



89th Regular Legislative Session Overview (2025)

Wesley Starnes

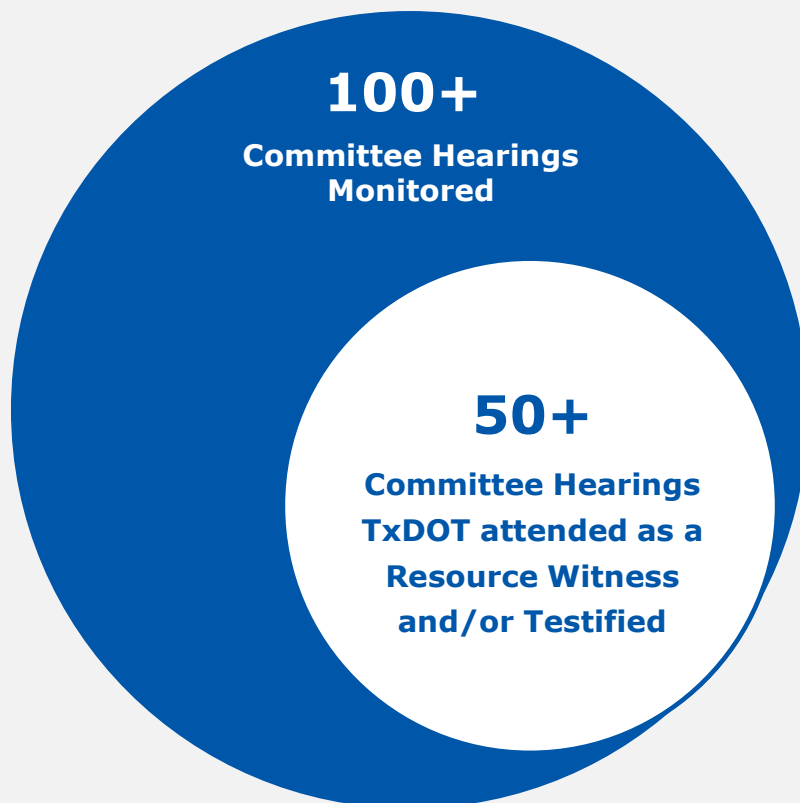
TxDOT State Legislative Affairs



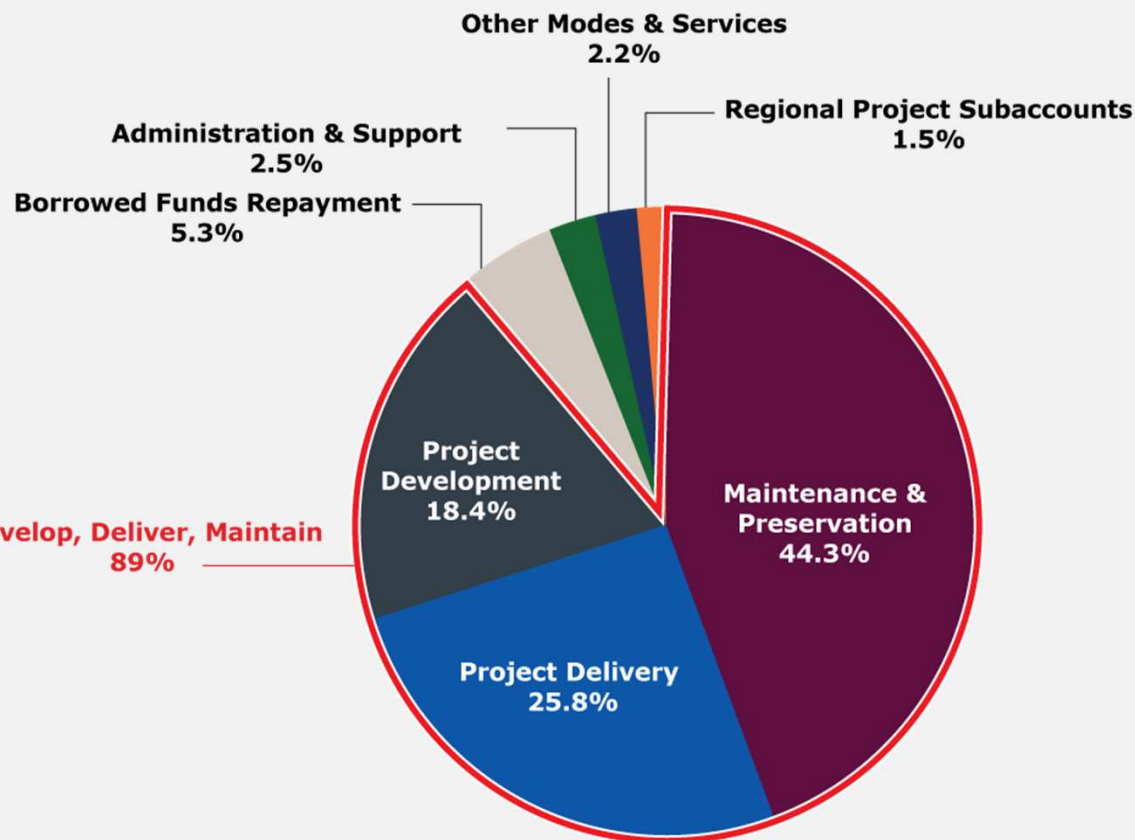
August 12, 2025

89th Regular Legislative Session (2025)

