

# Texas-Mexico International Bridges and Border Crossings



## FREIGHT, INTERNATIONAL TRADE, AND CONNECTIVITY

*Transportation Planning and Programming Division*



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# Executive Summary

Texas and Mexico share a long history that includes economic, cultural, and social relations. The economic relationship has evolved from the rural, missionary agriculture of the late 1600s to the manufacture of automobiles, jet aircraft, and advanced electronics that exist today. Texas and Mexico share a common border that stretches 1,255 miles along the Rio Grande River. Although the Rio Grande River creates a natural barrier to trade, structures were built to facilitate the movement of people and goods. This document provides an inventory of those structures. The Texas-Mexico International Bridges and Border Crossings book highlights each border crossing from west-to-east, dividing the border into the three regions (El Paso, Laredo, and the Rio Grande Valley). Information about border crossing activity is provided at the regional level, as well as by individual border crossing. All statistics in this report show northbound crossings between 2008 and 2018; which were the most recent years the data were available.

## Texas-Mexico International Bridges and Border Crossings

Texas's border infrastructure is an asset to both the U.S. and Mexican economies. There are 28 ports-of-entry (POE) along the Texas-Mexico border, 15 of which serve both commercial and privately-owned vehicles (POVs). Of the 28 POEs, only one exclusively serves commercial vehicles. Texas's and Mexico's international bridges and border crossings serve as a major gateway for all modes of transportation, facilitating the movement of goods and people. For the movement of people, these modes include privately owned vehicles (POVs), buses, pedestrians, and bicycles (reported with pedestrians). Commercial goods enter the United States through many modes: truck, train, pipeline, and marine vessel.

## Modal Access at Texas's Border Crossings

With the exception of the World Trade Bridge, each border crossing processes privately operated vehicles (POVs). Similarly, most border crossings allow pedestrian crossings, with a few exceptions: the Good Neighbor Bridge; the Lake Amistad Crossing; the Lake Falcon Dam Crossing; the Anzalduas International Bridge; and Donna International Bridge. With the exception of the Los Ebanos Ferry, any bridge along the Texas-Mexico border is capable of servicing bus crossings. The number of border crossings that processed cross-border buses declined from 18 in 2008 to 11 in 2018. Thirteen border crossings process commercial trucks, with one additional crossing (Tornillo-Guadalupe International Bridge) capable of serving commercial vehicles, but does not do so at present. There are currently five active rail crossings in Texas (two in El Paso, Eagle Pass, Laredo, and Brownsville) and one under construction (Presidio).

## Modal Activity at Texas's Border Crossings

Along the entire Texas-Mexico border, POVs were the predominant mode for crossing the Texas-Mexico border, and crossings were down 16.0 percent between 2008 and 2018. During the same period, pedestrian crossings increased by 5.8 percent, bus crossings were down 16.1 percent, and commercial truck crossings were up 34.5 percent. At the regional level, all regions and most bridges experienced a decline in the number of POV crossings between 2008 and 2018. Between 2012 and 2018, rail car crossings increased by 33.5 percent.

## **El Paso Region**

Located in the westernmost part of Texas, the El Paso region encompasses six counties: El Paso, Hudspeth, Culberson, Jeff Davis, Presidio, and Brewster. The El Paso region serves as a major U.S. gateway for the movement of people and goods between Texas and Mexico. Within the El Paso region, there are seven border crossings processing pedestrian and motorized vehicle traffic, as well as three rail border crossings.

The movement of people in the El Paso region declined across all modes between 2008 and 2018. The volume of northbound POV crossings declined by -1.9 percent, while northbound pedestrian traffic fell by 6.8 percent and northbound bus crossings dropped by 30.8 percent. POV traffic grew at most of the crossings. Similarly, pedestrian crossings saw an overall growth at most of the crossings. Bus traffic declined at crossings in El Paso, but increased at Presidio. Between 2010 and 2018, northbound commercial truck crossings in the El Paso region increased 7.1 percent, while northbound rail car crossings grew by approximately 112 percent, with empty rail cars making up a large majority of the crossings.

## **Laredo Region**

Located on the South Texas Plains, the Laredo Region encompasses eight counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, and Zavala. Within the Laredo region, there are eight border crossings processing pedestrian and vehicle traffic, five process commercial traffic, as well as three rail border crossings. The World Trade Bridge is one of eight border crossings in the Laredo region. Laredo's World Trade Bridge is the largest land port-of-entry in Texas, along the entire southern U.S. border, and the United States, overall.

The northbound movement of people in POVs declined by 14 percent from 2008 to 2018, in the Laredo Region. During the same period, northbound pedestrian and bus crossings increased by 17 percent and 1.7 percent, respectively. Most of the major border crossings had significantly lower number of northbound POV crossings in 2018 than they did in 2008. Overall there was a positive rate of growth in pedestrian crossings. There was strong growth in the movements of goods in the Laredo region. In addition, northbound commercial truck volumes increased by almost 50 percent between 2010 and 2018. Northbound rail traffic also grew significantly, increasing by 58.5 percent with most of the growth contributed by increased traffic on the Eagle Pass rail bridge.

## **Rio Grande Valley**

Located at the southernmost portion of Texas, the Rio Grande Valley region encompasses eight counties (Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata) four of which are on the border with Mexico. There are thirteen border crossings in the Rio Grande Valley region and all accommodate the crossing of privately owned vehicles. Nine of these border crossings also process pedestrians and six of the border crossings process commercial trucks.

The northbound movement of people using vehicles as their mode of transportation declined substantially in the Rio Grande Valley (RVG) region. Between 2010 and 2018, northbound crossings by POVs declined by 23.6 percent and northbound crossings by bus declined by more than 20 percent.

Northbound bus crossings declined at all facilities that processed buses. Northbound pedestrian crossings grew by 13.8 percent from 2008 to 2018 and increased at almost every border crossing. The northbound movement of goods experienced growth from 2008 to 2018, with northbound truck crossings increasing by 30.2 percent and northbound rail car crossings increasing by 112 percent. Northbound commercial truck traffic increased at all border crossings with commercial inspection facilities in the RGV region.

### **Future Border Crossings**

There are three proposed bridges along the Texas-Mexico border: the Port of Brownsville Bridge; the Mission International Bridge (near Mission, Texas), and the Laredo V International Bridge. The Port of Brownsville and Mission International Bridges have signed Presidential Permits, while the Laredo V International Bridge is still in the planning stages.

### **Inactive Crossings**

There are two, inactive border crossings along the Texas-Mexico border that could be re-opened in the future: the Roma International Suspension Bridge and the La Linda Bridge in West Texas.

### **Texas-Mexico International Bridges and Border Crossings Book**

This publication provides general information about each bridge and border crossing that connects Texas and the Mexican states of Tamaulipas, Nuevo León, Coahuila and Chihuahua. The Texas Department of Transportation (TxDOT) has four border districts (Pharr, Laredo, Odessa and El Paso), three (El Paso, Laredo, and Pharr) of which have or include border crossings. The Texas-Mexico International Bridges and Border Crossings book highlights each border crossing from west-to-east, dividing the border into the three regions (El Paso, Laredo, and the Rio Grande Valley). This book provides information at the border-wide level, followed by the regional level, as well as by individual crossing.

#### DISCLAIMER

**The Texas Department of Transportation's (TxDOT) Freight and International Trade Section has compiled the data contained in this publication from various government and private sources.** While we are most grateful for the information provided, the Texas Department of Transportation does not assume responsibility for the data. Readers should note we present the information as provided from the source. Trade Value data was obtained from the Bureau of Transportation Statistics and northbound crossing statistics was obtained from Customs and Border Protection. We have attempted to attribute the source for each entry. Every effort has been made to update all the information contained in the publication. However, some information may not have been updated due to lack of information from our sources.

# Introduction

Texas and Mexico share a long history that includes economic, cultural, and social relations. The economic relationship has evolved from the rural, missionary agriculture of the late 1600s to the manufacture of automobiles, jet aircraft, and advanced electronics that exist today. Texas and Mexico share a common border that stretches 1,255 miles along the Rio Grande River. Although the Rio Grande River creates a natural barrier to trade, structures were built to facilitate the movement of people and goods. This document provides an inventory of those structures. The Texas-Mexico International Bridges and Border Crossings book highlights each border crossing from west-to-east, dividing the border into the three regions (El Paso, Laredo, and the Rio Grande Valley). Information about border crossing activity is provided at the regional level, as well as by individual border crossing. All statistics in this report show northbound crossings between 2008 and 2018, which were the most recent years the data were available.

## Texas-Mexico International Bridges and Border Crossings

Texas's border infrastructure is an asset to both the U.S. and Mexican economies. There are 28 ports-of-entry (POEs) along the Texas-Mexico border, 15 of which serve both commercial and privately-owned vehicles (POVs). Of the 28 POEs, only one exclusively serves commercial vehicles. Two POEs were built on top of dams and one is a hand-drawn ferry. Not included among the 28 crossings are two closed bridges: the La Linda Bridge and the Roma International Suspension Bridge. In addition to the roadway infrastructure that links Texas and Mexico, there are also six rail-only crossings. The six rail-only crossing profiles are not included in this publication. These rail bridges are located in Brownsville, Laredo, Eagle Pass, Presidio (under development), and El Paso (two crossings). *Figure 1. Current Border Crossings along the Texas-Mexico Border* is a map that shows the locations of each border crossing along the Texas-Mexico border.

In addition to the existing POEs, there are two proposed bridges along the Texas-Mexico border, the Port of Brownsville and the Mission International Bridge both are listed in Appendix I: Proposed Bridges. Both bridges have received Presidential Permits and can be constructed when the project sponsor, their Mexican partner, and the Mexico's federal government choose to move forward.

# Texas-Mexico International Bridges and Border Crossings

2018

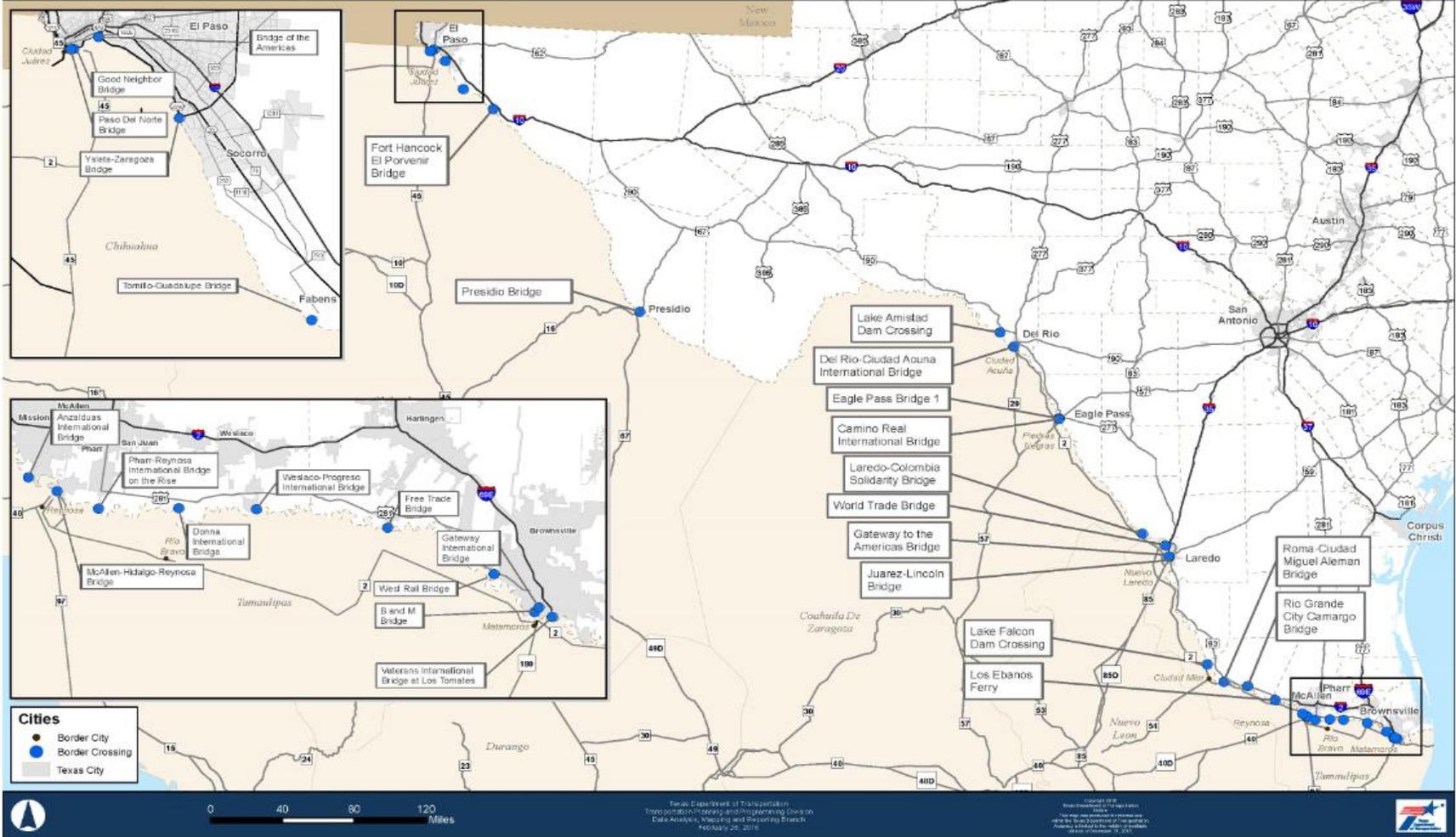
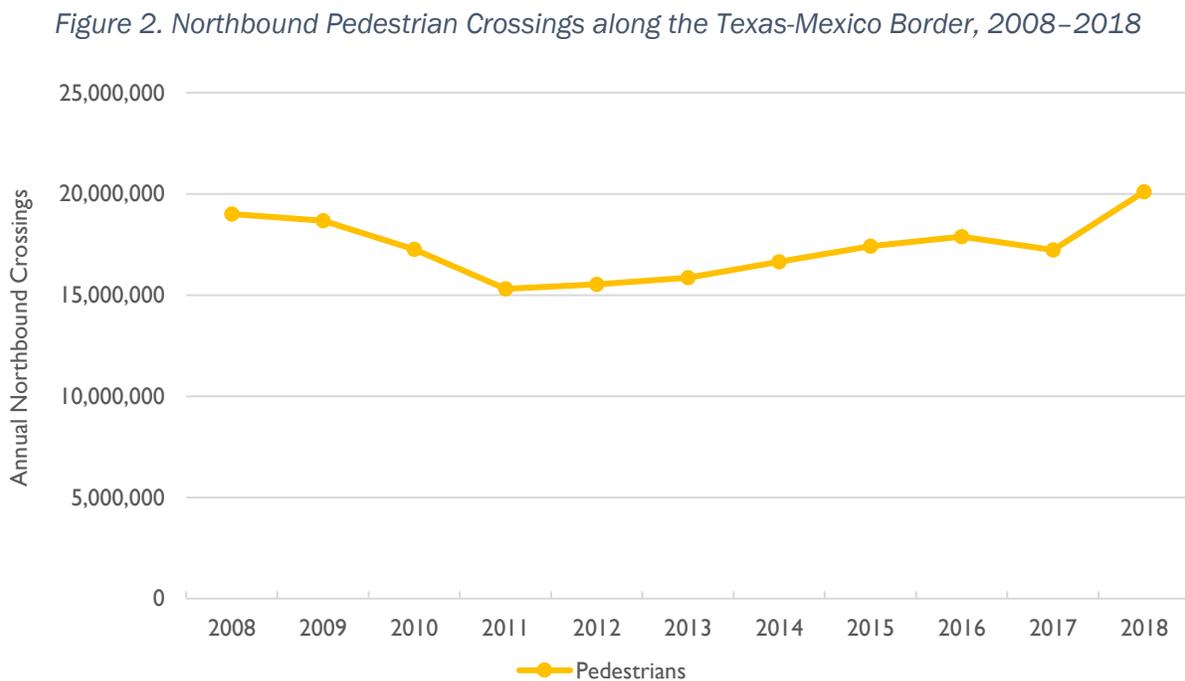


Figure 1. Current Border Crossings along the Texas-Mexico Border

## Movement of People along the Texas-Mexico Border

Texas's and Mexico's international bridges and border crossings serve as a major gateway for all modes of transportation to move people and goods. For the movement of people, these modes include privately owned vehicles (POVs), buses, pedestrians and bicycles. While pedestrians and bicyclists may pay different tolls, for reporting purposes they are counted together.

*Figure 2. Northbound Pedestrian Crossings along the Texas-Mexico Border, 2008–2018* shows northbound pedestrian crossings along the entire Texas-Mexico border from 2008 to 2018. Northbound pedestrian crossings were at their highest level in 2018, at 20.1 million crossings, and fell to their lowest level in 2011, with 15.3 million crossings. Along the entire Texas-Mexico border, northbound pedestrian crossings increased by 5.8 percent between 2008 and 2018.

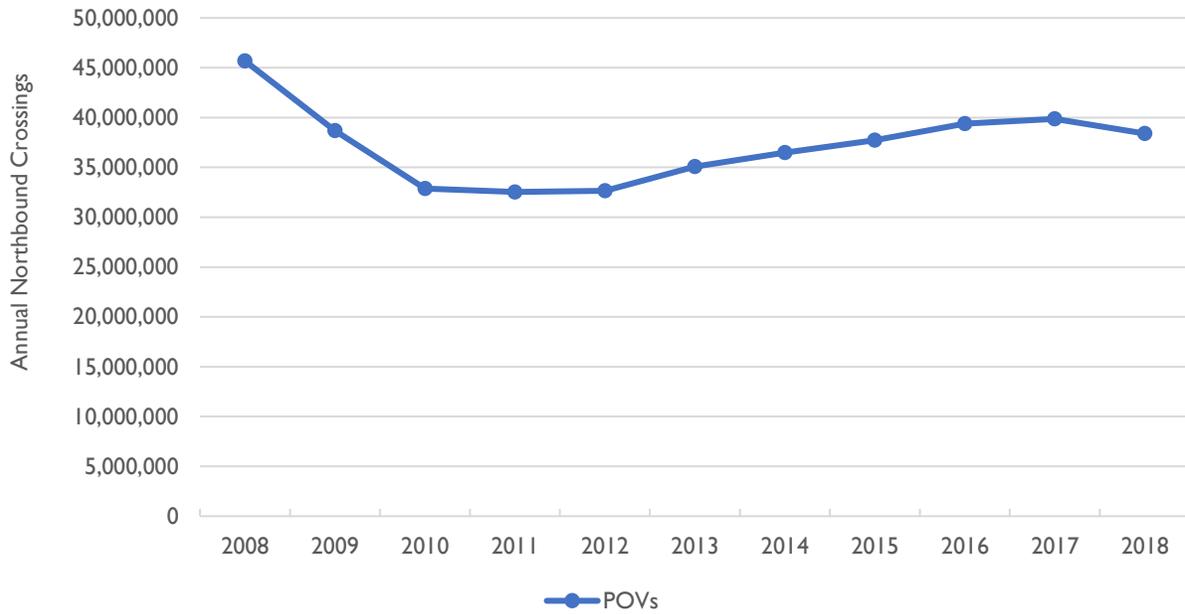


Note: Pedestrian counts also includes bicyclists.

Source: U.S. Customs of Border Protection, 2019.

*Figure 3. Northbound POV Crossings along the Texas-Mexico Border, 2008-2018* illustrates there were 45.6 million northbound POV crossings along the entire the Texas-Mexico border in 2008, which fell significantly through 2011, to 32.5 million northbound crossings. POV crossings increased slowly through 2017, before declining again in 2018 when they totalled almost 38.4 million northbound POV crossings. The overall change between 2008 and 2018 was a decline of 16 percent.

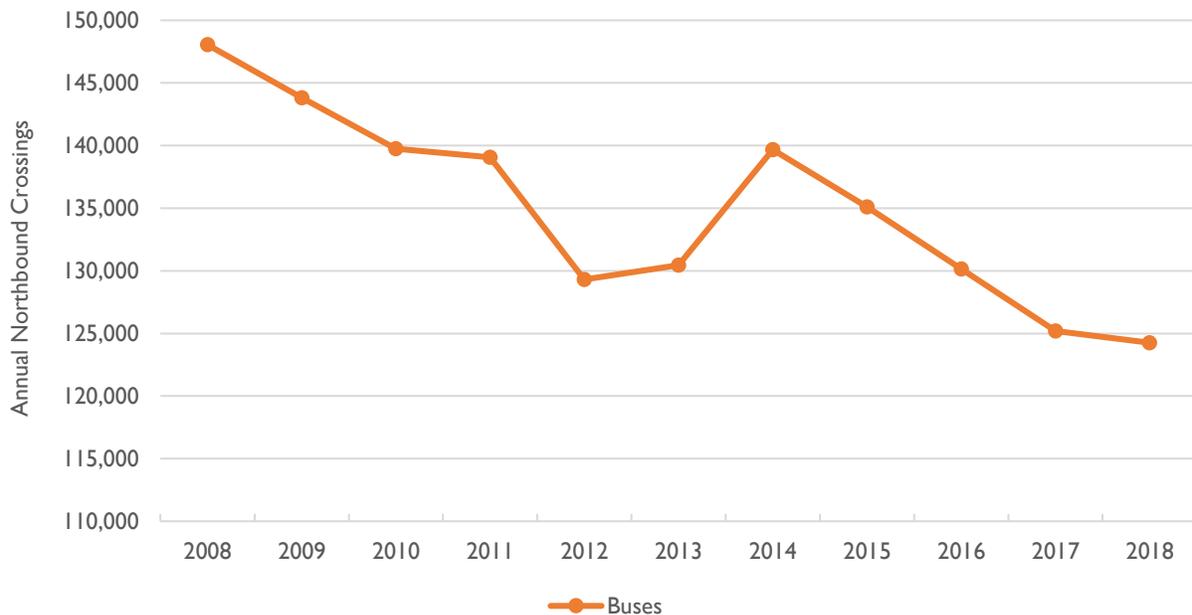
Figure 3. Northbound POV Crossings along the Texas-Mexico Border, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 4. Northbound Bus Crossings along the Texas-Mexico Border, 2008 - 2018 shows that in 2008, 148,050 northbound buses crossed into Texas from Mexico along the entire border region. This number fell sharply to 129,316 crossings in 2012 and there have been further declines during most of the years that have followed. In 2018, there were 124,258 northbound bus crossings, which was a 16 percent decline from the northbound bus crossings in 2008.

Figure 4. Northbound Bus Crossings along the Texas-Mexico Border, 2008 - 2018

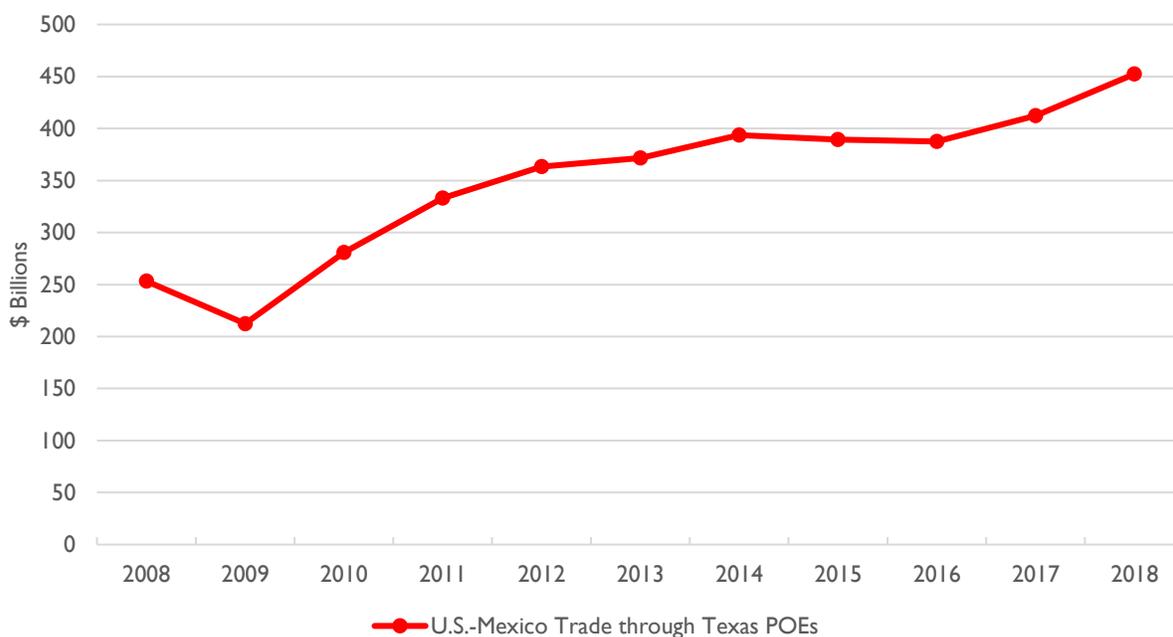


Source: U.S. Bureau of Transportation Statistics, 2019.

## Movement of Goods along the Texas-Mexico Border

Texas's strong economy and strategic location make it a leader in trade with Mexico, as well as providing a gateway for international trade for the nation. Texas ranks first among U.S. states trading with Mexico, with 33 percent of the total truck and rail trade. In 2018, Texas traded approximately \$187.5 billion of goods with Mexico. Texas's trade with Mexico is almost three times the value of its trade with China, the state's second largest trading partner.<sup>1</sup> The continuous growth of the trade relationship between Texas and Mexico highlights the strategic importance of the 28 bridges and border crossings located along the border, not only for Texas, but also for the entire nation. The total volume of trade processed at Texas border crossings during 2018, which includes trade with origins or destinations in other states, was approximately \$452 billion, which more than doubled in value from 2009 as shown in *Figure 5. Value of U.S.-Mexico Trade Processed at Texas Ports-of-Entry*. Commercial goods enter the U.S. through many modes, including truck, train, pipeline, and marine vessel. Texas's border crossings with Mexico are one of the state's most strategic assets, propelling it as an economic leader in the national and global trade. The commercial ports-of-entry (POEs) in the El Paso, Laredo, and RGV regions are vital to the Texas economy retaining that role.

*Figure 5. Value of U.S.-Mexico Trade Processed at Texas Ports-of-Entry*

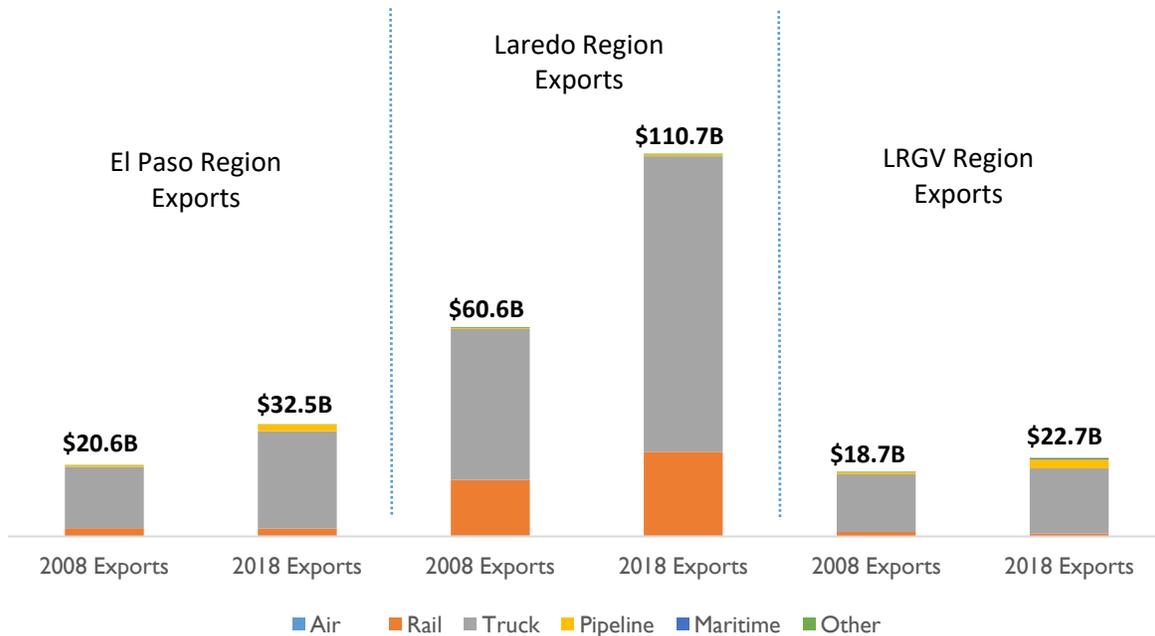


Source: Bureau of Transportation Statistics, 2019

<sup>1</sup> Based on data from the U.S. Census Bureau, Economic Indicators Division

Figure 6. U.S.-Mexico Trade: Export Region and Mode, 2008 vs. 2018 shows the value of U.S.-Mexico export trade by region and mode of transport. In 2018, the largest share of export trade crossed the Texas-Mexico border in the Laredo region and was valued at \$110.7 billion, almost doubling from 2008. Export trade was valued at \$32.5 billion in the El Paso region and \$22.7 billion in the RGV region. Commercial trucks were the dominant mode for the movement of exports and the rail and pipeline modes have taken on a more important role.

Figure 6. U.S.-Mexico Trade: Export Region and Mode, 2008 vs. 2018

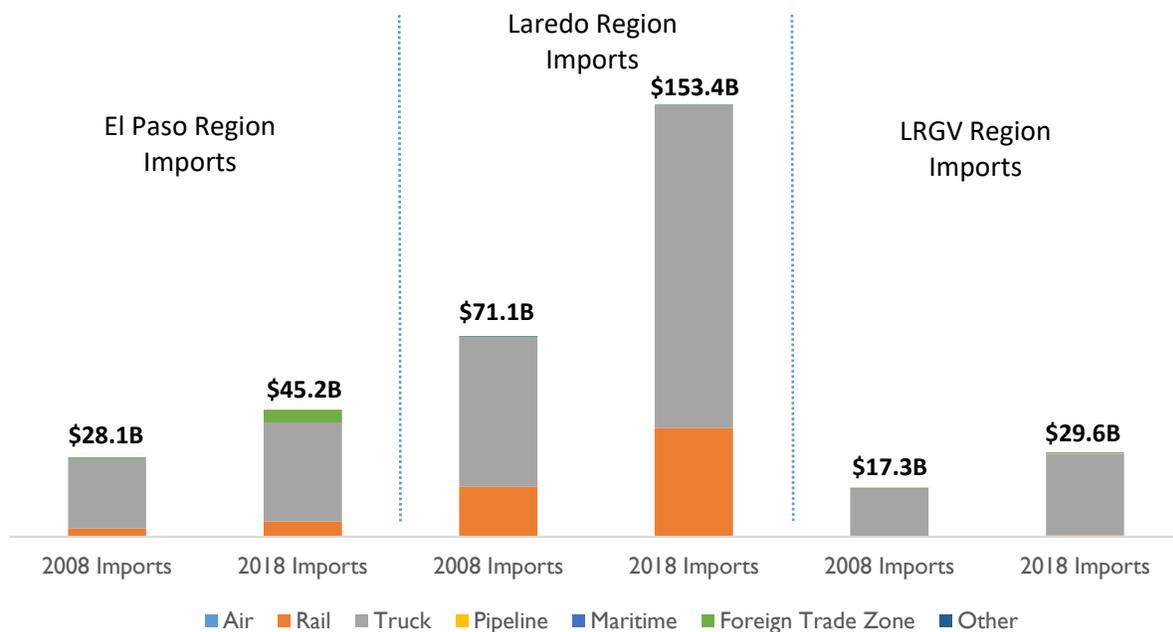


**Note:** Goods categorized as “other” include: flyaway aircraft or aircraft moving under their own power (i.e., aircraft moving from the aircraft manufacturer to a customer and not carrying any freight), powerhouse (electricity); vessels moving under their own power; pedestrians carrying freight; unknown; and miscellaneous other.”

Source: U.S. Bureau of Transportation Statistics, 2019

Figure 7. U.S.-Mexico Trade: Import Region and Mode, 2008 vs. 2018 show the value of U.S.-Mexico imports by region and by the mode of transport. In 2018, the largest share of import trade crossed the Texas-Mexico border in the Laredo region and was valued at \$153.5 billion, more than doubling from 2008. Import trade was valued at \$45.2 billion in the El Paso region and \$29.6 billion in the RGV region. Commercial trucks were the dominant mode for the movement in all regions, but rail has been growing in importance, especially in the Laredo region.

Figure 7. U.S.-Mexico Trade: Import Region and Mode, 2008 vs. 2018

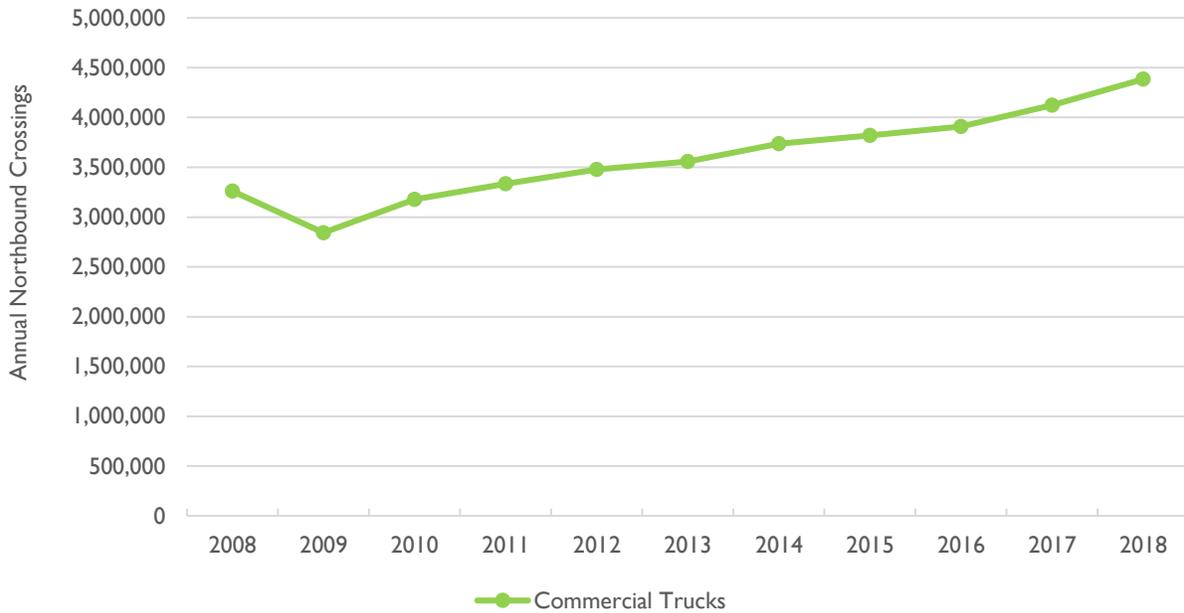


Source: Bureau of Transportation Statistics, 2019

**Northbound Cross-Border Movement of Goods by Truck along the Texas-Mexico Border**

Figure 8. *Northbound Truck Crossings along the Texas-Mexico Border, 2008–2018*, shows that in 2008 there were 3,260,221 northbound commercial truck crossings along the entire Texas-Mexico border. While most trucks crossings carry loaded trailers, a sizable number of trucks carry empty trailers or bobtail (i.e. carry no trailer at all). The fewest northbound truck crossings occurred in 2009, with 2.8 million crossings. During most subsequent years, truck crossings continued to grow and in 2018, there were almost 4.4 million northbound crossings. Between 2008 and 2018, the number of northbound commercial truck crossings increased by 34.5 percent.

Figure 8. Northbound Truck Crossings along the Texas-Mexico Border, 2008–2018

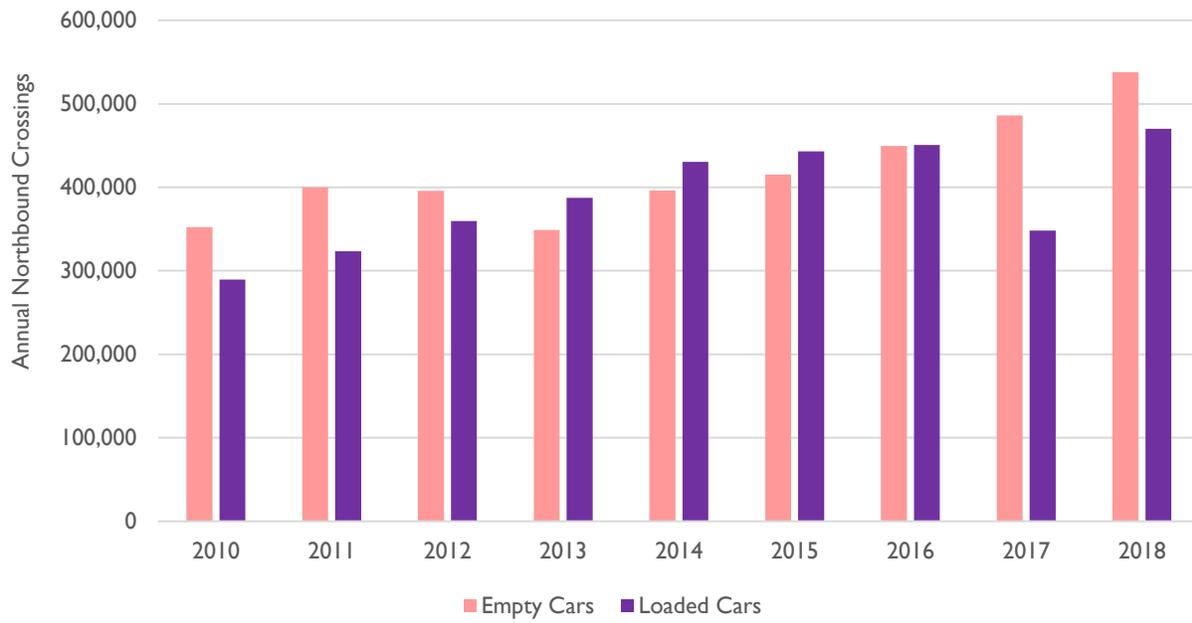


Source: Bureau of Transportation Statistics, 2019

### Northbound Cross-Border Movement of Goods by Rail along the Texas-Mexico Border

Cross-border rail movements along the Texas-Mexico border have grown significantly since the 2010, as shown in *Figure 9. Northbound Loaded and Empty Rail Car Crossings along the Texas-Mexico Border, 2010-2018*. In 2010, cross-border, northbound rail car volume along the Texas-Mexico border was 641,780 cars. There was a sizeable drop in loaded cars during 2017, which primarily occurred at the Laredo rail crossing. Volumes rebounded in 2018, when there were 1,008,337 northbound rail crossings or an increase of 57.1 percent. During this period, the volumes of both loaded and empty rail cars increased, but the majority of northbound rail cars were empty in 2018.

Figure 9. Northbound Loaded and Empty Rail Car Crossings along the Texas-Mexico Border, 2010-2018



Source: U.S. Customs and Border Protection, 2019

# El Paso Region

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Located in the westernmost part of Texas, the El Paso region encompasses six counties: El Paso, Hudspeth, Culberson, Jeff Davis, Presidio, and Brewster. The El Paso region serves as a major U.S. gateway for the movement of people and goods between Texas and Mexico. Within the El Paso region, there are seven border crossings processing pedestrian and motorized vehicle traffic, as well as three rail border crossings.

## Introduction

Located in the westernmost part of Texas, the El Paso region includes seven border crossings. The city of El Paso and its surroundings are the primary urbanized area along the Texas-Mexico border. The El Paso-Ciudad Juárez region's 2.5 million residents (along with longer-distance travellers) induce significant cross-border passenger travel. These commuters generate heavy use of the region's bridges, crossing in privately owned vehicles (POVs), in passenger buses, on bicycles, or as pedestrians. In more remote locations, smaller border crossings serve more localized pedestrian, POV, and commercial truck movements. In 2018, \$70.4 billion of U.S.-Mexico trade crossed the border within the El Paso region. The region's strategic role in U.S.-Mexico trade is enabled by its commercial border crossings that facilitate goods movement by truck and rail.

POVs use all seven of the El Paso region's border crossings and pedestrians utilize six of them (see *Table 1: Modes of Transportation Processed at Texas-Mexico Border Crossings in the El Paso Region, 2018* and *Figure 10. Border Crossings in the El Paso Region*). Historically, buses have crossed at four locations but, in 2018, they only crossed at three locations. Similarly, commercial trucks once crossed at four locations, but now only cross at three. There are three rail bridges in the El Paso region. Near the Paso del Norte and Good Neighbor Bridges in central El Paso, the BNSF and Union Pacific Railroads each have a rail border crossing. In Presidio, the South Orient Railroad has a rail border crossing that was destroyed by fire in 2008, but is currently in the process of being replaced.

The El Paso region encompasses the following border crossings from west-to-east:

1. BNSF Railroad Rail Bridge
2. Paso del Norte Bridge
3. Union Pacific Railroad Rail Bridge
4. Good Neighbor Bridge
5. Bridge of the Americas
6. Ysleta-Zaragoza Bridge
7. Tornillo-Guadalupe International Bridge
8. Fort Hancock-El Porvenir Bridge
9. Presidio Bridge
10. South Orient Railroad Rail Bridge

Table 1: Modes of Transportation Processed at Texas-Mexico Border Crossings in the El Paso Region, 2018

Border Crossing	POV	Pedestrian	Bus	Commercial Truck	Rail
<b>El Paso Region</b>	●	●	●	●	●
BNSF Railroad Rail Bridge					●
Paso del Norte Bridge	●	●	●		
Union Pacific Railroad Rail Bridge					●
Good Neighbor Bridge	●				
Bridge of the Americas	●	●	●	●	
Ysleta-Zaragoza Bridge	●	●	●	●	
Tornillo-Guadalupe International Bridge	●	●		●	
Fort Hancock-El Porvenir Bridge	●	●			
Presidio Bridge	●	●	●	●	
South Orient Railroad Rail Bridge					●

Note: Red circles signify POE historically processed mode, but had no crossings by this mode in 2018

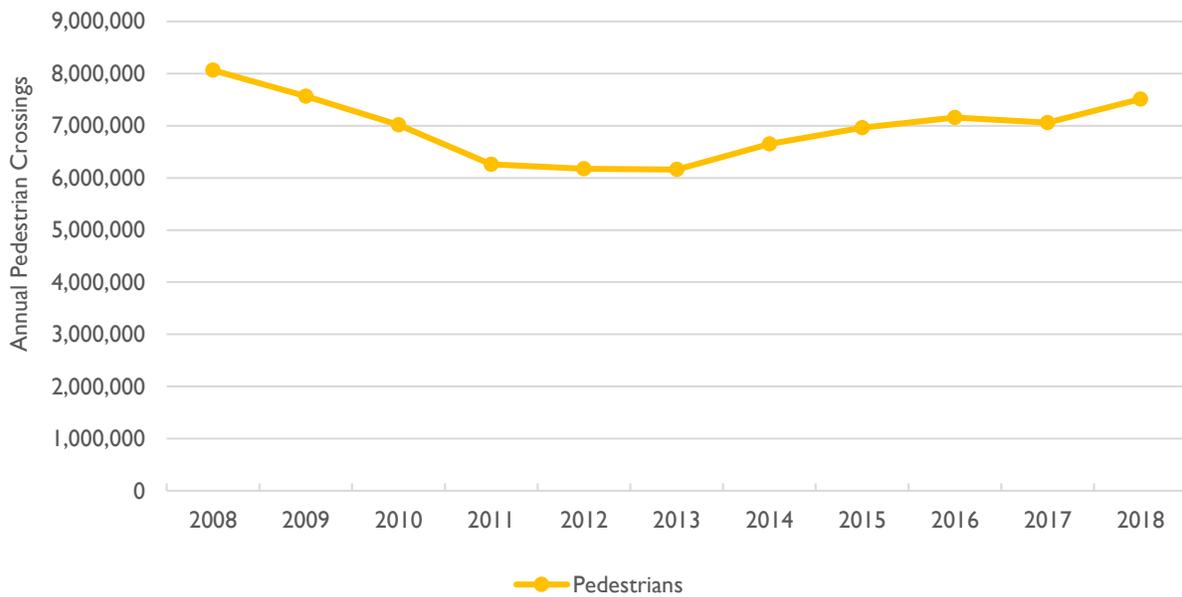
Figure 10. Border Crossings in the El Paso Region



### Cross-Border Movement of People in the El Paso Region

Northbound pedestrian crossings in the El Paso region peaked in 2008 with more than 8.0 million crossings as shown in *Figure 11. Northbound Pedestrian Crossings in the El Paso Region, 2008 – 2018*. During the years following 2008, annual pedestrian crossings began to decline, reaching their lowest level in 2013, with 6.1 million pedestrian crossings. From 2013 to 2018, northbound pedestrian traffic increased during most years and reached 7.5 million crossings in 2018. In 2018, there were approximately 550,000 fewer northbound pedestrian crossings than in 2008.

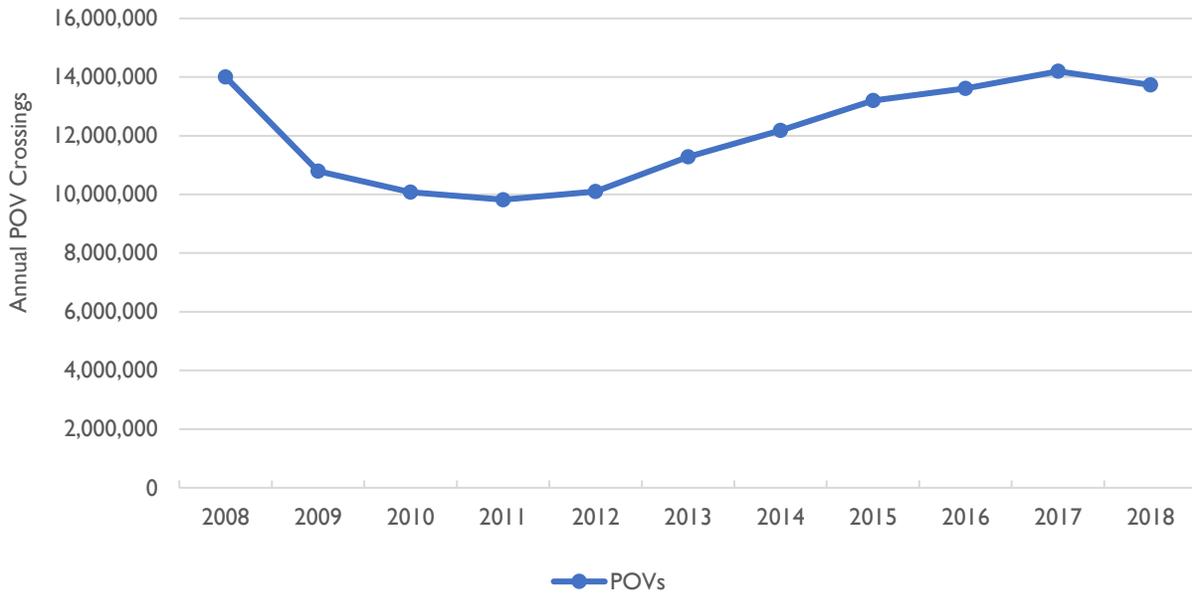
Figure 11. Northbound Pedestrian Crossings in the El Paso Region, 2008 – 2018



Source: U.S. Customs and Border Protection, 2019.

POVs were the dominant transport mode for cross-border travel in the El Paso region between 2008 and 2018. In 2008, there were 14.0 million northbound POV crossings, which fell to 9.8 million crossings in 2011, as shown in *Figure 12. Northbound POV Crossings in the El Paso Region, 2008-2018*. Annual POV crossings began to rise again in 2013 and continued to grow until 2017, reaching almost 14.2 million crossings, before declining again to 13.7 million crossings in 2018. In 2018, there were approximately 270,000 fewer northbound POV crossings in the El Paso region than occurred in 2008.

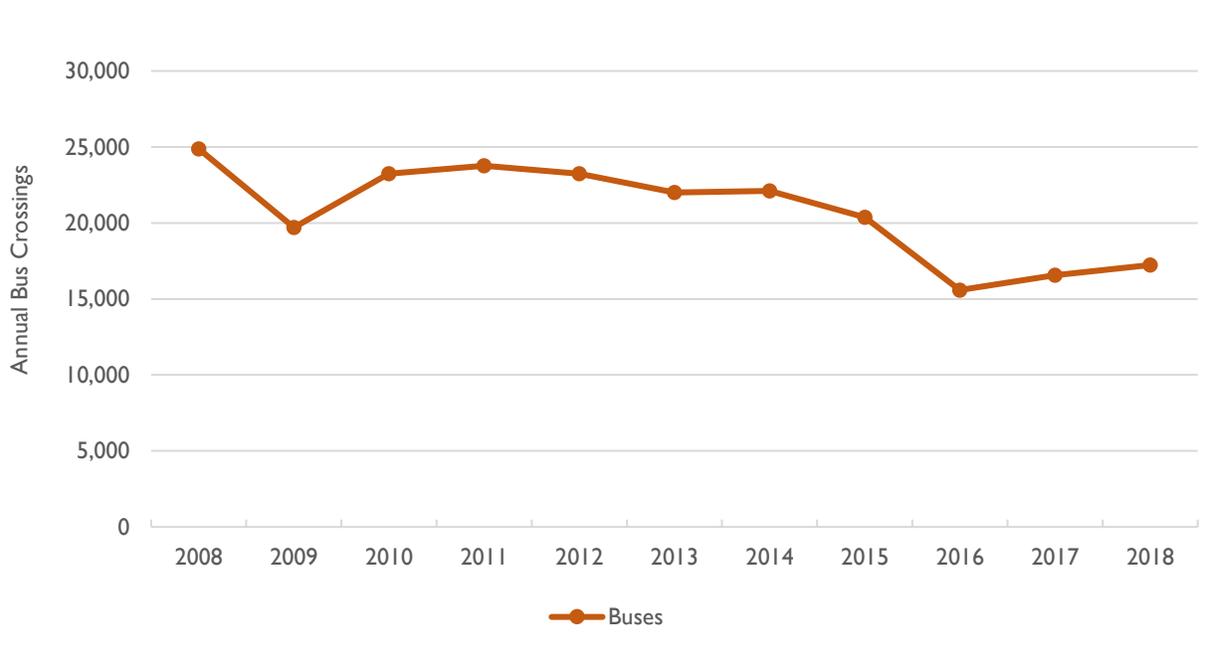
Figure 12. Northbound POV Crossings in the El Paso Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

The annual number of bus crossings in the El Paso region has fluctuated from year to year, but the overall trend has also been downward, as can be seen in *Figure 13. Northbound Bus Crossings in the El Paso Region, 2008-2018*. The highest volume of northbound bus crossings occurred in 2008, when there were 24,880 crossings. They dropped sharply in 2009, partially recovered in 2010 and 2011, and then began to decline again through 2016, when they reached a low point of 15,588 crossings or a 37 percent decline from 2008. Northbound bus crossings grew modestly during 2017 and 2018, reaching 17,223 crossings in 2018.

Figure 13. Northbound Bus Crossings in the El Paso Region, 2008-2018

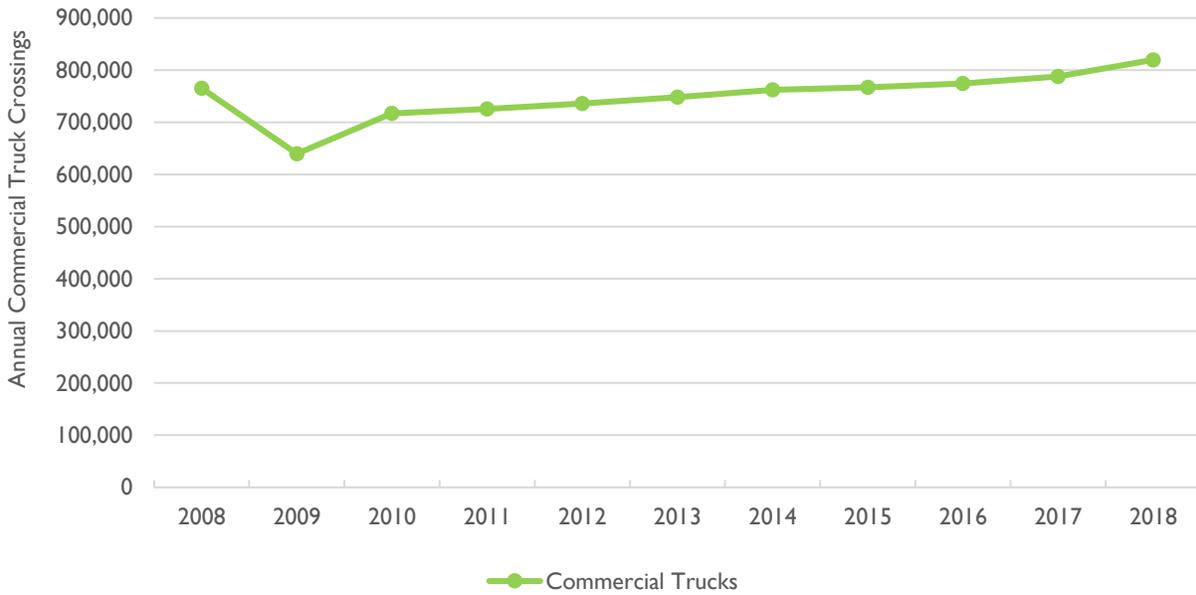


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods in the El Paso Region

In 2008, there were 765,053 northbound commercial truck crossings in the El Paso region, which dropped to 639,718 crossings in 2009 or a reduction of 16.4 percent, as shown in *Figure 14. Northbound Truck Crossings in the El Paso Region, 2008-2018.* Truck volumes rebounded in 2010, as the economy began to improve which led to a constant growth. Crossing volumes surpassed 2008 levels again in 2015. Annual northbound truck crossings continued to increase from 2015 through 2018 (when they reached almost 820,000 crossings) and the overall growth from 2008 to 2018 was 7.1 percent.

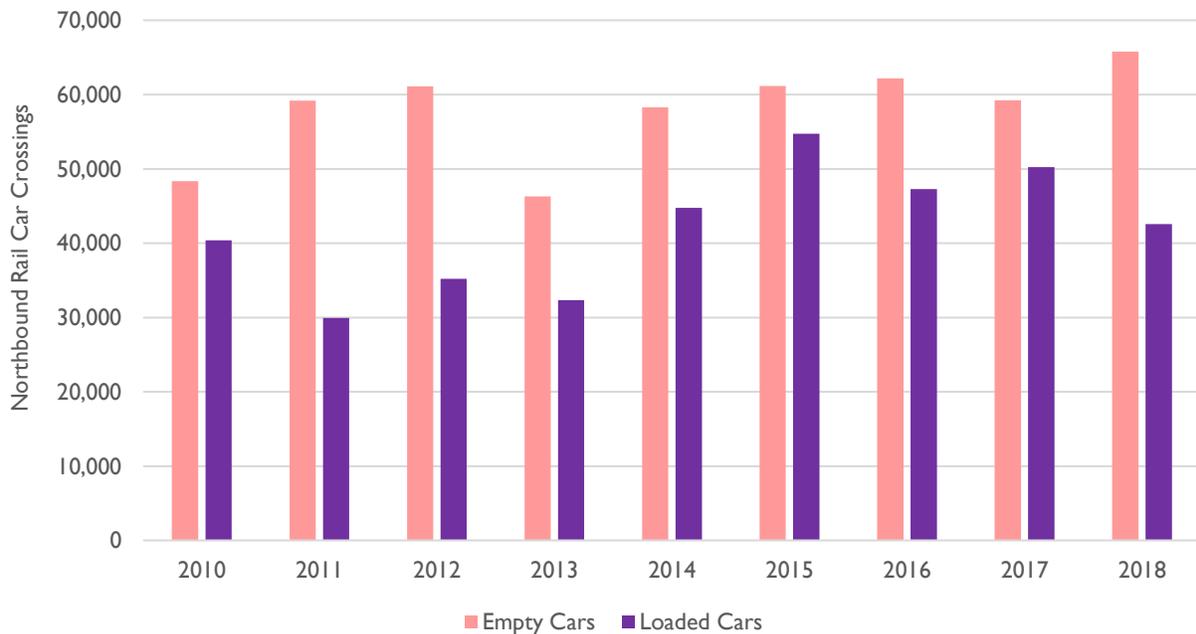
Figure 14. Northbound Truck Crossings in the El Paso Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

As shown in Figure 15. Northbound Loaded and Empty Rail Car Crossings in the El Paso Region, 2010-2018, Northbound rail car crossings in the El Paso region increased by 22.1 percent between 2010 and 2018, from 88,742 rail cars to 108,376 cars, respectively. Rail car volumes dipped to 78,637 cars in 2013 and later peaked at 115,893 northbound rail car crossings in 2015.

Figure 15. Northbound Loaded and Empty Rail Car Crossings in the El Paso Region, 2010-2018



**Between 2008 and 2018:**

- There were 7.5 million annual northbound pedestrian crossings during 2018, which was a 7 percent decline from 2008 crossings.
- Total northbound POV crossings declined by 2 percent from 2008 levels.
- Annual northbound bus crossings declined by 31 percent and totalled 17,223 crossings in 2018.
- 2018 was a record year for commercial truck crossings and represents a 7.1 percent increase from 2008.
- *Table 2: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the El Paso Region, 2008-2018* summarizes the percent change in traffic volume at each border crossing in the El Paso region by mode.

*Table 2: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the El Paso Region, 2008-2018*

PORT-OF-ENTRY	POV	Pedestrian	Bus	Commercial Truck
<b>TOTAL TEXAS-MEXICO BORDER</b>	<b>-16.1%</b>	<b>5.8%</b>	<b>-16.1%</b>	<b>34.5%</b>
<b>El Paso Region</b>	<b>-1.9%</b>	<b>-6.8%</b>	<b>-30.8%</b>	<b>7.1%</b>
Paso del Norte Bridge	35%	-27%	-8%	
Good Neighbor Bridge	<1%			
Bridge of the Americas	-40%	58%	-52%	-35%
Ysleta-Zaragoza Bridge	33%	44%	***	57%
Tornillo-Guadalupe International Bridge	42%*	18%*		***
Fort Hancock-El Porvenir Bridge	-31%	30%		
Presidio Bridge	6%	655%	753%	42%

\* Less than 10 years of data

\*\* Crossings by this mode only in 2018

\*\*\* No crossings by this mode in 2018

Note: Green shading denotes growth of more than 5%; yellow shading denotes +5% to -5% growth; and red shading denotes negative growth greater than -5%.

Between 2010 and 2018, northbound rail crossings in the El Paso region increased by 22.1 percent.

# Paso del Norte Bridge



The Paso del Norte Bridge is a four-lane facility, dedicated to northbound POVs and other non-commercial traffic, as well as bi-directional pedestrian traffic. The bridge is 982 feet in length and connects downtown El Paso with central Ciudad Juárez.

## 2018 Northbound Crossings

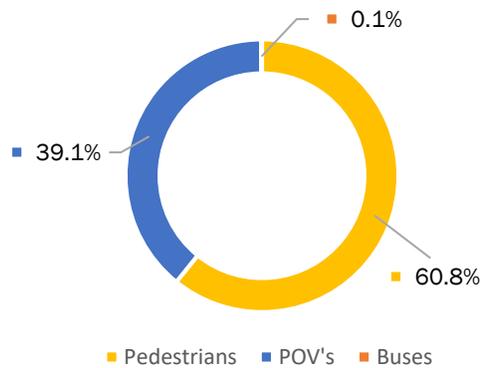
  
4,531,236

  
2,918,772

  
8,739

The U.S. side of the bridge is owned by the City of El Paso and the entire facility operates on a 24-hour, seven-day a week schedule. All southbound pedestrian and vehicular crossings on the Paso del Norte Bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Paso del Norte Bridge

2018



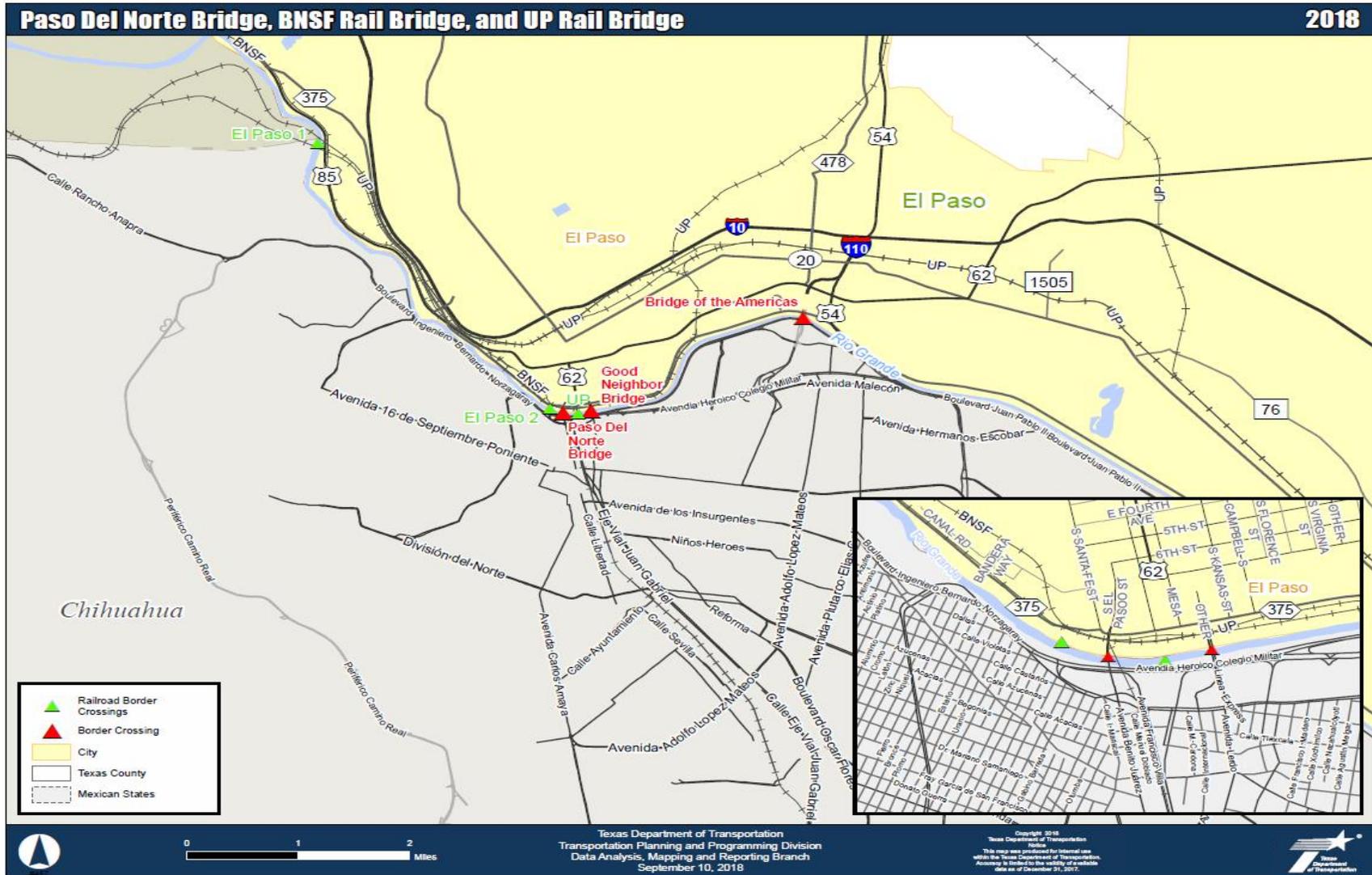


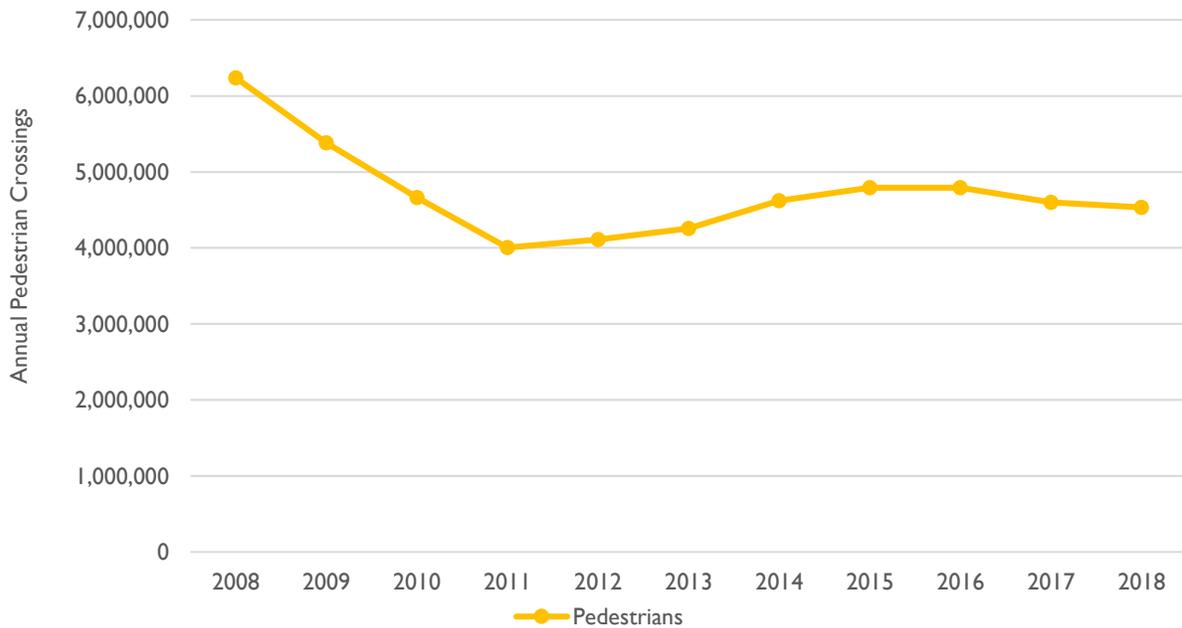
Figure 16. Location of the Paso del Norte Bridge

## Paso del Norte Bridge Crossing Trends

### Cross-Border Movement of People on the Paso del Norte Bridge

Among the three modes of passenger transport that use the Paso del Norte Bridge (POVs, buses, and pedestrians), pedestrians were the dominant mode with 4.5 million crossings in 2018. *Figure 17. Northbound Pedestrian Crossings at the Paso del Norte Bridge, 2008 -2018* shows the annual volume of northbound pedestrian crossings at the Paso del Norte Bridge between 2008 and 2018. From 2008 to 2011, pedestrian crossings fell from 6.2 million to 4.0 million annually or a decrease of 35.9 percent. After 2011, pedestrian traffic began a slow recovery followed by a modest decline since 2016, and there were approximately 4.5 million northbound crossings in 2018.

