 2019, the movement of goods across the Texas-Mexico border in the El Paso/Santa Teresa region contributed \$50.9 billion to the Gross Domestic Product (GDP) and generated approximately 416,000 jobs.<sup>16</sup> Job creation supports the border economies in Texas. In fact, jobs in export-related industries pay around 16 percent more than jobs in less export-intensive industries.<sup>17</sup>

TxDOT's El Paso District is home to three Ports of Entry (POEs): El Paso, Ysleta, and Presidio. A POE, as defined by U.S. Customs and Border Protection (CBP), refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. The El Paso POE includes the Bridge of the Americas (BOTA), BNSF Railroad Bridge, Union Pacific Railroad Bridge (also known as the Black Bridge), and the El Paso International Airport. CBP separated the Ysleta POE from the El Paso POE in March 2020. The Ysleta POE comprises the Ysleta Bridge. The Presidio POE includes the Presidio Bridge and the South Orient Railroad Bridge. The border crossings that facilitate trade are in El Paso and Presidio Counties. El Paso

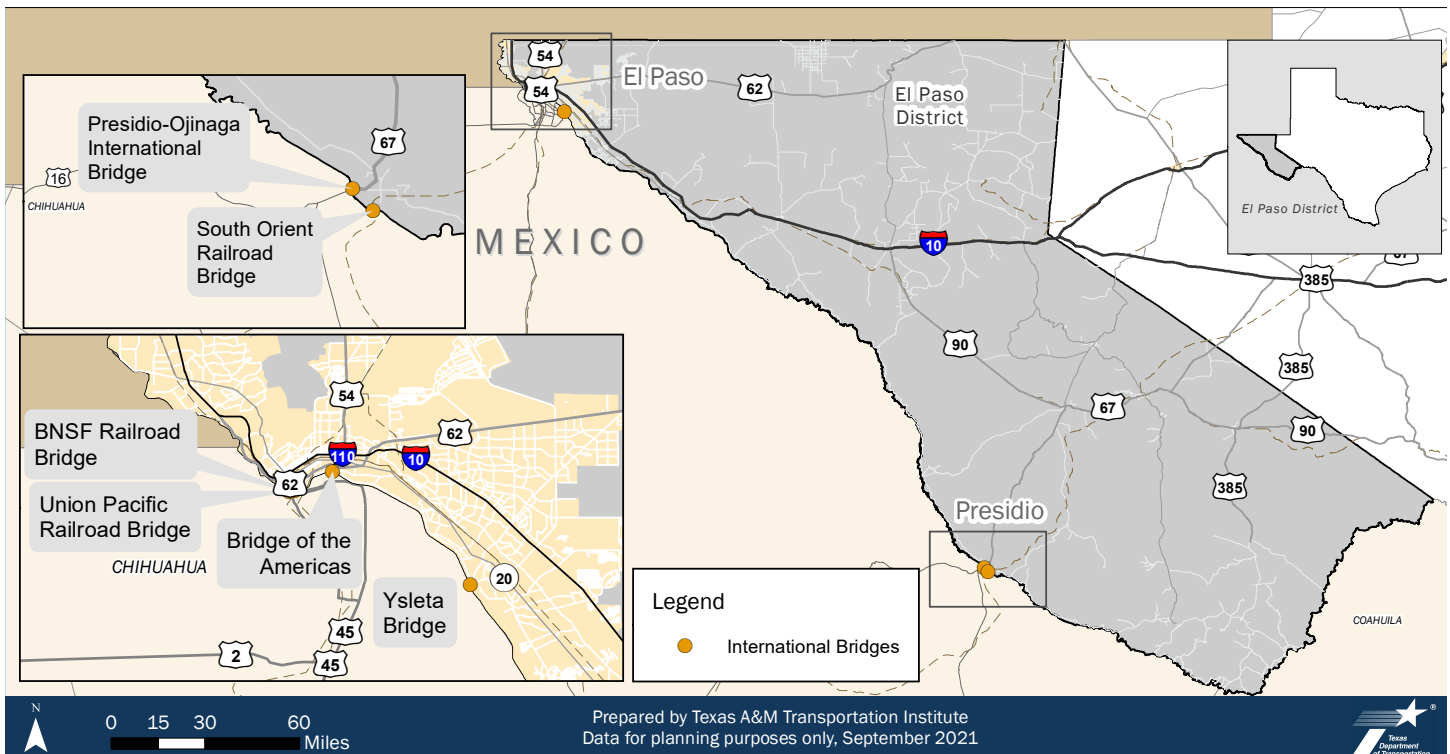
County has four border crossings and Presidio County has two border crossings. Table 2 shows the border crossings that process commercial vehicles and rail in TxDOT's El Paso District by POE.<sup>18</sup>

**Table 2. TxDOT's El Paso District Border Crossings by Port of Entry**

POE	Border Crossing	Mode
El Paso	Bridge of the Americas	Commercial Vehicle
	BNSF Railroad Bridge	Rail
	Union Pacific Railroad Bridge	Rail
Ysleta	Ysleta Bridge	Commercial Vehicle
Presidio	Presidio-Ojinaga International Bridge	Commercial Vehicle
	South Orient Railroad Bridge *	Rail

\* The South Orient Railroad Bridge is not active at this time.

**Figure 4. TxDOT's El Paso District**



# Value of U.S.-Mexico Trade Processed in TxDOT's El Paso District

In 2020, the three POEs processed \$70.6 billion in U.S.-Mexico trade—of which 41.1 percent (\$29.1 billion) was exports.<sup>19</sup> In 2020, the El Paso POE processed \$29.3 billion in U.S.-Mexico trade—of which 51.7 percent (\$15.1 billion) was exports. The Ysleta POE processed \$41.0 billion in U.S.-Mexico trade—of which 33.6 percent (\$13.8 billion) was exports and the Presidio POE processed \$258.4 million in U.S.-Mexico trade—of which 42.8 percent (\$110.7 billion) was exports.<sup>20</sup> Figure 5 shows the value of U.S.-Mexico trade processed in TxDOT's El Paso District by the three POEs that process commercial vehicles and rail.

processed in TxDOT's El Paso District in 2020.

Figure 5. Value of U.S.-Mexico Trade Processed by POE in TxDOT's El Paso District in 2020<sup>21</sup>

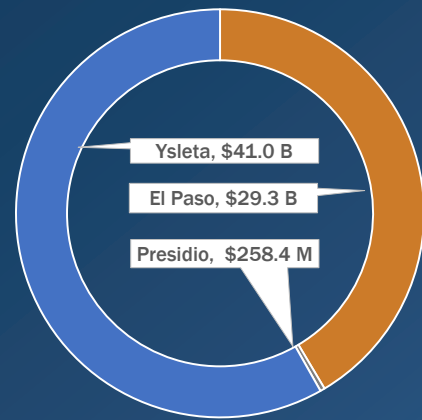
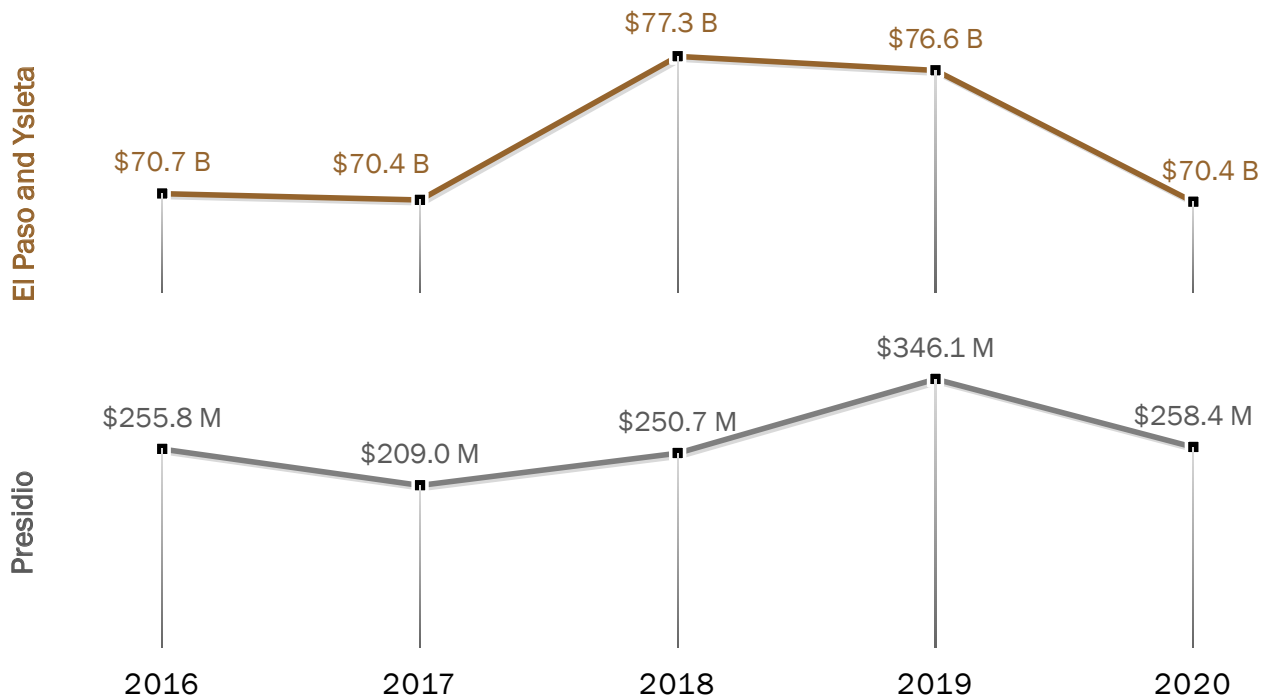


Figure 6 shows the value of goods processed in the El Paso District between 2016 and 2020. For the trend analysis, the value of goods processed at the El Paso POE and Ysleta POE were combined as CBP separated the Ysleta POE from the El Paso POE in March 2020. Figure 6 shows the substantial impact of COVID-19 on the value of cross-border trade

Figure 6. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's El Paso District<sup>22</sup>



# Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's El Paso District (2020) <sup>23</sup>

El Paso POE					
	Electrical machinery <sup>i</sup>	Transportation equipment <sup>ii</sup>	Miscellaneous products <sup>iii</sup>	Metals <sup>iv</sup>	Plastics or rubbers <sup>v</sup>
	\$13.4 B	\$4.7 B	\$3.1 B	\$1.6 B	\$1.6 B
Ysleta POE					
	Electrical machinery	Miscellaneous products	Transportation equipment	Plastics or rubbers	Metals
	\$26.4 B	\$5.2 B	\$2.4 B	\$1.6 B	\$1.5 B
Presidio POE					
	Animal and animal products <sup>vi</sup>	Electrical machinery	Transportation equipment	Metals	Miscellaneous products
	\$65.8 M	\$59.1 M	\$38.1 M	\$37.3 M	\$22.0 M

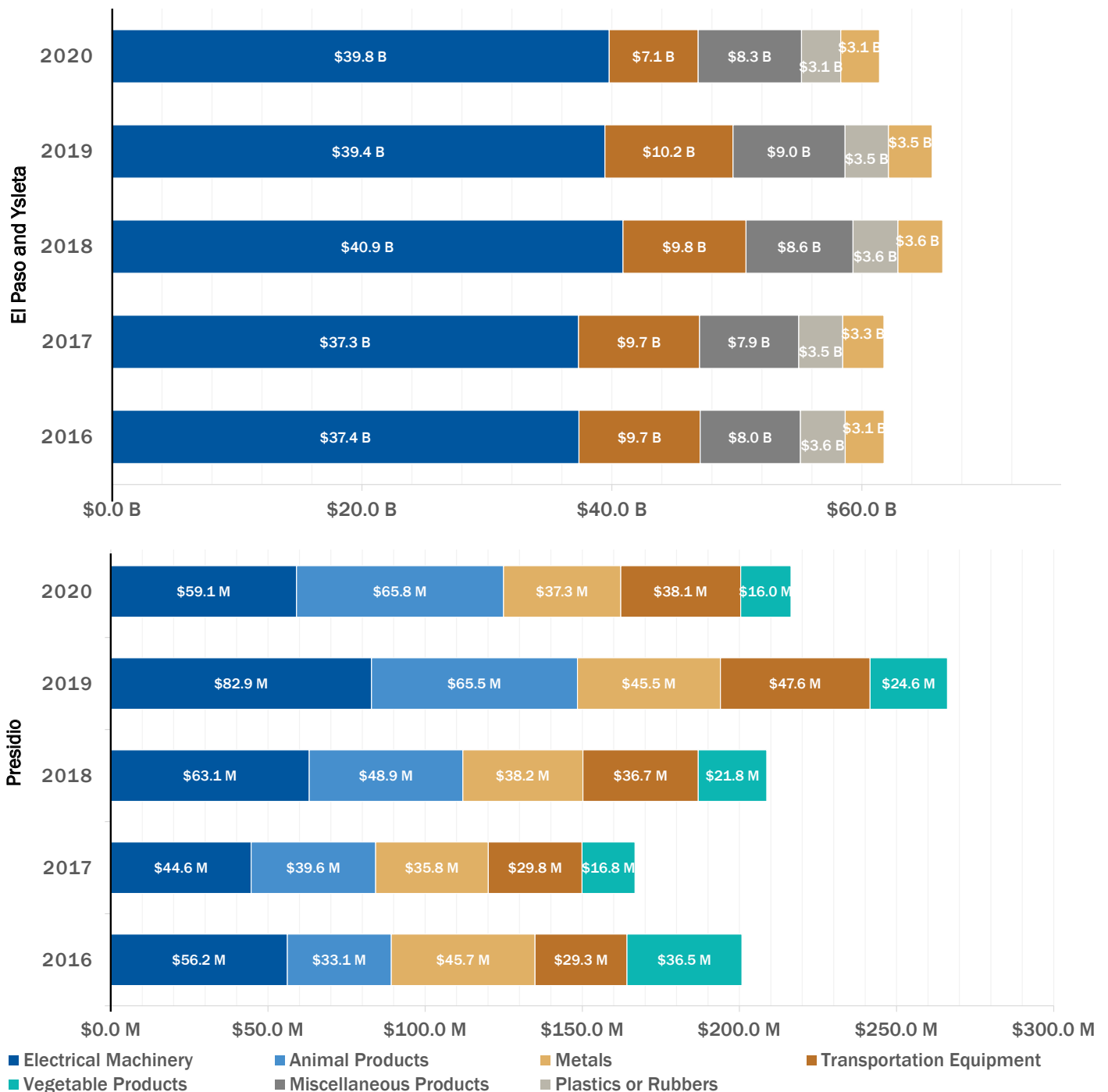
- i Electrical machinery includes nuclear reactors, boilers, machinery and mechanical appliances; electrical machinery and equipment; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles.
- ii Transportation equipment includes railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electromechanical) traffic signaling equipment of all kinds; vehicles and parts and accessories thereof; aircraft, spacecraft, and parts thereof; ships, boats, and floating structures.
- iii Miscellaneous products include optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; clocks and watches; musical instruments; arms and ammunition; furniture; bedding, cushions and similar stuffed furnishings; lamps and lighting fittings; prefabricated buildings; toys, games and sports equipment; miscellaneous manufactured articles; works of art, collectors' pieces and antiques.
- iv Metals include iron and steel; articles of iron or steel; copper and articles thereof; nickel and articles thereof; aluminum and articles thereof; lead and articles thereof; zinc and articles thereof; tin and articles thereof; other base metals; tools, implements, cutlery of base metal; miscellaneous articles of base metal.
- v Plastics or rubbers include plastics and articles thereof and rubber and articles thereof.
- vi Animal and animal products include live animals; meat and edible meat offal; fish and crustaceans, mollusks and other aquatic invertebrates; dairy produce; birds' eggs; natural honey; products of animal origin.

# Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's El Paso District

Figure 7 shows the top five commodity groups (by value) processed at the El Paso and Ysleta POEs between 2016 and 2020. Electrical machinery has been the major commodity group (in terms of value) processed at the El Paso and Ysleta POEs between 2016 and 2020.

Figure 7 shows the top five commodity groups (by value) processed at the Presidio POE between 2016 and 2020. Machinery, animal and animal products, and metals have consistently presented more than half of the value of the top five commodity groups processed at the Presidio POE between 2016 and 2020.

Figure 7. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's El Paso District<sup>24</sup>



# Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT's El Paso District

Approximately 90.4 percent of the U.S.-Mexico trade that was processed at the El Paso, Ysleta, and Presidio POEs in 2020 crossed the border by commercial vehicle.<sup>25</sup> In 2020, \$63.8 billion in U.S.-Mexico commercial vehicle trade was processed at TxDOT's El Paso District. Of that amount, \$22.5 billion crossed at the El Paso POE, \$41.0 billion crossed at the Ysleta POE, and \$257.9 million crossed at the Presidio POE.<sup>26</sup> Figure 8 shows the value of U.S.-Mexico trade that crossed by commercial vehicle at the three POEs in TxDOT's El Paso District.

Figure 9 shows the trend in the value of U.S.-Mexico trade that crossed by commercial vehicle at the three POEs in TxDOT's El Paso District that process commercial vehicles and rail between 2016 and 2020. Figure 9 shows the substantial impact of COVID-19 on the value of cross-border trade moved by commercial vehicle in 2020.

