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DISCLAIMER

The Texas Department of Transportation’s (TxDOT) Freight, Trade, and Connectivity 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 were obtained from the Bureau of Transportation Statistics and the U.S. Census Bureau. Northbound crossing statistics were obtained from Customs and Border Protection and the City of Laredo, Texas. 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.
Executive Summary

Texas and Mexico share a long history of economic, cultural, and social relations. The post-Colombian economic relationship of the past four centuries has evolved from the rural, missionary agriculture of the late 1600s to the manufacture of automobiles, jet aircraft, and advanced electronics that exists today. This relationship spans the 1,255 mile common border that Texas and Mexico share: 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.

Today, the flow of commodities across the border includes vehicles other than railway, computer-related machinery and parts, electrical machinery, mineral fuels, and edible fruits and nuts. The movement of these goods benefit the economies of border communities as well as local economies throughout the continental United States. In 2020, the flow of these goods totaled approximately $372 billion in exports and imports between the two countries. Over two-thirds by value, 69.1 percent, of all U.S.-Mexico trade passed across the Texas-Mexico border in 2020.¹ The movement of people and goods across the Texas-Mexico border is facilitated by the 28 border crossings between Texas and Mexico.

This publication provides an inventory of those structures. The Texas-Mexico International Border Crossings Guide highlights each border crossing from west-to-east, dividing the border into three regions: El Paso, Laredo, and the Rio Grande Valley (RGV). These regions connect Texas to the four Mexican states of Chihuahua, Coahuila, Nuevo León, and Tamaulipas. Information about border crossing activity is provided in this publication at the regional level, as well as by individual border crossing. This report provides description and analysis of northbound crossings between 2010 and 2020.

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 vehicular border crossings along the Texas-Mexico border, 12 of which served both commercial and privately owned vehicles (POVs) in 2020. Of the 28 border crossings, only one exclusively served commercial vehicles in 2020. 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 POVs, buses, pedestrians, and bicycles (reported with pedestrians). Commercial goods enter the United States through many modes: commercial truck, train, airplane, pipeline, and marine vessel. This publication includes the movement of goods by truck and freight train.

People and goods enter the country through ports of entry which are federally designated areas. A federally designated port of entry may comprise a collection of international bridges, airports, and seaports. The Texas-Mexico border is served by 11 ports of entry which process people and goods at 28 vehicular border crossings, five operational rail bridges, and six airports. This publication provides data on the vehicular and freight rail crossings.

¹ U.S. Bureau of Transportation Statistics
Modal Access at Texas’s Border Crossings
Every border crossing processes POVs except for the World Trade Bridge, which is located in the Laredo region. Similarly, most border crossings allow pedestrian crossings, with the exception of the following seven border crossing: Good Neighbor Bridge in the El Paso region, Lake Amistad Dam Crossing, Juárez-Lincoln International Bridge, and Lake Falcon Dam International Crossing in the Laredo region, the Anzalduas International Bridge, Pharr International Bridge, and Donna-Rio Bravo International Bridge in the Rio Grande Valley. 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 fifteen crossings in 2010 to nine in 2020. Thirteen border crossings process commercial trucks. There are currently five active freight rail crossings in Texas (two in El Paso, one in Eagle Pass, one in Laredo, and one in Brownsville). There is one pedestrian-only crossing, Boquillas Crossing, which is in Big Bend National Park and operates intermittently.

Modal Activity at Texas’s Border Crossings
Historically, POVs have been the predominant mode for Texas-Mexico border crossing. However, crossings by this mode have gone down significantly, by 30.8 percent, between 2010 and 2020. During the same period, other modes along the border also decreased: pedestrian crossings by 44.3 percent and bus crossings by 51.4 percent. Conversely, commercial truck crossings have not been impacted. In fact, commercial truck crossings increased by 39.1 percent. Many crossings experienced a peak number of non-commercial crossings in 2019 only to experience a steep decline in 2020. This decline is likely due to the travel restrictions put in place because of the COVID-19 pandemic. On March 21, 2020, the border was closed to non-essential travel and remained closed until November 8, 2021. At the regional level, all border regions and most bridges experienced a decline in the number of non-commercial crossings between 2010 and 2020. Between 2010 and 2020, rail car crossings increased by 47.1 percent.

El Paso Region
Located in the westernmost part of Texas, the El Paso region encompasses six counties: Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio. Texas-Mexico crossings in the El Paso region are in El Paso, Hudspeth, and Presidio Counties. 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 freight rail border crossings.

The movement of people in the El Paso region declined across all modes between 2010 and 2020. Between 2010 and 2020 the volume of northbound POV crossings declined by 22.4 percent, while northbound pedestrian traffic fell by 51.5 percent and northbound bus crossings dropped by 58.8 percent. POV traffic declined at all of the crossings except Ysleta Bridge. Similarly, pedestrian and bus crossings decreased at all of the crossings except at Presidio-Ojinaga International Bridge. Between 2010 and 2020, northbound commercial truck crossings in the El Paso region increased 7.0 percent, while northbound rail car crossings shrank by 26.5 percent, with empty rail cars making up a majority of the crossings. However, between 2010 and 2019, pedestrian, POV, commercial truck, and rail car crossings in the El Paso region had increased prior

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2 The Tornillo-Guadalupe Land Port of Entry began processing northbound crossers in November 2014, but the Tornillo-Guadalupe Bridge was not operational until February 2016. Between 2010 and 2020 the overall number of crossings by POVs and pedestrians across Fabens-Caseta Bridge and Tornillo-Guadalupe Bridge declined, although the number of POV crossings on the Tornillo-Guadalupe Bridge increased between 2016 and 2020.
to the travel restrictions put in place in March 2020 due to the COVID-19 pandemic which prohibited nonessential 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. Texas-Mexico crossings in the Laredo region are located in Maverick, Val Verde, and Webb Counties. Laredo’s World Trade Bridge is the largest land port-of-entry in North America in terms of volume of trucks crossing. The World Trade Bridge is one of eight border crossings in the Laredo region and the only one that does not process POV crossings. Along with the World Trade Bridge, three other crossings in the Laredo region process commercial trucks.

In the Laredo region, the northbound movement of people in POVs declined by 29.3 percent from 2010 to 2020. During the same period, northbound pedestrian and bus crossings decreased by 44.6 percent and 41.2 percent, respectively. All of the border crossings except the Gateway to the Americas Bridge had a decline of at least ten percent in northbound POV crossings in 2020 compared to 2010. Overall, pedestrian crossings decreased by 44.6 percent. When it comes to the movement of goods in the Laredo region, there has been strong growth in commercial vehicle crossings. Specifically, northbound commercial truck volumes increased by 50 percent between 2010 and 2020. Northbound rail car traffic volumes also grew significantly, increasing by nearly 60 percent with the most growth contributed by the increased transportation flow 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. Texas-Mexico crossings in the Rio Grande Valley region are located in Cameron, Hidalgo, and Starr Counties. 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 processed pedestrians in 2020 and six of the border crossings processed commercial trucks.

The northbound movement of people using privately owned vehicles as their mode of transportation declined substantially in the Rio Grande Valley (RGV) region. Between 2010 and 2020, northbound crossings by POVs declined by 39.4 percent and northbound crossings by bus declined by 61.5 percent. Northbound bus crossings declined at all facilities that processed buses. Northbound pedestrian crossings decreased by 35.2 percent from 2010 to 2020 and decreased at seven of the ten border crossings that accommodated pedestrians in 2020. The northbound movement of goods experienced growth from 2010 to 2020, with northbound truck crossings increasing by 44.7 percent and northbound rail car crossings increasing by 58.1 percent. Northbound commercial truck traffic increased by at least 20 percent at all border crossings with commercial inspection facilities in the RGV region.

**Future Border Crossings**

New crossings are proposed along the length of the Texas-Mexico border. The El Paso region metropolitan transportation plan includes a pedestrian-only international crossing, the El Paso International Pedestrian Crossing. Three crossings are proposed for the Laredo region: the Acuña II International Bridge in Del Rio and in Laredo a second span for the Kansas City Southern Railroad International Rail Bridge and the Laredo IV/V
International Bridge. There are three proposed bridges in the Rio Grande Valley region: the Mission/Madero/Reynosa Bridge near Mission and in Brownsville the Flor de Mayo Bridge and the Port of Brownsville Bridge. The Kansas City Southern Railroad International Rail Bridge, the Port of Brownsville Bridge, and the Mission/Madero/Reynosa International Bridge all have signed Presidential Permits, while the other proposed crossings are 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 Border Crossings Guide**
This publication provides general information about each vehicular bridge and border crossing that connects Texas and the Mexican states of Chihuahua, Coahuila, Nuevo León, and Tamaulipas. The Texas Department of Transportation (TxDOT) has four border districts (El Paso, Odessa, Laredo, and Pharr), three of which (El Paso, Laredo, and Pharr) have or include border crossings. The *Texas-Mexico International Border Crossings Guide* highlights each border crossing from west to east, dividing the border into three regions: El Paso, Laredo, and the Rio Grande Valley. This publication provides information at the border-wide level, followed by the regional level, and the individual crossing.
Introduction

Texas and Mexico share a long history of economic, cultural, and social relations. The post-Colombian economic relationship of the past four centuries has evolved from the rural, missionary agriculture of the late 1600s to the manufacture of automobiles, jet aircraft, and advanced electronics that exists today. This relationship spans the 1,255 mile common border that Texas and Mexico share: the Rio Grande River. Although the Rio Grande River creates a natural barrier to easy movement, structures were built to facilitate the movement of people and goods. Today, the flow of commodities across the border includes vehicles other than railway, computer-related machinery and parts, electrical machinery, mineral fuels, and edible fruits and nuts. In 2020 the flow of these goods totaled approximately $372 billion in exports and imports between the two countries. Over two-thirds by value, 69.1 percent, of all U.S.-Mexico trade passed across the Texas-Mexico border in 2020.³ Texas has lead the nation as the lead state in value of exports for the past nineteen years.⁴ The movement of these goods and people benefit the economies of border communities as well as local economies throughout the continental United States. Commercial and non-commercial travel across the border is facilitated by the 28 roadway border crossings and five freight rail crossings between Texas and Mexico as shown in Figure 1: Current Border Crossings along the Texas-Mexico Border.

The Texas-Mexico International Border Crossings Guide highlights each border crossing from west to east, dividing the border into three regions: El Paso, Laredo, and the Rio Grande Valley (RGV). These regions connect Texas to the four Mexican states of Chihuahua, Coahuila, Nuevo León, and Tamaulipas. Information about border crossing activity is provided in this publication at the regional level, as well as by individual border crossing. This report provides description and analysis of northbound crossings⁵ by privately owned vehicles, pedestrians, bus, commercial truck and freight train between 2010 and 2020.⁶

In 2020, over two-thirds of the $538.1 B of U.S.-Mexico trade crossed through borders in Texas. Texas leads the nation as the number one state in exports for nineteen consecutive years.

⁵ The number of northbound crossers entering the U.S. is enumerated by U.S. Customs and Border Protection (CBP), currently there are no consistent data for southbound crossers leaving the U.S. for Mexico.
⁶ Travel restrictions enacted March 21 2020 by the U.S. Department of State to address the COVID-19 pandemic restricted border crossings to essential trips which resulted in a decrease in non-commercial crossings between 2019 and 2020. As of September 2021, these restrictions are in place until September 21, 2021.
Figure 1: Current Border Crossings along the Texas-Mexico Border
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 vehicular border crossings along the Texas-Mexico border which are grouped into twelve ports of entry as of 2021.\(^7\) A port of entry is a designation made by U.S. Customs and Border Protection that may include one or more border facilities such as border crossings, rail crossings, airports, and marine ports.

Of the 28 border crossings in Texas, 12 served both commercial and privately owned vehicles (POVs) and only one exclusively served commercial vehicles in 2020. Two border crossings are on top of dams and one is a hand-drawn ferry. In addition to the roadway infrastructure that links Texas and Mexico, there are also six freight rail crossings. The six freight rail crossing profiles are not included in this publication. These rail bridges are located in El Paso (two crossings), Presidio (not yet in use), Eagle Pass, Laredo, and Brownsville. Big Bend National Park contains a pedestrian-only crossing that operates on an intermittent basis. It was closed during the COVID-19 pandemic and is not included in this publication since it is not served by roadway infrastructure.

In addition to the existing border crossings, there are seven proposed bridges along the Texas-Mexico border listed in Appendix I. One proposed bridge is for pedestrians only, one is to accommodate freight trains, and five are for vehicular traffic. The Port of Brownsville Bridge, the Mission/Madera/Reynosa International Bridge, and the Kansas City Southern Railroad International Rail Bridge have received Presidential Permits and can be constructed when the project sponsor, their Mexican partner, and Mexico’s federal government continue with the next steps in the process. The El Paso International Pedestrian Crossing, the Acuña II International Bridge, the Laredo IV/V International Bridge, and the Flor de Mayo Bridge are still in the planning stages.

The Regions of the Texas-Mexico Border

Four of TxDOT’s districts are adjacent to the Texas-Mexico border, although only three contain border crossings: El Paso, Laredo, and Pharr (the Rio Grande Valley). The information provided in this document presents data for the 28 Texas-Mexico border crossings based on these three regions. These regions are presented in this document from west to east, from El Paso to Brownsville.

The El Paso region includes seven border crossings and two active freight rail crossings. A third freight rail crossing has been built but is not active at this time. The border crossings are in three counties: El Paso, Hudspeth, and Presidio. Hudspeth and Presidio Counties each contain one border crossing with the remainder in El Paso County.

The Laredo region includes eight border crossings and two active freight rail crossings. The border crossings are in Val Verde, Maverick, and Webb Counties. Val Verde and Maverick Counties each contain two border crossings with the remainder in Webb County.

The Rio Grande Valley (RGV) region, where the Pharr District is located, includes thirteen border crossings and one active freight rail crossing. The border crossings are in Starr, Hidalgo, and Cameron Counties. Starr County contains three border crossings. Hidalgo County contains six border crossings. Cameron County contains four border crossings.

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\(^7\) In March 2020, the Ysleta border crossing was separated from the El Paso port of entry and designated a separate port of entry.
Trade across 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. In 2020, Texas ranked first among U.S. states trading with Mexico, with 76 percent of the total truck and rail trade which was valued at $345 billion. In 2020, $372 billion worth of goods crossed the Texas-Mexico border.8

As Texas’ number one trading partner, Mexico’s importance for the movement of goods (both import and export) between Texas border crossings was valued at $178 billion in 2020. Texas’s trade with Mexico in 2020 was almost four times the value of its trade with China, the state’s second largest trading partner.9 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 by all modes at Texas border crossings during 2020, which includes trade with origins or destinations in other states, was approximately $352 billion in 2020$, which increased in value by over 50 percent from 2010 or 27 percent in constant 2015$ as shown below in Figure 2. Value of U.S.-Mexico Trade Processed at Texas Border Crossings in 2015$, 2010-2020. Texas’s border crossings with Mexico are one of the state’s most strategic assets, propelling it as an economic leader in national and global trade. The commercial border crossings in the El Paso, Laredo, and RGV regions are vital to the Texas economy retaining that role.

Texas’s border crossings with Mexico are one of the state’s most strategic assets, propelling it as an economic leader in national and global trade.

Figure 2. Value of U.S.-Mexico Trade Processed at Texas Border Crossings in 2015$, 2010-2020

Source: U.S. Bureau of Transportation Statistics (2021), U.S. Bureau of Economic Analysis

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8 Based on data from the U.S. Department of Transportation, Bureau of Transportation Statistics
9 Based on data from the U.S. Census Bureau, Economic Indicators Division
In 2020, the largest share of export trade crossed the Texas-Mexico border in the Laredo region and was valued at $89.1 billion, an increase of over one-third from 2010.

Figure 3. U.S-Mexico Trade through Texas Border Ports of Entry in 2015$: Export Region and Mode, 2010 vs. 2020, shown below, presents the value of U.S.-Mexico export trade through ports of entry on the Texas-Mexico border by region and mode of transport. In 2020, the largest share of export trade crossed the Texas-Mexico border in the Laredo region and was valued at $82.0 billion in constant 2015$, an increase of fifteen percent from 2010 in constant 2015$. In 2020, export trade was valued at $26.8 billion in the El Paso region and $18.3 billion in the RGV region in constant 2015$. Commercial trucks were the dominant mode for the movement of exports.

Source: U.S. Bureau of Transportation Statistics (2021), U.S. Bureau of Economic Analysis (2022)
Figure 4. U.S.-Mexico Trade through Texas Border Ports of Entry in 2015$: Import Region and Mode, 2010 vs. 2020, seen below, shows the value of U.S.-Mexico imports through ports of entry on the Texas-Mexico border by region and by mode of transport in constant 2015$. In 2020, the largest share of import trade crossed the Texas-Mexico border in the Laredo region and was valued at $134.1 billion, a nearly sixty percent increase from 2010 in constant 2015$. Import trade was valued at $38.5 billion in the El Paso region and $26.0 billion in the RGV region in 2020 in 2015$. Commercial trucks were the dominant mode for the movement of imports in all regions, but rail has been growing in importance, especially in the Laredo region.

In 2020, the largest share of import trade crossed the Texas-Mexico border in the Laredo region and was valued at $144.6 billion, nearly double from 2010.

Source: U.S. Bureau of Transportation Statistics, 2021
Northbound Cross-Border Movement of Goods by Truck across the Texas-Mexico Border

Figure 5. Northbound Truck Crossings across the Texas-Mexico Border, 2010–2020, presented below, shows that in 2010 there were nearly 3.2 million northbound commercial truck crossings along the entire Texas-Mexico border. While most trucks crossing carry loaded trailers, a sizable number of trucks carry empty trailers or bobtail (i.e. carry no trailer at all). Truck supply and demand is not always balanced, and equipment may need to be moved to an area of greater demand. These vehicles contribute to the revenue collected at crossings. The fewest northbound truck crossings occurred in 2010. Truck crossings grew every year until 2019 when they reached over 4.5 million northbound crossings. There was a 1.9 percent drop in northbound commercial truck crossings between 2019 and 2020, but an overall increase of 39.1 percent between 2010 and 2020.

Source: U.S. Customs and Border Protection, 2021 and City of Laredo, 2021
Northbound Cross-Border Movement of Goods by Rail along the Texas-Mexico Border

Cross-border freight rail movements along the Texas-Mexico border have grown since 2010, as shown below in Figure 6. *Northbound Loaded and Empty Rail Car Crossings across the Texas-Mexico Border, 2010-2020.* 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 freight rail crossing. Volumes rebounded in 2018, when there were 1,008,337 northbound rail car crossings. Total rail car volumes stayed over 1 million in 2019 but fell to 943,988 in 2020. During this period, the volumes of both loaded and empty rail cars increased through 2019, but most northbound rail cars were empty in 2020. Overall, between 2010 and 2020, the number of northbound rail car crossings increased by 47.1 percent.

*Figure 6. Northbound Loaded and Empty Rail Car Crossings across the Texas-Mexico Border, 2010-2020*

Source: U.S. Customs and Border Protection, 2021
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 sometimes pay different tolls, for reporting purposes they are counted together.

As seen below, Figure 7. Northbound Pedestrian Crossings across the Texas-Mexico Border, 2010–2020 shows northbound pedestrian crossings along the entire Texas-Mexico border from 2010 to 2020. Northbound pedestrian crossings were at their highest level between 2010 and 2020 in 2019, at 20.0 million crossings, and fell to their lowest level in 2020, with 9.5 million crossings. Along the entire Texas-Mexico border, northbound pedestrian crossings decreased by 44.3 percent between 2010 and 2020. The decrease from 2019 to 2020 is likely due to the travel restrictions enacted along the border because of the COVID-19 pandemic.

Figure 7. Northbound Pedestrian Crossings across the Texas-Mexico Border, 2010–2020

Note: Pedestrian counts also includes bicyclists.
**Figure 8. Northbound Privately Owned Vehicle Crossings across the Texas-Mexico Border, 2010-2020**, as shown below, illustrates there were 30.7 million northbound POV crossings along the entire Texas-Mexico border in 2010, which then dropped below 30 million for two years. POV crossings increased slowly through 2018 reaching a peak of 35.4 million northbound crossings. By 2020, northbound POV crossings were 21.2 million. The overall change between 2010 and 2020 was a decline of 30.8 percent.

**Figure 8. Northbound Privately Owned Vehicle Crossings across the Texas-Mexico Border, 2010-2020**


**Figure 9. Northbound Bus Crossings across the Texas-Mexico Border, 2010 - 2020**, below, shows that 96,761 northbound buses crossed into Texas from Mexico along the entire border region in 2010. The number of northbound bus crossings dipped the next several years before rising to a high of 98,505 in 2014. In 2020, there were 47,034 northbound bus crossings, which was a 51.4 percent decline from the northbound bus crossings in 2010.

**Figure 9. Northbound Bus Crossings across the Texas-Mexico Border, 2010 - 2020**


In 2020, 21.2 million privately owned vehicles crossed northbound into Texas from Mexico.
All people and goods crossing into the U.S. must pass through border stations, also known as land ports of entry, for inspection. The land port of entry where northbound crossers are processed houses federal inspectors from U.S. agencies such as U.S. Customs and Border Protection (CBP) and the U.S. Department of Agriculture (USDA). After passing initial inspection, any person or vehicle may be diverted for secondary inspection. Northbound crossers entering the U.S. are generally divided into commercial and non-commercial lanes for processing.

CBP operates four types of lanes through their facilities: general, FAST, SENTRI, and Ready lanes. General lanes do not offer the opportunity for any expedited service. The Free and Secure Trade (FAST) program is a trusted shipper program for commercial carriers from the U.S., Canada, and Mexico that meet eligibility requirements and pass a background check. As of 2015, more than 75,000 commercial drivers were enrolled in the FAST program nationwide. The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program is a trusted traveler program for pre-approved travelers who have passed a background check and undergone an in-person interview. Ready lanes allow travelers to present eligible Radio Frequency Identification (RFID)-enabled identification for shorter wait times and faster processing. For more detailed information about requirements to enter the U.S. see Appendix V.

More than 75,000 commercial drivers from the U.S., Canada, and Mexico have enrolled in the FAST program nationwide.

Texas-Mexico Bridge and Border Crossings: Snapshot

Snapshot: Total number of vehicular border crossings: 28*
(Excludes rail-only and pedestrian-only crossings)

Vehicular dam crossings: 2
- Lake Amistad Dam Crossing
- Lake Falcon Dam International Crossing

Ferries: 1
- Los Ebanos Ferry

Border crossings owned/operated by cities and/or counties: 19
- Paso del Norte Bridge
- Good Neighbor Bridge
- Ysleta Bridge
- Tornillo-Guadalupe Bridge
- Del Rio International Bridge
- Eagle Pass International Bridge
- Camino Real International Bridge
- Colombia Solidarity Bridge
- World Trade Bridge
- Gateway to the Americas Bridge
- Juárez-Lincoln International Bridge
- Roma-Ciudad Miguel Alemán International Bridge
- Anzalduas International Bridge
- McAllen/Hidalgo International Bridge
- Pharr International Bridge
- Donna-Rio Bravo International Bridge
- Free Trade International Bridge
- Gateway International Bridge
- Veterans International Bridge at Los Tomates

Border crossings owned by federal government (IBWC): 4
- Bridge of the Americas
- Fort Hancock-El Porvenir Bridge
- Lake Amistad Dam Crossing
- Lake Falcon Dam International Crossing

Border crossings considered for rehabilitation: 1
- Roma International Suspension Bridge

Rail-only crossings: 6***
- El Paso (2 bridges)
- Presidio - Owned by TxDOT (reconstructed 2018; as of 2021 not yet operational)
- Eagle Pass
- Laredo
- Brownsville West Rail Bridge

Pedestrian-only crossings: 1***
- Boquillas Crossing (Big Bend National Park)

Border crossings owned by State of Texas: 1
- Presidio-Ojinaga International Bridge

Commercial traffic border crossings: 13
- Bridge of the Americas (H)
- Ysleta Bridge (H)
- Presidio-Ojinaga International Bridge
- Del Rio International Bridge
- Camino Real International Bridge
- Colombia Solidarity Bridge (H)
- World Trade Bridge
- Roma-Ciudad Miguel Alemán International Bridge
- Starr-Camargo Bridge (H)
- Pharr International Bridge (H)
- Progreso International Bridge (H)
- Free Trade International Bridge (H)
- Veterans International Bridge at Los Tomates (H)

H=Hazardous Materials Crossing (8)

*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 included in Texas-Mexico Border Transportation Master Plan 2021 and those with Presidential Permits.