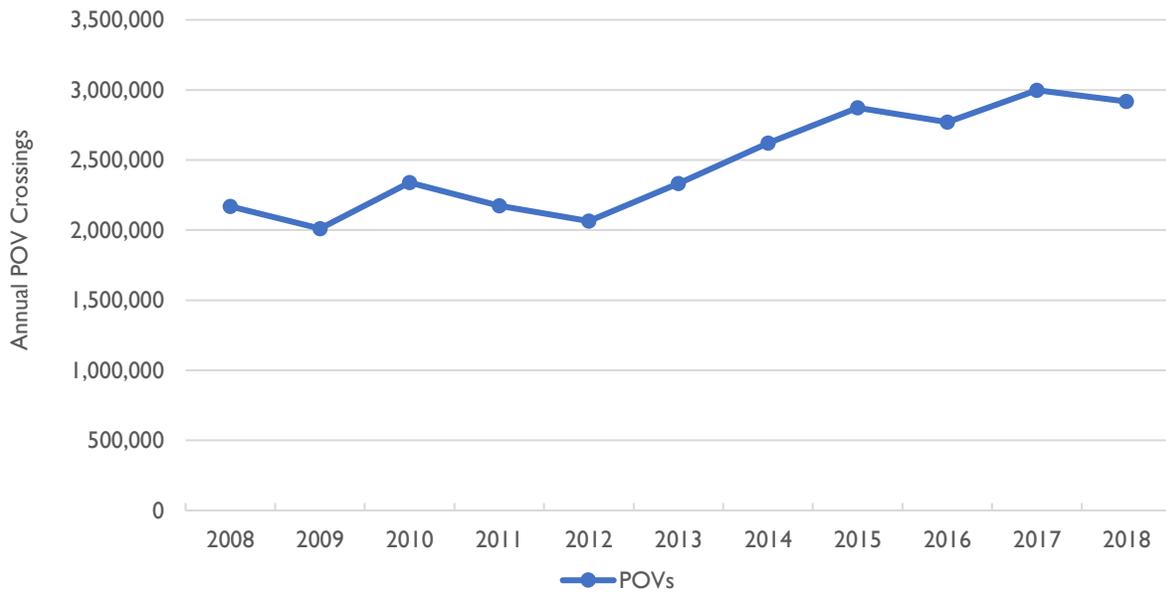
*Figure 17. Northbound Pedestrian Crossings at the Paso del Norte Bridge, 2008 -2018*



Source: U.S. Customs and Border Protection, 2019.

As shown in *Figure 18. Northbound POVs Crossings at the Paso del Norte Bridge, 2008 - 2018*, the number of POVs crossing the Paso del Norte Bridge increased substantially between 2008 and 2018, growing from almost 2.2 million crossings in 2008 to 2.9 million crossings in 2018.

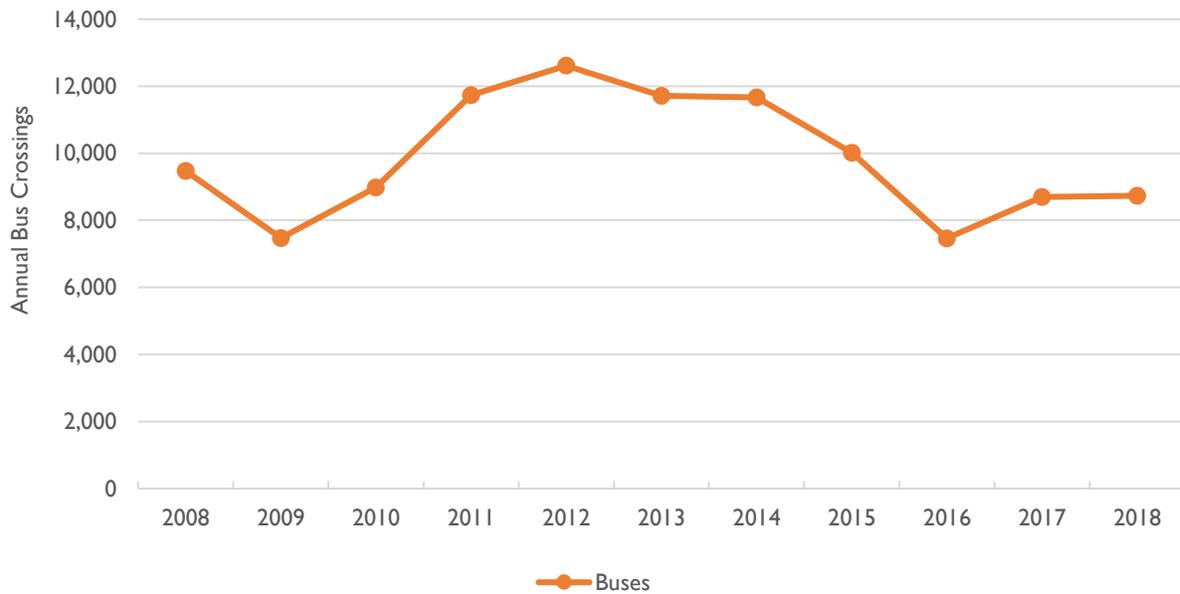
Figure 18. Northbound POVs Crossings at the Paso del Norte Bridge, 2008 - 2018



Source: U.S. Customs and Border Protection, 2019.

Northbound bus crossings at the Paso del Norte Bridge fluctuated between 2008 and 2018, falling from almost 9,500 in 2008 to 7,474 crossings in 2009, before rebounding to a peak of 12,613 crossings in 2012, as shown in *Figure 19. Northbound Bus Crossings at the Paso del Norte Bridge, 2008-2018*. In the subsequent years, volumes began to drift downward again to 8,738 northbound bus crossings in 2018.

Figure 19. Northbound Bus Crossings at the Paso del Norte Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- Northbound pedestrian crossings declined by 27 percent, equivalent to a decrease of 1,707,545 annual crossings from 2008.
- Northbound POV crossings increased by almost 35 percent or an increase of almost 750,000 additional crossings in 2018.
- Bus crossings declined by almost 8 percent, equivalent to 736 fewer annual crossings.

## Paso del Norte Bridge Facts

### LOCAL NAMES

- Paso del Norte Bridge
- Santa Fe Street Bridge
- Puente Benito Juárez
- Puente Paso del Norte
- Puente Juárez-Santa Fe

### LOCATION:

**U.S. City:** El Paso  
**Mexican City:** Ciudad Juárez

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** City of El Paso  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

**YEAR OF CONSTRUCTION:** Rebuilt in 1967 as part of the Chamizal Treaty

**FUNDING/COST:** U.S. and Mexican federal funds.

**HOURS OF OPERATION:** 24 hours (POV and pedestrian only)

**TOLL COST:** POV - \$3.50 (\$3.00 E-Fast Pass) + \$1.75 (\$1.50 E-Fast Pass) per additional axle  
Bus, R.V. & Towing - \$9.00 (\$8.00 E-Fast Pass) + \$4.50 (\$4.00 E-Fast Pass) per additional axle  
Pedestrians - \$0.50  
Source: City of El Paso, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The PDN LPOE is owned by the United States and under the jurisdiction, custody and control of General Services Administration (GSA). The facility was completed in 1967, following the ratification of the Chamizal Treaty when the channel of the Rio Grande River was moved. The facility was renovated in 1991 and expanded in 2009.

### CONNECTING ROADWAY:

**U.S.:** US 85, El Paso Street runs concurrently with US 85  
**Mexico:** Near MEX 2

### IMPROVEMENTS:

**U.S.:** The City of El Paso completed the upgrade of the toll collection system in January 2007, and hardware and software upgrades in 2012.

**2009,** A \$26.6 million project, which was completed in June 2009, increased the number of pedestrian inspection lanes from five to fourteen, with one

pedestrian lane dedicated for use by crossers enrolled in the SENTRI program. The passenger vehicle lanes increased from nine to eleven lanes, with the ability to add a twelfth lane in the future. In addition, all vehicular lanes were equipped with radio-frequency identification (RFID) technology designed to read Western Hemisphere Travel Initiative (WHTI) compliant documents. New automated license plate readers and computer upgrades were also added and activated. All vehicle lanes are also equipped with Radiation Portal Monitors (RPMs) designed to detect any radioactive material entering the facility.

**2012**, A new pedestrian toll booth, pedestrian automated ticket kiosks and administrative offices were completed by the City of El Paso in 2012. New canopies, automated toilets and a pedestrian waiting area were also constructed. To complete the renovation, a large sculpture by renowned Mexican artist Sebastián was installed in the pedestrian waiting area.

# Good Neighbor Bridge



The Good Neighbor Bridge is a four-lane bridge, with three lanes dedicated to southbound POVs and other non-commercial traffic, as well as one northbound dedicated commuter lane (DCL). The bridge is 880 feet in length and connects downtown El Paso with central Ciudad Juárez.

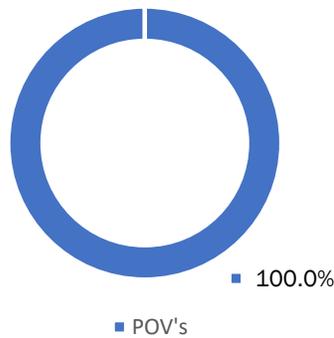
## 2018 Northbound Crossings



1,261,050

The U.S. side of the bridge is owned by the City of El Paso and the pedestrian and southbound lanes operate on a 24-hour, seven-day a week schedule, while the northbound DCL lane operates on more limited hours. All southbound pedestrian and vehicular crossings are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003



## Good Neighbor Bridge

2018



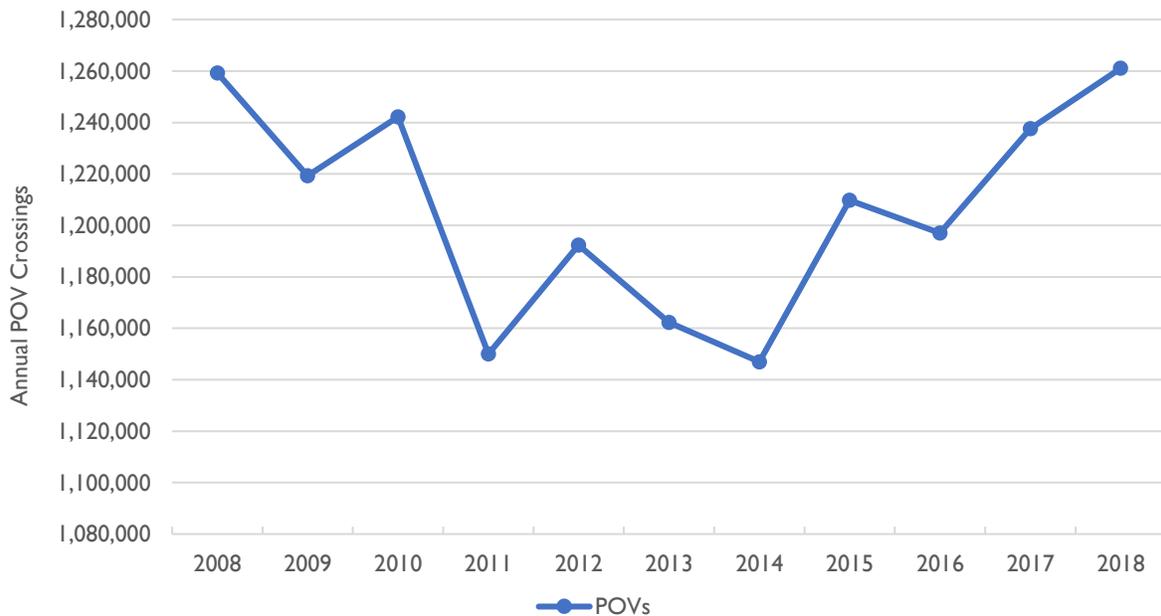


## Good Neighbor Bridge Crossing Trends

### Cross-Border Movement of People on the Good Neighbor Bridge

Between 2008 and 2018, annual northbound POV crossings on the Good Neighbor Bridge were almost stagnant, only growing by 0.14 percent, or an increase of 1,815 annual crossings, as shown in *Figure 21. Northbound POV Crossings at the Good Neighbor Bridge, 2008-2018*. During this period, bridge crossing volumes have fluctuated significantly, declining by almost 9 percent between 2008 and 2014. In 2018, bridge crossings surpassed 2008, reaching 1,261,050 northbound POV crossings.

*Figure 21. Northbound POV Crossings at the Good Neighbor Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- Northbound POV crossings were nearly stagnant, growing by less than one percent.

## Good Neighbor Bridge Facts

### LOCAL NAMES:

- Stanton Street Bridge
- Friendship Bridge
- Puente Ciudad Juárez – Stanton El Paso
- Puente Río Bravo

### LOCATION:

**U.S. City:** El Paso  
**Mexican City:** Ciudad Juárez

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** City of El Paso  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

Rebuilt in 1967 as part of the Chamizal Treaty

### FUNDING/COST:

U.S. and Mexican federal funds.

### HOURS OF OPERATION:

6 a.m. – 12 a.m. Mon-Fri. (DCL Northbound – POV only)  
8 a.m. – 12 a.m. Sat. and Sun. (DCL Northbound – POV only)  
24 hours (Southbound – POV/Pedestrian)

### TOLL COST:

POVs - \$3.50 (\$3.00 E-Fast Pass) + \$1.75 (\$1.50 E-Fast Pass) per additional axle

Source: City of El Paso, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Stanton LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1967. GSA leases the northbound facilities from the City of El Paso. GSA leases the land used by the city for the outbound lanes.

### SENTRI PROGRAM:

A northbound Dedicated Commuter Lane (DCL), which utilizes the SENTRI system, became operational on September 7, 1999. One lane of the bridge was converted for northbound traffic to allow for a DCL into El Paso. A DCL processing facility was constructed adjacent to the bridge to the west and is staffed by the DHS/CBP.

### CONNECTING ROADWAY:

**U.S.:** Stanton Street runs concurrently with US 62.  
**Mexico:** Near MEX 2, MEX 45

## IMPROVEMENTS:

**U.S.:** The City of El Paso completed the upgrade of the toll collection system in January 2007. The rehabilitation of the bridge was completed in summer 2004.

A complete modernization and facility upgrade was completed in 2012 including: new pedestrian toll booths, equipment, canopies, pedestrian waiting area with new benches, trees, public art mural, automated toilets, variable messaging signs, and new administrative and maintenance offices for the City's International Bridge Department and Parking Meter shop at a cost of approximately \$17 million.

# Bridge of the Americas



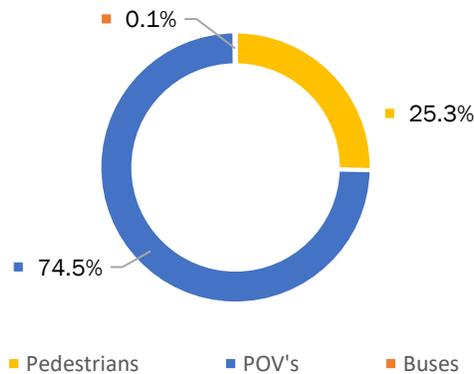
The Bridge of the Americas consists of four structures, approximately 506 feet in length: two, four-lane bridges for vehicular traffic; and two, two-lane bridges for commercial truck traffic. There are also two sidewalks for pedestrians.

## 2018 Northbound Crossings



The U.S. side of the bridge is owned by the U.S. Section of the International Boundary and Water Commission and operated by U.S. Customs and Border Protection. The POV lanes operate on a 24-hour, 7-day a week schedule. The truck lanes are open 6 am-2 pm weekdays. Southbound passengers and pedestrians cross toll-free.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003



Bridge of the Americas

2018



# Bridge of the Americas

2018

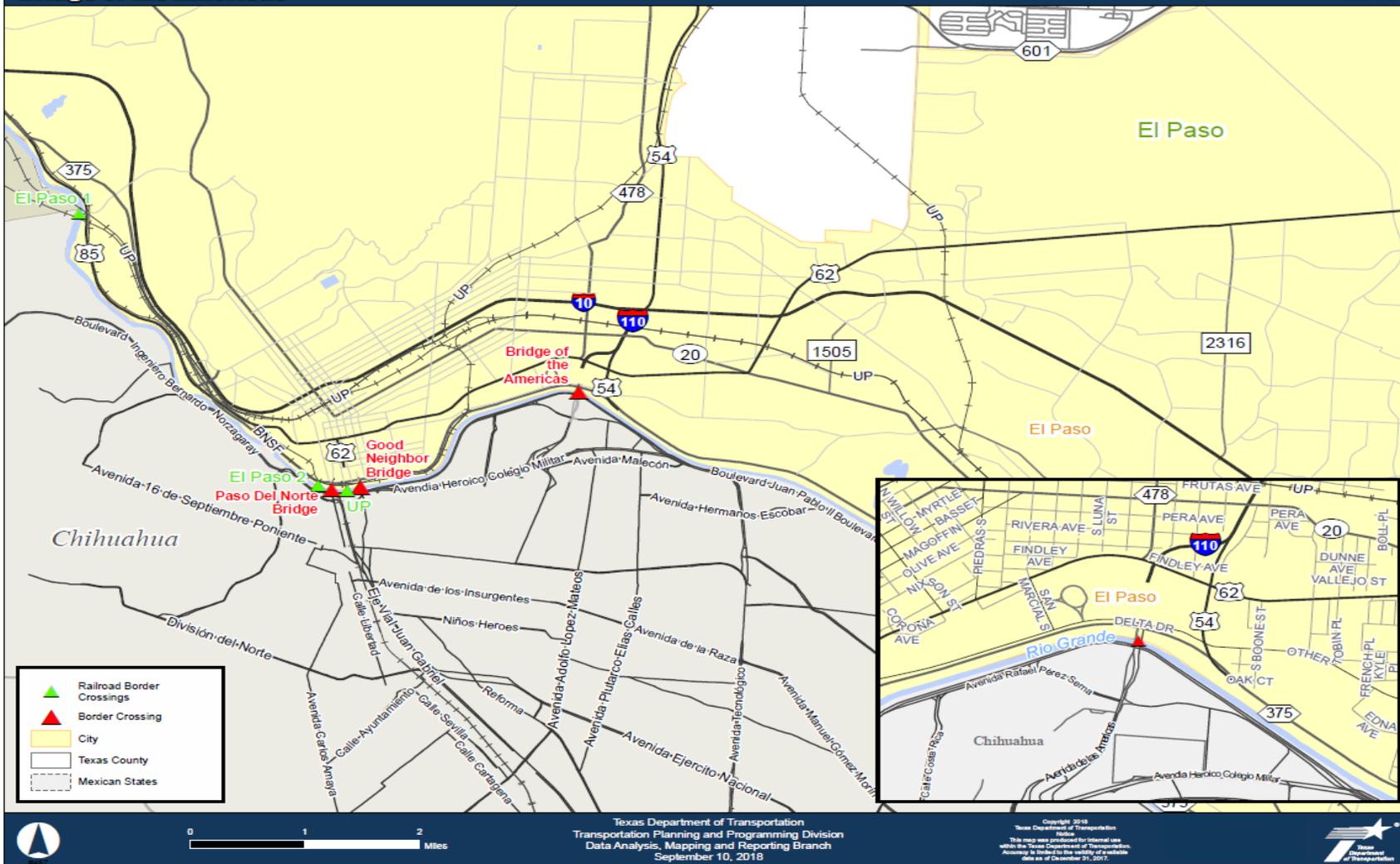


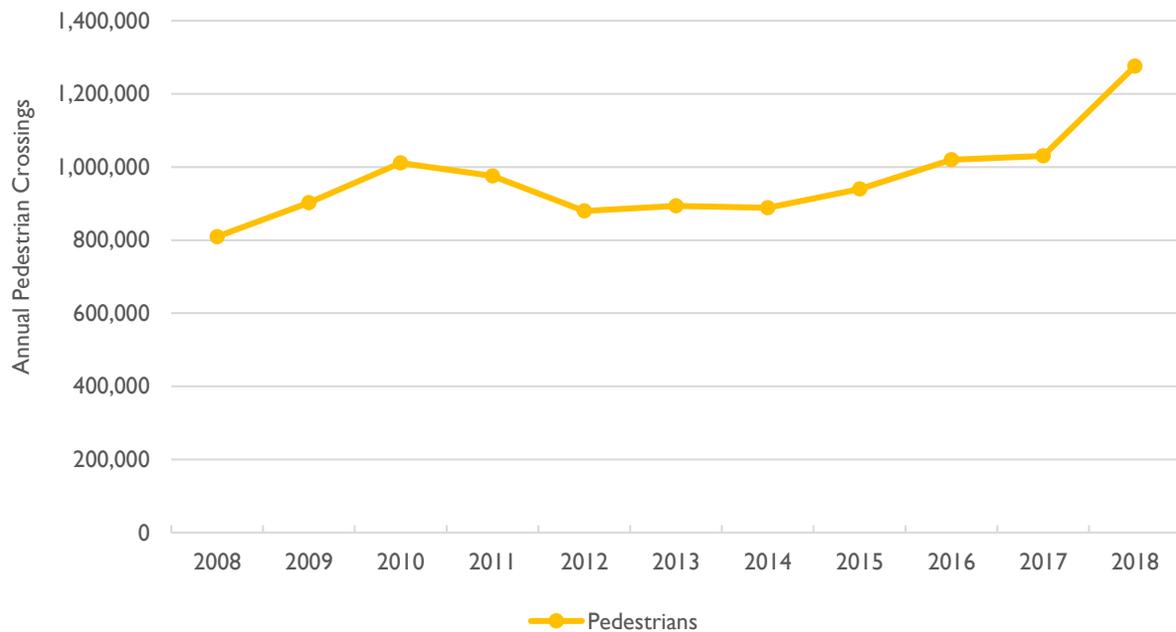
Figure 22. Location of the Bridge of the Americas

## Bridge of the Americas Crossing Trends

### Cross-Border Movement of People on the Bridge of the Americas

Figure 23. *Northbound Pedestrian Crossings at the Bridge of the Americas, 2008-2018* illustrates the number of pedestrian crossings growing from 809,578 crossings in 2008 to 1,275,643 crossings in 2018 or an increase of 57.6 percent. More recently, pedestrian traffic increased sharply from 2017 to 2018, by more than 245,000 crossings.

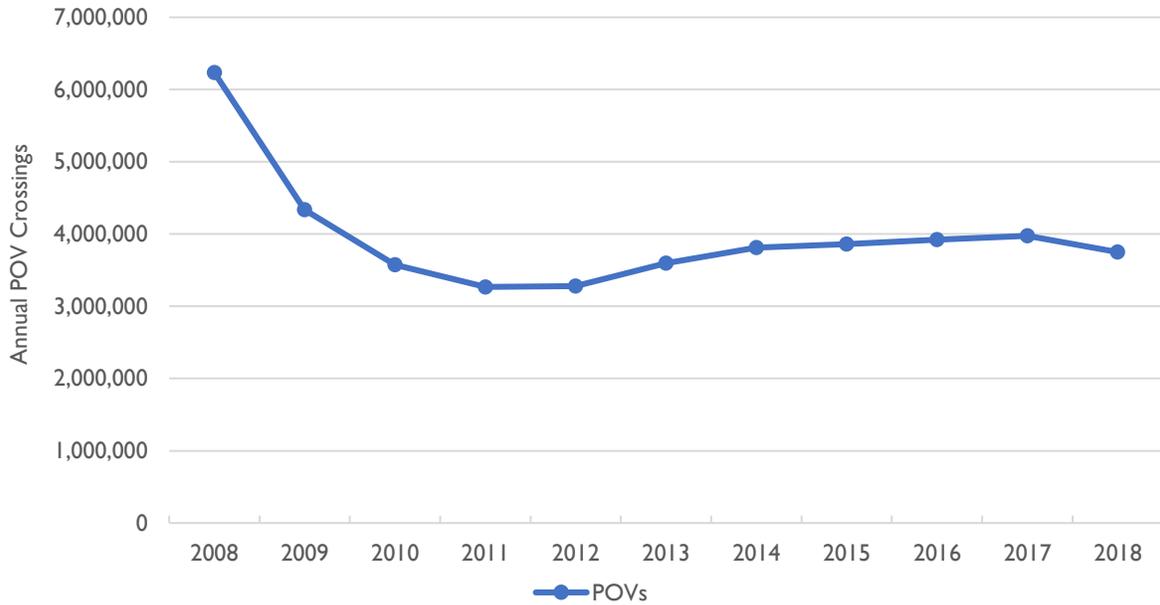
Figure 23. *Northbound Pedestrian Crossings at the Bridge of the Americas, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

POVs were the transportation mode most often used for northbound crossings at the Bridge of the Americas. Between 2008 and 2018, the overall number of northbound POV crossings decreased by almost 2.5 million trips. POV traffic on the Bridge of the Americas declined dramatically from 2008 to 2018, with most of the decline occurring between 2008 and 2011, as shown in *Figure 24. Northbound POV Crossings at the Bridge of the Americas, 2008-2018*. During the 2008 to 2011 period, POV traffic declined from 6.2 million POV crossings to 3.3 million crossings or a decrease of 47.6 percent. In 2018, there were 3,751,691 crossings, which represents a 39.8 percent decrease in POV crossings from 2008 levels.

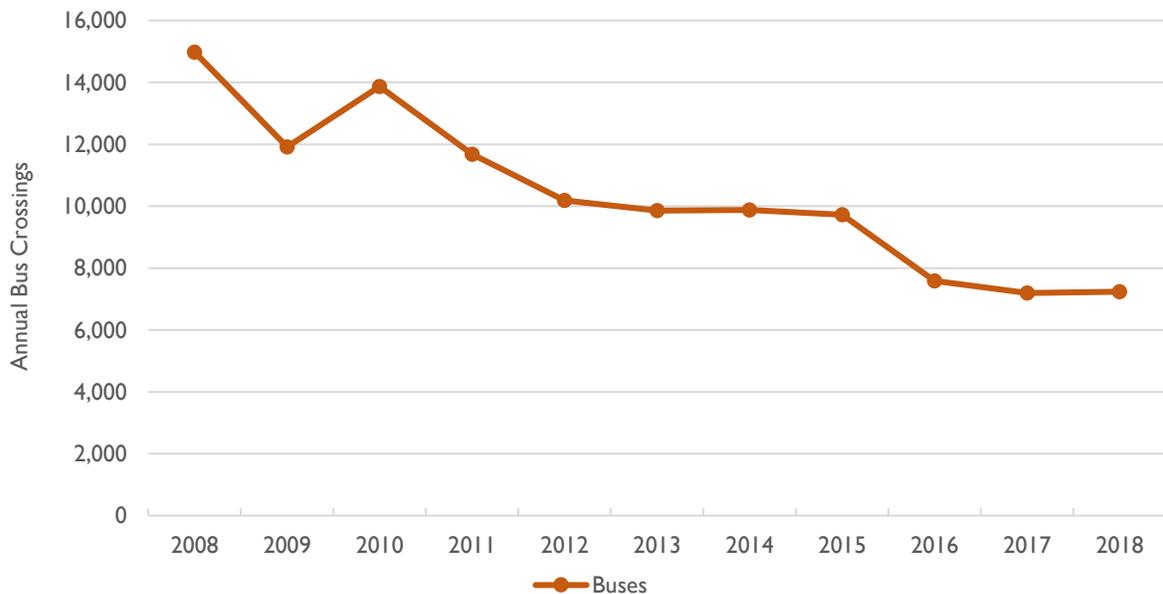
Figure 24. Northbound POV Crossings at the Bridge of the Americas, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 25. Northbound Bus Crossings at the Bridge of the Americas, 2008-2018 shows the downward trend for northbound bus crossings at the Bridge of the Americas between 2008 and 2018. The highest volume of northbound bus crossings occurred in 2008, when there were almost 15,000 crossings. Over the next ten years, the overall trend for bus crossings was downward, with 7,239 crossings in 2018 or a 51.7 percent decline from 2008.

Figure 25. Northbound Bus Crossings at the Bridge of the Americas, 2008-2018

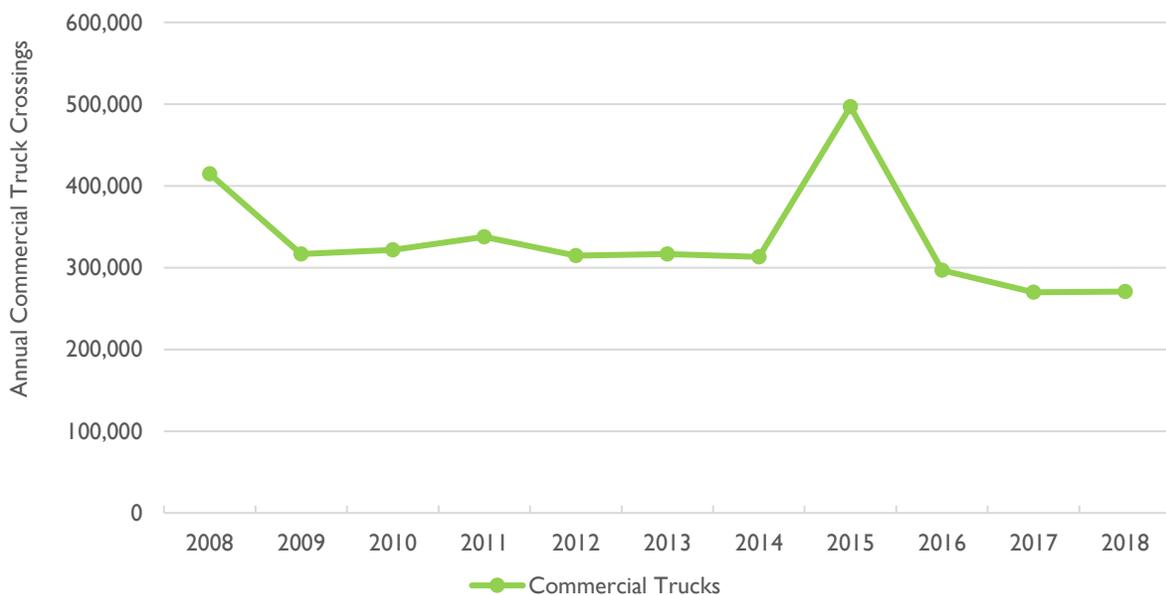


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Bridge of the Americas

Northbound commercial truck crossings at the Bridge of the Americas declined by 35 percent between 2008 and 2018, as seen in *Figure 26. Northbound Commercial Truck Crossings at the Bridge of the Americas, 2008-2018*. During 2015, there was a sharp 51 percent increase in northbound commercial truck crossings (from 2014 levels), resulting from the diversion of commercial trucks from the Ysleta-Zaragoza Bridge, which was undergoing construction. Commercial traffic returned to typical volumes in 2016 and continued its slow, downward drift. During 2018, there were 270,846 northbound truck crossings.

*Figure 26. Northbound Commercial Truck Crossings at the Bridge of the Americas, 2008-2018*



Source: U.S. Customs and Border Protection, 2019

### Between 2008 and 2018:

- Pedestrian crossings grew by 58 percent, equivalent to an increase of 466,065 annual crossings from 2008.
- POV crossings decreased by 40 percent, equivalent to 2,482,406 fewer crossings during 2018.
- Bus crossings decreased by 52 percent, equivalent to a decrease of 7,745 annual crossings from 2008.
- Commercial truck crossings decreased by 35 percent to 270,846 northbound crossings.

## Bridge of the Americas Facts

### LOCAL NAMES:

- Puente Río Bravo
- Puente Internacional Cordova-Las Americas
- Cordova Bridge
- Puente Libre
- BOTA
- Free Bridge

### DESCRIPTION

**U.S.:** Construction of the four replacement bridges began in July 1996, and was completed in June/July 1998. These four bridges included two bridges for northbound and southbound commercial traffic, and two bridges for northbound and southbound passenger vehicles. The bridges provide a total of eight lanes for passenger vehicles, four lanes for trucks, and two sidewalks for pedestrians.

**Mexico:** In September 1993, by means of the International Boundary and Water Commission (IBWC) Minute 290, both governments agreed to replace the current bridge. The decision was based on the high risks involved with the structural condition of the former bridge.

### LOCATION:

**U.S. City:** El Paso  
**Mexican City:** Ciudad Juárez

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** U.S. Section, International Boundary and Water Commission  
**U.S. Operator:** U.S. Customs  
**Mexican Owner:** Mexican Section, International Boundary and Water Commission  
**Mexican Operator:** Mexican Customs

### YEAR OF CONSTRUCTION:

Original: 1967 (as part of the Chamizal Treaty, U.S. and Mexico)  
The replacement bridges were completed in June 1998.

### FUNDING/COST:

**U.S.:** Cost was \$6 million, with a similar amount financed by fee collections from commercial traffic, according to an agreement between commercial interests and Mexico.

Source: International Boundary and Water Commission, U.S. Section

### HOURS OF OPERATION:

24 hours (POV)  
6 a.m. – 2 p.m. (Commercial/Cargo – M-F)

Source: U.S. Customs and Border Protection, 2019

### TOLL COST:

None

Source: U.S. Customs and Border Protection, 2019

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** Coast Guard Bridge Permit dated September 28, 1995.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The BOTA LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA. The facility was completed in 1967 and renovated in 1992.

**FAST PROGRAM:**

A Free and Secure Trade (FAST) lane became operational in 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries.

**CONNECTING ROADWAY:**

**U.S.:** Highway 110 to US 62 and US 54, which connects to I-10  
**Mexico:** Near MEX 45

**IMPROVEMENTS:**

**U.S.:** In the past six years, GSA and CBP completed two feasibility studies for expansion and modernization of the commercial and non-commercial operations. Both studies concluded that the constrained site severely limited expansion capabilities. Subsequently, the El Paso MPO commissioned a study to investigate other alternatives for relieving congestion at the El Paso area bridges. TxDOT, in conjunction with the City, initiated a transportation master plan study of the El Paso area. Mexico expressed interest in connecting the gap between the two structures, and the concept was introduced to the Master Border Planning Board in 2012.

A TxDOT project that began in January 2013, to establish a truck-only lane on the approach to the port is now complete.

TxDOT completed a feasibility study on improving connectivity from LP 375, I-10 and the Bridge of the Americas. This improvement project will provide direct connection from IH-10 to LP 375 (Border Highway) and the port of entry. Improvements to these connections will enhance mobility in the region and provide alternate routes for commuters and freight traffic.

# Ysleta-Zaragoza Bridge



The Ysleta-Zaragoza Bridge consists of two structures, one is an 804-foot, four-lane bridge for commercial traffic, and the other is a five-lane bridge for non-commercial traffic. The non-commercial bridge also has two pedestrian walkways. All southbound pedestrian and vehicular traffic is tolled.

## 2018 Northbound Crossings



4,704,185

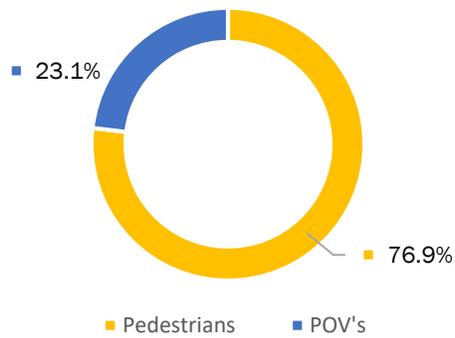


1,415,345



540,027

## 2018 Northbound Crossings – Movement of People by Transportation Mode



## Ysleta - Zaragoza Bridge

2003



2018



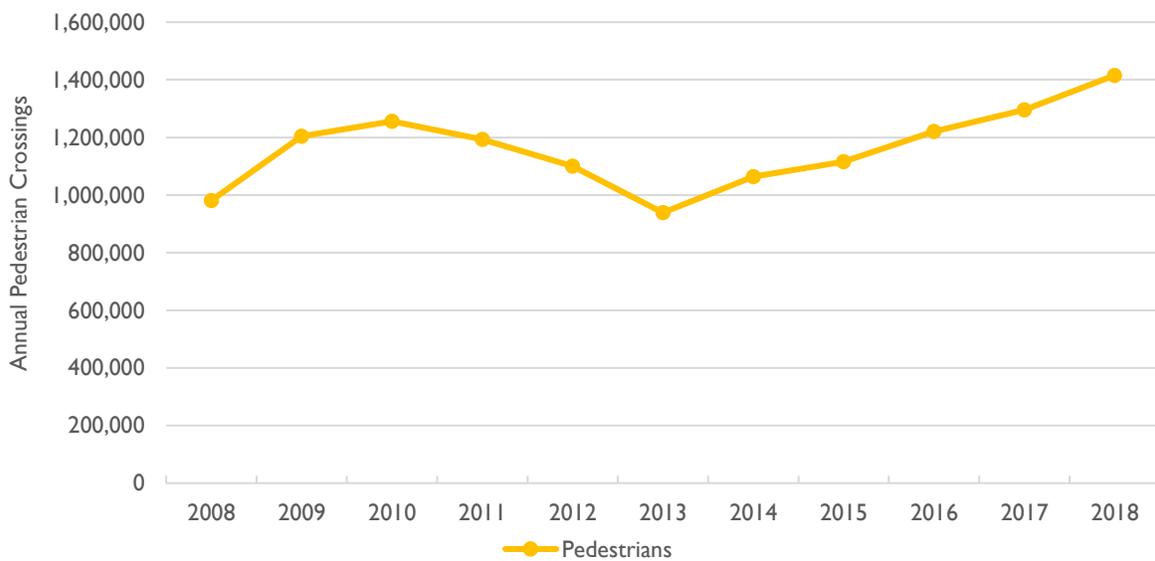


## Ysleta-Zaragoza Bridge Crossing Trends

### Cross-Border Movement of People on the Ysleta-Zaragoza Bridge

The number of northbound pedestrian crossings at the Ysleta-Zaragoza Bridge increased considerably between 2008 and 2018. *Figure 28. Northbound Pedestrian Crossings at the Ysleta-Zaragoza Bridge, 2008-2018* shows the highest level of northbound pedestrian traffic occurred in 2018, when there were more than 1.4 million pedestrian crossings. The lowest number of northbound pedestrian crossings occurred in 2013 with less than 940,000 crossings. When comparing 2008 to 2018 levels, there was a 44 percent increase in the number of pedestrian crossings.

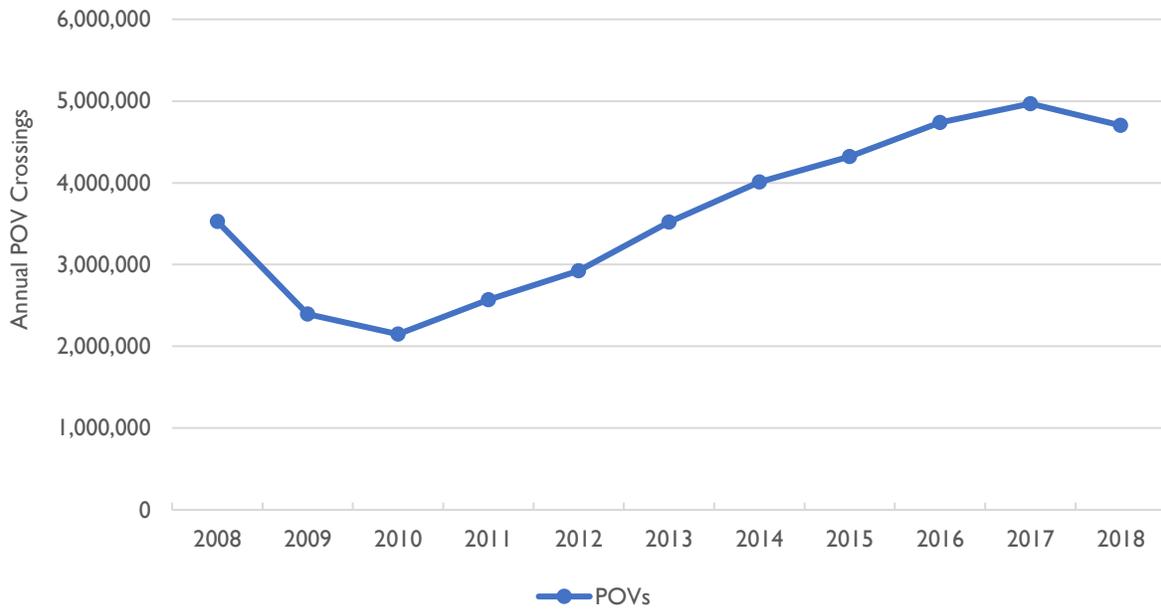
*Figure 28. Northbound Pedestrian Crossings at the Ysleta-Zaragoza Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 29. Northbound POV Crossings at the Ysleta-Zaragoza Bridge, 2008-2018* shows that northbound POV crossings declined after 2008, reaching their lowest levels in 2010, with 2.1 million crossings. In the following years, traffic volumes began to increase and reached their highest count in 2017, with 4.7 million crossings for the year. When comparing 2008 and 2018, there was a 33 percent increase in the total number of northbound POV crossings.

Figure 29. Northbound POV Crossings at the Ysleta-Zaragoza Bridge, 2008-2018

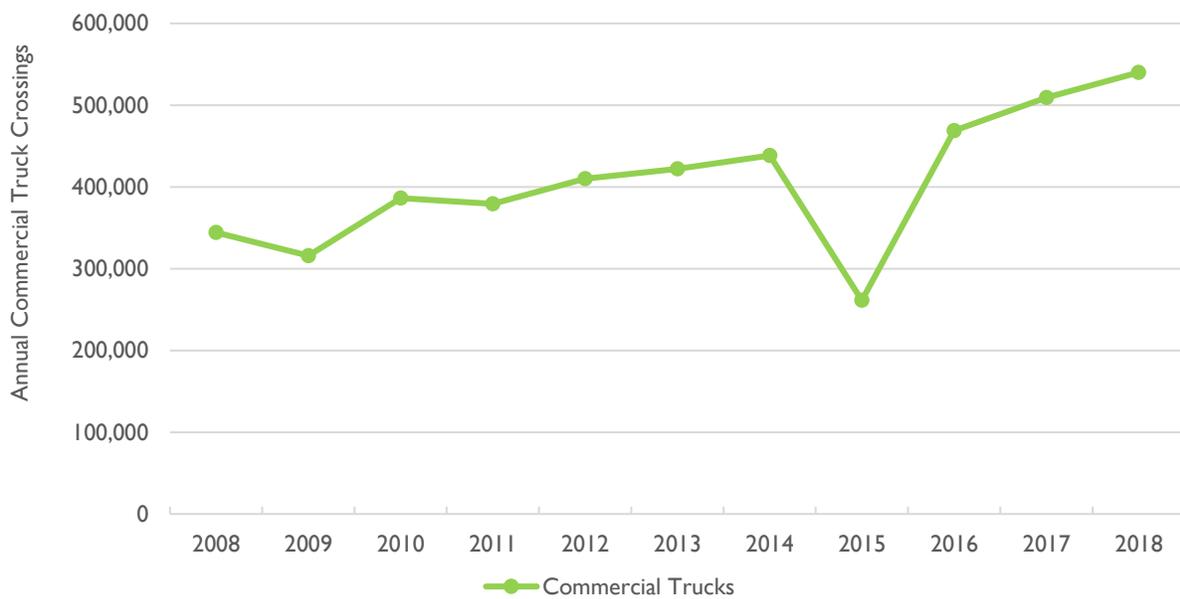


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Ysleta-Zaragoza Bridge

Commercial truck traffic on the Ysleta-Zaragoza Bridge increased steadily between 2008 and 2018, except for 2015, as shown in *Figure 30. Northbound Commercial Truck Crossings at the Ysleta-Zaragoza Bridge, 2008-2018*. Crossing volumes fell by 40 percent in 2015, due to construction on the bridge, before recovering in 2016. In 2018, there were more than 540,027 commercial truck crossings on the Ysleta-Zaragoza Bridge. Between 2008 and 2018, overall northbound truck crossings increased by 57 percent, equivalent to an increase of 195,727 annual crossings from 2008.

Figure 30. Northbound Commercial Truck Crossings at the Ysleta-Zaragoza Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings increased by 44 percent, equivalent to an increase of 434,771 annual crossings from 2008.
- POV crossings increased by 33 percent, an increase of 1,176,634 annual crossings from 2008.
- Bus crossings decreased by 100 percent and there have been no northbound bus crossings since 2013.
- Truck crossings increased by 57 percent, equivalent to an increase of 195,727 annual crossings from 2008.

## Ysleta - Zaragoza Bridge Facts

### LOCAL NAMES:

- Zaragoza Bridge
- Puente Zaragoza
- Puente Ysleta-Zaragoza

### LOCATION:

**U.S. City:** El Paso  
**Mexican City:** Ciudad Juárez

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** City of El Paso  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

The original bridge was constructed in 1938, as part of the U.S.-Mexico Rio Grande River Rectification Project. It was rebuilt in 1955 and rebuilt again in 1990.

### FUNDING/COST:

**U.S.:** \$3.54 million  
Source: El Paso District

### HOURS OF OPERATION:

24 hours (Pedestrian/POV)  
24 hours SENTRI Lane (DCL)  
6 a.m. – 12 a.m. (Commercial/Cargo – M-F)  
8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)

### TOLL COST:

POVs - \$3.50 (\$3.00 E-Fast Pass) + \$1.75 (\$1.50 E-Fast Pass) per additional axle  
Cargo Trucks (Loaded)  
2 Axles -\$9.00 (\$8.00 E-Fast Pass) + \$4.50 (\$4.00 E-Fast Pass) per additional axle  
Cargo Trucks (Empty)  
2-3 Axles, no trailer - \$5.00 (\$4.50 E-Fast Pass)  
2-3 Axles, no trailer, 3-8 pm only - \$4.00 (\$3.50 E-Fast Pass)  
2-3 Axles, Box Truck with Curtain Doors - \$5.00 (\$4.50 E-Fast Pass)  
4-6 Axles - \$7.00 (\$6.50 E-Fast Pass)  
Bus, R.V. & Towing - \$9.00 (\$8.00 E-Fast Pass) + \$4.50 (\$4.00 E-Fast Pass) per additional axle  
Pedestrians - \$0.50

Source: City of El Paso, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of El Paso's Presidential Permit application for the replacement bridges was approved on June 30, 1987.

#### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Ysleta LPOE is owned by the United States and under the jurisdiction, custody and control of GSA. It was built on 67 acres of land and was completed in August 1992. The city operates truck tollbooths on the GSA property.

North American Trade Automation Prototype dedicated short-range testing equipment was installed in July 1997.

#### FAST PROGRAM:

The City of El Paso completed the upgrade of the toll collection system in January 2007 and expanded the southbound toll lanes from six to eight lanes. Hardware and software upgrades to the toll system, along with the addition of variable messaging signs were completed in 2012. A Free and Secure Trade (FAST) lane opened in June 2004. Two additional FAST lanes became operational in October 2008, for a total of three. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries

The Dedicated Commuter Lane (DCL), which utilizes the Secure Electronic Network for Travellers' Rapid Inspection (SENTRI) system, became operational in January 2006.

#### CONNECTING ROADWAY:

**U.S.:** Near State Loop 375, Cesar Chavez Border Highway, and Americas Avenue. Connects to I-10.

**Mexico:** A state road connects with MEX 2 and continues to MEX 45.

#### IMPROVEMENTS:

**U.S.:** The \$25 million-dollar project, which was let in March 1999 and added four main lanes to the frontage roads of Loop 375 from the Zaragoza Port of Entry to IH 10, is complete.

**Mexico:** The access roads to the bridge are both state- and municipio-owned. The Municipio of Ciudad Juárez is in the process of modernizing the system of city roads that lead up to the bridge. Boulevard Francisco Villarreal joins MEX 45 with MEX 2.

Boulevard 4 Siglos was completed in 2006. With the completion of this highway, Ciudad Juarez has a complete "border highway" connecting the Ysleta-Zaragoza Port of Entry and the Bridge of the Americas Port of Entry.

In early 2016, the total upgrade of the commercial area was completed along with the reconstruction of the commercial cargo area including: loading dock, lane approaches and construction of new offices. An x-ray machine was installed to allow for the processing of empty trailers at Ysleta and move some of the southbound empty trailer traffic from the Bridge of the Americas to Ysleta. These modifications are expected to increase truck capacity at this bridge by 50%.

# Tornillo-Guadalupe Bridge



The recently constructed Tornillo-Guadalupe Bridge features three travel lanes in each direction, with one lane designated for commercial traffic and the other two for passenger vehicles. The bridge's total length is 1,274 feet and it has pedestrian sidewalks in both directions.

## 2018 Northbound Crossings



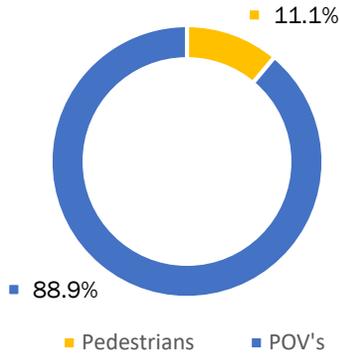
35,855



286,190

The Tornillo-Guadalupe Bridge does not currently serve northbound commercial truck traffic. Southbound POVs are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



## Tornillo-Guadalupe Bridge, 2018



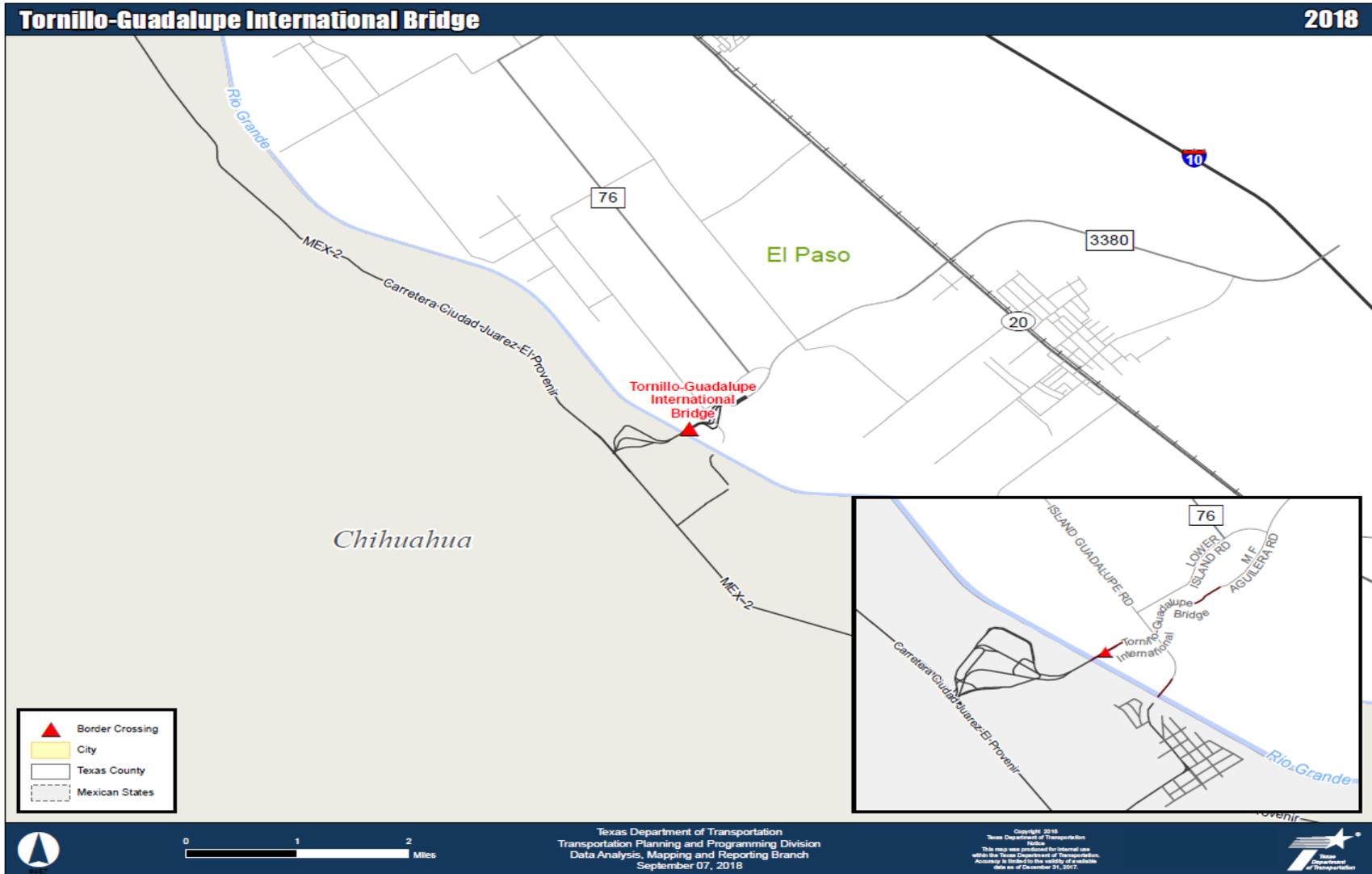


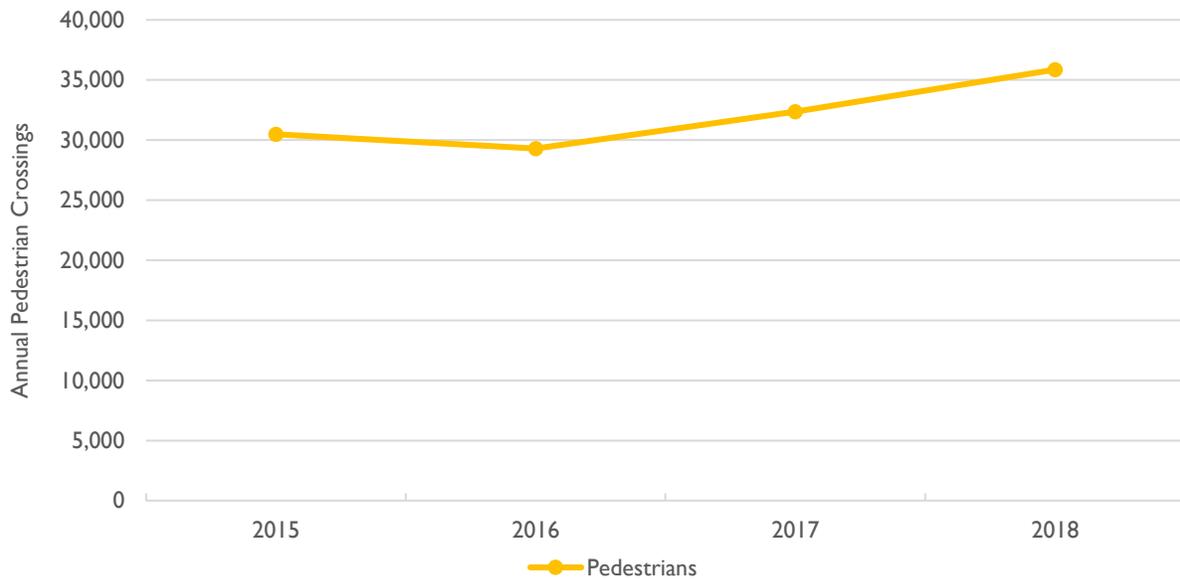
Figure 31. Location of the Tornillo-Guadalupe Bridge

## Tornillo-Guadalupe Bridge Crossing Trends

### Cross-Border Movement of People on the Tornillo-Guadalupe Bridge

The Tornillo-Guadalupe Bridge began service in 2015. In its first year of operation, the Tornillo-Guadalupe Bridge had approximately 30,000 northbound pedestrian crossings, which increased by 18 percent to 35,855 pedestrian crossings in 2018, as shown in *Figure 32. Northbound Pedestrian Crossings at the Tornillo - Guadalupe Bridge, 2015-2018*.

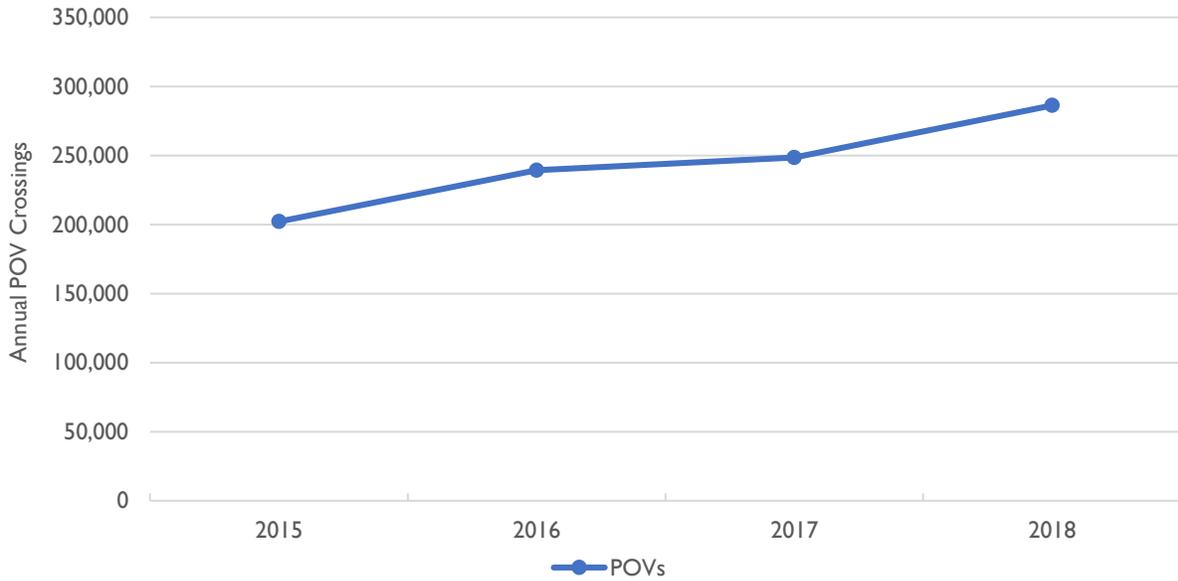
*Figure 32. Northbound Pedestrian Crossings at the Tornillo - Guadalupe Bridge, 2015-2018*



Source: U.S. Customs and Border Protection, 2019.

Northbound crossings by POVs at the Tornillo-Guadalupe Bridge have grown consistently, since the border crossing opened in 2015, as shown in *Figure 33. Northbound POV Crossings at the Tornillo-Guadalupe Bridge, 2015-2018*. Northbound POV volumes increased by 42 percent, between 2015 and 2018, equal to 286,190 crossings.

Figure 33. Northbound POV Crossings at the Tornillo-Guadalupe Bridge, 2015-2018

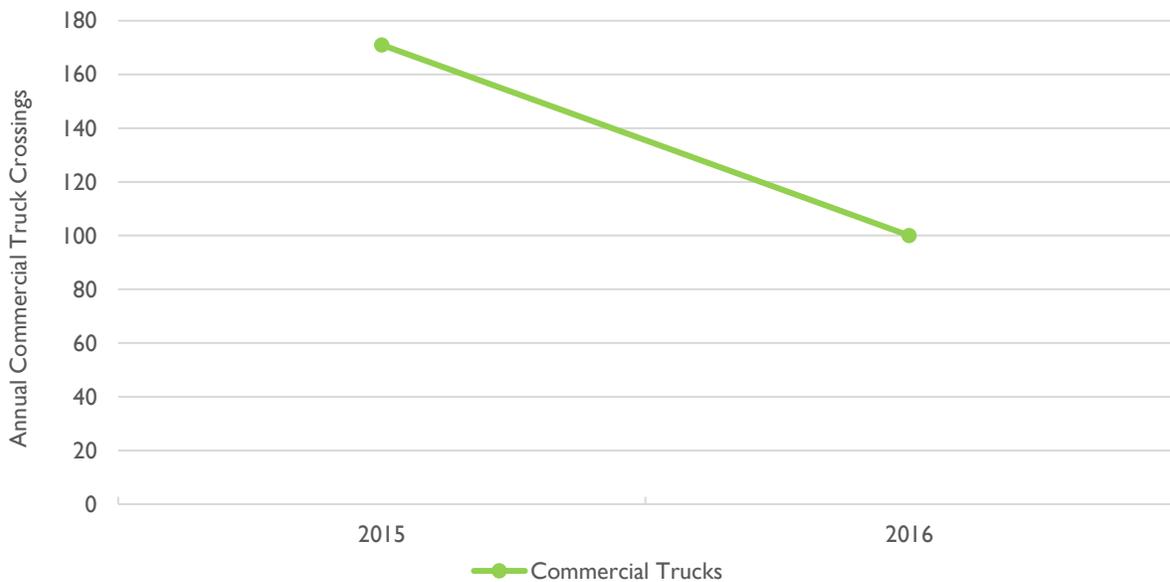


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Tornillo-Guadalupe Bridge

As of 2019, CBP does not maintain commercial truck inspection services on the Tornillo-Guadalupe Bridge. During its first year of operations, there were 171 commercial truck crossing, which declined to 100 commercial truck crossing during 2016, as shown in *Figure 34. Northbound Commercial Truck Crossings at the Tornillo-Guadalupe Bridge, 2015-2016.*

Figure 34. Northbound Commercial Truck Crossings at the Tornillo-Guadalupe Bridge, 2015-2016



Source: U.S. Customs and Border Protection, 2019.

Between 2015 and 2016:

- Pedestrian crossings increased by 18 percent, equivalent to an additional 5,369 crossings from 2015.
- POV crossings increased by 42 percent, equivalent to an increase of 84,073 additional crossings since 2015.
- Truck crossings decreased from 171 to 100 crossings, between 2015 and 2016.

## Tornillo-Guadalupe Bridge Facts

### LOCAL NAMES:

- Puente Internacional Tornillo-Guadalupe

### LOCATION:

**U.S. City:** Fabens  
**Mexican City:** Caseta

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** El Paso County  
**Mexican Owner:** State of Chihuahua

### FUNDING/COST:

**U.S.:** The project cost the County approximately \$23.8 million  
Source: El Paso County

### HOURS OF OPERATION:

6 a.m. – 10 p.m. (currently only POVs)

### TOLL COST:

None  
Source: Fort Hancock Port of Entry, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The Texas state bridge permit for the Tornillo LPOE was approved by the Texas Transportation Commission in March 2003. The County of El Paso submitted the Presidential Permit application to the Department of State for review/approval on April 14, 2003. The Department of State issued the Presidential Permit on March 16, 2005. The inaugural ceremony was held on February 4, 2016, and the bridge opened to POV traffic shortly after the ceremony.

**Mexico:** All studies and permits were completed.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The County of El Paso donated the land to the federal government for the new land port of entry facility. U.S. Customs and Border Protection began processing northbound crossers at the Tornillo port of entry in November 2015. Northbound drivers and pedestrians used the two-lane Fabens bridge, and were then routed about 650 feet west from the Fabens inspection site to the Tornillo inspection area for processing.

### CONNECTING ROADWAY:

**U.S.:** Aguilera International Highway currently connects from the international port of entry to Alameda (Texas 20). From Alameda access can be achieved from O.T. Smith which connects to IH-10 or Fabens Road, which also connects to IH-10.

**Mexico:** The highway Dr. Porfirio Parra-Samalayuca, which joins MEX 2 and MEX 45 is in the letting process.

# Fort Hancock–El Porvenir Bridge



The Fort Hancock-El Porvenir Bridge is a narrow two-lane facility that is 510 feet in length. The International Boundary and Water Commission (IBWC) built this small, light-duty bridge, as part of the U.S.-Mexico Rio Grande Rectification Project.