Figure 8. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's El Paso District<sup>27</sup>

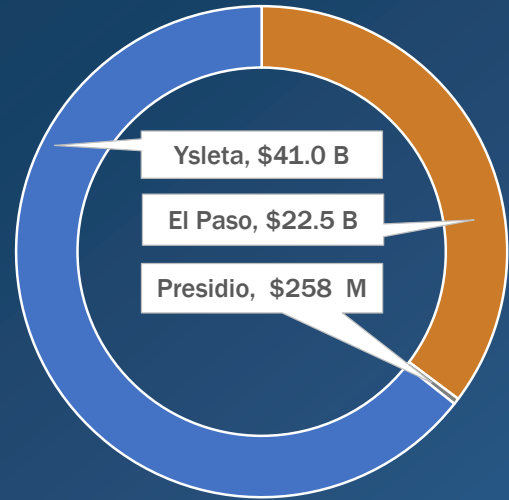
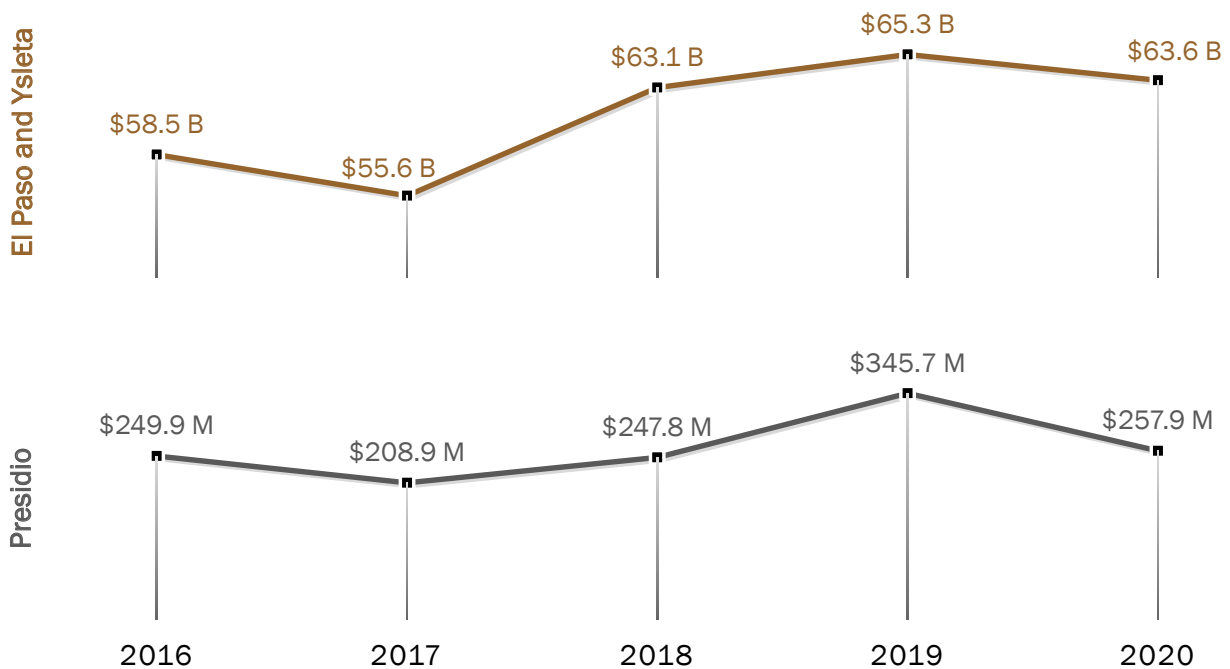


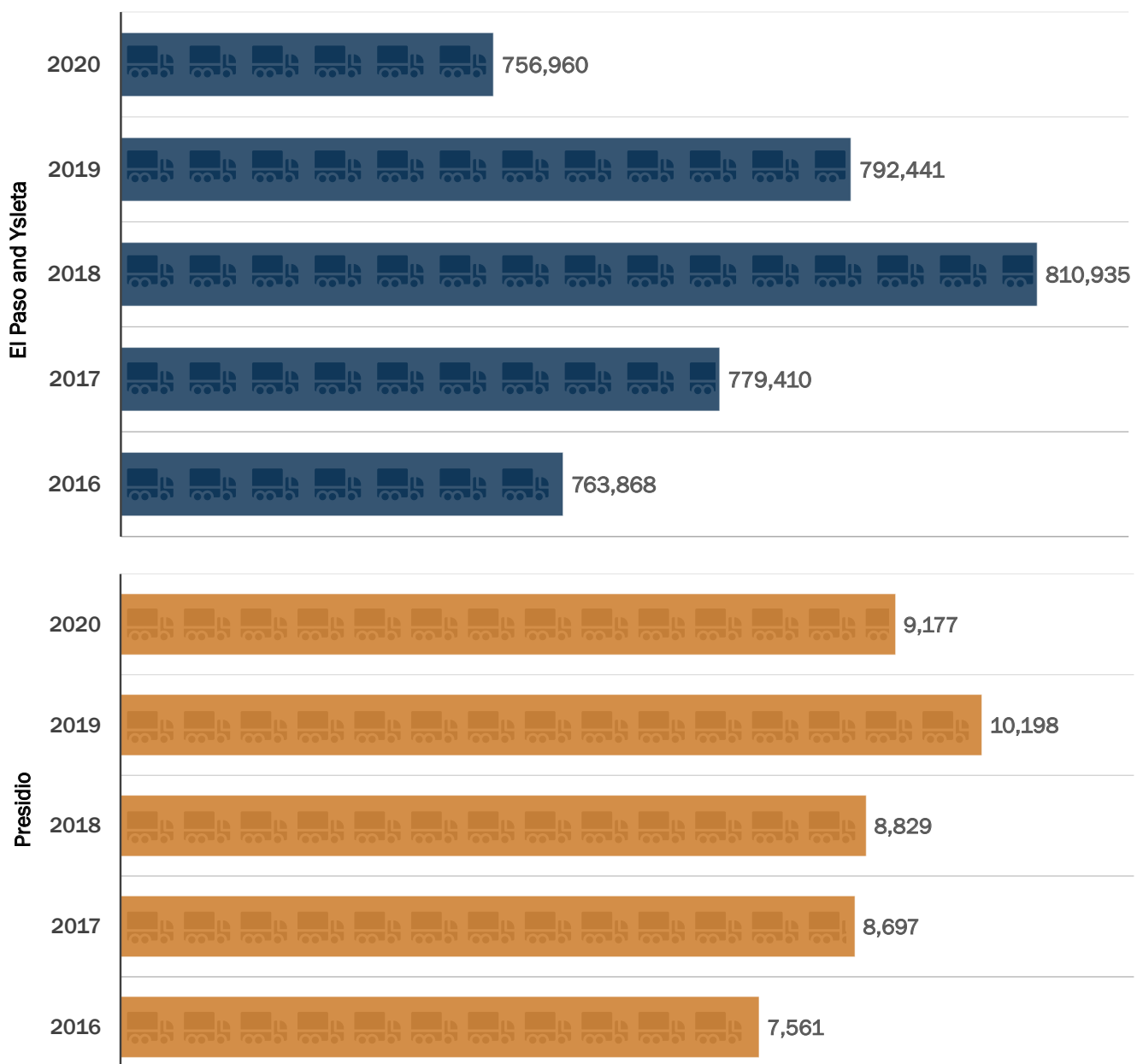
Figure 9. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's El Paso District<sup>28</sup>



# Number of Northbound Commercial Vehicle Crossings in TxDOT's El Paso District

The U.S.-Mexico trade that crossed by commercial vehicle in the TxDOT El Paso District translated into 756,960 northbound commercial vehicle crossings at the El Paso and Ysleta POEs in 2020. In the same year, 9,177 commercial vehicles crossed from Mexico into Texas at the Presidio POE. <sup>29</sup> Figure 10 shows the number of northbound commercial vehicle crossings<sup>i</sup> at the El Paso and Ysleta POEs combined, and the Presidio POE between 2016 and 2020. The figure also shows the impact of COVID-19 on northbound commercial vehicle crossings in TxDOT's El Paso District.

**Figure 10. Trend in the Number of Northbound Commercial Vehicle Crossings at the TxDOT El Paso District<sup>30</sup>**







<sup>i</sup> Commercial vehicle is used as a synonym for truck.

# TxDOT's El Paso District Trade Projects (FY 2020 and FY 2021)





TxDOT's state-maintained highway infrastructure in TxDOT's El Paso District is critical in facilitating U.S. and Texas trade with Mexico and supporting the economic competitiveness of Texas and the U.S.

Table 3 shows the number and funding for projects that facilitate trade that were let in TxDOT's El Paso District in FY 2020 and FY 2021.<sup>i</sup> Table 3 shows that TxDOT let 67 projects at a total cost of \$283 million in FY 2020 and FY 2021 that facilitate trade.

This amounted to:

	54 preservation projects at a cost of \$188 million.
	4 added capacity projects at a cost of \$75 million.
	8 bridge projects at a cost of \$17 million.
	1 safety/operational projects at a cost of \$4 million.

**Table 3. Let Projects in TxDOT's El Paso District by Type (FY 2020 and FY 2021)**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	54	188
 Mobility	4	75
 Bridge	8	17
 Safety/Operational	1	4
<b>Total</b>	<b>67</b>	<b>283*</b>

\* Numbers do not total because of rounding

Source: Data obtained from TxDOT Finance Division. Data is accurate as of September 15, 2021.





**A key trade project in the TxDOT El Paso District involving interchange improvements to US 54/IH 10/IH 110/Loop 375 that let in FY 2019 at a then cost of \$90 million is nearing completion.**

<sup>i</sup> The Border District Trade Transportation Report includes all trade projects - as defined by TxDOT's Internal Border Task Force - on the international, regional, and local corridors in TxDOT's three border districts: El Paso, Laredo, and Pharr.





# TxDOT El Paso District's Planned Roadway Projects (Included in Unified Transportation Program)

Table 4 shows the planned roadway projects in TxDOT's El Paso District that facilitate trade that were included in TxDOT's Commission approved 2022 Unified Transportation Program (UTP) on August 31, 2021. Table 4 shows 53 planned roadway projects in TxDOT's El Paso District at a total estimated cost of \$2.3 billion that facilitate trade.

The 53 planned roadway projects consist of:

	7 preservation projects at a cost of \$64 million.
	15 added capacity projects at a cost of \$1.7 billion.
	16 bridge projects at a cost of \$70 million.
	15 safety/operational projects at a cost of \$459 million. <sup>i</sup>

**Table 4. El Paso District Planned Trade Projects by Type (Included in UTP) <sup>ii</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	7	64
 Mobility	15	1,710
 Bridge	16	70
 Safety/Operational	15	459
<b>Total</b>	<b>53</b>	<b>2,303</b>

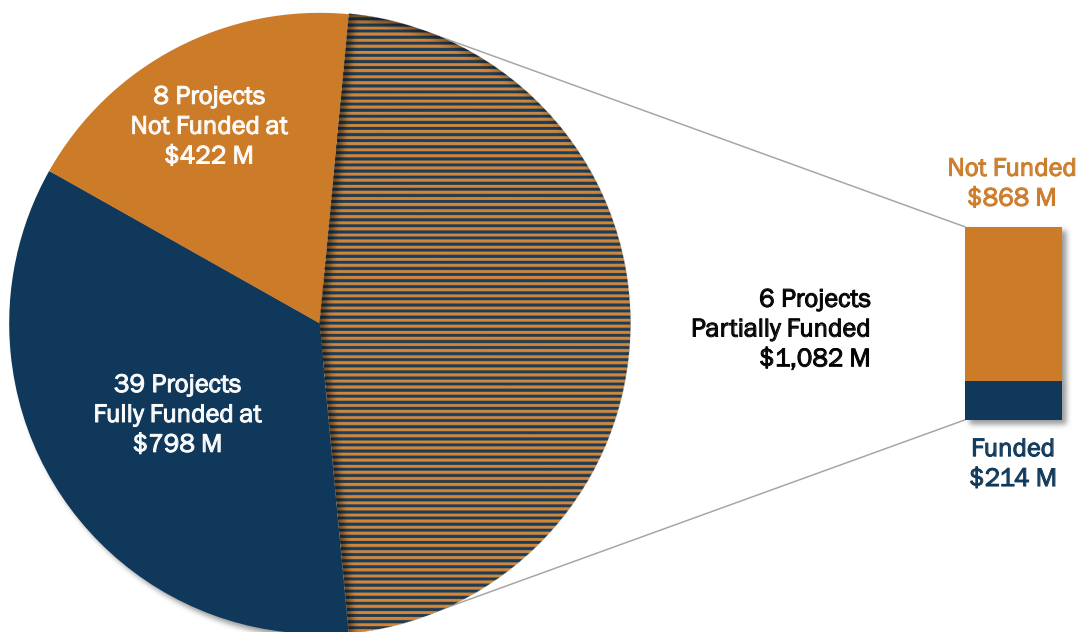
Source: Data obtained from [TxDOTCONNECT](#)

- <sup>i</sup> Project information (i.e., number of projects and estimated project cost) in this section are grouped by project type: preservation, mobility, bridge, and safety/operational. These project type categories differ slightly from the project categories included in the Texas-Mexico Border Transportation Master Plan (BTMP). The BTMP includes four project categories: asset preservation, mobility and reliability, connectivity, and safety. Bridge projects included in the Border District Trade Transportation Report are included in the asset preservation category in the BTMP. Connectivity projects in the BTMP are included in the mobility category in the Border District Trade Transportation Report.
- <sup>ii</sup> The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.

## Funding for TxDOT El Paso District’s Planned Roadway Projects (Included in Unified Transportation Program)

Of the 53 planned roadway projects, 39 are fully funded (\$798 million), and six projects are partially funded with \$868 million in funding needed. In addition, eight projects at an estimated cost of \$422 million had no identified funding source (see Figure 11). Included in the 53 planned roadway projects there are two projects at an estimated cost of \$85 million that is partially funded with Rider 11(b) funding (\$20 million) and a third project with an estimated cost of \$17 million that is fully funded with Rider 11(b) funding (\$10 million) and Coordinated Border Infrastructure Program (CBI)<sup>i</sup> funding (\$7 million).<sup>ii</sup>

Figure 11. Funding for Planned Trade Projects in TxDOT’s El Paso District (Included in UTP)






Source: Data obtained from **TxDOTCONNECT**

- i The Fixing America’s Surface Transportation (FAST) Act allows a Governor of a border state to designate up to five percent of federal funds for border infrastructure projects. States can transfer a portion of Surface Transportation Block Grant Program (STBG) funds to the Coordinated Border Infrastructure Program (CBI) each year over the life of the bill. Texas transfers five percent of the State’s share of the STBG funds to CBI.
- ii These projects may not be exhaustive of the complete list of planned roadway projects funded with CBI and Rider 11(b) funding in TxDOT’s El Paso District. These three projects represent the trade project types as defined by TxDOT’s Internal Border Task Force.




## TxDOT's El Paso District's Planned Roadway Projects (Beyond 10-Year Unified Transportation Program)

Table 5 shows the planned roadway projects in TxDOT's El Paso District that facilitate trade that are planned for beyond the 10-year 2022 UTP that were approved by the Commission on August 31, 2021. Table 5 shows 51 planned roadway projects in TxDOT's El Paso District at a total estimated cost of \$3.1 billion that facilitate trade. None of the 51 planned roadway projects are funded.

The 51 planned roadway projects consist of:

	3 preservation projects at a cost of \$190 million.
	31 added capacity projects at a cost of \$2.4 billion.
	17 safety/operational projects at a cost of \$483 million.

**Table 5. El Paso District Planned Trade Projects by Type (Beyond UTP)<sup>i</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	3	190
 Mobility	31	2,421
 Safety/Operational	17	483
<b>Total</b>	<b>51</b>	<b>3,094</b>




Source: Data obtained from [TxDOTCONNECT](#).

<sup>i</sup> The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.




# Texas-Mexico Border Transportation Master Plan Projects – El Paso District

Finally, the BTMP included 23 projects at an estimated cost of \$1.9 billion that were not included in the TxDOT dataset that were obtained on Tuesday, September 7, 2021 or that were not let in FY 2020 and FY 2021.

The 23 projects consist of:

	17 added capacity projects at an estimated cost of \$1.1 billion.
	5 preservation projects at an estimated cost of \$672 million.
	1 safety/operational project at an estimated cost of \$119 million.

**Table 6. Texas-Mexico Border Transportation Master Plan Projects in TxDOT’s El Paso District**

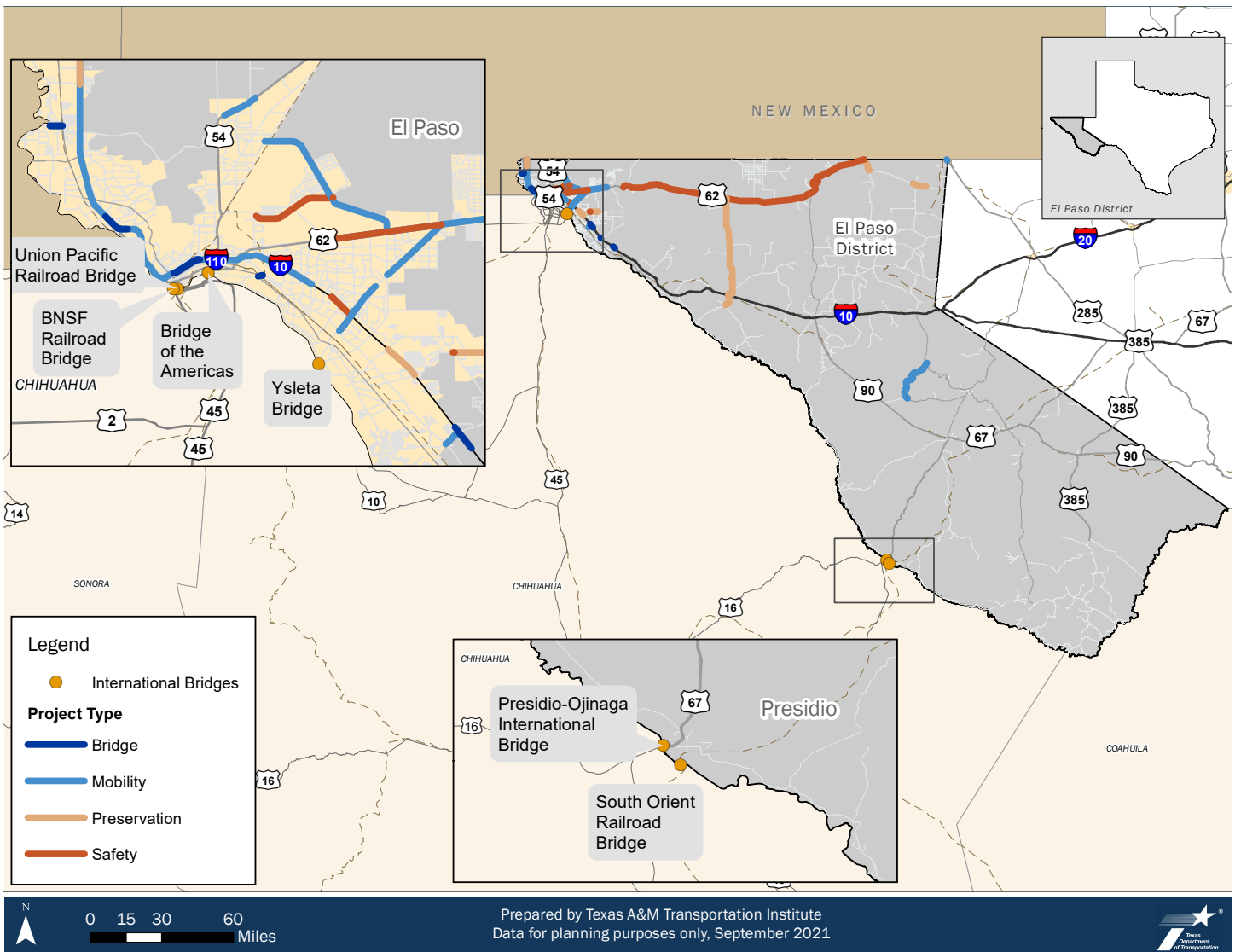
Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	5	672
 Mobility	17	1,134
 Safety/Operational	1	119
<b>Total</b>	<b>23</b>	<b>1,925</b>

Source: Texas-Mexico Border Transportation Master Plan.

# Summary

Figure 12 shows the location of the planned projects that facilitate trade in TxDOT's El Paso District that could be mapped. A Tableau dashboard was developed to provide additional details (i.e., control section job [CSJ] number, roadway, project description, project cost, project type, funding source, and funding amount). The Tableau dashboard can be accessed at [Border District Trade Projects](#).

Figure 12. Projects in TxDOT's El Paso District Facilitating Trade<sup>i</sup>



<sup>i</sup> Some projects could not be mapped. These facilities are off-system and/or the required data points to map the project are not available currently.