***Not included in this publication, because rail crossings and National Park crossings do not require roadway infrastructure.
Located in the westernmost part of Texas, the El Paso region encompasses six counties: Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio. 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 freight rail border crossings.
Overview

Located in the westernmost part of Texas, the El Paso region is home to three ports of entry between the United States and Mexico. A port of entry, as defined by U.S. Customs and Border Protection (CBP), refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. Typically, statistics are provided by port of entry. The El Paso region ports of entry and their border crossings are listed in Table 1. Ports of Entry in the El Paso Region and their Border Crossings.

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</tbody>
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The seven border crossings in the El Paso region are for privately owned vehicles (POVs) and commercial trucks. Most of these crossings are in and near the city of El Paso which is the most urbanized area along the Texas-Mexico border. The El Paso-Ciudad Juárez region’s 2.5 million residents (along with longer-distance travelers) induce significant cross-border passenger travel. These commuters generate heavy use of the region’s bridges, crossing in POVs, in passenger buses, on bicycles, or as pedestrians.

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. In 2020, $70.7 billion of U.S.-Mexico trade crossed the border within the El Paso region.

Privately owned vehicles used for commuting to and from El Paso’s border crossings use all seven of the El Paso region’s border crossings and pedestrians utilize six of them as shown in Table 2: Border Crossings and Modes of Transportation Processed for Northbound Crossings in the El Paso Region in 2020 and Figure 10. Border Crossings in the El Paso Region. Historically, buses have crossed at four locations but, in 2020, they only crossed at three locations. Similarly, commercial trucks once crossed at four locations, but now only cross at three. There are three freight 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 freight rail border crossing. In Presidio, the South Orient Railroad has a freight rail border crossing that was destroyed by fire in 2008. While the bridge has been rebuilt, TxDOT is working with CBP and other stakeholders to construct the federal inspection facility and resume cross border operations.

In 2020, $70.7 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.

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11 In March 2020, Ysleta Bridge was separated from the El Paso port of entry and is now part of the Ysleta port of entry.
### Table 2: Border Crossings and Modes of Transportation Processed for Northbound Crossings in the El Paso Region in 2020

<table>
<thead>
<tr>
<th>Border Crossing (West to East)</th>
<th>POV</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
<th>Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>El Paso Region</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BNSF Railroad Rail Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Paso del Norte Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Union Pacific Railroad Rail Bridge</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Good Neighbor Bridge</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge of the Americas</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Ysleta Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Tornillo-Guadalupe Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Fort Hancock-El Porvenir Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Presidio-Ojinaga International Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>South Orient Railroad Rail Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
</tbody>
</table>

Note: Red circles signify the border crossing historically processed this mode but had no crossings by this mode in 2020. Buses stopped using Ysleta Bridge in 2012. The South Orient Railroad Rail Bridge has been rebuilt, but is not yet open for crossings.

Tornillo-Guadalupe Bridge opened for traffic in February 2016. It replaced the Fabens-Caseta Bridge which had been built in 1938. Crossing data for Fabens-Caseta Bridge are included in this report.
Figure 10. Border Crossings in the El Paso Region
Cross-Border Movement of People in the El Paso Region

Between 2010 and 2020 northbound pedestrian crossings in the El Paso region peaked in 2019 with more than 8.2 million crossings as shown in Figure 11. Northbound Pedestrian Crossings in the El Paso Region, 2010-2020. Following 2010, annual pedestrian crossings declined from 7.1 million to 6.2 million pedestrian crossings in 2013. From 2013 to 2019, northbound pedestrian traffic increased during most years and reached its highest point in 2019 with 8.2 million crossings. In 2020, there were approximately 3.6 million fewer northbound pedestrian crossings than in 2010. The sharp decline from the high of 2019 to the low of 2020 is due to the closing of border crossings for non-essential travel because of the COVID-19 pandemic.

Privately owned vehicles used for commuting to and from El Paso’s border crossings were the dominant transport mode for cross-border travel in the El Paso region between 2010 and 2020. In 2010, there were 10.4 million northbound POV crossings, which fell to 10.0 million crossings in 2011, as shown below in Figure 12. Northbound Privately Owned Vehicle Crossings in the El Paso Region, 2010-2020. Annual POV crossings began to rise again in 2012 and continued to grow until 2018, reaching almost 14.2 million crossings, before declining again to 8.0 million crossings in 2020. In 2020, there were approximately 2.3 million fewer northbound POV crossings in the El Paso region than occurred in 2010.

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 below in Figure 13. Northbound Bus Crossings in the El Paso Region, 2010-2020. The highest volume of northbound bus crossings occurred in 2011, when there were 23,772 crossings. They dropped slowly through 2016, when they reached a low point of 15,588 crossings or a 32.9 percent decline from 2010. Northbound bus crossings grew from 2017 to 2019 before dropping to 9,569 northbound crossings in 2020.

Cross-Border Movement of Goods in the El Paso Region

Over three-quarters of northbound commercial truck crossings in the El Paso region were on the Ysleta Bridge making it the most utilized commercial crossing in the El Paso region. Over half the commodities imported and exported through the El Paso region border crossings in 2020 were in the machinery/electrical category. Figure 14. Northbound Truck Crossings in the El Paso Region, 2010-2020 shows below that in 2010, there were 717,158 northbound commercial truck crossings in the El Paso region, which rose to 819,699 crossings in 2018 or an increase of 14.3 percent. Crossing volumes declined in 2019 and 2020 to levels not seen since 2015. Overall, northbound truck crossings grew by 7.0 percent between 2010 and 2020.

As shown below in Figure 15. Northbound Loaded and Empty Rail Car Crossings in the El Paso Region, 2010-2020, northbound rail car crossings in the El Paso region decreased by 26.5 percent between 2010 and 2020, from 88,742 rail cars to 65,213 rail cars, respectively. Total rail car crossings had risen to a high of 123,833 in 2019 before dropping 47.3 percent in 2020.

![Figure 15. Northbound Loaded and Empty Rail Car Crossings in the El Paso Region, 2010-2020](chart)


Table 3: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the El Paso Region, 2010-2020 summarizes the percent change in traffic volume at each border crossing in the El Paso region by mode.

<table>
<thead>
<tr>
<th>Border Crossing</th>
<th>POV</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL TEXAS-MEXICO BORDER</td>
<td>-31%</td>
<td>-44%</td>
<td>-51%</td>
<td>39%</td>
</tr>
<tr>
<td>El Paso Region</td>
<td>-22%</td>
<td>-51%</td>
<td>-59%</td>
<td>7%</td>
</tr>
<tr>
<td>Paso del Norte Bridge</td>
<td>-32%</td>
<td>-62%</td>
<td>-47%</td>
<td></td>
</tr>
<tr>
<td>Good Neighbor Bridge</td>
<td>-24%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge of the Americas</td>
<td>-32%</td>
<td>-33%</td>
<td>-70%</td>
<td>-47%</td>
</tr>
<tr>
<td>Ysleta Bridge</td>
<td>4%</td>
<td>-33%</td>
<td>**</td>
<td>52%</td>
</tr>
<tr>
<td>Tornillo-Guadalupe Bridge</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Fort Hancock-El Porvenir Bridge</td>
<td>-1%</td>
<td>-53%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Presidio-Ojinaga International Bridge</td>
<td>-28%</td>
<td>48%</td>
<td>75%</td>
<td>-1%</td>
</tr>
</tbody>
</table>

* Less than 10 years of data
** No crossings by this mode in 2020

Note: Green shading denotes growth of more than 5%; yellow shading denotes +5% to -5% growth; and pink shading denotes negative growth greater than -5%.
Summary of Trends in the El Paso region: 2010-2020

↓ There were 3.4 million annual northbound pedestrian crossings during 2020, which was a 51.5 percent decline.
↓ Total northbound POV crossings declined by 22.4 percent from 2010 levels to 8.0 million.
↓ Annual northbound bus crossings declined by 58.8 percent and totaled 9,569 crossings in 2020.
↑ Commercial truck crossings increased 7.0 percent from 2010 reaching 767,397 annual northbound crossings.
↓ Northbound rail car crossings decreased by 26.5 percent.
Paso del Norte Bridge
El Paso, El Paso County, Texas – Ciudad Juárez, Chihuahua

Local Names
• Paso del Norte Bridge
• Santa Fe Street Bridge
• Puente Benito Juárez
• Puente Paso del Norte
• Puente Juárez-Santa Fe
• Puente Internacional Paso del Norte

Description: The Paso del Norte Bridge is a four-lane facility, dedicated to northbound privately owned vehicles (POVs) and other non-commercial traffic, as well as bi-directional pedestrian traffic. The bridge is 982 feet in length.

Bridge Owner or Operator:
U.S. Owner: City of El Paso
Mexican Owner: Government of Mexico
Mexican Operator: Fideicomiso de Puentes Fronterizos de Chihuahua

Year of Construction:
The bridge was originally built in the 1800s and rebuilt in 1967 as part of the Chamizal Treaty.

Funding/Cost: U.S. and Mexican federal funds.

Hours of Operation: 24 hours
Source: U.S. Customs and Border Protection, 2021

SB 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, 2021

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 Paso del Norte LPOE is owned by the United States and is under the jurisdiction, custody, and control of the U.S. 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.

**Lanes**

**U.S.:** The Paso del Norte LPOE has a maximum of 12 lanes to process POVs and a maximum of 14 lanes to process northbound pedestrians. Ready Lane service is available to read RFID-enabled identification for pedestrians.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** El Paso Street, which provides access to the bridge, continues north to US 85.

**Mexico:** Avenida Francisco Villa/Avenida Benito Juárez provides access to Calle Ignacio de la Peña/Calle 16 de Septiembre which interconnects with MEX 45.

**IMPROVEMENTS**

**U.S.:**

- **2012 -** The City of El Paso completed the upgrade of the toll collection system in January 2007, and hardware and software upgrades in 2012.
- **2012 -** Improvements were made to crossing facilities for pedestrians and the pedestrian waiting area including installation of a large sculpture by renowned Mexican artist Sebastián.
- **2009 -** A $26.6 million project, was completed in June 2009, increasing pedestrian and passenger vehicle lanes and providing room for future growth. Technology at the bridge was added to facilitate the processing of crossers as well as adding the ability to detect any radioactive material entering the facility.

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12 Improvements information is provided by the TxDOT District offices.
2020 Modes at the Paso del Norte Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Paso del Norte Bridge

- Buses: 1,775,98
- Privately Owned Vehicles: 1,583,436
- Pedestrians: 4,753

2020 Northbound Crossings – Movement of People by Transportation Mode

- Buses: 52.8%
- Privately Owned Vehicles: 47.1%
- Pedestrians: 0.1%
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 nearly 1.8 million crossings in 2020. Figure 17. Northbound Pedestrian Crossings on the Paso del Norte Bridge, 2010-2020 below shows the annual volume of northbound pedestrian crossings at the Paso del Norte Bridge between 2010 and 2020. From 2010 to 2011, pedestrian crossings fell from nearly 4.7 million to 4.0 million for a decrease of 14.1 percent. After 2011, pedestrian traffic began a slow recovery followed by a modest decline after 2016 and a steep decline from 2019 to 2020 when COVID-19 pandemic health restrictions prevented non-essential travel across the border.

As shown below in *Figure 18. Northbound POVs Crossings at the Paso del Norte Bridge, 2010-2020*, the number of POVs crossing the Paso del Norte Bridge dipped from 2.3 million in 2010 to just over 2.0 million in 2012 before rising almost continuously to nearly 3.0 million in 2017. Crossings by private-owned vehicles commuting to and from El Paso’s border crossings declined through 2020 to 1.6 million for an overall decrease in northbound POV crossings of 32.3 percent between 2010 and 2020.

*Figure 18. Northbound POVs Crossings at the Paso del Norte Bridge, 2010-2020*

Northbound bus crossings at the Paso del Norte Bridge rose from 8,979 crossings in 2010 to a peak of 12,613 crossings in 2012, as shown below in *Figure 19. Northbound Bus Crossings on the Paso del Norte Bridge, 2010-2020*. In the subsequent years, volumes began to drift downward again to 8,738 northbound bus crossings in 2018 before rising to 10,121 in 2019 and then falling to 4,753 northbound crossings in 2020.

*Figure 19. Northbound Bus Crossings on the Paso del Norte Bridge, 2010-2020*
Summary of Trends at the Paso del Norte Bridge: 2010-2020

↓ Northbound pedestrian crossings declined by 61.9 percent, equivalent to a decrease of 2,887,507 annual crossings.

↓ Northbound POV crossings decreased by 32.3 percent or a decrease of over 750,000 crossings in 2020.

↓ Bus crossings declined by 47.1, equivalent to 4,226 fewer annual crossings.
Good Neighbor Bridge
El Paso, El Paso County, Texas – Ciudad Juárez, Chihuahua

LOCAL NAMES:
- Stanton Street Bridge
- Friendship Bridge
- Puente Internacional del Buen Vecino
- Puente Ciudad Juárez-Stanton El Paso
- Puente Internacional Lerdo-Stanton

BRIDGE DESCRIPTION: The Good Neighbor Bridge is a four-lane bridge, with three lanes dedicated to southbound privately owned vehicles (POVs) and other non-commercial traffic, and one northbound dedicated commuter lane (DCL). The bridge is 880 feet in length.

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of El Paso
Mexican Owner: Government of Mexico
Mexican Operator: Fideicomiso de Puentes Fronterizos de Chihuahua

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

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

HOURS OF OPERATION:
24 hours (Southbound – POV/Pedestrian)
Mon-Fri: 6 a.m. – 12 a.m. (DCL Northbound – POV only)
Sat-Sun: 8 a.m. – 12 a.m. (DCL Northbound – DCL only)
Source: U.S. Customs and Border Protection, 2021

SB 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, 2021

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.
Lanes
**U.S.:** The Good Neighbor LPOE has a maximum of three lanes to process POVs with a northbound Dedicated Commuter Lane (DCL), which utilizes the SENTRI system for pre-approved travelers in POVs.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** Stanton Street is also designated as US 62 and provides access to US 85.

**Mexico:** The bridge access road, Avenida Lerdo, provides access to Calle Ignacio de la Peña/Calle 16 de Septiembre which interconnects with MEX 45.

**IMPROVEMENTS:**

**U.S.:**
- 2004 – Completion of bridge rehabilitation.
- 2007 – Completion of upgrade of the toll collection system.
- 2012 - Improvements made to crossing facilities for pedestrians as well as upgrades to the pedestrian waiting area.
2020 Modes at the Good Neighbor Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Good Neighbor Bridge

941,260

2020 Northbound Crossings – Movement of People by Transportation Mode

All crossings on the Good Neighbor Bridge were by privately owned vehicle

Good Neighbor Bridge
2018
Figure 20. Location of the Good Neighbor Bridge
Good Neighbor Bridge Crossing Trends

Cross-Border Movement of People on the Good Neighbor Bridge

Between 2010 and 2017, annual northbound POV crossings on the Good Neighbor Bridge hovered around 1.2 million annual crossings, as shown below in Figure 21. Northbound POV Crossings on the Good Neighbor Bridge, 2010-2020. Crossings peaked in 2019 with a little over 1.5 million annual northbound crossings. In 2020, border crossings were closed to non-essential travel due to the COVID-19 pandemic and northbound POV crossings at the Good Neighbor Bridge fell 39.6 percent from 2019’s peak to under 1 million crossings.

![Figure 21. Northbound POV Crossings on the Good Neighbor Bridge, 2010-2020](image)


Summary of Trends at the Good Neighbor Bridge: 2010-2020

↓ Northbound POV crossings reached a high of over 1.5 million in 2019 before dropping 39.6 percent in 2020.
Bridge of the Americas
El Paso, El Paso County, Texas – Ciudad Juárez, Chihuahua

LOCAL NAMES:

- Puente Internacional Córdova-De Las Américas
- Cordova Bridge
- Puente Libre
- BOTA
- Free Bridge

BRIDGE DESCRIPTION:
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.

BRIDGE OWNER OR OPERATOR:

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

YEAR OF CONSTRUCTION:
Originally built in 1967 as part of the Chamizal Treaty. 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)
Mon.-Fri.: 6 a.m. – 4 p.m. (Commercial/Cargo)
Source: City of El Paso, 2022

SB TOLL COST:
$0.00
Source: U.S. Customs and Border Protection, 2019

U.S. PERMITS AND MEXICAN APPROVALS:

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

**Facilities**

**U.S.:** The Bridge of the Americas 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.

**Lanes**

**U.S.:** The Bridge of the Americas LPOE has a maximum of six commercial lanes, fourteen POV lanes, and four pedestrian lanes to process border crossers. The bridge has a Free and Secure Trade (FAST) lane to expedite the crossing of commercial trucks and a Ready Lane to process RFID-enabled documents for pedestrians.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge lanes are also designated as Interstate 110 which provides access to Interstate 10.

**Mexico:** The bridge lanes are also designated as MEX 45.

**IMPROVEMENTS:**

**U.S.:**

- 2013 - TxDOT built a truck-only lane on the approach to the port.
- TxDOT completed a feasibility study on improving connectivity from LP 375 and Interstate 10 to the Bridge of the Americas.
2020 Modes at the Bridge of the Americas

2020 Northbound Crossings for Modes of Transportation Processed at the Bridge of the Americas

- Pedestrians: 675,057
- Privately Owned Vehicles: 2,442,470
- Buses: 4,163
- Trucks: 170,784

2020 Northbound Crossings – Movement of People by Transportation Mode

- Buses: 21.6%
- Privately Owned Vehicles: 78.2%
- Pedestrians: 0.1%

Bridge of the Americas
2018
Bridge of the Americas Crossing Trends

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

*Figure 23. Northbound Pedestrian Crossings on the Bridge of the Americas, 2010-2020,* shown below, illustrates the number of pedestrian crossings starting at 1,011,462 crossings in 2010 before dipping below 1,000,000 annual crossings for five years and then climbing to 1,671,345 crossings in 2019. The 2010 to 2019 growth of 65.2 percent was followed by a 59.6 percent drop between 2019 and 2020 due to travel restrictions put in place because of the COVID-19 pandemic.

*Figure 23. Northbound Pedestrian Crossings on the Bridge of the Americas, 2010-2020*

![Pedestrian Crossings Graph](image)


POVs were the transportation mode most often used for northbound crossings on the Bridge of the Americas as shown below in *Figure 24. Northbound POV Crossings on the Bridge of the Americas, 2010-2020.* Between 2010 and 2020, the overall number of northbound POV crossings decreased by 1.1 million trips. POV traffic on the Bridge of the Americas declined from 2010 to 2012 from 3.6 to 3.3 million annual crossings before peaking at 4.1 million crossings in 2018. POV crossings then dropped 40.3 percent by 2020 to 2.4 million crossings.

*Figure 24. Northbound POV Crossings on the Bridge of the Americas, 2010-2020*

![POV Crossings Graph](image)

Figure 25. Northbound Bus Crossings on the Bridge of the Americas, 2010-2020 shows below the downward trend for northbound bus crossings on the Bridge of the Americas between 2010 and 2018. The highest volume of northbound bus crossings occurred in 2010, when there were almost 14,000 crossings. Over the next ten years, the overall trend for bus crossings was downward with a brief rise in 2019 to 8,911 crossings before dropping to 4,163 in 2020 for an overall 70.0 percent decline between 2010 and 2020.

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

Northbound commercial truck crossings on the Bridge of the Americas declined overall by 46.9 percent between 2010 and 2020, as seen below in Figure 26. Northbound Commercial Truck Crossings at the Bridge of the Americas, 2010-2020. During 2015, there was a sharp 58.7 percent increase from the previous year in northbound commercial truck crossings resulting from the diversion of commercial trucks from the Ysleta Bridge, which was undergoing construction. Commercial traffic returned to typical volumes in 2016 and continued its slow, downward drift. During 2020, there were 170,784 northbound truck crossings.

![Figure 26. Northbound Commercial Truck Crossings at the Bridge of the Americas, 2010-2020](image)


Summary of Trends at the Bridge of the Americas: 2010-2020

- Pedestrian crossings decreased by 33.3 percent, equivalent to a decrease of 336,405 annual crossings.
- POV crossings decreased by 31.6 percent, equivalent to 1,130,236 fewer crossings.
- Bus crossings decreased by 70.0 percent, equivalent to a decrease of 9,712 annual crossings.
- Commercial truck crossings decreased by 46.9 percent to 170,784 northbound crossings.
Ysleta Bridge
El Paso, El Paso County, Texas – Ciudad Juárez, Chihuahua

LOCAL NAMES:
- Zaragoza Bridge
- Ysleta-Zaragoza Bridge
- Puente Internacional Zaragoza-Ysleta
- Puente Zaragoza
- Puente Ysleta-Zaragoza

BRIDGE DESCRIPTION:
The Ysleta 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.

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of El Paso
Mexican Owner: Government of Mexico
Mexican Operator: Fideicomiso de Puentes Fronterizos de Chihuahua

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: TxDOT, El Paso District

HOURS OF OPERATION:
24 hours (Pedestrian/POV)
Mon.-Fri.: 6 a.m. – 12 a.m. (Commercial/Cargo)
Sat: 8 a.m. – 4 p.m. (Commercial/Cargo)
Source: U.S. Customs and Border Protection, 2021

SB 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, 2021

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):
Facilities
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 of El Paso operates truck tollbooths on the GSA property.
Lanes
U.S.: The Ysleta Bridge LPOE has a maximum of ten lanes for commercial trucks, twelve lanes for POVs, and six pedestrian lanes to process northbound crossers. The inspection entrance is equipped with FAST lanes, the commercial clearance program for commercial trucks. It also has SENTRI lanes for pre-approved travelers in POVs and Ready Lanes that read RFID-enabled identification for pedestrians.

CONNECTING ROADWAYS TO THE BORDER CROSSING:
U.S.: The bridge access road is near Loop 375/Cesar Chavez Border Highway/Americas Avenue which connects to Interstate 10.
Mexico: The bridge is accessed by Avenida Waterfill and Prol. Manuel J. Clouhtier which are near Bulevar Independencia that interconnects with MEX 2 and continues to MEX 45.

IMPROVEMENTS:
U.S.: Early 2000s - four main lanes were added to the frontage roads of Loop 375 from the Zaragoza Port of Entry to Interstate 10.
Mexico: 2006 - Bulevar 4 Siglos was completed creating a complete “border highway” connecting the Ysleta Port of Entry and the Bridge of the Americas Port of Entry.

2016 – Completion of a total upgrade of the commercial area along with the reconstruction of the commercial cargo area including: loading dock, lane approaches, construction of new offices, and an x-ray machine to process empty trailers.
2020 Modes at the Ysleta Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Ysleta Bridge

- Privately Owned Vehicles: 838,954
- Pedestrians: 2,237,154
- Trucks: 587,388

2020 Northbound Crossings – Movement of People by Transportation Mode

- 27% Privately Owned Vehicles
- 73% Pedestrians

Ysleta Bridge
2018
Figure 27. Location of the Ysleta Bridge
Ysleta Bridge Crossing Trends

Cross-Border Movement of People on the Ysleta Bridge

The number of northbound pedestrian crossings on the Ysleta Bridge increased considerably between 2010 and 2019 before dropping sharply in 2020. Figure 28. Northbound Pedestrian Crossings on the Ysleta Bridge, 2010-2020 shows below the highest level of northbound pedestrian traffic occurred in 2019, when there were more than 1.8 million pedestrian crossings. The lowest number of northbound pedestrian crossings occurred in 2020 with less than 840,000 crossings. When comparing 2010 to 2020 levels, there was a 33.2 percent decrease in the number of pedestrian crossings. Fewer than ten buses per year crossed the Ysleta Bridge between 2010 and 2012: eight in 2010 and three in 2011 and 2012. Between 2013 and 2020 there were no crossings by buses on the Ysleta Bridge.

Figure 28. Northbound Pedestrian Crossings on the Ysleta Bridge, 2010-2020

Figure 29. Northbound POV Crossings on the Ysleta Bridge, 2010-2020, below, shows that northbound POV crossings rose after 2010, from 2.1 million crossings reaching their highest count in 2017, with 4.9 million crossings for the year. Northbound POV crossings on the Ysleta Bridge then fell to 2.2 million in 2020. When comparing 2010 and 2020, there was a 4.1 percent increase in the total number of northbound POV crossings.