## 2018 Northbound Crossings



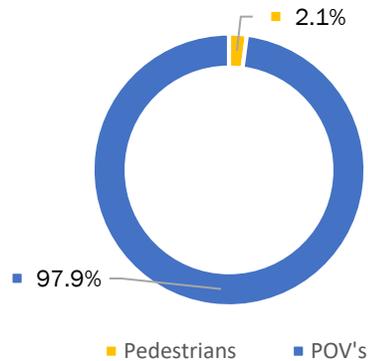
1,952



89,448

The IBWC owns and U.S. Customs and Border Protection operates the bridge. Its hours of operation are 6 am-10 pm. Due to structural deterioration, commercial trucks are limited to 12,000 pounds axle/tandem and 17,000 pounds gross weight. The facility does not collect tolls for southbound crossings.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2002

## Fort Hancock – El Porvenir Bridge

2018



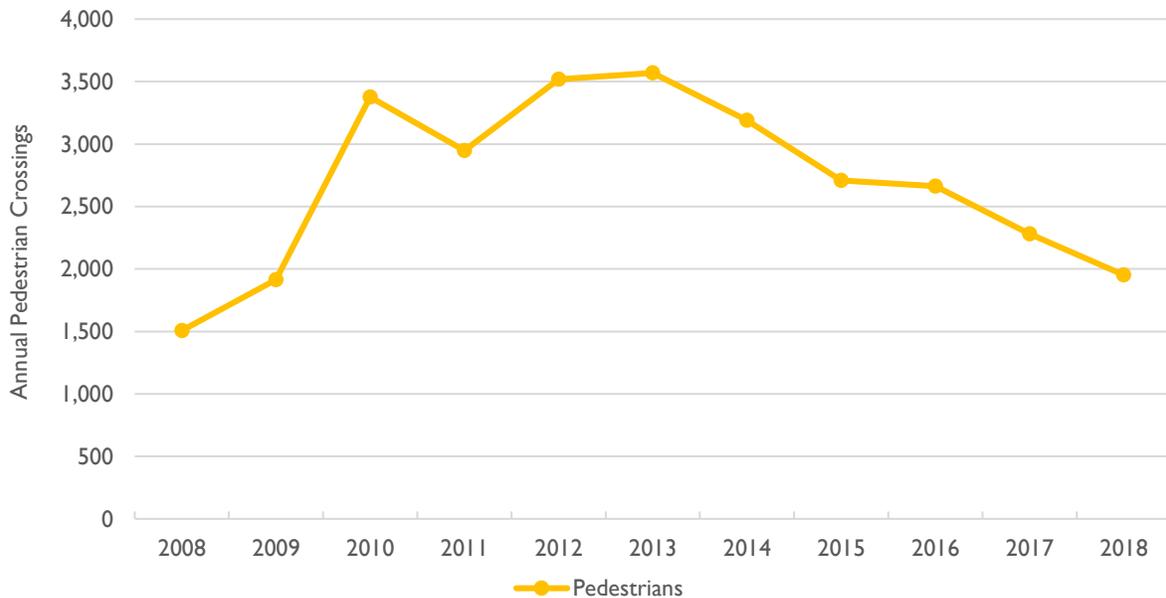


## Fort Hancock–El Porvenir Bridge Crossing Trends

### Cross-Border Movement of People on the Fort Hancock–El Porvenir

During 2018, there were 1,952 pedestrian crossings. The highest volume during the 2008-2018 period occurred in 2013, when there were 3,569 crossings, as shown in *Figure 36. Northbound Pedestrian Crossings at the Fort Hancock–El Porvenir Bridge, 2008-2018*.

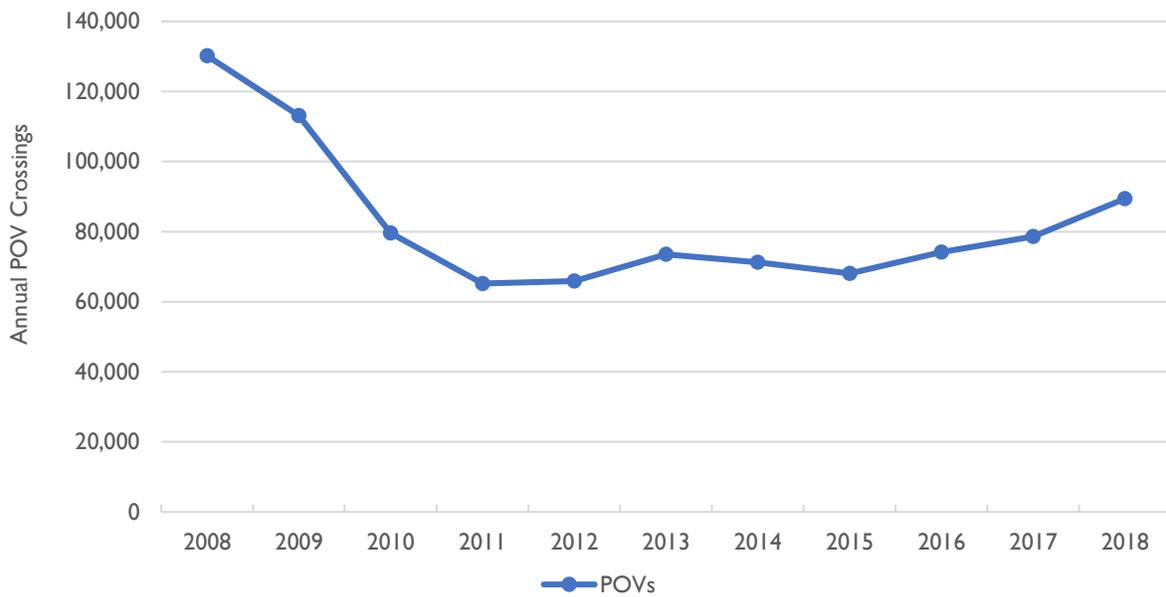
*Figure 36. Northbound Pedestrian Crossings at the Fort Hancock–El Porvenir Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

Annual POV volumes have declined since 2008, when there were 130,162 northbound crossings. Overall, there was a 31% decrease in the number of POV crossings, between 2008 and 2018. *Figure 37. Northbound POV Crossings at the Fort Hancock–El Porvenir Bridge, 2008-2018* illustrates northbound POV crossings at the Fort Hancock–El Porvenir Bridge for the years 2008 to 2018. The lowest number of northbound POV crossings occurred in 2011, when there were 65,208 crossings. By 2018, the volume had increased to 89,488 northbound POV crossings, but it was still substantially lower than the volume in 2008.

Figure 37. Northbound POV Crossings at the Fort Hancock-El Porvenir Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings increased by 30 percent, an equivalent of 445 annual crossings.
- POV crossings declined by 31 percent or the equivalent of 40,714 annual crossings than in 2008.

## Fort Hancock – El Porvenir Bridge Facts

### LOCAL NAMES:

- Puente El Porvenir

### LOCATION:

**U.S. City:** Fort Hancock  
**Mexican City:** El Porvenir

### BRIDGE OWNER OR OPERATOR:

**U.S. Operator:** U.S. Customs  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Government of Mexico and IBWC

**YEAR OF CONSTRUCTION:** Built 1937

**FUNDING/COST:** U.S. and Mexican federal funds.

**HOURS OF OPERATION:** 6 a.m. – 10 p.m. (Light Truck – Mon-Sun)  
Source: Fort Hancock Port of Entry, 2019

**TOLL COST:** None

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Fort Hancock LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA and was completed in April 2003. The old border station was constructed in 1955 and was owned by the Immigration and Naturalization Service.

### CONNECTING ROADWAY:

**U.S.:** U.S.: FM 1088 connects with SH 20  
**Mexico:** Connects to MEX 2

### IMPROVEMENTS:

**U.S.:** TxDOT inspected the bridge and, after performing a bridge loading analysis, recommended reducing the truckload from 21,000 pounds gross weight to 12,000 pounds axle/tandem and 17,000 pounds gross weight due to further deterioration since the last inspection. The deterioration was attributed to the combination of heavy truckloads and the thin nature of the concrete deck used at the time the bridge was constructed.

In 2007, Mexico replaced the total deck of the bridge with new reinforcement and concrete starting from the Mexican abutment to the international boundary.

# Presidio Bridge



The newly constructed Presidio Bridge is a four-lane bridge that is 791 feet in length. It replaced a privately owned, antiquated wooden structure. The State of Texas owns and TxDOT operates the north side of the bridge.

## 2018 Northbound Crossings



252,242



718,794



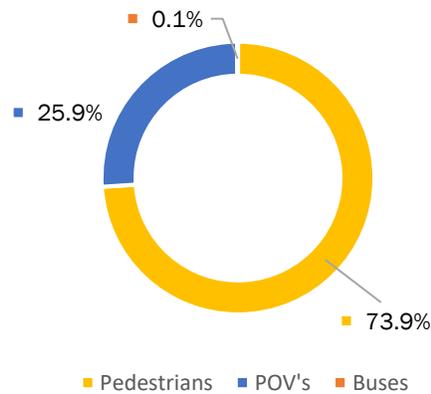
1,246



8,829

The bridge operates on a 24-hour, seven-day-a-week schedule for POVs and 10 am-6 pm weekdays for commercial trucks. The bridge is toll-free for southbound crossings.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



Under construction



Presidio Bridge

2018



# Presidio Bridge and Presidio Rail Bridge

2018

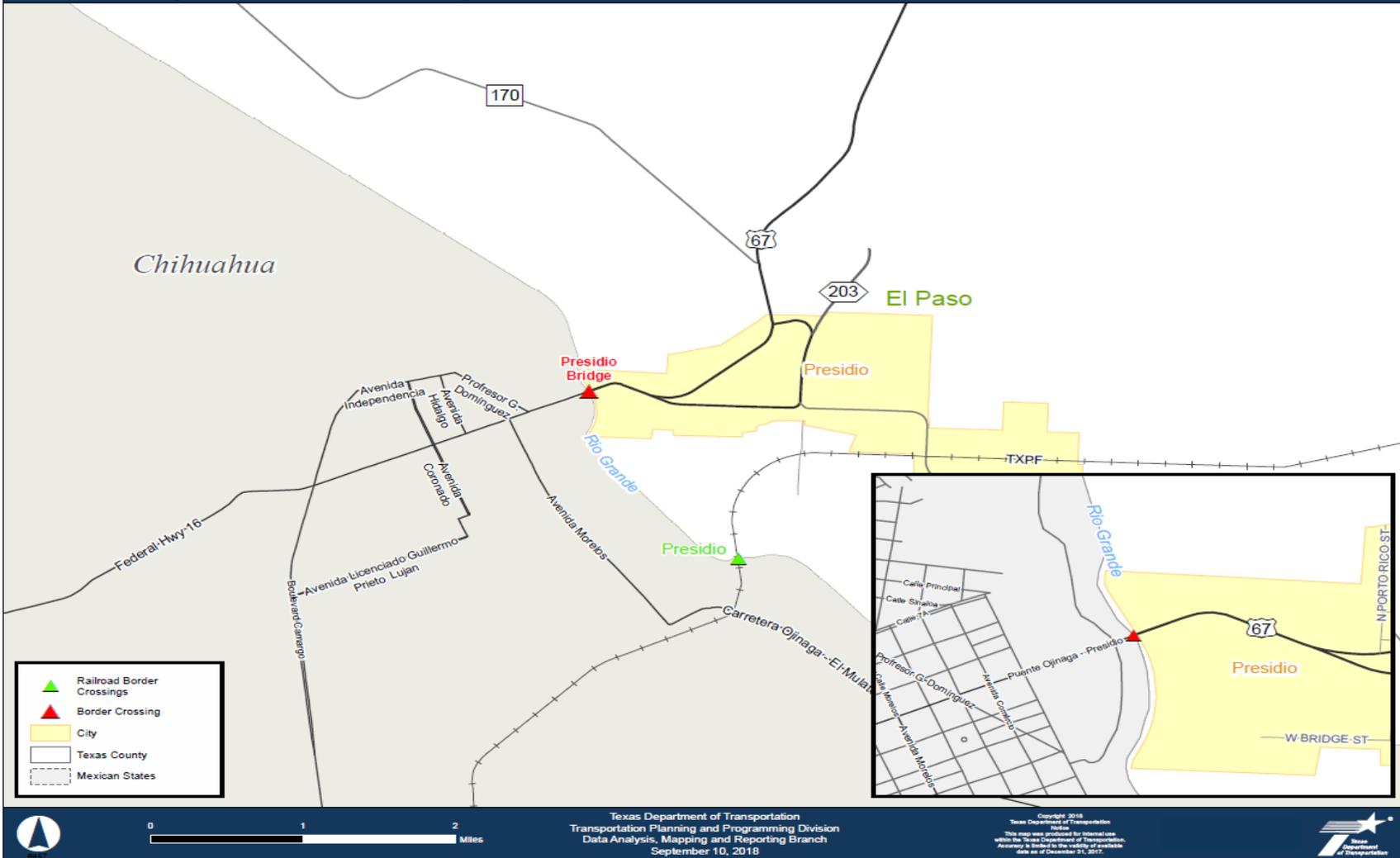


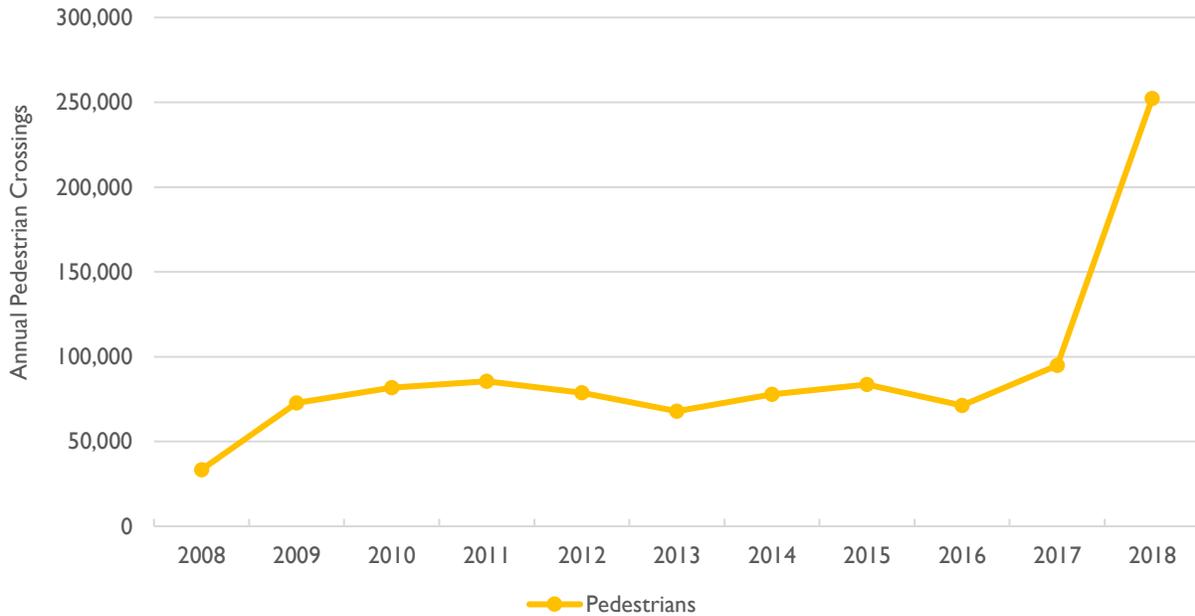
Figure 38. Location of the Presidio Bridge

## Presidio Bridge Crossing Trends

### Cross-Border Movement of People on the Presidio Bridge

In 2019, the Presidio Bridge was reconstructed and widened by the State of Texas. It serves as the only U.S.-Mexico border crossing in the Big Bend region of Texas, with the nearest alternate commercial border crossings 250 miles to the west (Ysleta-Zaragoza Bridge) or 300 miles the south (Del Rio-Ciudad Acuña Bridge). *Figure 39. Northbound Pedestrian Crossings at the Presidio Bridge, 2008-2018* shows northbound pedestrian crossings increased by more than 150,000 crossings, between 2017 and 2018, increasing to 252,242 or 165 percent.

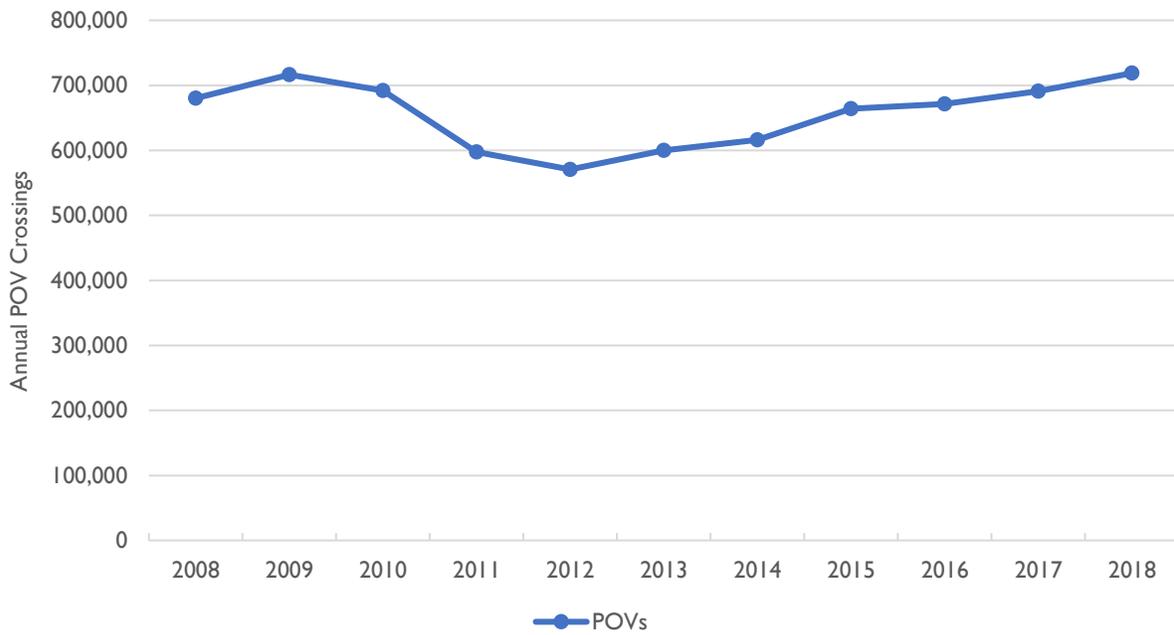
*Figure 39. Northbound Pedestrian Crossings at the Presidio Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

Overall, northbound POV crossings at the Presidio Bridge grew modestly between 2008 and 2018, increasing by 5.7 percent, as shown in *Figure 40. Northbound POV Crossings at the Presidio Bridge, 2008-2018*. However, between 2009 and 2012, annual crossings declined by 20.3 percent before gradually rising to 718,794 crossings in 2018.

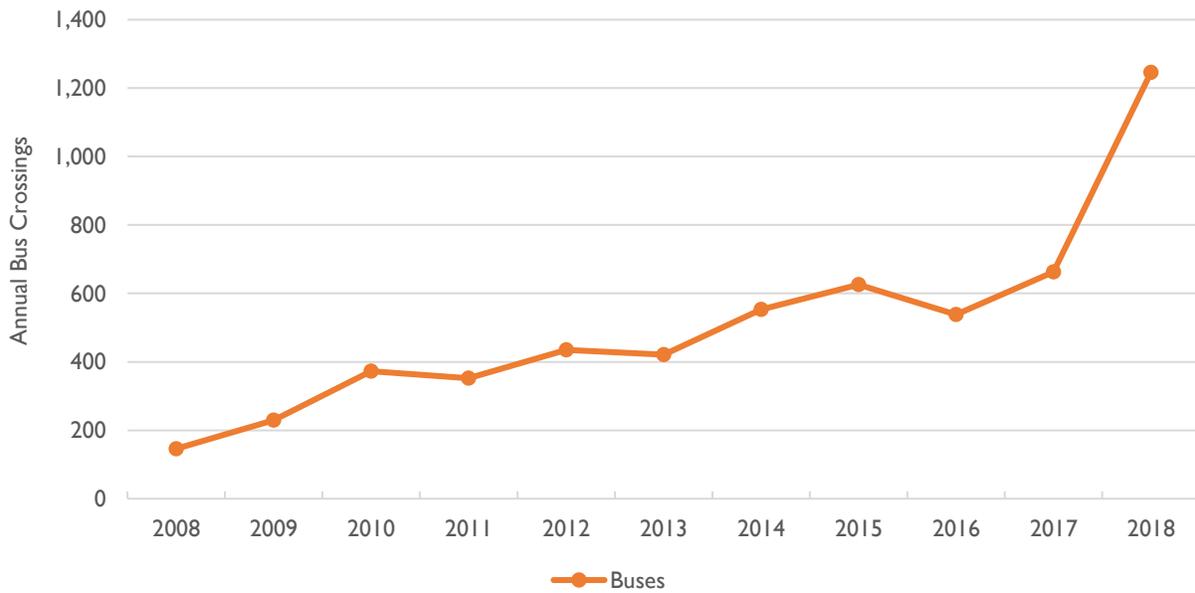
Figure 40. Northbound POV Crossings at the Presidio Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Northbound bus crossings rose sharply from 2017 to 2018, increasing by 88 percent to 1,246 crossings. Bus crossings have been growing at the Presidio Bridge since 2008, as shown in *Figure 41. Northbound Bus Crossings at the Presidio Bridge, 2008-2018*. Overall, between 2008 and 2018, the number of northbound bus crossings increased by 1,100 annual crossings.

Figure 41. Northbound Bus Crossings at the Presidio Bridge, 2008-2018

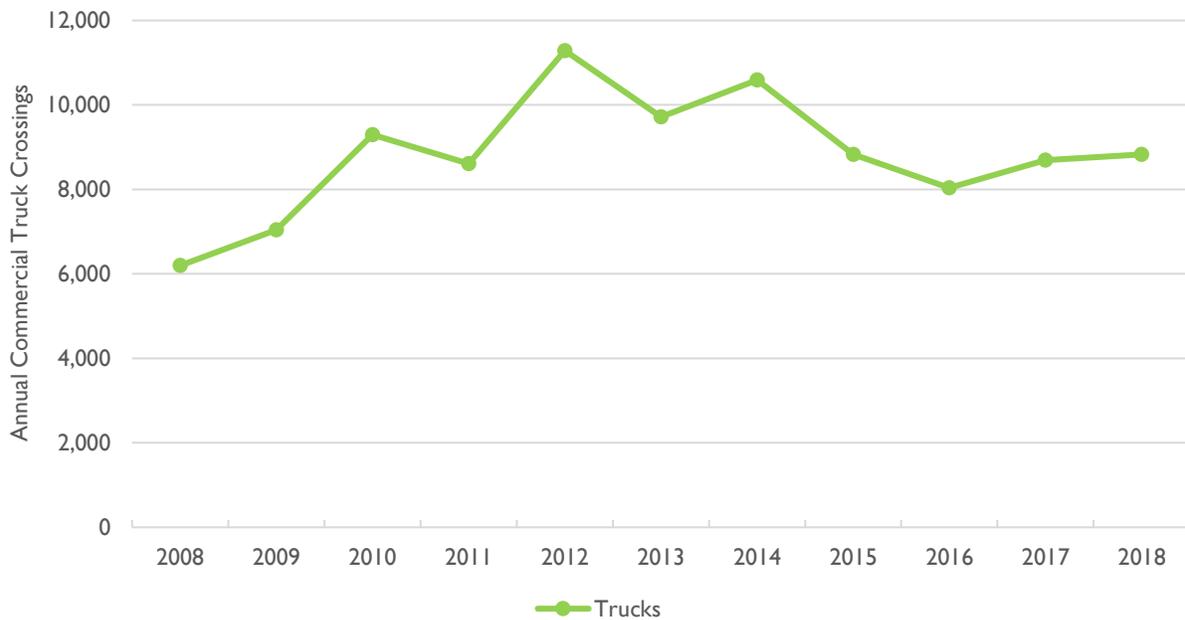


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Presidio Bridge

Figure 42. Northbound Commercial Truck Crossings at the Presidio Bridge, 2010-2018 shows northbound commercial truck crossings at the Presidio Bridge from 2008 to 2018. During this period, the number of commercial trucks crossing the border increased by more than 2,600 trucks. Truck volumes fluctuated year-to-year and were substantially higher in 2012, when they peaked at almost 11,300 trucks, than in 2018 with 8,829 northbound crossings. Between 2008 and 2018, northbound commercial truck crossings increased by 42 percent.

Figure 42. Northbound Commercial Truck Crossings at the Presidio Bridge, 2010-2018



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- Pedestrian crossings increased by 655 percent to more than 250,000 crossings in 2018.
- POV crossings increased by almost 6 percent, equivalent to an increase of 38,576 annual crossings above 2008 counts.
- Bus crossings increased by 753 percent to almost 1,250 crossings during 2018.
- Truck crossings increased by 42 percent to 8,829 crossings in 2018.

## Presidio Bridge Facts

### LOCAL NAMES:

- Presidio – Ojinaga Bridge
- Puente Ojinaga

### LOCATION:

**U.S. City:** Presidio

**Mexican City:** Ojinaga

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** State of Texas

**U.S. Operator:** Texas Department of Transportation

**Mexican Owner:** Government of Mexico

**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

2019

### FUNDING/COST:

**U.S.:** \$869,113 for bridge and approach. Mexico paid for half of this seven-span bridge. Since there were an odd number of spans, Mexico paid for the superstructure of the middle span and the U.S. paid for the substructure.

### HOURS OF OPERATION:

24 hours (POV)

10 a.m. – 6 p.m. (Commercial/Cargo – M-F)

Source: U.S. Customs and Border Protection, 2019

### TOLL COST:

None

Source: U.S. Customs and Border Protection, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidio County's Presidential Permit application was approved on July 2, 1976. The permit was amended and transferred to the State of Texas on May 4, 1982.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Presidio LPOE is leased by the United States and under the control of GSA was completed in 1987. A private individual (Richard Slack) owns the U.S. border station.

**Mexico:** The Government of Mexico, Customs and Immigration operate the land port of entry

### CONNECTING ROADWAY:

**U.S.:** US 67 and FM 170

**Mexico:** MEX 16 and CHIH 67

### IMPROVEMENTS:

**U.S.:** A new canopy for the southbound lane was completed in August 2013.

**Mexico:** The state highway Coyame – Potrero Del Llano (La Mula) connecting MEX 16 and CHIH 67 was completed in September 2003. This route starts near Highway 16 about 25 miles south of Coyame (near the village-El Huerfano) and runs parallel to the Chihuahua al Pacifico railroad and connects to the Camargo Highway (CHIH 67) near La Mula (Potrero Del Llano). With this 70-mile bypass, travelers are able to avoid the sharp curves and steep grades of Highway 16 through Peguis Canyon.

# Laredo Region

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Located on the South Texas Plains, the Laredo Region encompasses eight counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, and Zavala. Within the Laredo region, there are eight border crossings processing pedestrian and vehicle traffic, five process commercial traffic, as well as three rail border crossings. The World Trade Bridge is one of eight border crossings in the Laredo region. Laredo's World Trade Bridge is the largest land port-of-entry in Texas, along the entire southern U.S. border, and the United States, overall.

## Introduction

The Laredo region plays an essential role in U.S.–Mexico trade, with eight border crossings that facilitate the cross-border movement of privately operated vehicles (POVs), pedestrians, buses, and commercial trucks. The region directly benefits from trade between the United States and Mexico, with Laredo serving as a major trucking logistics hub. In 2017, the value of trade through the region was \$244 billion with the top commodities traded being machinery & electrical parts, auto parts, plastics or rubbers and metals. Commercial trucks are processed four of the border crossings and there are rail crossings in Eagle Pass and Laredo. POVs are processed at eight border crossings and pedestrians at seven of the border crossings in the Laredo region. Buses once crossed at five locations, but currently use only three crossings (see *Table 3: Modes of Transportation Processed at Texas-Mexico Border Crossings during 2018* and *Figure 43. Border Crossings in the Laredo Region*).

The Laredo Region encompasses the following border crossings from west-to-east:

1. Lake Amistad Dam Crossing
2. Del Rio-Ciudad Acuña International Bridge
3. Eagle Pass Bridge 1
4. Camino Real International Bridge
5. Eagle Pass Rail Bridge
6. Laredo-Colombia Solidarity Bridge
7. World Trade Bridge
8. Laredo Rail Bridge
9. Gateway to the Americas Bridge
10. Juárez-Lincoln Bridge

*Table 3: Modes of Transportation Processed at Texas-Mexico Border Crossings during 2018*

Border Crossing	POV	Pedestrian	Bus	Commercial Truck	Rail
<b>Laredo Region</b>	●	●	●	●	●
Lake Amistad Dam Crossing	●				
Del Río-Ciudad Acuña International Bridge	●	●	●	●	
Eagle Pass Bridge I	●	●	●		
Camino Real International Bridge	●	●	●	●	
Eagle Pass Rail Bridge					●
Laredo-Colombia Solidarity Bridge	●	●	●	●	
World Trade Bridge		●		●	
Laredo Rail Bridge					●
Gateway to the Americas Bridge	●	●			
Juárez-Lincoln Bridge	●	●	●		

Note: Red circles signify POE historically processed mode, but had no crossings by this mode in 2018

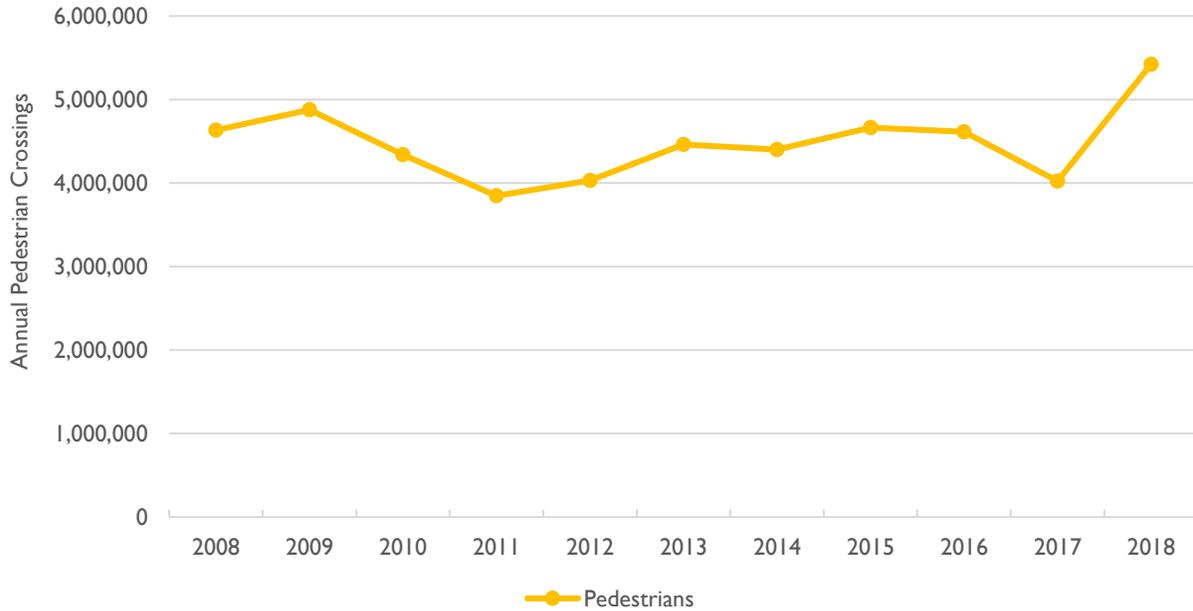
Figure 43. Border Crossings in the Laredo Border Region



### Cross-Border Movement of People in the Laredo Region

Figure 44. Northbound Pedestrian Crossings in the Laredo Region, 2008-2018 shows annual crossing volumes fluctuated during this period, falling from 4.6 million crossings in 2008 to their lowest level of 3.8 million crossings in 2011. In 2018, there were more than 5.4 million pedestrian crossings in the Laredo region, which was the highest volume during this period. Overall, there was a 17 percent increase in pedestrian crossings between 2008 and 2018.

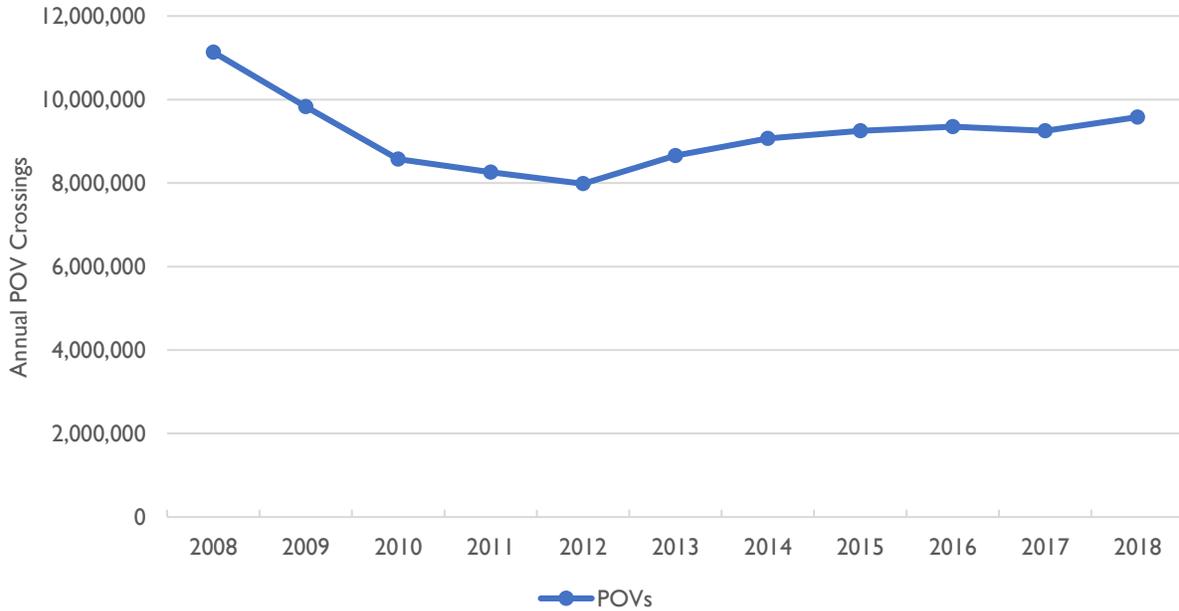
Figure 44. Northbound Pedestrian Crossings in the Laredo Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

In addition to serving local cross-border trips, the Laredo region's border crossings serve heavily utilized routes for cross-border travellers originating from or destined to cities or regions in the interior of the United States or Mexico. POV's are the primary mode for most cross-border trips. Northbound POV crossings in the Laredo region declined between 2008 and 2018 as shown in *Figure 45. Northbound POV Crossings in the Laredo Region, 2008-2018*. Falling from 11.1 million POV crossings in 2008 to just under 8 million crossings in 2012. In 2018, there were almost 9.6 million northbound POV crossings, more than 1.5 million fewer than in 2008. Overall, there was a 14 percent decrease in the Laredo region's POV crossings between 2008 and 2018.

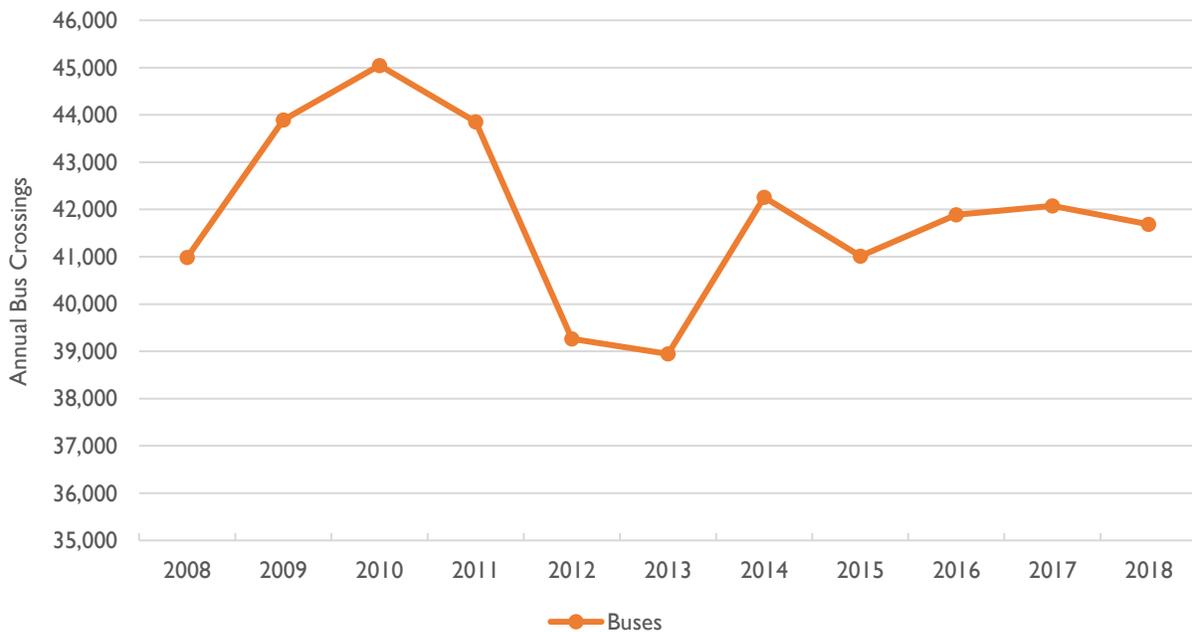
Figure 45. Northbound POV Crossings in the Laredo Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

The volume of northbound bus crossings increased between 2008 and 2018 as shown in *Figure 46. Northbound Bus Crossings in the Laredo Region, 2008-2018*. The highest number of crossings was in 2010, when there were 45,047 crossings and the lowest count occurred in 2013 with 38,944 crossings. In 2018, there were 41,683 northbound bus crossings, which was a 1.7 percent increase since 2008.

Figure 46. Northbound Bus Crossings in the Laredo Region, 2008-2018

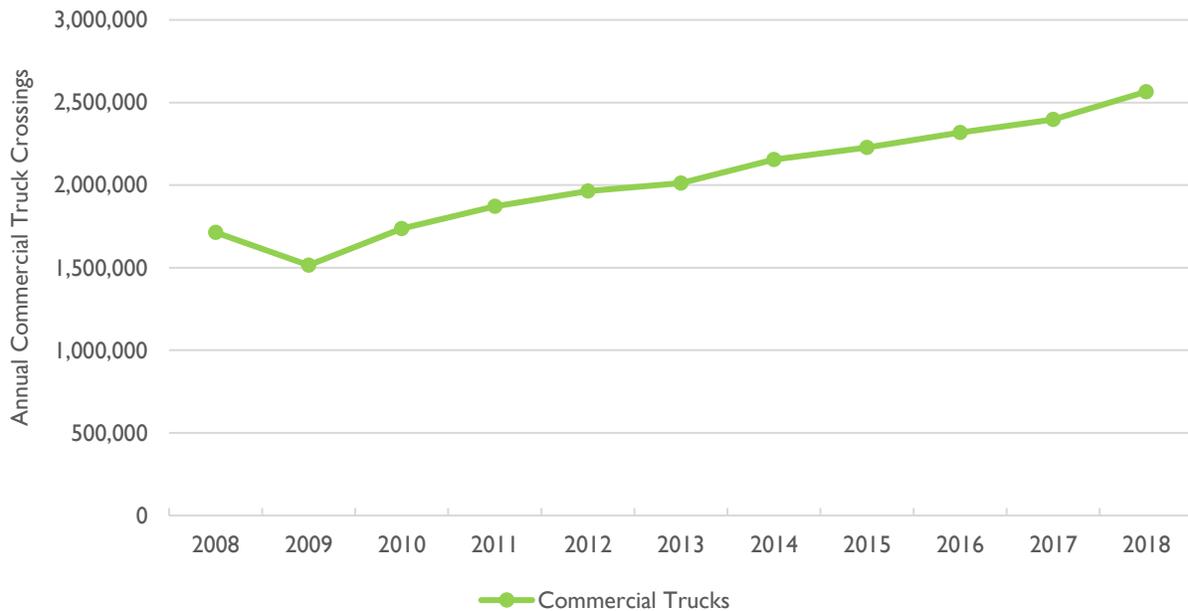


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods in the Laredo Region

Commercial truck traffic in the Laredo region grew steadily through 2018. There were 1.5 million northbound commercial truck crossings in the region during 2009, which increased to 2.5 million truck crossings in 2018 or an overall increase of almost 70 percent, as shown in *Figure 47. Northbound Commercial Truck Crossings in the Laredo Region, 2008-2018*.

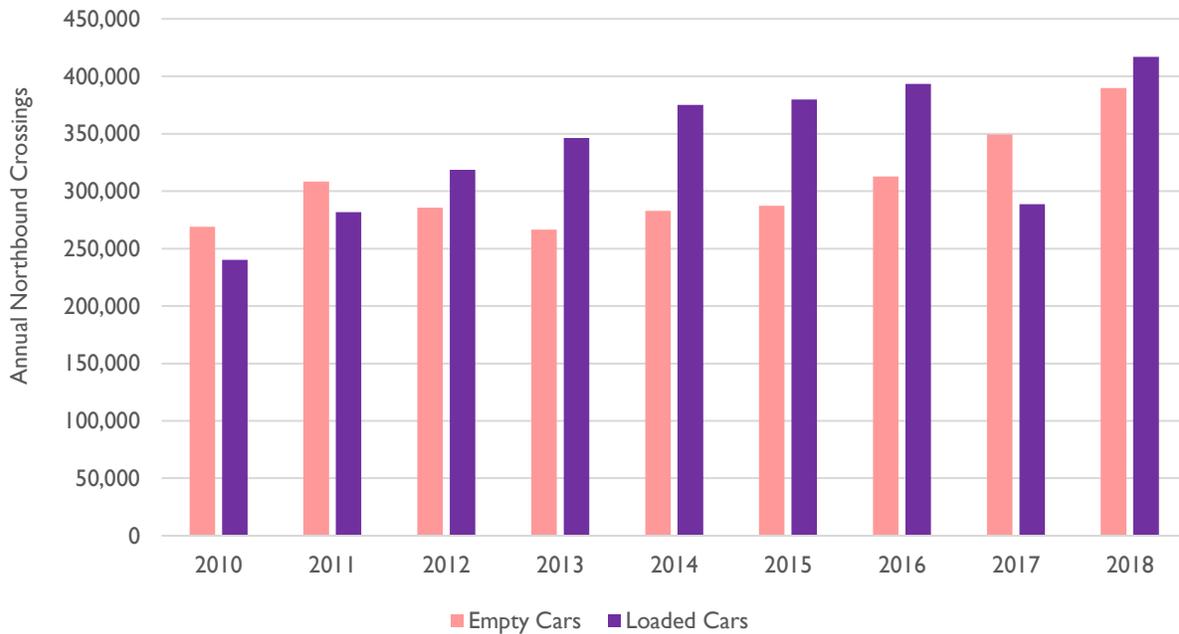
*Figure 47. Northbound Commercial Truck Crossings in the Laredo Region, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

Most northbound rail car crossings along the Texas-Mexico border occur in the Laredo region, both in Laredo and in Eagle Pass (which has experienced growing rail traffic for a number of years). In 2010, there were approximately 510,000 northbound rail car crossings in the Laredo region, as shown in *Figure 48. Northbound Loaded and Empty Rail Car Crossing in the Laredo Region, 2010-2018*. This count grew every year, with the exception of 2017, when there was a significant drop in the number of loaded rail cars. In 2018, the combined volume on the Laredo and Eagle Pass rail bridges reached 806,562 northbound crossings or an overall increase of 58.5 percent from 2010 traffic levels. Between 2010 and 2018, traffic on the Eagle Pass rail bridge grew by approximately 175,000 northbound car crossings or 100 percent, while growth on the Laredo rail bridge was approximately 120,000 northbound car crossings or 36.6 percent. In contrast to the other regions in Texas, the majority of the northbound rail car crossings in the Laredo region were loaded cars.

Figure 48. Northbound Loaded and Empty Rail Car Crossing in the Laredo Region, 2010-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings increased by 17 percent or an increase of 788,003 crossings from 2008.
- Despite the large number of cross-border movements, northbound POV crossings decreased by 14 percent, equivalent to 1,554,429 fewer crossings than 2008.
- Bus crossings increased by 1.7 percent, equivalent to an additional 700 crossings.
- Truck crossings increased almost 70 percent to over 2.5 million truck crossings in 2018.
- Northbound rail car crossings increased by 33 percent, with a majority of the increase occurring on the Eagle Pass rail bridge.
- *Table 4: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Laredo Region, 2008-2018* summarizes the percent change in traffic volume at each border crossing in the Laredo region by mode.

Table 4: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Laredo Region, 2008-2018

PORT-OF-ENTRY	POV	Pedestrian	Bus	Commercial Truck
<b>TOTAL TEXAS-MEXICO BORDER</b>	<b>-16.1%</b>	<b>5.8%</b>	<b>-16.1%</b>	<b>34.5%</b>
<b>Laredo Region</b>	<b>-14.0%</b>	<b>17.0%</b>	<b>1.7%</b>	<b>49.6%</b>
Lake Amistad Dam Crossing	5%			
Del Río-Ciudad Acuña International Bridge	4%	185%	***	37%
Eagle Pass Bridge I	-20%	-18%	***	
Camino Real International Bridge	-19%	321%	66%	70%
Laredo-Colombia Solidarity Bridge	-17%	-41%	5,033%	2%
World Trade Bridge		138%		64%
Gateway to the Americas Bridge	16%	-7%		
Juárez-Lincoln Bridge	-24%	**	-1%	

\* Less than 10 years of data  
 \*\* Crossings by this mode only in 2018  
 \*\*\* No crossings by this mode in 2018

Note: Green shading denotes growth of more than 5%; yellow shading denotes +5% to -5% growth; and red shading denotes negative growth greater than -5%.

Between 2010 and 2018, northbound rail crossings in the Laredo region increased by 58.5 percent.

# Lake Amistad Dam Crossing



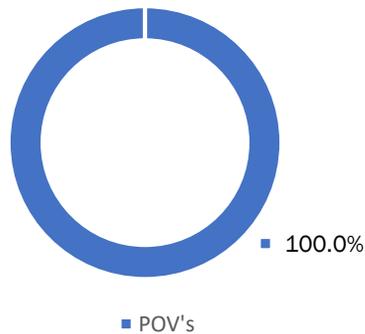
The Lake Amistad Dam crossing is a two-lane road built on the top of the dam. The U.S. Section of the International Boundary and Water Commission (IBWC) owns the facility and U.S. Customs and Border Protection operates it. The road is only open to POVs and its operating hours are from 10 am to 6 pm, seven-days-a-week. Crossings are toll free.

## 2018 Northbound Crossings



74,010

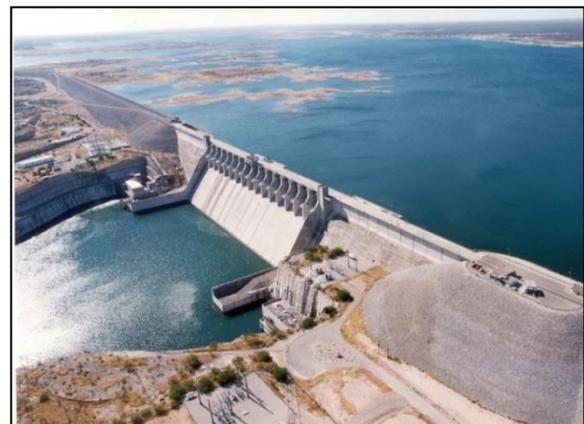
## 2018 Northbound Crossings – Movement of People by Transportation Mode



1996

## Lake Amistad Dam Crossing

2018



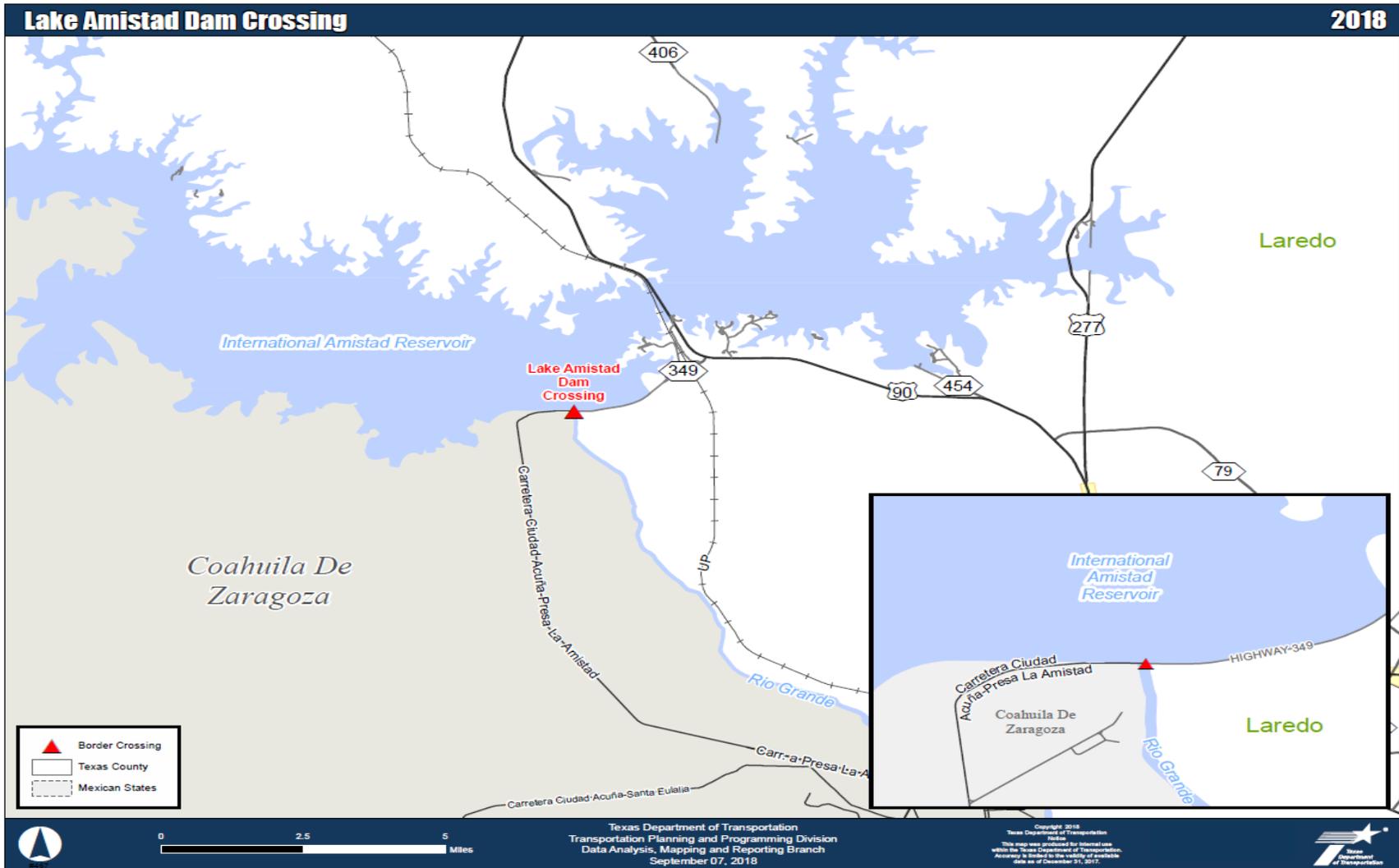


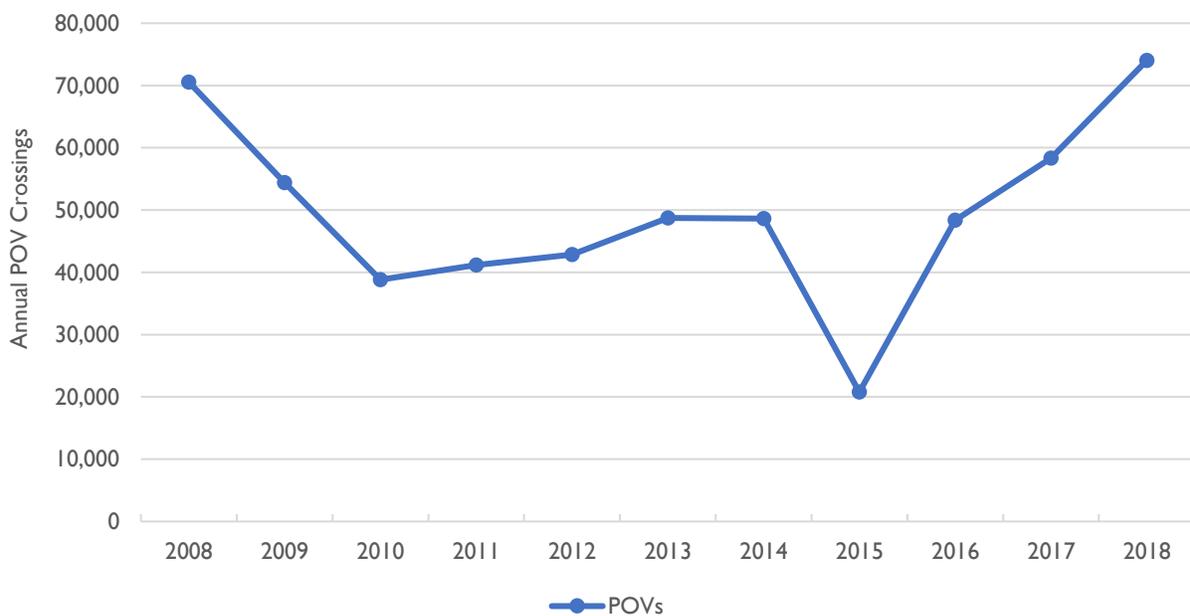
Figure 49. Location of the Lake Amistad Dam Crossing

## Lake Amistad Dam Crossing Trends

### Cross-Border Movement of People on the Lake Amistad Dam

The Lake Amistad Dam crossing is a two-lane roadway for privately owned vehicles (POVs), built on top of the dam. In 2008, there were approximately 70,000 northbound POV crossings, declining to less than 21,000 crossings by 2015 as shown in *Figure 50. Northbound POV Crossings at the Lake Amistad Dam Crossing, 2008-2018*. From 2016 to 2018, northbound crossings began to increase significantly and there were 74,000 northbound crossings during 2018. The overall change in northbound crossings between 2008 and 2018 was a 5 percent increase.

*Figure 50. Northbound POV Crossings at the Lake Amistad Dam Crossing, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- Annual POV crossings increased by five percent or an additional 3,460 crossings from 2008 counts.

## Lake Amistad Dam Crossing Facts

### LOCAL NAMES:

- Puente Río Bravo
- Puente Internacional Cordova-Las Americas
- Cordova Bridge
- Puente Libre
- BOTA
- Free Bridge

### LOCATION:

**U.S. City:** Del Rio  
**Mexican City:** Ciudad Acuña

### DAM OWNER OR OPERATOR:

**U.S. Owner:** U.S. Section, International Boundary and Water Commission  
**Mexican Owner:** Mexican Section, International Boundary and Water Commission

### PORT-OF-ENTRY OWNERS AND OPERATORS:

**U.S. Owner:** Department of Homeland Security – Customs and Border Protection  
**Mexican Owner:** Mexican Customs

### YEAR OF CONSTRUCTION:

1969

### HOURS OF OPERATION:

10 a.m. – 6 p.m. (POV only – M-Sun.)  
Source: U.S. Customs and Border Protection, 2019

### TOLL COST:

None  
Source: U.S. Customs and Border Protection, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for structures built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The land port of entry is owned by DHS/CBP, and was completed in 1969.

### CONNECTING ROADWAY:

**U.S.:** Spur 349 connects to US 90  
**Mexico:** Near MEX 2

### LAND PORT OF ENTRY IMPROVEMENTS:

**U.S.:** The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Amistad Dam is one of three Texas facilities owned by CBP. The new facility was completed in the spring of 2012. The new port of entry is located off the dam and is operational. The old station was demolished.

# Del Rio-Ciudad Acuña International Bridge



The Del Rio-Ciudad Acuña International Bridge is a 2,035-foot long, four-lane bridge with two pedestrian sidewalks. The City of Del Rio owns the U.S. side of the facility.

## 2018 Northbound Crossings



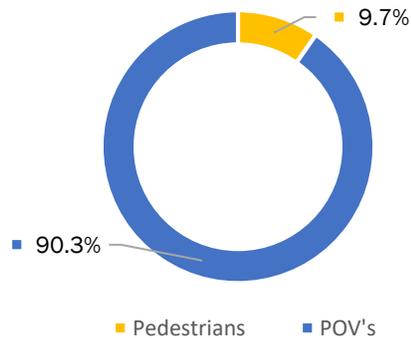
166,084



1,550,191

The bridge is open to pedestrians and POVs 24-hours a day, seven days a week. Commercial crossing hours are 8 am-8 pm Monday through Friday and 9 am-8 pm Saturdays. All southbound pedestrian and vehicular crossings are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Del Rio-Ciudad Acuña International Bridge

2018



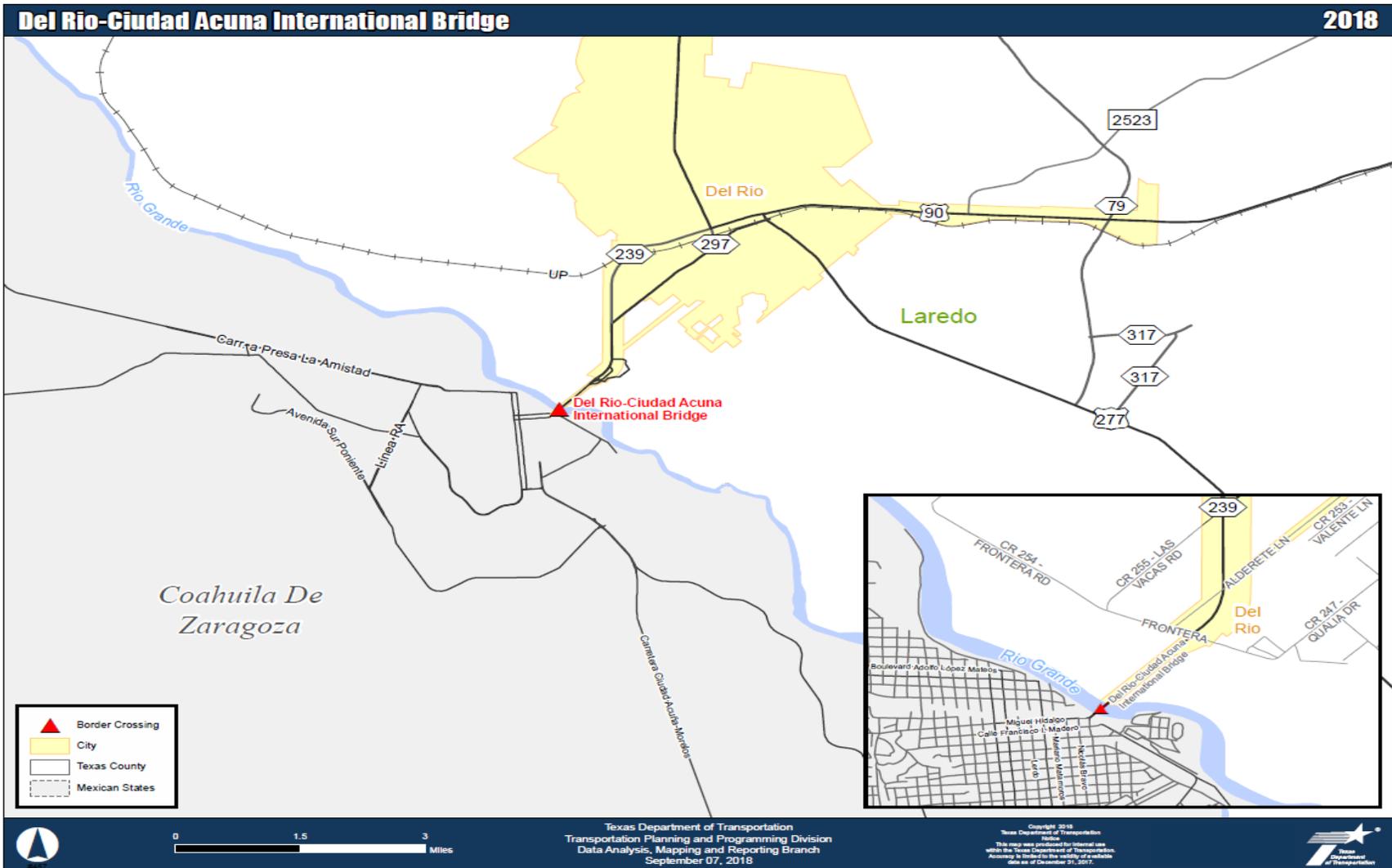


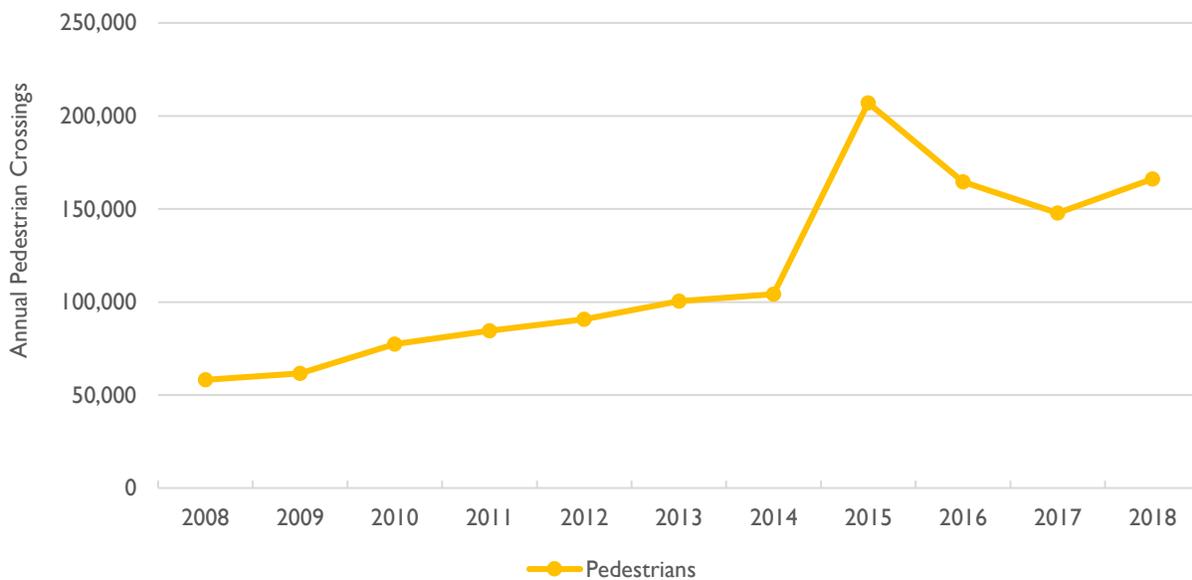
Figure 51. Location of the Del Rio–Ciudad Acuña International Bridge

## Del Rio–Ciudad Acuña Bridge Crossing Trends

### Cross-Border Movement of People on the Del Rio–Ciudad Acuña Bridge

Between 2008 and 2018, northbound pedestrian and POV crossings increased at the Del Rio–Ciudad Acuña Bridge, with pedestrian traffic showing the strongest overall growth. *Figure 52. Northbound Pedestrian Crossings at the Del Rio–Ciudad Acuña Bridge, 2008-2018* shows how northbound pedestrian crossings increased from 2008 through 2018, including a short-lived surge of crossings that occurred in 2015 (more than doubling to 207,000 crossings). The volumes slowed in the subsequent years and there were 166,000 northbound pedestrian crossings in 2018.

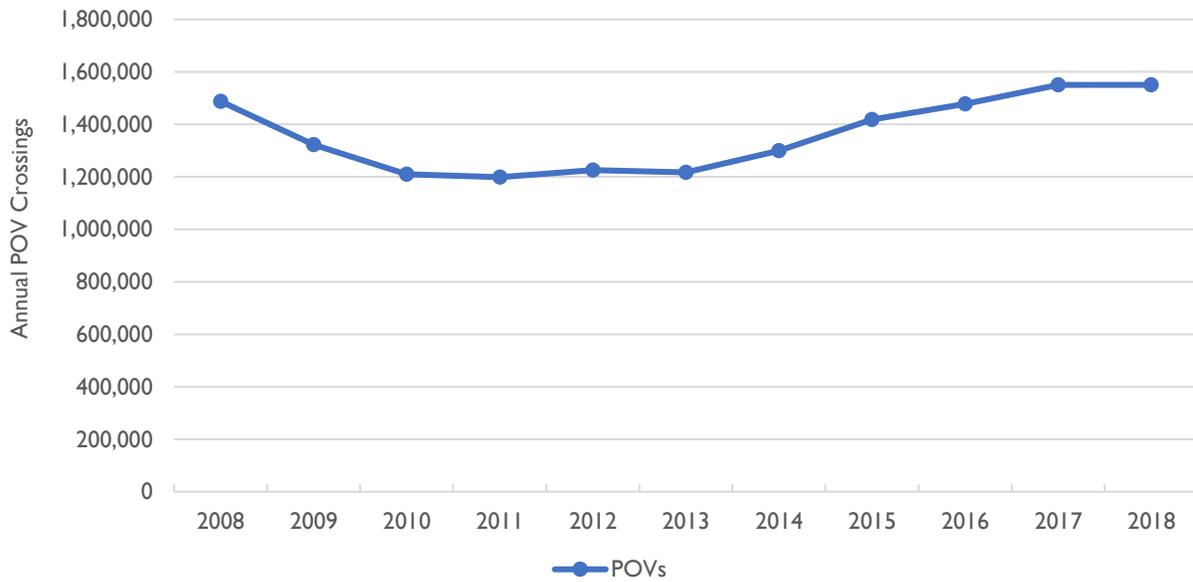
*Figure 52. Northbound Pedestrian Crossings at the Del Rio–Ciudad Acuña Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 53. Northbound POV Crossings at the Del Rio–Ciudad Acuña International Bridge, 2008-2018* shows northbound POV crossings at the Del Rio–Ciudad Acuña International Bridge from 2008 to 2018. During 2008, there were almost 1.5 million northbound POV crossings at the bridge. Annual volumes declined or remained steady through 2013, when there were 1.2 million crossings. From 2013 through 2017, northbound traffic began to grow again and there were 1,550,191 POV crossings during 2018.

