

WHAT IS THE BORDER TRANSPORTATION MASTER PLAN?

“The BTMP is a comprehensive, multimodal, long-range plan for the Texas-Mexico border region and identifies transportation issues, needs, challenges, opportunities, and strategies

for moving people and goods efficiently across the Texas-Mexico border, the border regions, and beyond. It outlines transportation policy, program, and project

strategies that support Texas-Mexico, state, regional, and local economic competitiveness.”

Texas Department of Transportation

WHY DOES IT MATTER?

The Texas-Mexico border is a key economic gateway in the United States. The region has grown significantly over the years with **97% employment growth between 1990 to 2019** (1.4 million new jobs).

In order to sustain the economic growth of the RGV, transportation challenges at the border must be addressed.

In 2019, border delays resulted in **\$68.3 million in economic productivity losses, reducing U.S. GDP by \$1.1 billion.**

If nothing is done between now and 2050, the negative impact of Texas-Mexico border delays on GDP could grow by **\$4.4 billion reducing U.S. GDP by \$75 billion.**

WHAT DOES IT MEAN FOR TEXAS?

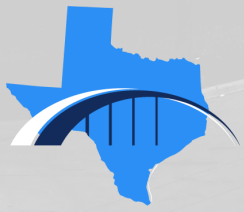
The US Project recommendations include 557 projects totaling \$32.7B across the U.S.

- 27 projects totaling \$2.1B are partially funded
- 352 projects totaling \$25.2B are unfunded

Many of these projects are in Texas. In Laredo, there are 112 projects at \$10.8B. 41 of these projects (at a cost of \$4.3B) are identified as high impact

In the **Rio Grande Valley**, there are 211 projects at \$11.7B. 77 of these projects (at a cost of \$3.3B) are identified as high impact.



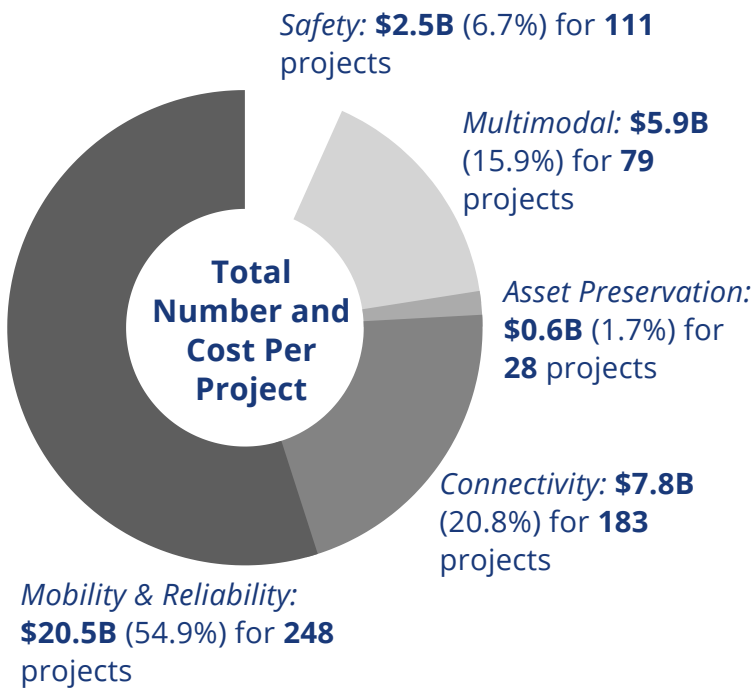


WHAT HAPPENS IF WE DO NOTHING?

If nothing is done between now and 2050, the **negative impact** of Texas-Mexico border delays on GDP could **grow by a factor of more than 50!**

- **In 2019**, delays at the border resulted in **\$68.3M** in economic productivity losses, reducing U.S. GDP by **\$1.1B**.
- **In 2050**, border delays may result in an economic productivity loss of **\$4.4B**, reducing U.S. GDP by **\$75B**.

HOW MUCH DOES IT COST?



WHERE COULD THE MONEY COME FROM?

The BMTMP planning group recommends the use of **private investment and P3s** as one of the sustainable funding strategies needed to bring the plan to fruition: "Secure and expand innovative funding and financing sources such as public-private partnerships, tolling programs, tax credits and incentives, private-sector funding, and others."

Utilizing public-private partnerships for priority projects identified by TxDOT in Texas' metro areas – like Austin, Dallas, and Houston – would free up public funds for BTMP projects that would benefit the people and economy in South Texas, indeed all Texans.

WHAT IS THE INVEST TEXAS COUNCIL?

The Invest Texas Council is a policy-oriented collaborative of stakeholders founded to champion public-private partnerships (or "P3s") across economic sectors, and will advance policies – grounded in fundamental principles of good governance and sound economics – supporting private sector investment in infrastructure projects.

Invest Texas Council Advisory Committee Members: Chair: The Honorable Ron Simmons, Jeff Austin, III, The Honorable Kip Averitt, The Honorable Cindy Burkett, The Honorable Stefani Carter, Deirdre Delisi, Alan Hassenflu, Ned Holmes, Wes Hoskins, Johnny Johnson, The Honorable Bill Keffer, David Laney, Carlos Marin, Brandy Marty Marquez, Bill Meadows, Rolando Pablos, The Honorable Joe Pickett, Rene Ramirez, Carlos Rubinstein, The Honorable Florence Shapiro, Barry Smitherman, Jere Thompson, Fred Underwood

For information on becoming a council member, please visit www.investtexasCouncil.com