Cross-Border Movement of Goods on the Ysleta Bridge

Commercial truck traffic on the Ysleta Bridge increased steadily between 2010 and 2020, except for 2015, as shown in Figure 30. Northbound Commercial Truck Crossings on the Ysleta Bridge, 2010-2020. Crossing volumes fell by 40.4 percent between 2014 and 2015, due to construction on the bridge, before recovering in 2016. In 2020, there were 587,388 northbound commercial truck crossings on the Ysleta Bridge. Between 2010 and 2020, overall northbound truck crossings increased by 52.1 percent, equivalent to an increase of 201,249 annual crossings from 2010.
Summary of Trends at the Ysleta Bridge: 2010-2020

↓ Pedestrian crossings decreased by 33.2 percent, equivalent to a decrease of 416,748 annual crossings.
↑ POV crossings increased by 4.1 percent, an increase of 87,872 annual crossings.
↓ Bus crossings decreased by 100 percent and there have been no northbound bus crossings since 2013.
↑ Commercial truck crossings increased by 52.1 percent, equivalent to an increase of 201,249 annual crossings.
**Tornillo-Guadalupe Bridge**

*Fabens and Tornillo, El Paso County, Texas - Caseta, Chihuahua*

**LOCAL NAMES:**
- Puente Internacional Tornillo-Guadalupe
- Marcelino Serna Bridge
- Puente Internacional Reemplazo Guadalupe-Tornillo

**BRIDGE DESCRIPTION:**
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 privately owned vehicles (POVs). The bridge's total length is 1,274 feet and it has pedestrian sidewalks in both directions.

**YEAR OF CONSTRUCTION:**
Construction of Tornillo-Guadalupe Bridge and the land port of entry was completed in October 2014 and land port of entry operations began in November 2014. Operations on the bridge began in February 2016.

**BRIDGE OWNER OR OPERATOR:**
- **U.S. Owner:** El Paso County
- **Mexican Owner:** State of Chihuahua
- **Mexican Operator:** Fideicomiso de Puentes Fronterizos de Chihuahua

**FUNDING/COST:**
- **U.S.:** The project cost $133 million with funding from the U.S. General Services Administration, U.S. Customs and Border Protection, and El Paso County.
- **Mexico:** Mexico invested $28 million in the project.


**HOURS OF OPERATION:**
Mon.-Fri.: 6 a.m. – 6 p.m.

**SB TOLL COST:**
$0.00
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 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):

Facilities

Lanes
U.S.: The Tornillo-Guadalupe LPOE has a maximum of four lanes for POVs and two lanes for pedestrians. The processing area has SENTRI lanes for pre-approved travelers in POVs and Ready Lanes that read RFID-enabled identification for pedestrians.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: M.F. Aguilera Road/FM 3380 connects to Alameda Avenue/TX 20 and Interstate 10.

Mexico: The international bridge access road connects to MEX 2.
2020 Modes on the Tornillo-Guadalupe Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Tornillo-Guadalupe Bridge

- Pedestrians: 14,581
- Privately Owned Vehicles: 257,467

2020 Northbound Crossings – Movement of People by Transportation Mode

- 95% Privately Owned Vehicles
- 5% Pedestrians

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 was built in 2014 and began service in February 2016 replacing the Fabens-Caseta Bridge which had been built in 1938 approximately one-third of a mile downstream of the present Tornillo-Guadalupe Bridge. Due to a delay in the construction of the entry facilities on the Mexican side of the bridge, between October 2014 and February 2016 northbound crossers used the Fabens-Caseta Bridge and were then diverted to the new Tornillo-Guadalupe land port of entry for processing.13

In its first full year of operation, the Tornillo–Guadalupe Bridge had 32,354 northbound pedestrian crossings. In 2019, the highest number of pedestrian crossings on the Tornillo-Guadalupe Bridge was 37,412 pedestrians, as shown below in Figure 32. Northbound Pedestrian Crossings on the Fabens-Caseta Bridge and the Tornillo-Guadalupe Bridge, 2010-2020. The number of pedestrian crossers decreased to 14,581 pedestrian crossings in 2020 for an overall reduction of 54.9 percent since 2017. In its first four years of operation, the number of pedestrian crossers has not reached the 65,201 pedestrian crossings on the Fabens-Caseta Bridge in 2013. Pedestrian crossings may have decreased because the Fabens-Caseta Bridge directly accessed the community on the border and the Tornillo-Guadalupe Bridge is north of the community and directly accesses MEX 2.

Figure 32. Northbound Pedestrian Crossings on the Fabens-Caseta Bridge and the Tornillo-Guadalupe Bridge, 2010-2020

Note: In November 2014 northbound crossers used the Fabens-Caseta Bridge and were processed at the Tornillo-Guadalupe land port of entry. In February 2016 northbound crossers began using the Tornillo-Guadalupe Bridge.

Northbound crossings by POVs on the Tornillo-Guadalupe Bridge grew consistently, since the border crossing opened in 2017 until 2019, as shown below in Figure 33. Northbound POV Crossings on the Fabens-Caseta Bridge and the Tornillo-Guadalupe Bridge, 2010-2020. Northbound POV volumes increased by 34.2 percent, between 2017 and 2019, to reach 333,550 crossings. Northbound POV crossings then dropped to 257,467 in 2020.

**Figure 33. Northbound POV Crossings on the Fabens-Caseta Bridge and the Tornillo-Guadalupe Bridge, 2010-2020**

Note: In November 2014 northbound crossers used the Fabens-Caseta Bridge and were processed at the Tornillo-Guadalupe land port of entry. In February 2016 northbound crossers began using the Tornillo-Guadalupe Bridge.
Cross-Border Movement of Goods on the Tornillo-Guadalupe Bridge

As of 2021, Customs and Border Protection does not maintain commercial truck inspection services at the Tornillo-Guadalupe Bridge. In 2016 there were 171 commercial truck crossings, which declined to 106 commercial truck crossings during 2017, as shown below in Figure 34. Northbound Commercial Truck Crossings at the Tornillo-Guadalupe Bridge, 2016-2017. There were no northbound commercial truck crossings between 2018 and 2020.

**Figure 34. Northbound Commercial Truck Crossings at the Tornillo-Guadalupe Bridge, 2016-2017**

![Graph showing the decline of northbound commercial truck crossings at the Tornillo-Guadalupe Bridge from 2016 to 2017.]


**Summary of Trends at the Tornillo-Guadalupe Bridge: 2017-2020**

- Pedestrian crossings decreased by 54.9 percent, equivalent to a reduction of 5,058 crossings.
- POV crossings increased by 3.6 percent, equivalent to an increase of 8,880 additional crossings.
- Truck crossings decreased from 171 to 106 crossings, between 2016 and 2017.
Fort Hancock–El Porvenir Bridge
Fort Hancock, Hudspeth County, Texas El Porvenir, Chihuahua

LOCAL NAMES:
- Puente El Porvenir
- Puente Porvenir-Fort Hancock

BRIDGE DESCRIPTION:
The Fort Hancock-El Porvenir Bridge is a two-lane facility that is 510 feet in length.

BRIDGE OWNER OR OPERATOR:
- **U.S. Owner/Operator:** U.S. section, International Boundary and Water Commission (IBWC)
- **Mexican Owner:** Government of Mexico
- **Mexican Operator:** Government of Mexico and IBWC

YEAR OF CONSTRUCTION:
Built in 1937.

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

HOURS OF OPERATION:
As of February 2021, the bridge is closed for repairs.
Source: El Paso Herald-Post, February 12, 2021

SB TOLL COST:
$0.00

U.S. PERMITS AND MEXICAN APPROVALS:
- **U.S.:** Presidential Permits were not required for bridges built before 1972.

LAND PORT OF ENTRY (LPOE):
- **Facilities**
  - **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.
  - **Lanes**
    - **U.S.:** The Fort Hancock-El Porvenir LPOE has a maximum of two lanes for processing POVs. There are SENTRI lanes for pre-approved travelers in POVs.

CONNECTING ROADWAYS TO THE BORDER CROSSING:
- **U.S.:** FM 1088 connects with SH 20 which provides access to Interstate 10.
- **Mexico:** The bridge access road connects to MEX 2.

IMPROVEMENTS:
- **Mexico:**
  - 2007 - Total deck of the bridge replaced with new reinforcement and concrete starting from the Mexican abutment to the international boundary.
2020 Modes on the Fort Hancock-El Porvenir Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Fort Hancock-El Porvenir Bridge

- Privately Owned Vehicles: 1,572
- Pedestrians: 78,433

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles: 98.0%
- Pedestrians: 2.0%

Fort Hancock – El Porvenir Bridge
2018
Figure 35. Location of the Fort Hancock-El Porvenir Bridge
Fort Hancock–El Porvenir Bridge Crossing Trends

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

During 2020, there were 1,572 pedestrian crossings. The highest volume during the 2010-2020 period occurred in 2013, when there were 3,532 crossings, as shown below in Figure 36. Northbound Pedestrian Crossings at the Fort Hancock–El Porvenir Bridge, 2010-2020. Overall between 2010 and 2020, northbound pedestrian crossings decreased by 53.4 percent.


Figure 36. Northbound Pedestrian Crossings at the Fort Hancock–El Porvenir Bridge, 2010-2020
Annual POV volumes stayed roughly between 70,000 and 80,000 northbound crossings from 2010 to 2017 as shown below in Figure 37. Northbound POV Crossings at the Fort Hancock-El Porvenir Bridge, 2010-2020. In 2018 annual POV crossings increased to nearly 90,000 and in 2019 to over 115,000. COVID-19 pandemic travel restrictions in 2020 resulted in a decline to 78,433 crossings. Overall, there was a 1.5 percent decrease in the number of POV crossings, between 2010 and 2020.

Figure 37. Northbound POV Crossings at the Fort Hancock-El Porvenir Bridge, 2010-2020


Summary of Trends at the Fort Hancock-El Porvenir Bridge: 2010-2020

↓ Pedestrian crossings decreased by 53.4 percent, an equivalent of 1,805 annual crossings.

↓ POV crossings declined by 1.5 percent or the equivalent of 1,191 annual crossings.
Presidio-Ojinaga International Bridge
Presidio, Presidio County, Texas - Ojinaga, Chihuahua

LOCAL NAMES:
• Presidio Bridge
• Puente Internacional Ojinaga-Presidio
• Presidio-Ojinaga Bridge
• Puente Ojinaga

BRIDGE DESCRIPTION:
The Presidio-Ojinaga International Bridge is a two-lane bridge that is 791 feet in length. It replaced a privately owned, older wooden structure.

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:
One span was built in 1987. The second span is not yet complete.

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)
Mon.-Fri.: 9 a.m. – 5 p.m. (Commercial/Cargo)
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
$0.00
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):
Facilities
U.S.: The Presidio LPOE is leased by the United States and under the control of GSA. It was completed in 1987. A private individual (Richard Slack) owns the U.S. border station.
**Mexico:** The Government of Mexico, Customs and Immigration, operates the land port of entry.

**Lanes**

**U.S.:** The inspection area has a maximum of 2 lanes for commercial vehicles and 4 lanes for POVs.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road interconnects with US 67.

**Mexico:** The bridge access road provides a connection to MEX 16 and CHIH 67.

**IMPROVEMENTS:**

**U.S.:**
- The U.S. portion of a second span is under construction. Mexico has committed to completing their portion.
- 2013 – Completion of a new canopy for the southbound lane.
2020 Modes on the Presidio-Ojinaga International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Presidio-Ojinaga International Bridge

- Pedestrians: 120,535
- Privately Owned Vehicles: 497,459
- Buses: 653
- Trucks: 9,225

2020 Northbound Crossings – Movement of People by Transportation Mode

- Buses: 80.4%
- Privately Owned Vehicles: 19.5%
- Pedestrians: 0.1%

Presidio-Ojinaga International Bridge
2018
Figure 38. Location of the Presidio-Ojinaga International Bridge
Presidio-Ojinaga International Bridge Crossing Trends

Cross-Border Movement of People on the Presidio-Ojinaga International Bridge

The Presidio-Ojinaga International Bridge is the only U.S.-Mexico border crossing for vehicles in the Big Bend region of Texas. Figure 39. Northbound Pedestrian Crossings at the Presidio-Ojinaga International Bridge, 2010-2020, below, shows northbound pedestrian crossings stayed below 100,000 annual crossings from 2010-2017 then climbed to 307,460 northbound crossings in 2019. In 2020 northbound pedestrian crossings decreased by 60.8 percent to 120,535 crossings. This decrease is likely due to travel restrictions because of the COVID-19 pandemic. Overall, from 2010 to 2020, northbound pedestrian crossings increased by 47.6 percent.

Figure 39. Northbound Pedestrian Crossings at the Presidio-Ojinaga International Bridge, 2010-2020

Northbound POV crossings decreased from 2010 to 2012 before rising to a peak of 718,794 in 2018 as shown below in Figure 40. Northbound POV Crossings at the Presidio-Ojinaga International Bridge, 2010-2020. Crossings then declined to just under 500,000 in 2020. Overall, northbound POV crossings at the Presidio-Ojinaga International Bridge declined between 2010 and 2020, decreasing by 28.1 percent or 194,357 crossings.

![Figure 40. Northbound POV Crossings at the Presidio-Ojinaga International Bridge, 2010-2020](image)


Northbound bus crossings rose slowly between 2010 and 2017 before rising sharply in 2018 and 2019, as shown below in Figure 41. Northbound Bus Crossings at the Presidio-Ojinaga International Bridge, 2010-2020. The increase of 1,046 between 2010 and 2019 represents growth of 280 percent. Overall, between 2010 and 2020, the number of northbound bus crossings increased by 280 annual crossings.

![Figure 41. Northbound Bus Crossings at the Presidio-Ojinaga International Bridge, 2010-2020](image)

Cross-Border Movement of Goods on the Presidio-Ojinaga International Bridge

*Figure 42. Northbound Commercial Truck Crossings at the Presidio-Ojinaga International Bridge, 2010-2020,* below, shows northbound commercial truck crossings at the Presidio-Ojinaga International Bridge from 2010 to 2020. During this period, the number of commercial trucks crossing the border decreased by 73 trucks. Truck volumes fluctuated year-to-year and were substantially higher in 2012, when they peaked at almost 11,300 commercial truck northbound crossings. Between 2010 and 2020, northbound commercial truck crossings decreased by 0.8 percent.

*Figure 42. Northbound Commercial Truck Crossings at the Presidio-Ojinaga International Bridge, 2010-2020*

![Graph showing northbound truck crossings (2010-2020)](image)


**Summary of Trends at the Presidio-Ojinaga International Bridge: 2010-2020**

↑ Pedestrian crossings increased by 47.6 percent to more than 120,000 crossings in 2020.
↓ POV crossings decreased by 28.1 percent, equivalent to a decrease of 194,357 annual crossings.
↑ Bus crossings increased by 75.1 percent to 653 crossings during 2020.
↓ Commercial truck crossings decreased by 0.8 percent to 9,225 crossings in 2020.
Located on the South Texas Plains, the Laredo Region encompasses eight counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, and Zavala. 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 World Trade Bridge is one of eight border crossings in the Laredo region. There are two freight rail crossings in the Laredo region.

The Laredo region plays an essential role in U.S.–Mexico trade with the Laredo port of entry as the top land freight gateway by shipment value in the country as of 2020.
Overview
The Laredo region plays an essential role in U.S.–Mexico trade with the Laredo port of entry as the top freight gateway by shipment value in the country as of 2019. A port of entry, as defined by U.S. Customs and Border Protection (CBP) refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. The Laredo region is home to three ports of entry between the United States and Mexico. The ports of entries and their land facilities are described in Table 4: Ports of Entry in the Laredo Region and their Facilities and Crossings.

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Border Crossings</th>
</tr>
</thead>
</table>
| Del Rio       | Lake Amistad Dam Crossing  
               | Del Rio International Bridge |
| Eagle Pass    | Eagle Pass International Bridge  
               | Camino Real International Bridge  
               | Eagle Pass Rail Bridge |
| Laredo        | Colombia Solidarity Bridge  
               | World Trade Bridge  
               | Gateway to the Americas Bridge  
               | Juárez-Lincoln International Bridge  
               | Laredo Rail Bridge |

The Laredo region encompasses eight border crossings that facilitate the cross-border movement of privately owned 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 2020, the value of trade through the region was $234 billion with the top commodities traded being computer-related machinery, electrical machinery, and non-rail vehicles.¹

Commercial trucks are processed at four of the border crossings and there are rail crossings in Eagle Pass and Laredo. POVs are processed at seven border crossings and pedestrians at five of the border crossings in the Laredo region. Buses once crossed at four locations, but currently use only three crossings.


In 2020, the value of trade through the region was $234 billion with the top commodities traded being computer-related machinery, electrical machinery, and non-rail vehicles.
Table 5: Border Crossings and Modes of Transportation Processed for Northbound Crossings in the Laredo Region in 2020

<table>
<thead>
<tr>
<th>Border Crossing (West to East)</th>
<th>POV</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
<th>Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Laredo Region</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Amistad Dam Crossing</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Rio International Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Eagle Pass International Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Camino Real International Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Eagle Pass Rail Bridge</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Colombia Solidarity Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>World Trade Bridge</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Laredo Rail Bridge</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Gateway to the Americas Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Juárez-Lincoln International Bridge†</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

† This bridge only allows passenger vehicle drivers who are members of the SENTRI trusted traveler program.

Note: Red circles signify POE historically processed mode, but had no crossings by this mode in 2020: bus traffic on Del Rio International Bridge was sporadic for years and World Trade Bridge only processes commercial vehicles.
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, 2010-2020 shows annual crossing volumes fluctuated between 3.8 million and 4.9 million annual crossings between 2010 and 2019. Crossings then fell 50.8 percent in 2020 to 2.4 million pedestrians. This drop is likely due to the travel restrictions enacted in response to the COVID-19 pandemic. Overall, the Laredo region experienced a 44.6 percent decrease in pedestrian crossings between 2010 and 2020.

Figure 44. Northbound Pedestrian Crossings in the Laredo Region, 2010-2020

In addition to serving local cross-border trips, the Laredo region’s border crossings serve heavily utilized routes for cross-border travelers 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 remained under 9.0 million from 2010 to 2013 as shown in Figure 45. **Northbound Privately Owned Vehicle Crossings in the Laredo Region, 2010-2020.** Northbound POV crossings remained over 9.0 million from 2014 to 2019 before falling to 6.0 million in 2020. Overall, there was a 29.3 percent decrease in the Laredo region’s POV crossings between 2010 and 2020.

**Figure 45. Northbound Privately Owned Vehicle Crossings in the Laredo Region, 2010-2020**

The volume of northbound bus crossings decreased between 2010 and 2020 as shown in Figure 46. Northbound Bus Crossings in the Laredo Region, 2010-2020. The highest number of crossings was in 2010, when there were 45,047 crossings and the lowest count occurred in 2020 with 26,487 crossings, a 41.2 percent decrease.

Cross-Border Movement of Goods in the Laredo Region

Nearly 59 percent of all commercial trucks crossing the Texas-Mexico border crossed in the Laredo region. And most of those commercial trucks crossed on the World Trade Bridge, which became a commercial truck-only bridge in 2020. The major commodities moved through the Laredo region in 2020 were vehicles other than railway, computer-related machinery and parts, and electrical machinery.

While rail movements in the region are growing, the majority of goods, by value, are carried by commercial motor vehicles. Northbound commercial truck traffic in the Laredo region grew steadily through 2019. There were 1.7 million northbound commercial truck crossings in the region during 2010, which increased to nearly 2.7 million truck crossings in 2019 for an overall increase of 54.2 percent, as shown in Figure 47. Northbound Commercial Truck Crossings in the Laredo Region, 2010-2020. Northbound commercial truck crossings dropped by 2.7 percent between 2019 and 2020 to 2.6 million.

![Figure 47. Northbound Commercial Truck Crossings in the Laredo Region, 2010-2020](image)

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, 2010-2020. This count grew every year, with the exception of 2017, when there was a significant drop in the number of loaded rail cars. In 2020, the combined volume on the Laredo and Eagle Pass rail bridges reached 809,101 northbound crossings or an overall increase of 59.0 percent from 2010 traffic levels. Between 2010 and 2020, traffic on the Eagle Pass rail bridge grew by approximately 153,000 northbound car crossings or 84.3 percent, while growth on the Laredo rail bridge was approximately 147,000 northbound car crossings or 44.9 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, 2010-2020](source: U.S. Customs and Border Protection, 2021.)
Table 6: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Laredo Region, 2010-2020 summarizes the percent change in traffic volume at each border crossing in the Laredo region by mode.

<table>
<thead>
<tr>
<th>Border Crossing</th>
<th>Privately Owned Vehicle</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL TEXAS-MEXICO BORDER</td>
<td>-31%</td>
<td>-44%</td>
<td>-51%</td>
<td>39%</td>
</tr>
<tr>
<td>Laredo Region</td>
<td>-29%</td>
<td>-45%</td>
<td>-41%</td>
<td>50%</td>
</tr>
<tr>
<td>Lake Amistad Dam Crossing</td>
<td>-28%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Rio International Bridge</td>
<td>-13%</td>
<td>110%</td>
<td>*</td>
<td>23%</td>
</tr>
<tr>
<td>Eagle Pass International Bridge</td>
<td>-46%</td>
<td>-43%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camino Real International Bridge</td>
<td>-12%</td>
<td>103%</td>
<td>176%</td>
<td>83%</td>
</tr>
<tr>
<td>Colombia Solidarity Bridge</td>
<td>-11%</td>
<td>231%</td>
<td>**</td>
<td>11%</td>
</tr>
<tr>
<td>World Trade Bridge</td>
<td>*</td>
<td></td>
<td>*</td>
<td>60%</td>
</tr>
<tr>
<td>Gateway to the Americas Bridge</td>
<td>12%</td>
<td>-52%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juárez-Lincoln International Bridge</td>
<td>-49%</td>
<td></td>
<td>-46%</td>
<td></td>
</tr>
</tbody>
</table>

* No crossings by this mode in 2020
** No crossings by this mode in 2010, 2011, 2012, 2013, or 2015

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

Summary of Trends in the Laredo region: 2010-2020:

↓ Pedestrian crossings decreased by 44.6 percent or a decrease of 1,935,551 crossings from 2010.
↓ Northbound POV crossings decreased by 29.3 percent, equivalent to 2,507,679 fewer crossings than 2010.
↓ Bus crossings decreased by 41.2 percent, equivalent to 18,560 fewer crossings.
↑ Commercial truck crossings increased 50.0 percent to over 2.6 million truck crossings in 2020.
↑ Northbound rail car crossings increased by 59.0 percent, with a majority of the increase occurring on the Eagle Pass rail bridge.
Lake Amistad Dam Crossing
Del Rio, Val Verde County, Texas - Ciudad Acuña, Coahuila

LOCAL NAMES:
- Lake Amistad Dam International Crossing
- Amistad Dam
- La Presa Amistad
- Cruce Internacional de La Amistad

BRIDGE DESCRIPTION:
The Lake Amistad Dam Crossing is a two-lane road built on top of Lake Amistad Dam.

DAM OWNER OR OPERATOR:
U.S. Owner: U.S. Section, International Boundary and Water Commission
Mexican Owner: Mexican Section, International Boundary and Water Commission

BORDER CROSSING OWNER OR OPERATOR:
U.S. Owner: Department of Homeland Security – Customs and Border Protection
Mexican Owner: Mexican Customs

YEAR OF CONSTRUCTION:
Built in 1969.

HOURS OF OPERATION:
As of September 2021 this crossing is closed until further notice.
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
$0.00
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):
Facilities
U.S.: The land port of entry is owned by DHS/CBP, and was completed in 1969.
Lanes
U.S.: The Lake Amistad Dam Crossing entry area has two lanes to process POVs.

CONNECTING ROADWAYS TO THE BORDER CROSSING:
U.S.: Spur 349 is the bridge access road and connects to US 90.
Mexico: The bridge access road interconnects with MEX 2.

IMPROVEMENTS:
U.S.:
- 2021 – Closed for maintenance.
- 2012 – Completion of the new LPOE facility.
2020 Modes at the Lake Amistad Dam Crossing

2020 Northbound Crossings for Modes of Transportation Processed at the Lake Amistad Dam Crossing

27,909

2020 Northbound Crossings – Movement of People by Transportation Mode

All crossings at Lake Amistad Dam in 2020 were by privately owned vehicle.
Figure 49. Location of the Lake Amistad Dam Crossing
Lake Amistad Dam Crossing Trends

Cross-Border Movement of People at the Lake Amistad Dam Crossing
The Lake Amistad Dam crossing is a two-lane roadway for privately owned vehicles (POVs), built on top of the dam. In 2010, there were approximately 39,000 northbound POV crossings, declining to less than 21,000 crossings by 2015 as shown in Figure 50. Northbound Privately Owned Vehicle Crossings at the Lake Amistad Crossing, 2010-2020. From 2016 to 2019, northbound crossings began to increase significantly and there were over 121,000 northbound crossings during 2019. Northbound POV crossings fell 77.0 percent between 2019 and 2020. As of November 2021 the crossing is closed until further notice for maintenance. The overall change in northbound crossings between 2010 and 2020 was a 28.1 percent decrease.