Figure 53. Northbound POV Crossings at the Del Rio-Ciudad Acuña International Bridge, 2008-2018

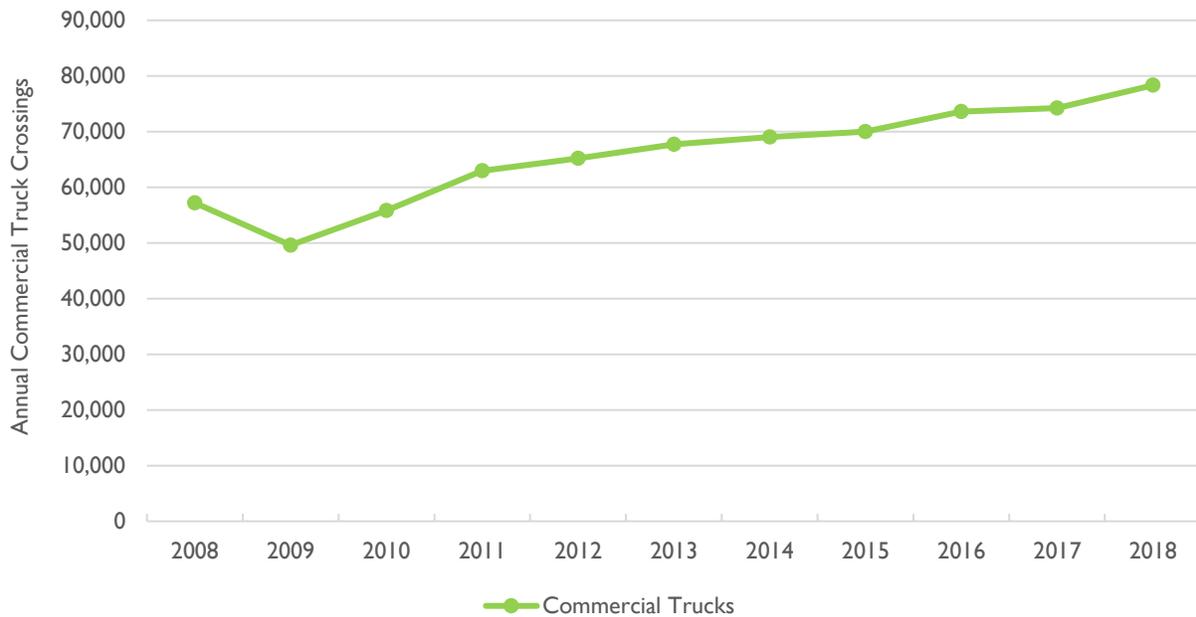


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Del Rio-Ciudad Acuña Bridge

Figure 54. Northbound Commercial Truck Crossings at the Del Rio-Ciudad Acuña International Bridge, 2008-2018 illustrates northbound crossings of commercial trucks at the Del Rio-Ciudad Acuña International Bridge between 2008 and 2018. With the exception of a 13.3 percent decline in commercial truck traffic between 2008 and 2009, commercial truck traffic continuously increased through 2018. In 2018, there were 78,328 commercial truck crossings and, between 2008 and 2018, commercial truck volumes at the bridge increased by 37 percent.

Figure 54. Northbound Commercial Truck Crossings at the Del Rio–Ciudad Acuña International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Northbound pedestrian crossings increased by 185 percent, equivalent to 107,910 additional crossings from 2008.
- Northbound POV crossings increased by 4 percent or an overall increase of 62,499 crossings over 2008.
- There have been no northbound bus crossings since 2013.
- Truck crossings increased by 37 percent to 78,328 northbound crossings.

## Del Rio–Ciudad Acuña International Bridge Facts

### LOCAL NAMES:

- Del Rio International Bridge
- Puente Ciudad Acuña-Ciudad Del Río
- Puente Acuña

### LOCATION:

**U.S. City:** Del Rio  
**Mexican City:** Ciudad Acuña

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Del Rio  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

Originally constructed in 1930 and reconstructed in 1987.

### FUNDING/COST:

**U.S.:** Cost was \$6 million, with a similar amount financed by fee collections from commercial traffic, according to an agreement between commercial interests and Mexico.

Source: International Boundary and Water Commission, U.S. Section

### HOURS OF OPERATION:

24 hours (POV)  
8 a.m. – 8 p.m. (Commercial/Cargo – M-F)  
9 a.m. – 8 p.m. (Commercial/Cargo – Sat.)

Source: City of Del Rio, Texas, 2019

### TOLL COST:

POV - \$4.00 + \$2.00 per additional axle  
RV - \$13.00  
Bicycle - \$0.75  
Pedestrian - \$0.75  
Bus - \$13.00  
Heavy Equipment/Commercial - \$6.75 per axle

Source: City of Del Rio, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Del Rio's Presidential Permit application was approved in 1986.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Del Rio LPOE is owned by the United States and under the jurisdiction, custody and control of GSA. The building and lanes were expanded in 1990, and the new import dock was constructed in the late 1990's. GSA's replacement of the administration and non-commercial facilities was completed in April 2009. CBP began operations in the new facilities in June 2009.

**CONNECTING ROADWAY:**

**U.S.:** US 277/Spur 239 connecting with US 90

**Mexico:** Near MEX 2, Coahuila State Highway 29 connecting with MEX 57

**IMPROVEMENTS:**

**U.S.:** State Loop 79 (Del Rio Relief Route) - The project length was 12.1 miles and had a construction cost of \$32.3 million. This project utilized a pass-through financing agreement between Val Verde County and TxDOT that was approved and executed by the Texas Transportation Commission. Construction of this project began in 2009, and it was opened to traffic in May 2012. The northern extension, not using pass-through tolls, was completed in 2015.

Toll Booth Improvements - The construction and infrastructure improvements to the City of Del Rio International Bridge Toll Booths at the Port of Entry are to replace the existing antiquated toll booths, lane gates, computer hardware, and software. Additionally, this project more efficiently aligned the new GSA/CBP facility and the Mexico-bound toll plaza operated by the City of Del Rio, meeting an important objective of the City of Del Rio and CBP. This project will also provide an over-width load lane. Cost of the project was estimated at \$3.72 million in federal CBI funds. Bidding took place in late 2015. CBP and the City of Del Rio are discussing the possibility of CBP using the current toll booth facility as a Mexico-bound inspection facility.

# Eagle Pass Bridge 1



The Eagle Pass Pass Bridge I is a two-lane facility that serves POVs and pedestrians. The structure is 1,855 feet in length and operates from 7 am-11 pm, Monday through Sunday.

## 2018 Northbound Crossings



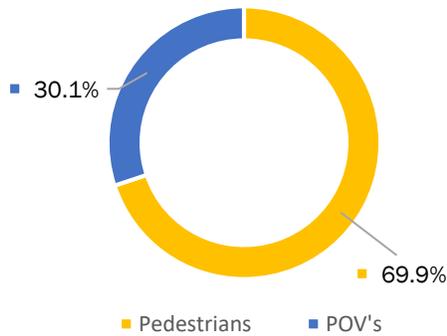
529,632



1,229,287

The City of Eagle Pass owns the U.S. side of the bridge. All southbound pedestrian and vehicular crossings on Eagle Pass Bridge 1 are tolled.

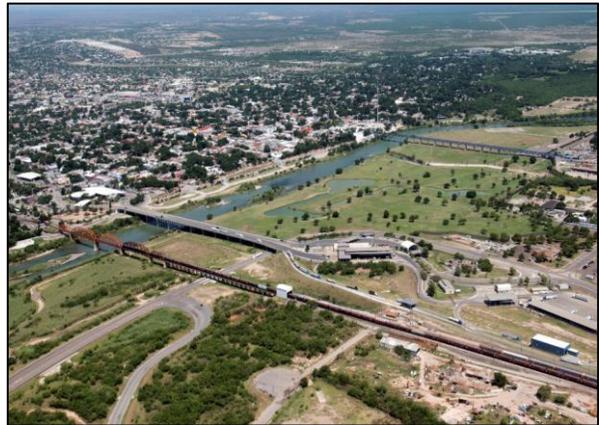
## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Eagle Pass Bridge 1

2018



# Eagle Pass Bridge 1

2018

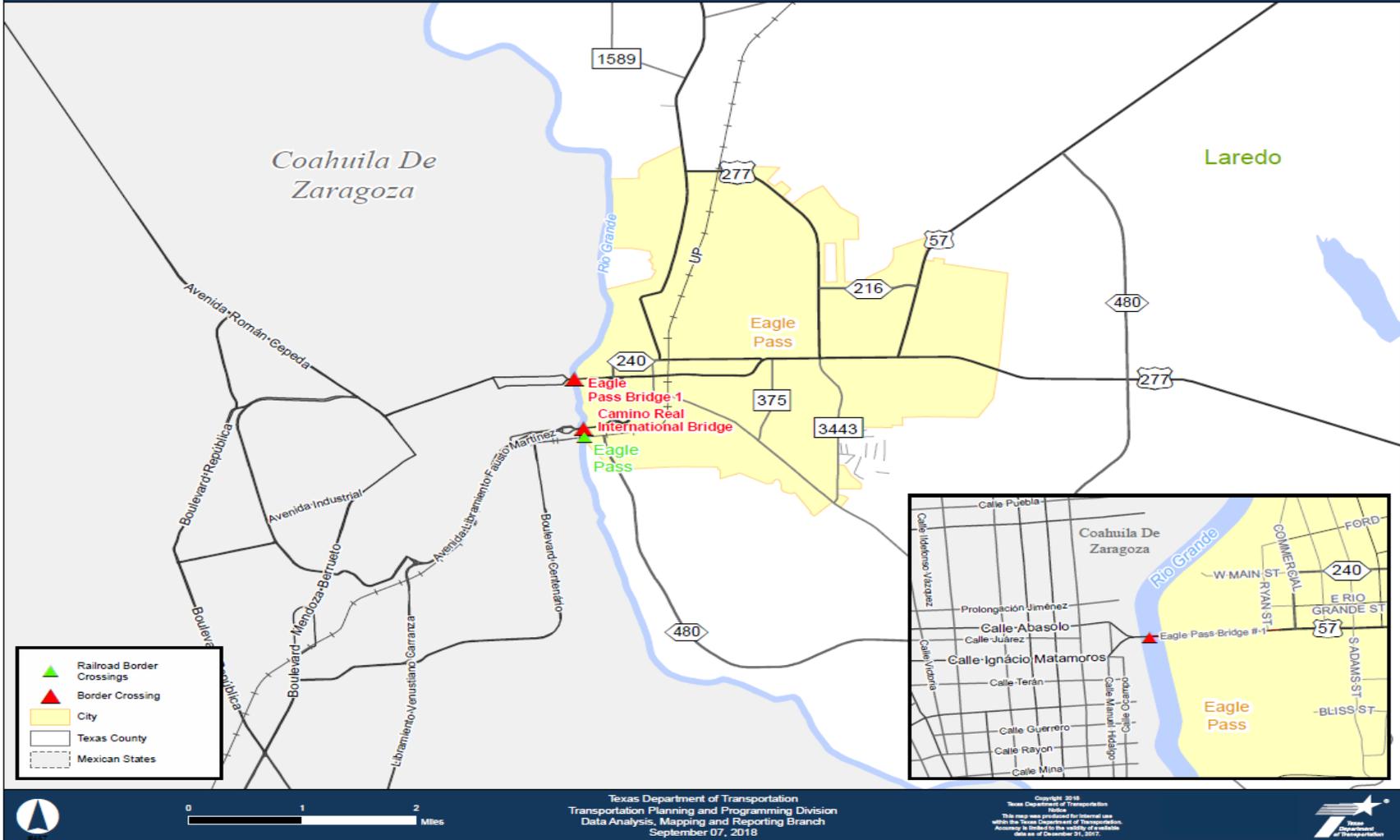


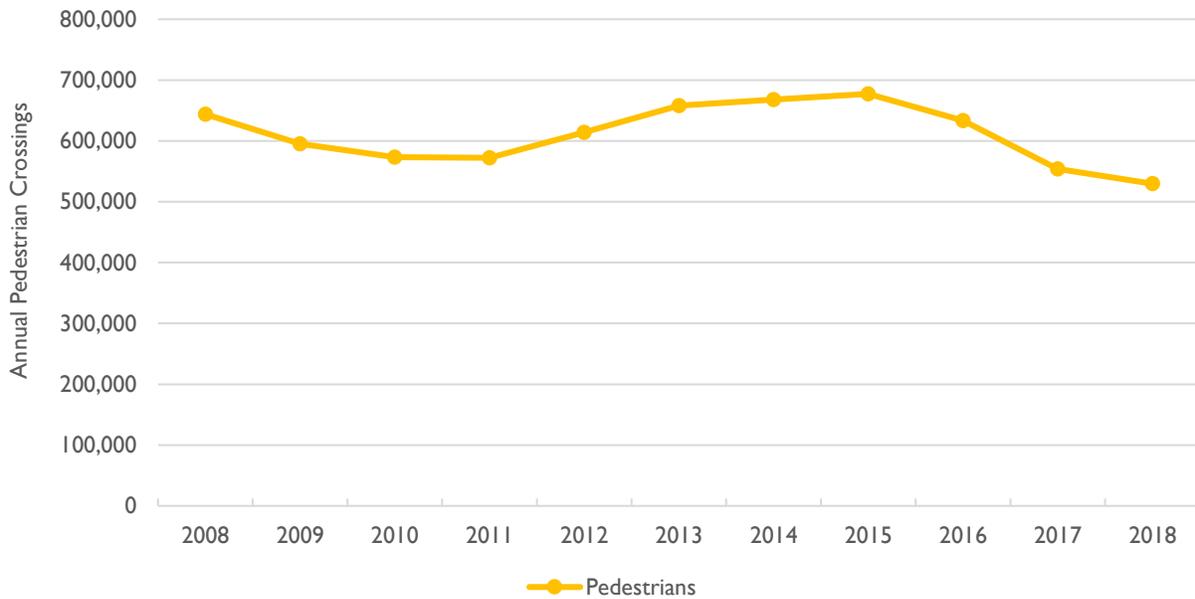
Figure 55. Location of the Eagle Pass Bridge 1

## Eagle Pass Bridge 1 Crossing Trends

### Cross-Border Movement of People on the Eagle Pass Bridge 1

Eagle Pass Bridge 1 is the historic link for pedestrian and passenger travel between Eagle Pass and Piedras Negras, connecting the central business districts of both cities. Northbound pedestrian crossings at Eagle Pass Bridge 1 varied between 2008 and 2018, but the overall trend was downward as can be seen in *Figure 56. Northbound Pedestrian Crossings at the Eagle Pass Bridge 1, 2008-2018*. Northbound pedestrian traffic peaked in 2014, when there were 667,000 crossings, declining to the 529,600 northbound crossings during 2018. Between 2008 and 2018, the number of northbound crossings declined by 17.7 percent.

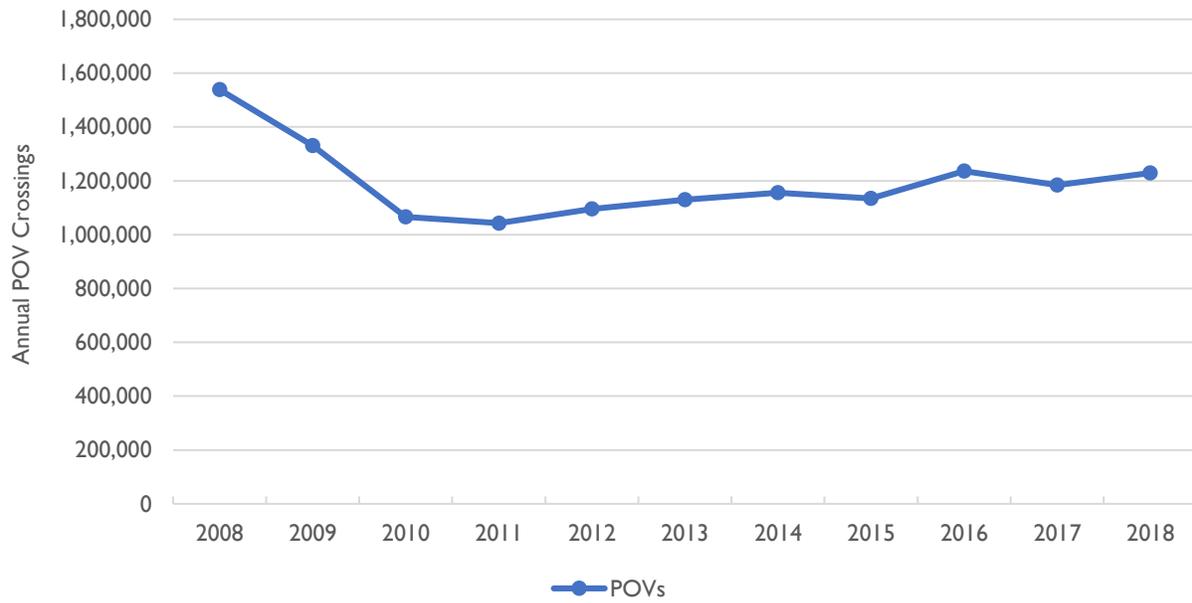
*Figure 56. Northbound Pedestrian Crossings at the Eagle Pass Bridge 1, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

Similarly, northbound POV crossings at Eagle Pass Bridge 1 declined by 20 percent between 2008 and 2018 as shown in *Figure 57. Northbound POVs Crossings at the Eagle Pass Bridge 1, 2008-2018*. The sharpest drop occurred between 2008 and 2011, when northbound POV crossings fell from 1.5 million annually to 1.0 million annually. Afterwards, the number of POV crossings slowly migrated upward and there were 1.2 million northbound crossings in 2018.

Figure 57. Northbound POVs Crossings at the Eagle Pass Bridge 1, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings decreased by 18 percent, equivalent to 114,249 fewer crossings than during 2008.
- POV crossings decreased by 20 percent, equivalent to a decrease of 309,294 crossings from 2008.

# Eagle Pass Bridge 1 Facts

## LOCAL NAMES:

- Eagle Pass-Piedras Negras International Bridge
- Puente Piedras Negras-Eagle Pass

## LOCATION:

**U.S. City:** Eagle Pass  
**Mexican City:** Piedras Negras

## BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Eagle Pass  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

## YEAR OF CONSTRUCTION:

Originally constructed in 1927 and reconstructed in 1954, the bridge was rehabilitated in 1985.

## FUNDING/COST:

The City of Eagle Pass purchased the bridge on March 17, 1947, from Francisco Estrada for \$320,000.  
Source: Laredo District, TxDOT

## HOURS OF OPERATION:

7 a.m. - 11 p.m. (POV only - M-Sun)

## TOLL COST:

POV - \$3.50 (\$3.00 with Express Card) + \$1.75 per additional axle  
Motorcycle - \$2.50  
Pedestrian - \$0.50  
Bus - \$10.00  
Truck - \$5.00 per axle  
Source: City of Eagle Pass, Texas, 2019

## U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

## LAND PORT OF ENTRY (LPOE):

**U.S.:** The Eagle Pass I LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1960 and expanded in 1991.

## CONNECTING ROADWAY:

**U.S.:** US 57 connects to US 277  
**Mexico:** Near MEX 2 and MEX 57

## IMPROVEMENTS:

**U.S.:** US 57 Passing Lanes - US 57 was expanded from two lanes to four lanes with shoulders for approximately 14 miles outside the city limits.

Spur 16 - The construction of the new Spur 16 was completed in October 2006 at a cost of \$3.4 million. This project connects US 57 and US 27, and provides mobility and safety in the city of Eagle Pass.

# Camino Real International Bridge



The Camino Real International bridge opened in 1999, and is immediately north of the international railroad bridge. The bridge has six vehicle lanes and two sidewalks. It is 1,384 feet in length.

## 2018 Northbound Crossings



240,952



1,569,425



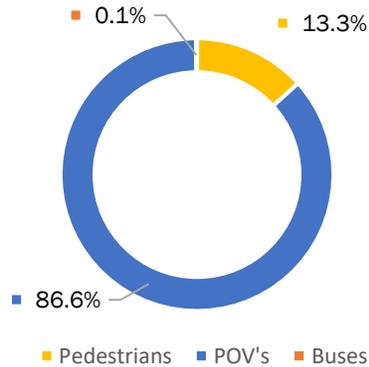
2,688



173,105

The U.S. side of the bridge is owned by the City of Eagle Pass and the POV facility operates on a 24-hour, seven-day a week schedule. Commercial trucks may cross 9 am-10 pm Monday through Friday and 9 am-2 pm Saturday. All southbound pedestrian and vehicular crossings on the Camino Real International Bridge are tolled.

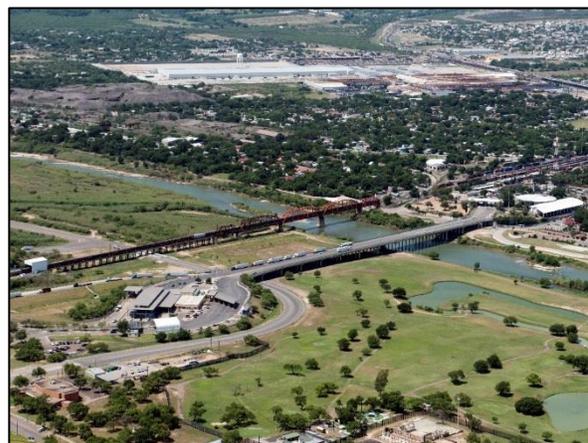
## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Camino Real International Bridge

2018

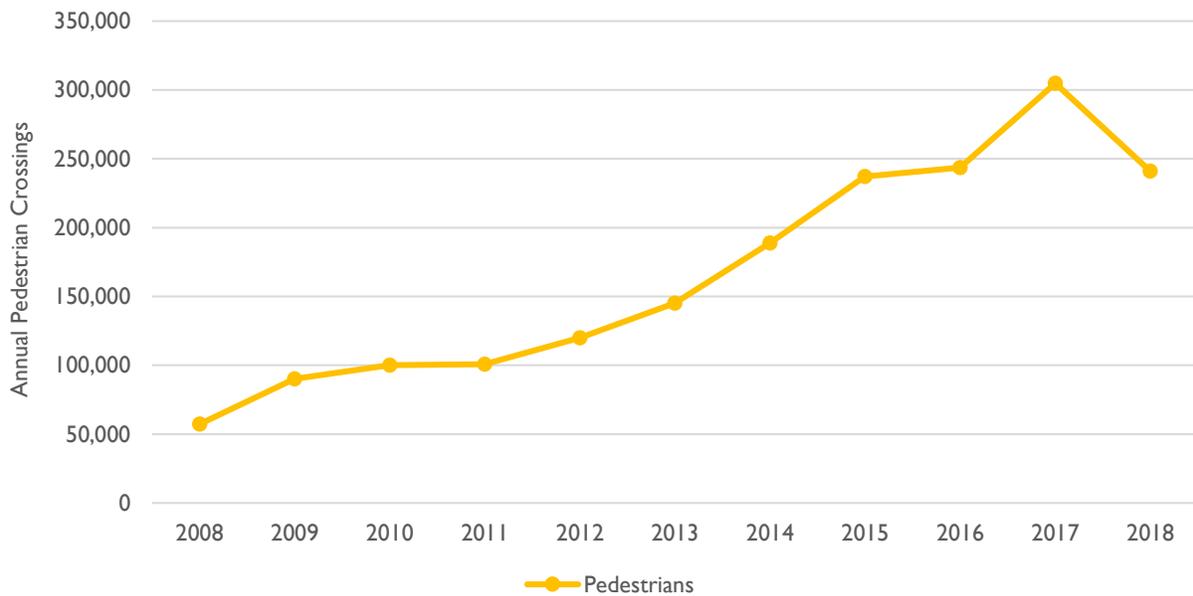


## Camino Real International Bridge Crossing Trends

### Cross-Border Movement of People on the Camino Real International Bridge

Northbound pedestrian crossings on Camino Real International Bridge increased consistently between 2008 and 2017 as shown in *Figure 58. Northbound Pedestrian Crossings at Camino Real International Bridge, 2008-2018*. Despite a significant 21 percent decline in northbound pedestrian crossings during 2018, there was an overall increase in crossings of 320 percent between 2008 and 2018.

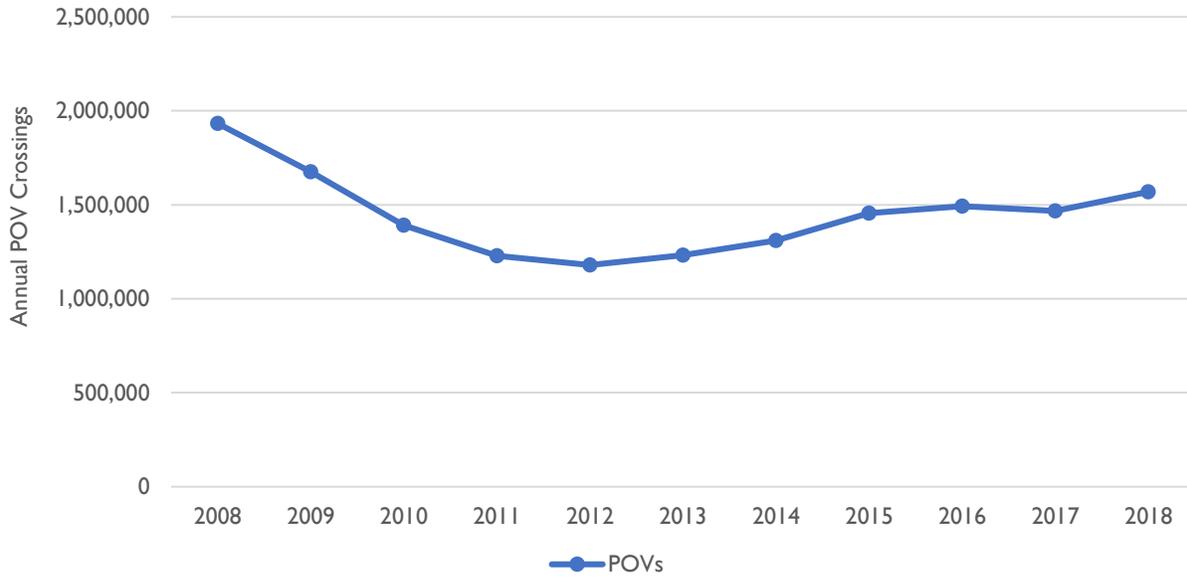
*Figure 58. Northbound Pedestrian Crossings at Camino Real International Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

Northbound POV crossings, on the other hand, declined between 2008 and 2018 from 1,933,008 to 1,569,425 crossings, respectively, as shown in *Figure 59. Northbound POV Crossings at Camino Real International Bridge, 2008-2018*. During this period, the lowest volume occurred in 2012, when there were 1,179,474 crossings. In the years that followed, northbound POV crossings increased almost every year, but there was still a 19 percent decrease in the total number of POV crossings between 2008 and 2018.

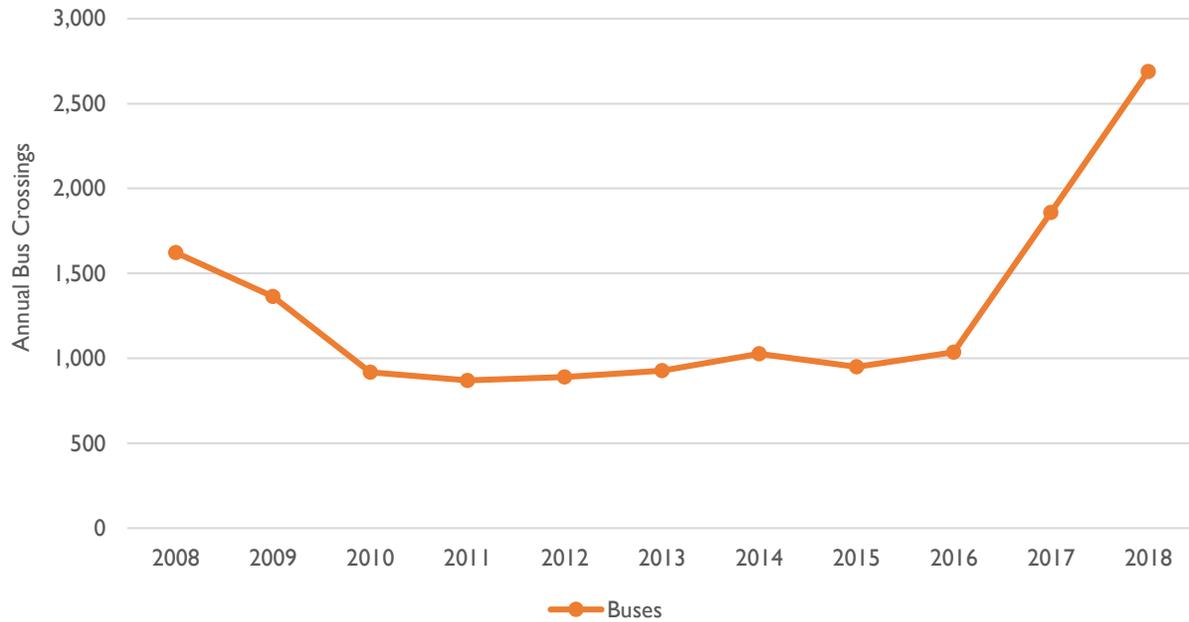
Figure 59. Northbound POV Crossings at Camino Real International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

The Camino Real International Bridge has become Eagle’s Pass primary facility serving the movement of people using motorized modes of transportation. All northbound bus crossings in the Eagle Pass area enter the United States at Camino Real International Bridge. The annual number of bus crossings declined between 2008 and 2011 from 1,623 buses to 870 buses as shown in *Figure 60. Northbound Bus Crossings at Camino Real International Bridge, 2008-2018*. During the subsequent years, there were moderate increases in bus volumes through 2016, before rising sharply during 2017 and 2018. During 2018, there were 2,688 bus crossings per year at the Camino Real International Bridge or an overall increase of 66 percent from the 2008 count.

Figure 60. Northbound Bus Crossings at Camino Real International Bridge, 2008-2018

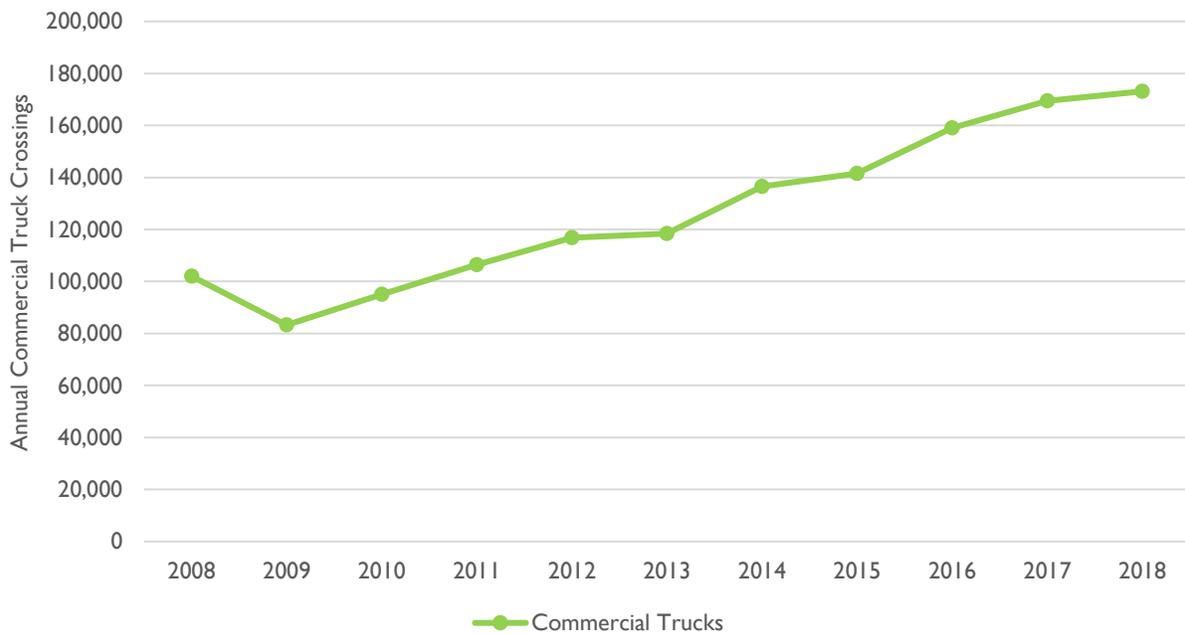


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Camino Real International Bridge

Between 2009 and 2018, the number of northbound commercial truck crossings at Camino Real International Bridge increased consistently, following an 18.3 percent decline from 2008 to 2009 as shown in *Figure 61. Northbound Commercial Truck Crossings at Camino Real International Bridge, 2008-2018*. The total number of northbound commercial truck crossings in 2018 was 173,105 trucks and the overall volume grew by 70 percent between 2008 and 2018.

Figure 61. Northbound Commercial Truck Crossings at Camino Real International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings increased by 321 percent or an increase of 183,670 annual crossings over 2008.
- POV crossings decreased by 19 percent, equivalent to a decrease of 363,583 crossings from 2008.
- Bus crossings increased by 66 percent, equivalent to an increase of 1,065 annual crossings from 2008.
- Truck crossings increased by 70 percent to 173,105 northbound crossings.

# Camino Real International Bridge Facts

## LOCAL NAMES:

- Eagle Pass – Piedras Negras International Bridge II
- Puente Dos
- Puente Camino Real
- Puente Internacional Coahuila 2000

## LOCATION:

**U.S. City:** Eagle Pass  
**Mexican City:** Piedras Negras

## DESCRIPTION:

**U.S.:** The bridge began operating on September 24, 1999, and is located approximately 0.6 miles south of the existing Eagle Pass Bridge 1 and immediately north of the international railroad bridge owned and operated by Union Pacific. Since its opening, all commercial traffic in the area is required to use this bridge.

The bridge structure is 1,384 feet in length with 374 feet on the Mexican side and 1,010 feet on the U.S. side. The land port of entry for the Port of Entry facilities consists of approximately 46 acres. The 84-foot wide bridge roadway provides six lanes (three in each direction) and includes two six-foot sidewalks for pedestrians.

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** City of Eagle Pass  
**U.S. Operator:** Eagle Pass Bridge System  
**Mexican Owner:** Mexican Government.  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

## FUNDING/COST:

The City of Eagle Pass provided funding for the \$30 million project.

## HOURS OF OPERATION:

24 hours (POV–M–Sun)  
9 a.m. – 10 p.m. (Commercial/Cargo –M–Fri)  
9 a.m. – 2 p.m. (Commercial/Cargo –Sat)

Source: City of Eagle Pass, Texas, 2019

## TOLL COST:

POV - \$3.50 (\$3.00 with Express Card) + \$1.75 per additional axle  
Motorcycle - \$2.50  
Pedestrian - \$0.50  
Bus - \$10.00  
Truck - \$5.00 per axle

Source: City of Eagle Pass, Texas, 2019

#### **U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** The Department of State issued the Presidential Permit to the City of Eagle Pass in May 1996. The Coast Guard Bridge Permit was issued in August 1996.

**Mexico:** The State of Coahuila constructed and operates the bridge and facilities.

#### **LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Eagle Pass II LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA.

The majority of the port is government-owned as of June 2013, with the exception of the Administration Building that remains a leased building.

**Mexico:** Construction of the land port of entry began in July 1998 and was completed in August of 1999.

#### **CONNECTING ROADWAY:**

**U.S.:** Construction for the Eagle Pass Truck Route was divided into two phases. Phase 1A was completed in April 1999 at a cost of \$1.1 million and is approximately 1/2 mile long, connecting at FM 1021-Wilson Street and ending at Camino Real International Bridge. Phase 1B is approximately 2 miles, starting at Camino Real International Bridge and ending at FM 375. Phase 1B includes two lanes with shoulders and was completed in summer 2007. Construction of this road way was a coordinated effort between the City of Eagle Pass and TxDOT. Work on the FM 1021 overpass started in fall 2012 and has been completed and opened to traffic. Cost of this project was \$8.28 million and used a combination of state and federal funds that includes \$750,000 of CBI funds.

**Mexico:** The governors of Coahuila and Zacatecas signed an agreement to expand highway infrastructure from Saltillo to Zacatecas. Highway 57, a four-lane highway from Piedras Negras to Saltillo, Coahuila, is complete with plans for four-lanes all the way to Mexico City.

#### **IMPROVEMENTS:**

**U.S.:** State Loop 480 (Eagle Pass Outer Loop) - SL 480 is an outer loop that extends from Camino Real International Bridge/Eagle Pass Truck Route around the eastern portion of the city, eventually, to US 277 north of Eagle Pass. Work on this project was started in FY 2009, with Proposition 14 Funds used in the Phases I and II segments. Phase I construction was completed in 2012, and extends from FM 1021 to US 57. Phase I included the construction of a two-lane highway on a new location with one grade separated interchange at the US 277 east intersection. Phase I was constructed at a cost of \$16.6 million. Phase II construction from Camino Real International Bridge to FM 1021 began in 2010 and includes a two-lane highway on a new location with a grade-separated intersection at FM 1021. The Phase II segment cost \$16.6 million and is complete and

operational. Phase III of the SL 480 project will extend from US 57 to US 277 north, but is currently unfunded.

US 277 Passing Lanes –The installation of intermittent passing lanes has been completed, with approximately 2-mile long passing lanes, were added every five to eight miles between Eagle Pass and Carrizo Springs. This improved, stop-gap configuration allows for efficient and safe passing opportunities for drivers to get around slower moving traffic. This improvement was especially needed due to the high numbers of commercial trucks using this route. This project cost approximately \$10.8 million and was completed in 2015.

Camino Real Bridge Toll Booth Improvements – This project consists of construction and infrastructure improvements to the northbound portion of the Camino Real International Bridge facility. This project will include concrete pavement, new inspection booths, related hardware and software, canopies and fencing. Rerouting of commercial traffic is needed to improve the internal flow of commercial trucks and oversize loads entering the U.S., as well as providing an improved, more direct alignment with the proposed permanent Border Safety Inspection Facility (BSIF). This work will increase the safety and efficiency of border traffic at this bridge, and is currently estimated to cost \$6.7 million in CBI funds. Bidding was scheduled for September 2015; with work completed 24 months after the start of construction.

**Mexico:** The State of Coahuila and SCT continue the improvement and construction of the Mexico-Piedras Negras Transport Corridor to the new port of entry. A number of projects are planned in the short to medium term. Included was the construction of two road sections. La Muralla (10.0 km), which is complete and part of the Saltillo bypass (36.0 km) was also completed at a cost of 327 million pesos.

# Laredo-Colombia Solidarity Bridge



The Laredo-Colombia Solidarity Bridge is an eight-lane facility with two sidewalks. It is 1,216 feet in length. The City of Laredo owns the U.S. side of the bridge. The bridge's POV and pedestrian facilities operate 8 am-12 am, seven days a week.

## 2018 Northbound Crossings



8,908



327,157



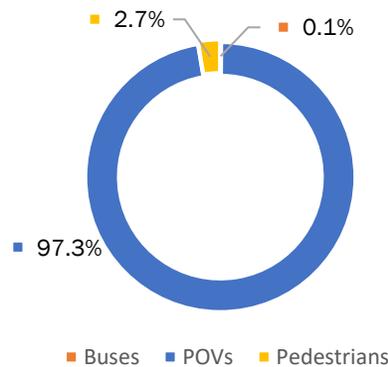
308



402,155

Commercial truck facilities are open 8 am-10:30 pm Monday through Friday and 8 am-4 pm on Saturdays. All southbound pedestrian and vehicular crossings are tolled.

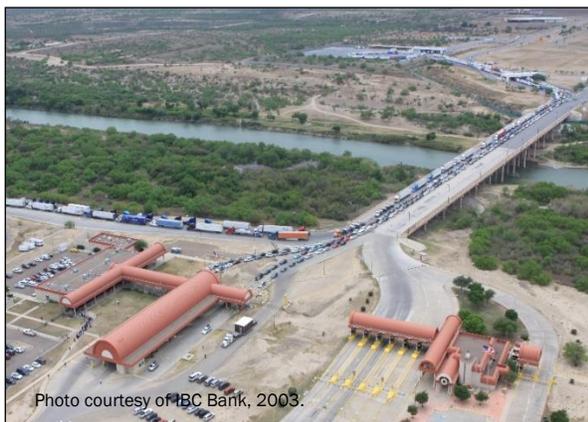
## 2018 Northbound Crossings – Movement of People by Transportation Mode



2013

## Laredo-Colombia Solidarity Bridge

2018



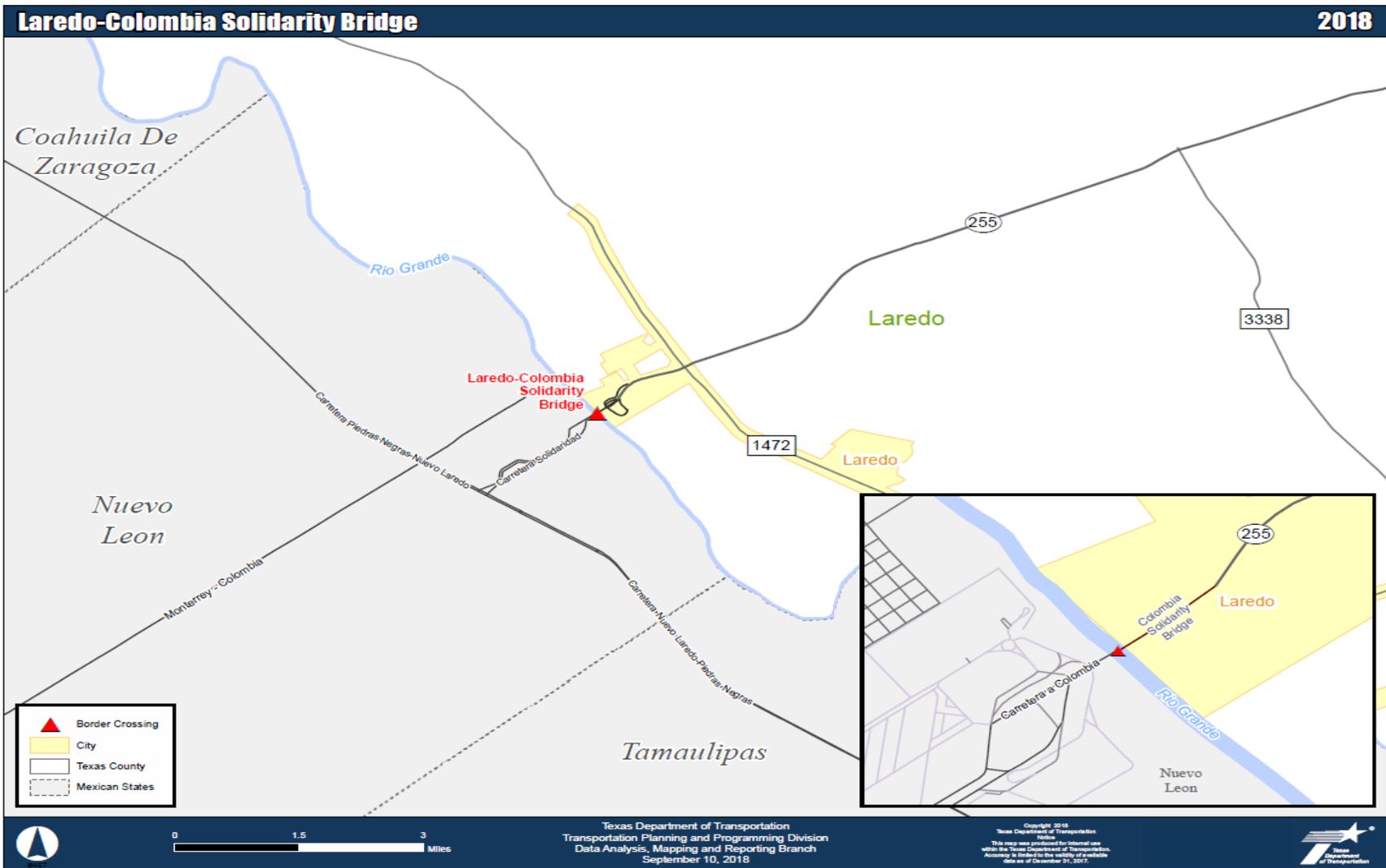


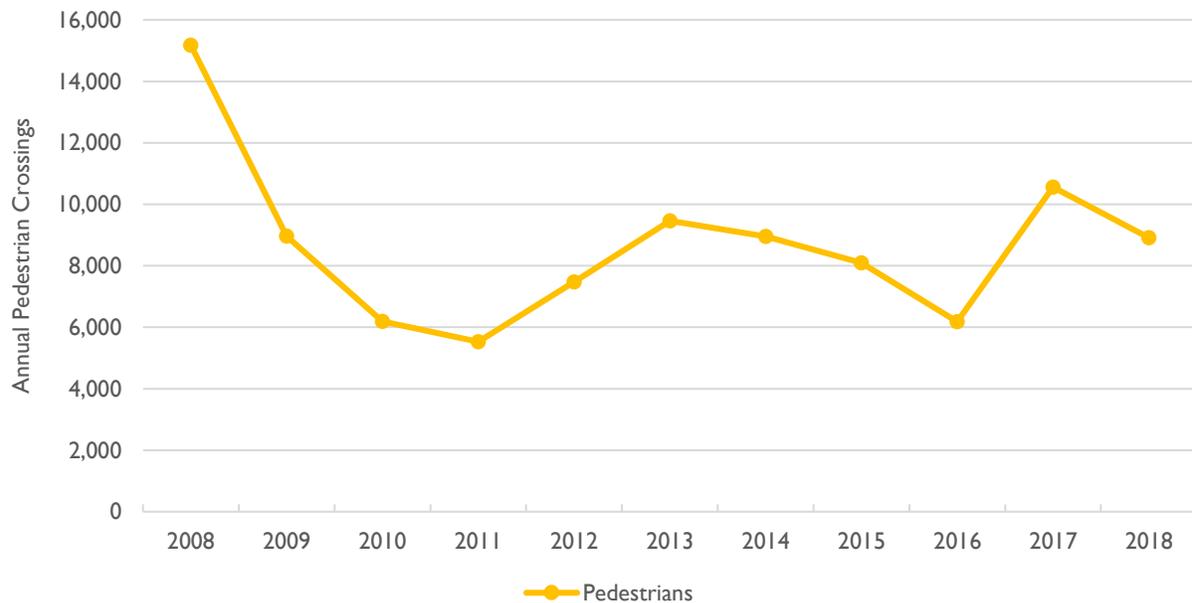
Figure 62. Location of the Laredo-Colombia Solidarity Bridge

## Laredo–Colombia Solidarity Bridge Crossing Trends

### Cross-Border Movement of People on the Laredo-Colombia Solidarity Bridge

The Laredo-Colombia Solidarity Bridge is a relatively remote facility, often used by cross-border travellers going to and from the interior of the United States and Mexico. The crossing allows travellers to avoid the more congested bridges in central Laredo. Pedestrian traffic on the bridge is low and northbound pedestrian crossings on the Laredo-Colombia Solidarity Bridge fluctuated between 2008 and 2018, but the overall trend was downward, as seen in *Figure 63. Northbound Pedestrian Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018*. There were 15,178 northbound pedestrians during 2008, which fell to their lowest level in 2011, when there were 5,528 crossings. There were 8,906 northbound pedestrian crossings during 2018.

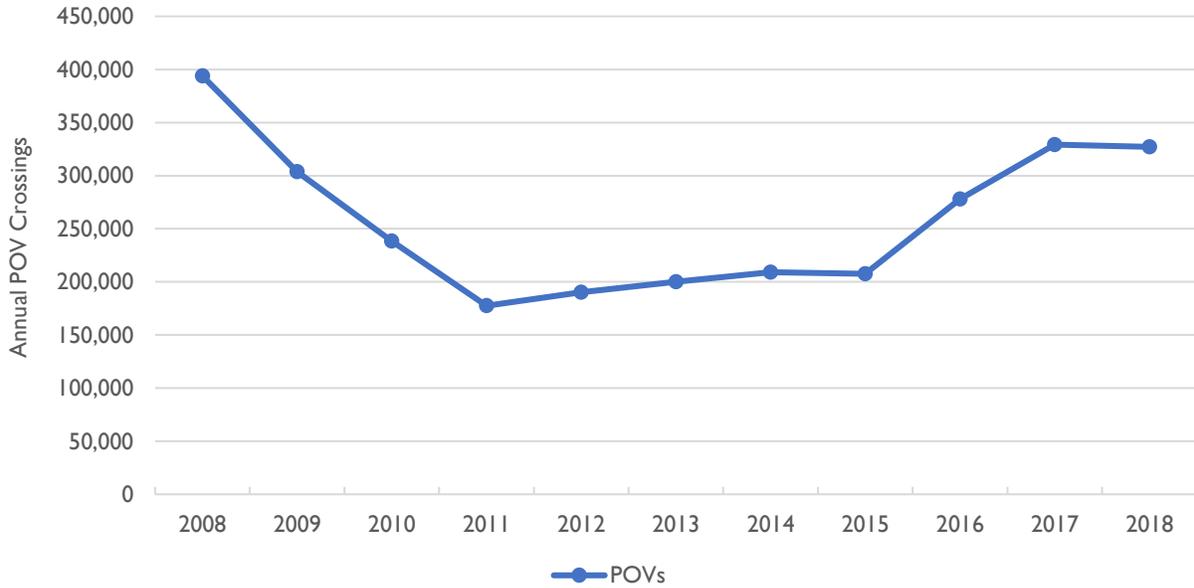
*Figure 63. Northbound Pedestrian Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

There were fewer 2018 northbound POV crossings at the Laredo-Colombia Solidarity Bridge than in 2008 as is shown in *Figure 64. Northbound POV Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018*. Northbound POV crossings fell sharply from 2008 to 2011, from 393,926 to 177,541 crossings per year. There was a slow recovery from 2011 to 2015, before stronger growth during 2016 and 2017. In 2018, following a year of modest decline, there were 327,157 northbound POV crossings.

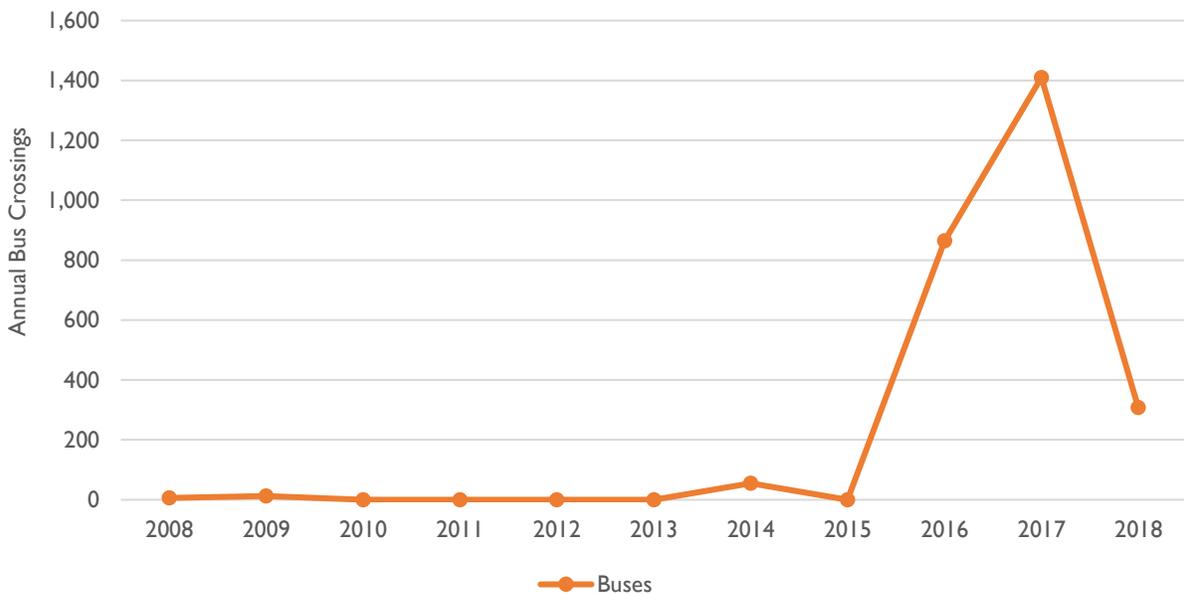
Figure 64. Northbound POV Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 65. Northbound Bus Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018 illustrates how the volume of northbound bus crossings at the Laredo-Colombia Solidarity Bridge was very light, between 2008 and 2015, before spiking in 2016 and 2017 and then falling again in 2018. Northbound bus crossings peaked at 1,410 buses in 2017 and decreased to 308 northbound bus crossings in 2018.

Figure 65. Northbound Bus Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018

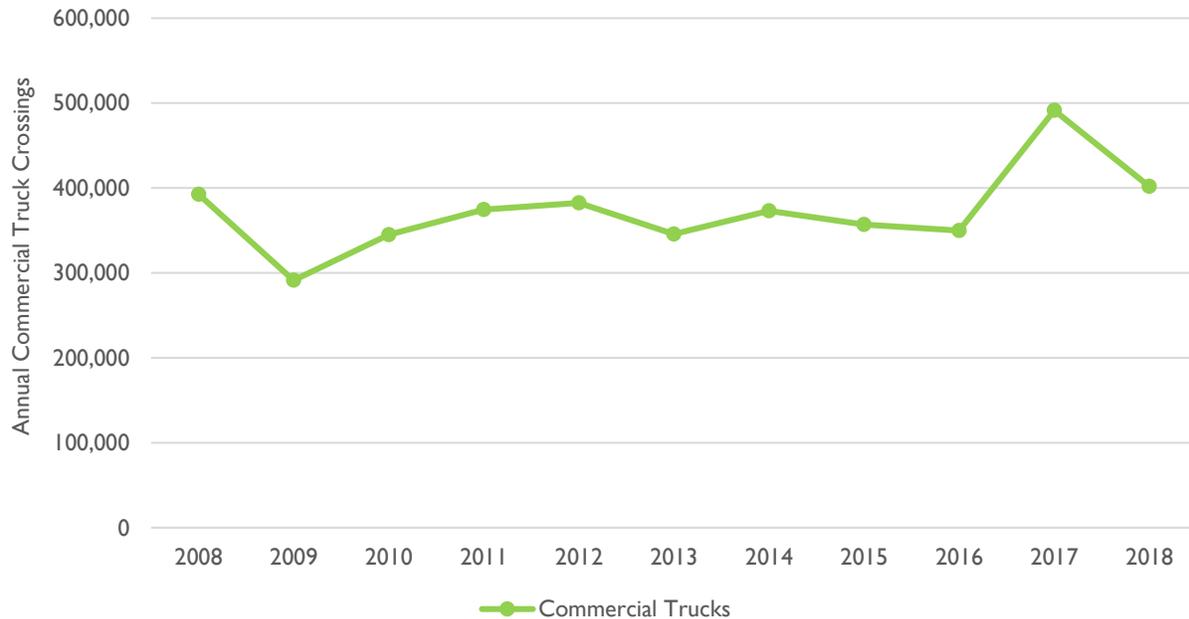


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Laredo-Colombia Solidarity Bridge

Northbound commercial truck crossings at the Laredo-Colombia Solidarity Bridge experienced very modest growth between 2008 and 2018, increasing by only 2.4 percent during this period as shown in *Figure 66. Northbound Commercial Truck Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018*. With the exception of 2017, when northbound commercial truck crossings peaked at 491,390, annual crossing volumes have not surpassed the number of crossings in 2008. During 2018, 402,155 northbound commercial trucks crossed the Texas-Mexico border at the bridge.

*Figure 66. Northbound Commercial Truck Crossings at the Laredo-Colombia Solidarity Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

#### Between 2008 and 2018:

- Pedestrian crossings decreased by 41 percent, equivalent to a decrease of 6,270 annual crossings from 2008.
- POV crossings declined by 17 percent, equivalent to a decrease of 66,769 annual crossings from 2008.
- Bus crossings increased by 5,033 percent, equivalent to an increase of 302 crossings over 2008.
- Truck crossings increased by 2.4 percent to 402,155 northbound crossings.

## Laredo–Colombia Solidarity Bridge Facts

### LOCAL NAMES:

- Colombia Bridge
- Punte Solidaridad
- Puente Colombia
- Puente Internacional Solidaridad Colombia

### LOCATION:

**U.S. City:** Laredo  
**Mexican City:** Colombia

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Laredo  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

**YEAR OF CONSTRUCTION:** Completed on July 31, 1991

**FUNDING/COST:** **U.S.:** The City of Laredo financed the estimated \$12 million cost through revenue bonds on May 21, 1990.

**HOURS OF OPERATION:**  
8 a.m. – 12 a.m. (POV – M-Sun)  
8 a.m. – 10:30 p.m. (Commercial/Cargo – M-Fri)  
8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)

**TOLL COST:**  
POV - \$3.50 + \$1.75 per additional axle  
Pedestrian - \$1.00  
Bicyclist - \$1.00  
Trucks - \$4.75 per axle (plus applicable overweight permit fees)  
Source: City of Laredo, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Laredo and Webb County submitted a Presidential Permit application in 1989, which was approved March 28, 1990.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Colombia LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was constructed in 1991.

### FAST PROGRAM:

A Free and Secure Trade (FAST) lane became operational in December 2007.

### CONNECTING ROADWAY:

**U.S.:** FM 255T connects to Camino Colombia (toll road) and FM 1472 (Mines Road). FM 255T was acquired by TxDOT in 2004, and has been in operation since November 2004.

**Mexico:** MEX 2 (La Ribereña).

## IMPROVEMENTS:

**U.S.:** The Colombia-Solidarity Permanent Border Safety Inspection Facility (BSIF) was bid out in FY 2009 at a cost of \$15.9 million. The facility was certified as fully operational by the Texas Department of Public Safety (DPS) and was accepted for use. The temporary BSIF located at the FM 1472 and FM 255 intersection will be decommissioned and dismantled.

US 83 Passing Lanes – The installation of approximately 2-mile long passing lanes have been added every five to eight miles that allows for the efficient and safe passing opportunities for drivers on US 83 between Toll Road 255 north of Laredo to Carrizo Springs. This project is a stop-gap measure to help traffic conditions that are being severely impacted by the high numbers of commercial trucks using this route. This portion of US 83 is experiencing a large number of oil-field related trucks from the Eagle Ford Shale Play, as well as an ever-increasing number of NAFTA related trucks. The work on the Webb County portion of the project is completed. The improvements cost approximately \$14.8 million and only used state Proposition 14 funds.

**Mexico:** Construction of the \$8.36 million four-lane privately owned roadway project was let in May 1990 and opened in August 1991. MEX 2 (La Ribereña) was expanded to four lanes in the corresponding part of Nuevo León from KM 5 to KM 34; this project was completed in early 2002.

# World Trade Bridge



The World Trade Bridge is an eight-lane facility only open to commercial traffic and pedestrians. The structure is 977 feet in length and the City of Laredo owns the U.S. side of the bridge. All southbound pedestrian and vehicular crossings are tolled.

## 2018 Northbound Crossings



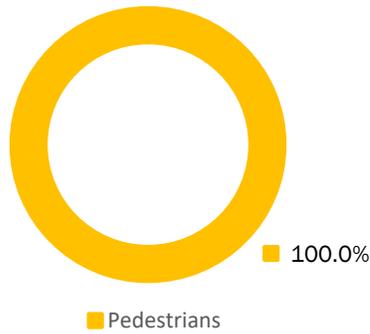
183,611



1,911,813

The bridge is open 8 am-12 am Monday through Friday, 8 am-4 pm on Saturdays, and 10 am-2 pm on Sundays.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## World Trade Bridge

2018



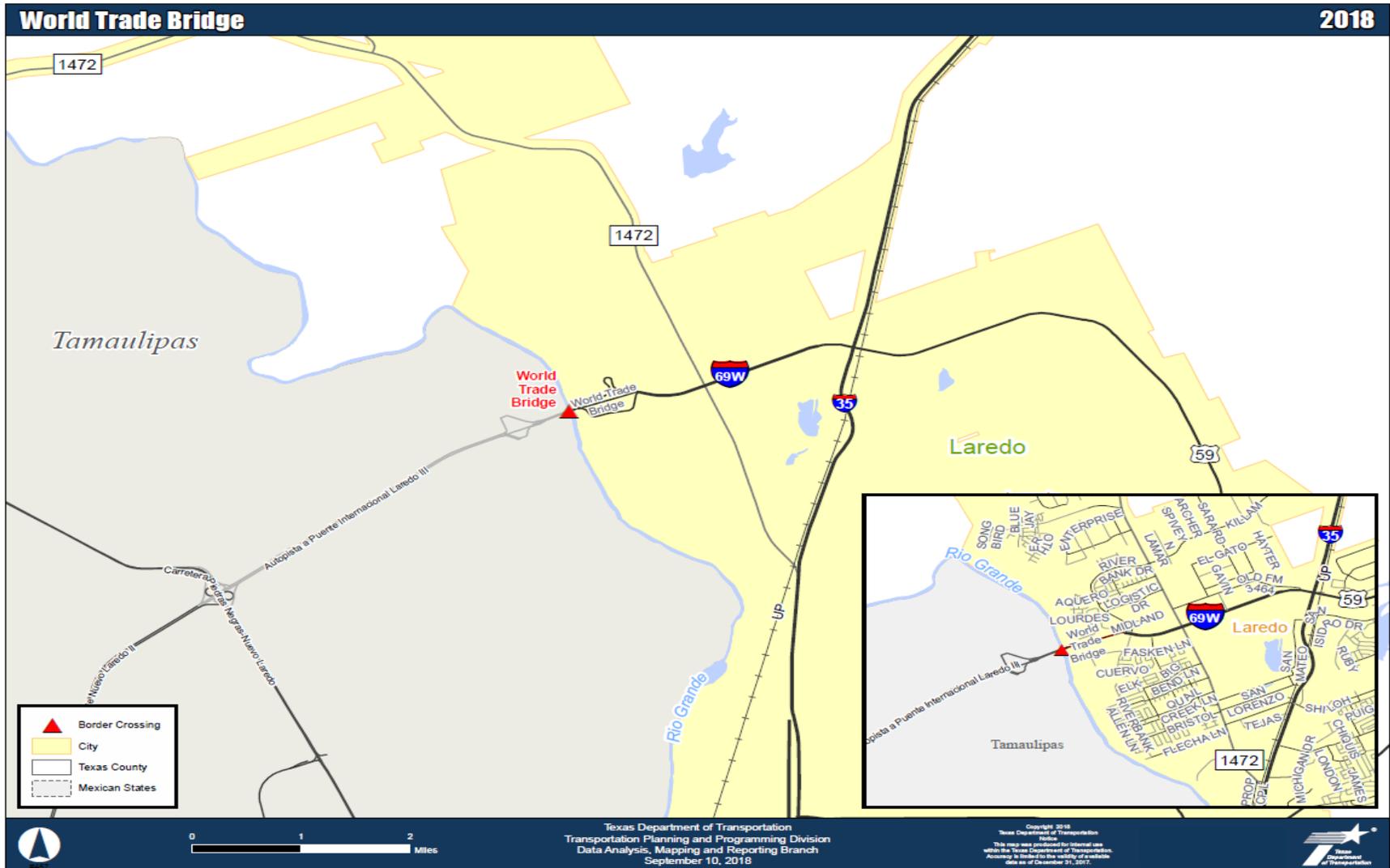


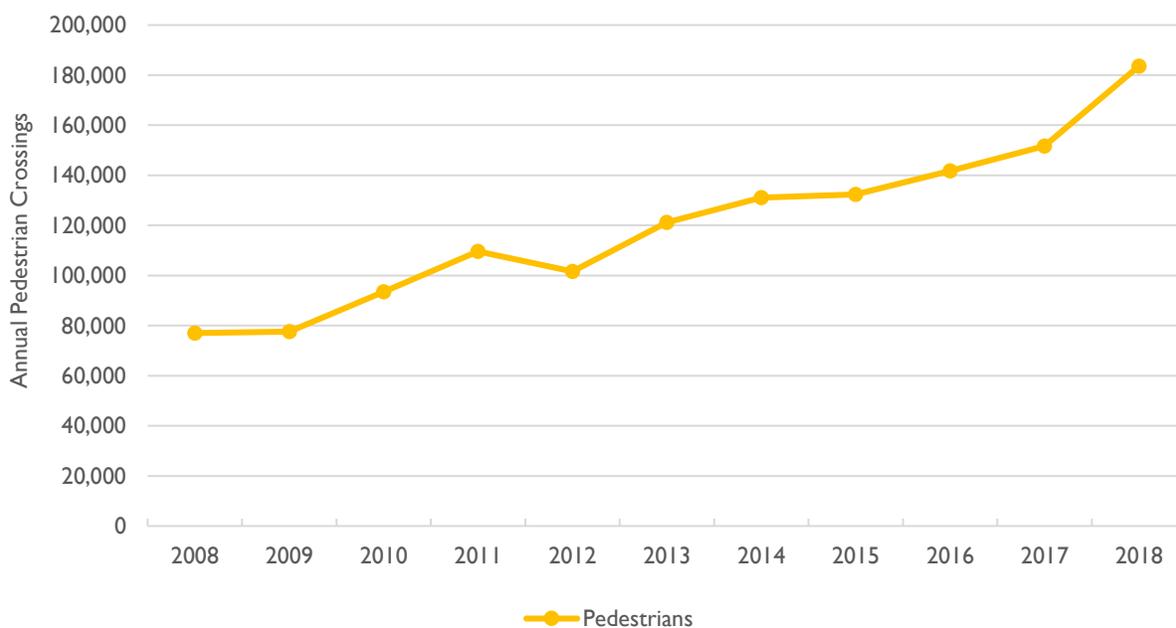
Figure 67. Location of the World Trade Bridge

## World Trade Bridge Crossing Trends

### Cross-Border Movement of People on the World Trade Bridge

The World Trade Bridge is known primarily for processing commercial trucks, but the facility also serves a growing number of pedestrians. *Figure 68. Northbound Pedestrian Crossings at the World Trade Bridge, 2008-2018* illustrates northbound crossings by pedestrians at the World Trade Bridge between 2008 and 2018. During 2008, there were 77,134 northbound pedestrian crossings at the World Trade Bridge, which grew to 183,611 pedestrians during 2018.

