

# Border Transportation Planning

Facilitating Transportation and Mobility Across U.S. Borders



## Border Transportation Planning at FHWA

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

FHWA also facilitates the development and maintenance of the surface transportation systems along the U.S.–Canada and U.S.–Mexico border to address existing and anticipated demand for cross-border travel and trade while working with federal, state, regional, and local agencies, international partners, the private sector, and various stakeholders. The border transportation system includes Land Ports of Entry (LPOEs); highways, interstates, roads, bridges, and the rail leading to and at the LPOEs; and transit, pedestrian, and bicycle facilities leading to and from the LPOEs.

An effective and efficient border transportation system is important for mobility, economic competitiveness, and quality of life.



Image credit: Volpe (Robert Slack) and 123rf.com (mg7 and gibsonff)

### Focus on the U.S. Borders

Along the U.S.–Canada and U.S.–Mexico borders, planning efforts include:

#### Coordination



Coordination and communication between Federal, state, regional, and local agencies, international transportation partners in **Canada and Mexico**, the private sector, and other various stakeholders about border transportation priorities and issues.

#### Policy, Plans, and Programs



Policy, plans, and programs that reflect the border transportation needs of the United States and **promote multimodal solutions** for moving people and freight.

#### Projects



Projects that **reduce congestion and improve the flow of people and goods** across the border. FHWA provides stewardship and oversight to ensure that

border related transportation projects are properly planned, designed, constructed, operated, and maintained.

#### Research



Research on **technologies** for improving border wait times, encouraging border master planning, strategies for reducing emissions, ways to collect border transportation data, and other focus areas.

### FHWA Coordination Spotlight:

#### U.S.–Canada–Mexico Peer Exchange on Border Wait Times

In 2014, FHWA sponsored a tri-national workshop in Phoenix, AZ on border wait times in order to promote new approaches and tools for reducing traveler delays and congestion, improving management of border resources, and supporting economic development. The peer exchange helped stakeholders prioritize next steps to advance border wait time tools, information sharing, and holistic approaches to managing and reducing border wait times.

### FHWA Coordination Spotlight:

#### Scenario Planning for Future Freight and Passenger Flows Across U.S. Borders

FHWA, in cooperation with the Mexican Secretariat of Transportation and Communications and Transport Canada and, developed U.S.–Canada and U.S.–Mexico projections of future freight and passenger volumes over the next 30 years (2015–2045) from a North American framework and a regional border perspective. The data projections are displayed in a visualization tool compatible with the FHWA Office of Planning, Environment, and Realty GIS System (HEPGIS).

### For more information, contact:

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To learn more, visit: [www.fhwa.dot.gov/planning/border\\_planning](http://www.fhwa.dot.gov/planning/border_planning)

# U.S. Border Transportation: Facts and Figures

## Border Transportation Planning and the FAST Act

The Fixing America's Surface Transportation (FAST) Act allows border states to set aside funding specifically for border transportation projects. Under Section 1437 of the FAST Act, the governor of any state that shares a land border with Canada or Mexico can designate up to five percent of Surface Transportation Block Grant Program funds in each fiscal year for border infrastructure projects that were eligible under the former Coordinated Border Infrastructure Program Section 1303 of SAFETEA-LU.

## Did You Know?

- The U.S.–Canada border is **5,525 miles long**, and the U.S.–Mexico border is **1,933 miles long**.
- There are **166 active land ports of entry** between the U.S. and Canada and the U.S. and Mexico:
  - 119 along the U.S.–Canada border, in 11 U.S. states and eight Canadian provinces and territories.
  - 47 along the U.S.–Mexico border, in four U.S. states and six Mexican states.
- There are **37 rail crossings** between the U.S., Canada, and Mexico: 31 along the Northern border with Canada and six along the Southern border with Mexico.
- Approximately **115 million vehicles** crossed from Canada and Mexico into the U.S. in 2016,<sup>1</sup> including:



**102.9 million personal vehicles**  
carrying 190.5 million people



**8.9 million trucks**  
carrying 87 million tons of goods



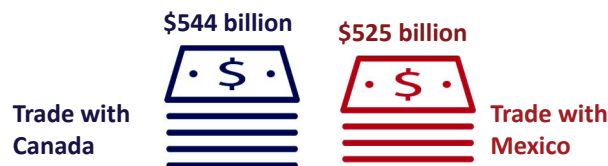
**269,000 buses**  
carrying 4.2 million people



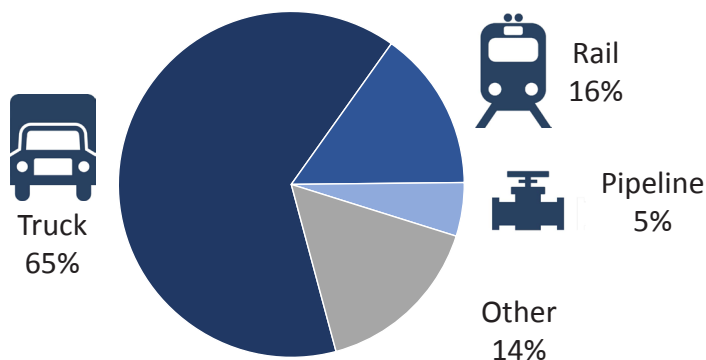
**42.6 million pedestrians**  
through land ports of entry

## Importance of Border Transportation Systems to the U.S. Economy

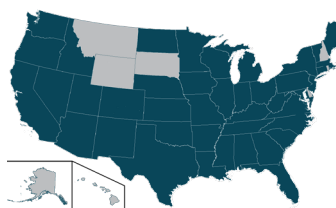
- Canada and Mexico are the U.S.'s largest export markets.<sup>2</sup> In 2016, trade with Canada and Mexico totaled **\$1.1 trillion**.<sup>1</sup>



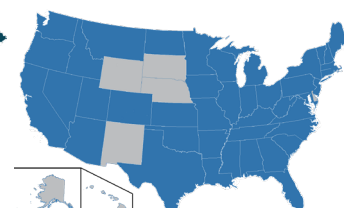
- By value, 86 percent of trade with Canada and Mexico in 2016 moved across the border by surface transportation modes: trucks, rail, or pipelines.<sup>1</sup>



- Trade with Canada and Mexico is not limited to their respective border states: In 2016, 42 states exported more than \$1 billion in goods to Canada and Mexico, and 43 states imported more than \$1 billion in goods from Canada and Mexico.<sup>1</sup>



**Exported more than \$1 billion to Canada and Mexico**  
*All but AK, DE, HI, MT, NH, RI, SD, WY*



**Imported more than \$1 billion from Canada and Mexico**  
*All but AK, DE, HI, NE, NM, SD, WY*

## Citations

1. Bureau of Transportation Statistics

2. U.S. Census Bureau



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