Figure 50. Northbound Privately Owned Vehicle Crossings at the Lake Amistad Dam Crossing, 2010-2020


Summary of Trends at the Lake Amistad Dam Crossing: 2010-2020
↓ Annual POV crossings decreased by 28.1 percent or a loss of 10,911 crossings.
Del Rio International Bridge
Del Rio, Val Verde County, Texas – Ciudad Acuña, Coahuila

LOCAL NAMES:
- Del Rio–Ciudad Acuña International Bridge
- Puente Acuña
- Puente Ciudad Acuña-Ciudad Del Rio
- Puente Internacional Ciudad Acuña-Del Rio

BRIDGE DESCRIPTION:
The Del Rio International Bridge is a 2,035-foot long, four-lane bridge with two pedestrian sidewalks.

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)
Mon.-Fri.: 8 a.m. – 10 p.m. (Commercial/Cargo)
Sat.: 9 a.m. – 4 p.m. (Commercial/Cargo)
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
- POV - $4.00 + $2.00 per additional axle
- Commercial 2-Axle Truck $13.50 + $2.00 per additional axle
- Heavy Equipment/Commercial Truck - $6.75 per axle
- Bus or RV - $13.00
- Bicycle or Pedestrian - $0.75
Source: City of Del Rio, Texas, 2021

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):

Facilities
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.

Lanes
U.S.: The Del Rio International Bridge entry area has a maximum of 5 lanes to process POVs and a maximum of 2 lanes to process commercial trucks. The SENTRI system, for pre-approved travelers in POVs, is available at this crossing.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road is designated US 277BU/Spur 239 and connects to US 90.

Mexico: The bridge access road leads to central Ciudad Acuña. Several major roads provide access to MEX 29 and MEX 2.

IMPROVEMENTS:

U.S.:
• 2021 – Completion of demolition of old toll plaza building and toll booth canopy.
• 2021 – Began road extension of commercial and non-commercial lanes.
• 2015 – Completion of State Loop 79 (Del Rio Relief Route) and northern extension.
2020 Modes at the Del Rio International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Del Rio International Bridge

- Privately Owned Vehicles: 1,055,151
- Pedestrians: 162,836
- Trucks: 68,511

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles: 86.6%
- Pedestrians: 13.4%

Del Rio International Bridge
Figure 51. Location of Del Rio International Bridge
Del Rio International Bridge Crossing Trends

Cross-Border Movement of People on the Del Rio International Bridge
Between 2010 and 2020, northbound POV crossings decreased and pedestrian crossings doubled on the Del Rio International Bridge. Figure 52. Northbound Pedestrian Crossings on the Del Rio International Bridge, 2010-2020 shows the overall increase in northbound pedestrian crossings from 2010 through 2020. This period includes two peaks in 2015 and 2019. The decrease from 2019 to 2020 may be because of the travel restrictions that were placed on non-essential travel due to the COVID-19 pandemic. The overall increase in northbound pedestrian crossings between 2010 and 2020 was 110.4 percent.

Figure 52. Northbound Pedestrian Crossings on the Del Rio International Bridge, 2010-2020

Figure 53. Northbound Privately Owned Vehicles Crossings on the Del Rio International Bridge, 2010-2020 shows northbound POV crossings on the Del Rio International Bridge from 2010 to 2020. From 2010 to 2013 annual volumes remained at approximately 1.2 million crossings before rising to over 1.5 million crossings in 2017 and 2018. Northbound POV crossings decreased through the next two years falling to under 1.1 million in 2020.


Cross-Border Movement of Goods on the Del Rio International Bridge

*Figure 54. Northbound Commercial Truck Crossings on the Del Rio International Bridge, 2010-2020* illustrates northbound crossings of commercial trucks on the Del Rio International Bridge between 2010 and 2020. Commercial truck traffic continuously increased through 2018. In 2018, there were 78,328 commercial truck crossings which then dipped in 2019 to 75,225 crossings and in 2020 to 68,511 crossings.

*Figure 54. Northbound Commercial Truck Crossings on the Del Rio International Bridge, 2010-2020*


**Summary of Trends at the Del Rio International Bridge: 2010-2020**

↑ Northbound pedestrian crossings increased by 110.4 percent, equivalent to 85,434 additional crossings.

↓ Northbound POV crossings decreased by 12.8 percent or an overall decrease of 155,205 crossings.

↓ There were fewer than 10 northbound bus crossings in 2010, 2011, 2012, and 2019.

↑ Commercial truck crossings increased overall by 22.7 percent to 68,511 northbound crossings.
**Eagle Pass International Bridge**

*Eagle Pass, Maverick County, Texas – Piedras Negras, Coahuila*

### Local Names:
- Eagle Pass-Piedras Negras International Bridge
- Eagle Pass Bridge I
- Eagle Pass International Bridge I
- Puente Piedras Negras-Eagle Pass
- Puente Internacional Piedras Negras-Eagle Pass

### Bridge Description:
The Eagle Pass International Bridge is a two-lane structure that is 1,855 feet in length.

### 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:
Mon.-Sun.: 7 a.m. – 10:45 p.m. (POV/Pedestrian only)  
Source: City of Eagle Pass, Texas, 2021

### SB Toll Cost:
- POV, Pickup Truck, Motorcycle - $4.00 ($3.00 with Express Card) + $2.00 per additional axle  
- Pedestrian - $1.00  
- Bus - $10.00  
Source: City of Eagle Pass, Texas, 2021

### U.S. Permits and Mexican Approvals:
**U.S.:** Presidential Permits were not required for bridges built before 1972.
**LAND PORT OF ENTRY (LPOE):**

**Facilities**
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.

**Lanes**
U.S.: The Eagle Pass International Bridge entry area has a maximum of 5 lanes to process POVs.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road interconnects with Garrison St./US 57 which provides access to US 277 and Interstate 35.

**Mexico:** The bridge access road is designated MEX 57 which connects to MEX 2.

**IMPROVEMENTS:**

**U.S.:**
- 2021 – Completion of improvements to pedestrian infrastructure
- 2018 – Completion of toll plaza drainage improvements.
- 2016 – Upgraded toll system to improve operations and vehicle processing.
2020 Modes at the Eagle Pass International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Eagle Pass International Bridge

329,563

575,254

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles
- Pedestrians

Eagle Pass International Bridge
Figure 55. Location of the Eagle Pass International Bridge and the Camino Real International Bridge
Eagle Pass International Bridge Crossing Trends

Cross-Border Movement of People on the Eagle Pass International Bridge
The Eagle Pass International Bridge is the historic link for pedestrian and passenger vehicle travel between Eagle Pass and Piedras Negras, connecting the central business districts of both cities. Northbound pedestrian crossings at Eagle Pass International Bridge varied between 2010 and 2019, before dropping nearly in half between 2019 and 2020 as can be seen in Figure 56. Northbound Pedestrian Crossings on the Eagle Pass International Bridge, 2010-2020. This steep drop may be due to travel restrictions put in place due to the COVID-19 pandemic. Northbound pedestrian traffic peaked in 2015, when there were 677,311 crossings. Between 2010 and 2020, the number of northbound crossings declined by 42.5 percent.

Figure 56. Northbound Pedestrian Crossings on the Eagle Pass International Bridge, 2010-2020

Similarly, northbound POV crossings on the Eagle Pass International Bridge declined by 46.0 percent between 2010 and 2020 as shown in Figure 57. *Northbound Privately Owned Vehicle Crossings on the Eagle Pass International Bridge, 2010-2020.* Northbound POV crossings remained between 1.0 million and 1.3 million from 2010 to 2019 before dropping to 575,254 crossings in 2020.

**Figure 57. Northbound Privately Owned Vehicle Crossings on the Eagle Pass International Bridge, 2010-2020**

Source: U.S. Customs and Border Protection, 2021

**Summary of Trends at the Eagle Pass International Bridge: 2010-2020**

- Pedestrian crossings decreased by 42.5 percent, equivalent to 243,623 fewer crossings.
- POV crossings decreased by 46.0 percent, equivalent to a decrease of 490,123 crossings.
Camino Real International Bridge
Eagle Pass, Maverick County, Texas – Piedras Negras, Coahuila

LOCAL NAMES:
• Eagle Pass – Piedras Negras International Bridge II
• Camino Real International Bridge II
• Puente Dos
• Puente Internacional Camino Real

BRIDGE DESCRIPTION:
The Camino Real International Bridge has six vehicle lanes and two sidewalks. It is 1,384 feet in length. The bridge is located approximately 0.6 miles south of the existing Eagle Pass International Bridge 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.

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:
Mon.-Sun.: 24 hours (POV)
Mon.-Fri.: 8 a.m. – 10:45 p.m. (Commercial/Cargo)
Sat.: 8 a.m. – 2 p.m. (Commercial/Cargo)
Source: City of Eagle Pass, Texas, 2021

SB TOLL COST:
• POV, Pickup Truck, Motorcycle - $4.00 ($3.00 with Express Card) + $2.00 per additional axle - General and SENTRI lanes
• Pedestrian - $1.00
• Bus - $10.00
• Commercial Truck - $5.00 per axle
Source: City of Eagle Pass, Texas, 2022
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):

**Facilities**

**U.S.:** The Eagle Pass II LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA. It sits on approximately 46 acres. 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.

**Lanes**

**U.S.:** The Camino Real International Bridge entry area has a maximum of two lanes to process commercial trucks and a maximum of seven lanes to process POVs. The SENTRI system, for pre-approved travelers in POVs, is available at this crossing.

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

CONNECTING ROADWAYS TO THE BORDER CROSSING:

**U.S.:** The bridge access road, South Monroe Street, provides access to FM 1021/El Indio Highway and US 57/East Garrison Street which continues to US 277. South Monroe Street also provides access to State Loop 480/Eagle Pass Outer Loop.

**Mexico:** Lib. Fausto Martinez, the bridge access road, provides access to MEX 57 and MEX 2.

IMPROVEMENTS:

**U.S.:**

- 2021 – Added digital signage at the toll plaza to improve traffic flow.
- 2018 – Changed bridge lane configuration from three northbound and three southbound lanes to four northbound, including a SENTRI lane, and two southbound lanes.
- 2017 – Added a designated truck lane, improved movement of commercial traffic, and added inspection booths.
- 2016 – Upgraded toll system to improve operations and vehicle processing.
- Intermittent passing lanes were added to US 277 every five to eight miles between Eagle Pass and Carrizo Springs.

**Mexico:**

- Completion of three projects connecting this port of entry to the Mexico-Piedras Negras Transport Corridor, including La Muralla (10.0 km), which is part of the Saltillo bypass (36.0 km).
2020 Modes at the Camino Real International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Camino Real International Bridge

<table>
<thead>
<tr>
<th>Mode</th>
<th>Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Privately Owned Vehicles</td>
<td>1,229,701</td>
</tr>
<tr>
<td>Buses</td>
<td>202,606</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>2,531</td>
</tr>
<tr>
<td>Trucks</td>
<td>173,975</td>
</tr>
</tbody>
</table>

2020 Northbound Crossings – Movement of People by Transportation Mode

- Buses: 14.1%
- Privately Owned Vehicles: 85.7%
- Pedestrians: 0.2%
Camino Real International Bridge Crossing Trends

Cross-Border Movement of People on the Camino Real International Bridge
Northbound pedestrian crossings on the Camino Real International Bridge increased consistently between 2010 and 2017 as shown in Figure 58. Northbound Pedestrian Crossings on the Camino Real International Bridge, 2010-2020. Since 2017 northbound pedestrian crossings decreased steadily until 2020 to 202,606 crossings resulting in a net increase of 102,561 crossings since 2010.

Figure 58. Northbound Pedestrian Crossings on the Camino Real International Bridge, 2010-2020

Northbound POV crossings declined between 2010 and 2020 from 1,390,946 to 1,229,701 crossings, respectively, as shown in Figure 59. *Northbound Privately Owned Vehicle Crossings on the Camino Real International Bridge, 2010-2020.* 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 until 2019 when crossings dropped to 1,229,701 in 2020. This decrease may be due to travel restrictions for non-essential travel put in place because of the COVID-19 pandemic. Between 2010 and 2020 there was an overall drop in POV crossings of 11.6 percent.

*Figure 59. Northbound Privately Owned Vehicle Crossings on the Camino Real International Bridge, 2010-2020*

The Camino Real International Bridge has become Eagle’s Pass’s 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 on the Camino Real International Bridge. The annual number of bus crossings remained steady between 2010 and 2016 at approximately 1,000 bus crossings per year as shown in Figure 60. Northbound Bus Crossings on the Camino Real International Bridge, 2010-2020. Crossings rose sharply through 2019 to a peak of 3,307 before dropping 23.5 percent to 2,531 crossings. Overall, between 2010 and 2020, northbound bus crossings increased by 175.7 percent which is equivalent to a 1,613 increase.

![Figure 60. Northbound Bus Crossings on the Camino Real International Bridge, 2010-2020](source: U.S. Customs and Border Protection, 2021.)
Cross-Border Movement of Goods on the Camino Real International Bridge
Between 2010 and 2019, the number of northbound commercial truck crossings on the Camino Real International Bridge increased consistently, followed by a 3.1 percent decrease in 2020 as shown in *Figure 61. Northbound Commercial Truck Crossings on the Camino Real International Bridge, 2010-2020*. The total number of northbound commercial truck crossings in 2020 was 173,975 trucks and the overall volume grew by 83.1 percent between 2010 and 2020.

*Figure 61. Northbound Commercial Truck Crossings on the Camino Real International Bridge, 2010-2020*


**Summary of Trends at the Camino Real International Bridge: 2010-2020**

- ↑ Pedestrian crossings increased by 102.5 percent or an increase of 102,561 annual crossings.
- ↓ POV crossings decreased by 11.6 percent, equivalent to a decrease of 161,245 crossings.
- ↑ Bus crossings increased by 175.7 percent, equivalent to an increase of 1,613 annual crossings.
- ↑ Commercial truck crossings increased by 83.1 percent to 173,975 northbound crossings in 2020.
Colombia Solidarity Bridge

Laredo, Webb County, Texas – Colombia, Nuevo León

LOCAL NAMES:
- Colombia Bridge
- Laredo-Colombia Solidarity Bridge
- Puente Internacional Gral. Bernardo Reyes-Colombia Solidaridad
- Puente Solidaridad
- Puente Colombia
- Puente Internacional Solidaridad Colombia

BRIDGE DESCRIPTION:
The Colombia Solidarity Bridge is an eight-lane facility with two sidewalks. It is 1,216 feet in length.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: City of Laredo
Mexican Owner: Government of Mexico
Mexican Operator: Corporación para el Desarrollo de la Zona Fronteriza de Nuevo León (CODEFRONT)

YEAR OF CONSTRUCTION:
This crossing was 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:
Mon.-Sun.: 8 a.m. – 12 a.m. (POV)
Mon.-Fri.: 8 a.m. – 10:30 p.m. (Commercial/Cargo)
Sat.: 8 a.m. – 4 p.m. (Commercial/Cargo)
Source: City of Laredo, Texas, 2021

SB TOLL COST:
- POV and Motorcycle - $1.75 per axle
- Commercial Truck and Bus - $4.75 per axle (plus applicable overweight/oversize permit fees)
Source: City of Laredo, Texas, 2021

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.
Lanes
U.S.: The Colombia Solidarity Bridge entry area has a maximum of 8 lanes to process commercial trucks and a maximum of 4 lanes to process POVs. This crossing is equipped with FAST lanes, the commercial clearance program for commercial trucks. It also has SENTRI lanes for pre-approved travelers in POVs.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: SH 255 connects to FM 1472/Mines Road and Interstate 35. FM 1472/Mines Road provides access to Interstate 35 and Interstate 69W/US 59.

Mexico: The bridge access road connects to MEX 2.

IMPROVEMENTS:

U.S.:
• The Colombia-Solidarity Permanent Border Safety Inspection Facility (BSIF) is operational.
• Passing lines have been added to US 83 between TX 255 north of Laredo to the Dimmit County line. The work on the Webb County portion of the project is completed.

Mexico:
• 2002 – Expanded MEX 2 (La Ribereña) to four lanes from KM 5 to KM 34.
• 1991 – Opened a privately owned roadway.
2020 Modes at the Colombia Solidarity Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Colombia Solidarity Bridge

- Buses: 20,533 (8.8%)
- Privately Owned Vehicles: 213,386 (91.2%)
- Pedestrians: 48 (0.0%)
- Trucks: 381,699

Colombia Solidarity Bridge
Figure 62. Location of the Colombia Solidarity Bridge
Cross-Border Movement of People on the Colombia Solidarity Bridge
The Colombia Solidarity Bridge is a facility often used by cross-border travelers going to and from the interior of the United States and Mexico. The crossing allows travelers to avoid the more congested bridges in central Laredo. Pedestrian traffic on the bridge fluctuated between 2010 and 2018 before a sharp increase in 2019 and 2020, as seen in Figure 63. Northbound Pedestrian Crossings on the Colombia Solidarity Bridge, 2010-2020. There were 6,195 northbound pedestrians during 2010, which fell to their lowest level in 2011, when there were 5,528 crossings. There were 20,533 northbound pedestrian crossings during 2020.

Figure 63. Northbound Pedestrian Crossings on the Colombia Solidarity Bridge, 2010-2020

There were fewer 2020 northbound POV crossings on the Colombia Solidarity Bridge than in 2010 as is shown in *Figure 64. Northbound Privately Owned Vehicle Crossings on the Colombia Solidarity Bridge, 2010-2020*. Northbound POV crossings fell sharply from 2010 to 2011, from 238,519 to 177,541 crossings per year. There was a slow recovery from 2011 to 2015, before rising to a peak in 2017 of 329,298 crossings. Northbound POV crossings remained above 300,000 for the next two years before falling to 213,386 in 2020. Between 2010 and 2020 the overall decline of 25,133 crossings was equivalent to a 10.5 percent decrease. The 32.5 percent decline in northbound POV crossings between 2019 and 2020 was likely due to the border being closed to non-essential travel because of the COVID-19 pandemic.

*Figure 64. Northbound Privately Owned Vehicle Crossings on the Colombia Solidarity Bridge, 2010-2020*

Figure 65. Northbound Bus Crossings on the Colombia Solidarity Bridge, 2010-2020 illustrates how the volume of northbound bus crossings on the Colombia Solidarity Bridge was very light, between 2010 and 2015, before spiking in 2016 and 2017 and then falling again through 2020. Northbound bus crossings peaked at 1,410 buses in 2017 and decreased to 48 northbound bus crossings in 2020.

Cross-Border Movement of Goods on the Colombia Solidarity Bridge

Northbound commercial truck crossings on the Colombia Solidarity Bridge experienced moderate growth between 2010 and 2020, increasing by 10.5 percent during this period as shown in Figure 66. Northbound Commercial Truck Crossings on the Colombia Solidarity Bridge, 2010-2020. With the exception of 2017, when northbound commercial truck crossings peaked at 491,390, annual crossing volumes have generally stayed below 400,000. During 2020, 381,699 northbound commercial trucks crossed the Texas-Mexico border at the bridge.

**Figure 66. Northbound Commercial Truck Crossings on the Colombia Solidarity Bridge, 2010-2020**


Summary of Trends at the Colombia Solidarity Bridge: 2010-2020

↑ Pedestrian crossings increased by 231.4 percent, equivalent to an increase of 14,338 annual crossings.

↓ POV crossings declined by 10.5 percent, equivalent to a decrease of 25,133 annual crossings.

↑ Bus crossings increased from 0 in 2010 to 48 in 2020.

↑ Commercial truck crossings increased by 10.5 percent to 381,699 northbound crossings.
World Trade Bridge
Laredo, Webb County, Texas – Nuevo Laredo, Tamaulipas

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

BRIDGE DESCRIPTION:
The World Trade Bridge is an eight lane facility that is 977 feet in length.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: City of Laredo
Mexican Operator: Fideicomiso del Puente III

YEAR OF CONSTRUCTION:

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

HOURS OF OPERATION:
Mon.-Fri.: 8 a.m. – 12 a.m. (Commercial/Cargo)
Sat.-Sun.: 8 a.m. – 4 p.m. (Commercial/Cargo)

Source: City of Laredo, Texas, 2021

SB TOLL COST:
- Commercial - $4.75 per axle (plus applicable overweight/oversize permit fees)

Source: City of Laredo, Texas, 2021

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 (Finding of No Significant Impact) 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):

Facilities
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.

Lanes
U.S.: The World Trade Bridge entry area has a maximum of 15 lanes to process commercial trucks. This crossing is equipped with FAST lanes, the commercial clearance program for commercial trucks.

CONNECTING ROADWAYS TO THE BORDER CROSSING:


Mexico: The bridge access road connects to MEX 2.

IMPROVEMENTS:

U.S.:
- 2014 – Completion of interchange with McPherson Road.
- 2011 – Completion of an expansion project expanded the number of inspection lanes to 15.
- Completion of US 59 main lanes over Interstate 35 and Union Pacific Railroad line.
- Designation of the segment of US 59 (formerly Loop 20) from 0.3-mi. west of Interstate 35 to the entrance to the World Trade Bridge facility as Interstate 69W.
2020 Modes on the World Trade Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the World Trade Bridge

![Image of World Trade Bridge]

There were no non-commercial crossings in 2020

![Image of World Trade Bridge sign]
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 and until May 2019 pedestrians also used this facility. *Figure 68. Northbound Pedestrian Crossings on the World Trade Bridge, 2010-2020* illustrates northbound crossings by pedestrians at the World Trade Bridge between 2010 and 2020. During 2010, there were 93,441 northbound pedestrian crossings on the World Trade Bridge, which grew to 183,611 pedestrians in 2018 before dropping to 0 in 2020.

*Figure 68. Northbound Pedestrian Crossings on the World Trade Bridge, 2010-2020*

Cross-Border Movement of Goods on the World Trade Bridge

The World Trade Bridge is the largest international bridge in North America, in terms of volume of cross-border trade processing, with approximately 2 million trucks crossing northbound in 2020. 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 2010 and 2020 as shown in Figure 69. Northbound Commercial Truck Crossings on the World Trade Bridge, 2010-2020. Northbound commercial truck crossings grew steadily from 2010 to 2016, fell slightly in 2017, and surpassed 2 million annual crossings in 2019. The impact of the COVID-19 pandemic likely contributed to the drop in 2020 to 1,980,842 annual crossings. Nevertheless, the World Trade Bridge experienced a 59.7 percent increase in northbound commercial truck crossings between 2010 and 2020 resulting in 740,703 more crossings in 2020 compared to 2010.

![Figure 69. Northbound Commercial Truck Crossings on the World Trade Bridge, 2010-2020](image)


**Summary of Trends at the World Trade Bridge: 2010-2020**

↓ Pedestrian crossings ceased in 2019.

↑ Commercial truck crossings increased by 59.7 percent to 1,980,842 crossings.
Gateway to the Americas Bridge
Laredo, Webb County, Texas – Nuevo Laredo, Tamaulipas

LOCAL NAMES:
- Convent Street Bridge
- Laredo International Bridge
- Bridge #1
- Old Bridge
- Laredo – Nuevo Laredo Bridge 1
- Puente Laredo I
- Puente Internacional Nuevo Laredo I-Puerta de las Americas
- Puente Viejo
- Puente Nuevo Laredo

BRIDGE DESCRIPTION:
The Gateway to the Americas Bridge is a four-lane bridge that is 1,050 feet in length. Northbound lanes are only for passenger vehicles drivers who are members of the SENTRI trusted traveler program.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: 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
Source: City of Laredo, Texas, 2021

SB TOLL COST:
- POV and Motorcycle - $1.75 per axle
- Pedestrian and Bicyclist - $1.00
Source: City of Laredo, Texas, 2021
U.S. PERMITS AND MEXICAN APPROVALS:

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

LAND PORT OF ENTRY (LPOE):

Facilities

U.S.: The Convent Avenue 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.

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

Lanes:

U.S.: The Gateway to the Americas Bridge entry area has a maximum of 4 lanes to process POVs and a maximum of 12 lanes to process pedestrians. This crossing is equipped with SENTRI lanes for pre-approved travelers in POVs and Ready Lane service is available to read RFID enabled identification for pedestrians.

CONNECTION ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, Convent Avenue, intersects with Matamoros Street and Houston Street that connect to Interstate 35 and US 83.