*Figure 68. Northbound Pedestrian Crossings at the World Trade Bridge, 2008-2018*

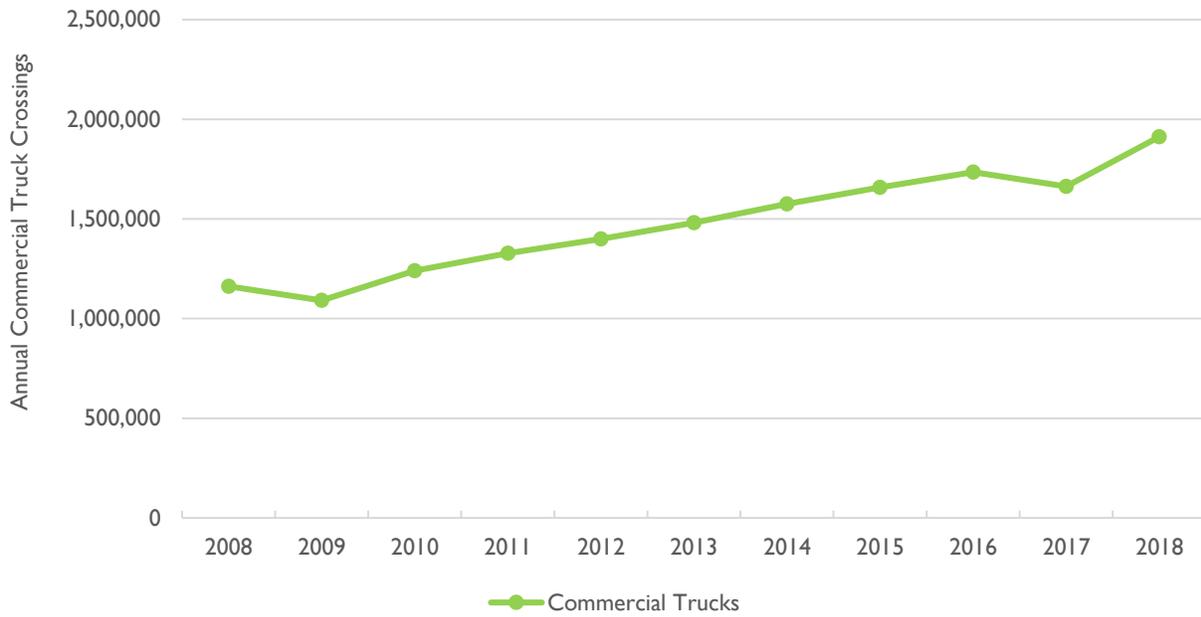


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the World Trade Bridge

As the highest volume facility for cross-border trade along the U.S.-Mexico border, commercial truck crossings on the World Trade Bridge grew strongly between 2008 and 2018 as shown in *Figure 69. Northbound Commercial Truck Crossings at the World Trade Bridge, 2008-2018*. The number of truck crossings declined by roughly 70,000 crossings during the 2008-2009 Recession. While significant, the recession's effect on truck volumes was relatively modest, given the severity of the economic crisis (a similar decline also occurred in 2017). For most subsequent years, the volume of commercial truck crossings grew and, by 2018, there were 1.9 million northbound crossings at the World Trade Bridge. Overall, between 2008 and 2018, there was a 64 percent increase in commercial truck traffic or 749,313 northbound crossings.

Figure 69. Northbound Commercial Truck Crossings at the World Trade Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- Pedestrian crossings increased by 138 percent or an increase of 106,580 crossings.
- Truck crossings increased by 64 percent to nearly 750,000 crossings.

## World Trade Bridge Facts

### LOCAL NAMES:

- Laredo North
- Bridge 4
- Laredo IV
- Puente Internacional Nuevo Laredo III
- Puente del Comercio Mundial Nuevo Laredo II

### LOCATION:

**U.S. City:** Laredo  
**Mexican City:** Nuevo Laredo

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Laredo  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

**U.S.:** Ground breaking occurred on September 30, 1998 and the bridge officially opened on April 15, 2000.

**Mexico:** The Bridge officially opened for commercial vehicles on April 15, 2000.

### FUNDING/COST:

**U.S.:** The International Bridge let for approximately \$2.2 million. Estimates for the GSA facilities totalled more than \$19.5 million. The roadway improvement costs related to the bridge were approximately \$93 million.

### HOURS OF OPERATION:

8 a.m. – 12 a.m. (M-Fri. - Commercial/Cargo only)  
8 a.m. – 4 p.m. (Sat. - Commercial/Cargo only)  
10 a.m. – 2 p.m. (Sun. - Commercial/Cargo only)

Source: City of Laredo, Texas, 2019

### TOLL COST:

Commercial - \$4.75 per axle (plus applicable overweight permit fees)

Source: City of Laredo, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Laredo submitted a Presidential Permit application in 1991; the permit was issued in November 1994. The USCG Bridge permit was approved on February 12, 1996. A FONSI was issued by the FHWA on March 26, 1998.

**Mexico:** The exchange of diplomatic notes committing both nations to the construction of the new crossing took place on March 10, 1998.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The World Trade LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and became operational on April 15, 2000.

**FAST PROGRAM:**

A Free and Secure Trade (FAST) lane became operational in April 2004.

**CONNECTING ROADWAY:**

**U.S.:** Loop 20, near FM 1472 and IH-35. Loop 20 connects the International Bridge with FM 1472 and IH-35.

**Mexico:** A 32 km loop connects at Kilometer 22 south of Nuevo Laredo on MEX 85 to Kilometer 12 on MEX 2, northwest of Nuevo Laredo.

**IMPROVEMENTS:**

**U.S.:** Bridge Inspection/Toll Expansion Project – The project included the construction of seven new federal inspection booths at this bridge facility. This project increased the number of federal toll inspection lanes/booths from 8 to 15 lanes, to improve the facility's vehicle processing capacity. The \$5 million project was completed in 2011.

The City of Laredo, Webb County, the Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA) and the TxDOT-Laredo District are proposing that Loop 20 (now officially designated as US 59) from the World Trade Bridge to US 59 be upgraded to interstate highway standards and that this segment of Loop 20 be integrated into the I-69W corridor. The segment of US 59 (formerly Loop 20) from 0.3-mi. west of IH 35 to the entrance to the World Trade Bridge facility is now officially designated as I-69W. Webb County is heading up the efforts to complete the preliminary design and environmental studies and construction plan set for the norther segment of Loop 20 from east of International Blvd. to west of IH 35. This work is now nearing completion. The McPherson Road interchange was completed in early 2014; the International interchange is scheduled to go to bidding in December 2015. It's anticipated that the construction of the US 59 (Loop 20) mainlines over IH 35 and the Union-Pacific Railroad line will go to bidding in August 2016. Webb County has also developed a second consultant contract to finish out the preliminary design, environmental studies and construction plan sets for the segment of US 59 (Loop 20) from International Blvd. to US 59. This work is using Cross Border Infrastructure (CBI) federal funds. In order to accelerate the development of this section of US 59 to interstate standards, the City of Laredo and Webb County are developing alternative, local funding sources that would be used to leverage other funding, thereby accelerating these upgrades.

The TxDOT – Laredo District is conducting studies on short-, mid- and long-term strategies to improve the FM 1472 corridor north of I-69W (the Loop). The short-term strategies are anticipated to include items such as increasing the efficiency of signal timings, etc.; the mid-term strategies are anticipated to include adding additional travel lanes and turn lane capacity within the existing right-of-way, etc.; the long-term strategies are anticipated to include other actions to increase capacity on FM 1472 as well as working with the City, the County and the WC-CL RMA to construct or upgrade other off-system roadways in this area.

# Gateway to the Americas Bridge



The Gateway to the Americas is a four-lane bridge that is 1,050 feet in length. The bridge connects downtown Laredo with central Nuevo Laredo and is the city's primary bridge for pedestrian traffic.

## 2018 Northbound Crossings



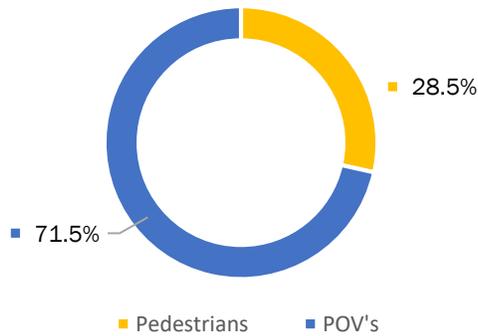
3,508,616



1,401,864

The City of Laredo owns the U.S. side of the bridge and the entire facility operates on a 24-hour, seven-day a week schedule. All southbound pedestrian and vehicular crossings on the Gateway to the Americas Bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Gateway to the Americas Bridge

2018



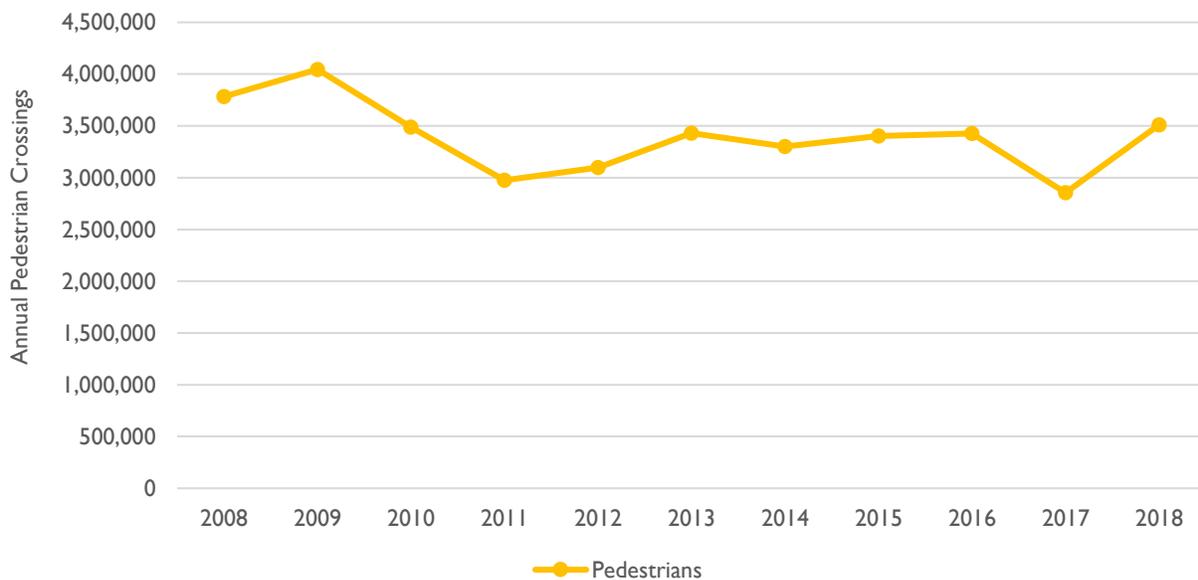


## Gateway to the Americas Bridge Crossing Trends

### Cross-Border Movement of People on the Gateway to the Americas Bridge

The Gateway to the Americas Bridge connects downtown Laredo with central Nuevo Laredo and serves as the primary pedestrian crossing for the urbanized area. It is also the bridge most familiar to visitors of Nuevo Laredo. Northbound pedestrian crossings at the Gateway to the Americas Bridge declined during most years between 2008 and 2018, as shown in *Figure 71. Northbound Pedestrian Crossings at the Gateway to the Americas Bridge, 2008-2018*. In 2009, northbound pedestrian crossings peaked at 4 million, eventually falling to their lowest point of 2.8 million crossings in 2017. Pedestrian crossings grew again during 2018 to 3.5 million crossings, but the overall annual total declined by 7.2 percent from 2008.

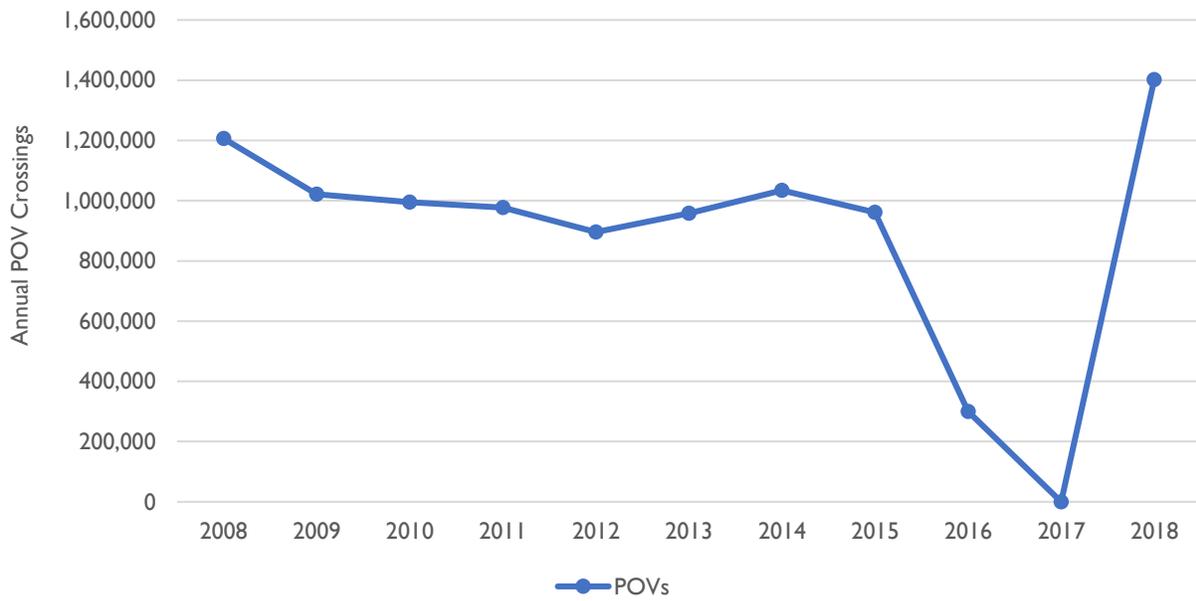
*Figure 71. Northbound Pedestrian Crossings at the Gateway to the Americas Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 72. Northbound POV Crossings at the Gateway to the Americas, 2008-2018* illustrates northbound crossings by POVs at the Gateway to the Americas Bridge for the years 2008 to 2018. As discussed above, the lowest number of northbound POV crossings occurred in 2016 and 2017, when the bridge closed for renovations. Upon reopening, POV crossings increased by almost 46 percent. From 2008 to 2018, the bridge experienced a 16 percent increase in the total number of northbound POV crossings.

Figure 72. Northbound POV Crossings at the Gateway to the Americas, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- Pedestrian crossings declined by 7.2 percent or a decrease of 273,047 crossings
- Northbound POV crossings grew by 16.2 percent, which was an increase of 195,744 crossings since 2008.

## Gateway to the Americas Bridge Facts

### LOCAL NAMES:

- Convent Street Bridge
- Laredo International Bridge
- Bridge #1
- Old Bridge
- Laredo – Nuevo Laredo Bridge 1
- Puente Laredo I
- Puente Viejo
- Puente del Comercio Mundial Nuevo Laredo III
- Puente Nuevo Laredo

### LOCATION:

**U.S. City:** Laredo, Texas

**Mexican City:** Nuevo Laredo, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Laredo

**Mexican Owner:** Government of Mexico

**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

**U.S.:** The original bridge was destroyed by flood in 1954 and reconstructed in 1956.

### FUNDING/COST:

**U.S.:** The bridge was originally purchased from a private owner in 1946 for \$695,000. In 1954, floods resulting from a hurricane in the Gulf of Mexico destroyed the bridge. The city's flood damage insurance paid the bulk of the reconstruction cost of the U.S. side of the bridge. Records do not reflect the amount. The City of Laredo financed \$300,000 of the reconstruction amount (a portion not covered by insurance) through revenue bonds.

### HOURS OF OPERATION:

24 hours (POV only)

Source: City of Laredo, Texas, 2019

### TOLL COST:

POV - \$3.50 + \$1.75 per additional axle

Pedestrian - \$1.00

Bicyclist - \$1.00

Source: City of Laredo, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Convent LPOE is owned by the United States and under the jurisdiction, custody and control of GSA. The border station was constructed in 1943 and renovated in 1991. GSA completed a design for a full modernization. Award of construction project was planned for December 2015.

**Mexico:** The land port of entry was constructed in 1954 and renovated in 1956.

**CONNECTING ROADWAY:**

**U.S.:** Convent Ave. and Salinas Ave. run north and south, respectively and intersect with Matamoros St. and Houston St. that connect to IH-35, US 83 and US 81.

# Juárez-Lincoln Bridge



The Juárez-Lincoln Bridge opened in 1976. It is 1,008 feet long and has eight-lanes: three southbound lanes, four northbound lanes, and one northbound dedicated commuter lane (DCL). The City of Laredo owns the U.S. side of the bridge.

## 2018 Northbound Crossings



783,409



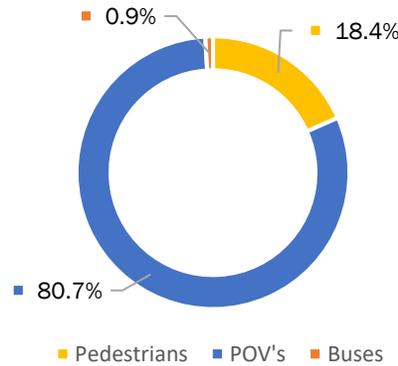
3,428,924



38,687

The bridge operates on a 24-hour, seven-day a week schedule. All southbound pedestrian and vehicular crossings on the Juárez-Lincoln Bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2013



## Juárez-Lincoln Bridge

2018





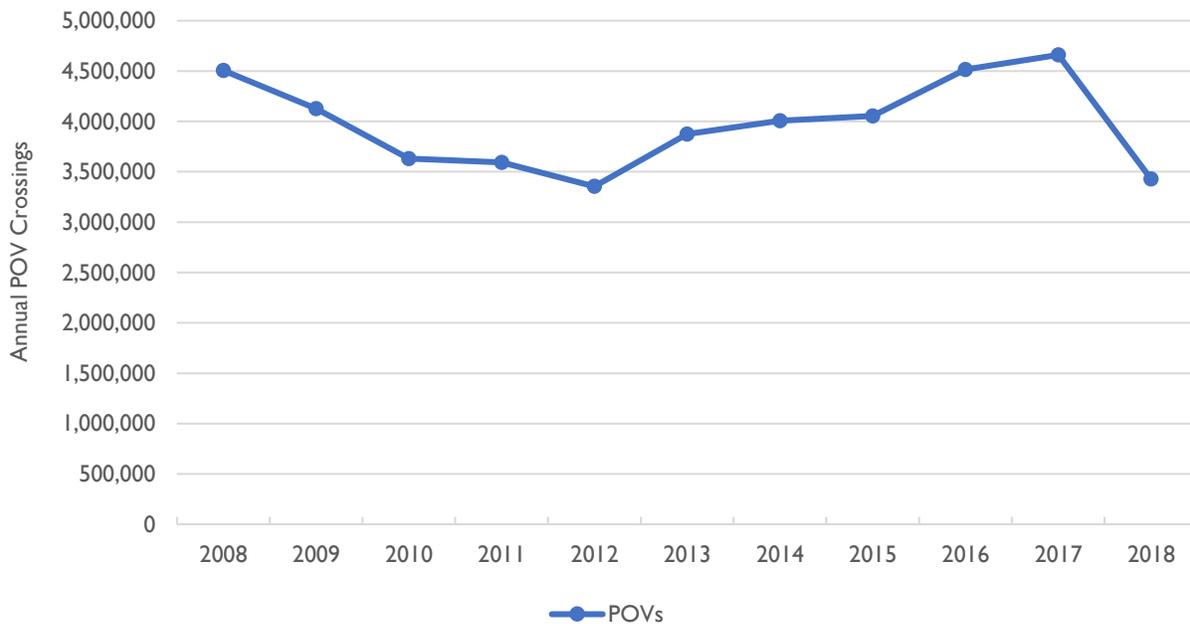
## Juárez-Lincoln Bridge Crossing Trends

### Cross-Border Movement of People on the Juárez-Lincoln Bridge

The Juárez-Lincoln Bridge is an important crossing location for local residents and cross-border interregional travelers who pass through the Laredo region. Approximately 80 percent of the northbound crossings on the Juarez-Lincoln Bridge were POVs. The facility began processing northbound pedestrians in 2018, when there were 783,409 crossings.

The volume of northbound POV crossings on the Juárez-Lincoln Bridge varied between 2008 and 2018, which is shown in *Figure 74. Northbound POV Crossings at the Juárez-Lincoln Bridge, 2008-2018*. During 2008, there were 4.5 million northbound crossings, which declined through 2012, when there were 3.3 million POV crossings. Subsequently, the number of northbound POV crossings began to grow through 2017, reaching 4.6 million crossings. However, in 2018, northbound POV crossings declined by 26.4 percent to 3.4 million.

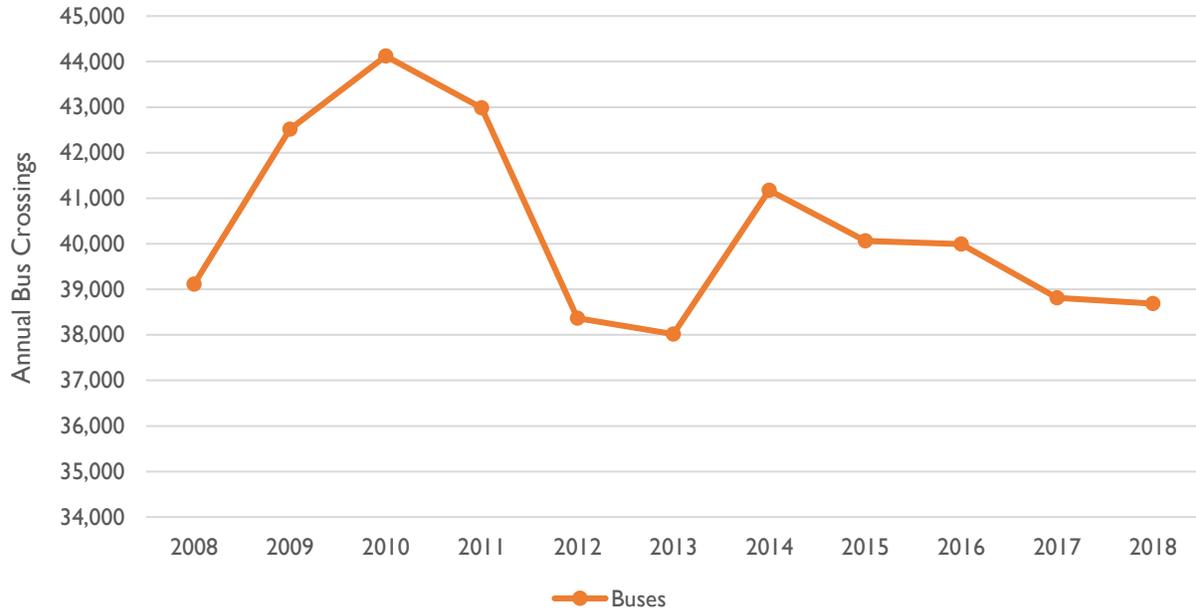
*Figure 74. Northbound POV Crossings at the Juárez-Lincoln Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

The volume of northbound bus crossings on the Juárez-Lincoln Bridge also fluctuated between 2008 and 2018, as shown in *Figure 75. Northbound Bus Crossings at the Juárez-Lincoln Bridge, 2008-2018*. The volume peaked in 2010 with 44,121 northbound bus crossings and then declined through 2013, when there were approximately 38,017 crossings. Annual northbound crossings increased again to 41,175 crossings in 2014, before declining over the next several years to 38,687 crossings in 2018. Overall, there was 1 percent decrease in the number of bus crossings at the Juárez-Lincoln Bridge between 2008 and 2018.

Figure 75. Northbound Bus Crossings at the Juárez-Lincoln Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- There were 783,409 northbound crossings during 2018, the first-year pedestrians were permitted.
- POV crossings decreased by 24 percent or 1,076,486 fewer annual crossings than in 2008.
- Bus crossings decreased by 1 percent or 429 fewer crossings in 2018 than during 2018.

## Juárez – Lincoln Bridge Facts

### LOCAL NAMES:

- Bridge 2
- Laredo – Nuevo Laredo Bridge 2
- Puente Juárez – Lincoln
- Laredo II

### LOCATION:

**U.S. City:** Laredo, Texas  
**Mexican City:** Nuevo Laredo, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Laredo  
**U.S. Operator:** Laredo Bridge System  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

**U.S.:** The bridge became operational on November 26, 1976.

### FUNDING/COST:

**U.S.:** The City of Laredo financed the estimated \$8 million cost through revenue bonds. Approximately \$2 million in bonds were issued in October 1974 and \$6 million were issued in April 1980.

### HOURS OF OPERATION:

24 hours (POV only)  
Source: City of Laredo, Texas, 2019

### TOLL COST:

POV - \$3.50 + \$1.75 per additional axle  
Pedestrian - \$1.00  
Bicyclist: \$1.00  
Source: City of Laredo, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Built using permit of bridge #1 (Circa 1950s).

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The J&L LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1982.

In 2011, GSA completed a CBP-funded project to add three additional primary inspections lanes for a total of 15 primary inspection lanes. GSA completed a design for modernization. Construction has been awarded.

As of late 2015, the City of Laredo and TxDOT were negotiating the transference of the four city blocks between the end of IH 35 and between the main lanes leading to US 83 and the entrance of Bridge II. These blocks are currently used as parkland. When this transference is complete, the City will take over all maintenance of this area and may provide additional

services that are associated with incoming travelers with the remainder being used as parkland.

**Mexico:** The land port of entry became operational in November 1976.

**SENTRI PROGRAM:**

A ribbon-cutting ceremony for the SENTRI lane at the bridge was held on October 30, 2006

**CONNECTING ROADWAY:**

**U.S.:** IH-35, near US 83 (Matamoros St. and Houston St.) IH-35 connects with US 59 and Loop 20. US 83 connects with Loop 20 and SH 359.

**Mexico:** Near MEX 85 and MEX 2

# Rio Grande Valley Region



Located at the southernmost portion of Texas, the Rio Grande Valley region encompasses eight counties: Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata, four of which are on the border with Mexico. There are thirteen border crossings in the Rio Grande Valley region and all accommodate the crossing of privately owned vehicles. Nine of these border crossings also process pedestrians and six of the border crossings process commercial trucks.

## Introduction

The Rio Grande Valley (RGV) region includes the major cities of Brownsville and Harlingen in Cameron County and McAllen and Pharr in Hidalgo County. There are fourteen border crossings in the RGV region that facilitate the cross-border movement of people and goods (See *Table 5. Modes of Transportation Processed at Texas-Mexico Border Crossings in the Rio Grande Valley Region, 2018*). Thirteen bridges serve POVs, ten bridges serve pedestrians, nine bridges process buses, and seven bridges process commercial trucks. There is a single rail crossing, which is the Brownsville West Rail Bridge. Opened in 2015 to replace the rail crossing on the B&M Bridge, it is the first rail border crossing constructed on the U.S.-Mexico border in 100 years. As shown in *Figure 76. Border Crossings in the Rio Grande Valley Border Region* and listed below, the RGV Region encompasses the following border crossings from west-to-east:

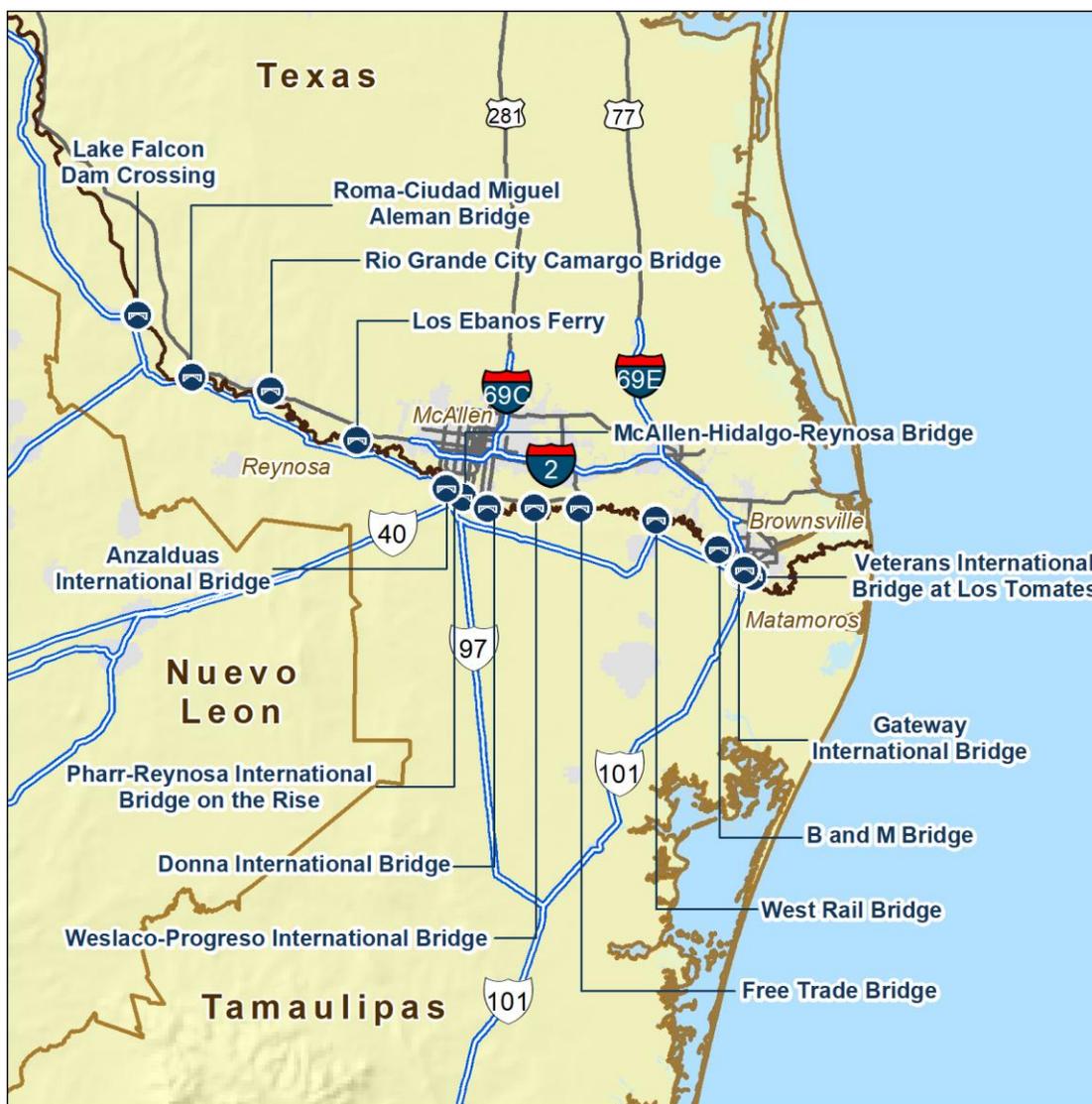
- |  |   |
|--|---|
| 1. Lake Falcon Dam Crossing                            | 8. Donna International Bridge                       |
| 2. Roma-Ciudad Miguel Aleman Bridge                    | 9. Weslaco – Progreso Bridge                        |
| 3. Rio Grande City – Camargo Bridge                    | 10. Free Trade Bridge                               |
| 4. Los Ebanos Ferry                                    | 11. Brownsville West Rail Bridge                    |
| 5. Anzalduas International Bridge                      | 12. B & M Bridge                                    |
| 6. McAllen – Hidalgo Bridge                            | 13. Gateway International Bridge                    |
| 7. Pharr – Reynosa International Bridge<br>on the Rise | 14. Veterans International Bridge at Los<br>Tomates |

*Table 5: Modes of Transportation Processed at Texas-Mexico Border Crossings in the Rio Grande Valley Region, 2018*

Border Crossing	POV	Pedestrian	Bus	Commercial Truck	Rail
<b>Rio Grande Valley Region</b>	●	●	●	●	●
Lake Falcon Dam Crossing	●				
Roma-Ciudad Miguel Alemán Bridge	●	●	●	●	
Rio Grande City-Camargo Bridge	●	●		●	
Los Ebanos Ferry	●	●			
Anzalduas International Bridge	●		●		
McAllen-Hidalgo International Bridge	●	●	●		
Pharr-Reynosa International Bridge on the Rise	●	●	●	●	
Donna International Bridge	●				
Weslaco-Progreso International Bridge	●	●	●	●	
Free Trade Bridge	●	●	●	●	
Brownsville West Rail Bridge					●
B&M Bridge	●	●			
Gateway International Bridge	●	●	●		
Veterans International Bridge at Los Tomates	●	●	●	●	

Note: Red circles signify POE historically processed mode, but had no crossings by this mode in 2018

Figure 76. Border Crossings in the Rio Grande Valley Border Region

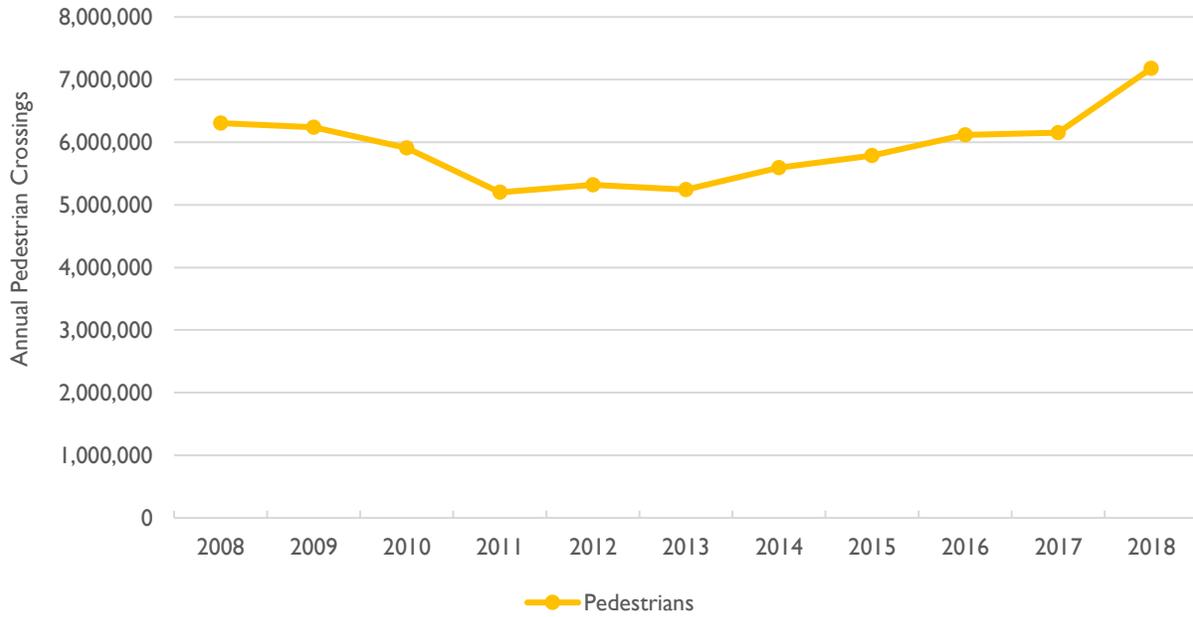


### Cross-Border Movement of People in the Rio Grande Valley Region

In 2018, approximately 7.2 million pedestrians travelled through the RGV region's border crossings, along with 15.2 million personal vehicles, and 65,876 passenger buses. Along the entire Texas-Mexico border, the RGV region had the highest number of number of northbound POVs crossings in 2018.

Overall, between 2008 and 2018, northbound pedestrian crossings in the RGV region increased by 13.8 percent, as shown in *Figure 77. Northbound Pedestrian Crossings in the Rio Grande Valley Region, 2008-2018*. The lowest volume occurred in 2011, with over 5.2 million northbound pedestrian crossings. In 2018, northbound pedestrian crossings peaked in the RGV region at 7,178,631.

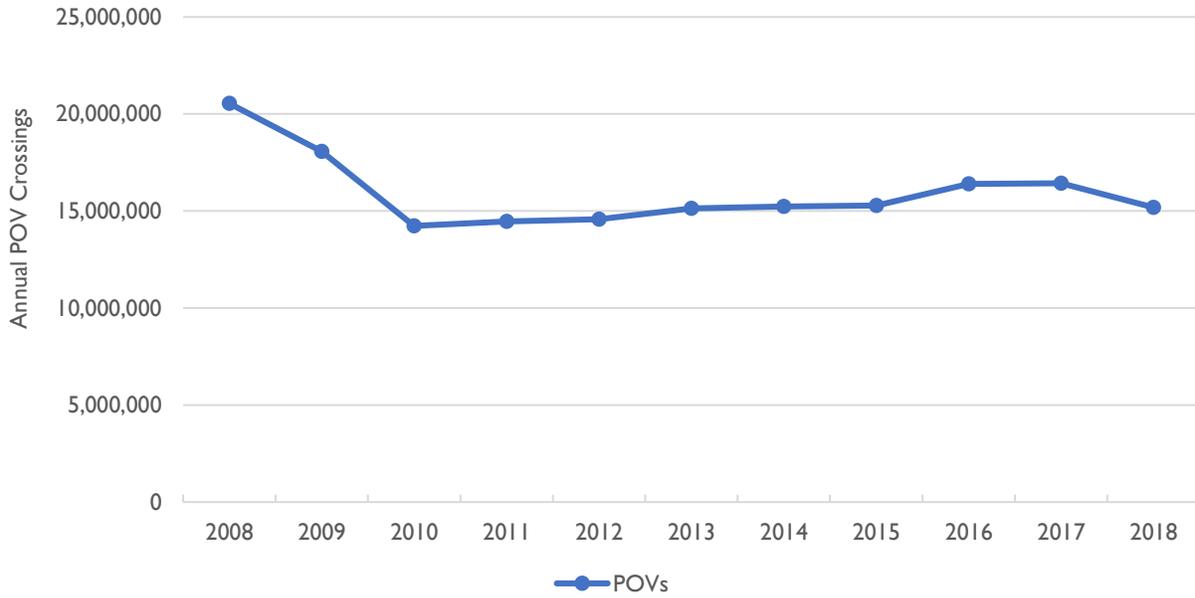
Figure 77. Northbound Pedestrian Crossings in the Rio Grande Valley Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

From 2008 to 2018, there was a 26 percent decrease in the total number of northbound POV crossings in the RGV region, as shown in *Figure 78. Northbound POV Crossings in the Rio Grande Valley Region, 2008-2018*. The highest volume occurred in 2008, when there were 20.5 million northbound POV crossings. Traffic fell sharply through 2010, when there were 14.2 million northbound POV crossings. From 2010 to 2018, there was some growth and, in 2018, northbound POV crossings totalled 15,187,814.

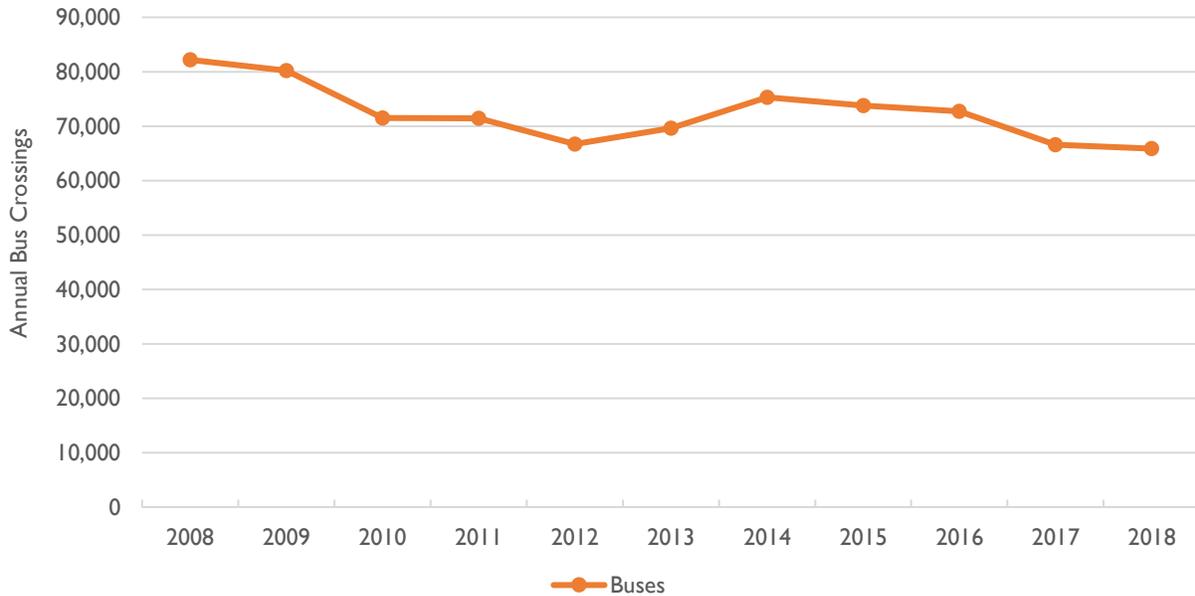
Figure 78. Northbound POV Crossings in the Rio Grande Valley Region, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 79. Northbound Bus Crossings in the Rio Grande Valley Region, 2008-2018 illustrates the highest count of northbound crossings occurred in 2008 when there were 82,187 crossings. The lowest number of bus crossings was in 2018 when there was 65,876 crossings. There was a 20 percent decrease in the number of bus crossings in the RGV region, when 2008 volumes are compared to northbound bus crossings in 2018.

Figure 79. Northbound Bus Crossings in the Rio Grande Valley Region, 2008-2018

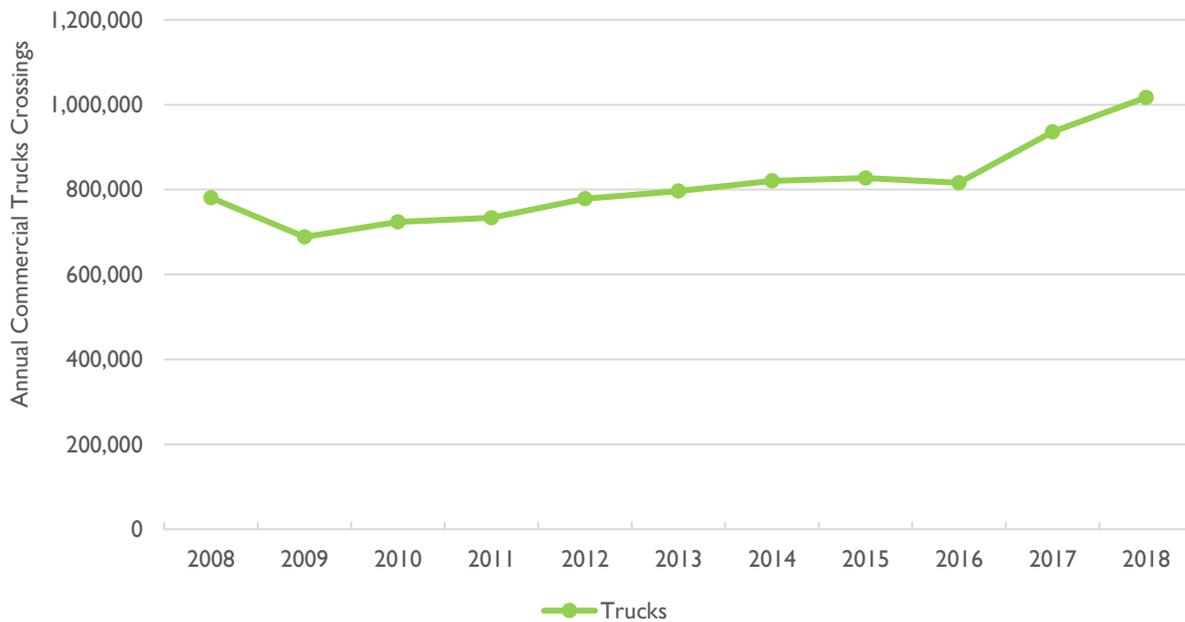


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods in the Rio Grande Valley Region

Northbound commercial truck crossings in the RGV region were dominated by traffic on the Pharr-Reynosa International Bridge, with the Veterans Bridge also having significant commercial traffic. In 2017, the top commodities (imports and exports) that were traded in the region were: Produce, Mineral Products, Machinery and Electrical components, and auto parts. *Figure 80. Northbound Commercial Truck Crossings in the Rio Grande Valley Region, 2008-2018* illustrates the lowest number of northbound truck crossings occurred in 2009, with 688,496 crossings for the year. The peak year in the region was 2018, when there was more than 1.0 million northbound commercial truck crossings. The overall, northbound commercial truck crossings increased by 30 percent in the RGV region from 2008 through 2018.

*Figure 80. Northbound Commercial Truck Crossings in the Rio Grande Valley Region, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

As shown in *Figure 81. Northbound Loaded and Empty Rail Car Crossings in the Rio Grande Valley Region, 2010-2018*, northbound rail car crossings in the LGRV region grew substantially, although most of the growth has been in empty rail cars. In 2018, there were 93,399 northbound rail car crossings, which was increase of 112 percent from 2010 volumes.

Figure 81. Northbound Loaded and Empty Rail Car Crossings in the Rio Grande Valley Region, 2010-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Pedestrian crossings increased by 14 percent, equivalent to an increase of 876,380 crossings.
- POV crossings decreased by 26 percent, equivalent to a decrease of 5,353,808 crossings.
- Truck crossings increased by 30 percent, equivalent to an increase of 236,299 crossings.
- Bus crossings decreased by 20 percent, equivalent to a decrease of 16,311 crossings.
- Rail crossings increased by almost 36 percent, but most rail cars were unloaded.
- *Table 6: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Rio Grande Valley Region, 2008-2018* summarizes the percent change in traffic volume at each border crossing in the RGV region by mode.

Table 6: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Rio Grande Valley, 2008-2018

PORT-OF-ENTRY	POV	Pedestrian	Bus	Commercial Truck
<b>TOTAL TEXAS-MEXICO BORDER</b>	<b>-16.1%</b>	<b>5.8%</b>	<b>-16.1%</b>	<b>34.5%</b>
<b>Rio Grande Valley Region</b>	<b>-23.6%</b>	<b>13.8%</b>	<b>-20.5%</b>	<b>30.2%</b>
Lake Falcon Dam Crossing	-37%		**	***
Roma-Ciudad Miguel Alemán Bridge	-19%	-24%	-65%	8%
Rio Grande City-Camargo Bridge	-34%	78%		25%
Los Ebanos Ferry	54%	31%		
Anzalduas International Bridge*	6%	***	***	
McAllen-Hidalgo International Bridge	-57%	10%	-39%	
Pharr-Reynosa International Bridge on the Rise	-35%	***	***	36%
Donna International Bridge*	80%			
Weslaco-Progreso International Bridge	-33%	-15%	***	14%
Free Trade Bridge	-30%	1,158%	***	4%
B&M Bridge	-34%	3%		
Gateway International Bridge	-33%	7%	***	
Veterans International Bridge at Los Tomates	-12%	116%	-28%	7%

\* Less than 10 years of data

\*\* Crossings by this mode only in 2018

\*\*\* No crossings by this mode in 2018

Note: Green shading denotes growth of more than 5%; yellow shading denotes +5% to -5% growth; and red shading denotes negative growth greater than -5%.

Between 2010 and 2018, northbound rail crossings in the RGV region increased by 112 percent.

# Lake Falcon Dam Crossing



Constructed in 1960 by the International Boundary and Water Commission. The Lake Falcon Dam Crossing consists of a two-lane road, which runs above the dam. After construction of the dam, the border station was transferred from the IBWC to DHS/CBP. The crossing is open 7 am-9 pm.

## 2018 Northbound Crossings

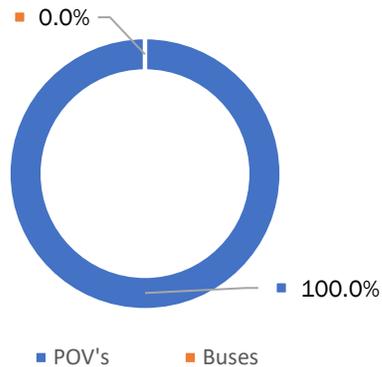


93,588



31

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2000

## Lake Falcon Dam Crossing

2018





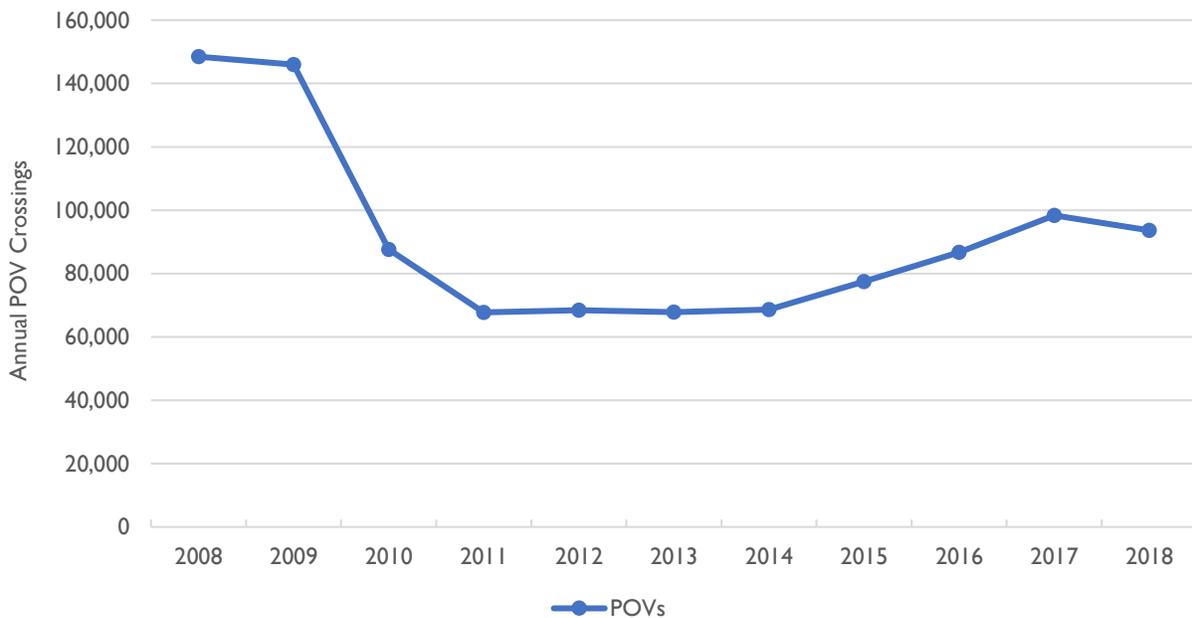
Figure 82. Location of the Lake Falcon Dam Crossing

## Lake Falcon Dam Crossing Trends

### Cross-Border Movement of People on the Lake Falcon Dam

Northbound POV crossings on the Lake Falcon Dam Crossing declined significantly between 2008 and 2018, as shown in *Figure 83. Northbound POV Crossings at the Lake Falcon Dam Crossing, 2008-2018*. During 2008, there were 148,459 northbound POV crossings, which declined modestly in 2009, before dropping to 67,745 crossings in 2011. Volumes remained stable through 2014 and then increased through 2017. In 2018, there were 93,588 northbound POV crossings, which was a 37 percent decrease from the 2008 volume.

*Figure 83. Northbound POV Crossings at the Lake Falcon Dam Crossing, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

#### Between 2008 and 2018:

- POV crossings decreased by 37 percent, equivalent to a decrease of 54,871 crossings from 2008.

## Lake Falcon Dam Crossing Facts

### LOCAL NAMES:

- Falcon Dam
- Presa Falcón
- Puente Internacional de la Presa

### LOCATION:

**U.S. City:** Falcon Heights, TX  
**Mexican City:** Ciudad Guerrero, Tamaulipas

### PORT OF ENTRY OWNER OR OPERATOR:

**U.S.:** U.S. Section, International Boundary and Water Commission  
**Mexican:** Mexican Section, International Boundary and Water Commission

### YEAR OF CONSTRUCTION:

1963

### HOURS OF OPERATION:

7 a.m. –9 p.m. (POV only – M-Sun.)

Source: U.S. Customs and Border Protection, 2019

### TOLL COST:

None

Source: U.S. Customs and Border Protection, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for structures built before 1972.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The U.S. Falcon Dam LPOE was constructed in 1960 by the International Boundary and Water Commission. The building was expanded in 1977, 1989, and 2009. The border station was transferred from the IBWC to DHS/BCBP after construction of the dam.

### CONNECTING ROADWAY:

**U.S.:** FM 2098 to US 83

**Mexico:** MEX 2

### IMPROVEMENTS:

**U.S.:** The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Falcon Dam is one of three Texas facilities owned by CBP. Improvements include the construction of advanced outbound inspection capabilities, as well as the reconfiguration of traffic control systems for the inbound lanes and secondary inspection areas. The improvements began in the summer of 2010, and are complete.

# Roma-Ciudad Miguel Alemán Bridge



The Roma-Ciudad Miguel Alemán Bridge is a two-lane facility that opened in 1979. Starr County owns the U.S. side of the bridge. It operates on a 24-hour, seven day a week schedule for POVs and pedestrians.

## 2018 Northbound Crossings



229,267



679,172



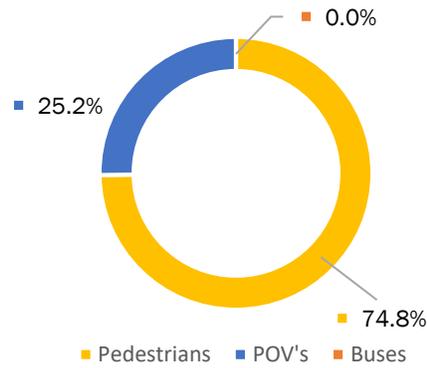
369



8,111

Operating hours for commercial traffic are 10 am-6 pm, Monday through Friday. All southbound pedestrian and vehicular crossings on the bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



## Roma-Ciudad Miguel Alemán Bridge

2018



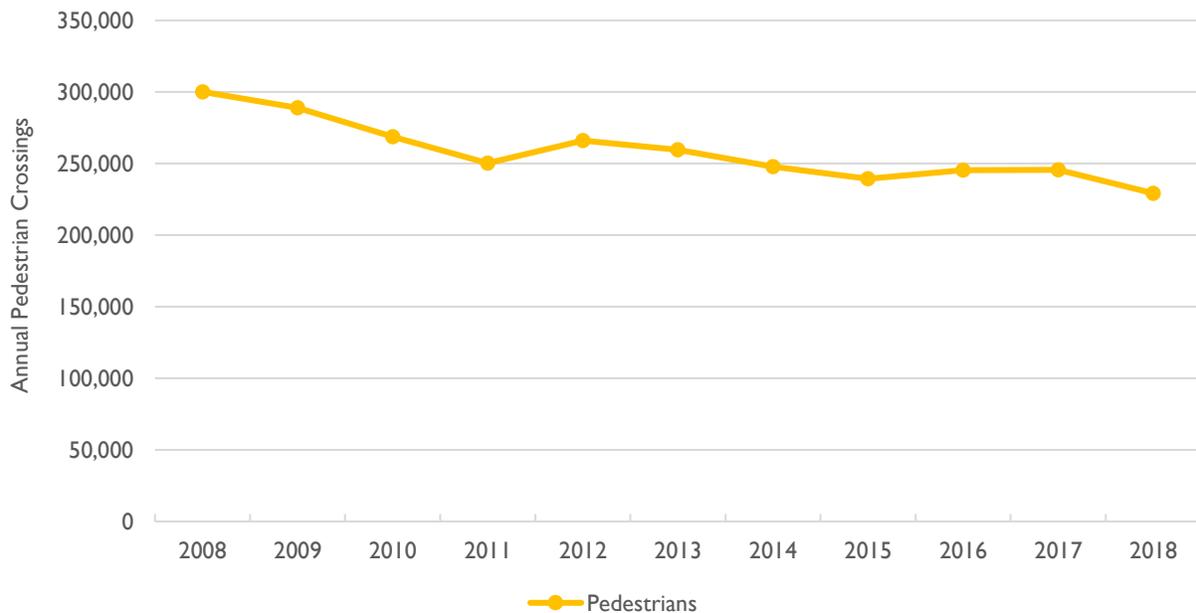


## Roma-Ciudad Miguel Alemán Bridge Crossing Trends

### Cross-Border Movement of People on the Roma-Ciudad Miguel Alemán Bridge

Between 2008 and 2018, northbound crossings by POV, bus, and pedestrian modes all declined at the Roma-Ciudad Miguel Alemán Bridge. *Figure 85. Northbound Pedestrian Crossings at the Roma-Ciudad Miguel Alemán Bridge, 2008-2018* shows the number of northbound crossings by pedestrians declined during most years between 2008 and 2018. During 2008, there were 300,148 northbound pedestrian crossings and, by 2018, that number had fallen to 229,267 crossings.

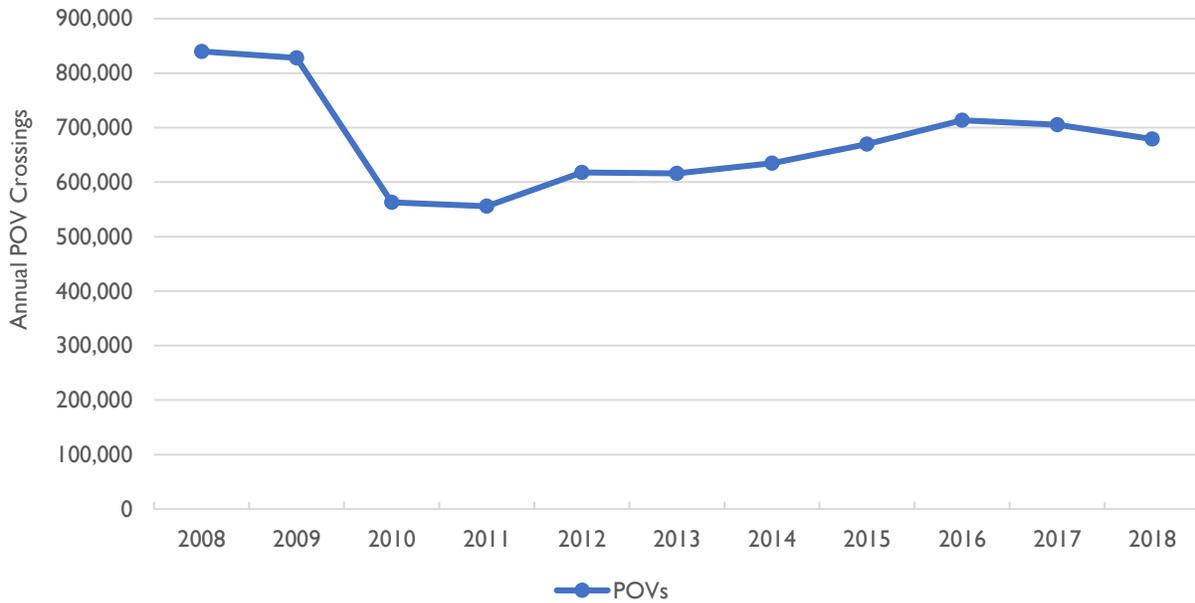
*Figure 85. Northbound Pedestrian Crossings at the Roma-Ciudad Miguel Alemán Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

There were almost 840,000 northbound POV crossings at the Roma-Ciudad Miguel Alemán Bridge in 2008 as shown in *Figure 86. Northbound POV Crossings at the Roma-Ciudad Miguel Alemán, 2008-2018*. By 2011, the number of crossings fell sharply to 555,726 and then grew slowly through 2016, before declining again. During 2018, there were roughly 680,000 northbound POV crossing at the bridge.

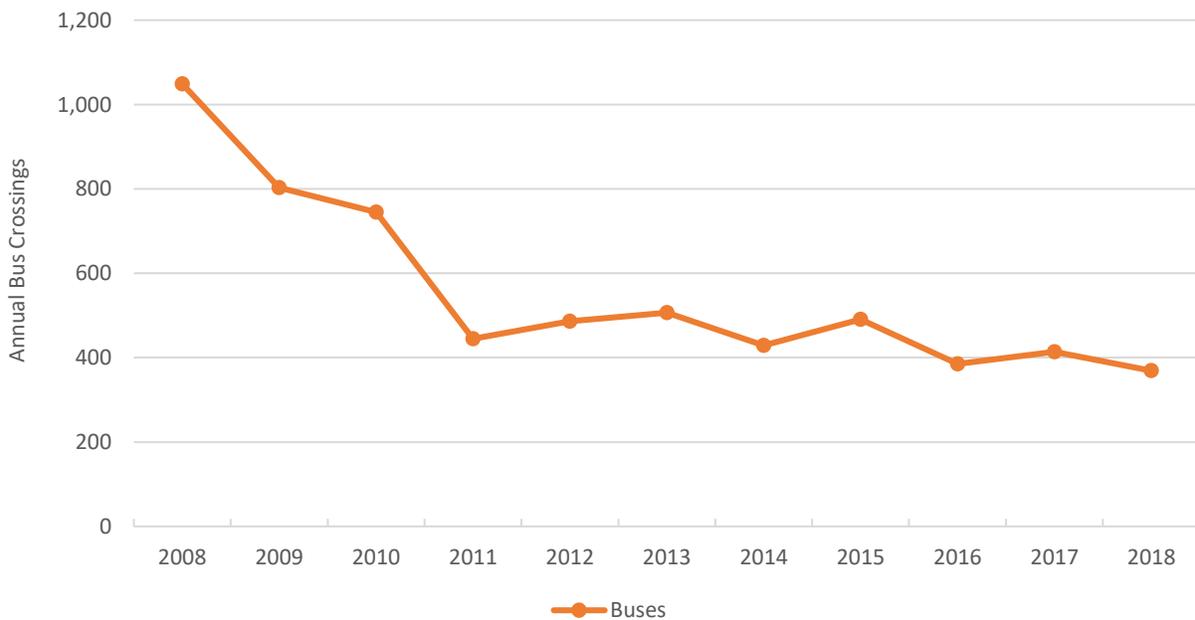
Figure 86. Northbound POV Crossings at the Roma-Ciudad Miguel Alemán, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 87. Northbound Bus Crossings at the Roma-Ciudad Miguel Alemán Bridge, 2008-2018 shows how northbound bus crossings at the Roma-Ciudad Miguel Alemán Bridge have fallen during most years between 2008 and 2018 from 1,049 crossings in 2008 to 369 crossings in 2018.

Figure 87. Northbound Bus Crossings at the Roma-Ciudad Miguel Alemán Bridge, 2008-2018

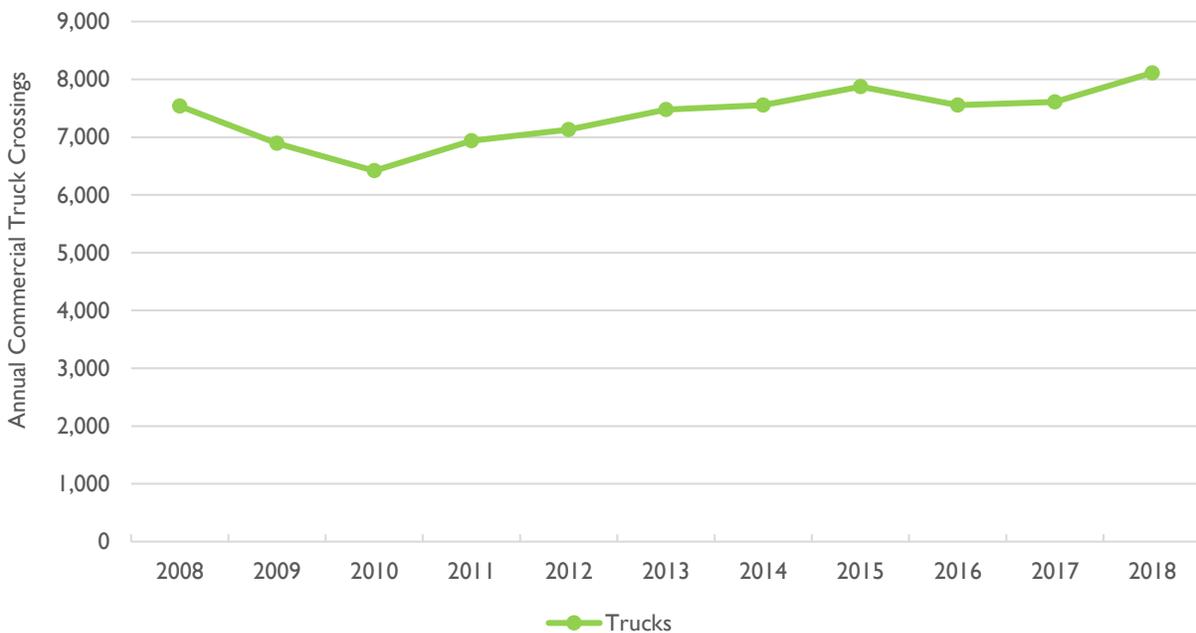


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Roma-Ciudad Miguel Alemán Bridge

Northbound commercial truck crossings at the Roma-Ciudad Miguel Alemán Bridge have grown between 2008 and 2018, although not always consistently, as shown in *Figure 88. Northbound Commercial Truck Crossings at the Roma-Ciudad Miguel Alemán, 2008-2018*. Crossing volumes were 7,535 commercial trucks in 2008, declining to 6,417 crossings in 2010, before growing through 2015. During 2018, there were 8,111 northbound commercial truck crossings at the Roma-Ciudad Miguel Alemán Bridge.

Figure 88. Northbound Commercial Truck Crossings at the Roma-Ciudad Miguel Alemán, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

#### Between 2008 and 2018:

- POV crossings decreased by 19%, equivalent to a decrease of 160,709 crossings from 2008.
- Pedestrian crossings decreased by 24%, equivalent to a decrease of 70,881 crossings since 2008.
- Bus crossings decline by 65%, equivalent to a decrease of 680 crossings from 2018.
- Truck crossings grew by 7.6 percent to 8,111 crossings in 2018.

