Brownsville, TX

Texas Border Facts
Fall 2018

Customs Port - Brownsville

Veterans International Bridge at Los Tomates
Open since 1999, Veterans International Bridge at Los Tomates is the primary commercial vehicle crossing in the Brownsville region, processing all northbound trucks. The bridge is part of a designated “heavy truck corridor” that allows permitted, overweight trucks to travel between Mexico and the Port of Brownsville. The bridge also serves privately operated vehicles, buses, and pedestrians.

Gateway International Bridge
The Gateway International Bridge serves all southbound commercial vehicles and privately operated vehicles, as well as pedestrians, travel in both directions. The Gateway International Bridge Bridge is also a segment of the “heavy truck corridor” for southbound commercial vehicles.

Brownsville & Matamoros (B&M) Bridge
The B&M Bridge is the only privately owned crossing in the Brownsville region. Since 1999, the bridge no longer handles commercial traffic but serves privately operated vehicles and pedestrians. Its adjacent rail bridge ceased handling rail cars in 2015.

Brownsville West Rail Bridge
When it opened in 2015, the Brownsville West Rail Bridge was the first new rail crossing on the Rio Grande River in more than 100 years. The crossing was built on the western side of Brownsville and Matamoros to reduce the number of at-grade crossings within both cities. The Brownsville West Rail Bridge is the only rail crossing serving the Lower Rio Grande Valley region.

2017 Top 5 Exports
- Electrical Machinery; Equipment and Parts $1.8 Billion
- Mineral Fuels; Oils and Waxes $1.8 Billion
- Plastics and Articles $902 Million
- Furniture; Lamps and Prefab Buildings $8.9 Billion
- Computers Related Machinery $556 Million

2017 Top 5 Imports
- Vehicles Other than Railway $6.5 Billion
- Electrical Machinery; Equipment and Parts $1.4 Billion
- Plastics and Articles $250 Million
- Computers Related Machinery $553 Million
- Vehicles Other than Railway $556 Million

2017 Northbound Crossings
- Personal Vehicles: 4,659,573
- Pedestrians: 2,761,819
- Railcars: 88,971
- Commercial Trucks: 228,188
- Buses: 6,476

2017 Southbound Crossings
- Personal Vehicles: 3,318,754
- Pedestrians: 2,188,050
- Commercial Vehicles: 233,993
- Buses: 6,653

Southbound railcar counts not available.
Traffic counts do not include southbound crossings at the B&M Bridge.
Maintaining and expanding trade with Mexico is critical to the United States’s current and long-term economic prosperity. Texas’s trade transportation system has an essential role in maintaining the efficient flow of goods between the two nations. Texas’s Border Trade Advisory Committee, in conjunction with the Texas Department of Transportation (TxDOT), is providing the state’s elected officials with information and insight for key policy, planning, and funding decisions to facilitate future binational trade.

In 2017, total U.S.-Mexico trade was valued at $557 billion. Of that amount, $336 billion worth of trade crossed at the Texas-Mexico border. Within the Brownsville region, $15.4 billion of goods crossed the Texas-Mexico border, with exports surpassing imports over the past ten years. One-fifth of the region’s binational trade (exports and imports) consisted of electrical machinery, equipment, and parts. Other important export commodities were fuels; plastics; computer related machinery and parts; and automobiles and parts. Key import commodities were automobiles and parts; furniture; computer related machinery and parts, and plastics.

2017 Cross-Border Trade by Surface Transportation Mode

- 94% of Imports
- 77% of Exports
- 5% of Imports
- 6% of Exports

11% of Exports were by Pipeline. 4% of exports and 1% of imports were by air. 2% of exports were by vessel.

All data in this fact sheet are from the U.S. Bureau of Transportation Statistics’ Transborder Freight Data and Border Crossing/Entry Data, and Cameron County.