Mexico: The bridge access road, Avenida Vicente Guerrero, is also designated MEX 85.
2020 Modes at the Gateway to the Americas Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Gateway to the Americas Bridge

- Pedestrians: 1,687,307
- Privately Owned Vehicles: 1,118,617

2020 Northbound Crossings – Movement of People by Transportation Mode

- Pedestrians: 39.9%
- Privately Owned Vehicles: 60.1%

Gateway to the Americas Bridge
Figure 70. Location of the Gateway to the Americas Bridge
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 on the Gateway to the Americas Bridge fluctuated between 2010 and 2019 before dropping dramatically in 2020, as shown in Figure 71. Northbound Pedestrian Crossings on the Gateway to the Americas Bridge, 2010-2020. Between 2010 and 2019 northbound pedestrian crossings remained between 2.8 million and 3.5 million peaking at 3.7 million in 2019. Between 2019 and 2020 a 54.4 percent drop was likely due to travel restrictions enacted in response to the COVID-19 pandemic when non-essential travel across the border was stopped. Overall between 2010 and 2020 the Gateway to the Americas Bridge experienced a 51.6 percent drop in northbound pedestrian crossings.

Figure 71. Northbound Pedestrian Crossings on the Gateway to the Americas Bridge, 2010-2020

Figure 72. Northbound Privately Owned Vehicle Crossings on the Gateway to the Americas, 2010-2020 illustrates northbound crossings by POVs on the Gateway to the Americas Bridge for the years 2010 to 2020. The lowest number of northbound POV crossings occurred in 2016 and 2017, when the bridge closed for renovations. Upon reopening, POV crossings increased through 2019 peaking at 2,101,689 million crossings. Overall, between 2010 and 2020 northbound POV crossings increased by 12.4 percent.


Summary of Trends at the Gateway to the Americas Bridge: 2010-2020

↓ Pedestrian crossings declined by 51.6 percent or a decrease of 1,800,820 crossings.

↑ Northbound POV crossings grew by 12.4 percent, which was an increase of 123,496 crossings.
**Juárez-Lincoln International Bridge**

Laredo, Webb County, Texas – Nuevo Laredo, Tamaulipas

**LOCAL NAMES:**
- Bridge 2
- Laredo – Nuevo Laredo Bridge 2
- Juárez-Lincoln Bridge
- Laredo II
- Puente 2
- Puente Nuevo
- Puente Juárez – Lincoln
- Puente Internacional Nuevo Laredo II (Juárez) – Lincoln

**BRIDGE DESCRIPTION:**
The Juárez-Lincoln International Bridge is 1,008 feet long and has eight-lanes: three southbound lanes, four northbound lanes, and one northbound dedicated commuter lane (DCL).

**BRIDGE OWNER OR OPERATOR:**
- **U.S. Owner/Operator:** 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 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

**SB TOLL COST:**
- **POV and Motorcycle** - $1.75 per axle
- **Commercial Buses** - $4.75 per axle

**U.S. PERMITS AND MEXICAN APPROVALS:**
- U.S.: Built using permit of bridge #1 (Circa 1950s).

**LAND PORT OF ENTRY (LPOE):**
- **Facilities**
- U.S.: The Juárez-Lincoln 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.

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

**Lanes**

**U.S.:** The Juárez-Lincoln International Bridge entry area has a maximum of 15 lanes to process POVs. This crossing is equipped with SENTRI lanes for pre-approved travelers in POVs.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road feeds directly into the southern terminus of Interstate 35. It also connects to Houston Street/Matamoros Street which is also designated US 83. Interstate 35 connects with US 59 and Loop 20. US 83 connects with Loop 20 and SH 359.

**Mexico:** The bridge access road connects directly to Avenida Luis Donaldo Colosio, the loop highway around Nuevo Laredo. This highway provides access to MEX 2, MEX 85, and TAM 1.
2020 Modes at the Juárez-Lincoln International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Juárez-Lincoln International Bridge

- **Cars**: 1,841,616
- **Buses**: 23,908

2020 Northbound Crossings – Movement of People by Transportation Mode

- **Buses**: 1.3%
- **Privately Owned Vehicles**: 98.7%

Juárez-Lincoln International Bridge
Figure 73. Location of the Juárez-Lincoln International Bridge
Juárez-Lincoln International Bridge Crossing Trends

Cross-Border Movement of People on the Juárez-Lincoln International Bridge
The Juárez-Lincoln International Bridge is an important crossing location for local residents and cross-border interregional travelers who pass through the Laredo region. Approximately 99 percent of the northbound crossings on the Juarez-Lincoln International Bridge in 2020 were POVs.

The volume of northbound POV crossings on the Juárez-Lincoln International Bridge slowly climbed from 3.6 million crossings in 2010 to a high of over 4.6 million in 2017 as shown in Figure 74. Following the peak in 2017, when the nearby Gateway to the Americas Bridge was closed for repairs, northbound POV crossings declined every year through 2020. While overall between 2010 and 2020 the number of northbound POV crossings on Juárez-Lincoln International Bridge nearly halved to 1.8 million crossings in 2020, the total number of POV crossings on the Juárez-Lincoln International Bridge and the Gateway of the Americas Bridge remained approximately the same between 2013 and 2019. The drop in 2020 is likely due to the travel restrictions in place due to the COVID-19 pandemic.

Figure 74. Northbound Privately Owned Vehicle Crossings on the Juárez-Lincoln International Bridge, 2010-2020

The volume of northbound bus crossings on the Juárez-Lincoln International Bridge fluctuated between 2010 and 2019, as shown in Figure 75. *Northbound Bus Crossings on the Juárez-Lincoln International Bridge, 2010-2020*. The volume peaked in 2010 with 44,121 northbound bus crossings and then declined slowly through 2019, when there were 38,510 crossings. In 2020 northbound bus crossings decreased 37.9 percent to 23,908 crossings. Overall, there was 45.8 percent decrease in the number of bus crossings at the Juárez-Lincoln International Bridge between 2010 and 2020.

**Figure 75. Northbound Bus Crossings on the Juárez-Lincoln International Bridge, 2010-2020**


**Summary of Trends at the Juárez-Lincoln International Bridge: 2010-2020**

- ↓ POV crossings decreased by 49.3 percent or 1,788,558 fewer annual crossings.
- ↓ Bus crossings decreased by 45.8 percent or 20,213 fewer crossings.
Located at the southernmost portion of Texas, the Rio Grande Valley region, comprising the Texas Department of Transportation’s Pharr District, 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 vehicular 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. There is one freight rail border crossing in the Rio Grande Valley.
Overview
The Rio Grande Valley (RGV) region includes the major cities of Brownsville and Harlingen in Cameron County and McAllen and Pharr in Hidalgo County. This portion of the border is home to five ports of entry. A port of entry, as defined by U.S. Customs and Border Protection (CBP) refers to a service area that may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings. There are five ports of entry along the border as described in Table 7: Ports of Entry in the Rio Grande Valley Region and their Border Crossings. In 2020, these border crossings facilitated the movement of $30.4 billion worth of goods.

Table 7: Ports of Entry in the Rio Grande Valley Region and their Border Crossings

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Border Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roma</td>
<td>Lake Falcon Dam International Crossing</td>
</tr>
<tr>
<td></td>
<td>Roma-Ciudad Miguel Aleman International Bridge</td>
</tr>
<tr>
<td>Rio Grande City</td>
<td>Starr-Camargo Bridge</td>
</tr>
<tr>
<td></td>
<td>Los Ebanos Ferry</td>
</tr>
<tr>
<td>Hidalgo</td>
<td>Anzalduas International Bridge</td>
</tr>
<tr>
<td></td>
<td>McAllen/Hidalgo International Bridge</td>
</tr>
<tr>
<td></td>
<td>Pharr International Bridge</td>
</tr>
<tr>
<td>Progreso</td>
<td>Donna-Rio Bravo International Bridge</td>
</tr>
<tr>
<td></td>
<td>Progreso International Bridge</td>
</tr>
<tr>
<td>Brownsville</td>
<td>Free Trade International Bridge</td>
</tr>
<tr>
<td></td>
<td>Brownsville and Matamoros Express Bridge</td>
</tr>
<tr>
<td></td>
<td>Gateway International Bridge</td>
</tr>
<tr>
<td></td>
<td>Veterans International Bridge at Los Tomates</td>
</tr>
<tr>
<td></td>
<td>Brownsville West Rail Bridge</td>
</tr>
</tbody>
</table>

In 2020, these border crossings facilitated the movement of $30.4 billion worth of goods.
The thirteen vehicular border crossings in the RGV region facilitate the cross-border movement of people and goods via various modes as described in Table 8: Border Crossings in the Rio Grande Valley Region and Modes of Transportation Processed for Northbound Crossings in 2020. Thirteen bridges serve privately owned vehicles (POVs), nine bridges serve pedestrians, nine bridges process buses, and six bridges process commercial trucks. The single rail crossing in the region, the Brownsville West Rail Bridge, opened in 2015 to replace the rail crossing by the Brownsville and Matamoros Express Bridge. The Brownsville West Rail Bridge 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:

### Table 8: Border Crossings in the Rio Grande Valley Region and Modes of Transportation Processed for Northbound Crossings in 2020

<table>
<thead>
<tr>
<th>Border Crossing (West to East)</th>
<th>POV</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
<th>Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rio Grande Valley Region</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Falcon Dam International Crossing</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roma-Ciudad Miguel Aleman International Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Starr-Camargo Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Los Ebanos Ferry</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anzalduas International Bridge</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>McAllen/Hidalgo International Bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Pharr International Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Donna-Rio Bravo International Bridge</td>
<td>●</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Progreso International Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Free Trade International Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Brownsville West Rail Bridge</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Brownsville and Matamoros Express Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Gateway International Bridge</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Veterans International Bridge at Los Tomates</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>

Note: Red circles signify POE historically processed mode, but had no crossings by this mode in 2020: bus crossings had been decreasing at all crossings where there were no crossings in 2020.
Figure 76. Border Crossings in the Rio Grande Valley Border Region
Cross-Border Movement of People in the Rio Grande Valley Region

In 2020, approximately 3.7 million pedestrians traveled through the RGV region’s border crossings, along with 7.1 million personal vehicles, and nearly 11,000 passenger buses. Along the entire Texas-Mexico border, the RGV region had the highest number of northbound pedestrian crossings in 2020.

Overall, between 2010 and 2020, northbound pedestrian crossings in the RGV region decreased by 35.2 percent, as shown in Figure 77. Northbound Pedestrian Crossings in the Rio Grande Valley Region, 2010-2020. However, between 2010 and 2019, northbound pedestrian crossings grew by nearly 20 percent to a peak of 6.8 million before dropping by nearly half to 3.7 million in 2020. This drop is likely due to travel restrictions put in place because of the COVID-19 pandemic.

**Figure 77. Northbound Pedestrian Crossings in the Rio Grande Valley Region, 2010-2020**

Between 2010 and 2019, northbound pedestrian crossings grew by nearly 20 percent to a peak of 6.8 million.
From 2010 to 2020, there was a 39 percent decrease in the total number of northbound POV crossings in the RGV region, as shown in Figure 78. Northbound Privately Owned Vehicle Crossings in the Rio Grande Valley Region, 2010-2020. The highest volume occurred in 2016, when there were 11.8 million northbound POV crossings. Traffic fell slowly through 2019, when there were 10.9 million northbound POV crossings. From 2019 to 2020, northbound POV crossings dropped by a third to 7.1 million.

*Figure 78. Northbound Privately Owned Vehicle Crossings in the Rio Grande Valley Region, 2010-2020*


The highest count of northbound bus crossings occurred in 2014 when there were 34,141 crossings, as shown in Figure 79. Northbound Bus Crossings in the Rio Grande Valley Region, 2010-2020. The lowest number of bus crossings was in 2020 when there were 10,978 crossings. There was a 62 percent decrease in the number of bus crossings in the RGV region, when 2010 volumes are compared to 2020 northbound bus crossings.

*Figure 79. Northbound Bus Crossings in the Rio Grande Valley Region, 2010-2020*

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 International Bridge, with the Veterans International Bridge at Los Tomates also having significant commercial traffic. In 2020, $30.3 billion worth of goods crossed the Texas-Mexico border in the Rio Grande Valley. The top commodities (imports and exports) that were traded in the region in 2020 were: produce, mineral products, and machinery and electrical components. Figure 80. Northbound Commercial Truck Crossings in the Rio Grande Valley Region, 2010-2020 illustrates the lowest number of northbound truck crossings occurred in 2011, with 735,521 crossings for the year. The peak year in the region was 2020, when there were nearly 11 million northbound commercial truck crossings. Overall, northbound commercial truck crossings increased by 44.7 percent in the RGV region from 2010 through 2020.

![Figure 80. Northbound Commercial Truck Crossings in the Rio Grande Valley Region, 2010-2020](image)

As shown in *Figure 81. Northbound Loaded and Empty Rail Car Crossings in the Rio Grande Valley Region, 2010-2020*, northbound rail car crossings in the RGV region grew substantially, although most of the growth has been in empty rail cars. In 2020, there were 69,674 northbound rail car crossings, which was an increase of 58.1 percent from 2010 volumes.

Figure 81. Northbound Loaded and Empty Rail Car Crossings in the Rio Grande Valley Region, 2010-2020

Table 9: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Rio Grande Valley, 2010-2020 summarizes the percent change in traffic volume at each border crossing in the RGV region by mode.

Table 9: Changes in Traffic Volume by Mode at Texas-Mexico Border Crossings in the Rio Grande Valley, 2010-2020

<table>
<thead>
<tr>
<th>Border Crossing</th>
<th>POV</th>
<th>Pedestrian</th>
<th>Bus</th>
<th>Commercial Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL TEXAS-MEXICO BORDER</td>
<td>-31%</td>
<td>-44%</td>
<td>-51%</td>
<td>39%</td>
</tr>
<tr>
<td>Rio Grande Valley Region</td>
<td>-39%</td>
<td>-35%</td>
<td>-62%</td>
<td>45%</td>
</tr>
<tr>
<td>Lake Falcon Dam International Crossing</td>
<td>-24%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roma-Ciudad Miguel Alemán International Bridge</td>
<td>-25%</td>
<td>-44%</td>
<td>-82%</td>
<td>261%</td>
</tr>
<tr>
<td>Starr-Camargo Bridge</td>
<td>-7%</td>
<td>3%</td>
<td></td>
<td>89%</td>
</tr>
<tr>
<td>Los Ebanos Ferry</td>
<td>21%</td>
<td>-23%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anzalduas International Bridge</td>
<td>-33%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McAllen/Hidalgo International Bridge</td>
<td>-52%</td>
<td>-39%</td>
<td>-60%</td>
<td></td>
</tr>
<tr>
<td>Pharr International Bridge</td>
<td>-77%</td>
<td>**</td>
<td>**</td>
<td>46%</td>
</tr>
<tr>
<td>Donna-Rio Bravo International Bridge*</td>
<td>-6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Progreso International Bridge</td>
<td>-7%</td>
<td>-10%</td>
<td>**</td>
<td>21%</td>
</tr>
<tr>
<td>Free Trade International Bridge</td>
<td>-40%</td>
<td>2,068%</td>
<td>**</td>
<td>104%</td>
</tr>
<tr>
<td>Brownsville and Matamoros Express Bridge</td>
<td>-36%</td>
<td>-40%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway International Bridge</td>
<td>-36%</td>
<td>-45%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veterans International Bridge at Los Tomates</td>
<td>-34%</td>
<td>190%</td>
<td>-59%</td>
<td>24%</td>
</tr>
</tbody>
</table>

* Less than 11 years of data
** No crossings by this mode in 2020

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

Summary of Trends in the Rio Grande Valley region: 2010-2020

↓ Pedestrian crossings decreased by 35 percent, equivalent to a decrease of 2,024,777 crossings.
↓ POV crossings decreased by 39 percent, equivalent to a decrease of 4,627,586 crossings.
↑ Truck crossings increased by nearly 45 percent, equivalent to an increase of 329,929 crossings.
↓ Bus crossings decreased by 62 percent, equivalent to a decrease of 17,501 crossings.
↑ Rail crossings increased by 58 percent with primarily unloaded rail cars.
Lake Falcon Dam International Crossing
Falcon Heights, Starr County, Texas – Ciudad Guerrero, Tamaulipas

LOCAL NAMES:
- Falcon Dam
- Presa Falcón
- Lake Falcon Dam Crossing
- Puente San Juan
- Puente Internacional de la Presa
- Cruce Internacional Presa Falcón
- Bordo Internacional de la Presa

BRIDGE DESCRIPTION:
The crossing consists of a two-lane road, which runs on top of the dam.

BORDER CROSSING OWNER OR OPERATOR:
U.S.: U.S. Section, International Boundary and Water Commission (IBWC)
Mexico: Mexican Section, International Boundary and Water Commission

YEAR OF CONSTRUCTION:
Lake Falcon Dam International Crossing was constructed in 1953 by the IBWC. It was opened for crossing in 1960.

HOURS OF OPERATION:
Mon.-Sun.: 7 a.m.–3 p.m.
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
$0.00
Source: U.S. Customs and Border Protection, 2021

U.S. PERMITS AND MEXICAN APPROVALS:
U.S.: Presidential Permits were not required for structures built before 1972.

LAND PORT OF ENTRY (LPOE):
Facilities
U.S.: The U.S. Falcon Dam LPOE was constructed in 1953 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/CBP after construction of the dam.

Lanes
U.S.: The Lake Falcon Dam International Crossing entry area has a maximum of two lanes to process northbound crossers.
CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, FM 2098, connects to US 83.
Mexico: The bridge access road provides access to MEX 2.

IMPROVEMENTS:

U.S.:
- 2010 – Completion of improvements to the LPOE including the construction of advanced outbound inspection capabilities, as well as the reconfiguration of traffic control systems for the inbound lanes and secondary inspection areas.
2020 Modes at the Lake Falcon Dam International Crossing

2020 Northbound Crossings for Modes of Transportation Processed at the Lake Falcon Dam International Crossing

カー

66,516

2020 Northbound Crossings – Movement of People by Transportation Mode

Lake Falcon Dam International Crossing 2018

Privately Owned Vehicles

100%
Figure 82. Location of the Lake Falcon Dam International Crossing
Lake Falcon Dam International Crossing Trends

Cross-Border Movement of People at the Lake Falcon Dam International Crossing

Northbound POV crossings on the Lake Falcon Dam International Crossing declined significantly between 2010 and 2011, as shown in Figure 83. Northbound POV Crossings at the Lake Falcon Dam International Crossing, 2010-2020. Crossings remained steady for several years before climbing to a high of 107,336 in 2019. The 38 percent drop between 2019 and 2020 was likely due to the travel restrictions put in place to control the spread of COVID-19.

Figure 83. Northbound POV Crossings at the Lake Falcon Dam International Crossing, 2010-2020

![Graph showing Northbound Crossings from 2010 to 2020]


Summary of Trends at the Lake Falcon Dam International Crossing: 2010-2020

- POV crossings decreased by 24.1 percent, equivalent to a decrease of 21,117 crossings.
Roma-Ciudad Miguel Alemán International Bridge
Roma, Starr County, Texas – Ciudad Miguel Alemán, Tamaulipas

LOCAL NAMES:
- Starr County International Bridge
- Roma Bridge
- Roma-Ciudad Miguel Alemán Bridge
- Puente Roma-Miguel Alemán
- Puente Internacional Miguel Alemán-Roma

BRIDGE DESCRIPTION:
Roma-Ciudad Miguel Alemán International Bridge is a two lane facility.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: Starr County
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The Roma-Ciudad Miguel Aleman International Bridge was constructed in 1979

HOURS OF OPERATION:
24 hours (POV)
Mon.-Fri.: 8 a.m.-8 p.m. (Commercial/Cargo)
Sat.: 8 a.m.-1:00 p.m. (Commercial/Cargo)
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
- POV - $3.50
- Pedestrian - $1.00
- Passenger bus – $25.00
- Commercial trucks - $11.00 first two axles +$5.00 per additional axle
Source: Starr County International Bridge, 2021

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

Lanes
U.S.: The Roma-Ciudad Miguel Aleman International Bridge entry area has one lane to process commercial trucks and a maximum of four lanes to process...
POVs. Ready Lane service is available to read RFID enabled identification for POVs and pedestrians.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road, Bravo Boulevard, connects to US 83.  
**Mexico:** The bridge access road, Manuel Cavazos Lerma, connects to MEX 2.

**IMPROVEMENTS:**

**U.S.:**

- Expansion of US 83: four-lane divided urban section from Garcia Street to Loma Blanca conversion of the divided, urban portion to two-lane, one-way roadways.
- The Athens Road loop provides a four-lane loop around Roma.
2020 Modes at the Roma-Ciudad Miguel Alemán International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Roma-Ciudad Miguel Alemán International Bridge

- 150,748 Pedestrians
- 421,233 Privately Owned Vehicles
- 134 Buses
- 23,146 Trucks

2020 Northbound Crossings – Movement of People by Transportation Mode

- 73.6% Privately Owned Vehicles
- 26.3% Pedestrians
- 0.0% Buses
- 0.0% Trucks

Roma-Ciudad Miguel Alemán International Bridge
2018
Figure 84. Location of the Roma-Ciudad Miguel Alemán International Bridge
Roma-Ciudad Miguel Alemán International Bridge Crossing Trends

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

Between 2010 and 2020, northbound crossings by privately owned vehicle (POV), bus, and pedestrian modes all declined at the Roma-Ciudad Miguel Alemán International Bridge. Figure 85. Northbound Pedestrian Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020 shows the number of northbound crossings by pedestrians stayed below 2010 levels every year except 2019. The sharp drop between 2019 and 2020 is likely due to travel restrictions put in place because of the COVID-19 pandemic. During 2010, there were 268,695 northbound pedestrian crossings and, by 2020, that number had fallen to 150,748 crossings.

There were 562,614 northbound POV crossings on the Roma-Ciudad Miguel Alemán International Bridge in 2010 as shown in Figure 86. Northbound Privately Owned Vehicle Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020. After a small decrease in 2011, northbound crossings slowly climbed through 2016 to a high of 713,566. Crossings then declined to 421,233 northbound POV crossings in 2020.

Figure 86. Northbound Privately Owned Vehicle Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020

![Northbound Privately Owned Vehicle Crossings](image)


Figure 87. Northbound Bus Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020 shows how northbound bus crossings on the Roma-Ciudad Miguel Alemán International Bridge have fallen during most years between 2010 and 2020 from 745 crossing in 2010 to 134 crossings in 2020.

Figure 87. Northbound Bus Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020

![Northbound Bus Crossings](image)

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

Northbound commercial truck crossings on the Roma-Ciudad Miguel Alemán International Bridge have grown between 2010 and 2020, although not consistently, as shown in Figure 88. Northbound Commercial Truck Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020. Crossing volumes were 6,417 commercial trucks in 2010 and remained steady through 2018 before climbing to 23,146 crossings in 2020.

Figure 88. Northbound Commercial Truck Crossings on the Roma-Ciudad Miguel Alemán International Bridge, 2010-2020


Summary of Trends at the Roma-Cuidad Miguel Alemán International Bridge: 2010-2020

- **POV crossings decreased by 25.1 percent, equivalent to a decrease of 141,381 crossings.**
- **Pedestrian crossings decreased by 43.9 percent, equivalent to a decrease of 117,947 crossings.**
- **Bus crossings declined by 82.0 percent, equivalent to a decrease of 611 crossings.**
- **Truck crossings grew by 260.7 percent to 23,146 crossings in 2020.**
Starr-Camargo Bridge
Rio Grande City, Starr County, Texas – Ciudad Camargo, Tamaulipas

LOCAL NAMES:
• Rio Grande City–Camargo Bridge
• Puente Camargo

BRIDGE DESCRIPTION:
The Starr-Camargo Bridge, which opened in 1966, is a two-lane facility that is 591 feet in length.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: Starr Camargo Bridge Company
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The Starr-Camargo Bridge opened in 1966.