## Roma – Ciudad Miguel Alemán Bridge Facts

### LOCAL NAMES:

- Starr County International Bridge
- Puente Roma-Miguel Alemán
- Roma Bridge

### LOCATION:

**U.S. City:** Roma, Texas

**Mexican City:** Ciudad Miguel Alemán, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S.:** Starr County

**Mexican Owner:** Government of Mexico

**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

1979

### HOURS OF OPERATION:

24 hours (POV)

10 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)

Source: Starr County International Bridge, 2019

### TOLL COST:

POV - \$3.50

Pedestrian - \$0.50

Dually - \$11.00 + \$1.00 per additional axle

3-Axle Truck - \$13.00

4-Axle Truck - \$15.00

5-Axle Truck - \$17.00

6-Axle Truck - \$20.00

Passenger bus – \$25.00

Source: Starr County International Bridge, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Starr County's Presidential Permit application was approved on April 6, 1977

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Roma LPOE is leased by the United States and under the control of GSA and is owned by Starr County and was completed in 1988.

### CONNECTING ROADWAY:

**U.S.:** Spur 200 from the bridge connects to US 83

**Mexico:** Near MEX 2

## IMPROVEMENTS:

**U.S.:** The US 83 project that provides a four-lane divided urban section from Garcia Street to Loma Blanca is complete. The Athens Road loop provides a four-lane loop around Roma. The project was completed in two phases, with the first phase (US 83 at FM 650 to Dolphin Street) using \$1.7 million in CBI funding and the second phase (Dolphin Street back to US 83) funded by the border colonia access program.

Construction is complete for the US 83-Garcia Street project that provides for improved circulation and added capacity along US 83 in Roma and facilitates traffic to and from the international bridge. The project, which included converting the two-lane, two-way roadways to a couple of two-lane, one-way roadways was completed in 2009. Total construction cost was approximately \$12.5 million, with \$5.7 million in Coordinated Border Infrastructure funding used.

# Rio Grande City-Camargo Bridge



The Rio Grande City-Camargo Bridge is a narrow two-lane facility that is 591 feet in length. The bridge is owned by the Starr-Camargo Bridge Company. The bridge is open for POVs and commercial trucks from 7 am to 12 am, Monday through Friday.

## 2018 Northbound Crossings



28,318

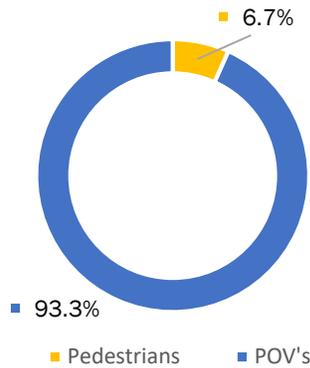


395,162



38,094

## 2018 Northbound Crossings – Movement of People by Transportation Mode



## Rio Grande City-Camargo Bridge

2018



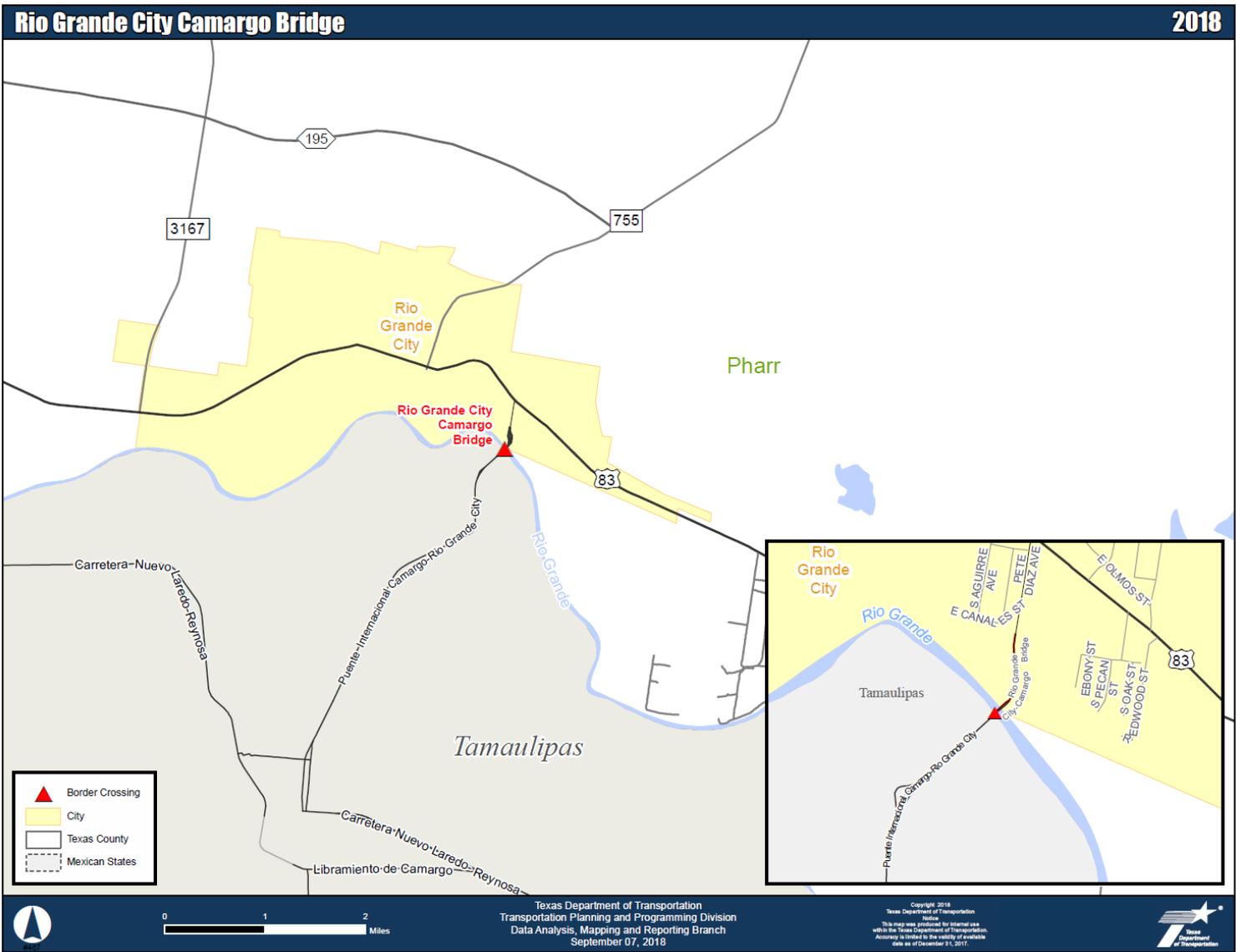


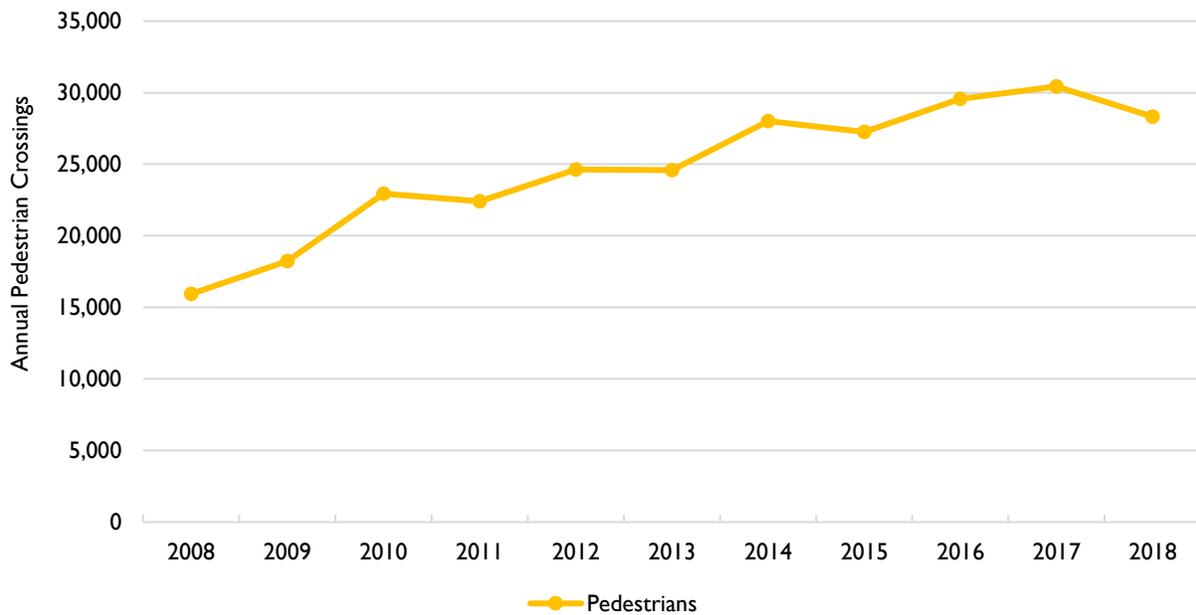
Figure 89. Location of the Rio Grande City-Camargo Bridge

## Rio Grande City-Camargo Bridge Crossing Trends

### Cross-Border Movement of People on the Rio Grande City-Camargo Bridge

*Figure 90. Northbound Pedestrian Crossings at the Rio Grande City-Camargo Bridge, 2008-2018* shows northbound pedestrian crossings at the Rio Grande City-Camargo Bridge. In 2008, there were almost 16,000 pedestrian crossings. The pedestrian volume increased during most years through 2018, when there were 28,318 northbound pedestrian crossings, which increased by 78 percent or an increase of 12,377 crossings from 2008 to 2018.

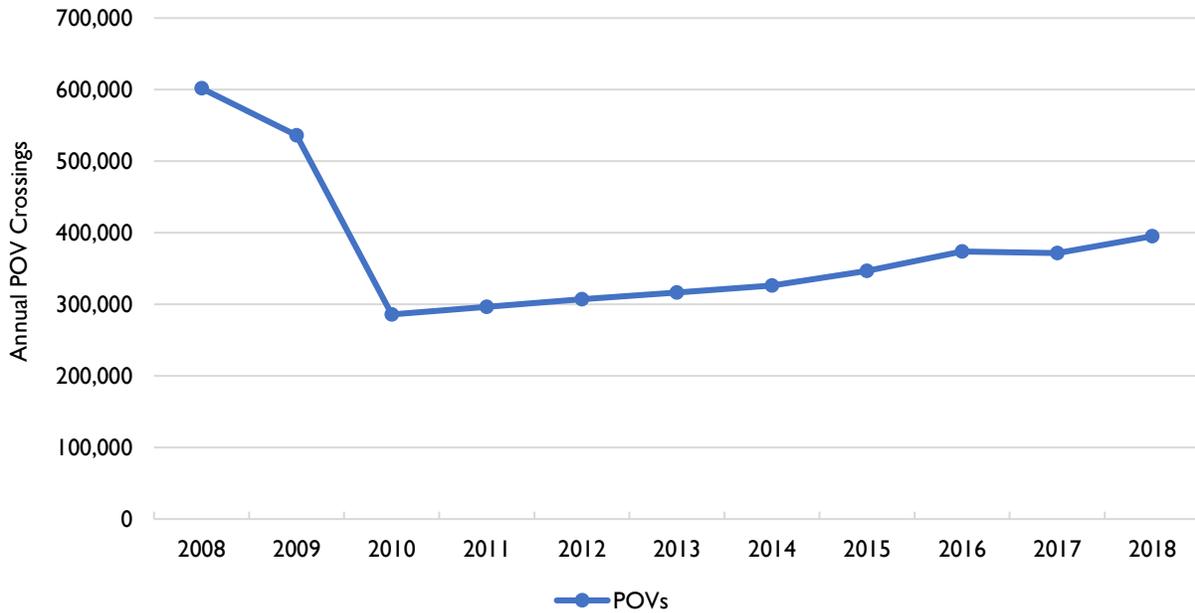
*Figure 90. Northbound Pedestrian Crossings at the Rio Grande City-Camargo Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

POVs are the most common mode of transportation at the Rio Grande City-Camargo Bridge. However, from 2008 to 2018, there was a 34 percent decrease in the total number of northbound POV crossings. *Figure 91. Northbound POV Crossings at the Rio Grande City-Camargo Bridge, 2008-2018* illustrates during 2008, there were 601,763 northbound POV crossings at the Rio Grande City-Camargo Bridge. By 2010, the volume was less than half the 2008 count with 285,880 northbound POV crossings. After 2010, traffic volumes increased almost every year, but at a relatively slow pace. In 2018, there were 395,162 northbound POV crossings.

Figure 91. Northbound POV Crossings at the Rio Grande City-Camargo Bridge, 2008-2018

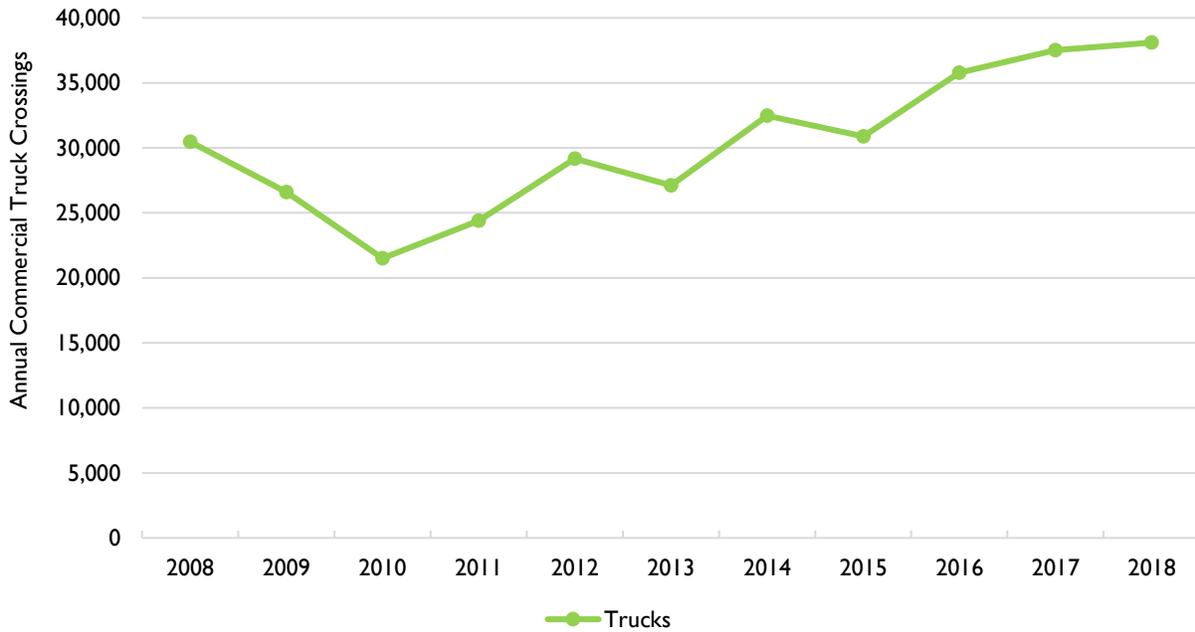


Source: U.S. Customs and Border Protection, 2019.

### Cross-Border Movement of Goods on the Rio Grande City-Camargo Bridge

From 2008 to 2018, northbound commercial truck crossings at the Rio Grande City-Camargo Bridge increased overall, but the growth was not consistent from year to year as shown in *Figure 92. Northbound Commercial Truck Crossings at the Rio Grande City-Camargo Bridge, 2008-2018*. In 2008, there 30,461 northbound commercial truck crossings, which fell to 21,503 crossings in 2010. In 2018, there were 38,094 northbound commercial truck crossings or an increase of 25 percent from 2008 volumes.

Figure 92. Northbound Commercial Truck Crossings at the Rio Grande City-Camargo Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- POV crossings decreased by 34 percent, equivalent to a decrease 206,601 of crossings from 2008.
- Pedestrian crossings increased by 78 percent, equivalent to an increase of 12,377 crossings.
- Truck crossings increased by 25 percent to 38,094 crossings.

## Rio Grande City - Camargo Bridge Facts

### LOCAL NAMES:

- Starr - Camargo Bridge
- Puente Camargo

### LOCATION:

**U.S. City:** Rio Grande

**Mexican City:** Camargo, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S.:** Starr-Camargo Bridge Company

**Mexican Owner:** Government of Mexico

**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

Opened in 1966

### HOURS OF OPERATION:

7 a.m. - 12 a.m. (POV & Commercial/Cargo - M-Sun)

Source: Starr-Camargo Bridge Co., 2019

### TOLL COST:

POV - \$3.50

Pedestrian - \$0.50

1-Axle Truck - \$7.50

2-Axle Truck - \$9.75

3-Axle Truck - \$10.75

4-Axle Truck - \$14.75

5-Axle Truck - \$17.25

6-axle Truck - \$20.25

Double Trailer Overweight - \$22.00

Single Trailer Overweight - \$32.50

Double Empty - \$26.50

Double Loaded - \$38.50

Source: Starr-Camargo Bridge Co., 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972. The permit authority for this facility was issued on September 21, 1959, pursuant to Public Law 86-343, 86th Congress, H.R. 8694.

In December 2002, the U.S. Coast Guard issued a Coast Guard Bridge Permit amendment approving the plans for a modification to the existing bridge. The permit amendment granted approval to construct a second fixed highway bridge to expand the existing two-lane, two-way international bridge into a four-lane divided facility. In December 2004, the permit amendment was amended granting an extension of time to commence and complete

construction of the bridge until December 2006 and December 2009, respectively. In December 2006, the permit was further amended granting an extension of time to the previous construction schedule to commence construction until December 8, 2008 and complete by December 8, 2011. Source: Starr-Camargo Bridge Company

A request to extend the time to commence construction was submitted to the U.S. Coast Guard in July 2009. In the fall of 2014, the Director of Field Operations (DFO) for CBP requested the submittal of a minimum 10-year expansion plan for the Starr-Camargo Bridge Land Port of Entry (LPOE). S&B Engineering was contracted to develop a preliminary plan for the expansion project. In November of 2014, a preliminary plan was presented to the DFO in Laredo.

Historically, geographic location and regional population centers of the surrounding areas dictate projected growth patterns. The Rio Grande City LPOE has seen commercial growth rates that warrant consideration. Between 2013 and 2014, the Starr-Camargo Bridge LPOE experienced an 18% rate of growth. 2014-2015 is already projected to exceed the previous rate of growth.

To that end, it was recommended that at a minimum, an additional span consisting of two lanes, be constructed when authorized by the U.S. Coast Guard.

#### **LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Rio Grande LPOE is leased by the United States and under the control of GSA and was constructed in 1969 by the Starr Camargo Bridge Company. A new border station was constructed by the Starr Camargo Bridge Company in 1999.

**Mexico:** The present land port of entry has been in operation since 1968. In November 2003, the Mexican Government expropriated approximately 8 hectares of land for the expansion of the land port of entry in Camargo.

#### **CONNECTING ROADWAY:**

**U.S.:** FM 755 from the POE to US 83 (in Rio Grande City) and to US 281/69C (South of Encino, TX). Additional access is provided via US 83 to FM 3167 to FM 649 to FM 16.

**Mexico:** Carretera Puente Internacional connects to MEX 2, MEX 54 and MEX 40. The Ribereña (MEX 2) widening to three lanes is complete from Reynosa to Cd. Miguel Aleman.

#### **IMPROVEMENTS:**

**U.S.:** A total of \$15.3 million in CBI funding was allocated as Phase I of the realignment of Alternate FM 755. The project was let in January 2015 and is scheduled for completion by the summer of 2016. The realignment will provide a more direct route/connection from the bridge via Alternate FM 755 to US 281 (69C). Phase II of the Alternate FM 755 project will complete the connection of Alternate FM 755 Phase I from US 83 to Starr-Camargo International Bridge.

As a direct result of the construction of the Alternate FM 755, a collaborative and strategic commercial recruitment effort is finalizing the development of a \$60.5 million retail project. This master-planned initiative will create a significant increase in vehicular and pedestrian traffic in the area and will rely heavily on a viable mobility plan to ensure safe and expedient travel in the area.

A group of investors, Starr County Industrial Foundation, and the Starr-Camargo Bridge Company are negotiating the construction of 140,000 square feet transshipping facility (half of which will be temperature controlled) to better serve imports requiring refrigeration. The facility will be immediately adjacent to the Federal Motor Carrier Inspection Facility East of the Starr-Camargo Bridge POE.

The newly constructed Baluarte Bridge on the Durango-Mazatlán Highway is completed. This new route has markedly increased agricultural imports and building materials at the POE, as foreseen by the CBP. The newly completed route will provide several days travel advantage to access North Eastern markets for South Texas/Northern Mexico imports that previously entered the United States through Nogales, Sonora/Nogales, Arizona.

**Mexico:** The Comité de Desarrollo Inter-municipal (CODEIM), a coalition representing six Mexican municipalities and Rio Grande City. The coalition is continuing to adapt its focus to reflect the increased growth in commercial traffic in the region. In addition to widening the road south of Camargo to Monterrey (known as La Ruta Corta), the coalition seeks easier connectivity to the Reynosa/Cadereyta toll road.

The City of Camargo has proposed a new commercial access route to the International Bridge. Feasibility studies are completed and financing mechanisms are under review.

Widening of the Ribereña (MEX 2) from Reynosa to Miguel Aleman has been completed and runs through South/Central Camargo. Recent improvements to the neighboring Miguel Aleman/Monterrey Highway also benefited the commercial traffic flow to the Starr Camargo LPOE.

# Los Ebanos Ferry



Although the current Los Ebanos Ferry crossing has been in operation since the 1950s, the current ferry has been operating since 1979. The hand-drawn ferry carries passengers and POVs only. However, it cannot accommodate more than three automobiles at a time. The ferry operates 8 am-4 pm, weather permitting.

## 2018 Northbound Crossings

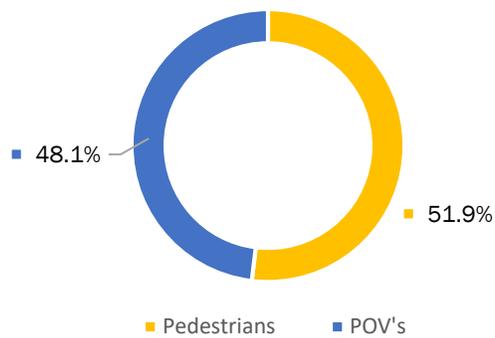


32,953



30,525

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Los Ebanos Ferry

2018



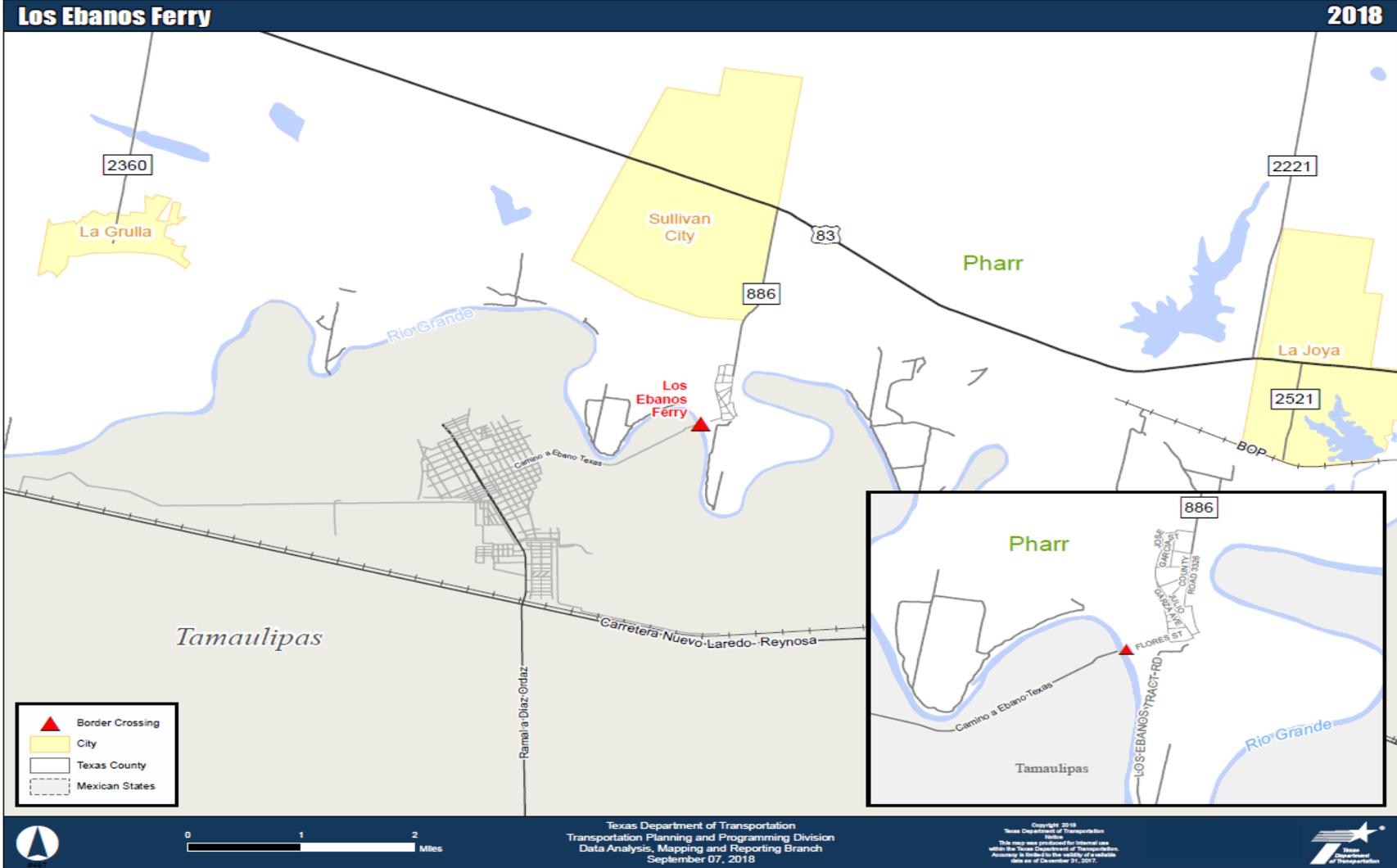


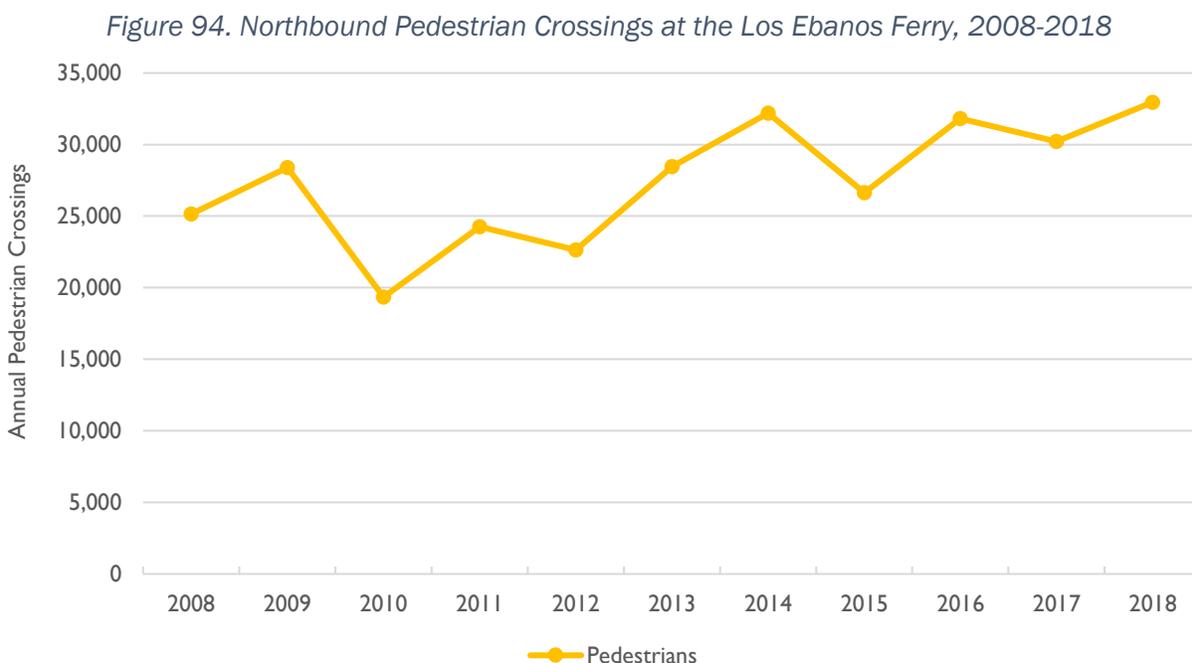
Figure 93. Location of the Los Ebanos Ferry

## Los Ebanos Ferry Crossing Trends

### Cross-Border Movement of People on the Los Ebanos Ferry

The Los Ebanos Ferry is a hand-drawn, barge-like vessel that carries no more than three automobiles at a time, along with passengers, across the Rio Grande River. During this period, the number of POV crossings frequently surpassed the number of pedestrian crossings on the bridge. Since 2008, the number northbound POV crossings on the Los Ebanos Ferry increased by 54 percent, while the number of pedestrian crossings increased by 31 percent.

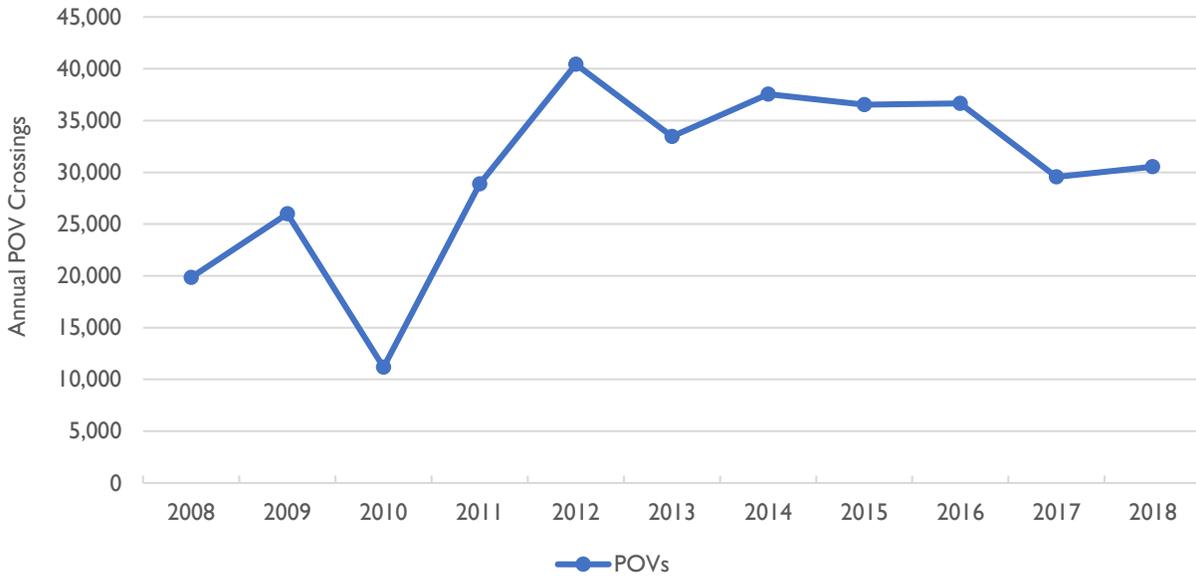
*Figure 94. Northbound Pedestrian Crossings at the Los Ebanos Ferry, 2008-2018* illustrates northbound crossings by pedestrians at the Los Ebanos Ferry from 2008 to 2018. The number of pedestrian crossings varied from year to year, but the other overall volume grew. In 2008, there were 25,143 crossings, which eventually reached 32,953 crossings in 2018.



Source: U.S. Customs and Border Protection, 2019.

POV traffic on the Los Ebanos Ferry fluctuated year to year between 2008 and 2018, as shown in *Figure 95. Los Ebanos Ferry POV Crossings Annual Totals, 2008-2018*. In 2008, there were almost 20,000 northbound POV crossings at the Los Ebanos Ferry. The traffic declined by almost one-half in 2010, before quadrupling in 2012, reaching 40,434 northbound POV crossings. During the following years, POV volumes on the ferry generally declined and there were 30,525 northbound POV crossings in 2018.

Figure 95. Los Ebanos Ferry POV Crossings Annual Totals, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- POV crossings increased by 54 percent, equivalent to an increase of 10,681 crossings over 2008.
- Pedestrian crossings increased by 31 percent, equivalent to an increase of 7,810 crossings from 2008.

## Los Ebanos Ferry Facts

### LOCAL NAMES:

- Los Ebanos – San Miguel Camargo
- Ferry Gustavo Díaz Ordaz
- Ferry Díaz Ordaz – Los Ebanos
- El Chalan Los Ebanos

### LOCATION:

**U.S. City:** Los Ebanos, Texas

**Mexican City:** Gustavo Díaz Ordaz, Tamaulipas

### FERRY OWNER:

**U.S.:** Reyna Family

**Mexican Owner/Operator:** Armando De La Garza

### PORT OF ENTRY OWNER OR OPERATOR:

**U.S.:** Department of Homeland Security – Customs and Border Protection

### YEAR OF CONSTRUCTION:

Although the crossing has been in operation since the 1950s, the current ferry has been operating since 1979.

### HOURS OF OPERATION:

8 a.m. - 4 p.m. (POV only – M-Sun; weather permitting)

### TOLL COST:

POV - \$3.50

Pedestrian/Bicycle \$0.50

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The land port of entry was completed in April 1992 and is owned by the Department of Homeland Security, Bureau of Customs & Border Protection. The land is owned by the ferry owner.

The American Recovery and Reinvestment Act (ARRA) of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The new facilities at Los Ebanos are complete and operational. This is one of three Texas border facilities owned by CBP.

### CONNECTING ROADWAY:

**U.S.:** Near FM 886 to US 83.

**Mexico:** Near MEX 2

# Anzalduas International Bridge



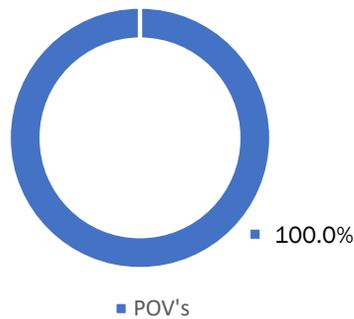
The Anzalduas International Bridge is a four-lane vehicular undivided bridge (two southbound lanes and two northbound lanes), which spans 3.2 miles. The bridge is owned by the cities of McAllen, Mission, and Hidalgo. The facility operates 6 am-10 pm, seven days a week.

## 2018 Northbound Crossings



1,022,657

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003



## Anzalduas International Bridge

2018



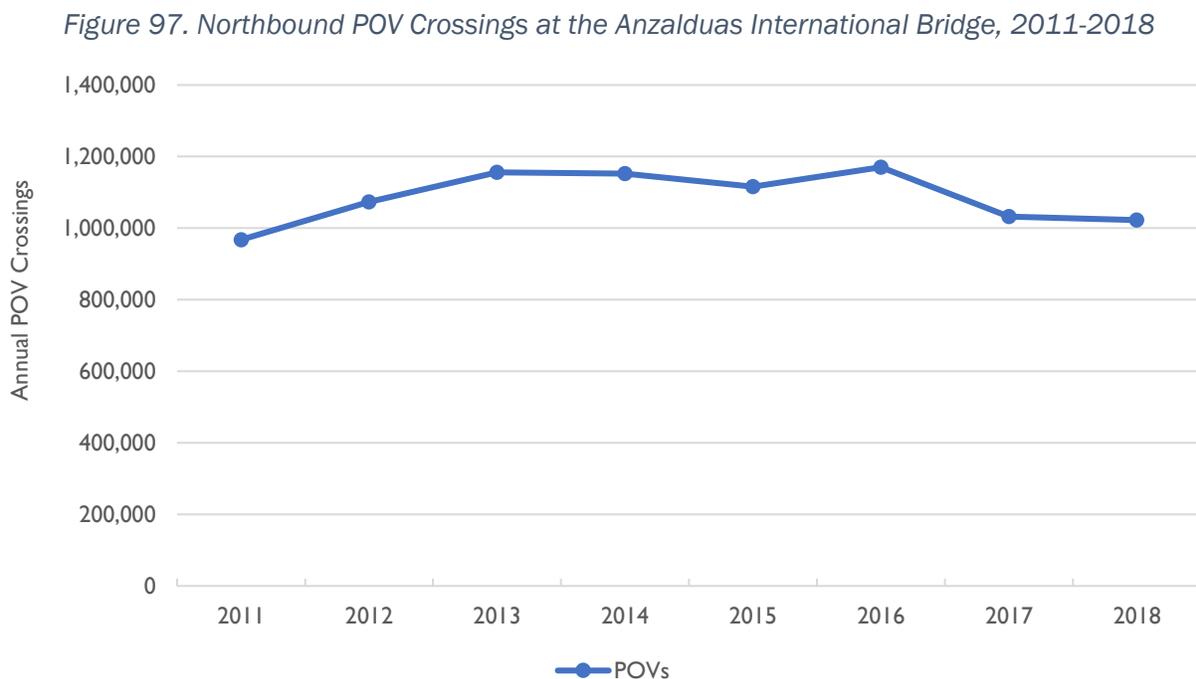


## Anzalduas International Bridge Crossing Trends

### Cross-Border Movement of People on the Anzalduas International Bridge

The Anzalduas International Bridge only serves passenger modes of travel and does not permit pedestrian crossings. Between 2011 and 2018, northbound POV crossings on the bridge increased by 6 percent. There have been no northbound bus trips since 2016, so volumes have declined by 100 percent.

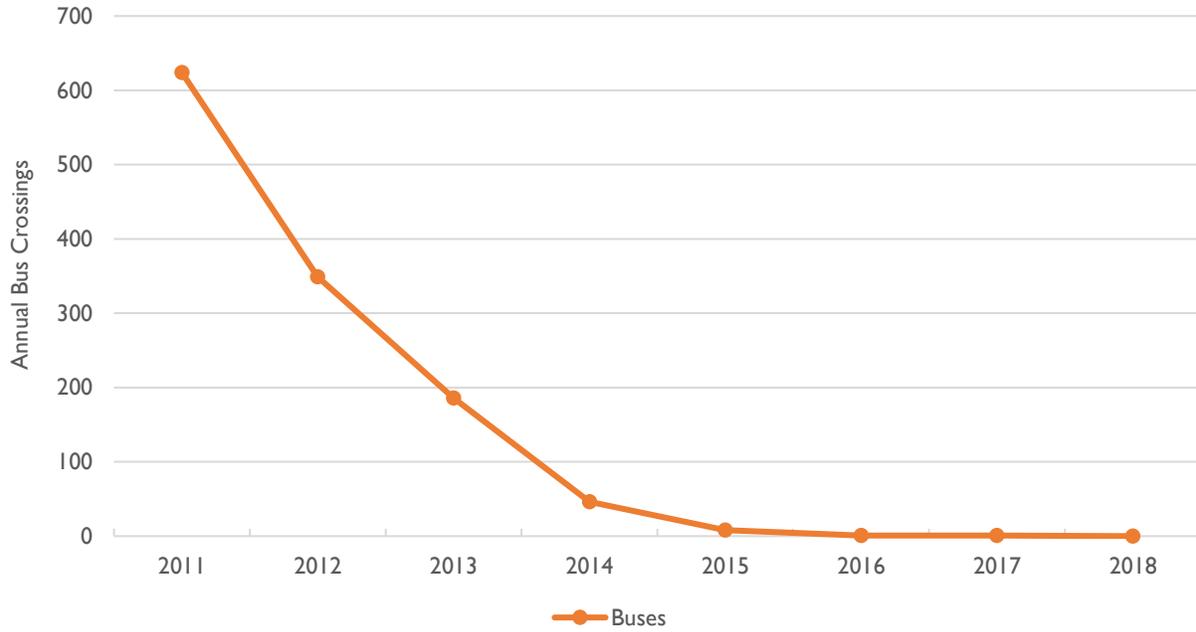
*Figure 97. Northbound POV Crossings at the Anzalduas International Bridge, 2011-2018* shows northbound POV crossings at the Anzalduas International Bridge between 2011 and 2018. In 2011, there were 967,657 northbound POV crossings on the Anzalduas Bridge, which peaked in 2016 with 1,170,282 northbound crossings, before dropping to 1,022,657 crossings during 2018.



Source: U.S. Customs and Border Protection, 2019.

Northbound bus crossings on the Anzalduas International Bridge declined from 624 crossings in 2011 to no crossings from 2016 as shown in *Figure 98. Northbound Bus Crossings at the Anzalduas International Bridge, 2011-2018*. During the last year with bus traffic, in 2017, there were only one northbound crossings during the year.

Figure 98. Northbound Bus Crossings at the Anzalduas International Bridge, 2011-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- Northbound POV crossings increased by 5.7 percent to just over 1,000,000 crossings in 2018
- Bus crossings declined to one in 2017 and remained at zero through 2018.

## Anzalduas International Bridge Facts

### LOCAL NAMES:

- Sharyland Bridge
- Puente Anazaldúas

### LOCATION:

**U.S. City:** Mission, Texas

**Mexican City:** Reynosa, Tamaulipas

### DESCRIPTION:

The facility is the nation's first LEED-certified land port of entry on the southern border. LEED (Leadership in Energy and Environmental Design) is an internationally recognized green building certification system developed by the U.S. Green Building Council. The four-lane vehicular undivided bridge (two southbound lanes and two northbound lanes), which spans 3.2 miles and includes two safety bumps out spaces for disabled vehicles and a pedestrian walkway. The lanes are elevated to preserve the nearby U.S. Fish & Wildlife Refuge and include a SENTRI lane in the U.S. The facility was constructed with sufficient right-of-way for expansion to an eight-lane divided bridge, but currently only accepts non-commercial vehicular traffic. The bridge is located 3 miles upriver from the Hidalgo-Reynosa Bridge.

### BRIDGE OWNER OR OPERATOR:

**U.S.:** Cities of Hidalgo, McAllen and Mission

**Mexican Operator:** Grupo Marhnos

### YEAR OF CONSTRUCTION:

2009

### FUNDING/COST:

\$5 million for southbound toll facilities, \$28.5 million for bridge and international road, \$25.5 million for northbound GSA facilities and \$9.8 million for access road.

### HOURS OF OPERATION:

6 a.m. – 10 p.m. (M-Su)

Source: City of McAllen, Texas, 2019

### TOLL COST:

POV/Pick-up - \$3.50

Maquila Worker - \$3.00

2-axle bus - \$7.00

3-axle bus - \$9.00

Motorcycle - \$3.50

2-Axle Empty Truck - \$8.25

3-Axle Empty Truck - \$10.50

4-Axle Empty Truck - \$11.25

5-Axle Empty Truck - \$14.00

6-Axle Empty Truck - \$16.00

Source: City of McAllen, Texas, 2019

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** The cities of Hidalgo, Mission and McAllen submitted a revised application for a Presidential Permit dated March 1996 to the State Department for review. In September 1998, the sponsors provided the “1998 Anzaldúas Bridge Traffic Study” and supplemental information related to the Presidential Permit to the Department of State for review.

The Presidential Permit, which was issued in July 1999, includes a caveat outlining minimum traffic volumes at the Pharr/Reynosa Bridge. The permit bars commercial traffic on the span until 2015, or until the Pharr-Reynosa International Bridge averages 15,000 northbound commercial vehicles per week.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Anzalduas LPOE is owned by the United States and under the jurisdiction; custody and control of GSA and CBP initiated operations at the Anzalduas LPOE on December 15, 2009. This non-commercial crossing has four primary and twelve secondary inspection lanes.

**CONNECTING ROADWAY:**

**U.S.:** TxDOT constructed a four-lane divided highway from the GSA facility to connect to Bryan Road (FM 396). The project was let in April 2008 at an estimated cost of \$24.8 million. Funds utilized were a combination of District Discretionary, Metropolitan Mobility and Coordinated Border Infrastructure funds (\$8.7 million). Work was completed in June 2010. The access roads were opened on December 15, 2009, with the opening of the bridge.

# McAllen-Hidalgo Bridge

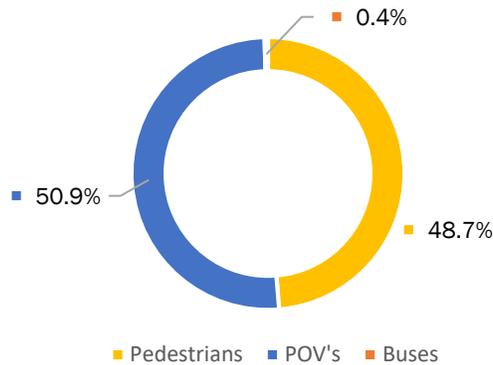


The McAllen–Hidalgo International Bridge consists of two structures. The older four-lane bridge serves only southbound traffic and the newer four-lane bridge serves only northbound traffic. The bridge spans 524 feet southbound and 852 feet northbound. It is owned by the City of McAllen. The facility operates on a 24-hour, seven-day a week schedule and only services non-commercial traffic.

## 2018 Northbound Crossings



## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## McAllen-Hidalgo Bridge

2018



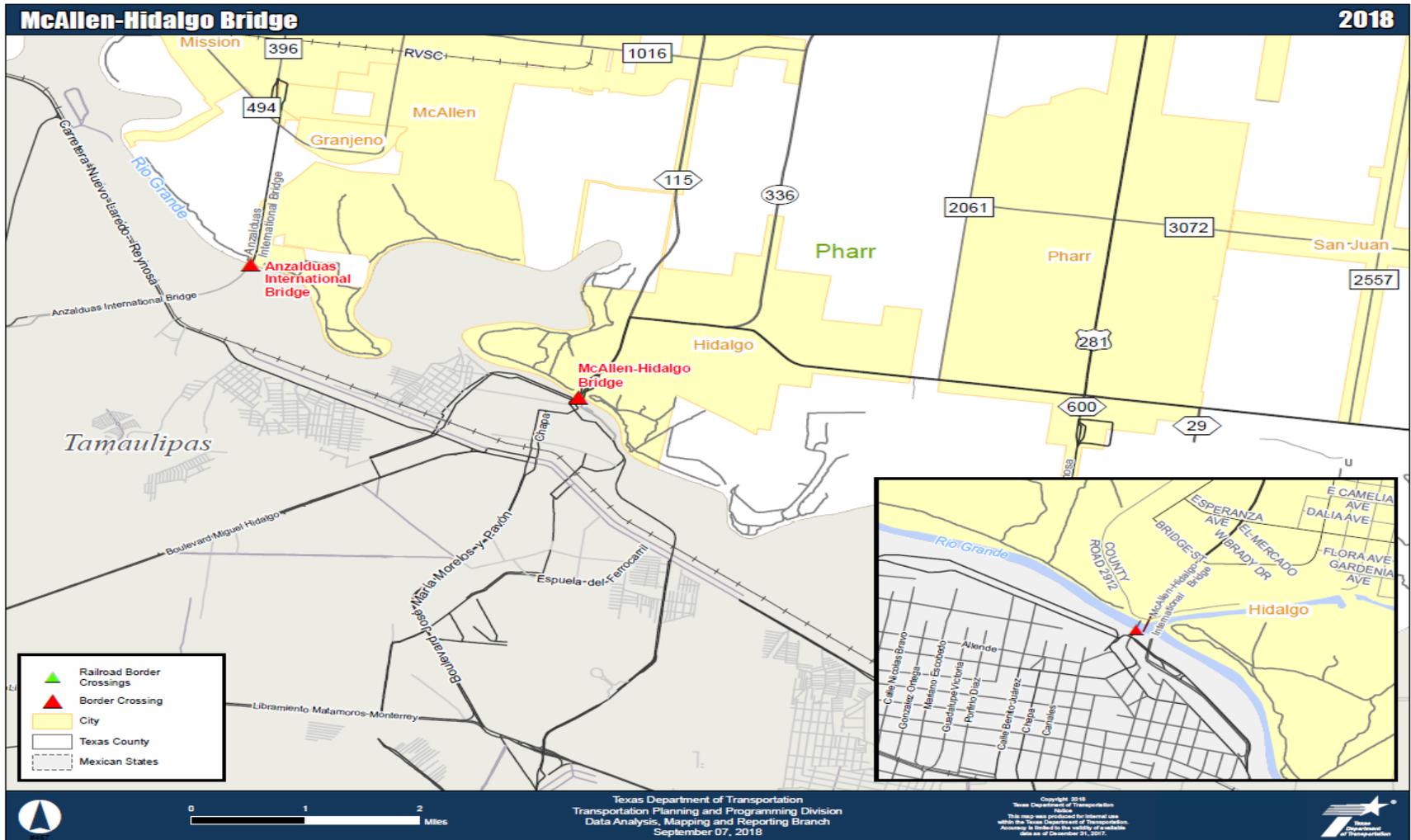


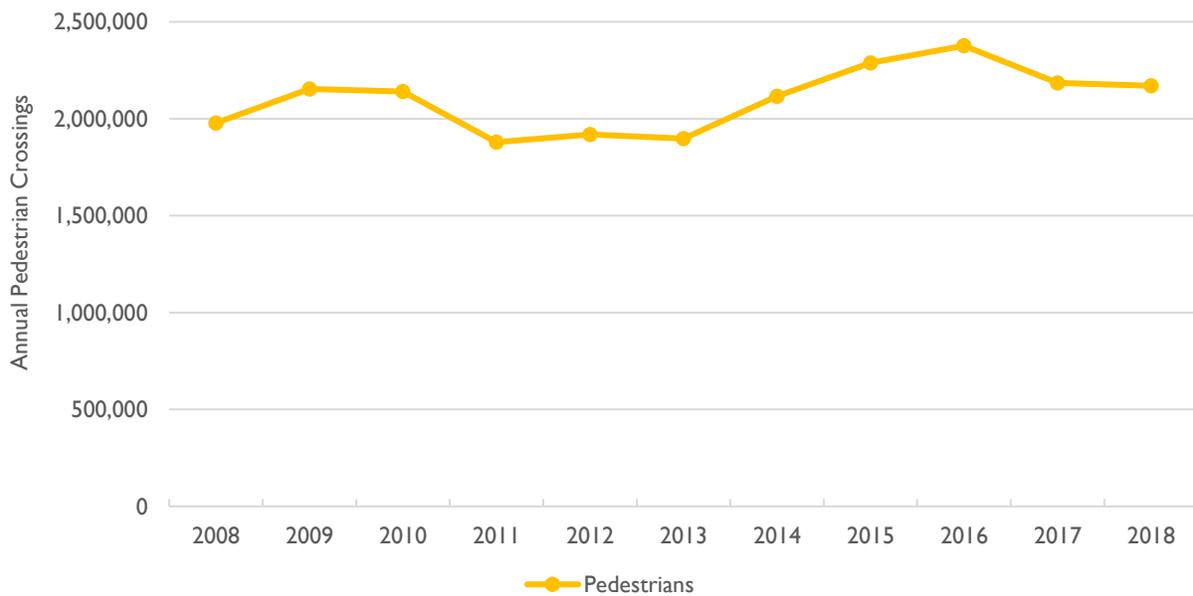
Figure 99. Location of the McAllen-Hidalgo Bridge

## McAllen-Hidalgo International Bridge Crossing Trends

### Cross-Border Movement of People on the McAllen-Hidalgo International Bridge

Figure 100. Northbound Pedestrian Crossings at the McAllen-Hidalgo International Bridge, 2008-2018 illustrates northbound crossings by pedestrians at the McAllen-Hidalgo International Bridge between 2008 and 2018. In 2008, there were 2.0 million northbound pedestrian crossings, which increased to almost 2.4 million crossings in 2016. In 2018, the number of crossings was 2,170,334, roughly 190,000 more pedestrian crossings than 2008 or an increase of 10 percent.

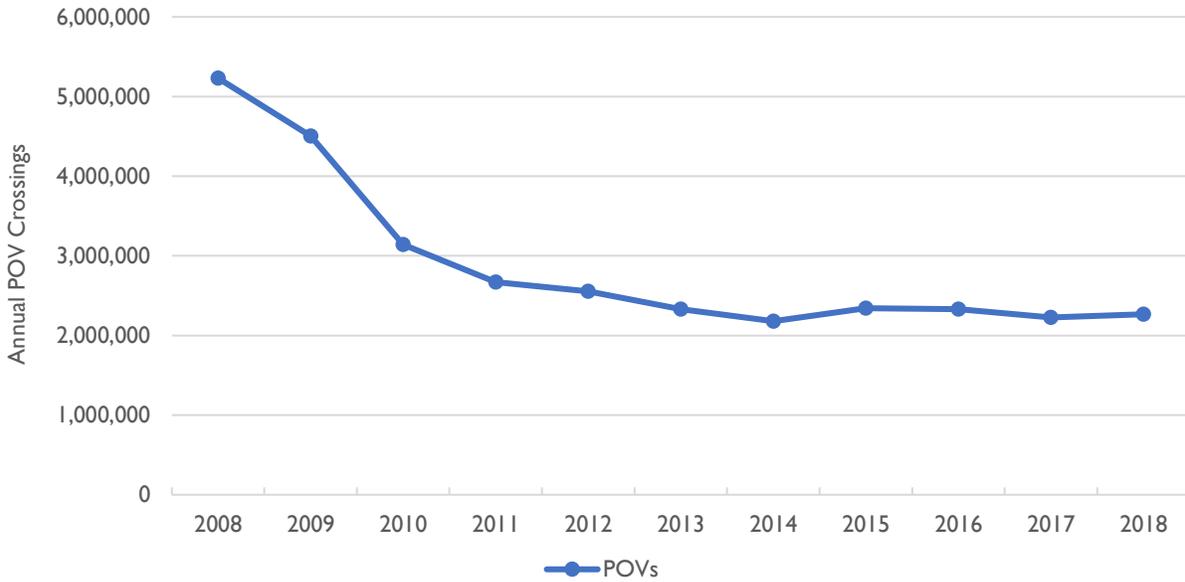
Figure 100. Northbound Pedestrian Crossings at the McAllen-Hidalgo International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Motorized transportation modes crossing the McAllen-Hidalgo International Bridge declined between 2008 and 2018. Northbound POV crossings on the bridge declined by 57 percent, during this period, to 2,963,018 crossings in 2018, as shown in Figure 101. Northbound POV Crossings at the McAllen-Hidalgo International Bridge, 2008-2018. Northbound crossings declined from 5.2 million in 2008 to 2.2 million crossings in 2014. After 2014, there was little change in volume and there were 2,267,528 POV crossings during 2018.

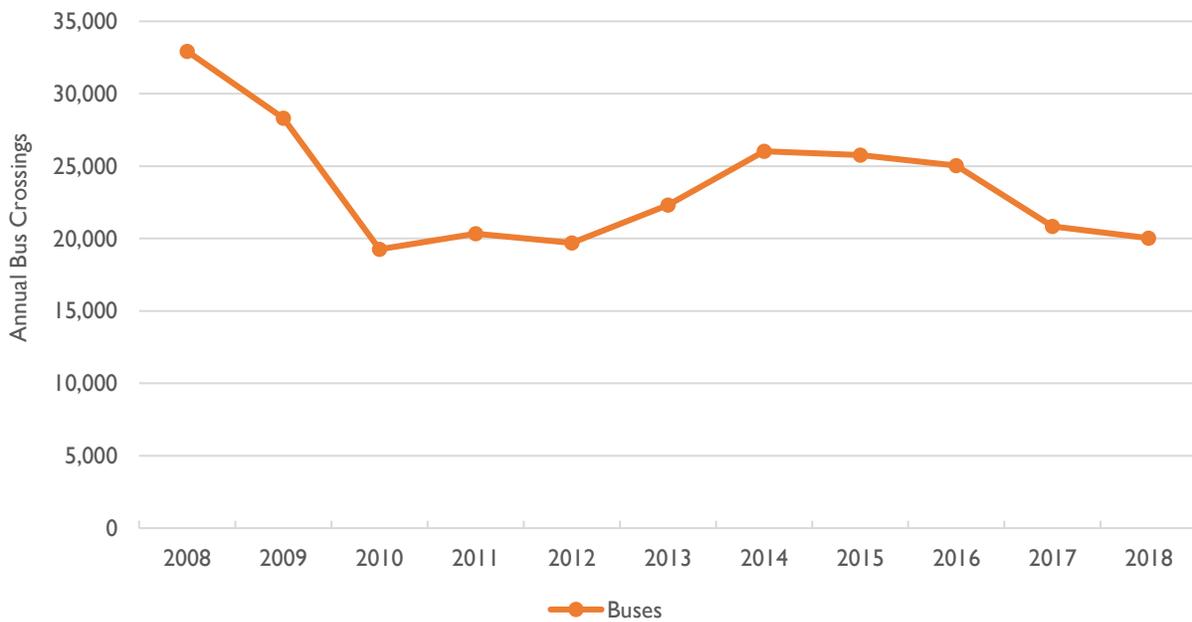
Figure 101. Northbound POV Crossings at the McAllen-Hidalgo International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018, the number of northbound bus crossings also declined sharply falling by 39 percent. *Figure 102. Northbound Bus Crossings at the McAllen-Hidalgo International Bridge, 2008-2018* shows northbound crossings by buses at the McAllen-Hidalgo International Bridge. The highest number of northbound bus crossings occurred in 2008, when there were 32,932 crossings. The lowest number of bus crossings was in the year 2010, when there were fewer than 20,000 crossings. In 2018, there were 20,026 northbound crossings.

Figure 102. Northbound Bus Crossings at the McAllen-Hidalgo International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Between 2008 and 2018:

- POV crossings decreased by 57 percent, equivalent to a decrease of 2,963,018 crossings from 2008.
- Pedestrian crossings increased by 10 percent, equivalent to an increase of 191,993 crossings from 2008 levels.
- Bus crossings decreased by 39 percent, equivalent to a decrease of 12,906 crossings from 2008.

# McAllen – Hidalgo International Bridge Facts

## LOCAL NAMES:

- Hidalgo Bridge
- Puente Reynosa
- Puente Reynosa-McAllen I

## LOCATION:

**U.S. City:** Hidalgo, Texas  
**Mexican City:** Reynosa, Tamaulipas

## DESCRIPTION:

The McAllen – Hidalgo International Bridge consists of two structures. The old four-lane bridge serves only southbound traffic. The new four-lane bridge serves only northbound traffic. The bridge is 524 feet southbound and spans 852 feet northbound.

Beginning September 1, 1996, all northbound commercial traffic was directed from the McAllen-Hidalgo Bridge to the Pharr Bridge. Southbound commercial traffic was permitted to use either the Hidalgo or Pharr Bridge to enter Mexico.

## BRIDGE OWNER OR OPERATOR:

**U.S.:** City of McAllen  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

## YEAR OF CONSTRUCTION:

The first four-lane bridge was built in 1965 replacing a two-lane suspension bridge. The second four-lane bridge was built in 1987.

## HOURS OF OPERATION:

24 hours  
Source: City of McAllen, Texas, 2019

## TOLL COST:

POV/Pick-up - \$3.50  
Pedestrian - \$1.00  
2-axle bus - \$7.00  
3-axle bus - \$9.00  
Motorcycle - \$3.50  
Source: City of McAllen, Texas, 2019

## U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of McAllen's Presidential Permit application was approved in August 1985.

## LAND PORT OF ENTRY (LPOE):

**U.S.:** The Hidalgo LPOE is leased by the United States and under the control of GSA which was completed in 1982, is owned by the City of McAllen.

**Mexico:** The land port of entry, which has been in operation since 1965 was remodeled in 1988.

**SENTRI PROGRAM:**

The dedicated northbound commuter lane became operational in August 2006.

**CONNECTING ROADWAY:**

**U.S.:** Spur 600 from the bridge connects to Spur 241 which connects to US 281 and SH 336. Spur 115 connects from US 281 to US 83 Expressway.

**Mexico:** Near MEX 2, MEX 97 and MEX 40

**IMPROVEMENTS:**

**U.S.:** A \$12.4 million contract was let in January 2009 to widen SP 115 and SP 241(main connecting roadway) from 4 to 6 lanes using \$8.4 million of Coordinated Border Infrastructure funds. The widening from FM 1016, south to the international bridge was completed in March 2011.

A \$1 million CBI funded project to reconstruct and widen International Boulevard southbound lanes from Bridge Street to the bridge, and a McAllen-Hidalgo International Bridge funded project to construct a canopy from the middle of the bridge to the CBP area are complete as of 2015.

# Pharr-Reynosa International Bridge on the Rise



The Pharr-Reynosa International Bridge on the Rise is a four-lane bridge (three northbound and 1 southbound). The bridge is 15,770 feet long. The facility is owned by the city of Pharr. The bridge's operating hours for POVs are 6 am-12 pm, Monday through Sunday. Commercial trucks are processed 7 am-10 pm, Monday through Friday. All southbound traffic is tolled.

## 2018 Northbound Crossings

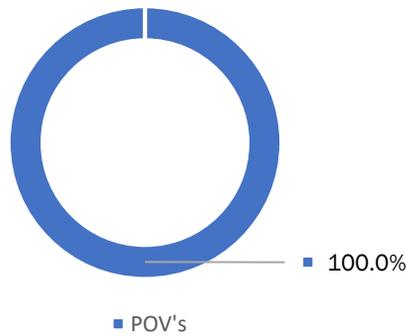


1,137,100



647,157

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2000

## Pharr-Reynosa International Bridge on the Rise

2018



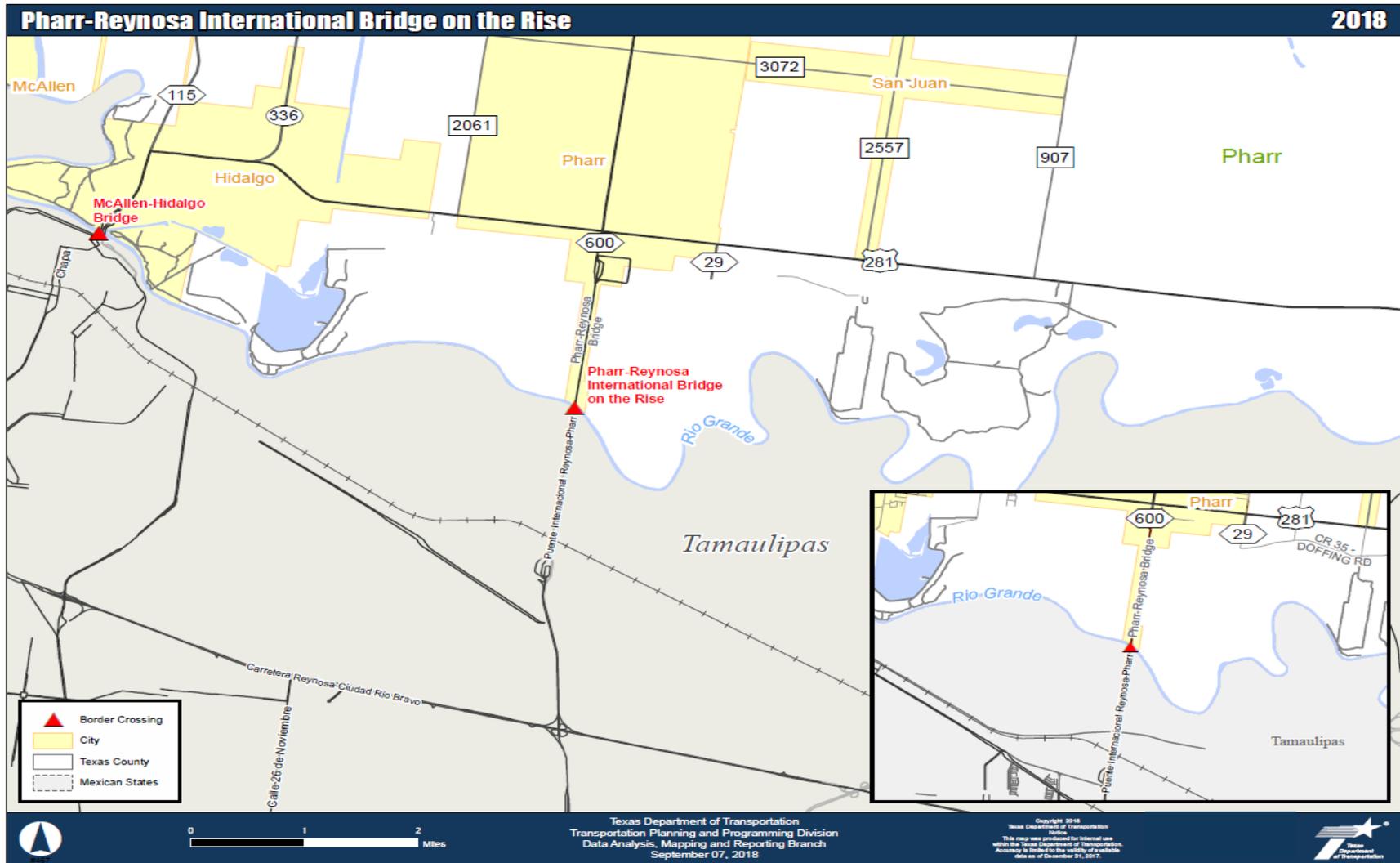


Figure 103. Location of the Pharr-Reynosa International Bridge on the Rise

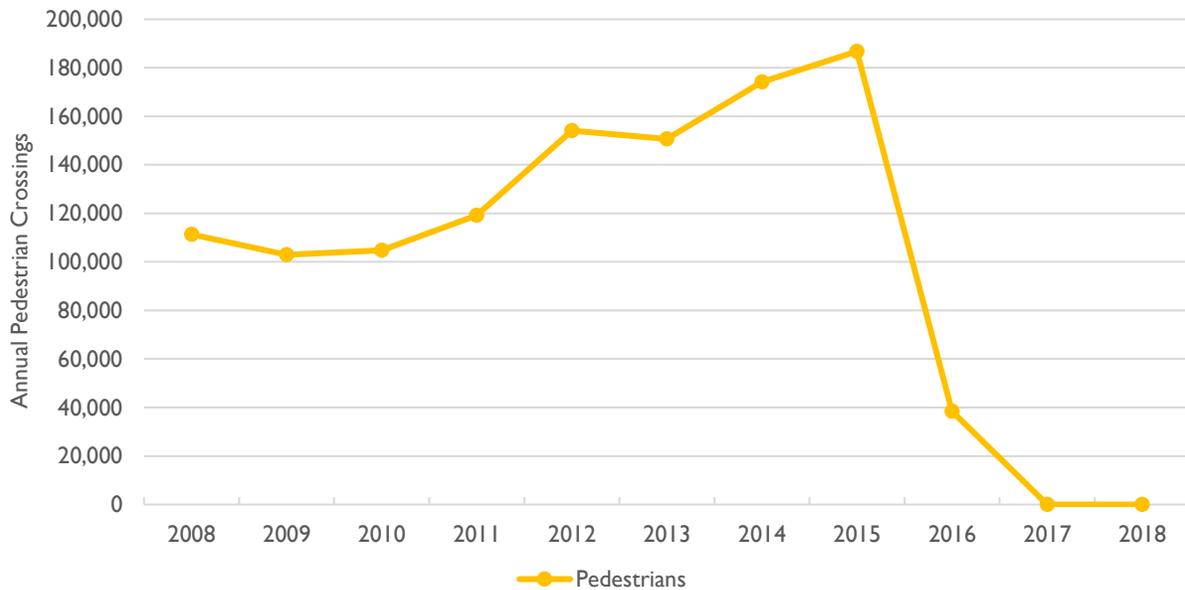
## Pharr-Reynosa International Bridge on the Rise Crossing Trends

### Cross-Border Movement of People on the Pharr-Reynosa International Bridge on the Rise

*Figure 104. Northbound Pedestrian Crossings at the Pharr-Reynosa International Bridge, 2008-2018*

illustrates the changes in pedestrian crossings. After peaking at over 180,000 pedestrian crossings in 2015, pedestrian crossings fell to zero in 2017.