# TxDOT's Laredo District: Investments in Texas' Trade Infrastructure

## Introduction

TxDOT's Laredo District plans, designs, builds, operates, and maintains 5,086 lane-miles of the state's transportation system in its eight counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, and Zavala. The District covers an area of 15,052 square miles and is home to 410,496 Texans. In FY 2021, 8,353,900 vehicle miles were traveled on the state's transportation system in the Laredo District.<sup>31</sup>



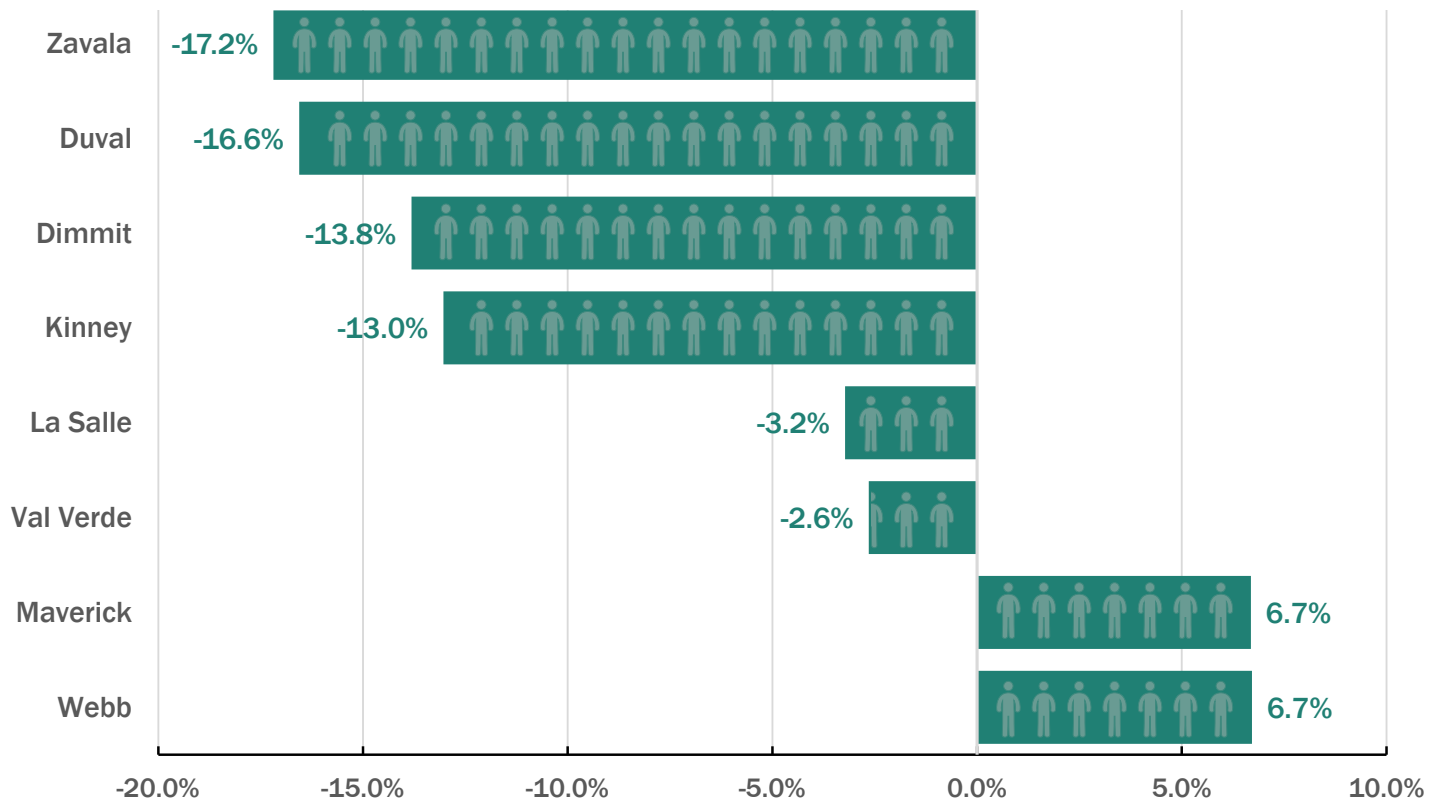
According to the 2020 U.S. Census estimates, six of the eight counties in the Laredo District have lost population since the 2010 enumeration (see Table 7). Duval and Zavala counties have experienced the most dramatic population losses (as a percentage) – see Figure 13. Conversely, Webb and Maverick counties added population resulting in an increase in the District’s total population.<sup>32</sup> The City of Laredo is the major population center in the District.

In 2019, the percentage of the TxDOT Laredo District population living in poverty was more than twice the proportion of the overall U.S. population living in poverty (22.2 percent in the Laredo District compared to 10.5 percent in the U.S.). Finally, income levels (\$18,822 per capita and \$38,993 per household) in the Laredo District are substantially lower compared to U.S. income levels (\$34,103 per capita and \$62,843 per household).

**Table 7. TxDOT’s Laredo District Population by County<sup>33</sup>**

County	2020 Population	2010 Population	Change from 2010
Dimmit	8,615	9,996	-1,381
Duval	9,831	11,782	-1,951
Kinney	3,129	3,598	-469
La Salle	6,664	6,886	-222
Maverick	57,887	54,258	3,629
Val Verde	47,586	48,879	-1,293
Webb	267,114	250,304	16,810
Zavala	9,670	11,677	-2,007
<b>Total</b>	<b>410,496</b>	<b>397,380</b>	<b>13,116</b>

**Figure 13. Percentage Change in TxDOT’s Laredo District Population by County (2010 to 2020)<sup>34</sup>**



# TxDOT's Laredo District Is Important to Trade with Mexico

U.S.-Mexico and Texas-Mexico trade are important to the economies of Texas' border regions. In 2019, the movement of goods across the Texas-Mexico border in the Laredo region contributed \$97.0 billion to the Gross Domestic Product (GDP) and generated approximately 825,000 jobs.<sup>35</sup> Job creation supports the border economies in Texas. In fact, jobs in export-related industries pay around 16 percent more than jobs in less export-intensive industries.<sup>36</sup>

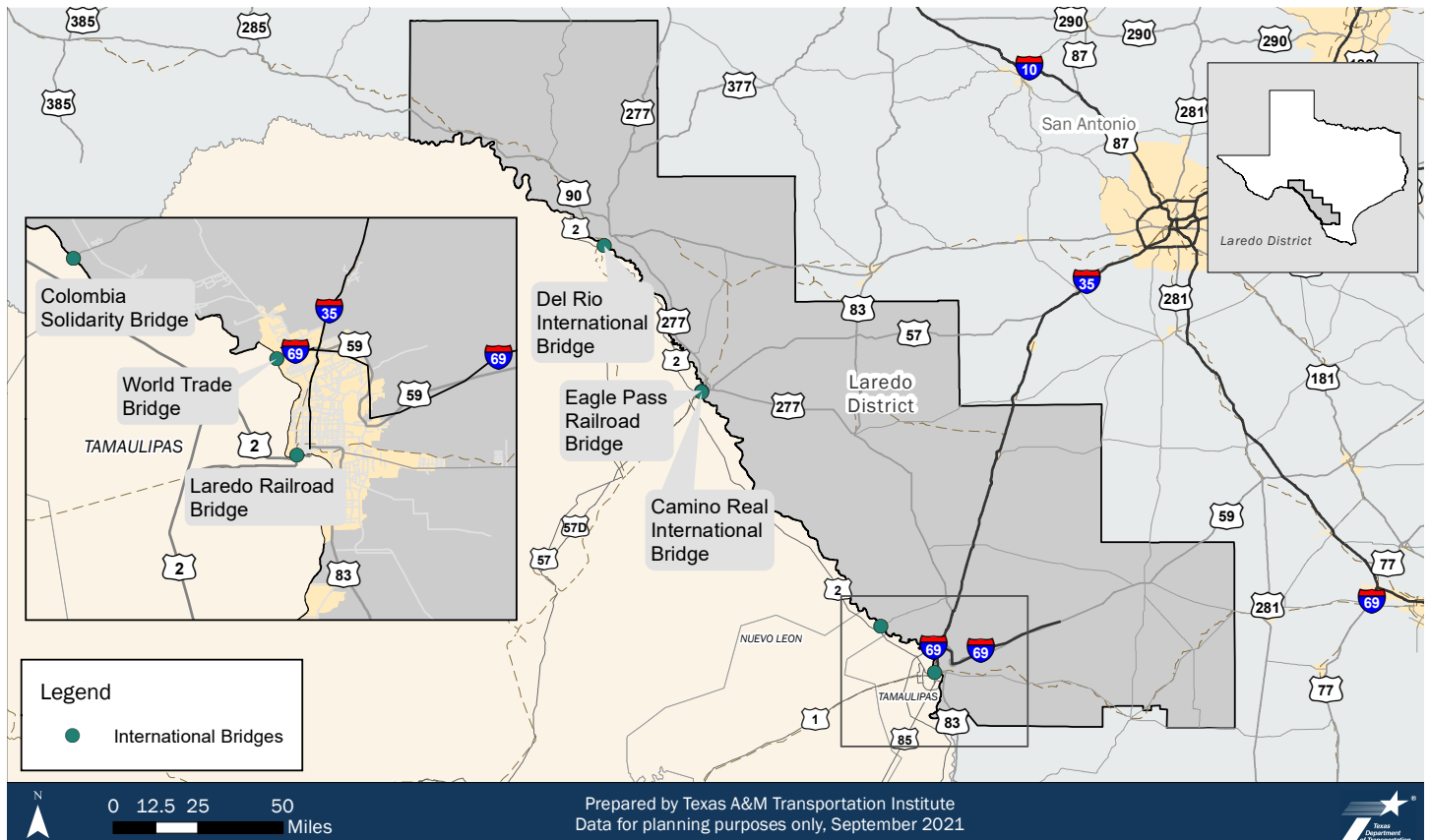
TxDOT's Laredo District is home to three Ports of Entry (POE) that facilitate trade: Del Rio, Eagle Pass, and Laredo. A POE, as defined by U.S. Customs and Border Protection (CBP), refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. The Del Rio POE comprises the Del Rio International Bridge. The Eagle Pass POE includes the Camino Real International Bridge and the Eagle Pass Railroad Bridge. The Laredo POE includes the Colombia Solidarity Bridge, the World Trade Bridge, the Laredo Railroad Bridge, and the Laredo International Airport. The border crossings that facilitate trade are in Val Verde, Maverick, and

Webb Counties. Val Verde County has one border crossing, Maverick County has two border crossings, and Webb County has three border crossings. Table 8 shows the border crossings that process commercial vehicles and rail in TxDOT's Laredo District by POE.<sup>37</sup>

**Table 8. TxDOT's Laredo District Border Crossings by Port of Entry**

POE	Border Crossing	Mode
Del Rio	Del Rio International Bridge	Commercial Vehicle
Eagle Pass	Camino Real International Bridge	Commercial Vehicle
	Eagle Pass Railroad Bridge	Rail
Laredo	Colombia Solidarity Bridge	Commercial Vehicle
	World Trade Bridge	Commercial Vehicle
	Laredo Railroad Bridge	Rail

**Figure 14. TxDOT's Laredo District**



Prepared by Texas A&M Transportation Institute  
Data for planning purposes only, September 2021



# Value of U.S.-Mexico Trade Processed in TxDOT's Laredo District

In 2020, the three POEs processed \$233.7 billion in U.S.-Mexico trade—of which 38.1 percent (\$89.1 billion) was exports.<sup>38</sup> In 2020, the Laredo POE processed \$201.4 billion in U.S.-Mexico trade—of which 39.7 percent (\$79.9 billion) was exports. The Eagle Pass POE processed \$28.0 billion in U.S.-Mexico trade—of which 27.1 percent (\$7.6 billion) was exports and the Del Rio POE processed \$4.2 billion in U.S.-Mexico trade—of which 38.1 percent (\$1.6 billion) was exports.<sup>39</sup> Figure 15 shows the value of U.S.-Mexico trade processed in TxDOT's Laredo District by the three POEs.

Figure 15. Value of U.S.-Mexico Trade Processed by POE in TxDOT's Laredo District in 2020<sup>40</sup>

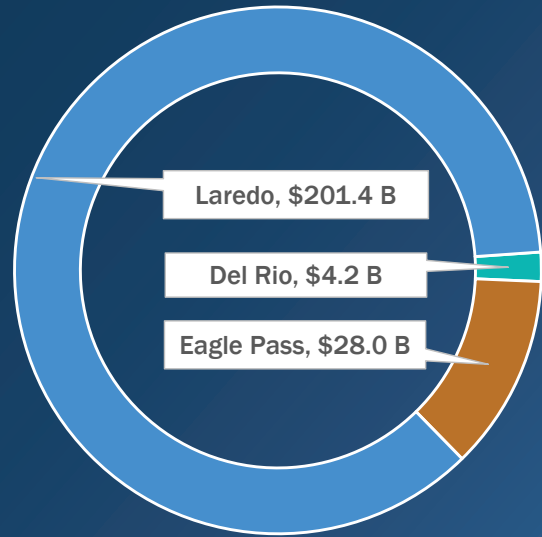
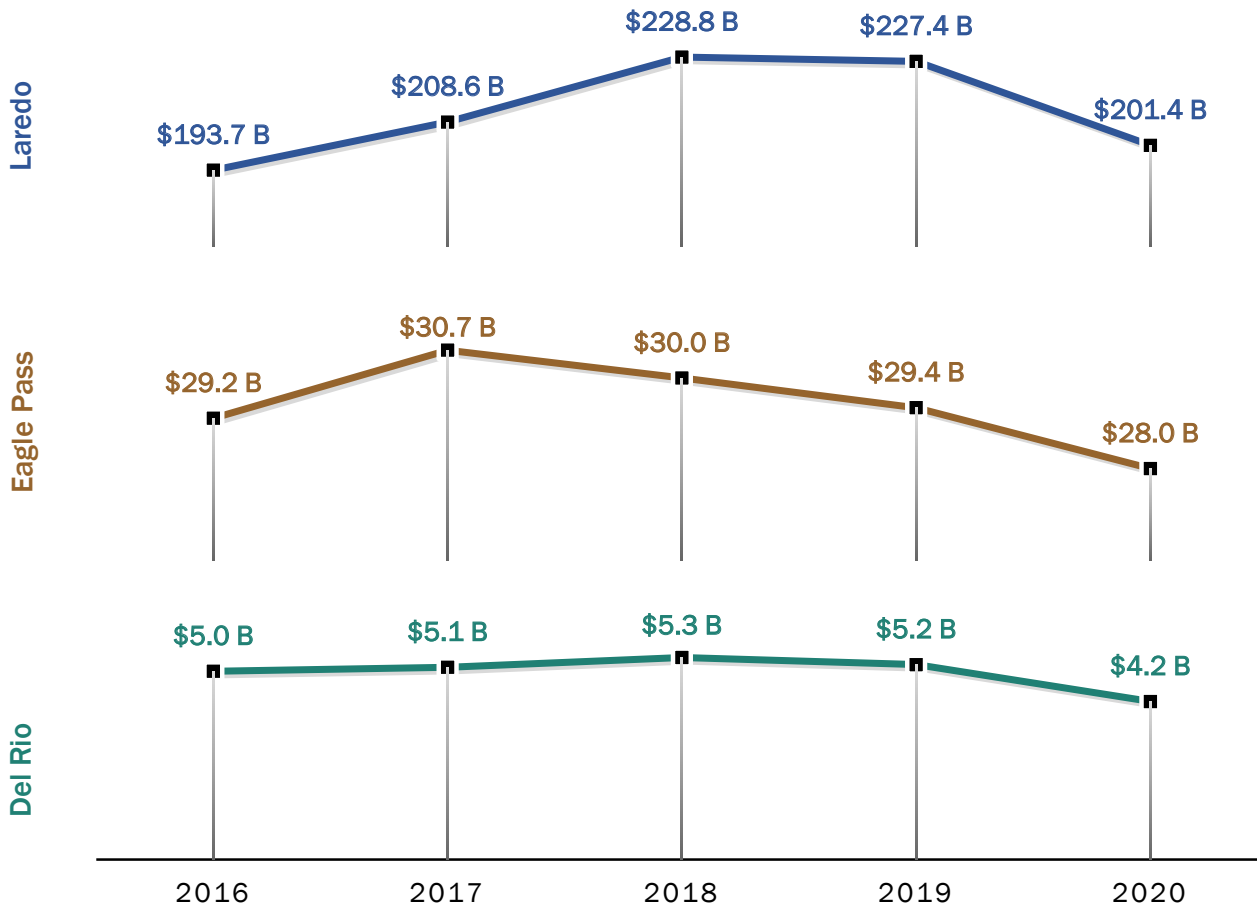






Figure 16 shows the value of goods (in billions of dollars) processed in the Laredo District between 2016 and 2020 by POE. Figure 16 shows the substantial impact of COVID-19 on the value of cross-border trade processed at the TxDOT Laredo District in 2020.

Figure 16. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's Laredo District<sup>41</sup>



# Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Laredo District (2020) <sup>42</sup>

Laredo POE					
	Electrical machinery <sup>i</sup>	Transportation equipment <sup>ii</sup>	Plastics or rubbers <sup>iii</sup>	Metals <sup>iv</sup>	Chemicals and allied industries <sup>v</sup>
	\$69.6 B	\$49.2 B	\$13.0 B	\$12.9 B	\$10.9 B
					
	Transportation equipment	Foodstuff <sup>vi</sup>	Vegetable products <sup>vii</sup>	Electrical machinery	Metals
\$13.6 B	\$4.6 B	\$2.2 B	\$2.0 B	\$1.7 B	
Del Rio POE					
	Electrical machinery	Miscellaneous products <sup>viii</sup>	Transportation equipment	Plastics or rubbers	Textile <sup>ix</sup>
	\$1.5 B	\$0.8 B	\$0.8 B	\$0.4 B	\$0.3 B

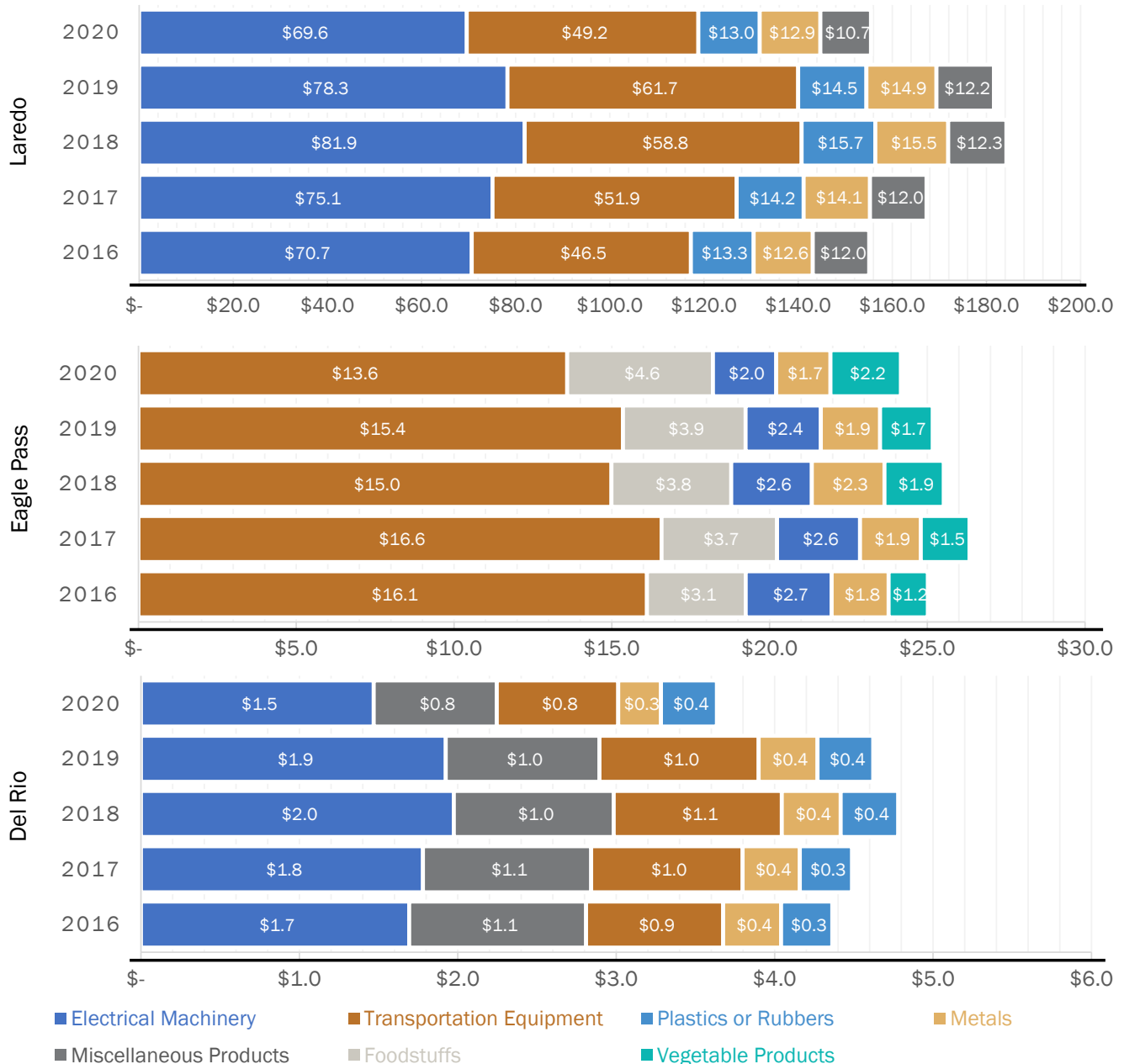
- i Electrical machinery includes nuclear reactors, boilers, machinery and mechanical appliances; electrical machinery and equipment; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles.
- ii Transportation equipment includes railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electromechanical) traffic signaling equipment of all kinds; vehicles and parts and accessories thereof; aircraft, spacecraft, and parts thereof; ships, boats, and floating structures.
- iii Plastics or rubbers include plastics and articles thereof and rubber and articles thereof.
- iv Metals include iron and steel; articles of iron or steel; copper and articles thereof; nickel and articles thereof; aluminum and articles thereof; lead and articles thereof; zinc and articles thereof; tin and articles thereof; other base metals; tools, implements, cutlery of base metal; miscellaneous articles of base metal.
- v Chemicals and allied industries include inorganic chemicals; organic chemicals; pharmaceutical products; fertilizers; tanning or dyeing extracts; paints and varnishes; essential oils and resinoids; perfumery, cosmetic or toilet preparations; soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring preparations, candles and similar articles, modeling pastes, dental waxes and dental preparations with a basis of plaster; explosives; photographic or cinematographic goods; miscellaneous chemical products.
- vi Foodstuffs include preparations of meat, of fish, or of crustaceans, mollusks or other aquatic invertebrates; sugars and sugar confectionery; cocoa and cocoa preparations; preparations of cereals, flour, starch or milk; preparations of vegetables, fruit, nuts, or other parts of plants; miscellaneous edible preparations; beverages, spirits and vinegar; residues and waste from the food industries; prepared animal feed; tobacco and manufactured tobacco substitutes.
- vii Vegetable products include live trees and other plants; cut flowers and ornamental foliage; edible vegetables and certain roots and tubers; edible fruit and nuts; coffee, tea, mate and spices; cereals; malt; starches; oil seeds and oleaginous fruits; gums; resins and other vegetable saps and extract; prepared edible fats; animal or vegetable waxes.
- viii Miscellaneous products include optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; clocks and watches; musical instruments; arms and ammunition; furniture; bedding, cushions and similar stuffed furnishings; lamps and lighting fittings; prefabricated buildings; toys, games and sports equipment; miscellaneous manufactured articles; works of art, collectors' pieces and antiques.
- ix Textiles include silk; wool, fine or coarse animal hair; cotton; paper yarn and woven fabrics of paper yarn; man-made filaments; carpets and other textile floor coverings; lace; tapestries; embroidery; textile articles of a kind suitable for industrial use; knitted or crocheted fabrics; articles of apparel and clothing accessories; other made-up textile articles; worn clothing and worn textile articles; rags.

# Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Laredo District

Figure 17 shows the trend in the top five commodity groups (by value) processed at the Laredo, Eagle Pass, and Del Rio POEs between 2016 and 2020. Figure 17 shows that electrical machinery and transportation equipment have been the major commodity groups (in terms of value) processed at the Laredo POE between 2016 and 2020. Transportation equipment has also consistently accounted for more than half of the value of the top five commodity groups processed at the Eagle Pass POE between 2016

and 2020. More than 60 percent of the foodstuffs category – the second largest commodity group processed at the Eagle Pass POE between 2016 and 2020 - comprises beverages (including, spirits and vinegar) that crossed by rail. Finally, electrical machinery, miscellaneous products, and transportation equipment have consistently accounted for more than half of the value of the top five commodity groups processed at the Del Rio POE between 2016 and 2020.<sup>43</sup>

**Figure 17. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Laredo District (\$ billion)<sup>44</sup>**



# Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT's Laredo District

Approximately 74.5 percent of the U.S.-Mexico trade that was processed in the TxDOT Laredo District in 2020 crossed the border by commercial vehicle. In 2020, \$174.0 billion in U.S.-Mexico commercial vehicle trade was processed at TxDOT's Laredo District. Of that amount, \$163.3 billion crossed at the Laredo POE, \$6.5 billion crossed at the Eagle Pass POE, and \$4.2 billion crossed at the Del Rio POE.<sup>45</sup> Figure 18 shows the value of U.S.-Mexico trade that crossed by commercial vehicle at the three POEs in TxDOT's Laredo District.

Figure 19 shows the trend in the value of U.S.-Mexico trade that crossed by commercial vehicle at the three POEs in TxDOT's Laredo District between 2016 and 2020. Figure 19 shows that COVID-19 exacerbated the decrease in the value of U.S.-Mexico trade processed by commercial vehicle that started in 2018 in the TxDOT Laredo District.

Figure 18. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Laredo District<sup>46</sup>

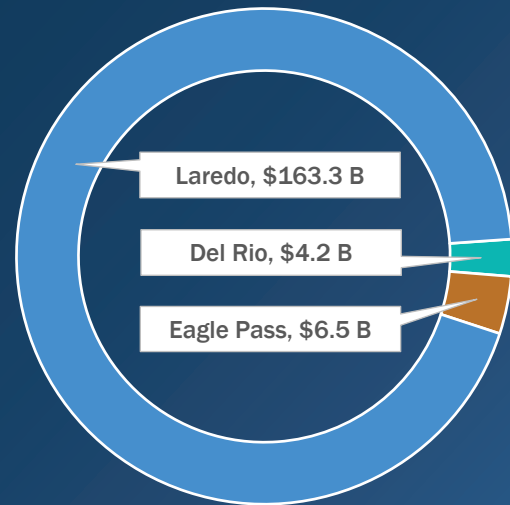
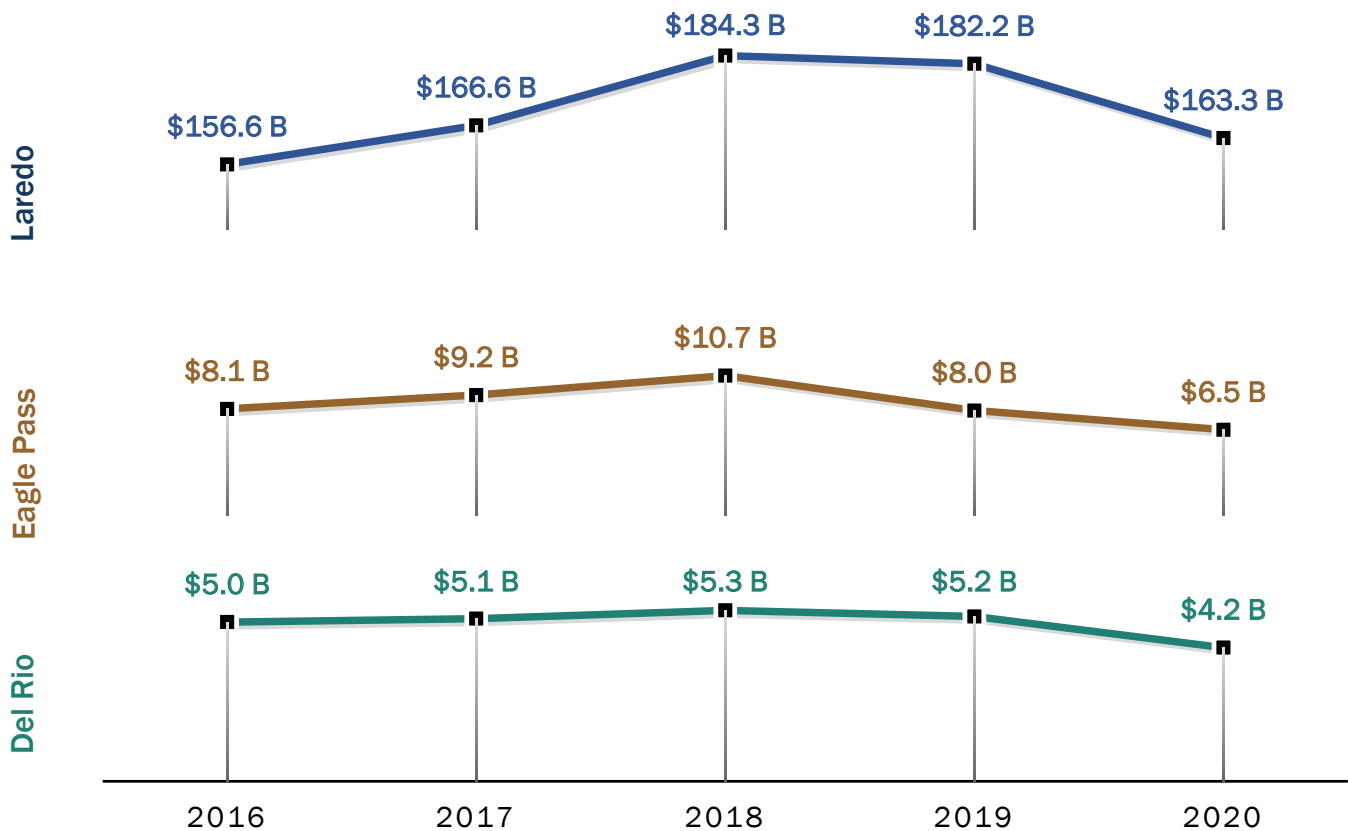


Figure 19. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Laredo District<sup>47</sup>

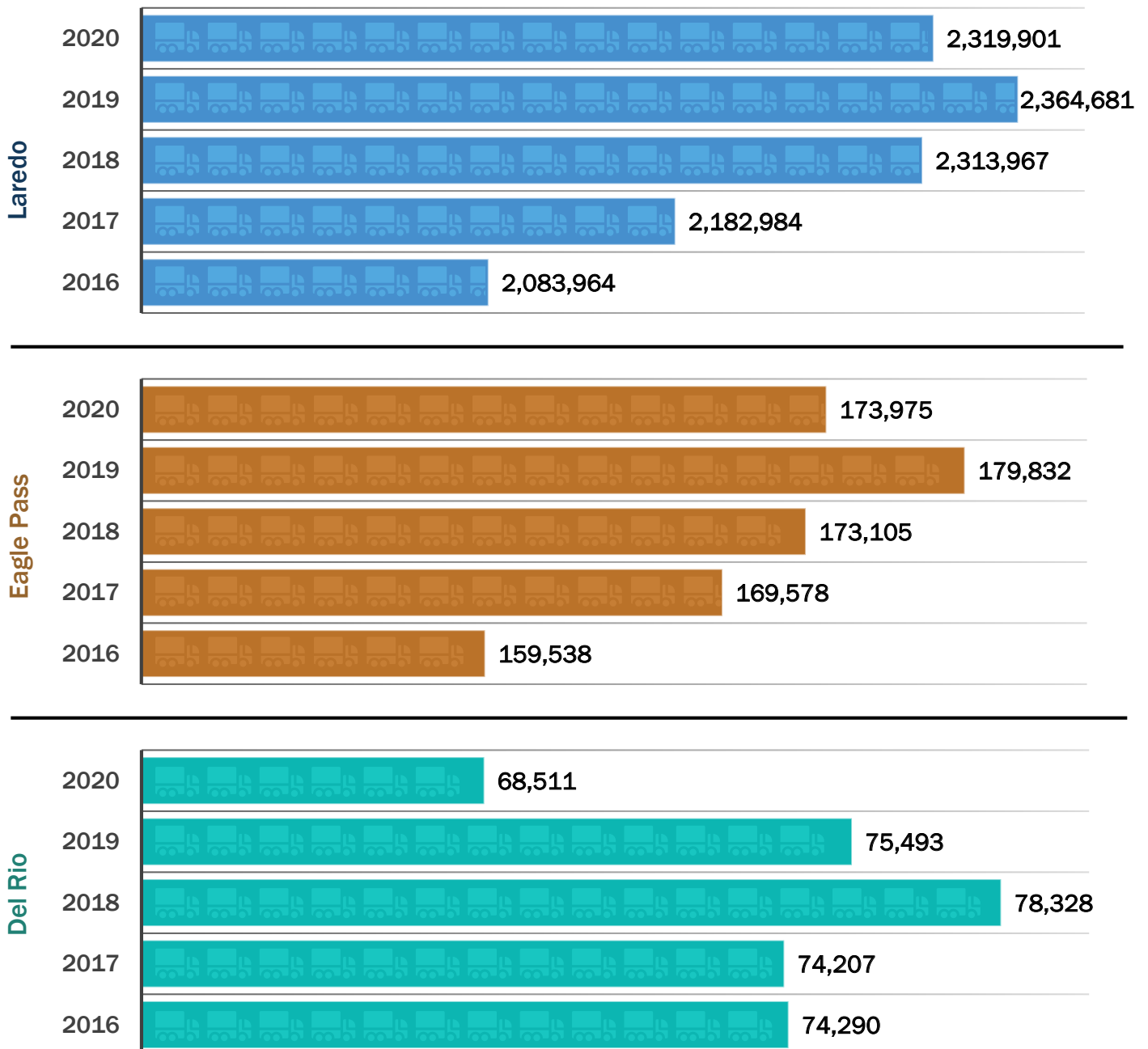


# Number of Northbound Commercial Vehicle Crossings in TxDOT's Laredo District

The U.S.-Mexico trade that crossed by commercial vehicle in the TxDOT Laredo District translated into 2.3 million northbound commercial vehicle crossings at the Laredo POE in 2020. In the same year, 173,975 commercial vehicles crossed from Mexico into Texas at the Eagle Pass POE and 68,511 commercial vehicles crossed from Mexico into Texas

at the Del Rio POE.<sup>48</sup> Figure 20 shows the number of northbound commercial vehicle crossings<sup>i</sup> at the Laredo, Eagle Pass, and Del Rio POEs between 2016 and 2020. The figure also shows the impact of COVID-19 on northbound commercial vehicle crossings in TxDOT's Laredo District.

Figure 20. Trend in Number of Northbound Commercial Vehicle Crossings at the TxDOT Laredo District<sup>49</sup>







i Commercial vehicle is used as a synonym for truck.

## TxDOT's Laredo District Trade Projects (FY 2020 and FY 2021)





TxDOT's state-maintained highway infrastructure in TxDOT's Laredo District is critical in facilitating U.S. and Texas trade with Mexico and supporting the economic competitiveness of Texas and the U.S.

Table 9 shows the number and funding for projects that facilitate trade that were let in TxDOT's Laredo District in FY 2020 and FY 2021.<sup>i</sup> TxDOT let 57 projects at a total cost of \$309 million in FY 2020 and FY 2021 that facilitate trade.

This amounted to:

	40 preservation projects at a cost of \$87 million.
	6 added capacity projects at a cost of \$92 million.
	3 bridge projects at a cost of \$10 million.
	8 safety/operational projects at a cost of \$120 million.

**Table 9. Let Projects in TxDOT's Laredo District by Type (FY 2020 and FY 2021)**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	40	87
 Mobility	6	92
 Bridge	3	10
 Safety/Operational	8	120
<b>Total</b>	<b>57</b>	<b>309</b>





Source: Data obtained from TxDOT Finance Division. Data is accurate as of September 15, 2021.

<sup>i</sup> The Border District Trade Transportation Report includes all trade projects - as defined by TxDOT's Internal Border Task Force - on the international, regional, and local corridors in TxDOT's three border districts: El Paso, Laredo, and Pharr.





# TxDOT Laredo District’s Planned Roadway Projects (Included in Unified Transportation Program)

Table 10 shows the planned roadway projects in TxDOT’s Laredo District that facilitate trade that were included in TxDOT’s Commission approved 2022 Unified Transportation Program (UTP) on August 31, 2021. Table 10 shows 187 planned roadway projects in TxDOT’s Laredo District at a total estimated cost of \$1.5 billion that facilitate trade.

The 187 planned roadway projects consist of:

	148 preservation projects at a cost of \$331 million.
	16 added capacity projects at a cost of \$794 million.
	1 bridge project at a cost of \$25 million.
	22 safety/operational projects at a cost of \$343 million. <sup>i</sup>

**Table 10. Laredo District Planned Trade Projects by Type (Included in UTP) <sup>ii</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	148	331
 Mobility	16	794
 Bridge	1	25
 Safety/Operational	22	343
<b>Total</b>	<b>187</b>	<b>1,493</b>

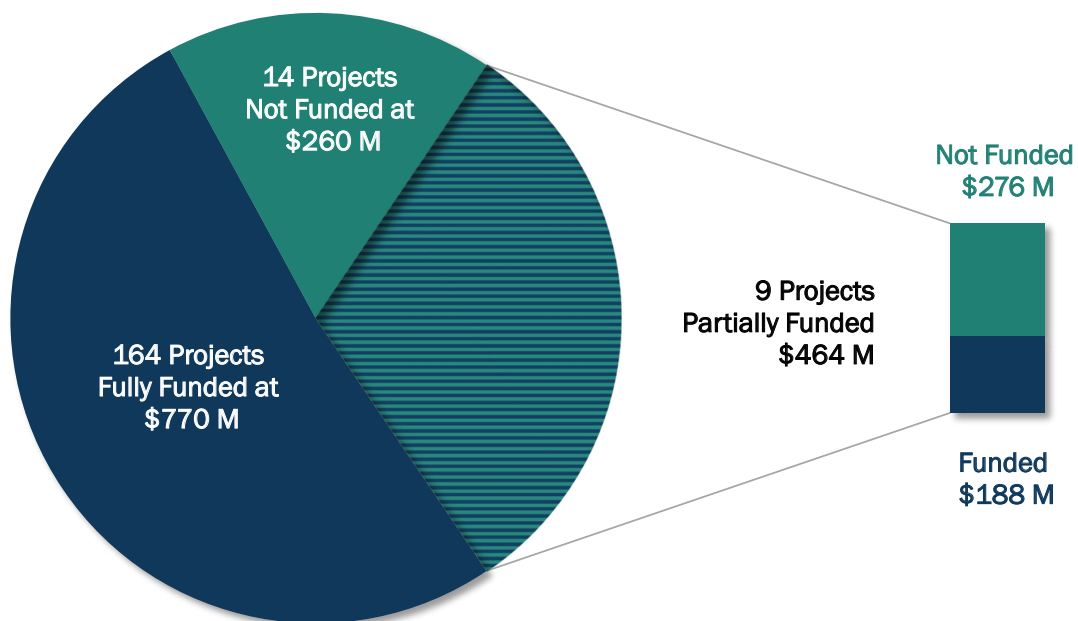
Source: Data obtained from **TxDOTCONNECT**

- i Project information (i.e., number of projects and estimated project cost) in this section are grouped by project type: preservation, mobility, bridge, and safety/operational. These project type categories differ slightly from the project categories included in the BTMP. The BTMP includes four project categories: asset preservation, mobility and reliability, connectivity, and safety. Bridge projects included in the Border District Trade Transportation Report are included in the asset preservation category in the BTMP. Connectivity projects in the BTMP are included in the mobility category in the Border District Trade Transportation Report.
- ii The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.

## Funding for TxDOT Laredo District’s Planned Roadway Projects (Included in Unified Transportation Program)

Of the 187 planned roadway projects, 164 are fully funded (\$770 million), and nine projects are partially funded with \$276 million in funding needed. In addition, 14 projects at an estimated cost of \$260 million had no identified funding source (see Figure 21). Included in the 187 planned roadway projects are five projects at an estimated cost of \$168 million that are partially funded with CBI funding (about \$56 million) and five projects at an estimated cost of \$20 million that are fully funded with Rider 11(b) funding. In addition, there is one project at an estimated cost of \$9 million that is partially funded with CBI funding (\$6 million) and partially funded with Rider 11(b) funding (\$3 million).<sup>i</sup>

Figure 21. Funding for Planned Trade Projects in TxDOT’s Laredo District (Included in UTP)







Source: Data obtained from **TxDOTCONNECT**

<sup>i</sup> These projects may not be exhaustive of the complete list of planned roadway projects funded with CBI and Rider 11(b) funding in TxDOT’s Laredo District. These 11 projects represent the trade project types as defined by TxDOT’s Internal Border Task Force.





# TxDOT's Laredo District's Planned Roadway Projects (Beyond 10-Year Unified Transportation Program)

Table 11 shows the planned roadway projects in TxDOT's Laredo District that facilitate trade that are planned for beyond the 10-year 2022 UTP that were approved by the Commission on August 31, 2021. Table 11 shows 43 planned roadway projects in TxDOT's Laredo District at a total estimated cost of \$4.2 billion that facilitate trade.

The 43 planned roadway projects consist of:

	10 preservation projects at a cost of \$70 million.
	15 added capacity projects at a cost of \$3.8 billion.
	4 bridge projects at a cost of \$7 million.
	14 safety/operational projects at a cost of \$313 million.