HOURS OF OPERATION:
Mon.-Sun.: 7 a.m. – 12 a.m.
Source: Starr Camargo Bridge Co., 2021

SB TOLL COST:
$3.50
Privately owned vehicle
$7.50
1-Axle Truck
$9.75
2-Axle Truck
$10.75
3-Axle Truck
$14.75
4-Axle Truck
$17.25
5-Axle Truck
$20.25
6-axle Truck
$22.00
5, 6 Axle Oversize
$32.50
Overweight
$32.50
Double Empty
$26.50
Double Loaded
$38.50

Source: Starr Camargo Bridge Co., 2021
<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>U.S. PERMITS AND MEXICAN APPROVALS:</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>
| **LAND PORT OF ENTRY (LPOE):** | Facilities<br>U.S.: The Rio Grande City 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.<br>**Mexico:** The present land port of entry has been in operation since 1968. In November 2003, the Mexican Government expropriated approximately 20 acres of land for the expansion of the land port of entry in Camargo.  
**Lanes**<br>U.S.: The Starr-Camargo Bridge entry area has a maximum of two lanes to process commercial trucks and a maximum of three lanes to process POVs. |
| **CONNECTING ROADWAYS TO THE BORDER CROSSING:** | U.S.: The bridge access road, Pete Diaz Avenue, connects to US 83.  
**Mexico:** The bridge access road interconnects with TAM 63 and connects to MEX 2. |
| **IMPROVEMENTS:** | U.S.:  
- 2019 – Completion of the realignment of Alternate FM 755. The realignment will provide a more direct route/connection from the bridge via Alternate FM 755 to US 281 (69C).  
**Mexico:**  
- The Comité de Desarrollo Inter-municipal (CODEIM) is a coalition representing six Mexican municipalities and Rio Grande City. 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. |
2020 Modes at the Starr-Camargo Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Starr-Camargo Bridge

- 23,665 Pedestrians
- 266,294 Privately Owned Vehicles
- 40,582 Trucks

2020 Northbound Crossings – Movement of People by Transportation Mode

- 91.8% Privately Owned Vehicles
- 8.2% Pedestrians

Starr-Camargo Bridge
2018
Figure 89. Location of the Starr-Camargo Bridge
Starr-Camargo Bridge Crossing Trends

Cross-Border Movement of People on the Starr-Camargo Bridge

Figure 90. Northbound Pedestrian Crossings on the Starr–Camargo Bridge, 2010-2020 shows northbound pedestrian crossings on the Starr-Camargo Bridge. In 2010, there were almost 23,000 pedestrian crossings. The pedestrian volume increased during most years through 2019, when there were 32,739 northbound pedestrian crossings. The 23,665 northbound pedestrian crossings in 2020 reflect a 27.7 percent decrease from 2019. This drop is likely due to travel restrictions enacted because of the COVID-19 pandemic. The overall change in crossings between 2010 and 2020 was an increase of 3.1 percent.

POVs are the most common mode of transportation on the Starr-Camargo Bridge. Figure 91. Northbound Privately Owned Vehicle Crossings on the Starr-Camargo Bridge, 2010-2020 illustrates during 2010, there were 285,880 northbound POV crossings on the Starr-Camargo Bridge. Northbound POV crossings increased steadily to nearly 400,000 in 2018, before dropping to 266,294 in 2020 for a net loss between 2010 and 2020 of 6.9 percent.

Cross-Border Movement of Goods on the Starr-Camargo Bridge
From 2010 to 2020, northbound commercial truck crossings on the Starr-Camargo Bridge increased overall, as shown in Figure 92. Northbound Commercial Truck Crossings on the Starr-Camargo Bridge, 2010-2020. In 2010, there were 21,503 northbound commercial truck crossings. By 2020, there were 40,582 northbound commercial truck crossings or an increase of 88.7 percent from 2010 volumes.
Summary of Trends at the Starr-Camargo Bridge: 2010-2020

↓ POV crossings decreased by 6.9 percent, equivalent to a decrease of 19,586 crossings.

↑ Pedestrian crossings increased by 3.1 percent, equivalent to an increase of 713 crossings.

↑ Truck crossings increased by 88.7 percent to 40,582 crossings.
Los Ebanos Ferry
Los Ebanos, Hidalgo County, Texas – Gustavo Díaz Ordaz, Tamaulipas

LOCAL NAMES:
- Los Ebanos – San Miguel Camargo
- Ferry Gustavo Díaz Ordaz
- Ferry Díaz Ordaz–Los Ebanos
- El Chalan Los Ebanos
- Puente Internacional Chalan Díaz Ordaz–Los Ebanos

CROSSING DESCRIPTION: This crossing is a handheld ferry.

FERRY OWNER:
U.S. Owner/Operator: Reyna Family
Mexican Owner/Operator: Armando De La Garza

BORDER CROSSING 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: Mon.-Sun.: 8 a.m. - 4 p.m. (weather permitting)
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST:
- POV and Pickups - $5.00
- Motorcycles - $3.00
- Pedestrian/Bicycle $2.00
Source: Los Ebanos Ferry, December 2021

LAND PORT OF ENTRY (LPOE):
Facilities
U.S.: The land port of entry was completed in April 1992 and is owned by the Department of Homeland Security, CBP. The land is owned by the ferry owner.

New facilities have been constructed using funding from the American Recovery and Reinvestment Act of 2009. This is one of three Texas border facilities owned by CBP.

Lanes
U.S.: The Los Ebanos Ferry entry area has one lane for processing crossers.
CONNECTING ROADWAYS TO THE BORDER CROSSING:

**U.S.:** The ferry crossing access road, Flores Street, leads into the town of Los Ebanos which is located south of US 83.

**Mexico:** The ferry crossing access road, Adolfo López Mateos, leads into the town of Gustavo Díaz Ordaz, which is located north of MEX 2.
Modes at the Los Ebanos Ferry

2020 Northbound Crossings for Modes of Transportation Processed at the Los Ebanos Ferry

- Pedestrians: 14,891
- Privately Owned Vehicles: 13,465

2020 Northbound Crossings – Movement of People by Transportation Mode

- 53% Pedestrians
- 47% Privately Owned Vehicles

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 passengers and no more than three automobiles at a time across the Rio Grande River. Since 2010, the number northbound POV crossings on the Los Ebanos Ferry increased by 20.5 percent, while the number of pedestrian crossings decreased by 23.0 percent.

*Figure 94. Northbound Pedestrian Crossings on the Los Ebanos Ferry, 2010-2020* illustrates northbound crossings by pedestrians on the Los Ebanos Ferry from 2010 to 2020. The number of pedestrian crossings varied from year to year, although the overall trend was upward until 2019 when the number of crossings peaked at 36,898. The subsequent drop in 2020 to 14,891 crossings was likely due to the travel restrictions put in place in response to the COVID-19 pandemic.

POV traffic on the Los Ebanos Ferry grew strongly between 2010 and 2012, as shown in Figure 95. Los Ebanos Ferry Privately Owned Vehicle Crossings Annual Totals, 2010-2020. In 2010, there were 11,171 northbound POV crossings at the Los Ebanos Ferry. The traffic quadrupled in 2012, reaching 40,434 northbound POV crossings. During the following years, POV volumes on the ferry generally declined and there were 13,465 northbound POV crossings in 2020.

Summary of Trends at the Los Ebanos Ferry: 2010-2020

↑ POV crossings increased by 20.5 percent, equivalent to an increase of 2,294 crossings.

↓ Pedestrian crossings decreased by 23.0 percent, equivalent to a decrease of 4,453 crossings.

Anzalduas International Bridge
Mission, Hidalgo County, Texas – Reynosa, Tamaulipas

LOCAL NAMES:
- Sharyland Bridge
- Puente Anzalduas
- Puente Internacional Anzalduas

BRIDGE DESCRIPTION:
The Anzalduas International Bridge is a four-lane vehicular undivided bridge (two southbound lanes and two northbound lanes), which spans 3.2 miles.

BRIDGE OWNER OR OPERATOR:
- U.S. Owners: Cities of Hidalgo, McAllen, and Mission
- Mexican Operator: Grupo Marhnos

YEAR OF CONSTRUCTION:
The bridge was constructed in 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:
Mon.-Sun.: 6 a.m.–4 p.m.
Source: City of McAllen, Texas, 2021

SB 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 - $11.25
- 3-Axle Empty Truck - $14.50
- 4-Axle Empty Truck - $16.00
- 5-Axle Empty Truck - $19.00
- 6-Axle Empty Truck - $23.00

Source: City of McAllen, Texas, 2021
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 International Bridge. The permit bars commercial traffic on the span until 2015, or until the Pharr International Bridge averages 15,000 northbound commercial vehicles per week. In 2020, the weekly average was just under 13,000.

LAND PORT OF ENTRY (LPOE):

Facilities

U.S.: The Anzalduas LPOE is owned by the United States and under the jurisdiction; custody, and control of GSA. CBP initiated operations at the Anzalduas LPOE on December 15, 2009. 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 bridge includes two safety bump out spaces for disabled vehicles and a pedestrian walkway. The lanes are elevated to preserve the nearby U.S. Fish & Wildlife Refuge. The facility was constructed with sufficient right-of-way for expansion to an eight-lane divided bridge.

Lanes

U.S.: This non-commercial crossing has four primary and twelve secondary inspection lanes. It also includes SENTRI lanes for pre-approved travelers and Ready Lane service is available to read RFID enabled identification for crossers in POVs.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, FM 396/Anzalduas Highway, connects to FM 1016/East Military Road and Interstate 2.

Mexico: The bridge access road connects to MEX 40 which provides access to MEX 2.
2020 Modes at the Anzalduas International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Anzalduas International Bridge

663,411

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles

Anzalduas International Bridge
2018
Figure 96. Location of the Anzalduas International Bridge
Cross-Border Movement of People on the Anzalduas International Bridge

*Figure 97. Northbound Privately Owned Vehicle Crossings on the Anzalduas International Bridge, 2010-2020* shows northbound POV crossings on the Anzalduas International Bridge between 2010 and 2020. In 2010, there were 989,349 northbound POV crossings on the Anzalduas Bridge, which peaked in 2016 with 1,170,282 northbound crossings, before dropping to 663,411 crossings during 2020. The decline from 2019 to 2020 is likely due to travel restrictions put in place to combat the COVID-19 pandemic.

*Source: U.S. Customs and Border Protection, 2021.*
Northbound bus crossings on the Anzalduas International Bridge declined from 509 crossings in 2010 to no crossings from 2018 as shown in Figure 98. Northbound Bus Crossings on the Anzalduas International Bridge, 2010-2020. During the last year with bus traffic, in 2017, there was only one northbound crossing during the year.


Summary of Trends at the Anzalduas International Bridge: 2010-2020
↓ Northbound POV crossings decreased by 32.9 percent to 663,411 crossings in 2020
↓ Bus crossings declined to one in 2017 and remained at zero through 2020.
McAllen/Hidalgo International Bridge

Hidalgo, Hidalgo County, Texas – Reynosa, Tamaulipas

LOCAL NAMES:
• Hidalgo Bridge
• McAllen-Hidalgo Bridge
• Puente Reynosa
• Puente Reynosa-McAllen I

BRIDGE DESCRIPTION:
The McAllen/Hidalgo International Bridge consists of two structures. The older four-lane bridge, which is 524 feet long and was built in 1965, serves only southbound traffic and the newer four-lane bridge, which is 852 feet long and was built in 1987, serves only northbound traffic.

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: 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:
Mon.-Sun.: 24 hours
Source: City of McAllen, Texas, 2021

SB 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, 2021

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):
Facilities
U.S.: The Hidalgo LPOE is leased by the United States and under the control of GSA. It was completed in 1982, and is owned by the City of McAllen.
Mexico: The land port of entry, which has been in operation since 1965 was remodeled in 1988.

Lanes
U.S.: The entry area of the McAllen/Hidalgo International Bridge has a maximum of twelve lanes to process POVs and five lanes to process pedestrians. This crossing is equipped with SENTRI lanes for pre-approved travelers in POVs. Ready Lane service is also available to read RFID enabled identification.

CONNECTING ROADWAYS TO THE BORDER CROSSING:
U.S.: The bridge access road, South International Boulevard, connects to US 281 and Interstate 2.
Mexico: The bridge access road, Luis Echeverría, interconnects with MEX 97 and connects to MEX 2 and MEX 40.

IMPROVEMENTS:
U.S.:  
- Reconstruction and widening of the southbound lanes of International Boulevard from Bridge Street to the bridge  
- Completion of a canopy from the middle of the bridge to the CBP area.
2020 Modes at the McAllen/Hidalgo International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the McAllen/Hidalgo International Bridge

- Pedestrians: 1,299,984
- Privately Owned Vehicles: 1,503,947
- Buses: 7,728

2020 Northbound Crossings – Movement of People by Transportation Mode

- Buses: 0%
- Privately Owned Vehicles: 46%
- Pedestrians: 53%

McAllen/Hidalgo International Bridge
2018
Figure 99. Location of the McAllen-/Hidalgo International Bridge
McAllen/Hidalgo International Bridge Crossing Trends

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

Figure 100. Northbound Pedestrian Crossings on the McAllen/Hidalgo International Bridge, 2010-2020 illustrates northbound crossings by pedestrians on the McAllen/Hidalgo International Bridge between 2010 and 2020. In 2010, there were 2.1 million northbound pedestrian crossings, which increased to almost 2.4 million crossings in 2016. In 2019, the number of crossings was 2,275,442, before decreasing to 1,299,984 in 2020 for a net decrease of 840,442 northbound pedestrian crossings between 2010 and 2020. The decrease in 2020 may be due to travel restrictions enacted because of the COVID-19 pandemic.

Figure 100. Northbound Pedestrian Crossings on the McAllen/Hidalgo International Bridge, 2010-2020

Motorized transportation modes crossing the McAllen/Hidalgo International Bridge declined between 2010 and 2020. Northbound POV crossings on the bridge declined by 52.1 percent, during this period, to 1,503,947 crossings in 2020, as shown in Figure 101. Northbound Privately Owned Vehicle Crossings on the McAllen/Hidalgo International Bridge, 2010-2020. Northbound crossings declined steadily from 3.1 million in 2010 to 1.5 million POV crossings in 2020.

Figure 101. Northbound Privately Owned Vehicle Crossings on the McAllen/Hidalgo International Bridge, 2010-2020


Between 2010 and 2020, the number of northbound bus crossings also declined sharply falling by 59.9 percent. Figure 102. Northbound Bus Crossings on the McAllen/Hidalgo International Bridge, 2010-2020 shows northbound crossings by buses on the McAllen/Hidalgo International Bridge. The highest number of northbound bus crossings occurred in 2014, when there were 26,017 crossings. The lowest number of bus crossings was in the year 2020, when there were 7,728 bus crossings.

Figure 102. Northbound Bus Crossings on the McAllen/Hidalgo International Bridge, 2010-2020

Summary of Trends at the McAllen/Hidalgo International Bridge: 2010-2020

- POV crossings decreased by 52.1 percent, equivalent to a decrease of 1,638,211 crossings.
- Pedestrian crossings decreased by 39.3 percent, equivalent to a decrease of 840,442 crossings.
- Bus crossings decreased by 59.9 percent, equivalent to a decrease of 11,530 crossings.
Pharr International Bridge
Pharr, Hidalgo County, Texas – Reynosa, Tamaulipas

LOCAL NAMES:
- Pharr-Reynosa International Bridge on the Rise
- Puente Internacional Reynosa-Pharr
- Nuevo Amanecer
- Puente Internacional Nuevo Amanecer

BRIDGE DESCRIPTION:
The Pharr International Bridge is a four-lane bridge (three northbound and one southbound). The bridge is 15,770 feet long.

BRIDGE OWNER OR OPERATOR:
- U.S. Owner/Operator: City of Pharr
- Mexican Owner: Government of Mexico
- Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:

FUNDING/COST:
- U.S.: Bridge cost was $18 million.

HOURS OF OPERATION:
- Mon.-Sun.: 6 a.m. – 11:50 p.m. (POV)
- Mon.-Fri.: 7:30 a.m. – 11 p.m. (Commercial/Cargo)
- Sat.-Sun.: 7:30 a.m. – 4 p.m. (Commercial/Cargo)

SB 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 International Bridge, 2021
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. On December 31, 2020 the City of Pharr received a Presidential Permit to expand the bridge.

LAND PORT OF ENTRY (LPOE):

Facilities
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.

Lanes
U.S.: The Pharr International Bridge entry area has a maximum of seven lanes to process commercial trucks and a maximum of six lanes to process POVs. The inspection entrance is equipped with FAST lanes, the commercial clearance program for commercial trucks. It also has SENTRI lanes for pre-approved travelers and Ready Lanes that read RFID enabled identification for POVs.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, South Cage Boulevard, connects to US 281, and Interstates 2 and 69W.

Mexico: The bridge access road, Avenida Puente Pharr, connects to MEX 2 and MEX 2D.

IMPROVEMENTS:

U.S.:
- 2020 – The City of Pharr received a Presidential permit to build a new hour-lane span. The Pharr Bridge Board intends for the new four-lane span to be operational by 2023. The projected cost for the U.S. portion of the span is $35 million.
  
  Source: City of Pharr and Rio Grande Guardian, January 10, 2021

- 2020 – Begin construction of additional northbound approach lanes and second border station inspection facility exit.
- Completion of a permanent border safety inspection facility construction project

Mexico:
- 2016 – Modernization of access to the bridge and the connection to Blvd. Luis Donaldo Colossio.
2020 Modes at the Pharr International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Pharr International Bridge

- Privately Owned Vehicles: 338,867
- Trucks: 671,506

2020 Northbound Crossings – Movement of People by Transportation Mode

Pharr International Bridge
2018
Figure 103. Location of the Pharr International Bridge
Pharr International Bridge Crossing Trends

Cross-Border Movement of People on the Pharr International Bridge

*Figure 104. Northbound Pedestrian Crossings on the Pharr International Bridge, 2010-2020* illustrates the changes in pedestrian crossings. After peaking at over 180,000 pedestrian crossings in 2015, pedestrian crossings fell to zero in 2017 where they have remained through 2020.

*Figure 104. Northbound Pedestrian Crossings on the Pharr International Bridge, 2010-2020*


*Figure 105. Northbound Privately Owned Vehicle Crossings on the Pharr International Bridge, 2010-2020* shows that after dropping between 2010 and 2011, crossings remained between 1.1 million and 1.3 million until 2018 when they dropped by approximately in half in 2019 and in half again in 2020. This recent drop is likely due to construction on the Mexican side of the bridge that began in 2019. Overall, between 2010 and 2020, northbound POV crossings dropped by 77.0 percent.

*Figure 105. Northbound Privately Owned Vehicle Crossings on the Pharr International Bridge, 2010-2020*

Figure 106. Northbound Bus Crossings on the Pharr International Bridge, 2010-2020 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.


Cross-Border Movement of Goods on the Pharr International Bridge

Figure 107. Northbound Commercial Truck Crossings on the Pharr International Bridge, 2010-2020 shows that northbound commercial truck crossings increased steadily on the bridge from 2010 to 2020. The lowest number of northbound truck crossings occurred in 2011, with 452,821 crossings, and the highest number of northbound truck crossings occurred in 2020, with 671,506 crossings.

Summary of Trends at the Pharr International Bridge: 2010-2020
↓ POV crossings decreased by 77.0 percent, equivalent to a decrease of 1,133,750 crossings
↓ Pedestrian crossings decreased by 100 percent
↑ Truck crossings increased by 46.2 percent, equivalent to an increase of 212,176 crossings
↓ Bus crossings decreased by 100 percent
Donna-Rio Bravo International Bridge

Donna, Hidalgo County, Texas – Río Bravo, Tamaulipas

LOCAL NAMES:
• Donna/Río Bravo International Bridge
• Alliance International Bridge
• Donna International Bridge
• Puente Revolución Internacional
• Puente Río Bravo – Donna
• Puente Internacional Río Bravo-Donna

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

BRIDGE OWNER OR OPERATOR:
U.S. Owner/Operator: City of Donna

YEAR OF CONSTRUCTION:
The Donna-Rio Bravo International Bridge was constructed in 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:
Southbound: 6 a.m.-9:45 p.m.
Northbound: 6 a.m.-4 p.m.
Source: City of Donna, Texas, 2021

SB TOLL COST:

- Car Pushing or 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, 2021
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):

Facilities

U.S.: The Donna LPOE is owned by the United States and under the jurisdiction, custody, and control of the GSA. The City of Donna donated land to the federal government on which GSA constructed the border station facility. 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.

Lanes

U.S.: The entry area at Donna-Rio Bravo International Bridge has a maximum of four lanes to process POVs. This crossing is equipped with SENTRI lanes for pre-approved travelers in POVs. The entry area also has a maximum of four lanes to process pedestrians.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, FM 493, connects to US 281 and Interstate 2.

Mexico: The bridge access road connects to MEX 2D which provides access to MEX 2, MEX 40, MEX 97, and TAM 12

IMPROVEMENTS:

U.S.: 2020 – Begin project to open the bridge to southbound commercial empty trucks.
2020 Modes at the Donna-Rio Bravo International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Donna-Rio Bravo International Bridge

358,779

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles

Donna-Rio Bravo International Bridge
2018
Figure 108. Location of the Donna-Rio Bravo International Bridge
Donna-Rio Bravo International Bridge Crossing Trends

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

Figure 109. Northbound Privately Owned Vehicle Crossings on the Donna-Rio Bravo International Bridge, 2011-2020 illustrates that northbound POV crossings on the Donna International Bridge increased substantially between 2011 and 2019 before dropping in 2020. In 2011, there were 380,971 northbound POV crossings, which decreased to 358,779 northbound crossings in 2020. The drop in 2020 is likely due to travel restrictions put in place because of the COVID-19 pandemic.

Summary of Trends at the Donna-Rio Bravo International Bridge: 2010-2020

POV crossings decreased by 5.8 percent, equivalent to a decrease of 22,192 crossings.
**Progreso International Bridge**

Progreso, Hidalgo County, Texas - Nuevo Progreso, Tamaulipas

**LOCAL NAMES:**
- B & P Bridge
- Weslaco-Progreso International Bridge
- Progreso-Nuevo Progreso International Bridge
- Puente Las Flores
- Puente Internacional Nuevo Progreso - Progreso

**BRIDGE DESCRIPTION:**
The 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.

**BRIDGE OWNER OR OPERATOR:**
- **U.S. Owner/Operator:** Progreso Bridge Company
- **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.

**FUNDING/COST:**
- **U.S.:** Private funds were used for construction of this bridge.

**HOURS OF OPERATION:**
- 24 Hours (POV)
- Mon.-Fri.: 8 a.m.-5 p.m. (Commercial/Cargo)
- Sat.: 10 a.m.-12 p.m. (Commercial/Cargo)

Source: U.S. Customs and Border Protection, 2021

**SB TOLL COST:**
- **POV:** $4.00
- **Motorcycle:** $2.00
- **Pedestrian & Bicyclist:** $1.00
- **Truck:** $4.50 per axle

Source: Progreso International Bridge, 2021

**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
President of 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):**

**Facilities**
**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.

**Mexico:** The land port of entry has been in operation since 1951.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road, South International Boulevard, connects to US 281 and Interstate 2/US 83.

**Mexico:** The bridge access road, Avenida Benito Juárez, connects to MEX 2D which provides access to MEX 2, MEX 97, and TAM 53.

**IMPROVEMENTS:**

**U.S.:**
- Temporary modular facilities for truck inspection by the Federal Motor Carrier Safety Administration have been built adjacent to the import lot.
- Completion of a new two-lane truck bridge for northbound commercial traffic. Expansion of FM 1015 from the bridge to US 83.
- Completion of concrete paving 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.
2020 Modes at the Progreso International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Progreso International Bridge

- **Privately Owned Vehicles**: 506,045
- **Pedestrians**: 744,162
- **Trucks**: 52,509

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles: 40%
- Pedestrians: 60%

Progreso International Bridge
2018
Figure 110. Location of the Progreso International Bridge
Progreso International Bridge Crossing Trends

Cross-Border Movement of People on the Progreso International Bridge

Overall, northbound crossings for all non-commercial modes (pedestrian, privately owned vehicle (POV), and bus) declined during this period. Northbound pedestrian crossings on the Progreso International Bridge were at 824,953 in 2010, as shown in Figure 111. Northbound Pedestrian Crossings on the Progreso International Bridge, 2010-2020. Volumes declined through 2015, when there were 693,993 crossings. From 2015 to 2019, the number of northbound pedestrian crossings increased to a peak of 1,140,120 crossings before falling by 34.7 percent in 2020. This drop is likely due to travel restrictions enacted to slow the spread of the COVID-19 virus.

Figure 111. Northbound Pedestrian Crossings on the Progreso International Bridge, 2010-2020

**Figure 112. Northbound Privately Owned Vehicle Crossings on the Progreso International Bridge, 2010-2020**

shows that during 2010, there were 545,793 northbound POV crossings. After dropping in 2011, crossing rose for several years before dropping in 2015 and rising to a peak of 589,654 in 2018. Northbound POV crossings then fell to 506,045 in 2020 for an overall drop of 7.3 percent since 2010.


**Figure 113. Northbound Bus Crossings on the Progreso International Bridge, 2010-2020**

shows the decline in bus crossings on the Progreso International Bridge. During 2010, 64 buses crossed the bridge, which fell to a single bus during 2013. Since 2013, there has been no northbound buses processed at the crossing.