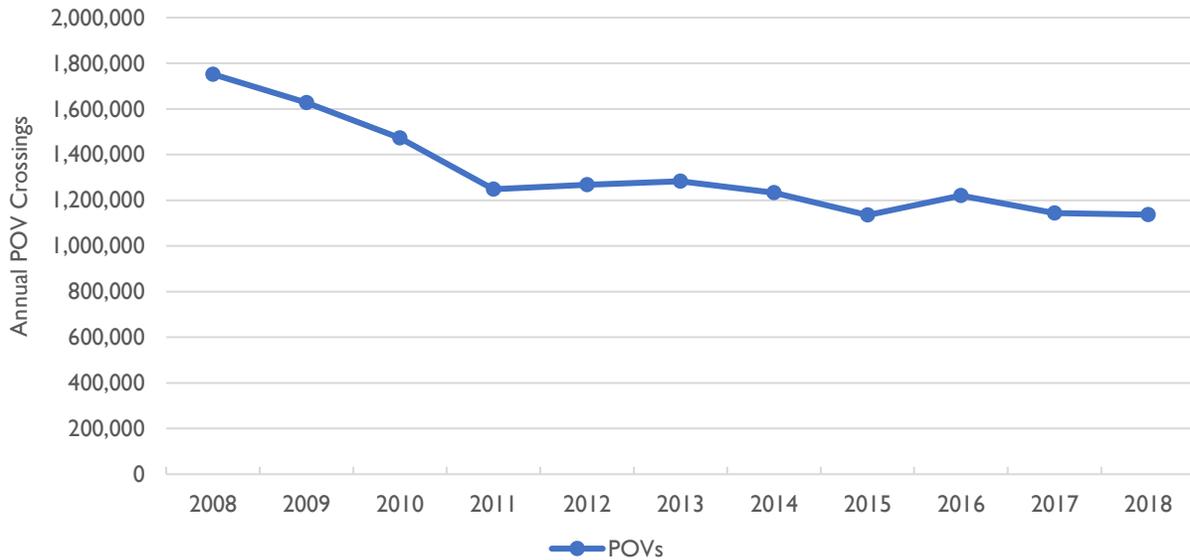
*Figure 104. Northbound Pedestrian Crossings at the Pharr-Reynosa International Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 105. Northbound POV Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018* shows that POV crossings fell between 2008 and 2011 and that the number of crossings diminished at a much slower rate during subsequent years. In 2018, there were 1,137,100 northbound POV crossings or a decline of 35 percent from 2008.

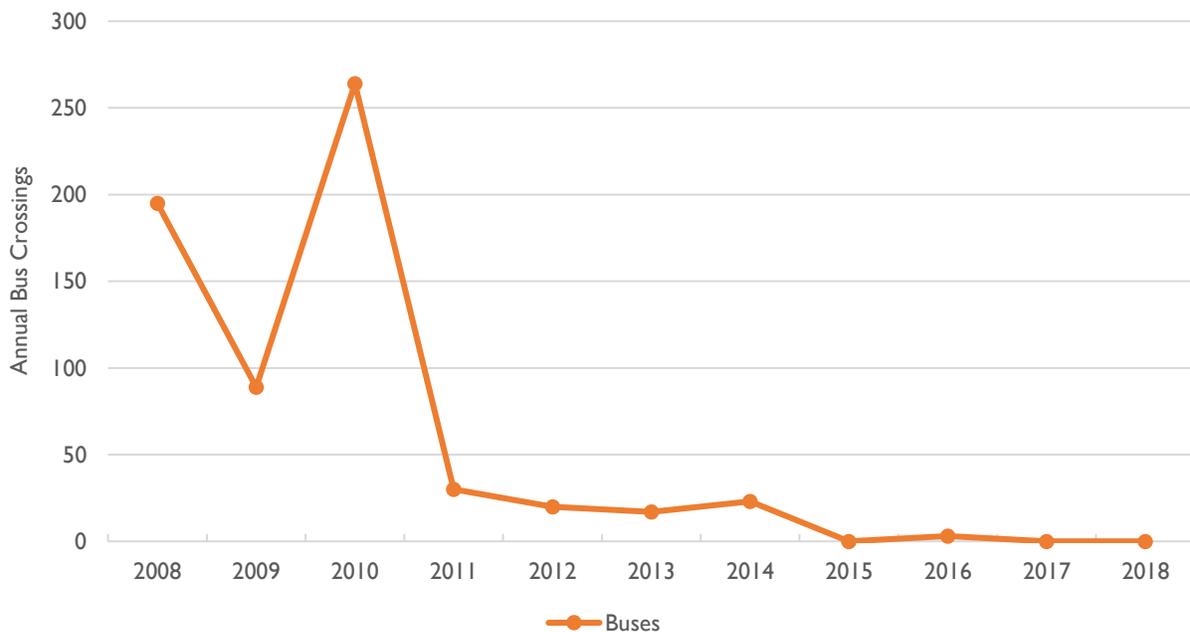
Figure 105. Northbound POV Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 106. Northbound Bus Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018 illustrates the highest number of bus northbound crossings occurred in 2010, when there were 264 crossings. Volumes declined sharply the next year and 2016 was the last year buses were processed on the bridge.

Figure 106. Northbound Bus Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018

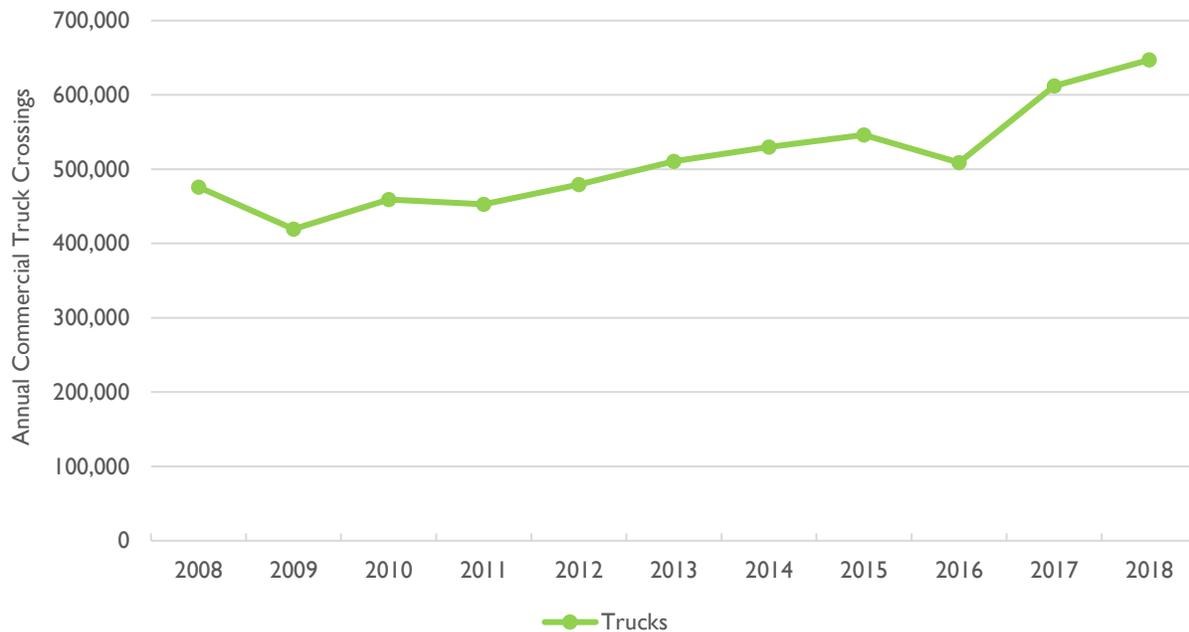


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Pharr-Reynosa International Bridge on the Rise

Figure 107. Northbound Commercial Truck Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018 shows that northbound commercial truck crossings increased significantly on the bridge from 2008 to 2018. The lowest count of northbound truck crossings occurred in 2009, with 419,426 crossings, and the highest number of northbound truck crossings occurred in 2018, with 647,157 crossings.

Figure 107. Northbound Commercial Truck Crossings at the Pharr-Reynosa International Bridge on the Rise, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- POV crossings decreased by 35 percent, equivalent to a decrease of 615,124 crossings
- Pedestrian crossings decreased by 100 percent
- Truck crossings increased by 36 percent, equivalent to an increase of 171,157 crossings
- Bus crossings decreased by 100 percent

## Pharr–Reynosa International Bridge on the Rise Facts

### LOCAL NAMES:

- Puente Internacional Reynosa-Pharr
- Nuevo Amanecer

### LOCATION:

**U.S. City:** Pharr, Texas  
**Mexican City:** Reynosa, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Pharr  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

Completed in November 1994 and opened on January 10, 1995.

### FUNDING/COST:

**U.S.:** Bridge cost was \$18 million.

### HOURS OF OPERATION:

6 a.m. – 12 a.m. (POV – M-Sun)  
7 a.m. – 10 p.m. (Commercial/Cargo – M-Fri.)

Source: U.S. Customs and Border Protection, 2019

### TOLL COST:

POV - \$4.00  
2-Axle Recreational Vehicle - \$20.50  
Commercial Truck or Bus  
2-Axle - \$11.25  
3-Axle - \$15.25  
4-Axle - \$17.25  
5-Axle - \$22.25  
6-Axle - \$25.25  
Commercial Wide Load - \$33.25

Source: Pharr-Reynosa International Bridge, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Pharr's Presidential Permit application was approved on December 20, 1978. The United States Coast Guard bridge permit was approved December 10, 1991.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The Pharr LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and opened to traffic in April 1996.

**Mexico:** The station is outfitted with traffic signals for use in random checks to help speed up vehicular traffic.

**FAST PROGRAM:**

The Free and Secure Trade (FAST) lane program began to operate in late 2004.

**CONNECTING ROADWAY:**

**U.S.:** Located on Spur 600, a six-lane structure, connects from US 281 to the GSA facilities.

**Mexico:** A loop connects with MEX 2 and MEX 40.

**IMPROVEMENTS:**

**U.S.:** The \$20.1 million permanent border safety inspection facility construction project is complete. The connection to the state highway system is not yet complete. The project was funded with CBI funds.

Two projects are under development utilizing approximately \$3.7 million in CBI funds. The first, an Intelligent Transportation System (ITS) project estimated at \$1.4 million is expected to receive bids in 2014; the second, construction of additional Northbound approach lanes and inspection booths estimated at \$2.3 million is anticipated to receive bids in 2015.

**Mexico:** As of early 2016, México was modernizing the access to the bridge and the connection to Blvd. Luis Donaldo Colossio.

# Donna International Bridge



Donna International Bridge is an eight-lane passenger vehicle bridge with four southbound and four northbound lanes as well as a pedestrian lane. Donna International Bridge is approximately 1,000 feet long and 108 feet wide.

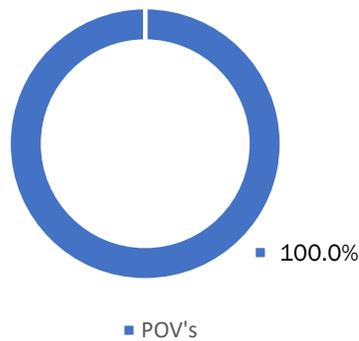
## 2018 Northbound Crossings



685,403

The U.S. side of the bridge is owned by the City of Donna and the entire facility is open from 6 a.m. to 10 p.m., seven days a week. All southbound pedestrian and vehicular crossings on Donna International Bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



## Donna International Bridge

2013



2018



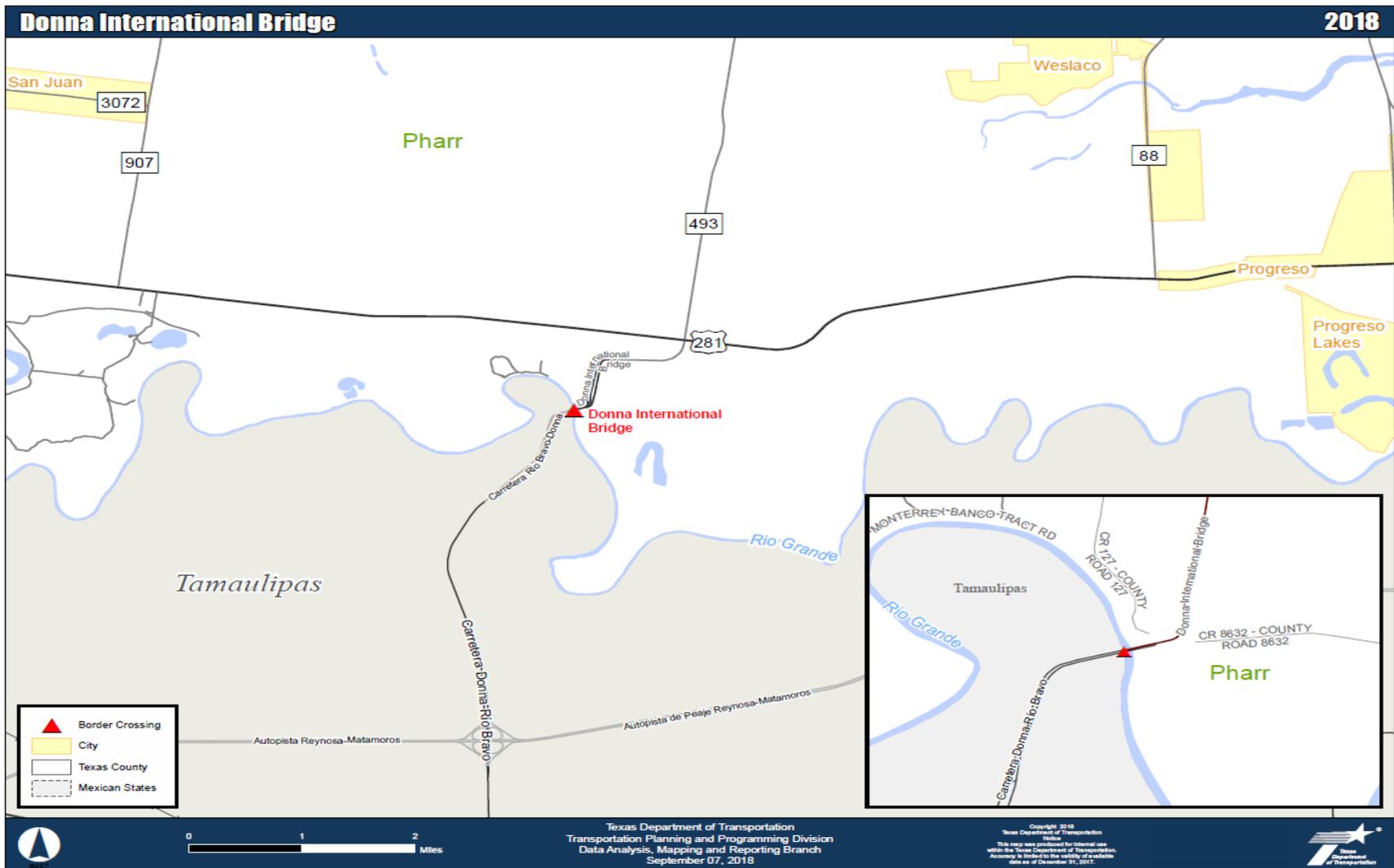


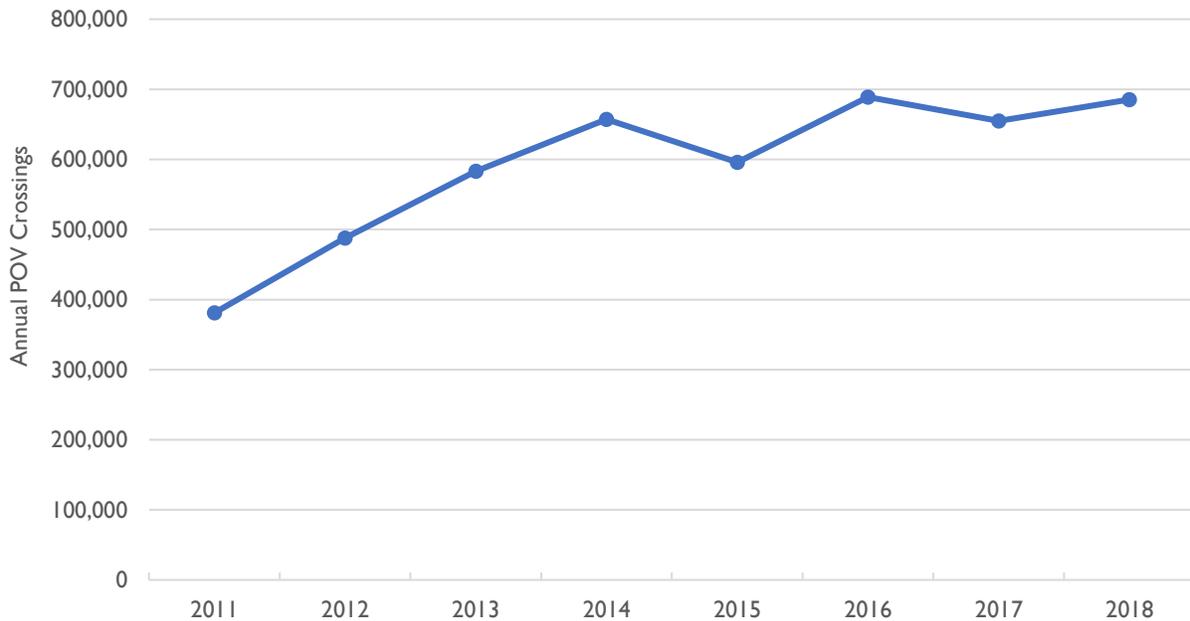
Figure 108. Location of the Donna International Bridge

## Donna International Bridge Crossing Trends

### Cross-Border Movement of People on the Donna International Bridge Crossing

Figure 109. Northbound POV Crossings at Donna International Bridge, 2011-2018 illustrates that northbound POV crossings at the Donna International Bridge increased substantially between 2011 and 2018. In 2011, there were 380,971 northbound POV crossings, which grew to 685,403 northbound crossings in 2018.

Figure 109. Northbound POV Crossings at Donna International Bridge, 2011-2018



Source: U.S. Customs and Border Protection, 2019.

#### Between 2011 and 2018:

- POV crossings increased by 80 percent, equivalent to an increase of 304,432 crossings

## Donna International Bridge Facts

### LOCAL NAMES:

- Donna/Río Bravo International Bridge
- Puente Revolución Internacional
- Puente Río Bravo - Donna
- Alliance International Bridge

### LOCATION:

**U.S. City:** Donna, Texas  
**Mexican City:** Río Bravo, Tamaulipas

### DESCRIPTION:

An eight-lane passenger vehicle bridge, four southbound and four northbound lanes, with a pedestrian lane. Bridge is approximately 1,000 feet long and 108 feet wide.

### BRIDGE OWNER OR OPERATOR:

**U.S.:** City of Donna

### YEAR OF CONSTRUCTION:

2010

### FUNDING/COST:

**U.S.:** \$30 million for bridge, land acquisition, access roads and infrastructure. The Donna-Mercedes Bridge Corporation was formed in October 2001 to construct and operate the bridge.

### HOURS OF OPERATION:

6 a.m. – 10 p.m. (POV)

Source: City of Donna, Texas, 2019

### TOLL COST:

POV/Pick up - \$4.00 + \$4.00 per additional axle

Car Pushing/Pulling Car - \$8.00

Motorcycle - \$3.50

Bicycle - \$1.00

Pedestrian - \$0.50

Recreational Vehicle - \$20.00

2-Axle Truck - \$8.00

3-Axle Truck - \$12.00

4-Axle Truck - \$14.00

Source: City of Donna, Texas, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Donna received a Presidential Permit on August 22, 1979.

The U.S. Coast Guard (USCG) issued a Coast Guard Bridge Permit to the Donna International Bridge Corporation on November 22, 2005, approving the location and plans for a new international bridge.

**Mexico:** The Mexican sponsor for the bridge project is the State of Tamaulipas. The State of Tamaulipas received final approval from the SCT to begin construction of the bridge in April 2008.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Donna LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA. The City of Donna donated land to the federal government on which GSA constructed the border station facility (LPOE Donna). Construction began in May 2009, and was completed and opened in December 2010. The federal inspection facilities are located on approximately 77.21 acres, which allow for possible future expansion of the federal inspection facilities.

**CONNECTING ROADWAY:**

**U.S.:** County Road 1554 from the bridge connects to the FM 493/US 281 intersection.

The FM 493 South reconstruction and widening project from Business 83 to US 281 (Military Highway) is designed to relieve the existing roadway load zone restriction and accommodate the increased traffic leading to the bridge. The project is estimated at \$6.4 million and is ongoing.

**Mexico:** Highway 112, final phase to start construction in FY 2012. Mexico is constructing an \$800 million Rio Bravo-Monterrey Loop around the southern area of Reynosa to provide direct access from Monterrey to the Donna International Bridge, and to the Hidalgo County Loop project.

**IMPROVEMENTS:**

**U.S.:** Opening of the bridge to southbound commercial empty trucks is in the development phase.

# Weslaco-Progreso International Bridge



The Weslaco-Progreso International Bridge is a 628-foot long, four-lane automobile bridge comprising two lanes in each direction with pedestrian sidewalks, plus a separate two-lane truck bridge.

## 2018 Northbound Crossings

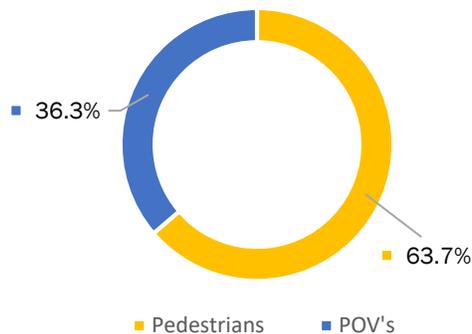
  
1,034,129

  
589,654

  
50,795

The U.S. side of the bridge is owned and operated by Progreso Bridge Company and the entire facility operates on a 24-hour, seven-day a week schedule. Commercial operations are open 8 am-6 pm, Monday through Friday. All southbound pedestrian and vehicular crossings on Weslaco-Progreso Bridge are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

## Weslaco-Progreso International Bridge

2018



# Weslaco-Progresso International Bridge

2018



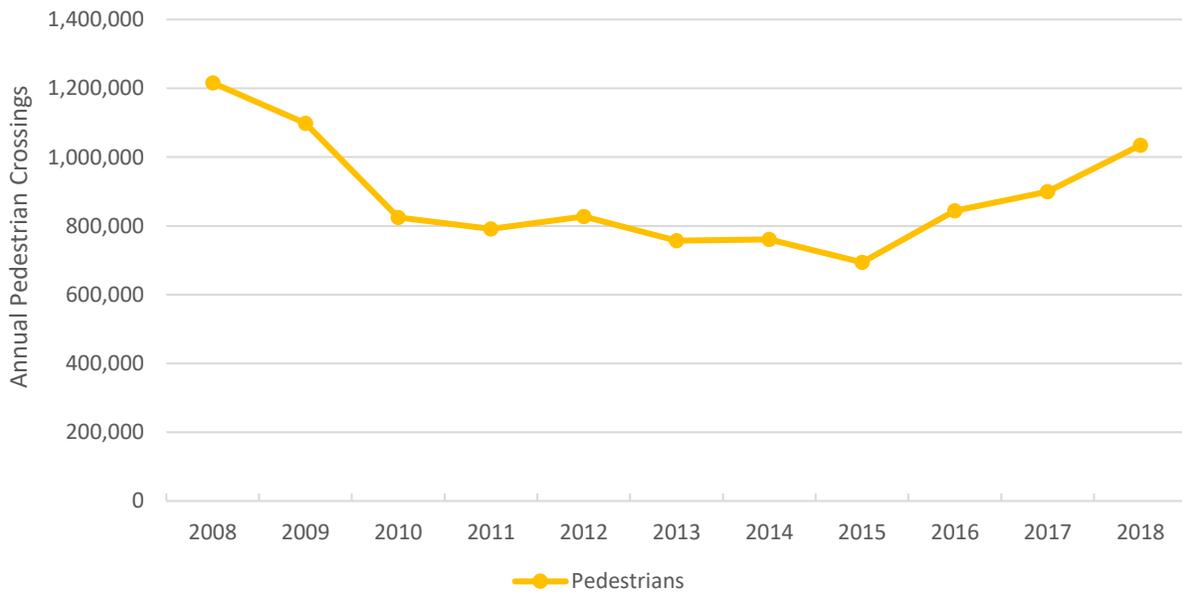
Figure 110. Location of the Weslaco-Progresso International Bridge

## Weslaco-Progresso International Bridge Crossing Trends

### Cross-Border Movement of People on the Weslaco-Progresso International Bridge

Overall, northbound crossings for all modes (pedestrian, POV, and bus) declined during this period. Northbound pedestrian crossings on the Weslaco-Progresso Bridge were at 1.2 million in 2008, as shown on *Figure 111. Northbound Pedestrian Crossings at Weslaco-Progresso International Bridge, 2008-2018*. Volumes declined through 2015, when there were 693,993 crossings. From 2015 to 2018, the number of northbound pedestrian crossings increased and there were 1,034,129 crossings during 2018.

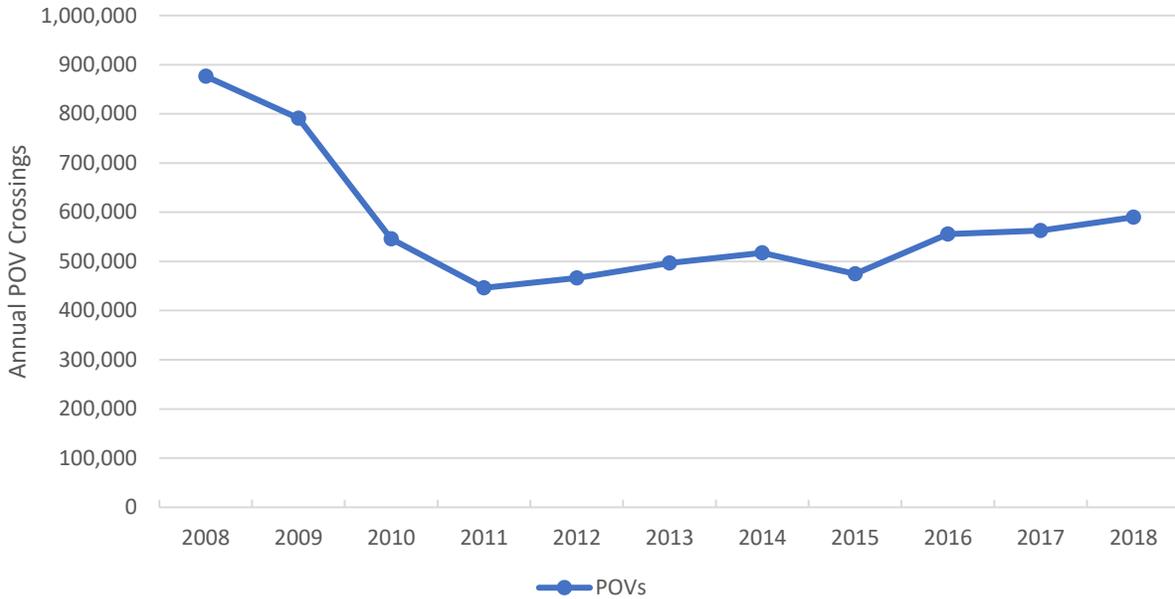
*Figure 111. Northbound Pedestrian Crossings at Weslaco-Progresso International Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 112. Northbound POV Crossings at the Weslaco-Progresso Bridge, 2008-2018* shows that during 2008, there were 876,374 northbound POV crossings, which fell to less than 450,000 crossings during 2011. There was measured growth during most of the subsequent years and there were 589,654 northbound crossings in 2018.

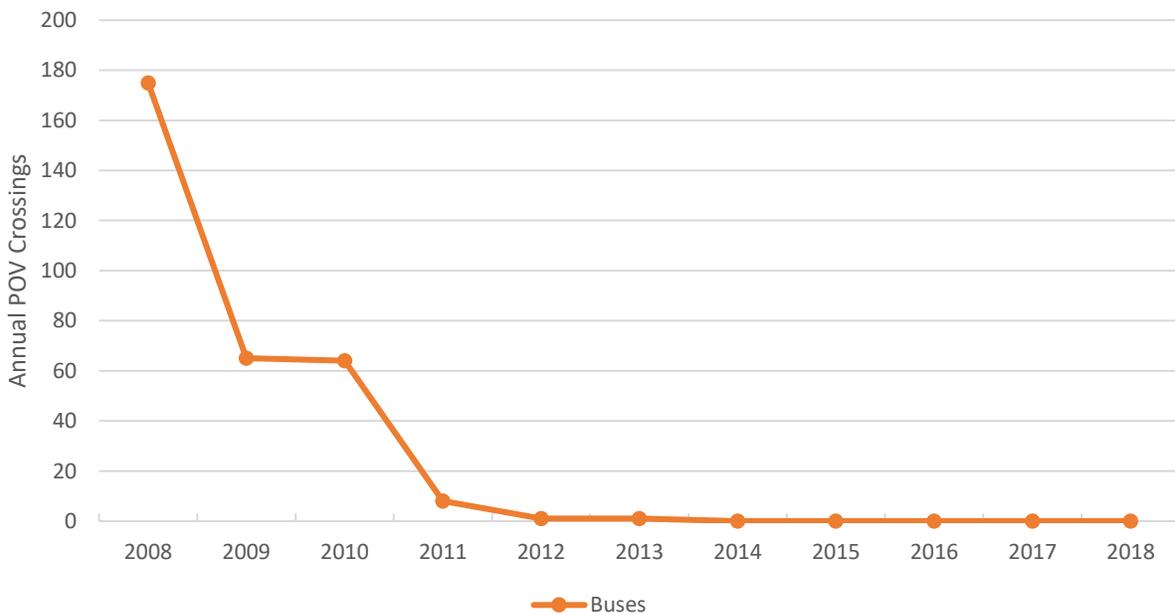
Figure 112. Northbound POV Crossings at the Weslaco-Progreso Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 113. Northbound Bus Crossings at the Weslaco-Progreso International Bridge, 2008-2018 shows the decline in bus crossings at Weslaco-Progreso International Bridge. During 2008, 175 buses crossed the bridge, which fell to a single bus during 2013. Since 2013, no northbound buses were processed at the crossing.

Figure 113. Northbound Bus Crossings at the Weslaco-Progreso International Bridge, 2008-2018

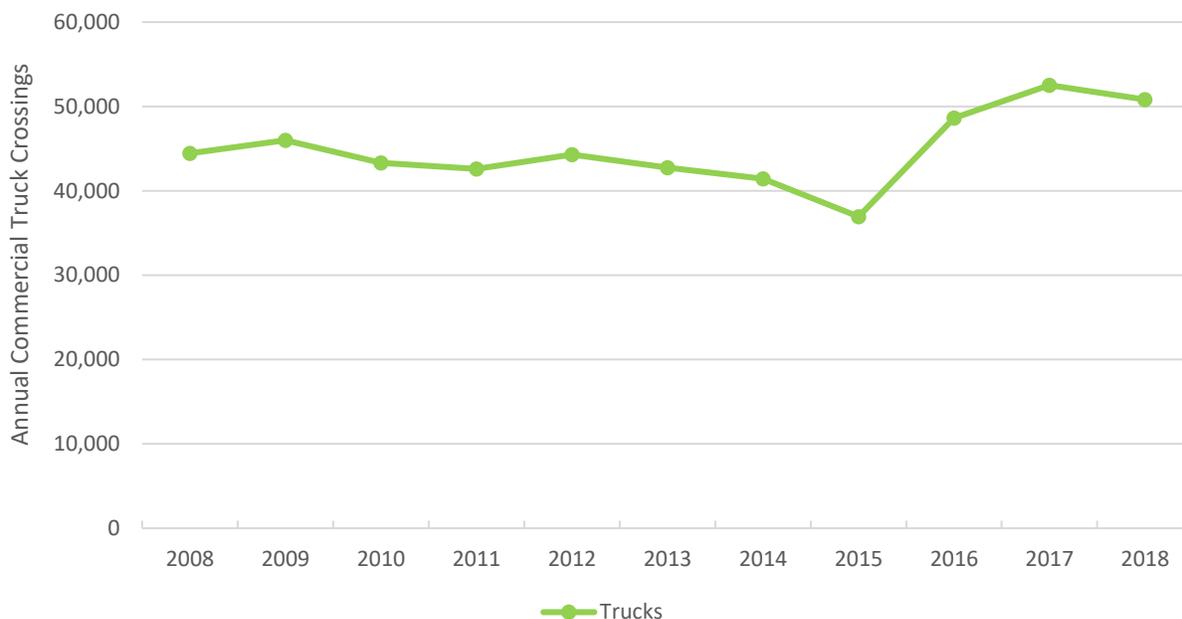


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Weslaco-Progreso International Bridge

Figure 114. Northbound Commercial Truck Crossings at the Weslaco-Progreso International Bridge, 2008-2018 illustrates that during 2018, there were 44,440 northbound commercial truck crossings, which slowly decreased to its lowest count in 2015, with 36,940 crossings. The number of crossings increased sharply between 2015 and 2016 and, during 2018, there were 50,795 northbound commercial truck crossings.

Figure 114. Northbound Commercial Truck Crossings at the Weslaco-Progreso International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- POV crossings decreased by 33 percent, equivalent to a decrease of 286,720 crossings.
- Pedestrian crossings decreased by 15 percent, equivalent to a decrease of 181,729 crossings.
- Truck crossings increased by 14 percent, equivalent to an increase of 6,355 crossings.
- Bus crossings decreased by 100 percent.

## Weslaco – Progreso International Bridge Facts

### LOCAL NAMES:

- B & P Bridge
- Punte Las Flores
- Puente Internacional Nuevo Progreso - Progreso
- Progreso-Nuevo Progreso International Bridge

### LOCATION:

**U.S. City:** Progreso, Texas  
**Mexican City:** Nuevo Progreso, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner/Operator:** Progreso Bridge Company (formerly B & P Bridge Company of Weslaco)  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

### YEAR OF CONSTRUCTION:

The original bridge was constructed in 1951. The replacement bridge was built in phases as the old one was simultaneously demolished. The replacement bridge was operational in August 2003.

The bridge name was changed from Progreso International Bridge to Weslaco-Progreso International Bridge in December 2006. At the same time, the City of Weslaco entered into a right of first refusal with the bridge owner.

### FUNDING/COST:

**U.S.:** Private funds were used for construction of this bridge.

### HOURS OF OPERATION:

24 Hours (POV)  
8 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)  
Source: Progreso Bridge Company, 2019

### TOLL COST:

POV - \$3.00  
Pedestrian - \$1.00  
Truck - \$4.50 per axle  
Source: Progreso Bridge Company, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972. The State Department determined that the owner did not need to secure a Presidential Permit to build the replacement bridge. The replacement bridge became operational in August 2003.

A Coast Guard bridge permit (7-00-8) approving the location and plans of the replacement project was issued on March 20, 2000 to the B & P Bridge Company.

**Mexico:** The Government of the State of Tamaulipas obtained the necessary approvals from CILA, CAPUFE, and the SCT.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Progreso LPOE is leased by the United States and under the control of GSA. GSA leases the LPOE facilities from the owner, Progreso Bridge Company. The original border station facility was completed in 1983 and a replacement bridge opened in August 2003.

**Mexico:** The land port of entry has been in operation since 1951.

**CONNECTING ROADWAY:**

**U.S.:** FM 1015, connects to US 281 and to US 83

**Mexico:** Carretera Estatal Nuevo Progreso connects to MEX 2

**IMPROVEMENTS:**

**U.S.:** Temporary modular facilities for truck inspection by the Federal Motor Carrier Safety Administration have been built adjacent to the import lot. The new two-lane truck bridge is complete and is being used for northbound commercial traffic. The southbound commercial traffic is using the vehicular bridge until Mexico is ready to process southbound commercial traffic. This separation of commercial traffic from passenger traffic is expected to reduce crossing times and increase overall efficiency.

A \$6 million project that widened FM 1015, from the floodway south to US 281, to a four-lane facility was let in March 2007 and completed in November 2008. The project used \$2.4 million in CBI funding. The main connection to the bridge, FM 1015, is now a four-lane facility all the way to US 83.

Operational improvements at the bridge, which utilized \$678,444 in CBI funding, were completed in September 2010. Improvements include concrete paving to accommodate commercial truck traffic, and installation of a flashing beacon at the commercial truck exit connection to FM 1015.

**Mexico:** The opening of the new southbound two-lane truck bridge is pending completion of the temporary facilities.

# Free Trade Bridge



Free Trade Bridge has four lanes and is 503 feet in length. The U.S. side of the bridge is owned by Cameron County, the City of San Benito, and the City of Harlingen. POV hours for the bridge are 6 am-midnight, seven days a week.

## 2018 Northbound Crossings



29,690



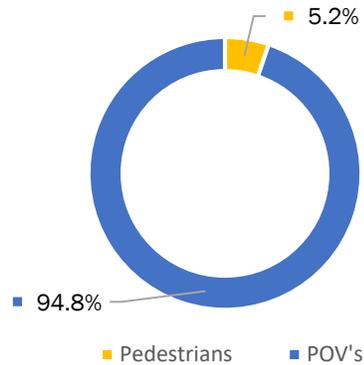
543,053



37,463

Commercial vehicles may cross 9 am-9 pm Monday through Friday and 9 am to 2 pm on Saturdays. All southbound pedestrian and vehicular crossings on Free Trade Bridge are tolled.

## 2018 Northbound Crossings by Transportation Mode



2003

Free Trade Bridge

2018



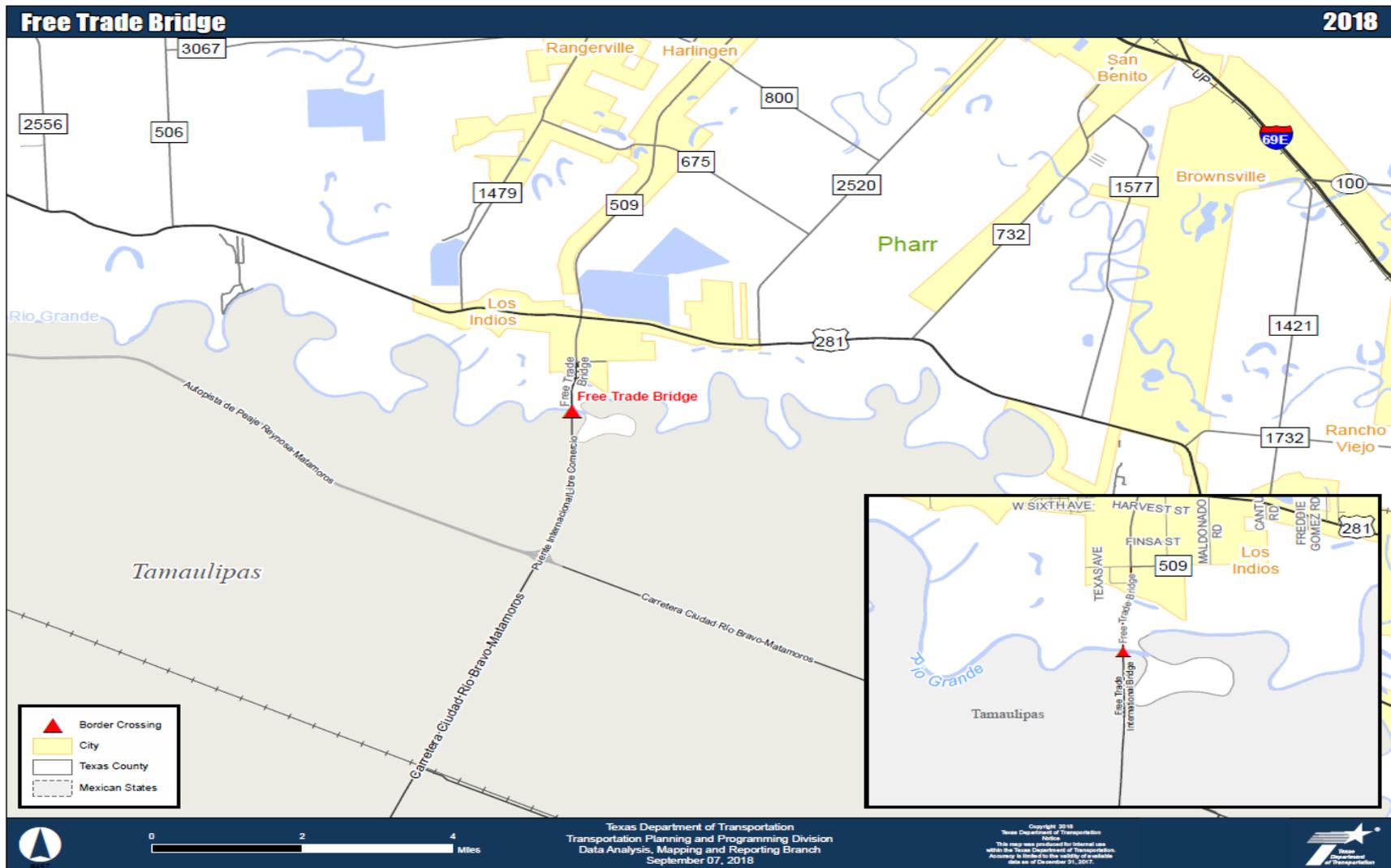
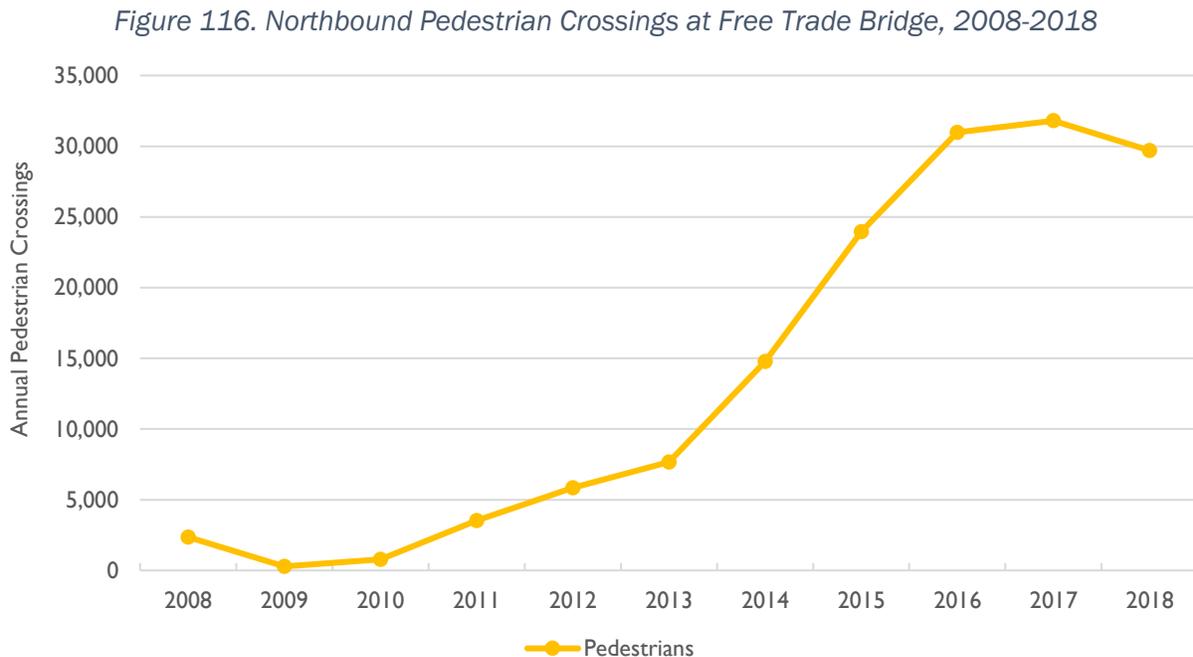


Figure 115. Location of Free Trade Bridge

## Free Trade Bridge Crossing Trends

### Cross-Border Movement of People on the Free Trade Bridge

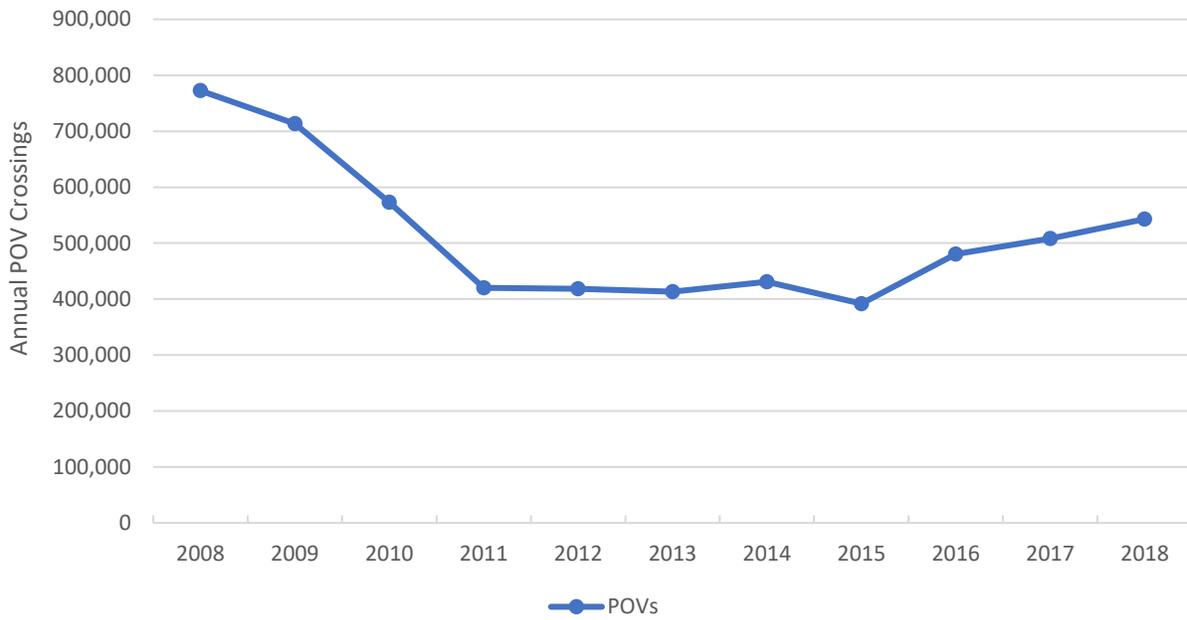
Figure 116. Northbound Pedestrian Crossings at Free Trade Bridge, 2008-2018 shows northbound pedestrian crossings on Free Trade Bridge from 2008 to 2018. In 2018, there were more than 29,690 northbound pedestrian crossings, which was a 1,158% increase over 2008.



Source: U.S. Customs and Border Protection, 2019.

The cross-border movement of passengers using motorized transport declined on the Free Trade Bridge between 2008 and 2018. Northbound POV crossings decreased by 30 percent or the equivalent of 229,319 fewer crossings during 2018. Figure 117. Northbound POV Crossings at Free Trade Bridge, 2008-2018 illustrates northbound POV crossings by POVs between 2008 and 2018. There was a 30 percent decrease in the number of POV crossings on Free Trade Bridge from 2008 to 2018. During 2018, there were 543,053 POVs crossings at the bridge.

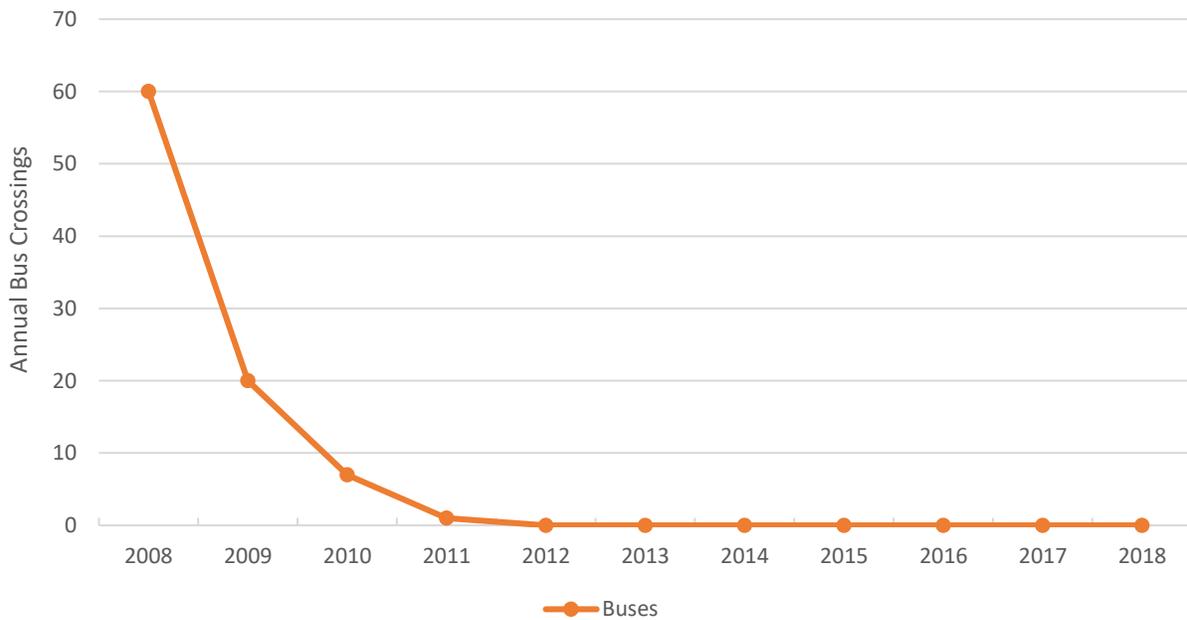
Figure 117. Northbound POV Crossings at Free Trade Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

As shown in Figure 118. Northbound Bus Crossings at the Free Trade Bridge, 2008-2018, there were no bus crossings at Free Trade Bridge after 2011. The number of bus crossings peaked in 2008, when there were 60 crossings.

Figure 118. Northbound Bus Crossings at the Free Trade Bridge, 2008-2018

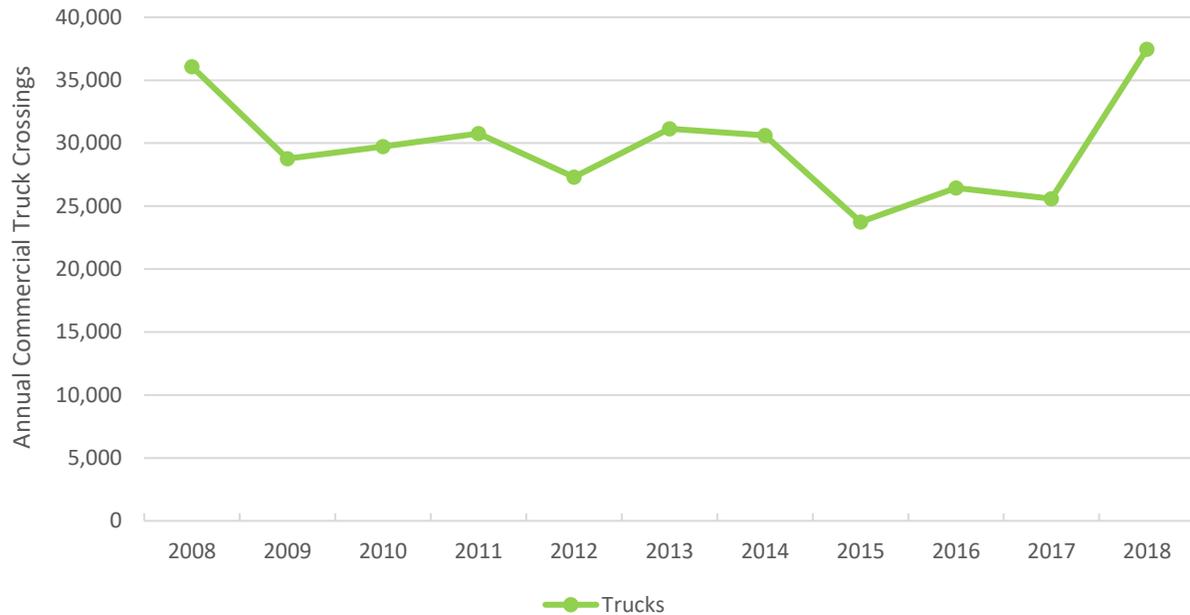


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Free Trade Bridge

Figure 119. Northbound Commercial Truck Crossings at the Free Trade Bridge, 2008-2018 shows fluctuating northbound commercial truck crossings and the overall volume of northbound crossings grew modestly during this period at 4 percent. In 2018, there was 37,463 northbound crossings.

Figure 119. Northbound Commercial Truck Crossings at the Free Trade Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- POV crossings decreased by 30 percent, equivalent to a decrease of 229,319 crossings.
- Pedestrian crossings increased by 1,158 percent, equivalent to an increase of 27,329 crossings.
- Truck crossings increased by 4 percent, equivalent to an increase of 1,395 crossings.
- There have been no northbound bus crossings since 2012.

## Free Trade Bridge Facts

### LOCAL NAMES:

- Los Indios – Lucio Blanco Bridge
- Puente Lucio Blanco – Los Indios
- Puente Internacional Libre Comercio
- Los Indios Free Trade Bridge

### LOCATION:

**U.S. City:** Los Indios, Texas  
**Mexican City:** Lucio Blanco, Tamaulipas

### BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Cameron County (50%), City of San Benito (25%), and City of Harlingen (25%)  
**U.S. Operator:** Cameron County International Bridge System  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Promotora y Operadora de Infraestructura, S.A.B. de C.V. (PINFRA)

**YEAR OF CONSTRUCTION:** Completed on November 2, 1992.

**FUNDING/COST:** **U.S.:** \$31.6 million

**HOURS OF OPERATION:** 6 a.m. – 12 a.m. (POV - M-Sun)  
9 a.m. – 9 p.m. (Commercial/Cargo – M-F)  
9 a.m. – 2 p.m. (Commercial/Cargo – Sat)  
Source: Cameron County International Bridge System, 2019

**TOLL COST:** POV - \$3.75 + \$3.00 per additional axle  
Pedestrian & Bicyclist - \$1.00  
Bus or Recreational Vehicle - \$10.00  
2-Axle Truck - \$11.00  
3-Axle Truck - \$15.00  
4-Axle Truck - \$17.25  
5-Axle Truck - \$22.00  
6-Axle Truck - \$25.00  
Commercial Extra Axle - \$3.50  
Transmigrant 1 - \$7.75  
Transmigrant 2 - \$11.25  
Special Crossing - \$30.00  
Source: Cameron County International Bridge System, 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Cameron County and the cities of San Benito and Harlingen submitted a Presidential Permit application January 18, 1974, which was approved November 30, 1990.

USCG approved a bridge permit on April 12, 1991.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Los Indios LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed on November 2, 1992.

**Mexico:** The land port of entry has been operational since November 1992.

**CONNECTING ROADWAY:**

**U.S.:** FM 509, from US 83/77 Expressway South

**Mexico:** Highway 2

**IMPROVEMENTS:**

**U.S.:** The Free Trade Commerce Center, a 750-acre industrial park located adjacent to the bridge, is a foreign trade zone.

In early 2009, and utilizing \$320,000 in CBI funding, a parking/staging area was constructed for southbound commercial vehicles to help alleviate traffic backups on the approach to the bridge (FM 509).

# B&M Bridge



B&M Bridge has four lanes, two in each direction, and now is used exclusively for non-commercial traffic. The southbound pedestrian walkway is located on the former rail bridge while the northbound pedestrian walkway is located on the new bridge expansion. All southbound pedestrian and vehicular crossings on B&M Bridge are tolled.

## 2018 Northbound Crossings



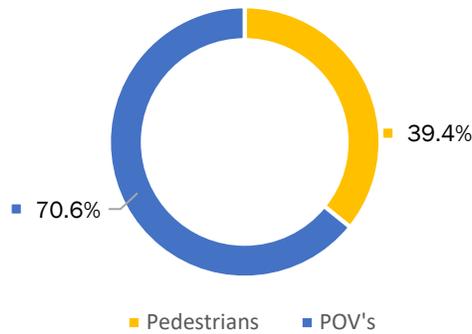
1,533,443



638,301

The U.S. side of the bridge is owned and operated by the Brownsville & Matamoros Bridge Company. POVs may cross 24-hour, seven-days a week, but pedestrian crossings are not permitted from 10 p.m. to 6 a.m.

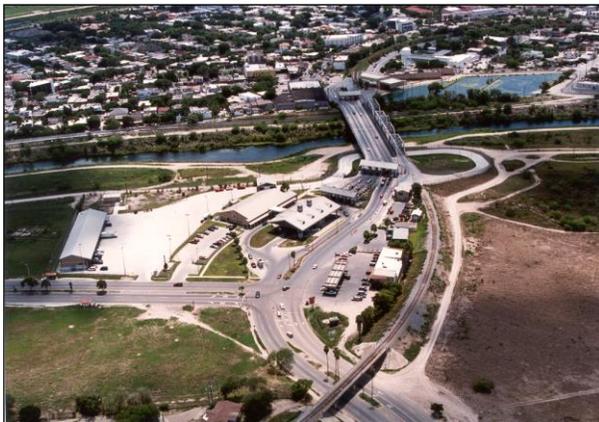
## 2018 Northbound Crossings – Movement of People by Transportation Mode



2003

B&M Bridge

2018



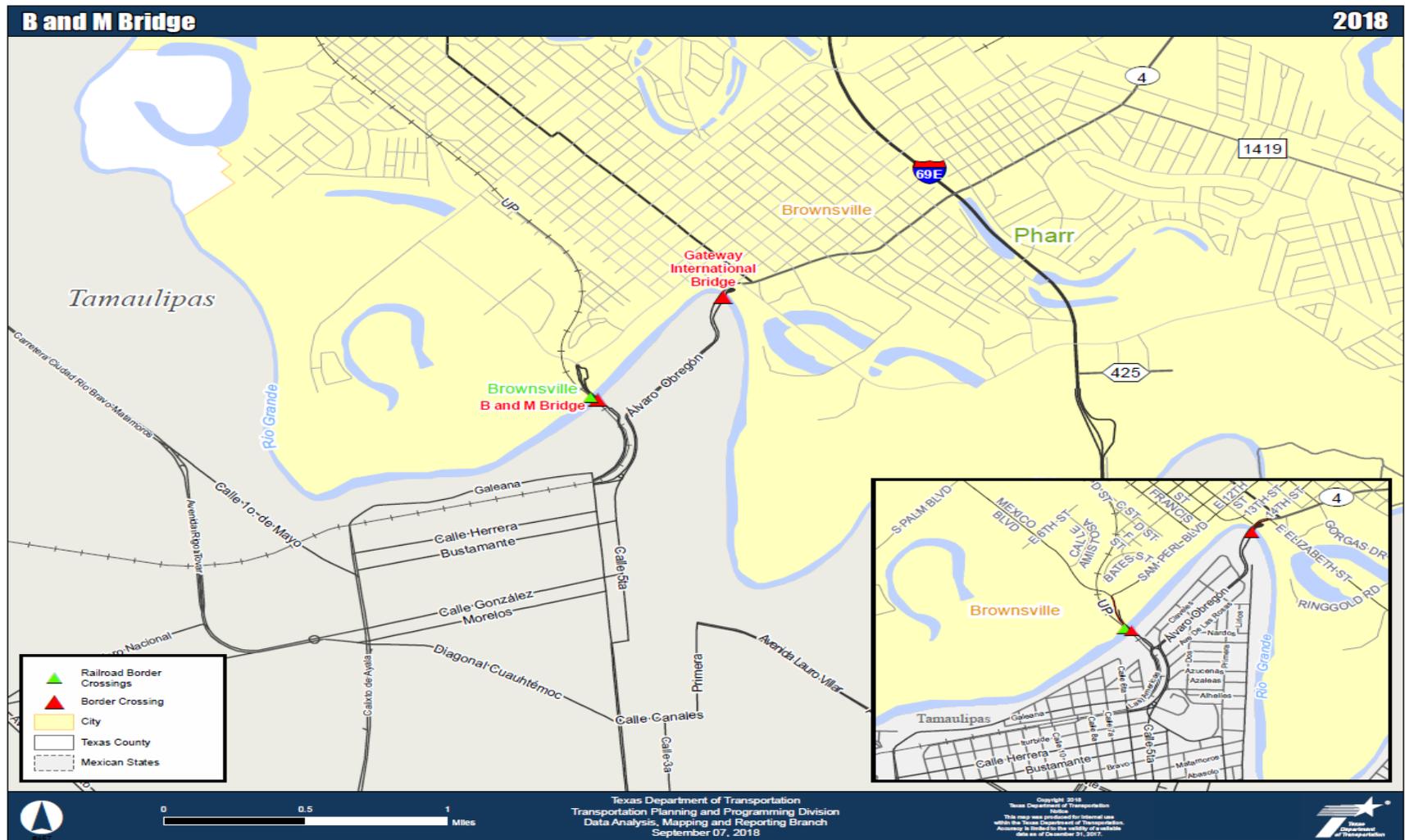
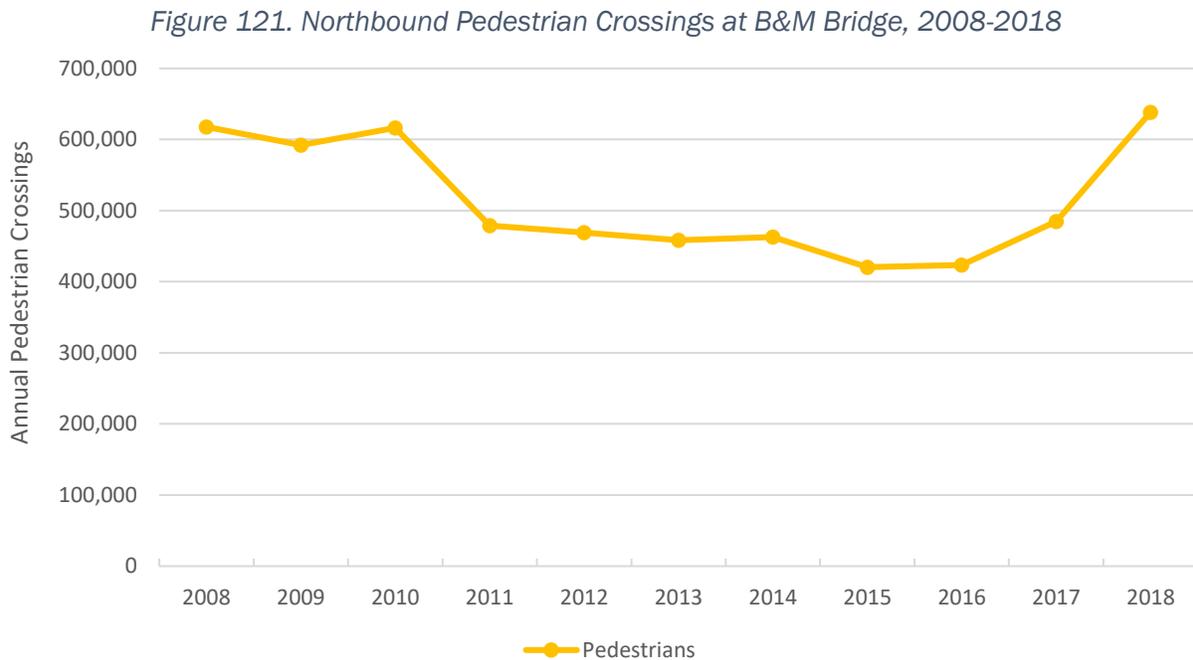


Figure 120. Location of the B&M Bridge

## B&M Bridge Crossing Trends

### Cross-Border Movement of People on the B&M Bridge

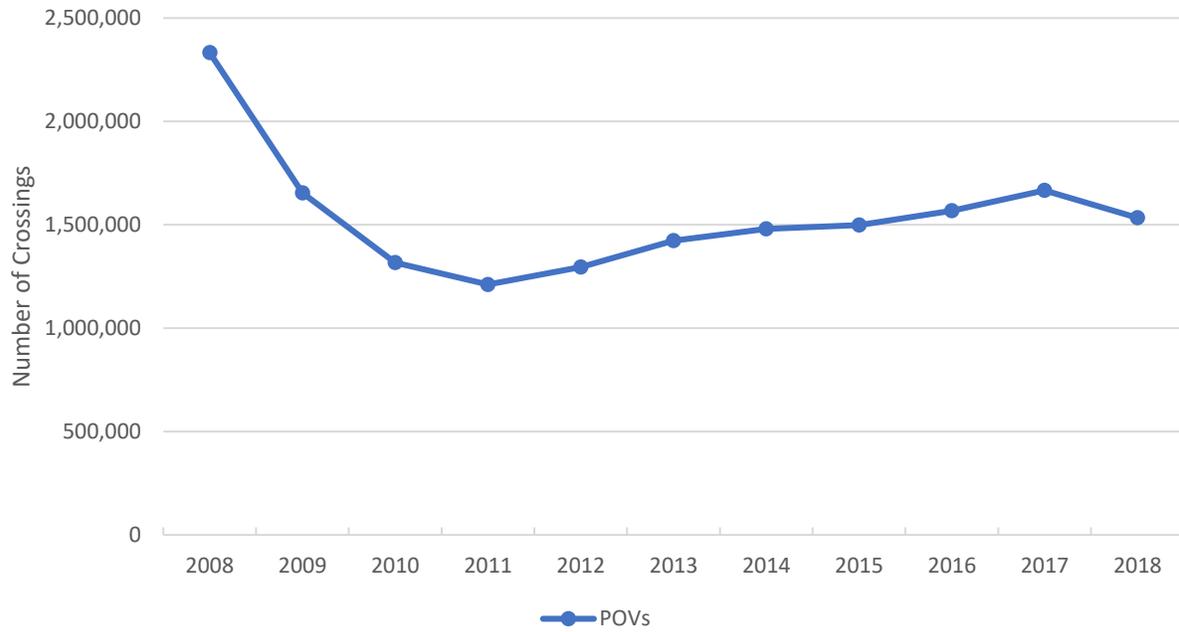
Overall, pedestrian volumes remained relatively steady, increasing by approximately 3.4 percent between 2008 and 2018. Annual northbound pedestrian crossings on the B&M Bridge declined by almost 200,000 annual crossings, between 2008 and 2015, as shown in *Figure 121. Northbound Pedestrian Crossings at B&M Bridge, 2008-2018*. Pedestrian crossings increased substantially between 2016 and 2018, reaching 638,301 crossings in 2018.