**Table 11. Laredo District Planned Trade Projects by Type (Beyond UTP)<sup>i</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	10	70
 Mobility/Operational	15	3,776
 Bridge	4	7
 Safety/Operational	14	313
<b>Total</b>	<b>43</b>	<b>4,166</b>

Source: Data obtained from **TxDOTCONNECT**.

Of the 43 planned roadway projects, 42 projects at an estimated cost of \$4 billion had no identified funding source. One project at an estimated cost of \$196 million is partially funded with CBI funding (\$7 million).

<sup>i</sup> The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.

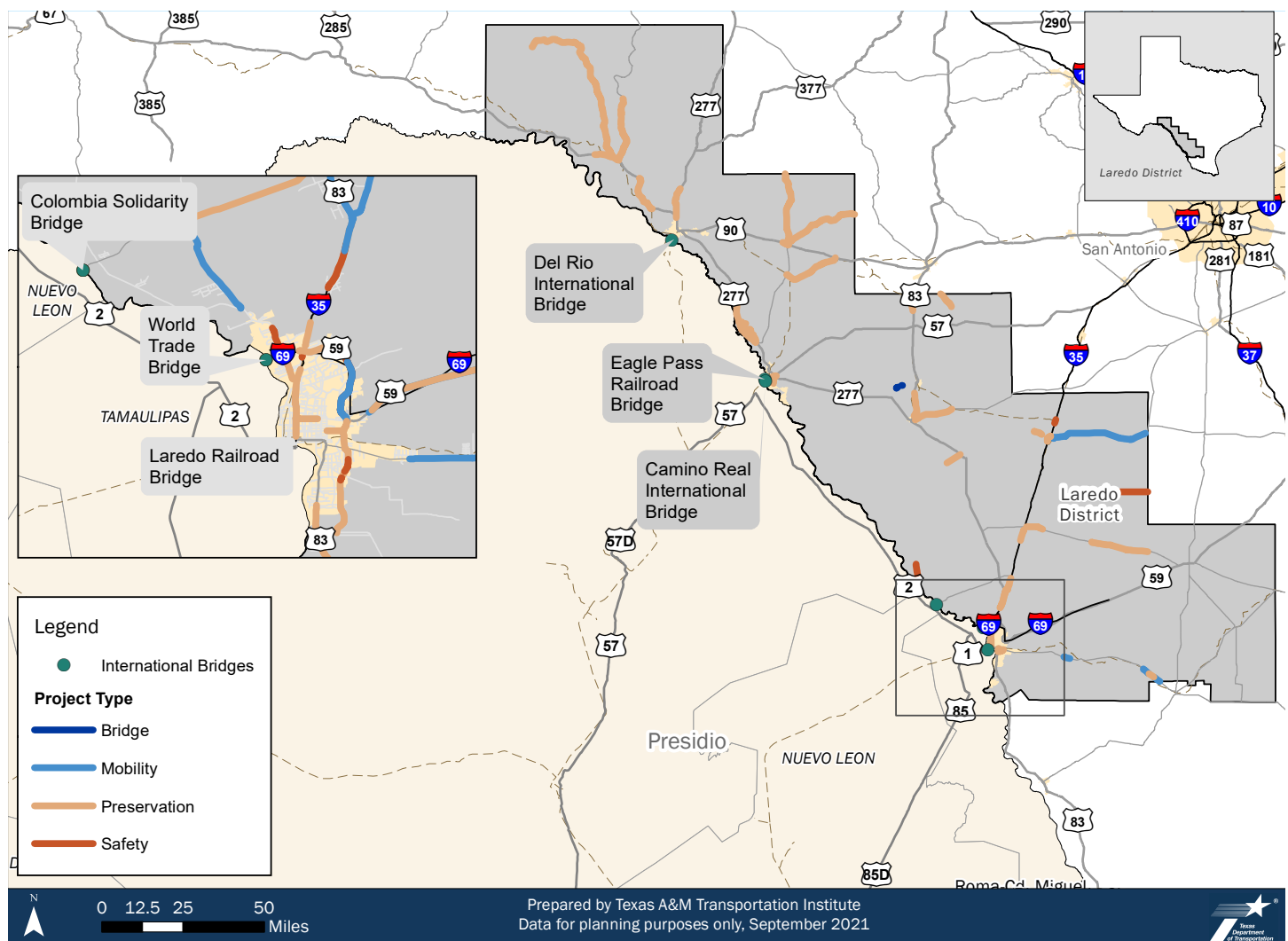
# Texas-Mexico Border Transportation Master Plan Projects – Laredo District

Finally, the BTMP included one added capacity project at an estimated cost of \$418 million that was not included in the TxDOT dataset that was obtained on Tuesday, September 7, 2021 or that was not let in FY 2020 and FY 2021.

## Summary

Figure 22 shows the location of the planned projects that facilitate trade in TxDOT’s Laredo District that could be mapped. A Tableau dashboard was developed to provide additional details (i.e., control section job [CSJ] number, roadway, project description, project cost, project type, funding source, and funding amount). The Tableau dashboard can be accessed at [Border District Trade Projects](#).

Figure 22. Projects in TxDOT’s Laredo District Facilitating Trade<sup>i</sup>



<sup>i</sup> Some projects could not be mapped. These facilities are off-system and/or the required data points to map the project are not available currently.

# TxDOT's Pharr District: Investments in Texas' Trade Infrastructure

## Introduction

TxDOT's Pharr District plans, designs, builds, operates, and maintains 6,657 lane-miles of the state's transportation system in its eight counties: Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy, and Zapata (see Figure 24). The District covers an area of 8,812 square miles and is home to 1,404,035 Texans.<sup>50</sup> In FY 2020, 22,143,459 vehicle miles were traveled on the state's transportation system in the Pharr District.<sup>51</sup>



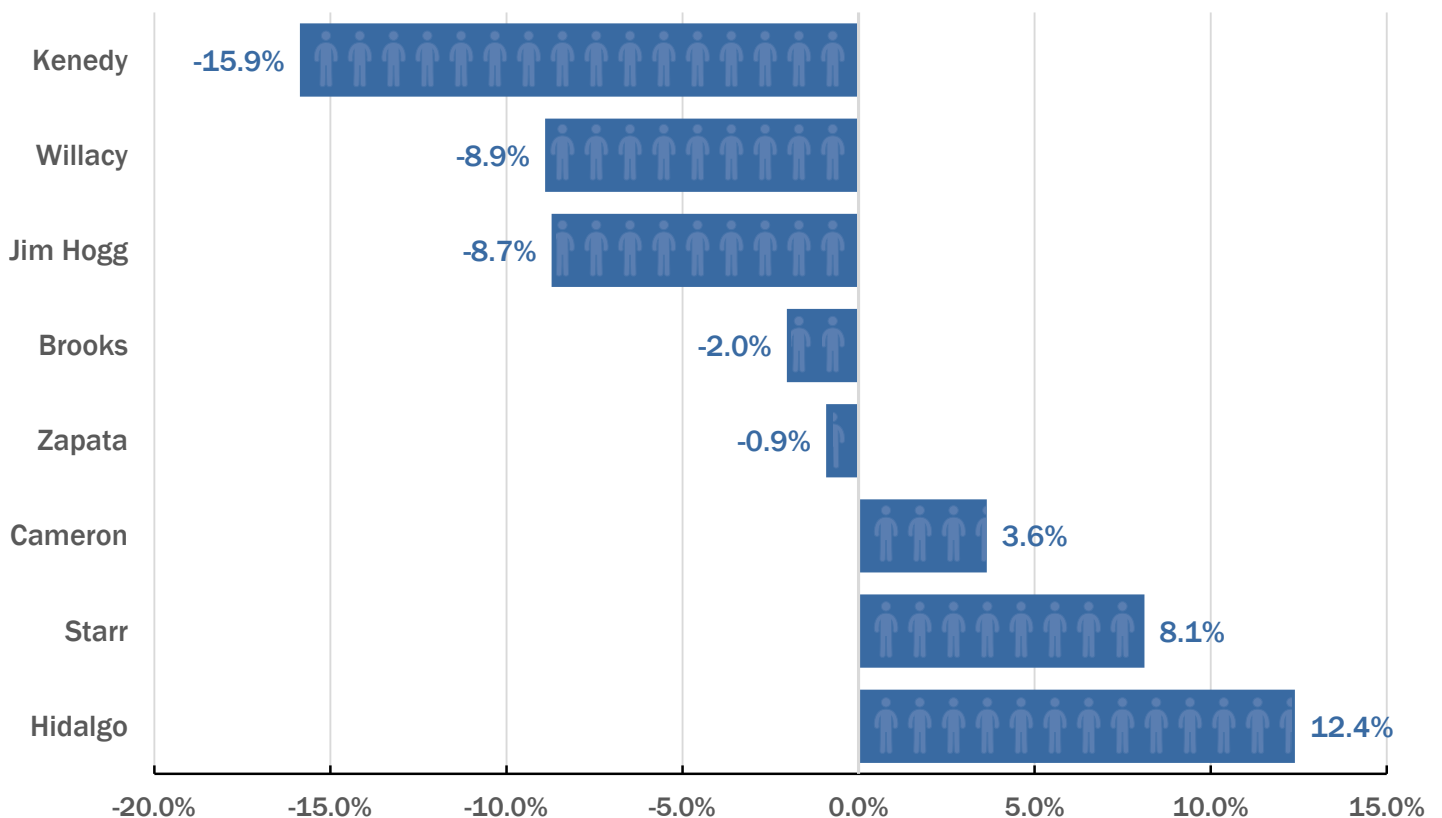
According to recently released 2020 U.S. Census estimates, five of the eight counties in the Pharr District have lost population since the 2010 enumeration (see Table 12). Kenedy, Willacy, and Jim Hogg counties have experienced the most dramatic population losses (as a percentage) – see Figure 23. Conversely, Cameron, Starr, and Hidalgo counties added population resulting in an increase in the District’s total population.<sup>52</sup> The Cities of Harlingen, Brownsville, Edinburg, and McAllen are major population centers in the Pharr District.

In 2019, the percentage of the TxDOT Pharr District population living in poverty was more than twice the proportion of the overall U.S. population living in poverty (26.8 percent in the Pharr District compared to 10.5 percent in the U.S.). Finally, income levels (\$16,305 per capita and \$34,809 per household) in the Pharr District are substantially lower compared to U.S. income levels (\$34,103 per capita and \$62,843 per household).<sup>53</sup>

**Table 12. TxDOT’s Pharr District Population by County<sup>54</sup>**

County	2020 Population	2010 Population	Change from 2010
Brooks	7,076	7,223	-147
Cameron	421,017	406,220	14,797
Hidalgo	870,781	774,769	96,012
Jim Hogg	4,838	5,300	-462
Kenedy	350	416	-66
Starr	65,920	60,969	4,951
Willacy	20,164	22,134	-1,970
Zapata	13,889	14,018	-129
<b>Total</b>	<b>1,404,035</b>	<b>1,291,049</b>	<b>112,986</b>

**Figure 23. Percentage Change in TxDOT’s Pharr District Population by County (2010 to 2020)<sup>55</sup>**



# TxDOT's Pharr District Is Important to Trade with Mexico

U.S.-Mexico and Texas-Mexico trade are important to the economies of Texas' border regions. In 2019, the movement of goods across the Texas-Mexico border in the Pharr region contributed \$22.0 billion to the Gross Domestic Product (GDP) and generated approximately 180,000 jobs.<sup>56</sup> Job creation supports the border economies in Texas. In fact, jobs in export-related industries pay around 16 percent more than jobs in less export-intensive industries.<sup>57</sup>

TxDOT's Pharr District is home to five Ports of Entry (POEs) that facilitate trade: Roma, Rio Grande City, Hidalgo, Progreso, and Brownsville. A POE, as defined by U.S. Customs and Border Protection (CBP), refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. The Roma and Rio Grande City POEs comprise the Roma-Ciudad Miguel Aleman International Bridge and the Starr-Camargo Bridge, respectively. The Hidalgo POE includes the Anzalduas International Bridge and the Pharr International Bridge. The Progreso POE comprises the Progreso International Bridge. Finally, the Brownsville POE includes the Veterans International Bridge at Los Tomates, the Free Trade International Bridge, and the Brownsville West Rail Bridge. The border crossings that facilitate trade are in Starr, Hidalgo, and Cameron Counties. Starr County has two border crossings, Hidalgo County has three border crossings, and Cameron County

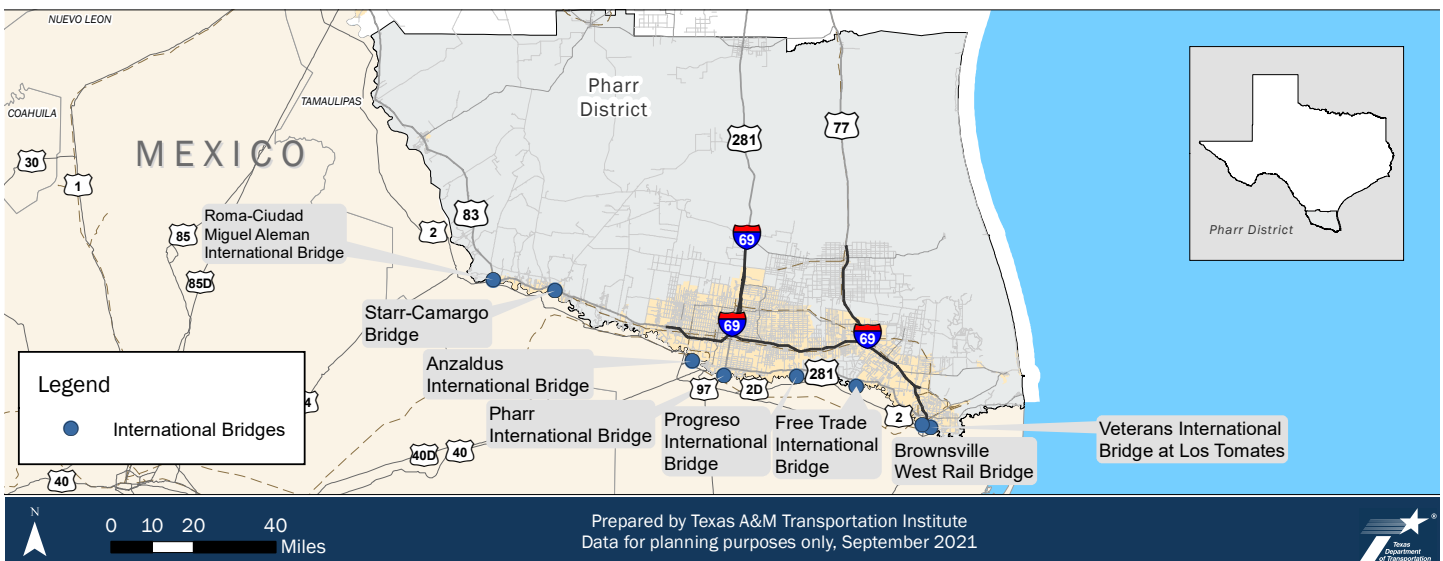
has three border crossings. Table 13 shows the border crossings that process commercial vehicles and rail in TxDOT's Pharr District by POE.<sup>58</sup>

**Table 13. TxDOT's Pharr District Border Crossings by Port of Entry**

POE	Border Crossing	Mode
Roma	Roma-Ciudad Miguel Aleman International Bridge	Commercial Vehicle
	Starr-Camargo Bridge	Commercial Vehicle
Hidalgo	Anzalduas International Bridge	Commercial Vehicle *
	Pharr International Bridge	Commercial Vehicle
Progreso	Progreso International Bridge	Commercial Vehicle
Brownsville	Veterans International Bridge at Los Tomates	Commercial Vehicle
	Free Trade International Bridge	Commercial Vehicle
	Brownsville West Rail Bridge	Rail

\* Process only southbound empty commercial vehicles.

**Figure 24. TxDOT's Pharr District**



# Value of U.S.-Mexico Trade Processed in TxDOT's Pharr District

In 2020, the five POEs processed \$47.8 billion in U.S.-Mexico trade—of which 41.4 percent (\$19.8 billion) was exports.<sup>59</sup> In 2020, the Roma POE processed \$226.4 million in U.S.-Mexico trade—of which 21.6 percent (\$49.0 million) was exports. The Rio Grande City POE processed \$375.5 million in U.S.-Mexico trade—of which 10.7 percent (\$40.3 million) was exports. The Hidalgo POE processed \$31.8 billion in U.S.-Mexico trade—of which 36.2 percent (\$11.5 billion) was exports—and the Progreso POE processed \$289.1 million in U.S.-Mexico trade—of which 55.8 percent (\$161.2 million) was exports.<sup>60</sup> Finally, the Brownsville POE processed \$15.2 billion in U.S.-Mexico trade—of which 53.3 percent (\$8.1 billion) was exports.<sup>61</sup> Figure 25 shows the value of U.S.-Mexico trade processed in TxDOT's Pharr District by the five POEs.

Figure 26 shows the value of goods (in dollars) processed in the Pharr District between 2016 and 2020 by POE. Figure 26 shows the substantial negative impact of COVID-19 on the value of U.S.-Mexico trade processed at Hidalgo POE, Brownsville POE, and Progreso POE in 2020. The Rio Grande

City POE (i.e., Star-Camargo Bridge) saw a modest decrease of 2.9 percent in the value of U.S.-Mexico trade processed in 2020 relative to 2019. The Roma POE (i.e., Roma-Cuidad Miguel Aleman International Bridge), on the other hand, saw a substantial increase of 156.7 percent in the value of U.S.-Mexico trade processed in 2020 relative to 2019.<sup>62</sup>

Figure 25. Value of U.S.-Mexico Trade Processed by POE in TxDOT's Pharr District in 2020<sup>63</sup>

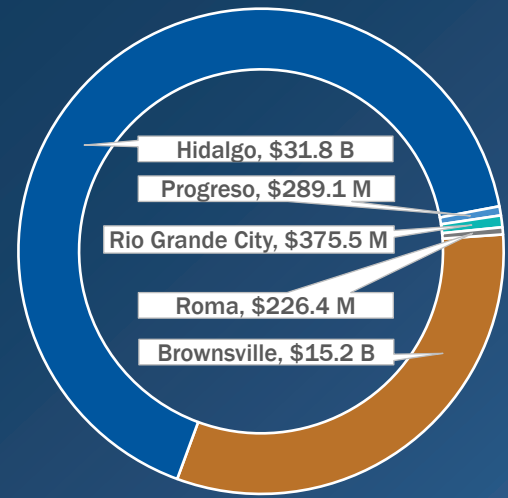
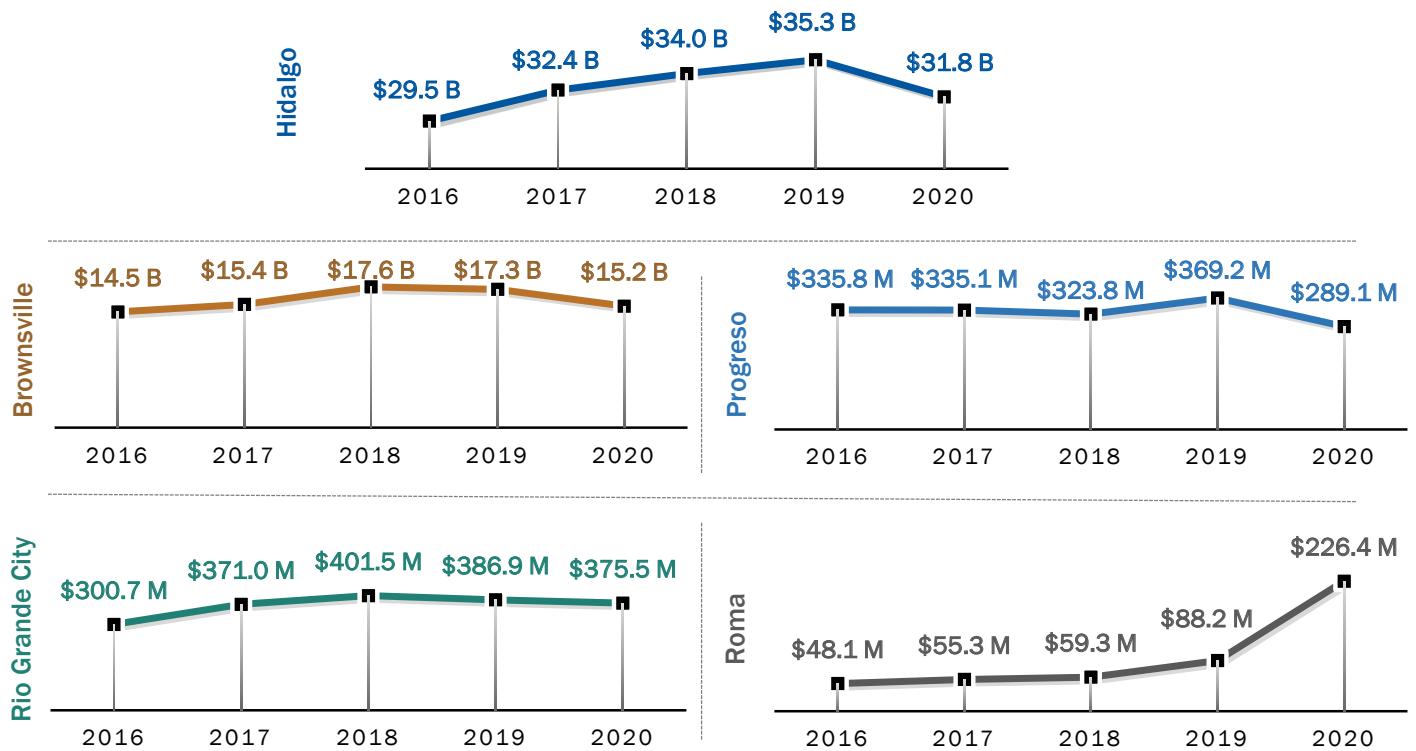


Figure 26. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's Pharr District<sup>64</sup>



# Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Pharr District (2020) <sup>65</sup>



<sup>i</sup> Electrical machinery includes nuclear reactors, boilers, machinery and mechanical appliances; electrical machinery and equipment; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles.