Cross-Border Movement of Goods on the Progreso International Bridge

Figure 114. Northbound Commercial Truck Crossings on the Progreso International Bridge, 2010-2020 illustrates that during 2010, there were 43,327 northbound commercial truck crossings, which slowly decreased to its lowest amount in 2015, with 36,940 crossings. The number of crossings increased sharply between 2015 and 2016 and, during 2020, there were 52,509 northbound commercial truck crossings.

Summary of Trends at the Progreso International Bridge: 2010-2020

- **Down**: POV crossings decreased by 7.3 percent, equivalent to a decrease of 39,748 crossings.
- **Down**: Pedestrian crossings decreased by 9.8 percent, equivalent to a decrease of 80,791 crossings.
- **Up**: Truck crossings increased by 21.2 percent, equivalent to an increase of 9,182 crossings.
- **Down**: Bus crossings decreased by 100 percent.

Free Trade International Bridge
Los Indios, Cameron County, Texas – Lucio Blanco, Tamaulipas

LOCAL NAMES:
• Los Indios – Lucio Blanco Bridge
• Los Indios Free Trade Bridge
• Free Trade Bridge
• Puente Lucio Blanco – Los Indios
• Puente Internacional Libre Comercio
• Puente Internacional Lucio Blanco-Los Indios Libre Comercio

BRIDGE DESCRIPTION:
The Free Trade International Bridge has four lanes and is 503 feet in length.

BRIDGE OWNER OR OPERATOR:
U.S. Owner: Cameron County. Cameron County shares one-fourth of net revenues with the City of San Benito and one-fourth of net revenues with the City of Harlingen.
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:
Mon.-Sun.: 6 a.m. – 12 p.m.
Source: Cameron County International Bridge System, 2021

SB TOLL COST:
• POV, Pickup, Motorcycle - $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, 2021

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):

Facilities
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.

Lanes
U.S.: The entry area of the Free Trade International Bridge has a maximum of four lanes to process commercial vehicles and a maximum of four lanes to process POVs. This crossing is equipped with FAST lanes, a commercial clearance program. This crossing is also equipped with Ready Lane service which reads RFID enabled identification documents.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road, FM 509/Cantu Road, connects to US 281/Military Highway and US 83.
Mexico: The bridge access road connects to MEX 2 and TAM 53.

IMPROVEMENTS:

U.S.:  
- 2009 – Construction of a parking/staging area for southbound commercial vehicles to alleviate traffic backups.
- Creation of the Free Trade Commerce Center, a 750 acre industrial park located adjacent to the bridge, that is a foreign trade zone.
2020 Modes at the Free Trade International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Free Trade International Bridge

- **Privately Owned Vehicles**
  - 344,127

- **Pedestrians**
  - 16,805

2020 Northbound Crossings by Transportation Mode

- **95.3%**
- **4.7%**

Free Trade International Bridge
2018
Figure 115. Location of the Free Trade International Bridge
Free Trade International Bridge Crossing Trends

Cross-Border Movement of People on the Free Trade International Bridge

Figure 116. Northbound Pedestrian Crossings on the Free Trade International Bridge, 2010-2020 shows northbound pedestrian crossings on the Free Trade International Bridge from 2010 to 2020. After climbing from 775 northbound pedestrian crossings in 2010 to 37,037 in 2019, crossings fell by 54.6 percent in 2020. This drop was likely due to travel restrictions put in place because of the COVID-19 pandemic. In 2020, there were 16,805 northbound pedestrian crossings, which was a 2,068 percent increase over 2010.

Figure 116. Northbound Pedestrian Crossings on the Free Trade International Bridge, 2010-2020

The cross-border movement of passengers using vehicles declined on the Free Trade International Bridge between 2010 and 2020. Northbound privately owned vehicle (POV) crossings decreased by 40.0 percent or the equivalent of 229,077 fewer crossings during 2020. Figure 117. Northbound Privately Owned Vehicle Crossings on the Free Trade International Bridge, 2010-2020 illustrates northbound POV crossings by POVs between 2010 and 2020. During 2020, there were 344,127 POVs crossing on the bridge.

In 2010 there were seven northbound bus crossings on the Free Trade International Bridge. There was one in 2011 and there haven’t been any since 2011.
Cross-Border Movement of Goods on the Free Trade International Bridge

*Figure 118. Northbound Commercial Truck Crossings on the Free Trade International Bridge, 2010-2020* shows fluctuating northbound commercial truck crossings between 2010 and 2017 before a steep rise to 61,800 northbound commercial truck crossings in 2019. The overall volume of northbound crossings grew by 104 percent. In 2020, there were 60,742 northbound crossings.

*Figure 118. Northbound Commercial Truck Crossings on the Free Trade International Bridge, 2010-2020*


**Summary of Trends at the Free Trade International Bridge: 2010-2020**

- **↓** POV crossings decreased by 40 percent, equivalent to a decrease of 229,077 crossings.
- **↑** Pedestrian crossings increased by 2,068 percent, equivalent to an increase of 16,030 crossings.
- **↑** Truck crossings increased by 104 percent, equivalent to an increase of 31,021 crossings.
- **↓** There have been no northbound bus crossings since 2011.
Brownsville and Matamoros Express Bridge
Brownsville, Cameron County, Texas – Matamoros, Tamaulipas

LOCAL NAMES:
• Brownsville & Matamoros Bridge
• B&M Bridge
• Express Bridge
• Puente Viejo
• Puente Internacional Viejo
• B y M (Cruce de ferrocarril y vehículos)
• Puente Internacional Vehicular y Ferroviario

BRIDGE DESCRIPTION:
The Brownsville and Matamoros Express Bridge has four lanes, two in each direction.

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:
Mon.-Sun.: 6 a.m. – 12 a.m.
Source: U.S. Customs & Border Protection, 2021

SB TOLL COST:
• 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):
Facilities
U.S.: The Brownsville and Matamoros LPOE is owned by the United States and under the jurisdiction, custody, and control of GSA and was completed in 1992.
Lanes
U.S.: The Brownsville and Matamoros Express Bridge entry area has a maximum of four lanes to process POVs and Ready Lane service is available to read RFID enabled identification for drivers. There are a maximum of two lanes to process pedestrians.

CONNECTING ROADWAYS TO THE BORDER CROSSING:
U.S.: The bridge access road, Mexico Boulevard, connects to Sam Perl Boulevard/East 12th Street/East 13th Street which connects to Interstate 69E.
Mexico: The bridge access road, Las Americas Avenue, connects to Calle Cinco/Calle Sexta which provides access to MEX 2 and MEX 101.

IMPROVEMENTS:
Mexico: Designation of the area surrounding the rail bridge as a cultural zone, including the bridge, a Binational Cultural Center, and a rail museum among other museums.
2020 Modes at the Brownsville and Matamoros Express Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Brownsville and Matamoros Express Bridge

- Privately Owned Vehicles: 842,567
- Pedestrians: 370,373

2020 Northbound Crossings – Movement of People by Transportation Mode

- 70.6%
- 29.4%

Brownsville and Matamoros Express Bridge
2018
Figure 119. Location of the Brownsville and Matamoros Express Bridge
Brownsville and Matamoros Express Bridge Crossing Trends

Cross-Border Movement of People on the Brownsville and Matamoros Express Bridge

After a drop between 2010 and 2011, pedestrian volumes remained relatively steady until 2017. After rising through 2019 to a high of 746,337 annual northbound crossings, crossings declined sharply in 2020 as shown in Figure 120. Northbound Pedestrian Crossings on the Brownsville and Matamoros Express Bridge, 2010-2020. This drop was likely due to travel restrictions enacted to stop the spread of the COVID-19 virus.

Figure 120. Northbound Pedestrian Crossings on the Brownsville and Matamoros Express Bridge, 2010-2020

Northbound privately owned vehicle (POV) crossings are the predominant mode of transportation on the Brownsville and Matamoros Express Bridge. Total POV crossings declined by 36.0 percent between 2010 and 2020. *Figure 121. Northbound Privately Owned Vehicle Crossings on the Brownsville and Matamoros Express Bridge, 2010-2020* shows that northbound POV crossings declined from 2010 to 2011 from 1.3 million crossings was in 2010 to 1.2 million crossings in 2011. The number of crossings increased in subsequent years to a peak of 1,666,788 crossings in 2017. Northbound POV crossings then fell through 2020 to 842,567 crossings.

Summary of Trends at the Brownsville and Matamoros Express Bridge: 2010-2020
↓ POV crossings decreased by 36.0 percent, equivalent to a decrease of 473,747 crossings.
↓ Pedestrian crossings decreased by 39.9 percent, equivalent to a decrease of 246,098 crossings.

Gateway International Bridge
Brownsville, Cameron County, Texas – Matamoros, Tamaulipas

LOCAL NAMES:
- El Puente
- Puente Nuevo
- Puente Internacional Matamoros-Brownsville
- Puente Internacional Nuevo
- Puerta México
- Puente Internacional Nuevo
- Puente Internacional Puerta

BRIDGE DESCRIPTION:
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.

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
Source: Cameron County International Bridge System, 2021

SB TOLL COST:
- **POV:** $3.75 + $3.00 per additional axle
- **Pedestrian and Bicyclist:** $1.00
Source: Cameron County International Bridge System, 2022

U.S. PERMITS AND MEXICAN APPROVALS:
**U.S.:** Presidential Permits were not required for bridges built before 1972.

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

**Lanes**

**U.S.:** The Gateway International Bridge entry area has a maximum of five lanes to process POVs and a maximum of five lanes to process pedestrians. Ready Lane service is available at this crossing to read RFID enabled identification for POVs and pedestrians.

**CONNECTING ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** The bridge access road, International Boulevard/SH 4, provides access to Interstate 69E.

**Mexico:** The bridge access road, Avenida Álvaro Obregón, connects to Calle Cinco/Calle Sexta which provides access to MEX 2 and MEX 101.
2020 Modes at the Gateway International Bridge

2020 Northbound Crossings for Modes of Transportation Processed at the Gateway International Bridge

- Privately Owned Vehicles: 932,270
- Pedestrians: 816,166

2020 Northbound Crossings – Movement of People by Transportation Mode

- Privately Owned Vehicles: 53.3%
- Pedestrians: 46.7%
Figure 122. Location of Gateway International Bridge
Gateway International Bridge Crossing Trends

Cross-Border Movement of People on the Gateway International Bridge

Pedestrians are the dominant mode for crossing the Gateway International Bridge. Between 2010 and 2020, pedestrian crossings decreased 45.1 percent. Annual northbound pedestrian crossings increased 24.7 percent between 2010 and 2019, as seen in Figure 123. Northbound Pedestrian Crossings on the Gateway International Bridge, 2010-2020. Volumes declined by over half from 2019 to 2020 to 932,270. This decline was likely due to travel restrictions put in place because of the COVID-19 pandemic.

Figure 123. Northbound Pedestrian Crossings on the Gateway International Bridge, 2010-2020

Figure 124. Northbound Privately Owned Vehicle Crossings on the Gateway International Bridge, 2010-2020 illustrates the decline in northbound POV crossings on the Gateway International Bridge from 2010 to 2020. Between 2010 and 2017 annual northbound POV crossings fluctuated between 1.2 million and 1.3 million. Volumes then fell through 2020 to 816,166 crossings for an overall reduction of 36.2 percent.

Summary of Trends at the Gateway International Bridge: 2010-2020

↓ POV crossings decreased by 36.2 percent, equivalent to a decrease of 462,613 crossings.

↓ Pedestrian crossings decreased by 45.1 percent, equivalent to a decrease of 766,516 crossings.

↓ Bus crossings decreased by 100 percent.
Veterans International Bridge at Los Tomates

Brownsville, Cameron County, Texas – Matamoros, Texas

LOCAL NAMES:
- Los Tomates Bridge
- Brownsville Expressway Bridge
- Expressway 77 Bridge
- Puente Los Tomates
- Puente Internacional Gral. Ignacio Zaragoza
- Puente Internacional Matamoros III-Internacional Veteranos

LOCATION: The Veterans International Bridge at Los Tomates is a four-lane bridge with sidewalks on both sides. It is 4,024 feet long.

DESCRIPTION: US: In 1999 the limits of the “heavy truck corridor” were expanded to include US 77/83 and SH 4 between Veterans International Bridge and the Port of Brownsville. Overweight vehicles are permitted to use these routes provided they obtain permits from the Brownsville Navigation District.

BRIDGE OWNER OR OPERATOR: U.S. Owner: Cameron County. One-half of net revenues are shared with the 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)


FUNDING/COST: U.S.: $19.3 million
Mexico: The Mexican federal government financed the project.

HOURS OF OPERATION: Mon.-Sun.: 6 a.m. – 12 a.m. (POV)
Mon.-Fri.: 8 a.m. – 12 a.m. (Commercial/Cargo)
Sat.-Sun.: 8 a.m. – 4 p.m. (Commercial/Cargo)
Source: U.S. Customs and Border Protection, 2021

SB TOLL COST: 
- POV, Pickup, Motorcycle - $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
Special Crossing - $30.00

Source: Cameron County International Bridge System, 2022

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):

Facilities

U.S.: The Los Tomates LPOE is owned by the United States and is 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.

Lanes

U.S.: The Veterans International Bridge at Los Tomates entry area has a maximum of four lanes to process commercial trucks, a maximum of four lanes to process POVs, and one lane to process pedestrians. This crossing is equipped with FAST lanes, a commercial clearance program as well as SENTRI lanes for pre-approved travelers in POVs and Ready Lane service is available to read RFID enabled identification for non-commercial crossers.

CONNECTING ROADWAYS TO THE BORDER CROSSING:

U.S.: The bridge access road is designated US 83 and interconnects with Interstate 69E.

Mexico: The bridge access road, Cinco de Mayo, interconnects with Avenida Acción Cívica which connects to MEX 2.

IMPROVEMENTS:

U.S.:
- 2013 – Completion of the bridge expansion. The older span services southbound traffic while the new one provides northbound service.
2020 Modes at the Veterans International Bridge at Los Tomates

2020 Northbound Crossings for Modes of Transportation Processed at the Veterans International Bridge at Los Tomates

- **149,949** People
- **968,677** Privately Owned Vehicles
- **3,116** Buses
- **219,430** Trucks

2020 Northbound Crossings – Movement of People by Transportation Mode

- **86.4%** Privately Owned Vehicles
- **13.4%** Buses
- **0.3%** Pedestrians
Figure 125. Location of Veterans International Bridge at Los Tomates
Veterans International Bridge at Los Tomates Crossing Trends

Cross-Border Movement of People on the Veterans International Bridge at Los Tomates

*Figure 126. Northbound Pedestrian Crossings on the Veterans International Bridge at Los Tomates, 2010-2020* illustrates the annual volume of northbound pedestrian crossings nearly quadrupled from 51,668, in 2010, to 149,949 crossings in 2020. The decrease from 2019 to 2020 is likely due to travel restrictions enacted because of the COVID-19 pandemic.

*Source: U.S. Customs and Border Protection, 2021*
Figure 127. Northbound Privately Owned Vehicle Crossings on the Veterans International Bridge at Los Tomates, 2010-2020 shows there were almost 1.5 million northbound crossings in 2010. Northbound privately owned vehicle (POV) crossings then remained between 1.2 million and 1.3 million through 2016 before climbing to a peak of nearly 1.5 million 2018. Volumes then fell to less than 1.0 million northbound crossings in 2020 or an overall decline of 34.2 percent.


Figure 128. Northbound Bus Crossings on the Veterans International Bridge at Los Tomates, 2010-2020 shows that bus volumes on the bridge have declined overall. During 2010, there were 7,631 northbound bus crossings which then peaked at 8,443 in 2013. Northbound bus crossings then slowly declined to 3,116 northbound crossings during 2020.

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 129. Northbound Commercial Truck Crossings on the Veterans International Bridge at Los Tomates, 2010-20. In 2010, there were 177,688 crossings. Northbound commercial truck crossings remained below 200,000 until 2017. They then increased to 219,430 crossings in 2020.

**Figure 129. Northbound Commercial Truck Crossings on the Veterans International Bridge at Los Tomates, 2010-2020**

![Graph showing Northbound Commercial Truck Crossings]

Source: U.S. Customs and Border Protection, 2021

**Summary of Trends at the Veterans International Bridge at Los Tomates: 2010-2020**

- **↓** POV crossings decreased by 34.2 percent, equivalent to a decrease of 503,491 crossings.
- **↑** Pedestrian crossings increased by 190 percent, equivalent to an increase of 98,281 crossings.
- **↑** Truck crossings increased by 23.5 percent, equivalent to an increase of 41,742 crossings.
- **↓** Bus crossings decreased by 59.2 percent, equivalent to a decrease of 4,515 crossings.
APPENDIX I PROPOSED BORDER CROSSINGS
El Paso International Pedestrian Crossing

El Paso, El Paso County, Texas – Ciudad Juárez, Chihuahua

LOCAL NAMES:
- El Paso Pedestrian Bridge

DESCRIPTION: This crossing is intended to be for pedestrians only. This proposed crossing is included in the Texas-Mexico Border Transportation Master Plan 2021.

BRIDGE OWNER OR OPERATOR: U.S. Owner: Sun Metro

FUNDING/COST: U.S.: Projected cost is $132 million.

TOLL COST: Pending

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

CONNECTING ROADWAYS TO THE PROPOSED BORDER CROSSING: U.S.: Pending. The proposed bridge will be located near the Paso del Norte and Good Neighbor Bridges.

BRIDGE CONSTRUCTION STATUS: U.S.: Project is pending. The project is listed in the El Paso MTP for construction in 2024.
**Acuña II International Bridge**

Del Rio, Val Verde County, Texas – Ciudad Acuña, Coahuila

<table>
<thead>
<tr>
<th><strong>DESCRIPTION:</strong></th>
<th>The proposed crossing is included in the <em>Texas-Mexico Border Transportation Master Plan 2021.</em></th>
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<tbody>
<tr>
<td><strong>BRIDGE OWNER OR OPERATOR:</strong></td>
<td>U.S. Owner: City of Del Rio</td>
</tr>
<tr>
<td><strong>FUNDING/COST:</strong></td>
<td>U.S.: Not available.</td>
</tr>
</tbody>
</table>
| **U.S. PERMITS AND MEXICAN APPROVALS:** | U.S.: None as of July 2021  
Mexico: None as of July 2021 |
| **CONNECTING ROADWAYS TO THE PROPOSED BORDER CROSSING:** | U.S.: Pending  
Mexico: Pending |
| **BRIDGE CONSTRUCTION STATUS:** | U.S.: Pending |
**Kansas City Southern Railroad International Rail Bridge**

Laredo, Webb County, Texas – Nuevo Laredo, Tamaulipas

<table>
<thead>
<tr>
<th><strong>DESCRIPTION:</strong></th>
<th>The proposed crossing is included in the <em>Texas-Mexico Border Transportation Master Plan 2021</em>.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRIDGE OWNER OR OPERATOR:</strong></td>
<td><strong>U.S. Owner:</strong> Kansas City Southern Railroad</td>
</tr>
<tr>
<td><strong>FUNDING/COST:</strong></td>
<td><strong>U.S.:</strong> Not available.</td>
</tr>
</tbody>
</table>
| **U.S. PERMITS AND MEXICAN APPROVALS:** | **U.S.:** Kansas City Southern Railroad received a Presidential Permit for this project July 29, 2020.  
**Mexico:** None as of July 2021 |
| **BRIDGE CONSTRUCTION STATUS:** | **U.S.:** Pending |
Laredo IV/V International Bridge

Laredo, Webb County, Texas – Nuevo Laredo, Tamaulipas

LOCAL NAMES:
• Puente Internacional Laredo IV
• Laredo International Bridge V

DESCRIPTION:
The proposed crossing would be located between the cities of Rio Bravo and El Cenizo in Webb County. This proposed crossing is included in the 2012 Border Master Plan and the Texas-Mexico Border Transportation Master Plan 2021.

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of Laredo and Webb County

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.
Mission/Madero/Reynosa International Bridge

Mission, Hidalgo County, Texas – Reynosa, Tamaulipas

LOCAL NAMES:
- Mission-Madero Bridge
- Mission International Bridge

Puente Internacional Reynosa-Mission

DESCRIPTION:
A four-lane vehicular and railroad bridge is proposed. The proposed border crossing would be near the unincorporated community of Madero, approximately two miles south of Interstate 2. This proposed crossing is included in the Texas-Mexico Border Transportation Master Plan 2021.

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 ROADWAYS TO PROPOSED BORDER CROSSING:
U.S.: The bridge will be accessed by a new road to that will interconnect with FM 1016.

BRIDGE CONSTRUCTION STATUS:
U.S.: Project is pending.
**Flor de Mayo Bridge**

**Brownsville, Cameron County, Texas – Guadalupe, Tamaulipas**

| DESCRIPTION: | The intent is for this bridge to carry privately owned vehicles. The proposed crossing is included in the *Texas-Mexico Border Transportation Master Plan 2021.* |
| U.S. PERMITS AND MEXICAN APPROVALS: | U.S.: Cameron County Regional Mobility Authority awarded a work authorization to prepare documentation to support a presidential permit application for this new crossing. The work is to be completed by January 31, 2022. Mexico: None as of July 2021 |
| CONNECTING ROADWAYS TO PROPOSED BORDER CROSSING: | U.S.: The proposed bridge access road, Flor de Mayo Road, connects to the intersection of FM 3248 and US 281. Mexico: A local road provides access to MEX 2. |
| BRIDGE CONSTRUCTION STATUS: | U.S.: Pending |
## Port of Brownsville Bridge

**Brownsville, Cameron County, Texas – Matamoros, Tamaulipas**

### LOCAL NAMES:
- Port of Brownsville – Matamoros Bridge
- Puente Internacional del Puerto de Brownsville

### DESCRIPTION:
This crossing is intended to be 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 ROADWAYS TO THE PROPOSED BORDER CROSSING:
**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.:**
- 2019 - Completion of the first three phases of the SH 550 corridor connecting the Port of Brownsville to Interstate 69E. Upon completion of the Gap II project the highway will be designated Interstate 169.

Source: Cameron County Regional Mobility Authority, 2021

### BRIDGE CONSTRUCTION STATUS:
**U.S.:** Project is pending.
Roma International Suspension Bridge

Roma, Starr County, Texas – Ciudad Miguel Alemán, Tamaulipas

LOCAL NAMES:
- Roma Suspension Bridge

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, the Roma-Ciudad Miguel Alemán International 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:
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

Brewster County, Texas – La Linda, Coahuila

LOCAL NAMES:  
- Puente La Linda  
- Heath Crossing

DESCRIPTION:  
This crossing is a 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:  
This crossing was built in 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 ROADWAYS TO THE BORDER CROSSING:**

**U.S.:** FM 2627 interconnects with US 385.
Texas-Mexico Bridge and Border Crossings: Snapshot

**Snapshot: Total number of vehicular border crossings: 28***
(Excludes rail-only and pedestrian-only crossings)

<table>
<thead>
<tr>
<th>Vehicular dam crossings: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Lake Amistad Dam Crossing</td>
</tr>
<tr>
<td>• Lake Falcon Dam International Crossing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ferries: 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Los Ebanos Ferry</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Border crossings owned/operated by cities and/or counties: 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Paso del Norte Bridge</td>
</tr>
<tr>
<td>• Good Neighbor Bridge</td>
</tr>
<tr>
<td>• Ysleta Bridge</td>
</tr>
<tr>
<td>• Tornillo-Guadalupe Bridge</td>
</tr>
<tr>
<td>• Del Rio International Bridge</td>
</tr>
<tr>
<td>• Eagle Pass International Bridge</td>
</tr>
<tr>
<td>• Camino Real International Bridge</td>
</tr>
<tr>
<td>• Colombia Solidarity Bridge</td>
</tr>
<tr>
<td>• World Trade Bridge</td>
</tr>
<tr>
<td>• Gateway to the Americas Bridge</td>
</tr>
<tr>
<td>• Juárez-Lincoln International Bridge</td>
</tr>
<tr>
<td>• Roma-Ciudad Miguel Alemán International Bridge</td>
</tr>
<tr>
<td>• Anzalduas International Bridge</td>
</tr>
<tr>
<td>• McAllen/Hidalgo International Bridge</td>
</tr>
<tr>
<td>• Pharr International Bridge</td>
</tr>
<tr>
<td>• Donna-Rio Bravo International Bridge</td>
</tr>
<tr>
<td>• Free Trade International Bridge</td>
</tr>
<tr>
<td>• Gateway International Bridge</td>
</tr>
<tr>
<td>• Veterans International Bridge at Los Tomates</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Border crossings owned by federal government (IBWC): 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Bridge of the Americas</td>
</tr>
<tr>
<td>• Fort Hancock-El Porvenir Bridge</td>
</tr>
<tr>
<td>• Lake Amistad Dam Crossing</td>
</tr>
<tr>
<td>• Lake Falcon Dam International Crossing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Privately owned border crossings: 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Starr-Camargo Bridge (Starr-Camargo Bridge Co.)</td>
</tr>
<tr>
<td>• Los Ebanos Ferry (Reyna Family)</td>
</tr>
<tr>
<td>• Progreso International Bridge (Progreso Bridge Co.)</td>
</tr>
<tr>
<td>• Brownsville and Matamoros Express Bridge (Brownsville &amp; Matamoros Bridge Co.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Border crossings owned by State of Texas: 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Presidio-Ojinaga International Bridge</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial traffic border crossings: 13</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Bridge of the Americas (H)</td>
</tr>
<tr>
<td>• Ysleta Bridge (H)</td>
</tr>
<tr>
<td>• Presidio-Ojinaga International Bridge</td>
</tr>
<tr>
<td>• Del Rio International Bridge</td>
</tr>
<tr>
<td>• Camino Real International Bridge. (H)</td>
</tr>
<tr>
<td>• Colombia Solidarity Bridge (H)</td>
</tr>
<tr>
<td>• World Trade Bridge</td>
</tr>
<tr>
<td>• Roma-Ciudad Miguel Alemán International Bridge</td>
</tr>
<tr>
<td>• Starr-Camargo Bridge (H)</td>
</tr>
<tr>
<td>• Pharr International Bridge (H)</td>
</tr>
<tr>
<td>• Progreso International Bridge. (H)</td>
</tr>
<tr>
<td>• Free Trade International Bridge (H)</td>
</tr>
<tr>
<td>• Veterans International Bridge at Los Tomates (H)</td>
</tr>
</tbody>
</table>

**Border crossings considered for rehabilitation: 1**
• Roma International Suspension Bridge

**Rail-only crossings: 6***
• El Paso (2 bridges)
• Presidio - Owned by TxDOT (reconstructed 2018; as of 2021 not yet operational)
• Eagle Pass
• Laredo
• Brownsville West Rail Bridge

**Pedestrian-only crossings: 1***
• Boquillas Crossing (Big Bend National Park)

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*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 included in Texas-Mexico Border Transportation Master Plan 2021 and those with Presidential Permits.