Source: U.S. Customs and Border Protection, 2019.

Northbound POV crossings on the B&M Bridge are the predominant mode of transportation. Total POV crossings declined by 34 percent between 2008 and 2018, *Figure 122. Northbound POV Crossings at B&M Bridge, 2008-2018* shows that northbound POV declined significantly from 2.3 million crossings in 2008 to 1.2 million crossings in 2011. The number of crossings increased in subsequent years (with the exception of a decline 2017-2018) and there were 1,533,443 northbound POV crossings in 2018.

Figure 122. Northbound POV Crossings at B&M Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

**Between 2008 and 2018:**

- POV crossings decreased by 34 percent, equivalent to a decrease of 798,693 crossings.
- Pedestrian crossings increased by 3.4 percent, equivalent to an increase of 20,765 crossings.

## B&M Bridge Facts

### LOCAL NAMES:

- Brownsville & Matamoros Bridge
- B y M (Cruce de ferrocarril y vehículos)
- Puente Viejo
- Express Bridge

### LOCATION:

**U.S. City:** Brownsville, Texas

**Mexican City:** Matamoros, Tamaulipas

**BRIDGE OWNER OR OPERATOR:** The U.S. and Mexican sides of the bridge are owned and operated by the Brownsville & Matamoros Bridge Company, a subsidiary of the Union Pacific Railroad and the Federal Government of Mexico.

**YEAR OF CONSTRUCTION:** The original bridge was constructed in 1909 and reconstructed in 1953. The \$5 million bridge expansion was inaugurated on May 14, 1997.

**HOURS OF OPERATION:** 24 Hours (POV only)  
6 a.m. – 10 p.m. (Pedestrians)  
Source: Brownsville & Matamoros Bridge Co., 2019

**TOLL COST (SOUTHBOUND):** POV - \$3.75  
Pedestrian - \$1.00  
Bicyclist - \$1.50  
Source: Brownsville & Matamoros Bridge Co., 2019

### U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

**Mexico:** The land port of entry facility for tourist traffic was completed on May 14, 1997. The Brownsville & Matamoros Bridge Company owns all of the facilities.

### LAND PORT OF ENTRY (LPOE):

**U.S.:** The B&M LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1992.

### CONNECTING ROADWAY:

**U.S.:** 12th Street/Sam Perl Blvd. and Mexico Blvd. interconnect US B77  
**Mexico:** Las Americas Avenue via MEX-101.

### IMPROVEMENTS:

**U.S.:** Cameron County constructed the new West Rail International crossing approximately 15 miles upstream of the B&M Bridge, as well as a new rail line to connect to the existing line north of Brownsville. The West Rail Bridge was inaugurated in August 2015, and moved all rail operations out of downtown Brownsville/Matamoros.

**Mexico:** The area surrounding the rail bridge is being designated as a cultural zone and will include the bridge, a Binational Cultural Center and a rail museum among other museums.

# Gateway International Bridge



Gateway International Bridge consists of two structures with a total of four lanes. The southbound bridge spans 687 feet and the northbound bridge spans 477 feet. All southbound pedestrian and vehicular crossings are tolled.

## 2018 Northbound Crossings



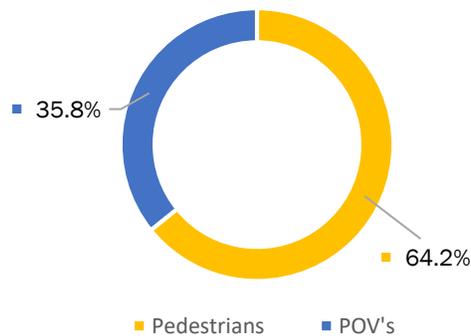
2,125,471



1,183,560

The U.S. side of the bridge is owned by Cameron County and operated by the Cameron County International Bridge System. The entire facility operates on a 24-hour, seven-day a week schedule.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2000



## Gateway International Bridge

2018



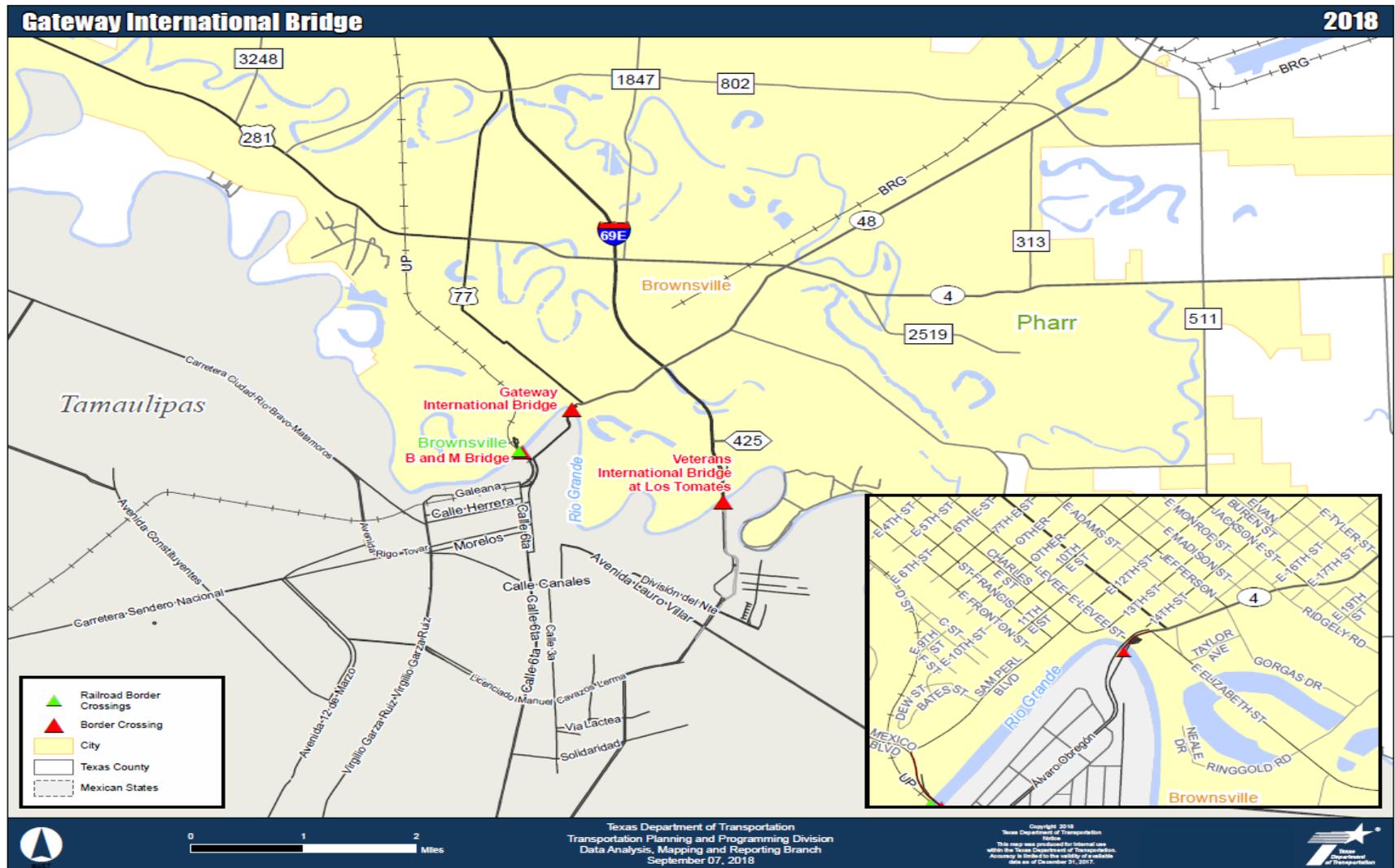


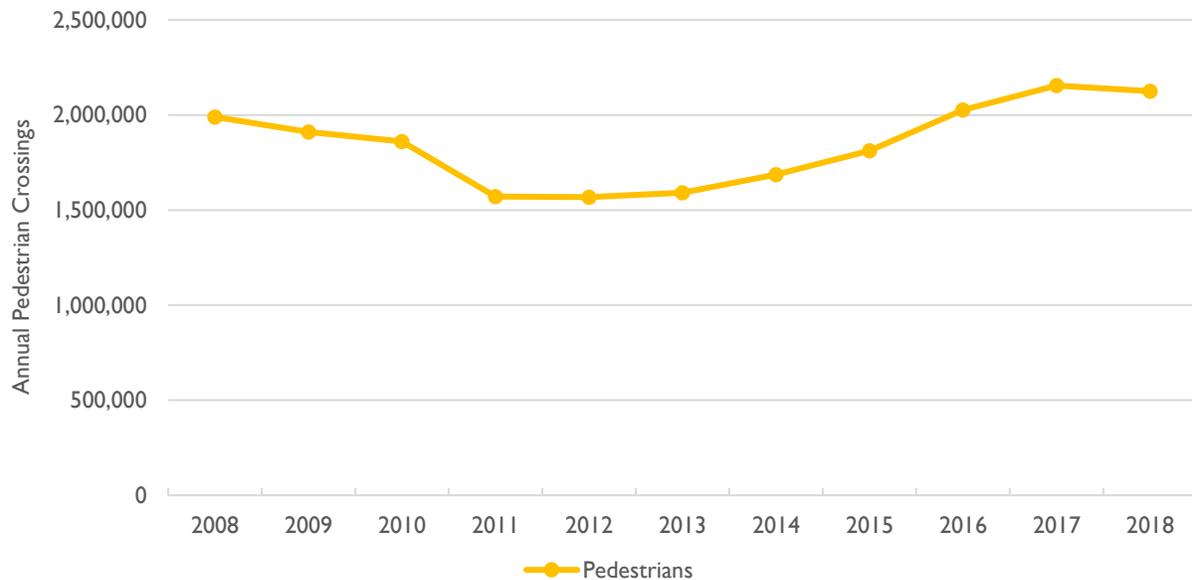
Figure 123. Location of Gateway International Bridge

## Gateway International Bridge Crossing Trends

### Cross-Border Movement of People on the Gateway International

Pedestrians are the dominant mode for crossing the Gateway International Bridge. Between 2008 and 2018, pedestrian crossings increased seven percent. Annual northbound pedestrian crossings increased modestly between 2008 and 2018, as seen in *Figure 124. Northbound Pedestrian Crossings at Gateway International Bridge, 2008-2018*. However, volumes declined from 2008 to 2011, from almost 2.0 million crossings to fewer than 1.6 million crossings. During the years that followed, northbound pedestrian crossings increased and there were 2,125,471 crossings in 2018.

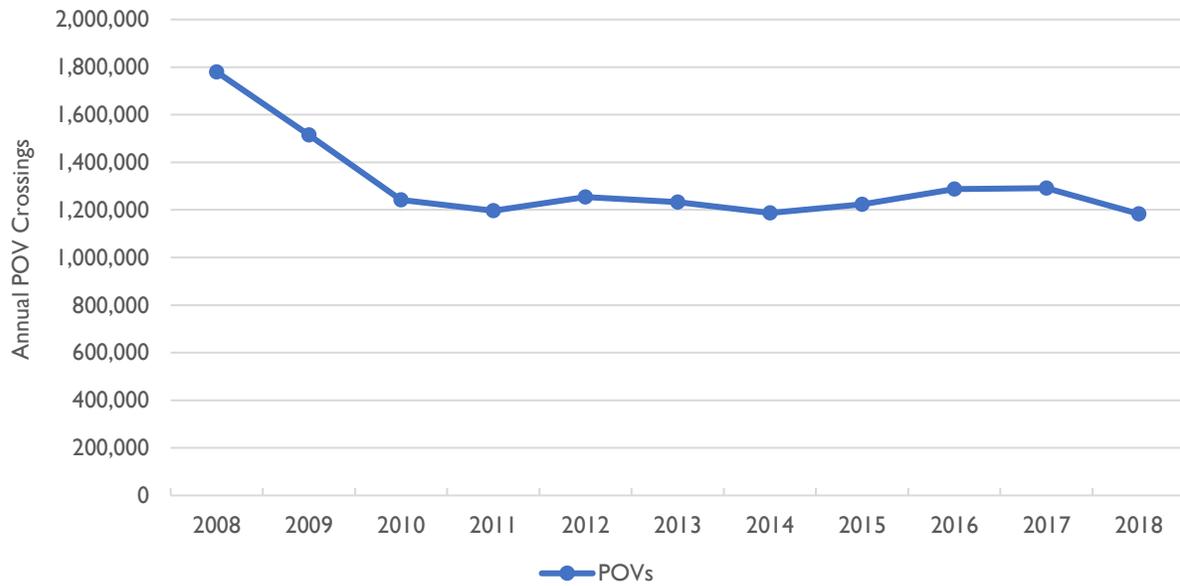
*Figure 124. Northbound Pedestrian Crossings at Gateway International Bridge, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

*Figure 125. Northbound POV Crossings at the Gateway International Bridge, 2008-2018* illustrates the decline in northbound POV crossings at Gateway International Bridge from 2008 to 2010. Since 2010, volumes remained relatively steady and there were 1,183,560 northbound crossings in 2018, declining by 33 percent.

Figure 125. Northbound POV Crossings at the Gateway International Bridge, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

A small number of buses (a total of three) crossed the Gateway International Bridge between 2008 and 2010. There have been no northbound bus crossings since 2010.

Between 2008 and 2018:

- POV crossings decreased by 33 percent, equivalent to a decrease of 595,826 crossings.
- Pedestrian crossings increased by 7 percent, equivalent to an increase of 136,006 crossings.
- Bus crossings decreased by 100 percent.

# Gateway International Bridge Facts

## LOCAL NAMES:

- El Puente
- Puente Nuevo
- Puerta México

## LOCATION:

**U.S. City:** Brownsville, Texas  
**Mexican City:** Matamoros, Tamaulipas

## DESCRIPTION:

There are twin structures with a total of four lanes. One structure is southbound the other is northbound. The bridge spans 687 feet southbound, and a 477 feet northbound span

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Cameron County  
**U.S. Operator:** Cameron County International Bridge System  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

## YEAR OF CONSTRUCTION:

One span of the bridge was completed in 1969, the other in 1970.

## HOURS OF OPERATION:

24 Hours (POV only)  
Source: Cameron County International Bridge System, 2019

## TOLL COST:

POV - \$3.75 + \$3.00 per additional axle  
Pedestrians - \$1.00  
Source: Cameron County International Bridge System, 2019

## U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** Presidential Permits were not required for bridges built before 1972.

## LAND PORT OF ENTRY (LPOE):

**U.S.:** The Gateway LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1969. A renovation and expansion was completed in March 1994.

**Mexico:** The land port of entry has been operational since 1961 and was remodeled in 1968. The station is outfitted with traffic signals to use for random checks to help speed up vehicular traffic.

## CONNECTING ROADWAY:

**U.S.:** International Boulevard (SH 4) interconnects US 83/77  
**Mexico:** Av. Alvaro Obregón connects with MEX 2 and MEX 101/180

## IMPROVEMENTS:

**U.S.:** Texas State Senate Bill 1276 (75th Legislature, 1997) permitted TxDOT to grant the Brownsville Navigation District (BND) the authority to issue permits for the movement of oversize or overweight vehicles carrying cargo between the Gateway International Bridge and the entrance to the Port of Brownsville. The Texas Transportation Commission on February 17, 1998 approved the BND's permit-issuing authority. By December 15, 1998, the Port of Brownsville had issued 23,713 such permits. Overweight and oversize trucks issued permits by the Port of Brownsville are restricted to a designated truck route between the Port and Bridge. Money charged for the permits is used for TxDOT maintenance costs along the designated truck route. However, since all commercial traffic has been redirected to the Veterans International Bridge, the route for overweight trucks from the Port of Brownsville has also been redirected to the Veterans International Bridge.

# Veterans International Bridge at Los Tomates



The Veterans International Bridge at Los Tomates is a four-lane bridge with sidewalks on both sides. It is 4,024 feet long. The U.S. side of the bridge is owned by Cameron County and the City of Brownsville. It is operated by Cameron County International Bridge System.

## 2018 Northbound Crossings



99,993



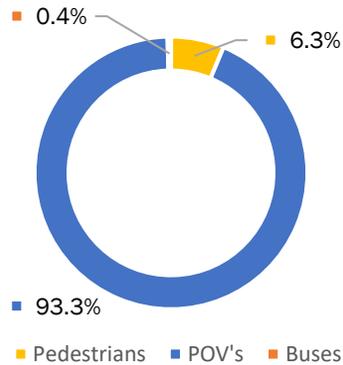
1,482,299



6,239

The facility is open from 6 a.m. to midnight seven days a week. All northbound pedestrian and vehicular crossings on Veterans International Bridge at Los Tomates are tolled.

## 2018 Northbound Crossings – Movement of People by Transportation Mode



2000



## Veterans International Bridge at Los Tomates

2018



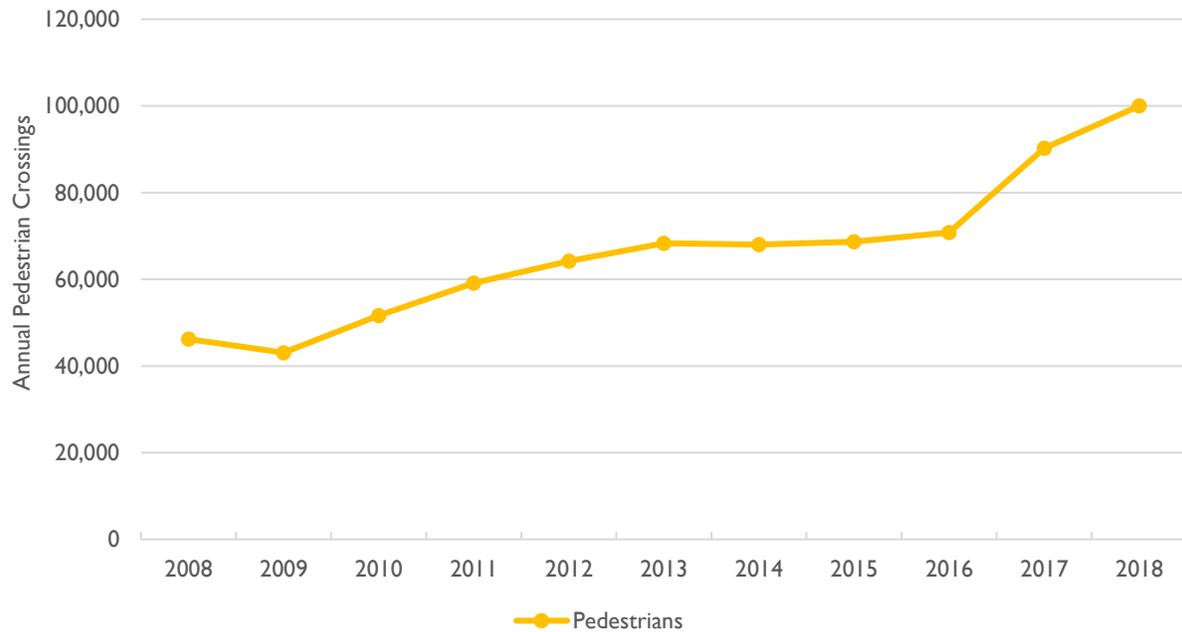


## Veterans International Bridge at Los Tomates Crossing Trends

### Cross-Border Movement of People on the Veterans International Bridge at Los Tomates

Figure 127. Northbound Pedestrian Crossings at Veterans International Bridge at Los Tomates, 2008-2018 illustrates the annual volume of northbound pedestrian crossings more than doubled from 46,196, in 2008, to 99,993 crossings in 2018.

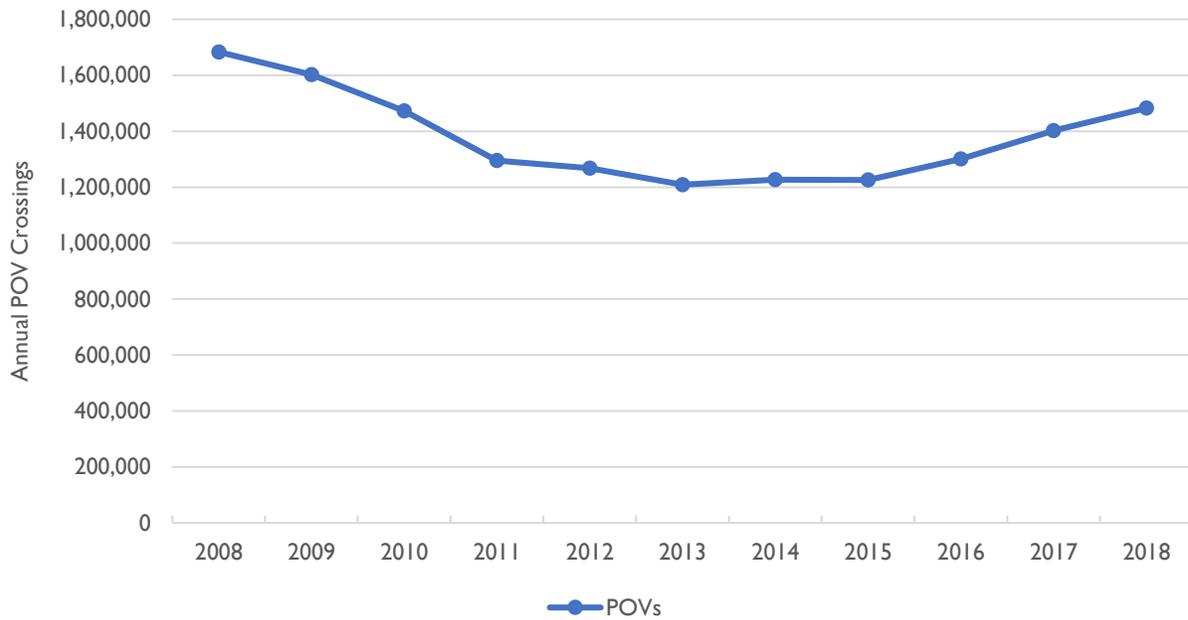
Figure 127. Northbound Pedestrian Crossings at Veterans International Bridge at Los Tomates, 2008-2018



Source: U.S. Customs and Border Protection, 2019.

Figure 128. Northbound POV Crossings at Veterans International Bridge at Los Tomates, 2008-2009 shows there were almost 1.7 million northbound crossings in 2008, which fell to less than 1.5 million northbound crossings in 2018 or a decline of 12 percent.

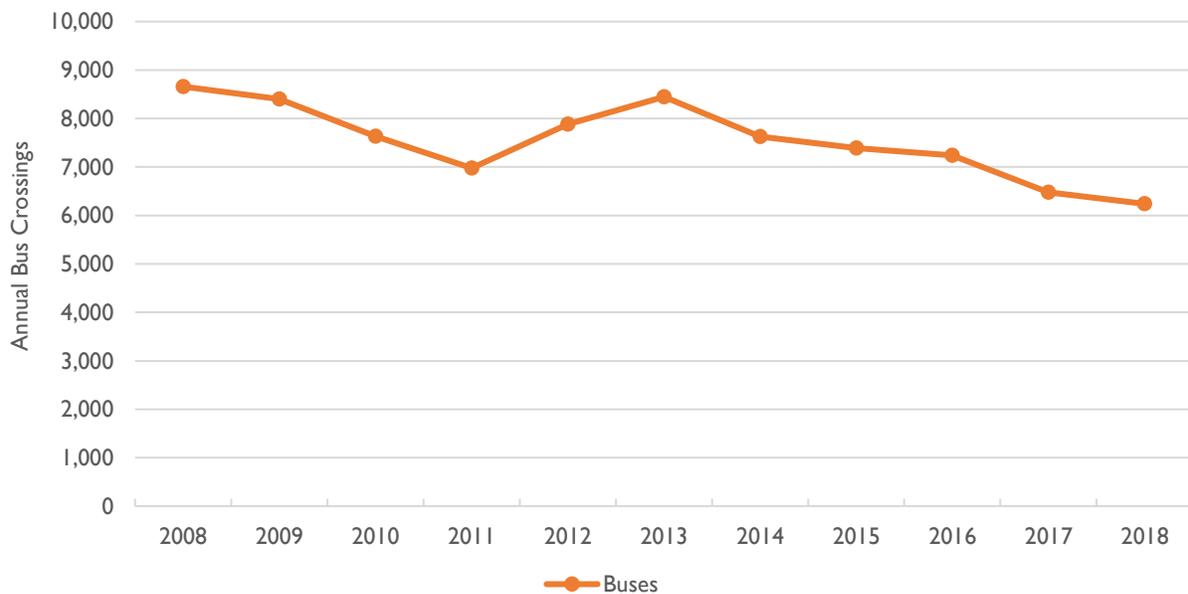
Figure 128. Northbound POV Crossings at Veterans International Bridge at Los Tomates,



Source: U.S. Customs and Border Protection, 2019.

Figure 129. Northbound Bus Crossings at the Veterans International Bridge at Los Tomates, 2008-2018 shows that bus volumes on the bridge have declined, but it is still an important border crossing for buses in the region. During 2008, there were 8,658 northbound bus crossings, which declined to 6,239 northbound crossings during 2018 or a reduction of 28 percent.

Figure 129. Northbound Bus Crossings at the Veterans International Bridge at Los Tomates, 2008-2018

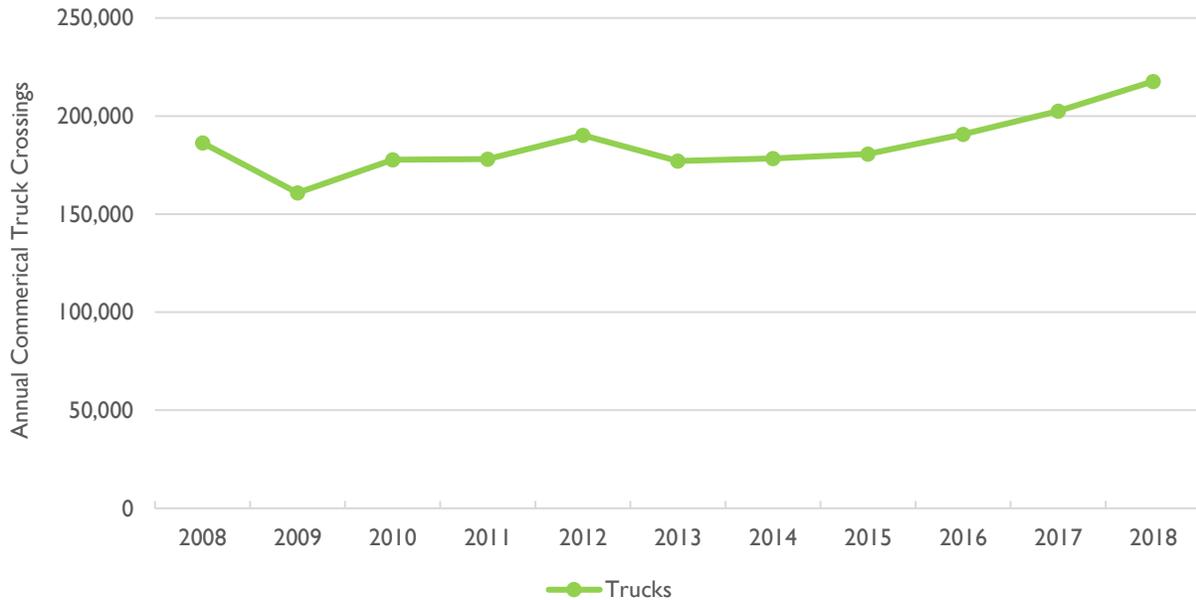


Source: U.S. Customs and Border Protection, 2019.

## Cross-Border Movement of Goods on the Veterans International Bridge at Los Tomates

Commercial truck crossings have increased on the bridge, as shown in *Figure 130. Northbound Commercial Truck Crossings at Veterans International Bridge at Los Tomates, 2008-2018*. In 2008, there were 186,248 crossings, which increased to 217,706 crossings in 2018.

*Figure 130. Northbound Commercial Truck Crossings at Veterans International Bridge at Los Tomates, 2008-2018*



Source: U.S. Customs and Border Protection, 2019.

### Between 2008 and 2018:

- POV crossings decreased by 12 percent, equivalent to a decrease of 200,928 crossings.
- Pedestrian crossings increased by 116 percent, equivalent to an increase of 53,797 crossings.
- Truck crossings increased by 7 percent, equivalent to an increase of 31,458 crossings.
- Bus crossings decreased by 28 percent, equivalent to a decrease of 2,419 crossings.

# Veterans International Bridge at Los Tomates Facts

## LOCAL NAMES:

- Los Tomates Bridge
- Brownsville Expressway Bridge
- Expressway 77 Bridge
- Puente Internacional Gral. Ignacio Zaragoza

## LOCATION:

**U.S. City:** Brownsville, Texas  
**Mexican City:** Matamoros, Texas

## DESCRIPTION:

Veterans International Bridge at Los Tomates is a four-lane bridge with sidewalks on both sides. It is 4,024 feet long.

**US:** Texas Senate Bill 934 (76th Legislature-1999) expanded the limits of the “heavy truck corridor” established under Senate Bill 1276 (75th Legislature-1997) to include US 77/83 and SH 4 between Veterans International Bridge and Port of Brownsville. Overweight vehicles are permitted to use these routes provided they obtain permits from the Brownsville Navigation District. Detailed information on the permits is available from the Brownsville Navigation District.

**Mexico:** The construction of a new international bridge in the Brownsville/Matamoros area was necessary because of the need to move vehicular traffic from the city to outlying areas. The heavy congestion not only impacts the roadway systems of both border communities, but also the environment.

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Cameron County and City of Brownsville  
**U.S. Operator:** Cameron County International Bridge System  
**Mexican Owner:** Government of Mexico  
**Mexican Operator:** Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

## YEAR OF CONSTRUCTION:

**U.S.:** The bridge became operational in April 1999.  
**Mexico:** The inaugural ribbon cutting ceremony was held on April 30, 1999.

## FUNDING/COST:

**U.S.:** \$19.3 million  
**Mexico:** The Mexican federal government financed the project.

6 a.m. – Midnight (POV & Commercial/Cargo – M-Sun)

Source: Cameron County International Bridge System, 2019

## TOLL COST:

POV - \$3.75 + \$3.00 per additional axle  
Pedestrian & Bicyclist - \$1.00  
Bus or Recreational Vehicle - \$10.00  
2-Axle Truck - \$11.00  
3-Axle Truck - \$15.00

4-Axle Truck - \$17.25  
5-Axle Truck - \$22.00  
6-Axle Truck - \$25.00  
Commercial Extra Axle - \$3.50  
Transmigrant 1 - \$7.75  
Transmigrant 2 - \$0.25  
Special Crossing - \$30.00

Source: Cameron County International Bridge System, 2019

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** The Presidential Permit was issued in 1993. The U.S. Coast Guard approved a bridge permit in 1994.

**LAND PORT OF ENTRY (LPOE):**

**U.S.:** The Los Tomates LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA. It became operational on April 30, 1999.

**Mexico:** The land port of entry became operational on April 30, 1999.

**FAST/SENTRI PROGRAMS:**

A FAST lane opened in 2004, followed by a SENTRI dedicated commuter lane which became operational in August 2006.

**CONNECTING ROADWAY:**

**U.S.:** US 77, connects directly to the bridge and intersects with SH 4 further to the north.

**Mexico:** Boulevard Luis Donaldo Colossio connects to the highway leading to Ciudad Victoria and to Reynosa.

**IMPROVEMENTS:**

**U.S.:** An expansion project estimated at \$11 million to expand the bridge by constructing a twin structure was approved by the Texas Transportation Commission on April 29, 2010, and the amended Presidential Permit was issued by the DOS on June 10, 2010. Coordinated Border Infrastructure funding in the amount of \$6.25 million was used for this project.

Construction of the second span began in February 2011, and is complete. Cameron County opened the Veteran's Bridge expansion on February 26, 2013. The older span services southbound traffic while the new one provides northbound service.

**Mexico:** The expansion project on the Mexican side was supported by the SCT, the government of Tamaulipas, and the city of Matamoros, and was completed on April 7, 2014.

## **APPENDIX I PROPOSED BRIDGES**

# Port of Brownsville Bridge

## LOCAL NAMES:

- Port of Brownsville – Matamoros Bridge
- Puente Internacional del Puerto de Brownsville

## LOCATION:

**U.S. City:** Brownsville, Texas

**Mexican City:** Matamoros, Tamaulipas

## DESCRIPTION:

A four-lane vehicular bridge. A single-track railroad bridge is to be developed at a later date. The sponsor has requested that the crossing be used exclusively for commercial traffic.

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Port of Brownsville

## FUNDING/COST:

**U.S.:** The \$31 million for bridge, facilities and connecting roads is to be funded completely by the Port of Brownsville through General Obligation Bonds, if project financing does not become available.

## TOLL COST:

Yes

## U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The Brownsville Navigation District (BND)/Port of Brownsville submitted an amended Presidential Permit application and environmental assessment on August 14, 1995. The U.S. Department of State has received all information requested from the Port of Brownsville. On October 9, 1997, the Department of State made a finding that two international bridges sponsored by the Brownsville Navigation District (BND) would have no significant impact on the environment. The BND's Presidential Permit was signed on October 12, 1997, and issued on November 3, 1997. The Port has obtained a Section 404 Wetlands Permit and a Section 401 Water Quality Certification from the Texas Commission on Environmental Quality.

Source: Pharr District, TxDOT, March 1999

Source: Port Director, Port of Brownsville, November 1999

## CONNECTING ROADWAY:

**U.S.:** The Port will construct a new road to connect South Port Road to the bridge and will extend the port railroad to the bridge site crossing State Highway (SH) 4. The connecting roadway will be funded 100 percent by the Port.

Source: Pharr District, TxDOT, March 1999

## IMPROVEMENTS:

**U.S.:** On July 26, 2010, construction began on a \$34 million toll road designed to improve truck movement near the Port of Brownsville. The new State Highway 550 corridor, a project of the Cameron County Regional Mobility Authority and TxDOT, will run north of FM 3248 to SH 48 in

Brownsville. Construction is complete on Phases 1 and 2 of the project. Phase 3, which will connect SH 550 to US 77/US 83, is now complete.

The project consists of a controlled-access highway with two 14-foot tolled travel lanes, two 4-foot inside shoulders and two 10-foot outside shoulders. The project will also include non-tolled access roads for adjacent properties.

Source: Cameron County Regional Mobility Authority

**BRIDGE CONSTRUCTION STATUS:**

**U.S.:** Project is pending.

# Mission International Bridge

## LOCAL NAMES:

- Puente Internacional Reynosa – Mission
- Mission – Madero Bridge

## LOCATION:

**U.S. City:** Mission, Texas

**Mexican City:** Reynosa, Tamaulipas

## DESCRIPTION:

A four-lane vehicular and railroad bridge is proposed. The proposed project would be near to the unincorporated community of Madero, approximately two miles south of Interstate 2.

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** City of Mission

## TOLL COST:

Yes

## U.S. PERMITS AND MEXICAN APPROVALS:

**U.S.:** The City of Mission's Presidential Permit application was approved December 29, 1978. A USCG bridge permit issued in 1980 became null and void because construction did not commence in a timely manner.

Source: City of Mission

Source: Office of Bridge Administration, U.S. Coast Guard, November 2000

## CONNECTING ROADWAY:

**U.S.:** New road to interconnect FM 1016

## BRIDGE CONSTRUCTION STATUS:

**U.S.:** Project is pending.

# Laredo V International Bridge

**LOCAL NAMES:**

- Puente Internacional Laredo IV

**LOCATION:**

**U.S. City:** Laredo, Texas

**Mexican City:** Nuevo Laredo, Tamaulipas

**DESCRIPTION:**

Proposed project would be located between the cities of Rio Bravo and El Cenizo in Webb County.

**BRIDGE OWNER OR OPERATOR:**

**U.S. Owner:** Not available

**FUNDING/COST:**

**U.S.:** Not available

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** Pending submission of one consolidated application from Webb County and the City of Laredo as requested by the Department of State.

**Mexico:** Pending

**CONNECTING ROADWAY:**

**U.S.:** Pending

**Mexico.:** Pending

**BRIDGE CONSTRUCTION STATUS:**

**U.S.:** Project is pending.

## APPENDIX II INACTIVE BRIDGES

# Roma International Suspension Bridge

## LOCAL NAMES:

- Roma Suspension Bridge

## LOCATION:

**U.S. City:** Roma, Texas

**Mexican City:** Ciudad Miguel Alemán, Tamaulipas

**Roma International Suspension Bridge**



**The United States is shown at the bottom of the photo**

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Starr County

**Mexican Owner:** Government of Mexico

## YEAR OF CONSTRUCTION:

The Roma International Suspension Bridge in Starr County was constructed in 1928. Construction of a new bridge adjacent to the suspension bridge was completed in 1979. Vehicular and pedestrian use of the suspension bridge ended in 1978. Efforts are underway to rehabilitate the bridge for pedestrian crossing.

## FUNDING/COST:

**U.S.:** Estimated construction costs are \$1.2 million for the U.S. portion and \$1.1 million for the Mexican portion. Through a Transportation Enhancement Project, the U.S. portion will be constructed using 80 percent federal funds and 20 percent local funds. Starr County and the City of Roma will fund the local 20 percent match as well as all costs above those approved under the Transportation Enhancement Program.

Source: Pharr District, TxDOT, August 1999

Since it is beyond TxDOT's statutory authority to perform contracted work outside the boundary of the United States; only the portion of the suspension bridge on the Texas side of the river is eligible for U.S. federal funds.

However, state and federal dollars have been spent to perform the inspection, structure analysis, and design on the entire structure.

Source: Pharr District, June 2001

## IMPROVEMENTS:

This is the last of many suspension bridges built across the Rio Grande River in the early 20th century and, in recent years, concerns have been raised regarding the bridge's structural integrity.

Source: Pharr District, TxDOT, August 1998.

Because of its unique construction and historical significance, many want to preserve the Roma International Suspension Bridge for pedestrian use. It is one of the historical sites in the Caminos del Rio Heritage Corridor jointly developed by Texas, U.S. and Mexican agencies. In 1993, the U.S. portion of the bridge was designated a National Historic Landmark -- the highest recognition for an historic property in the U.S.

Source: Texas Historical Commission, January 10, 1995

After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, the U.S. State Department sent a Diplomatic note to the Mexican government extending the moratorium on the demolition of the bridge through June 2003. Negotiations are ongoing.

Source: U.S. State Department, August 2002

Source: TxDOT, International Relations Office, March 2006

## BRIDGE CONSTRUCTION STATUS:

**U.S.:** Plans for rehabilitation of the Mexican half of the bridge were completed and provided to Mexico in December 1998. Plans for the U.S. portion were completed in February 1999.

Source: Pharr District, TxDOT, August 1999

Much progress has been made in the rehabilitation coordination between the SCT, TxDOT and FHWA. Meanwhile Starr County has applied for more enhancement funds to help cover the developments costs on the U.S. side.

Source: TxDOT, International Relations Office, July 2010

Source: Pharr District, TxDOT, May 2010

**Mexico:** The bridge received national landmark recognition in February 2004.

Source: Diario Oficial de México, February 17, 2004

# La Linda Bridge

## LOCAL NAMES:

- Roma Suspension Bridge
- Puente La Linda
- Heath Crossing

## LOCATION:

**U.S. City:** Brewster County, Texas

**Mexican City:** La Linda, Coahuila

La Linda Bridge



The United States is shown at the bottom of the photo

## DESCRIPTION:

Single-lane structure that is 382 feet long and 10 feet wide.

## BRIDGE OWNER OR OPERATOR:

**U.S. Owner:** Consortium of La Linda (COLINDA)

**Mexican Owner:** Government of Mexico

## YEAR OF CONSTRUCTION:

1963

## BRIDGE STATUS:

The La Linda Bridge closed to land through traffic on July 30, 1997. The previous bridge owner, the National Parks and Conservation Association, had been granted an extension of a removal order if they could adequately demonstrate an economic plan of action, which satisfied the concerns of the U.S. inspection services.

Source: U.S. Department of State, March 1999

The Government of Mexico responded via diplomatic note in December 1998 for a three-year extension of the removal order to launch an economic/eco-tourism feasibility study of the surrounding border area. An extension was granted until July 4, 2002. After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, a diplomatic note was exchanged between the U.S. and Mexican governments

extending the moratorium on the removal of the bridge through June 2003. The extension has expired, however negotiations continue between the U.S. and Mexico to resolve the moratorium issue.

Source: S.C.T., December 1998

Source: TxDOT, International Relations Office, March 2006

House Concurrent Resolution (HCR) 164 passed in 1997, encouraged TxDOT and other state agencies to assist Brewster County and the owners of La Linda in their efforts to reopen the bridge. Consequently, TxDOT coordinated meetings between the applicable state agencies and stakeholders and formed an Ad Hoc committee. The committee established points of contact to offer advice and facilitation to the bridge owners.

COLINDA took a new course toward the reopening of the bridge. At the June 2009 meeting of the US-Mexico Binational Bridges and Border Crossings meeting, the stakeholders presented the idea of opening the bridge on a provisional basis, perhaps several days a month for educational purposes.

No new activity has been reported.

Source: TxDOT, International Relations Office, July 2013

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** Army Corps of Engineers Permit: DA-N-005-41-PERMIT-9, dated October 30, 1962

**LAND PORT OF ENTRY (LPOE):**

When the bridge was operational, the only land port of entry was on the Mexican side and was owned by the Mexican government.

**CONNECTING ROADWAY:**

**U.S.:** FM 2627 interconnects with US 385.

**APPENDIX III TEXAS-MEXICO BRIDGE AND BORDER  
CROSSINGS SUMMARY**

## Texas-Mexico Bridge and Border Crossings Summary

Total number of vehicular border crossings: 28\*

*(Excludes rail-only crossings)*

### **Vehicular dam crossings: 2**

Lake Falcon Dam Crossing  
Lake Amistad Dam Crossing

### **Ferries: 1**

Los Ebanos Ferry

### **Border crossings owned/operated by cities and/or counties: 19**

Veterans Intl. Bridge at Los Tomates  
Gateway International  
Free Trade Bridge  
Donna International  
Pharr-Reynosa Intl. Bridge on the Rise  
McAllen-Hidalgo  
Anzalduas International  
Roma-Ciudad Miguel Alemán  
Juárez-Lincoln  
Gateway to the Americas  
World Trade Bridge  
Laredo-Colombia Solidarity  
Camino Real International  
Eagle Pass Bridge I  
Del Rio-Ciudad Acuña  
Tornillo-Guadalupe International Bridge  
Ysleta-Zaragoza  
Good Neighbor  
Paso Del Norte

### **Border crossings owned by federal government (IBWC): 4**

Lake Falcon Dam Crossing  
Lake Amistad Dam Crossing  
Fort Hancock-El Porvenir  
Bridge of the Americas (BOTA)

### **Privately owned border crossings: 4**

B & M (B&M Bridge Co.)  
Weslaco-Progreso Intl. (B&P Bridge Co.)  
Los Ebanos Ferry (Reyna Family)  
Río Grande City-Camargo (Starr-Camargo Bridge Co.)

### **Border crossings owned by State of Texas: 1**

Presidio Bridge

### **Commercial traffic border crossings: 13**

Veterans Bridge at Los Tomates (H)  
Free Trade Bridge (H)  
Weslaco-Progreso International. (H)  
Pharr-Reynosa Intl. Bridge on the Rise (H)  
Río Grande City-Camargo (H)  
Roma-Ciudad Miguel Alemán  
World Trade Bridge  
Laredo-Colombia Solidarity (H)  
Camino Real International.  
Del Río-Ciudad Acuña  
Presidio Bridge  
Ysleta-Zaragoza Bridge (H)  
Bridge of the Americas (H)  
H=Hazardous Materials Crossing (8)

### **Proposed border crossings: 3\*\***

Port of Brownsville (Presidential Permit issued 11/97)  
Mission Intl. (Presidential Permit issued 12/78)

### **Border crossings considered for rehabilitation: 1**

Roma Suspension Bridge

### **Rail-only crossings: 6\*\*\***

Brownsville West Rail  
Eagle Pass  
Laredo  
Presidio - Owned by TxDOT (reconstruction 2018; operational mid-2019)  
El Paso (2 bridges)

\*This number does not include the Roma Suspension Bridge, which is currently closed and is being considered for rehabilitation or La Linda Bridge, which was closed on April 15, 1996.

\*\*Proposed bridges with a Presidential Permit application submitted and approved.

\*\*\*Not included in this publication, because rail crossings do not require roadway infrastructure.

**APPENDIX IV NORTHBOUND COMMERCIAL TRUCK TRAFFIC  
COUNTS 2008 - 2018**

	NORTHBOUND COMMERCIAL TRUCK CROSSINGS OVER A 10-YEAR PERIOD										
PORT-OF-ENTRY (POE)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
World Trade Bridge	1,162,500	1,091,035	1,240,139	1,327,479	1,399,068	1,480,391	1,575,583	1,658,949	1,735,068	1,662,680	1,911,813
Pharr-Reynosa International Bridge	476,000	419,426	459,330	452,821	479,530	510,706	530,093	546,259	557,513	612,045	647,157
Bridge of the Americas	414,556	316,731	321,721	337,609	314,730	316,510	313,070	261,272	296,982	269,886	270,846
Laredo-Columbia Solidarity Bridge	392,697	291,284	344,911	374,781	382,401	345,831	373,263	356,824	349,879	496,945	402,155
Ysleta-Zaragoza Bridge	344,300	315,947	386,139	379,508	409,930	422,059	438,294	496,772	468,941	509,287	540,027
Veterans International Bridge	186,248	160,827	177,688	177,986	190,204	177,008	178,364	180,664	189,049	202,121	217,706
Camino Real International Bridge	101,991	83,254	95,028	106,423	116,843	118,388	136,506	141,592	159,052	169,383	173,105
Del Rio-Ciudad Acuña International Bridge	57,182	49,600	55,852	62,966	65,210	67,718	69,048	70,009	73,633	74,207	78,328
Progreso International Bridge	44,440	45,980	43,327	42,605	44,300	42,761	41,416	36,940	48,634	52,516	50,795
Rio Grande City-Camargo Bridge	30,461	26,597	21,503	24,398	29,160	27,120	32,459	30,890	35,768	37,521	38,094
Free Trade Bridge	36,068	28,761	29,721	30,773	27,300	31,140	30,625	23,746	26,438	25,581	37,463
Presidio Bridge	6,197	7,040	9,298	8,612	11,286	9,714	10,588	8,827	8,040	8,695	8,829
Roma-Ciudad Miguel Alemán Bridge	7,535	6,894	6,417	6,938	7,130	7,479	7,556	7,870	7,556	7,608	8,111
<b>TOTAL</b>	<b>3,260,175</b>	<b>2,843,376</b>	<b>3,191,074</b>	<b>3,332,899</b>	<b>3,477,092</b>	<b>3,556,825</b>	<b>3,736,865</b>	<b>3,757,614</b>	<b>3,956,553</b>	<b>4,128,475</b>	<b>4,384,429</b>

\*Source: U.S. Customs and Border Protection, 2019

This is an informal gathering of statistics. Customs and Border Protection is not responsible for the accuracy of this information for use in any business or other enterprise

## **APPENDIX V TEXAS, U.S. AND MEXICAN BRIDGE APPROVAL PROCESSES**

## State of Texas Approval Process for Constructing International Bridge between Texas and Mexico

Senate Bill 1633, enacted by the 74th Texas Legislature (1995), requires a political subdivision or a private entity to obtain approval from the Texas Transportation Commission (Commission) for the construction of the bridge before requesting a Presidential Permit. However, SB 1633 was amended by House Bill 1653, passed by the 78th Texas Legislature. HB 1653 allows an applicant to concurrently seek approval from the Commission and the federal government. However, if the Commission does not approve the construction of the bridge, the applicant shall withdraw the request for approval from the federal government.

TxDOT's Transportation Planning and Programming Division (TPP) is responsible for accepting and analyzing the applications submitted to the state by entities requesting permission to construct an international bridge across the Rio Grande River. In making its determination, TPP consults with various divisions within TxDOT and various other agencies the Commission deems appropriate. Factors that are considered by the Commission include: the local sponsor's financial resources; whether the bridge is consistent with the state and regional transportation plans; the facility's potential impact on the economy of the region; the environment; traffic congestion; and the free flow of trade.

The process is initiated when the potential applicant(s) request(s) the standardized application forms from TxDOT. Immediately upon receipt of the completed application and the requisite 20 copies, TPP forwards one copy of the application to the designated points of contact at the following TxDOT divisions and offices to determine if the application is complete:

- Design Division (DES)
- Environmental Affairs Division (ENV)
- Finance Division (FIN)
- Right of Way Division (ROW)
- Freight and International Trade Section (FIT)

If the application is deemed incomplete, it is returned and the process is repeated when the application is resubmitted. Once it has been determined that the application is complete or that the resubmitted application is no longer deficient, TPP notifies the applicant and the Governor's Office, in writing, that the application meets the requirements of Title 43 TAC, Section 15.74 and begins the analysis.

TPP is responsible for the following actions:

- Sends a copy of the application to the following agencies and local government entities, requesting their comments:
  - Department of Public Safety;
  - Commission on Environmental Quality
  - Department of Agriculture;
  - Historical Commission;
  - Alcoholic Beverage Commission;
  - Texas Department of Economic Development;
  - General Land Office; and
  - Other agencies the Commission deems appropriate.
- Sends a copy of the application to the Governor's Office, requesting comments.
- Requests analysis and the written results of that analysis from each TxDOT division and office mentioned above.
- Sends an application and requests analysis and the written results of that analysis from the appropriate district(s) and Metropolitan Planning Organization(s) (MPOs).
- Coordinates with TxDOT's General Counsel Office (OGC) to accomplish the following:

- Schedule a public hearing;
  - Advertise a public hearing;
  - Conduct a public hearing;
  - Compiles and summarizes public hearing comments.
- Analyzes compliance with the state transportation plan and, if appropriate, with the regional transportation plan developed by the metropolitan planning organization having jurisdiction over the project.
- Compiles and summarizes responses from state agencies, division, district(s), MPOs and /or local government entities.
- Prepares and sends staff responses along with recommendation for Commission action to the Executive Director.
- Coordinates with OGC to prepare documents and include on the Commission meeting agenda recommended action.
- Notifies applicants and the Governor's Office in writing of Commission action.

For more detailed information about the TxDOT permit process, please contact TxDOT's Transportation Planning and Programming Division at (512) 486-5038.

## U.S. and Mexican Federal Approval Processes for Constructing International Bridges between the Two Countries

**United States:** The U.S. federal approval process begins with the application for a Presidential Permit. The process is based on the International Bridges Act of 1972, (33 U.S.C. 535 et seq.) and Executive Order (E.O.) 11423, 33 FR 11741 (1968) as amended by E.O. 12847, 58 FR 96 (1993). The law authorizes the President to issue permits for construction of international bridges and to issue a Presidential Permit for a bridge, if construction is deemed to be in the national interest. An additional amendment, Executive Order 13337, signed on April 30, 2004, relates to the "Issuance of Permits with Respect to Certain Energy-Related Facilities and Land Transportation Crossings on the International Boundaries of the United States." The E.O. applies to: pipelines, conveyor belts, and similar facilities for the exportation or importation of all products; facilities for the exportation or importation of water or sewage to or from a foreign country; facilities for the transportation of persons or things, or both to or from a foreign country; bridges, to the extent that congressional authorization is not required; similar facilities above or below ground; and border crossings for land transportation, including motor and rail vehicles, to or from a foreign country. The responsibility for issuing Presidential Permits has been delegated to the Department of State. Prior to the International Bridges Act, approval to construct an international bridge was granted by individual Acts of Congress.

Where a Border Master Plan has been established, the proposed project should be submitted to that entity for consideration and/or inclusion in the regional Border Master Plan, and consideration by the Department of State.

The Presidential Permit process involves the collaboration of both federal and Texas state agencies and may take several years, due to environmental and other issues involved. Some of the federal agencies participating in this permitting process are: Department of Homeland Security (U.S. Customs and Border Protection and the U.S. Coast Guard), Food and Drug Administration, Department of Transportation (Federal Highway Administration and Federal Railroad Administration), Department of Commerce, Environmental Protection Agency, Department of the Interior (U.S. Fish and Wildlife Service), and the Department of Defense. These agencies are invited by the Department of State to comment on the permit application and on the environmental and other documentation submitted by the sponsor.

The Secretary of State or the Secretary's designee, after receiving the comments of the various agencies and after resolving questions that may arise during the consultative process, decides whether or not the construction of the proposed bridge is in the national interest. If a Finding of No Significant Impact (FONSI) is made, the Department of State proceeds to issue a Presidential Permit.

After the Presidential Permit is issued, the sponsor must get a permit from the U.S. Coast Guard. The International Boundary and Water Commission (IBWC) must grant its approval as well. If the site of the proposed crossing is owned by the IBWC, the sponsor must obtain a license from the Commission. If the land is privately owned, the sponsor must get the IBWC's approval. Approval is based on the design criteria of the bridge and must meet the terms specified in the 1970 Boundary Treaty.

Once the United States and Mexican governments concur on the construction of an international bridge, how to move forward with construction and other matters are reached through an exchange of diplomatic notes. For further information about the Presidential Permit process contact the Coordinator for U.S.-Mexico Border Affairs at (202) 647-8529.

Source: US-Mexico Border Affairs, U.S. Department of State, July 2013

**Mexico:** The Mexican approval process for constructing international bridges is similar to that of the United States. However, before a project can be considered for development, any proposed project for a new port of entry must be evaluated, based on an established set of priorities under the advisement of the Bridges and Border Crossings Interagency Group (Grupo Intersecretarial de Puentes y Cruces Fronterizos). The proposed project should be presented for consideration to the Interagency group that is chaired by the Ministry of Foreign Relations, and in which the Ministry of Communications and Transportation participates.

The proposed project should also be presented to the U.S.-Mexico Binational Bridges and Border Crossings Group to assess its binational feasibility and to establish a dialogue between the two countries regarding the project. Additionally, where a Border Master Plan has been established, the proposed project should be submitted to that entity for consideration and/or inclusion in the regional Border Master Plan.

Source: SCT, July 2010

## APPENDIX VI GLOSSARY

## Glossary of Selected Terms Used in this Report

### A

**ARRA Funds - American Recovery and Reinvestment Act** – A stimulus package to restart the economy that was signed on February 17, 2009 by President Obama. The package included extensive funding for science, engineering research and infrastructure, and more limited funding for education, social sciences and the arts.

### B

**BCBP – U.S. Bureau of Customs and Border Protection** – Now called U.S. Customs and Border Protection (CBP).

**BND – Brownsville Navigation District/Port of Brownsville** – The port authority responsible for managing the deep-water port and industrial park.

**BRINSAP – Bridge Inventory, Inspection and Appraisal Program** – The group responsible for monitoring and overseeing the federally mandated Bridge Inspection Program.

**Border Station Task Force** – This group was chaired by the GSA Region 7, and consisted primarily of various regional representatives from the federal inspection services. Federal representatives included the U.S. Customs and Border Protection, U.S. Department of Agriculture, U.S. Immigration and Naturalization Service, International Boundary and Water Commission and the U.S. State Department. The task force focused on border station development and maintenance issues in Texas and New Mexico, and was disbanded with the formation of DHS.

### C

**CAPUFE - Caminos y Puentes Federales de Ingresos y Servicios Conexos** – The Mexican federal toll road and federal toll-bridge operator. CAPUFE collects tolls on international bridges, and operates and administers most bridge operations on the Mexican side.

**CBI Program – Coordinated Border Infrastructure Program** – An FHWA program under which border states and MPOs are eligible for discretionary grants for transportation and safety infrastructure improvements, operation and regulatory improvements; and coordination and safety inspection improvements in a border region.

**CBP – U.S. Customs and Border Protection** – Formerly the border protection and inspection functions of the Immigration and Naturalization Service (INS), Border Patrol, Customs and Animal Plant Health Inspection Services (APHIS). CBP became an official agency of the U.S. Department of Homeland Security on March 1, 2003.

**CILA – Comisión Internacional de Límites y Aguas** – The division of the SRE that oversees the boundaries for rivers and border waters. Mexico's counterpart of the IBWC.

### D

**DCL – Dedicated Commuter Lane** – A lane used exclusively for commuter traffic. Utilizes the SENTRI technology.

**DHS – U.S. Department of Homeland Security** - formerly Immigration and Naturalization Service (INS) and U.S. Customs among others.

## F

**FAST – Free and Secure Trade** – The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries.

**FIS – Federal Inspection Services** – Consists of the main federal inspection services present at each port of entry, i.e., Customs and Border Protection, and USDA.

**FONSI – Finding of No Significant Impact** – This process is related with the application for a Presidential Permit and is issued by the State Department. This finding considers the environmental impact, whether direct, indirect, or cumulative, in relation to the proposed facilities and related construction of the proposed bridge site. FONSI are given out by either the FHWA or TxDOT depending on whether the project is state or federally funded.

**FHWA – Federal Highway Administration** – A component of the U.S. Department of Transportation that provides stewardship over the construction, maintenance, and preservation of the nation’s highways, bridges, and tunnels.

## G

**GSA –General Services Administration** – The U.S. federal agency whose responsibilities include design, construction and maintenance of LPOE facilities leased to federal inspection services.

## H

**HAZMAT** – Hazardous Materials

## I

**IBWC – International Boundary and Water Commission, United States and Mexico** – The joint U.S.-Mexico commission that is charged with resolving problems relating to border water issues and to the sovereignty of lands incidental to changes in the courses of river boundaries.

**INDAABIN – Instituto de Administración y Avalúos de Bienes Nacionales** – The GSA’s Mexican counterpart.

**INM - Instituto Nacional de Migración** – A division of SEGOB responsible for immigration, the Mexican counterpart of the INS.

**INS – Immigration and Naturalization Service** – The U.S. federal agency formerly responsible for enforcement of immigration law. These functions are now part of U.S. Customs and Border Protection and an agency of the U.S. Department of Homeland Security.

## L

**LPOE - Land Port of Entry:** A land port of entry (LPOE), also known as a border station, is the facility that provides controlled entry into or departure from the United States for persons and materials. It houses the U.S. Customs and Border Protection (CBP), and other Federal Inspection Agencies responsible for the enforcement of federal laws pertaining to such activities.

## M

**MPO – Metropolitan Planning Organization** – An organization designated by the governor to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000.

## N

**NAFTA – North American Free Trade Agreement** – trade agreement between the U.S., Canada, and Mexico implemented on January 1, 1994.

## P

**POV** – Privately Owned Vehicle

**PS&E – Plans, Specifications and Estimates** – The detailed plans and accompanying specifications and construction cost estimates which serve as documents for construction contract letting purposes.

**Presidential Permit** – The first step in the federal permit process for a U.S. sponsor of a proposed bridge to begin construction. By presidential delegation, the Presidential Permit is issued by the U.S. State Department. No Presidential Permit is issued in Mexico although similar final approval is given by the federal government to the Mexican sponsor to begin construction.

**PROFEPA – Procuraduría Federal de Protección al Ambiente** – Federal Bureau of Environmental Protection

**Programa Nacional de Autopistas 1989-1994, Propósitos y Logros** – A book published by the Secretaría de Comunicaciones y Transportes that highlights selected highway projects in Mexico. Information contained in the book includes photographs, descriptions of projects, costs and information about the owner or concessionaire. Published in July 1994.

**Promofront S.A. de C.V.** – A Mexican construction company.

## R

**Ready Lane** – Special lane that uses Radio Frequency Identification (RFID) technology embedded in certain documents to speed up the border crossing process. Travelers with RFID-enabled travel documents (passport card, permanent resident ID, or SENTRI card) can hold up their document to a sensor that will send the information to primary inspection.

## S

**SAGAR - Secretaría de Agricultura y Ganadería** – Responsible for inspecting imported ranching and agricultural products. The Mexican counterpart of the U.S. Department of Agriculture.

**SCT - Secretaría de Comunicaciones y Transportes** – Ministry of Communications and Transportation. The Mexican federal agency responsible for construction, operation, and maintenance of the federal highway system, including federal toll roads and bridges. Mexico's counterpart to the U.S. Department of Transportation.

**SECOFI - Secretaría de Comercio y Fomento Industrial** – Mexican federal agency that oversees NAFTA negotiations.

**SECTUR - Secretaría de Turismo** – Mexico's Ministry of Tourism. Studies tourist information at some of the bridges and border crossings.

**SEDENA – Secretaría de la Defensa Nacional** – Mexican federal agency that authorizes locations for new bridges and border crossings.

**SEDESOL – Secretaría de Desarrollo Social** – Mexican federal agency responsible for urban planning in border cities.

**SEGOB – Secretaría de Gobernación** – Ministry of Government

**SEMARNAP – Secretaría del Medio Ambiente Recursos Naturales y Pesca** – Authorizes Environmental Impact Studies. The Mexican counterpart of the EPA.

**SENTRI** – Secure Electronic Network for Travelers' Rapid Inspection for frequent travelers who voluntarily undergo a background check in order to receive expedited treatment; a binational partnership with Mexico.

**SHCP – Secretaría de Hacienda y Crédito Público** – One of its offices (Administración General de Aduanas) is responsible for controlling and reviewing merchandise that is imported and exported. The Mexican counterpart of U.S. Customs and Border Protection.

**SIB Loan** – State Infrastructure Bank Loan

**SRE - Secretaría de Relaciones Exteriores** -- The Ministry of Foreign Relations. The Mexican counterpart of the U. S. State Department.

**Summary of Existing and Proposed Border Stations, May 1994** -- An inventory of existing and proposed LAND PORT OF ENTRYs in Texas and New Mexico, with general information and traffic data. Published by the General Services Administration.

## T

**TABC** -- Texas Alcoholic Beverage Commission

**TCEQ** -- Texas Commission on Environmental Quality, formerly the Texas Natural Resource Conservation Commission (TNRCC).

**TNRCC** -- Texas Natural Resource Conservation Commission, now known as the Texas Commission on Environmental Quality (TCEQ).

**TPP** -- The Transportation Planning and Programming Division of TxDOT

**TxDOT** -- Texas Department of Transportation

**TxDOT District** -- The State of Texas is divided into 25 TxDOT districts; included are 3 border districts El Paso, Laredo and Pharr.

## U

**USCG** -- United States Coast Guard. Under the U.S. Department of Homeland Security

**USDA** -- United States Department of Agriculture

**U.S. Coast Guard Permit** -- The Coast Guard's authority regarding international bridges stems from the International Bridge Act of 1972. Under the provisions of the Act, the Coast Guard has jurisdiction pertaining to the construction, operation, and maintenance of any bridge connecting the United States with a foreign country.

## For Further Information

Additional information regarding border crossings in Texas can be obtained from the following:

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This publication is available on the internet at:

<https://www.dot.state.tx.us/move-texas-freight/default.htm>

<https://www.txdot.gov/inside-txdot/forms-publications/publications/international-relations.html>

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