<sup>ii</sup> Vegetable products include live trees and other plants; cut flowers and ornamental foliage; edible vegetables and certain roots and tubers; edible fruit and nuts; coffee, tea, mate and spices; cereals; malt; starches; oil seeds and oleaginous fruits; gums; resins and other vegetable saps and extract; prepared edible fats; animal or vegetable waxes.














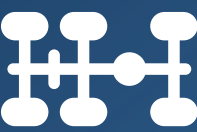
<sup>iii</sup> Mineral products include salt; sulfur; earths and stone; plastering materials, lime and cement; ores, slag and ash; mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes.

<sup>iv</sup> Miscellaneous products include optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; clocks and watches; musical instruments; arms and ammunition; furniture; bedding, cushions and similar stuffed furnishings; lamps and lighting fittings; prefabricated buildings; toys, games and sports equipment; miscellaneous manufactured articles; works of art, collectors' pieces and antiques.

<sup>v</sup> Transportation equipment includes railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electromechanical) traffic signaling equipment of all kinds; vehicles and parts and accessories thereof; aircraft, spacecraft, and parts thereof; ships, boats, and floating structures.

<sup>vi</sup> Plastics or rubbers include plastics and articles thereof and rubber and articles thereof.

<sup>vii</sup> Metals include iron and steel; articles of iron or steel; copper and articles thereof; nickel and articles thereof; aluminum and articles thereof; lead and articles thereof; zinc and articles thereof; tin and articles thereof; other base metals; tools, implements, cutlery of base metal; miscellaneous articles of base metal.

Progreso POE					
	Vegetable products \$258.7 M	Foodstuff <sup>i</sup> \$23.3 M	Mineral products \$1.4 M	Miscellaneous products \$1.4 M	Electrical machinery \$1.3 M
Rio Grande City POE					
	Metals \$104.5 M	Vegetable products \$98.1 M	Stone or glass <sup>ii</sup> \$75.6 M	Wood and wood products <sup>iii</sup> \$27.5 M	Foodstuff \$24.0 M
Roma POE					
	Vegetable products \$159.9 M	Electrical machinery \$25.2 M	Foodstuff \$11.3 M	Textiles <sup>iv</sup> \$6.9 M	Transportation equipment \$6.2 M

- i Foodstuffs include preparations of meat, of fish, or of crustaceans, mollusks or other aquatic invertebrates; sugars and sugar confectionery; cocoa and cocoa preparations; preparations of cereals, flour, starch or milk; preparations of vegetables, fruit, nuts, or other parts of plants; miscellaneous edible preparations; beverages, spirits and vinegar; residues and waste from the food industries; prepared animal feed; tobacco and manufactured tobacco substitutes.
- ii Stone or glass includes articles of stone, plaster, cement, asbestos, mica or similar materials; ceramic products; glass and glassware; natural or cultured pearls, precious or semiprecious stones, precious metals; metals clad with precious metal, and articles thereof; imitation jewelry; coin.
- iii Wood and wood products include wood and articles of wood; wood charcoal; cork and articles of cork; basketware and wickerwork; pulp of wood or of other fibrous cellulosic material; waste and scrap of paper or paperboard; articles of paper pulp, of paper or of paperboard; printed books, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans.
- iv Textiles include silk; wool, fine or coarse animal hair; cotton; paper yarn and woven fabrics of paper yarn; man-made filaments; carpets and other textile floor coverings; lace; tapestries; embroidery; textile articles of a kind suitable for industrial use; knitted or crocheted fabrics; articles of apparel and clothing accessories; other made-up textile articles; worn clothing and worn textile articles; rags.

# Trend in the Top Five U.S.-Mexico Commodity Groups Processed in TxDOT's Pharr District

Figure 27 shows the trend in the top five commodity groups (by value) processed at the Hidalgo and Brownsville POEs between 2016 and 2020. Figure 27 shows that electrical machinery has been the major commodity group (in terms of value) processed at the Hidalgo and Brownsville POEs between 2016 and 2020.

**Figure 27. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Pharr District's Hidalgo and Brownsville POEs<sup>66</sup>**

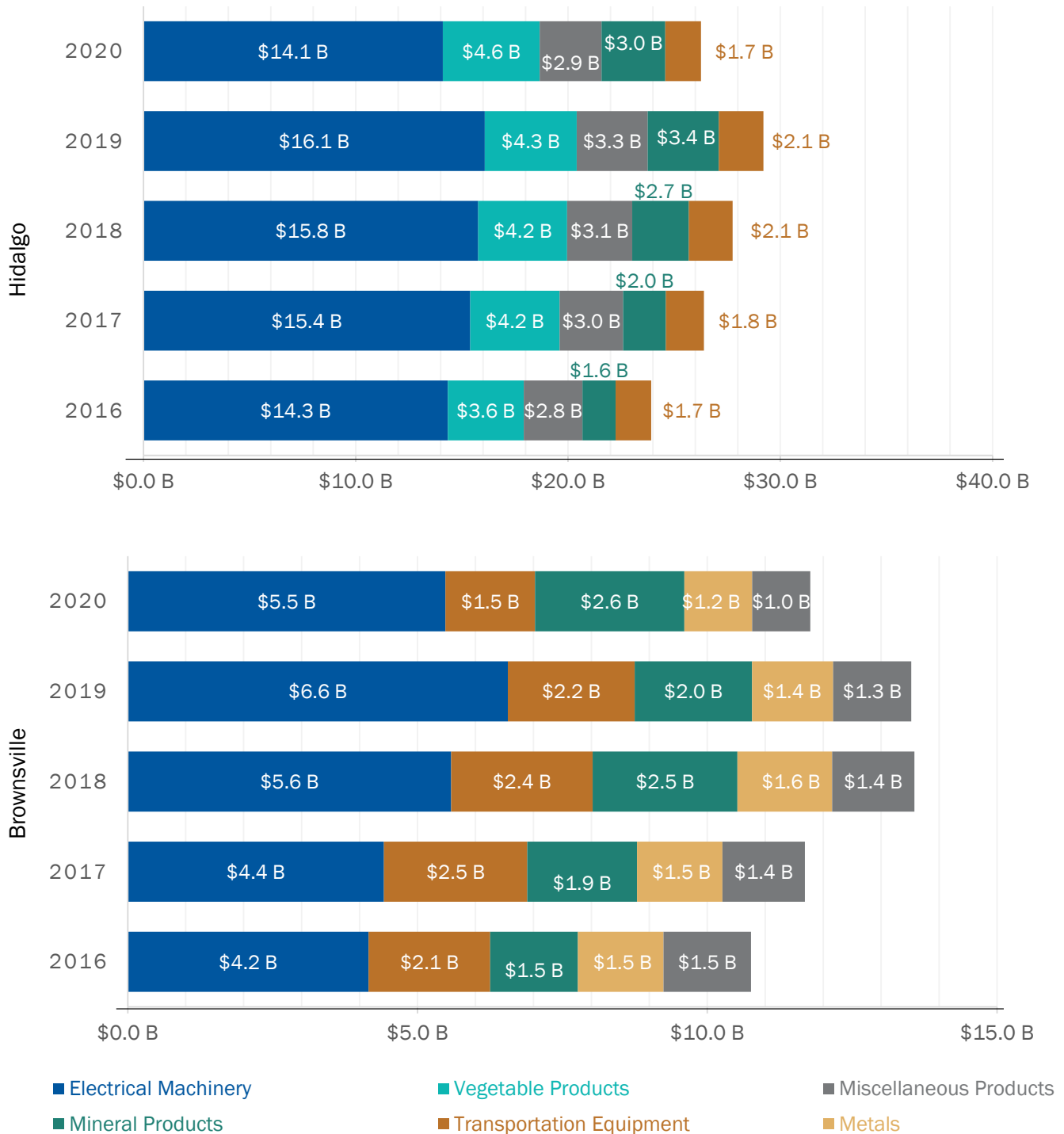
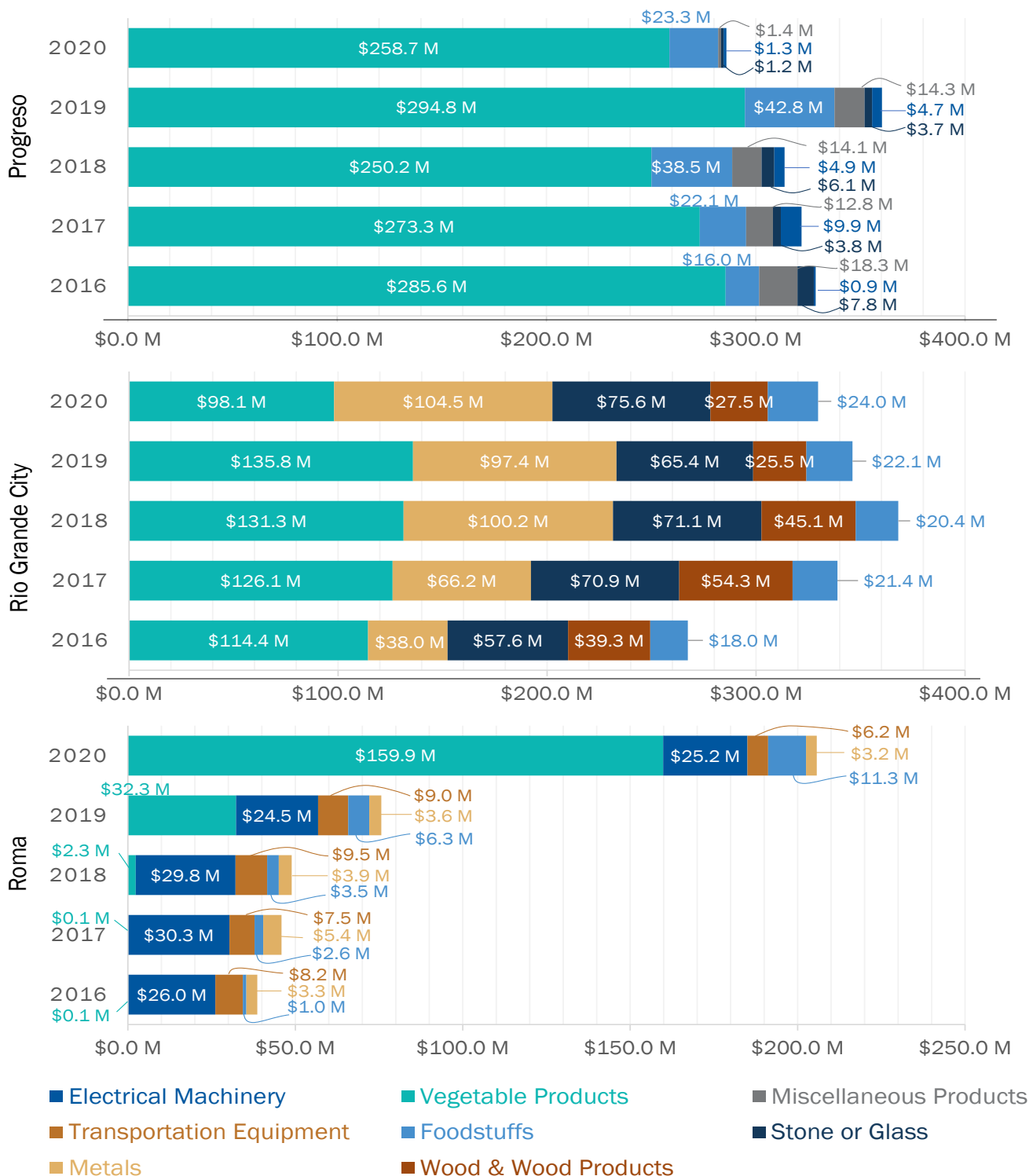


Figure 28 shows the trend in the top five commodity groups (by value) processed at the Roma, Rio Grande City, and Progreso POEs between 2016 and 2020. Vegetable products has consistently been the major commodity group processed at the Progreso POE between 2016 and 2020. Figure 28 also shows that vegetable products, metals, and stone or glass

products have consistently accounted for more than half of the value of the top five commodity groups processed at the Rio Grande City POE between 2016 and 2020. Finally, Figure 28 shows the substantial increase in the value of vegetable products processed at the Roma POE in 2020 compared to 2019.<sup>67</sup>

**Figure 28. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Pharr District's Progreso, Roma, Rio Grande City, and Roma POEs<sup>68</sup>**



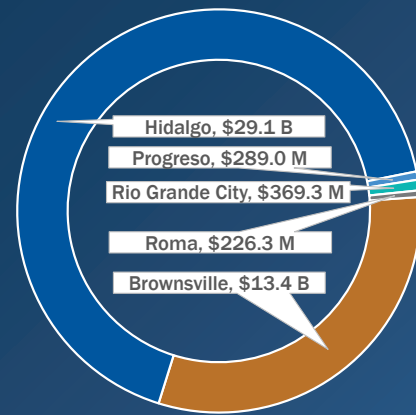
# Value of U.S.-Mexico Commercial Vehicle Trade Processed in TxDOT's Pharr District

Approximately 90.8 percent of the U.S.-Mexico trade that was processed in the TxDOT Pharr District in 2020 crossed the border by commercial vehicle. In 2020, \$43.4 billion in U.S.-Mexico commercial vehicle trade was processed at TxDOT's Pharr District. Of that amount, \$226.3 million crossed at the Roma POE, \$369.3 million crossed at the Rio Grande City POE, \$29.1 billion crossed at the Hidalgo POE, and \$289.0 million crossed at the Progreso POE. Finally, the Brownsville POE processed \$13.4 billion in U.S.-Mexico commercial vehicle trade in 2020.<sup>69</sup> Figure 29 shows the value of U.S.-Mexico trade that crossed by commercial vehicle at the five POEs in TxDOT's Pharr District.

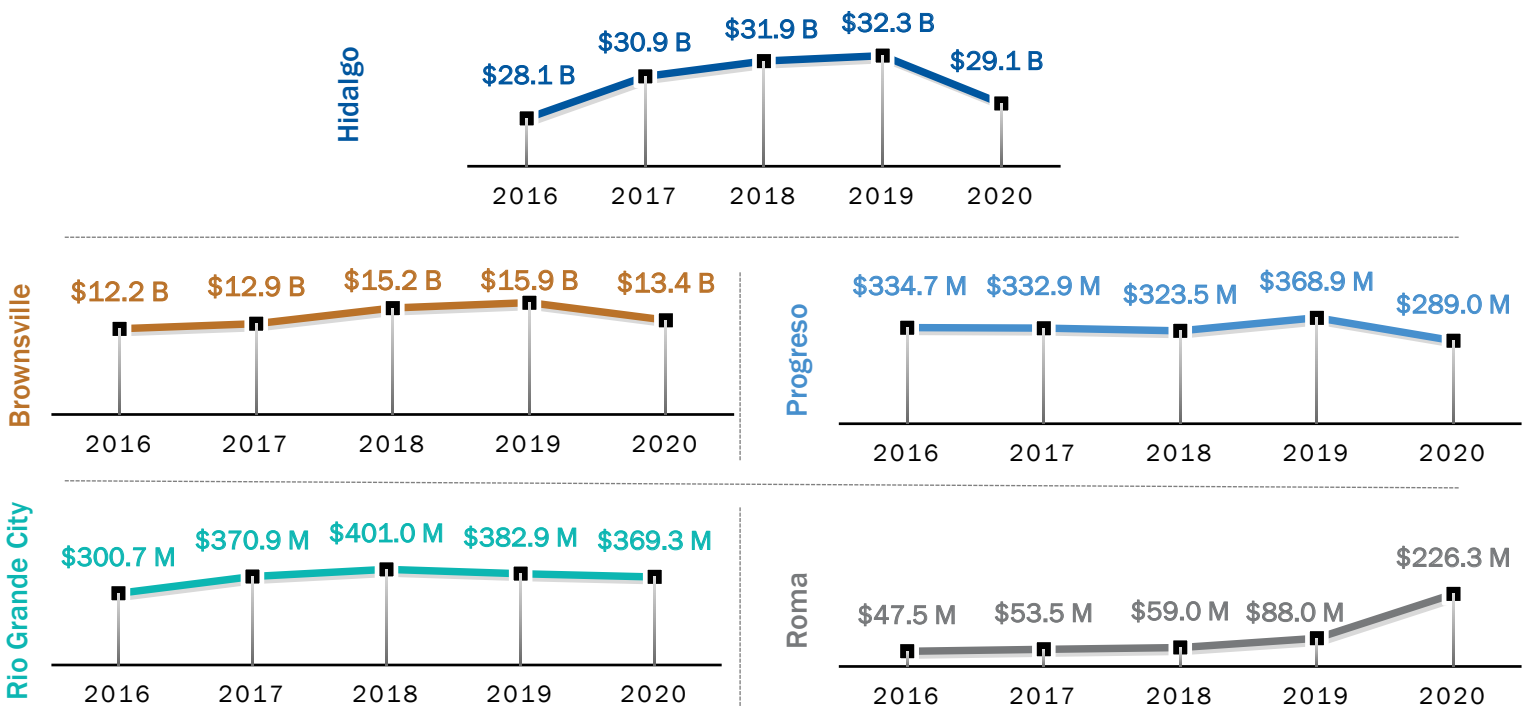
Figure 30 shows the trend in the value of U.S.-Mexico trade that crossed by commercial vehicle at the five POEs in TxDOT's Pharr District between 2016 and 2020. Similar to the value of goods processed in the Pharr District, Figure 30 shows the substantial negative impact of COVID-19 on the value of U.S.-Mexico commercial vehicle trade

processed at the Hidalgo, Brownsville, and Progreso POEs in 2020. Also, similarly, the Rio Grande City POE only saw a modest decrease and the Roma POE saw a substantial increase in the value of U.S.-Mexico commercial vehicle trade processed in 2020 relative to 2019, respectively.<sup>70</sup>