***Not included in this publication, because rail crossings and National Park crossings do not require roadway infrastructure.
APPENDIX IV NORTHBOUND COMMERCIAL TRUCK TRAFFIC COUNTS 2010 – 2020
## Northbound Commercial Truck Crossings Over an 11-Year Period

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>World Trade Bridge</td>
<td>1,240,139</td>
<td>1,327,479</td>
<td>1,399,068</td>
<td>1,480,391</td>
<td>1,574,583</td>
<td>1,658,949</td>
<td>1,739,618</td>
<td>1,691,595</td>
<td>1,911,813</td>
<td>2,042,006</td>
<td>1,980,842</td>
</tr>
<tr>
<td>Pharr International Bridge</td>
<td>459,330</td>
<td>452,821</td>
<td>479,530</td>
<td>510,706</td>
<td>530,093</td>
<td>546,259</td>
<td>569,944</td>
<td>620,236</td>
<td>647,157</td>
<td>650,668</td>
<td>671,506</td>
</tr>
<tr>
<td>Bridge of the Americas</td>
<td>321,721</td>
<td>337,609</td>
<td>314,730</td>
<td>315,043</td>
<td>313,070</td>
<td>496,802</td>
<td>296,982</td>
<td>269,886</td>
<td>270,843</td>
<td>212,186</td>
<td>170,784</td>
</tr>
<tr>
<td>Colombia Solidarity Bridge</td>
<td>345,541</td>
<td>374,781</td>
<td>382,401</td>
<td>365,891</td>
<td>373,263</td>
<td>356,824</td>
<td>350,843</td>
<td>491,390</td>
<td>402,155</td>
<td>380,317</td>
<td>381,699</td>
</tr>
<tr>
<td>Ysleta Bridge</td>
<td>386,139</td>
<td>379,508</td>
<td>409,930</td>
<td>424,596</td>
<td>438,348</td>
<td>261,272</td>
<td>468,941</td>
<td>509,307</td>
<td>540,027</td>
<td>579,966</td>
<td>587,388</td>
</tr>
<tr>
<td>Veterans International Bridge at Los Tomates</td>
<td>177,688</td>
<td>177,986</td>
<td>190,204</td>
<td>177,008</td>
<td>178,364</td>
<td>180,664</td>
<td>190,754</td>
<td>202,607</td>
<td>217,706</td>
<td>225,323</td>
<td>219,430</td>
</tr>
<tr>
<td>Camino Real International Bridge</td>
<td>95,028</td>
<td>106,423</td>
<td>116,843</td>
<td>118,363</td>
<td>136,506</td>
<td>141,592</td>
<td>160,037</td>
<td>169,578</td>
<td>173,105</td>
<td>179,540</td>
<td>173,975</td>
</tr>
<tr>
<td>Del Rio International Bridge</td>
<td>55,852</td>
<td>62,966</td>
<td>65,210</td>
<td>67,718</td>
<td>69,048</td>
<td>70,009</td>
<td>74,545</td>
<td>74,207</td>
<td>78,328</td>
<td>75,225</td>
<td>68,511</td>
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<tr>
<td>Progreso International Bridge</td>
<td>43,327</td>
<td>42,605</td>
<td>44,300</td>
<td>42,761</td>
<td>41,416</td>
<td>36,940</td>
<td>49,156</td>
<td>52,516</td>
<td>50,795</td>
<td>54,719</td>
<td>52,509</td>
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<tr>
<td>Starr-Camargo Bridge</td>
<td>21,503</td>
<td>24,398</td>
<td>29,160</td>
<td>27,120</td>
<td>32,459</td>
<td>30,890</td>
<td>36,085</td>
<td>37,521</td>
<td>38,094</td>
<td>41,019</td>
<td>40,582</td>
</tr>
<tr>
<td>Free Trade International Bridge</td>
<td>29,721</td>
<td>30,773</td>
<td>27,300</td>
<td>31,140</td>
<td>31,625</td>
<td>23,746</td>
<td>27,319</td>
<td>25,581</td>
<td>37,463</td>
<td>61,800</td>
<td>60,742</td>
</tr>
<tr>
<td>Presidio-Ojinaga International Bridge</td>
<td>9,298</td>
<td>8,612</td>
<td>11,286</td>
<td>9,506</td>
<td>10,588</td>
<td>8,827</td>
<td>8,040</td>
<td>8,697</td>
<td>8,829</td>
<td>10,198</td>
<td>9,225</td>
</tr>
<tr>
<td>Roma-Ciudad Miguel Alemán International Bridge</td>
<td>6,417</td>
<td>6,938</td>
<td>7,123</td>
<td>7,479</td>
<td>7,556</td>
<td>7,870</td>
<td>7,531</td>
<td>7,608</td>
<td>8,111</td>
<td>12,379</td>
<td>23,146</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,191,704</strong></td>
<td><strong>3,332,899</strong></td>
<td><strong>3,477,085</strong></td>
<td><strong>3,577,722</strong></td>
<td><strong>3,736,919</strong></td>
<td><strong>3,820,644</strong></td>
<td><strong>3,979,966</strong></td>
<td><strong>4,160,833</strong></td>
<td><strong>4,384,426</strong></td>
<td><strong>4,525,346</strong></td>
<td><strong>4,440,339</strong></td>
</tr>
</tbody>
</table>

*Source: U.S. Customs and Border Protection, 2021

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
INTRODUCTION
Since 1968, the effort of developing an international bridge along the Texas-Mexico border has centered on the process of acquiring approval of a Presidential permit application. The issuance of a Presidential permit, however, is just one of many components needed to build and operate a new international bridge or to modify, redesign, or update the layout of an existing facility. In addition to the Presidential permit process, federal approval to construct or rebuild an international bridge requires project sponsors to complete other permitting processes before construction can begin. Specifically, projects must fulfill the requirements of the National Environmental Policy Act of 1969 (NEPA) and receive a Finding of No Significant Impacts (FONSI) or a Record of Decision (ROD) that allows the project to move forward. International bridge projects must also receive permits from the U.S. Coast Guard and the International Boundary and Waterway Commission (IBWC). Additionally, international bridge developers must be granted approval from the State of Texas, prior to constructing an international bridge, and this approval is not superseded by any federal approval.

The Texas Transportation Code, §201.612 requires that a political subdivision or private entity authorized to construct or finance the construction of a bridge over the Rio Grande River first obtain approval from the Texas Transportation Commission and the U.S. federal government (through a Presidential permit and other federal requirements), prior to the project starting construction.

However, the 87th Texas Legislature, under Senate Bill 2243, amended the Texas Transportation Code, and it now exempts international bridge projects from the State of Texas approval process, provided the project is for reconstruction, improvements, expansion, or maintenance of an existing bridge. As a result, the State of Texas approval process now applies only to new border crossings, effective June 18, 2021.

Texas Administrative Code Chapter 15, Financing and Construction of Transportation Projects, Subchapter G, International Bridges prescribes the procedures and conditions by which a political subdivision or private entity may obtain the approval of the Commission. Texas Transportation Code, §201.612 directs the department to allow an applicant to concurrently seek approval from the Texas Transportation Commission and approvals from the U.S. federal government (amended by House Bill 1653 during the 78th Texas Legislature).

This appendix provides a brief overview of the Presidential permitting process in the United States and the federal review process of Mexico. Additionally, the document describes the State of Texas’s process for assessing international bridge projects and the requirements that project sponsors are expected to meet to receive approval for construction.

PRESIDENTIAL PERMIT APPLICATION PROCESS AND OTHER FEDERAL AGENCY APPROVALS
The federal approval process for international bridges begins with an application for a Presidential permit. The previous delegation of authority granted from the President to the U.S. Secretary of State to issue, deny, or amend Presidential permits returns to the sole authority of the President under Executive Order (EO) 13867, with the U.S. Secretary of State’s role limited to advising the President. EO 13867 also eliminates the possibility of a U.S. Secretary of State (past or current) to deny a Presidential permit that the President is willing to issue. Final decision authority for Presidential permits now rests exclusively with the President.

EO 13867 limits the period for agency, stakeholder, and foreign government comments and coordination on the Presidential permit application to 60 days after the permit application is received. There is no fixed period for the President’s review and decision on the application, once the recommendation is received from the U.S. Secretary of State. Permit approval decisions will be based upon the information provided in the application with few or no opportunities for applicants to clarify or modify their proposals, based on agency feedback. Presidential permit applications will continue to be submitted to the U.S. Secretary of State through its U.S.-Mexico Coordinator of Border Affairs office. The U.S. Secretary of State is permitted to request additional information from the applicant, but only at the President’s direction.

The U.S. Secretary of State advises the President on which agencies should provide a written opinion on the permit application and refers the permit application to the heads of federal agencies for comments, but only if the President has specifically requested opinions from those agencies.

EO 13687 allows the U.S. Secretary of State to receive solicited advice from foreign governments within 30 days of the request. EO 13687 does not explicitly address any consultation with foreign governments prior to the submittal of a Presidential permit application.

Responses to the President’s request for opinions and advice must be provided no more than 30 days from the date of the request. After receiving the opinions of the agency heads, the U.S. Secretary of State will advise the President with an opinion of whether the permit serves or does not serve the foreign policy interests of the United States. The President
takes the opinion of the U.S. Secretary of State under advisement, but the President has the sole authority to approve or deny the permit application.

After a Presidential permit is issued, the project sponsor also must obtain a permit from the U.S. Coast Guard and the International Boundary and Water Commission (IBWC). If the site of the proposed crossing is owned by the IBWC, the sponsor must obtain a license from the Commission. Bridge crossings on privately owned property also require approval from the IBWC. IBWC’s approval is based upon the design criteria of the bridge, and the project must meet the terms specified in the 1970 Boundary Treaty between the United States and Mexico.

Once the United States’ and Mexico’s federal governments concur on the construction of an international bridge, agreements on how to move forward with construction and other matters are reached through an exchange of diplomatic notes. The permittee should not begin construction of an international bridge until it has been informed that the Government of the United States and the Government of Mexico have exchanged diplomatic notes confirming both governments authorized the commencement of construction for a new international crossing.

As seen in Figure 1 - Binaional Approval Processes for International Bridge Projects, during the binational planning and approval process of an international bridge. There are four exchanges of Diplomatic Notes that must occur prior to the bridge starting operations.
### Figure 1: Binational Approval Processes for International Bridge Projects

**U.S. PERMITTING & DEVELOPMENT**
- Recommended U.S. Department of State and Other Agency
- Consultation for Presidential Approval
- NEPA Process (EA or EIS) Environmental Justice EO 13898
- Public Hearings
- Historic Preservation

**BINATIONAL PLANNING & COORDINATION**
- Border Master Plans by Established Region
- U.S. - Mexico Binational Bridges and Border Crossings Group (BRBCG)
- First Exchange of Diplomatic Notes Begin Planning and Approval Process

**MEXICO PERMITTING & DEVELOPMENT**
- Planning Process (SCT)
- Preliminary Approval by Mexican Authorities (SCT and Intersecretarial Group)
- Integration and Revision of Technical File (SCT)
- Project Review (SCT) and Intersecretarial Group

**PHASE I**
- Presidential Permit Process
- Bilateral Coordination w/Mexico
- FORSI or ROE Coast Guard Permit IBWC Approval
- Right of Way Acquisition and Local Transport Planning Process

**PHASE II**
- Binational Project Approval
- Second Exchange of Diplomatic Notes Formulation of Crossing Points
- Notice of Call Dates and Process Times

**PHASE III**
- Executive Project Preparation (SCT Approval DGDC/DGC)
- Financial Scheme Authorization (SCT)
- Bid Assessment (SCT)
- Right of Way Release

**PHASE IV**
- Construction Work Development
- Add Infrastructure and Connectors to Link Border Crossing to the Interior of the Country (RIM/UPM)
- Construction Work Execution
- Completion and Verification of Construction Work

**PHASE V**
- Risk Model Assessment and Initiatives Prioritization

**PHASE VI**
- Diagnose Operations vs. Standards, Demand and Capacity, and Physical Conditions of Bridges
- Generate Solution Alternatives, Including Infrastructure Modifications

Source: Marco Antonio Frías Galván. “Planning and Binational Execution of Border infrastructure between Mexico and the United States based upon work.” Secretariat of Communications and Transportation. Figure based upon work by Arturo Fuentes, 2020.
STATE OF TEXAS APPROVAL PROCESS FOR NEW BORDER CROSSINGS

In addition to the federal Presidential permit process, new border crossings must receive approval from the Texas Transportation Commission to construct an international bridge in Texas. This state requirement was passed during the 87th Regular Texas Legislative Session under Senate Bill (SB) 2243.

Effective September 1, 2021, the enacted legislation amends Section 201.612 of the Texas Transportation Code, by adding the following requirement(s):

- To obtain a Presidential permit for new border crossings from the Texas Transportation Commission, the political subdivision or private entity must apply and comply with all requirements and conditions imposed by the Texas Transportation Code, Section 201.612, Subsection (h).
- Prior to submitting the application to the department, applicants are encouraged to confer with their local TxDOT district office.

Further, prior to applying to the department for approval of a project, the applicant must conduct a series of studies of the design, financial feasibility, and social and environmental impacts of the project, including the effects of any competing applications. The applicant must provide studies describing the project’s design, financial feasibility, social and environmental impacts, and an analysis of competing applications.

Application Process for the State of Texas

To secure approval of an international bridge project from the Texas Transportation Commission, an applicant must file an application and 20 copies of the application with TxDOT’s executive director or his or her designee who will serve as the TxDOT liaison for the project. The application must be in a form prescribed by TxDOT, and must include:

- A description of the applicant (i.e. the project sponsor)
- Definitions of major financial, operating, and business policies of the applicant that will affect operations or the conduct of business
- Preliminary studies completed in accordance with §15.73 of the Texas Administrative Code
- Any written commitments from the appropriate federal jurisdictions of the United Mexican States to provide adequate roadway connections to the bridge and similar commitments from state and municipal transportation agencies for any state highway or local street infrastructure necessary to make the bridge fully operational.

Upon receipt of the completed application and the requisite 20 bound, paper copies, the TPP Division forwards one copy of the application to the designated TxDOT divisions and offices to determine the completeness of the application. Upon the receipt of a complete application, TxDOT will submit a copy of it and request views and comments from the following state agencies and offices:

- As provided in the Texas Transportation Code, TxDOT will allow an agency or office 20 days from the date the agency or office receives a copy of the application for the submission of views and comments under this subsection.

If TxDOT finds that the application meets the requirements, as noted in the Texas Administrative Code, it will notify the applicant of its findings, forward a copy of the findings to the Office of the Governor, and shall conduct a public hearing to receive public comment on the project. A public hearing must be held by TxDOT and conducted by TxDOT’s executive director or the executive director’s designee. Any persons, including, but not limited to, official representatives of a county, municipality, metropolitan planning organization, or other governmental entity, and any individual, group, or association may provide comment. After the public hearing, TxDOT will submit the application together with its findings and recommendations to the Texas Transportation Commission for appropriate action. The department will consider the views and comments received prior to making its findings and recommendations.

The Texas Transportation Commission may consider the advice of TxDOT staff and consultants that the Commission may choose regarding the sufficiency of the information, the probable accuracy of projections, the anticipated financial condition of the application and the project, the impact of the project on the economy and free trade, and any other information the Commission determines appropriate.

MEXICO’S FEDERAL APPROVAL PROCESS

Once both countries have agreed to proceed with permitting of a project, a concurrent process with similarities to the U.S. Presidential permitting process takes place in Mexico. Mexico’s approval process for constructing international bridges has similarities with the U.S. process, but the approval does not require the Mexican President’s signature.
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 Mexico’s Interagency Group of Bridges and Border Crossings (Grupo Intersecretarial de Puentes y Cruces Fronterizos). The proposed project is presented for consideration to an Inter-Secretariat group that is chaired by the Secretariat of Foreign Relations, and in which the Secretariat of Communications and Transportation participates. Upon a preliminary approval from the Inter-Secretariat group to proceed, the project sponsor must receive approvals from various Mexican agencies that address project issues related to the environment, water, finance, energy, and the technical engineering requirements of the facility before the project can receive final approval and the Mexican government issues an international bridge permit.

**BINATIONAL COORDINATION**

The initial presentation of a proposed project is often made to the U.S.-Mexico Joint Working Committee on Transportation Planning (JWC). The JWC is a binational group that focuses on cooperative transportation planning between the United States and Mexico and the facilitation of efficient, safe, and economical cross-border transportation movements. The lead U.S. agency is the FHWA and Mexico’s lead agency is the SCT. In addition to the lead agencies, the JWC’s membership also include various federal agencies in both countries, as well as representatives of each U.S. and Mexican state.¹

Projects are also presented to the U.S.-Mexico Binational Bridges and Border Crossings Group (BBBXG) to assess the proposed facility’s binational feasibility and to establish a dialogue between the two countries regarding the project. The BBBXG is a binational organization led by representatives of the U.S. Department of State, the Ministry of Foreign Affairs of Mexico, and officials from ten U.S. and Mexican border states. The BBBXG meets to further joint initiatives that improve the efficiency of existing crossings and coordinate planning for new ones. The U.S. and Mexican governments often enter into formal agreements of understanding about binational issues. Coordination continues throughout the permit approval process to assure that the project is progressing equally on both sides. The diagram provided in Figure 1 shows a high-level overview of the binational approval and coordination process for international bridges.

**ADDITIONAL INFORMATION**

For additional information about the Presidential permit and the State of Texas approval process for international border crossings, please see the TxDOT Fact Sheet entitled, *Presidential Permitting Process and Development of Cross-Border Transportation Infrastructure in Texas*, found on TxDOT’s International Trade and Border Planning website. If you need to communicate with TxDOT personnel about the State of Texas approval process, please contact:

Aisa Showery  
Manager, International Trade and Border Planning Branch  
Freight, International Trade, and Connectivity Section  
Aisa.Showery@txdot.gov  
512-354-9180

Caroline Mays  
Director, Freight, International Trade, and Connectivity Section  
Caroline.Mays@txdot.gov  
512-936-0904

Glossary, Definitions, and Acronyms

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
BBBXG (U.S.-Mexico Binational Bridges and Border Crossings Group) – A binational organization led by representatives of the U.S. Department of State, the Ministry of Foreign Affairs of Mexico, and officials from ten U.S. and Mexican border states that meets to further joint initiatives that improve the efficiency of existing crossings and coordinate planning for new ones.

BND – Brownsville Navigation District/Port of Brownsville – The port authority responsible for managing the deep-water port and industrial park.

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.

CILA – Comisión Internacional de Limites y Aguas – The division of the SRE that oversees the boundaries for rivers and border waters. Mexico’s counterpart of the IBWC.

CNS - Comisión de Seguridad Pública - Commission of Public Security

CONAGUA - Comisión Nacional de Agua – National Water Commission – the administrative and technical advisory portion of Mexico’s federal environmental department.

D
DCL – Dedicated Commuter Lane – A lane used exclusively for commuter traffic. Utilizes the SENTRI technology.


E
EO (Executive Order) – An order issued by the president directing action by the federal government.
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. The Free and Secure Trade (FAST) program is a trusted shipper program for commercial carriers that meet eligibility requirements and pass a background check. Participation in FAST requires that every link in the supply chain, from manufacturer to carrier to driver to importer, is certified under the **Customs Trade Partnership Against Terrorism (CTPAT)** program.

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.

GSA - **General Services Administration** - The U.S. federal agency whose responsibilities include design, construction, and maintenance of LPOE facilities leased to federal inspection services.

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.

JJWC (U.S.-Mexico Joint Working Committee on Transportation Planning) – A binational group of transportation professionals to promote effective communication concerning transportation planning between the U.S. and Mexico.

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 federal Inspection inspection Agencies agencies responsible for the enforcement of federal laws pertaining to such activities.

INM - **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.

NEPA – National Environmental Policy Act – A law requiring, among other actions, federal agencies to consider the environmental impact of projects funded with federal dollars.

PINFRA - Promotora y Operadora de Infraestructura, S.A.B. de C.V. – A Mexican company that operates transportation infrastructure.

POV – Privately Owned Vehicle

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.

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.

RFID (Radio Frequency Identification) – A form of identification that can be read by a contactless reader device.

RGV – Rio Grande Valley – For the purposes of this document, the area consisting of TxDOT’s Pharr District which includes the following counties: Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy, and Zapata.

ROD (Record of Decision) – A document that indicates formal approval of an Environmental Impact Statement or an Environmental Assessment.

SAT - Servicio de Administración Tributaria – Tax Administration Service – The federal revenue service of Mexico.

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.

SE - Secretaría de Economía (SE) – Secretariat of the Economy – The Mexican federal department that oversees matters related to the economy.

SECTUR - Secretaría de Turismo – Mexico’s Ministry of Tourism. Studies tourist information at some of the bridges and border crossings.
SEDATU - Secretaría de Desarrollo Agrario, Territorial y Urbano – Secretariat of Agrarian, Land, and Urban Development – The Mexican federal department that oversees matters related to agriculture and urban development.

SEDENA – Secretaría de la Defensa Nacional – Mexican federal agency that authorizes locations for new bridges and border crossings.

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 and in-person interview in order to receive expedited treatment; a binational partnership with Mexico.


T
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.

USMCA – United States-Mexico-Canada Agreement – This document replaced NAFTA and came into effect July 1, 2020.
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Contact Us

Additional information regarding border crossings and TxDOT border districts in Texas can be obtained from the following:

**El Paso District**
Mr. Tomas Treviño, P.E.
District Engineer, El Paso District Engineer
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, TX 79928-5410
(915) 790-4204

**Laredo District**
Mr. David Salazar, Jr., P.E.
District Engineer, Laredo District Engineer
1817 Bob Bullock Loop
Laredo, TX 78043
(956) 712-7402

**Pharr District**
Mr. Pedro “Pete” Alvarez, P.E.
District Engineer, Pharr District Engineer
Texas Department of Transportation
600 West IH-2
Pharr, TX 78577
(956) 702-6101

General comments and suggestions for improvements are welcomed and may be addressed to:

Caroline Mays
Director, Freight, Trade, and Connectivity Section
Transportation Planning and Programming Division
118 E. Riverside Drive
Austin, TX 78704
Caroline.Mays@txdot.gov
TXDOT_BorderTrade@txdot.gov
512-936-0904

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