**Figure 29. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Pharr District<sup>71</sup>**



**Figure 30. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Pharr District<sup>72</sup>**

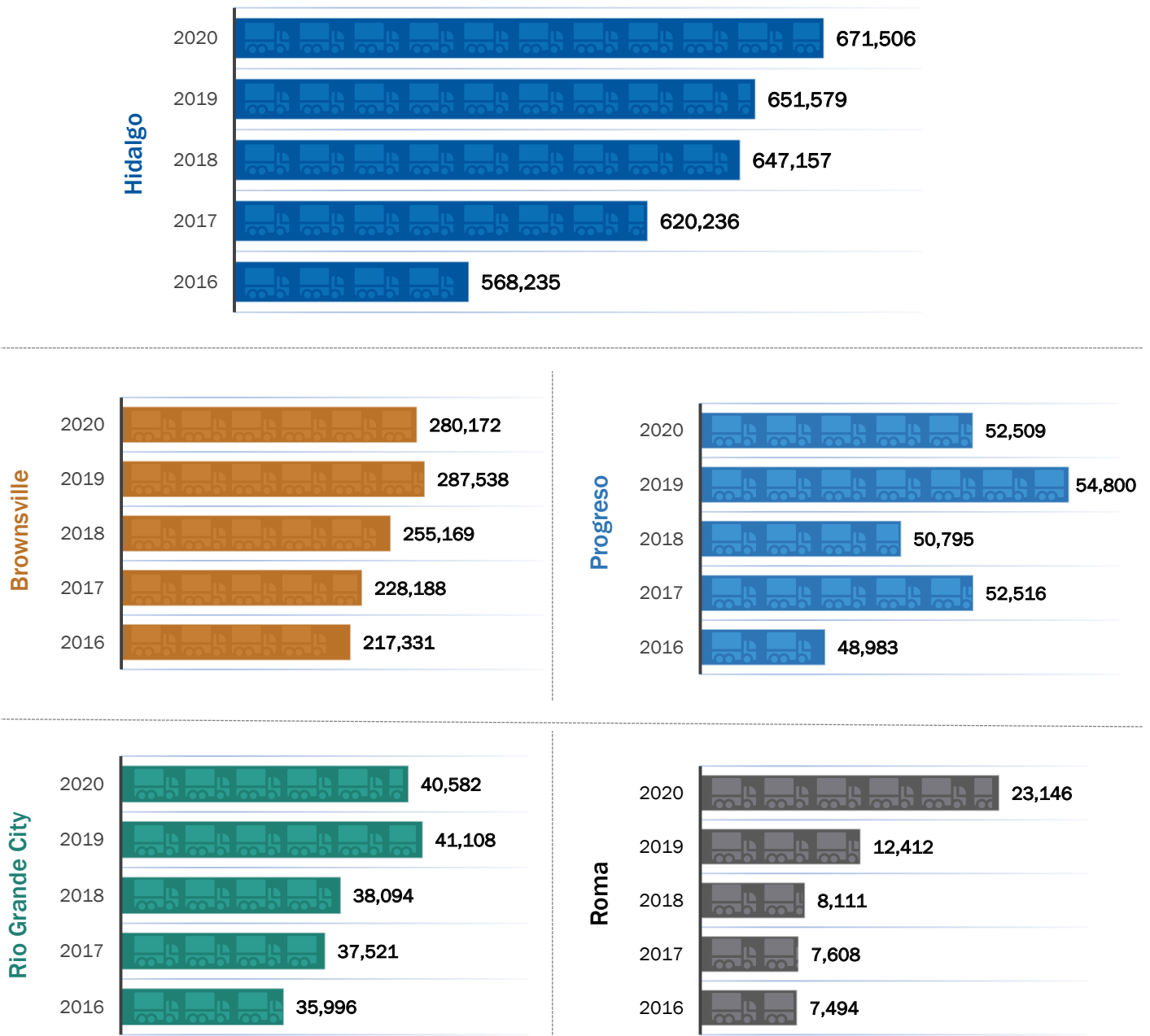


# Number of Northbound Commercial Vehicle Crossings in TxDOT's Pharr District

The U.S.-Mexico trade that crossed by commercial vehicle in the TxDOT Pharr District translated into almost 1.1 million northbound commercial vehicle crossings at the five POEs in 2020. Figure 31 shows that the Hidalgo POE processed 671,506 commercial vehicles<sup>i</sup> that crossed from Mexico into Texas in 2020 – a 3.1 percent increase in northbound commercial vehicle crossings compared

to 2019. The Brownsville, Progreso, and Rio Grande City POEs saw modest percentage decreases in the number of northbound commercial vehicle crossings in 2020 compared to 2019 – most likely an impact of COVID-19. Finally, Figure 31 shows the substantial increase in the number of northbound commercial vehicle crossings at the Roma POE compared to any of the four preceding years.<sup>73</sup>

**Figure 31. Trend in Number of Northbound Commercial Vehicle Crossings at TxDOT's Pharr District<sup>74</sup>**






<sup>i</sup> Commercial vehicle is used as a synonym for truck.

## TxDOT's Pharr District Trade Projects (FY 2020 and FY 2021)




TxDOT's state-maintained highway infrastructure in TxDOT's Pharr District is critical in facilitating U.S. and Texas trade with Mexico and supporting the economic competitiveness of Texas and the U.S.

Table 14 shows the number and funding for projects that facilitate trade that were let in TxDOT's Pharr District in FY 2020 and FY 2021.<sup>i</sup> TxDOT let 96 projects at a total cost of \$274 million in FY 2020 and FY 2021 that facilitate trade.

This amounted to:

 82 preservation projects at a cost of \$79 million.
 8 added capacity projects at a cost of \$184 million.
 6 bridge projects at a cost of \$12 million.

**Table 14. Let Projects in TxDOT's Pharr District by Type (FY 2020 and FY 2021)**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	82	79
 Mobility	8	184
 Bridge	6	12
<b>Total</b>	<b>96</b>	<b>274*</b>

\* Numbers do not total because of rounding.





Source: Data obtained from TxDOT Finance Division. Data is accurate as of September 15, 2021.

<sup>i</sup> The Border District Trade Transportation Report includes all trade projects - as defined by TxDOT's Internal Border Task Force - on the international, regional, and local corridors in TxDOT's three border districts: El Paso, Laredo, and Pharr.





# TxDOT Pharr District's Planned Roadway Projects (Included in Unified Transportation Program)

Table 15 shows the planned roadway projects in TxDOT's Pharr District that facilitate trade that were included in TxDOT's Commission approved 2022 Unified Transportation Program (UTP) on August 31, 2021. Table 15 shows 44 planned roadway projects in TxDOT's Pharr District at a total estimated cost of \$2.4 billion that facilitate trade.

The 44 planned roadway projects consist of:

	2 preservation projects at a cost of \$12 million.
	33 added capacity projects at a cost of \$2.2 billion.
	2 bridge projects at a cost of \$32 million.
	7 safety/operational projects at a cost of \$135 million. <sup>i</sup>

**Table 15. Pharr District Planned Trade Projects by Type (Included in UTP) <sup>ii</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	2	12
 Mobility	33	2,224
 Bridge	2	32
 Safety/Operational	7	135
<b>Total</b>	<b>44</b>	<b>2,403</b>

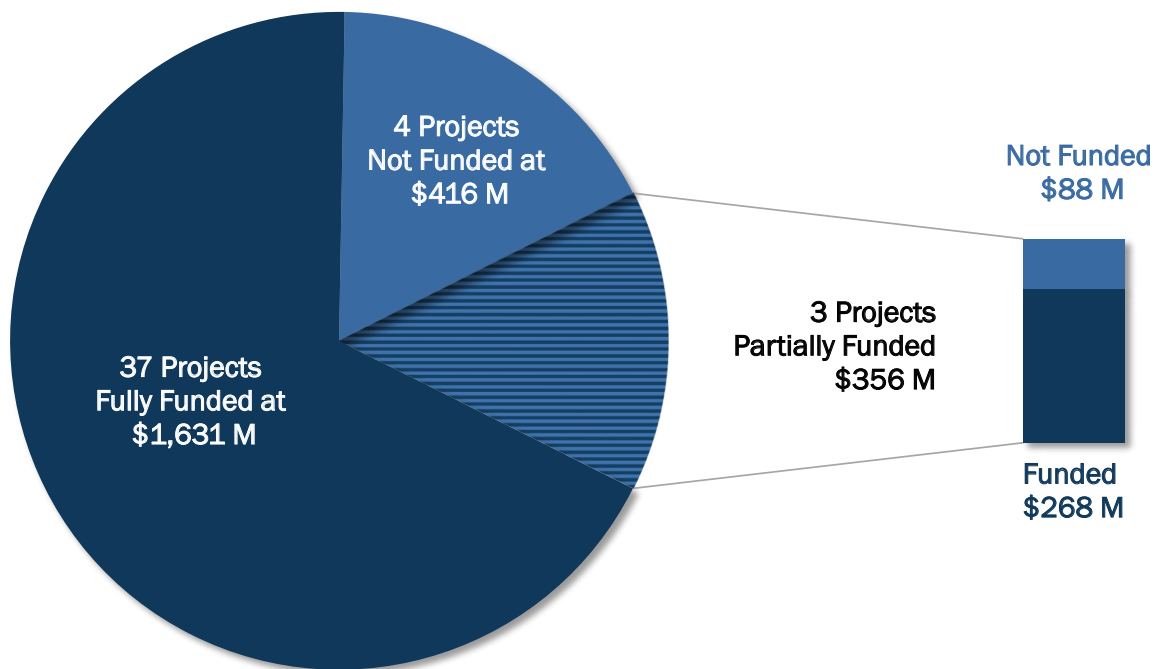
Source: Data obtained from **TxDOTCONNECT**.

- i Project information (i.e., number of projects and estimated project cost) in this section are grouped by project type: preservation, mobility, bridge, and safety/operational. These project type categories differ slightly from the project categories included in the BTMP. The BTMP includes four project categories: asset preservation, mobility and reliability, connectivity, and safety. Bridge projects included in the Border District Trade Transportation Report are included in the asset preservation category in the BTMP. Connectivity projects in the BTMP are included in the mobility category in the Border District Trade Transportation Report.
- ii The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.

## Funding for TxDOT Pharr District’s Planned Roadway Projects (Included in Unified Transportation Program)

Of the 44 planned roadway projects, 37 are fully funded (\$1.6 billion), and three projects are partially funded with \$88 million in funding needed. In addition, four projects at an estimated cost of \$416 million had no identified funding source (see Figure 32). Included in the 44 planned roadway projects is one project at an estimated cost of \$39 million that is partially funded with CBI funding (\$12 million) and five projects at an estimated cost of \$107 million that are partially funded with Rider 11(b) funding (about \$29 million). In addition, there are three projects at an estimated cost of \$279 million that are partially funded with CBI funding (about \$30 million) and partially funded with Rider 11(b) funding (\$13 million).<sup>i</sup>

Figure 32. Funding for Planned Trade Projects in TxDOT’s Pharr District (Included in UTP)






Source: Data obtained from **TxDOTCONNECT**

<sup>i</sup> These projects may not be exhaustive of the complete list of planned roadway projects funded with CBI and Rider 11(b) funding in TxDOT’s Pharr District. These nine projects represent the trade project types as defined by TxDOT’s Internal Border Task Force.




# TxDOT's Pharr District's Planned Roadway Projects (Beyond 10-Year Unified Transportation Program)

Table 16 shows the planned roadway projects in TxDOT's Pharr District that facilitate trade that are planned for beyond the 10-year 2022 UTP that were approved by the Commission on August 31, 2021. Table 16 shows 43 planned roadway projects in TxDOT's Pharr District at a total estimated cost of \$2.7 billion that facilitate trade.

The 43 planned roadway projects consist of:

	1 preservation projects at a cost of \$8 million.
	37 added capacity projects at a cost of \$2.3 billion.
	5 safety/operational projects at a cost of \$391 million.

**Table 16. Pharr District Planned Trade Projects by Type (Beyond UTP)<sup>i</sup>**

Project Type	Number of Projects	Project Cost (\$ million)
 Preservation	1	8
 Mobility/Operational	37	2,303
 Safety/Operational	5	391
<b>Total</b>	<b>43</b>	<b>2,702</b>

Source: Data obtained from **TxDOTCONNECT**.



Of the 43 planned roadway projects, three are fully funded (\$12 million), and one project is partially funded with \$7 million in funding needed. In addition, 39 projects at an estimated cost of \$2.7 billion had no identified funding source.

<sup>i</sup> The number of projects was determined by counting the individual control section (CSJ) numbers. Project cost was calculated using the current UTP minimum funding amount. The minimum funding amount is calculated by subtracting the safety contingency and change order and contingency from the construction estimate without joint bid. The result is multiplied by an appropriate inflation factor. The data is accurate as of Tuesday, September 7, 2021.



## Texas-Mexico Border Transportation Master Plan Projects – Pharr District

Finally, the BTMP included six projects at an estimated cost of \$217 million that were not included in the TxDOT dataset that were obtained on Tuesday, September 7, 2021 or that were not let in FY 2020 and FY 2021.

The six projects consist of:

	3 added capacity projects at an estimated cost of \$187 million.
	3 safety/operational projects at an estimated cost of \$30 million.

**Table 17. Texas-Mexico Border Transportation Master Plan Projects in TxDOT’s Pharr District**

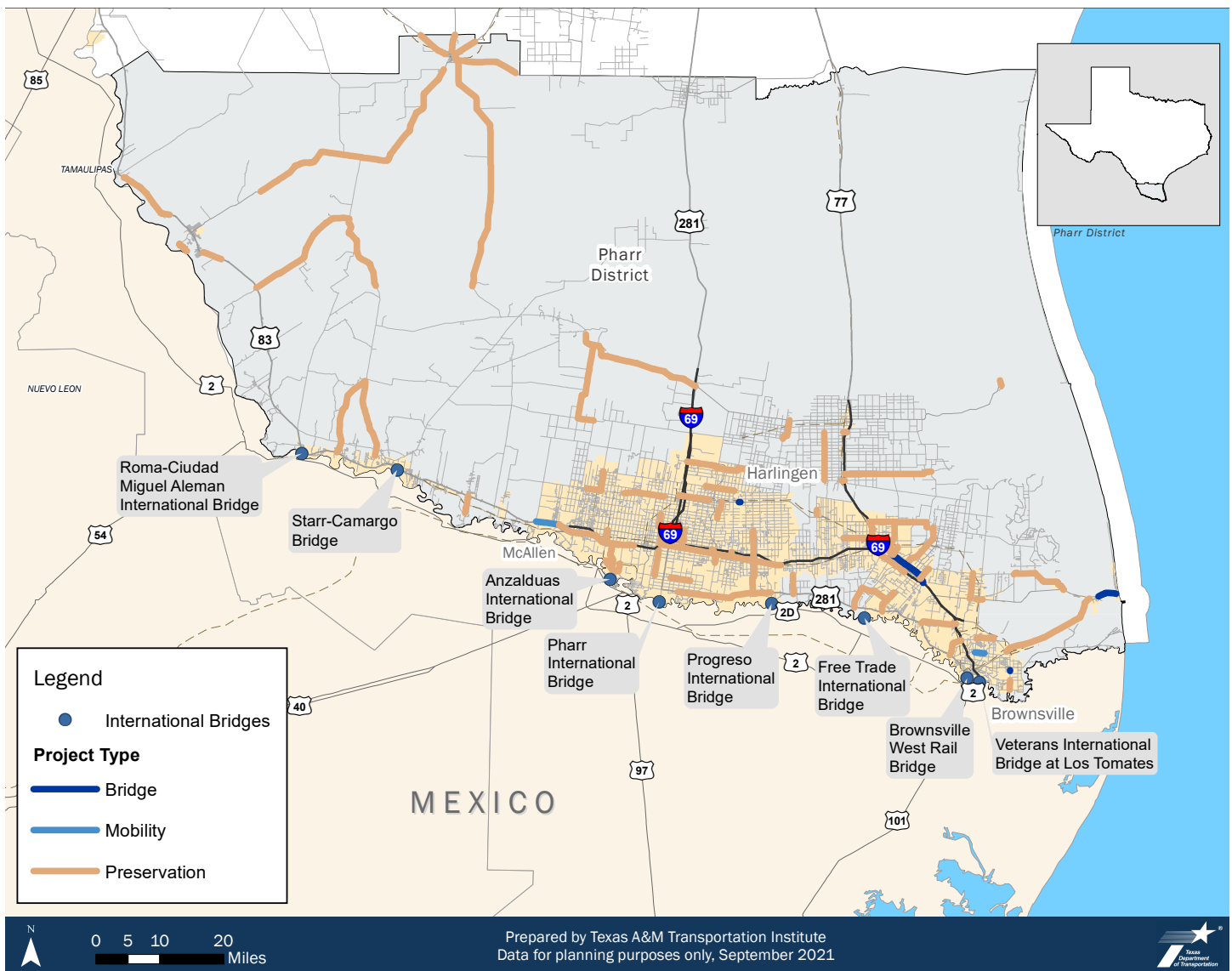
Project Type	Number of Projects	Project Cost (\$ million)
 Mobility	3	187
 Safety/Operational	3	30
<b>Total</b>	<b>6</b>	<b>217</b>

Source: Texas-Mexico Border Transportation Master Plan.

# Summary

Figure 33 shows the location of the planned projects that facilitate trade in TxDOT's Pharr District that could be mapped. A Tableau dashboard was developed to provide additional details (i.e., control section job [CSJ] number, roadway, project description, project cost, project type, funding source, and funding amount). The Tableau dashboard can be accessed at [Border District Trade Projects](#).

Figure 33. Projects in TxDOT's Pharr District Facilitating Trade<sup>i</sup>



i Some projects could not be mapped. These facilities are off-system and/or the required data points to map the project are not available currently.

# Summary

U.S. trade with Mexico is critical to the economic prosperity of the U.S. and Texas, and Texas' border infrastructure—both the border crossings and transportation system—is important in facilitating the efficient, safe, and secure flow of U.S.-Mexico and Texas-Mexico trade and thereby supporting economic development in Texas.

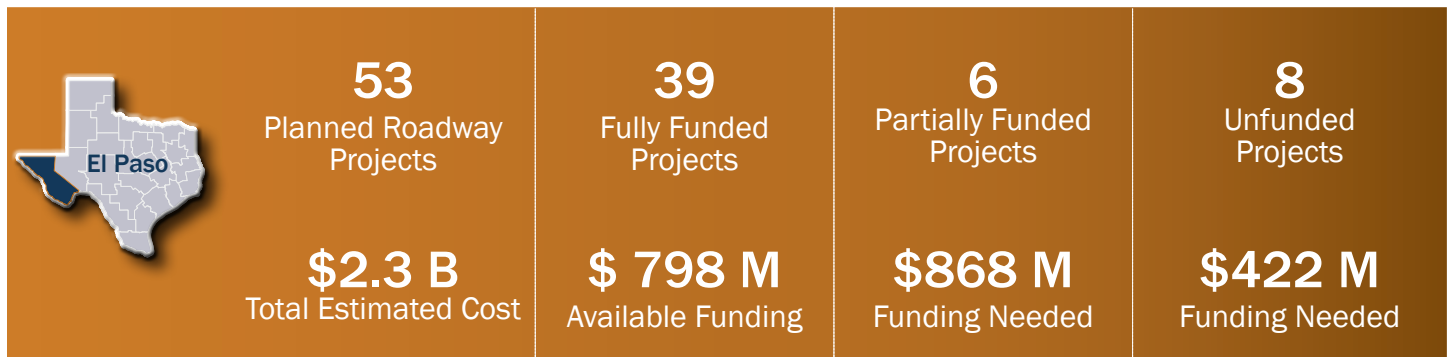
Increased U.S.-Mexico and Texas-Mexico trade have resulted in increased commercial vehicle crossings along the Texas-Mexico border. Despite the COVID-19 pandemic, 4.4 million commercial vehicles crossed from Mexico into Texas (approximately 12,045 commercial vehicles daily) in 2020 compared to 4.5 million commercial vehicles (approximately 12,247 commercial vehicles daily) in 2019. The 4.4 million commercial vehicles that crossed from Mexico into Texas in 2020 represent an increase of 37.6 percent (1.2 million commercial vehicles)

from 2010. The five active rail border crossings along the Texas-Mexico border handled almost one million incoming rail cars from Mexico in 2020; a 47.6 percent increase (305,664 rail cars) since 2010.<sup>75</sup>

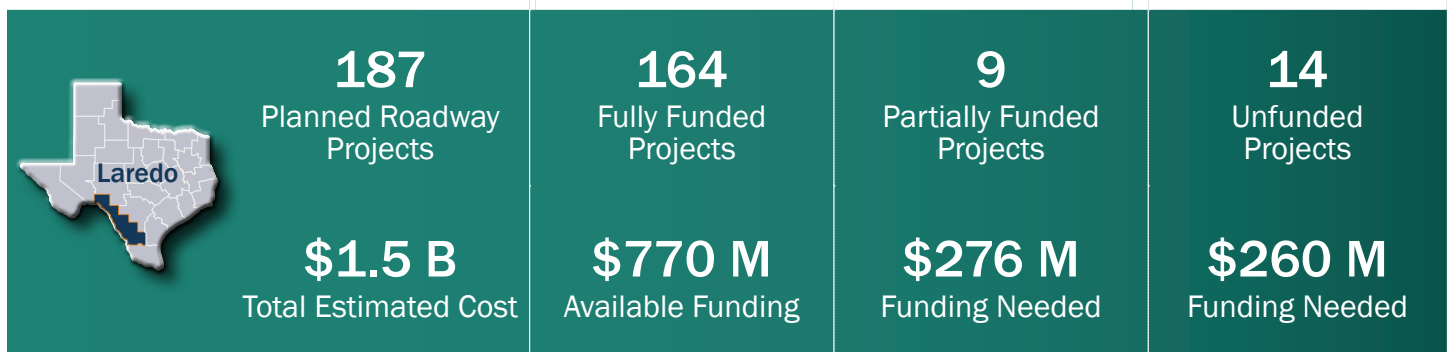
The projected increase in trade with Mexico will require continued investments in Texas' border crossings and transportation system to ensure the efficient movement of U.S.-Mexico and Texas-Mexico trade across the Texas-Mexico border. The analysis showed that TxDOT let 220 trade projects in TxDOT's three border districts at a total cost of \$867 million in FY 2020 and FY 2021. This amounted to 176 preservation projects at a cost of \$354 million, 18 added capacity projects at a cost of \$351 million, 17 bridge projects at a cost of \$38 million, and nine safety/operational projects at a cost of \$124 million.



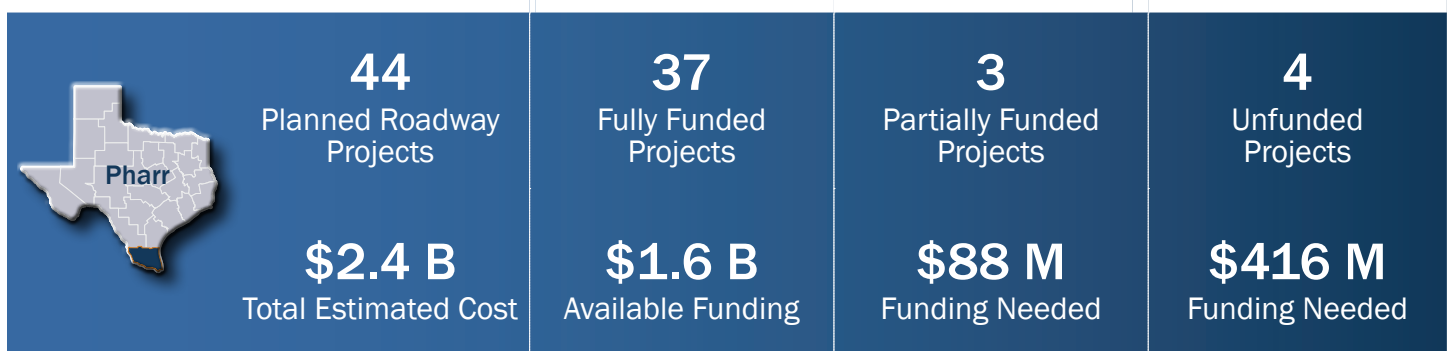
This report also outlined 284 planned roadway projects in TxDOT’s 2022 UTP at a total estimated cost of \$6.2 billion in the three TxDOT border districts that facilitate trade between the U.S. (including Texas) and Mexico.



Included in the 53 planned roadway projects there are two projects at an estimated cost of \$85 million that is partially funded with Rider 11(b) funding (\$20 million) and a third project with an estimated cost of \$17 million that is fully funded with Rider 11(b) funding (\$10 million) and CBI funding (\$7 million).

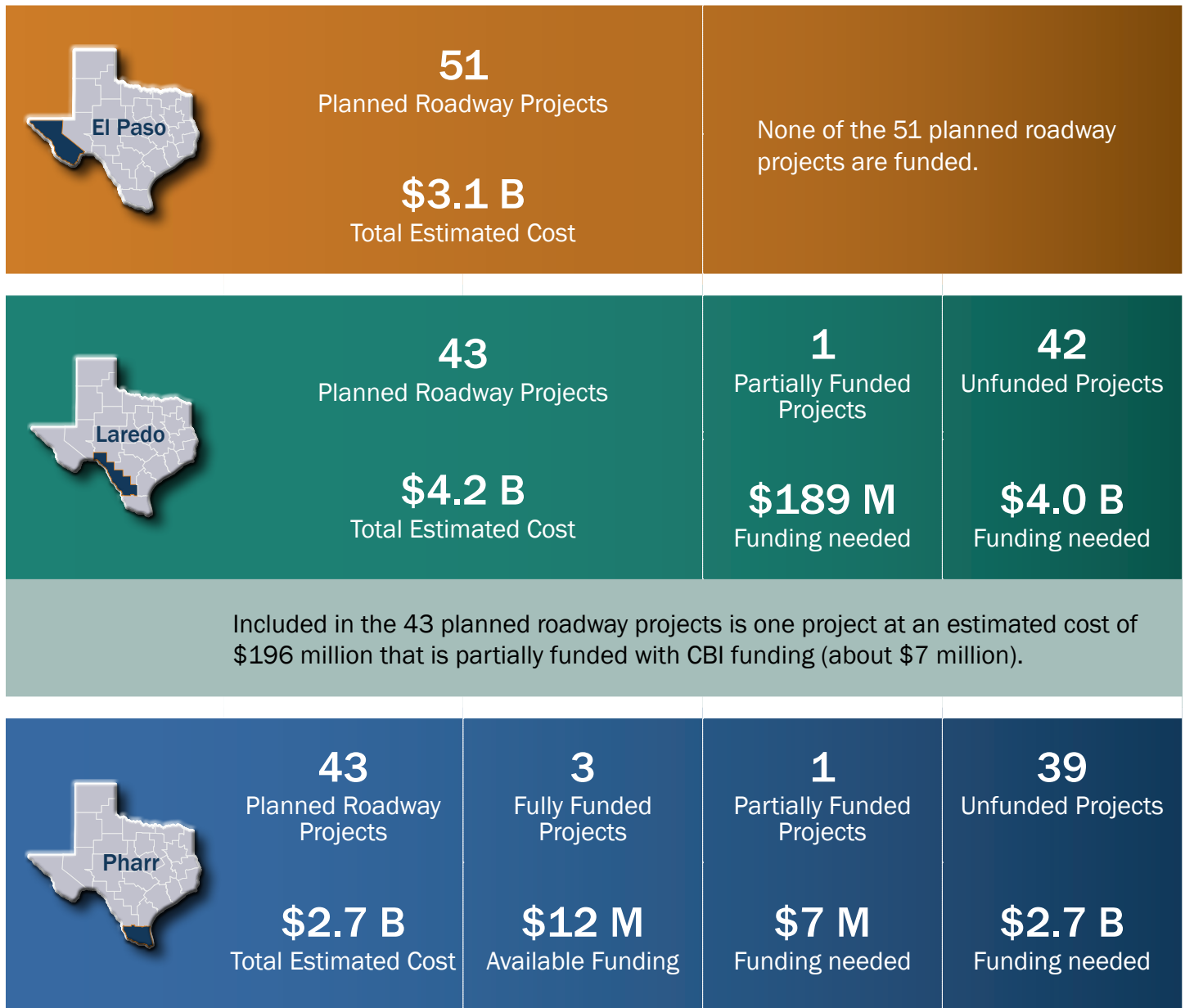


Included in the 187 planned roadway projects are five projects at an estimated cost of \$168 million that are partially funded with CBI funding (about \$56 million) and five projects at an estimated cost of \$20 million that are fully funded with Rider 11(b) funding. In addition, there is one project at an estimated cost of \$9 million that is partially funded with CBI funding (\$6 million) and partially funded with Rider 11(b) funding (\$3 million).



Included in the 44 planned roadway projects is one project at an estimated cost of \$39 million that is partially funded with CBI funding (\$12 million) and five projects at an estimated cost of \$107 million that are partially funded with Rider 11(b) funding (about \$29 million). In addition, there are three projects at an estimated cost of \$279 million that are partially funded with CBI funding (about \$30 million) and partially funded with Rider 11(b) funding (\$13 million).

Finally, this report outlined 137 planned roadway projects beyond TxDOT's 2022 UTP at a total estimated cost of \$10.0 billion in the three TxDOT border districts that facilitate trade between the U.S. (including Texas) and Mexico.



A Tableau dashboard was developed to provide additional details on projects that were let and planned roadway projects in TxDOT's three border districts that facilitate the movement of U.S.-Mexico and Texas-Mexico trade. The Tableau dashboard can be accessed at [Border District Trade Projects](#).

# References

- 1 U.S. Census, Top Trading Partners – December 2020. USA Trade Online. Available <https://www.census.gov/foreign-trade/statistics/highlights/top/top2012yr.html>
- 2 U.S. Census, State by 25 Top Commodities and Countries. USA Trade Online. Available at <https://www.census.gov/foreign-trade/statistics/state/data/index.html>.
- 3 Bureau of Transportation Statistics. Overview of U.S.- North American Freight by State and Mode. Available at [https://explore.dot.gov/t/BTS/views/Dashboard\\_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true](https://explore.dot.gov/t/BTS/views/Dashboard_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true)
- 4 U.S. Census, State Export and Import Data. USA Trade Online. Available at <https://usatrade.census.gov/data/Perspective60/View/dispview.aspx>
- 5 U.S. Census, State Export and Import Data. USA Trade Online. Available at <https://usatrade.census.gov/data/Perspective60/View/dispview.aspx>
- 6 U.S. Census, State Export and Import Data. USA Trade Online. Available at <https://usatrade.census.gov/data/Perspective60/View/dispview.aspx>
- 7 Bureau of Transportation Statistics. Overview of U.S.- North American Freight by State and Mode. Available at [https://explore.dot.gov/t/BTS/views/Dashboard\\_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true](https://explore.dot.gov/t/BTS/views/Dashboard_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true)
- 8 Bureau of Transportation Statistics. Overview of U.S.- North American Freight by State and Mode. Available at [https://explore.dot.gov/t/BTS/views/Dashboard\\_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true](https://explore.dot.gov/t/BTS/views/Dashboard_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true)
- 9 Bureau of Transportation Statistics. Overview of U.S.- North American Freight by State and Mode. Available at [https://explore.dot.gov/t/BTS/views/Dashboard\\_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true](https://explore.dot.gov/t/BTS/views/Dashboard_StatebyCommodity/Overview?%3Aiid=2&%3AisGuestRedirectFromVizportal=y&%3Aembed=y&%3AusingOldHashUrl=true)
- 10 Bureau of Transportation Statistics. Border Crossing/Entry Data: Annual Data. Available at <https://explore.dot.gov/t/BTS/views/BTSBorderCrossingAnnualData/BorderCrossingTableDashboard?.isGuestRedirectFromVizportal=y&embed=y>
- 11 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 12 Texas Department of Transportation. El Paso District: District Profile. Available at <https://ftp.txdot.gov/pub/txdot-info/elp/district-profile.pdf>
- 13 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 14 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 15 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 16 Texas Department of Transportation. 2021. Texas-Mexico Border Transportation Master Plan 2021. March 19. Available at: <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>
- 17 DeLaney, P. ND. How Texas' Economy Benefits from Trade & Investment, Business Roundtable. Available at: [https://s3.amazonaws.com/brt.org/BRT\\_General\\_Trade\\_TX\\_2020.pdf](https://s3.amazonaws.com/brt.org/BRT_General_Trade_TX_2020.pdf)
- 18 Texas Department of Transportation. 2019. Texas-Mexico International Bridges and Border Crossings. December. Available at: <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf>.
- 19 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>. Includes the following modes: commercial vehicle, rail, pipeline, other, air, imports into foreign trade zones, and vessel.
- 20 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov>.
- 21 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>

- 22 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 23 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 24 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 25 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>. Includes the following modes: commercial vehicle, rail, pipeline, other, air, imports into foreign trade zones, and vessel.
- 26 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 27 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 28 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 29 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 30 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 31 Texas Department of Transportation. Laredo District: District Profile. Available at <https://ftp.txdot.gov/pub/txdot-info/lrd/district-profile.pdf>
- 32 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 33 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 34 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 35 Texas Department of Transportation. 2021. Texas-Mexico Border Transportation Master Plan 2021. March 19. Available at: <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>
- 36 DeLaney, P. ND. How Texas' Economy Benefits from Trade & Investment, Business Roundtable. Available at: [https://s3.amazonaws.com/brt.org/BRT\\_General\\_Trade\\_TX\\_2020.pdf](https://s3.amazonaws.com/brt.org/BRT_General_Trade_TX_2020.pdf)
- 37 Texas Department of Transportation. 2019. Texas-Mexico International Bridges and Border Crossings. December. Available at: <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf>.
- 38 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>. Includes the following modes: commercial vehicle, rail, pipeline, other, air, imports into foreign trade zones, and vessel.
- 39 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 40 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 41 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 42 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 43 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 44 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 45 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 46 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 47 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 48 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 49 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 50 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 51 Texas Department of Transportation. Pharr District: District Profile. Available at <https://ftp.txdot.gov/pub/txdot-info/phr/district-profile.pdf>

- 52 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 53 U.S. Census. American Community Survey (ACS) and Puerto Rico Community Survey, 5- Year Estimate (2015-2019); U.S Census Bureau Quick Facts
- 54 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 55 U.S. Census. 2020 Population and Housing State Data. Available at: <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html?linkId=100000060680880>
- 56 Texas Department of Transportation. 2021. Texas-Mexico Border Transportation Master Plan 2021. March 19. Available at: <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>
- 57 DeLaney, P. ND. How Texas' Economy Benefits from Trade & Investment, Business Roundtable. Available at: [https://s3.amazonaws.com/brt.org/BRT\\_General\\_Trade\\_TX\\_2020.pdf](https://s3.amazonaws.com/brt.org/BRT_General_Trade_TX_2020.pdf)
- 58 Texas Department of Transportation. 2019. Texas-Mexico International Bridges and Border Crossings. December. Available at: <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf>.
- 59 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>. Includes the following modes: commercial vehicle, rail, pipeline, other, air, imports into foreign trade zones, and vessel.
- 60 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 61 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 62 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 63 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 64 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 65 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 66 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 67 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 68 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 69 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 70 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 71 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 72 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>
- 73 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 74 Bureau of Transportation Statistics. Border Crossing/Entry Data. Available at <https://www.bts.gov/browse-statistical-products-and-data/border-crossing-data/border-crossingentry-data>
- 75 Bureau of Transportation Statistics. TransBorder Freight Data. Available at <https://www.bts.gov/transborder/>

## List of Figures

Figure 1. Texas Border Crossings and Transportation System Facilitating Trade with Mexico.....	6
Figure 2. Texas Border Crossings, Transportation System, and Planned Projects Facilitating U.S.-Mexico Trade.....	7
Figure 3. Percentage Change in TxDOT's El Paso District Population by County (2010 to 2020).....	9
Figure 4. TxDOT's El Paso District.....	10
Figure 5. Value of U.S.-Mexico Trade Processed by POE in TxDOT's El Paso District in 2020.....	11
Figure 6. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's El Paso District.....	11
Figure 7. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's El Paso District.....	13
Figure 8. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's El Paso District...	14
Figure 9. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's El Paso District.....	14
Figure 10. Trend in the Number of Northbound Commercial Vehicle Crossings at the TxDOT El Paso District.....	15
Figure 11. Funding for Planned Trade Projects in TxDOT's El Paso District (Included in UTP).....	18
Figure 12. Projects in TxDOT's El Paso District Facilitating Trade.....	21
Figure 13. Percentage Change in TxDOT's Laredo District Population by County (2010 to 2020).....	23
Figure 14. TxDOT's Laredo District.....	24
Figure 15. Value of U.S.-Mexico Trade Processed by POE in TxDOT's Laredo District in 2020.....	25
Figure 16. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's Laredo District.....	25
Figure 17. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Laredo District (\$ billion).....	27
Figure 18. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Laredo District.....	28
Figure 19. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Laredo District.....	28
Figure 20. Trend in Number of Northbound Commercial Vehicle Crossings at the TxDOT Laredo District.....	29
Figure 21. Funding for Planned Trade Projects in TxDOT's Laredo District (Included in UTP).....	32
Figure 22. Projects in TxDOT's Laredo District Facilitating Trade.....	34

## List of Figures (Continued)

Figure 23. Percentage Change in TxDOT's Pharr District Population by County (2010 to 2020).....	36
Figure 24. TxDOT's Pharr District .....	37
Figure 25. Value of U.S.-Mexico Trade Processed by POE in TxDOT's Pharr District in 2020 .....	38
Figure 26. Trend in Value of U.S.-Mexico Trade Processed in TxDOT's Pharr District.....	38
Figure 27. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Pharr District's Hidalgo and Brownsville POEs .....	41
Figure 28. Trend in Top Five Commodity Groups (Value) Processed at TxDOT's Pharr District's Progreso, Roma, Rio Grande City, and Roma POEs.....	42
Figure 29. Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Pharr District ...	43
Figure 30. Trend in the Value of U.S.-Mexico Commercial Vehicle Trade Processed by POE in TxDOT's Pharr District .....	43
Figure 31. Trend in Number of Northbound Commercial Vehicle Crossings at TxDOT's Pharr District.....	44
Figure 32. Funding for Planned Trade Projects in TxDOT's Pharr District (Included in UTP).....	47
Figure 33. Projects in TxDOT's Pharr District Facilitating Trade.....	50

## List of Tables

Table 1. TxDOT's El Paso District Population by County .....	9
Table 2. TxDOT's El Paso District Border Crossings by Port of Entry .....	10
Table 3. Let Projects in TxDOT's El Paso District by Type (FY 2020 and FY 2021).....	16
Table 4. El Paso District Planned Trade Projects by Type (Included in UTP) .....	17
Table 5. El Paso District Planned Trade Projects by Type (Beyond UTP).....	19
Table 6. Texas-Mexico Border Transportation Master Plan Projects in TxDOT's El Paso District .....	20
Table 7. TxDOT's Laredo District Population by County .....	23
Table 8. TxDOT's Laredo District Border Crossings by Port of Entry .....	24
Table 9. Let Projects in TxDOT's Laredo District by Type (FY 2020 and FY 2021).....	30
Table 10. Laredo District Planned Trade Projects by Type (Included in UTP) .....	31
Table 11. Laredo District Planned Trade Projects by Type (Beyond UTP) .....	33
Table 12. TxDOT's Pharr District Population by County .....	36
Table 13. TxDOT's Pharr District Border Crossings by Port of Entry .....	37
Table 14. Let Projects in TxDOT's Pharr District by Type (FY 2020 and FY 2021).....	45
Table 15. Pharr District Planned Trade Projects by Type (Included in UTP) .....	46
Table 16. Pharr District Planned Trade Projects by Type (Beyond UTP).....	48
Table 17. Texas-Mexico Border Transportation Master Plan Projects in TxDOT's Pharr District .....	49

For more information about TxDOT's Border District trade projects, please visit the [Border District Trade Projects Tableau Dashboard](#).



**FREIGHT, INTERNATIONAL TRADE AND CONNECTIVITY**  
Transportation Planning and Programming Division