Highlights of Legislative Involvement



Budget Uses: Senate Bill 1

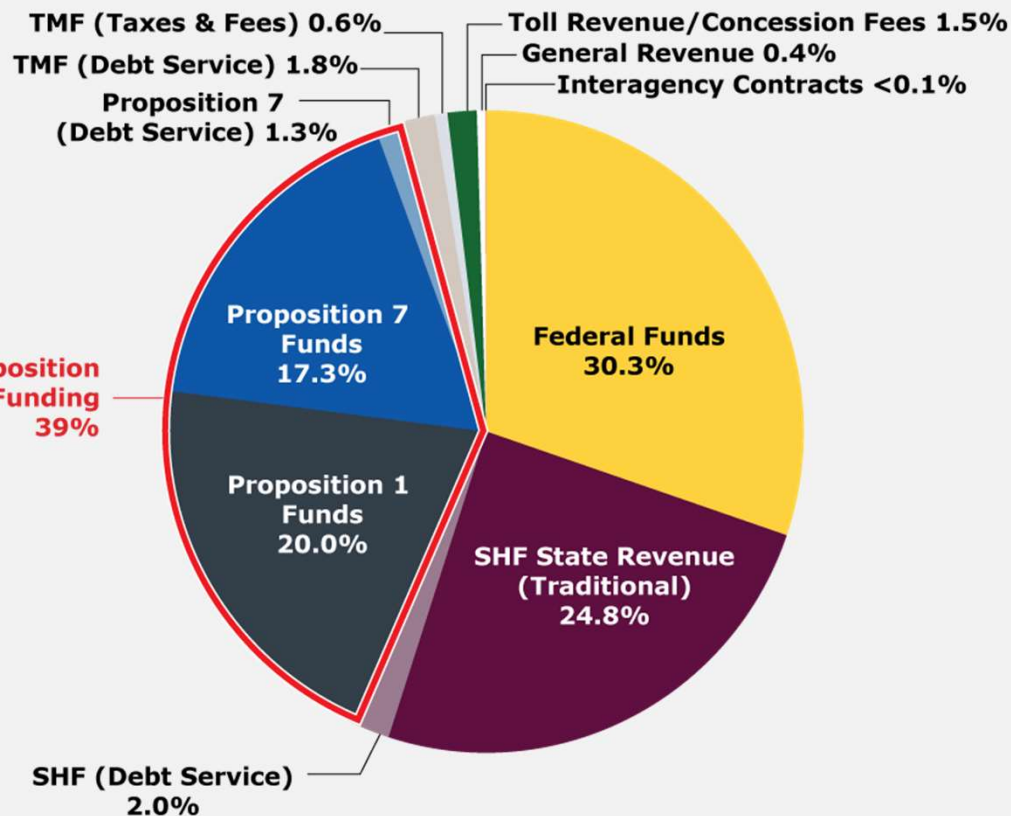


BUDGET USES

	Maintenance & Preservation	\$17.66 billion
	Project Delivery	\$10.34 billion
	Project Development	\$7.36 billion
	Borrowed Funds Repayment	\$2.13 billion
	Administration & Support	\$0.98 billion
	Other Modes & Services	\$0.86 billion
	Regional Project Subaccounts	\$0.59 billion
	Total	\$39.92 billion

*Totals and percentages may not sum due to rounding

Budget Sources: Senate Bill 1



BUDGET SOURCES

Federal Funds	\$12.07 billion
SHF (Traditional)	\$9.88 billion
SHF (Debt Service)	\$0.80 billion
Proposition 1 Funds	\$8.00 billion
Proposition 7 Funds	\$6.92 billion
Proposition 7 (Debt Service)	\$0.50 billion
TMF (Debt Service)	\$0.72 billion
TMF (Taxes & Fees)	\$0.25 billion
Toll Revenue/Concession Fees	\$0.59 billion
General Revenue	\$0.18 billion
Interagency Contracts	\$0.01 billion
Total	\$39.92 billion

*Totals and percentages may not sum due to rounding

Budget Overview: Senate Bill 1 & House Bill 500

SB 1 (General Appropriations Act)

TxDOT budget **\$39.92 billion**

\$35.37 billion (89%) for the development, delivery, and maintenance of state highways

\$860 million in multi modal projects and services rail, maritime, aviation, and public transportation

Over **\$900 million** in capital budget items buildings, facilities, land, information technology (IT)

Nearly **\$180 million** in general revenue funding for various specified roadway, pedestrian, rail, and aviation projects



HB 500 (Supplemental Appropriations Bill)

\$504.1 million appropriated to TxDOT

\$250 million in pedestrian and roadway rail grade separation grant funding

\$129 million in aviation grant funding

\$105 million in capital budget items TxDOT vehicle fleet, aircraft, and aviation facilities

\$20 million for specified roadway project



Legislative Highlights



HB 252 - Representative Walle/Senator Hughes

Relating to the payment of employment compensation by certain state agencies.

- Allows TxDOT to pay employment compensation twice a month to all employees in Salary Schedule A.
- Aligns payment practice of TxDOT maintenance employees with the private sector.
- Will allow TxDOT to better recruit and retain certain employees, particularly new hires for TxDOT maintenance crews transitioning from the private sector in the construction industry.

SB 305 - Senator Perry/Representative King

Relating to the criminal offense of passing certain vehicles on a highway.

- Adds vehicles operated by animal control officers and vehicles operated by individuals issuing parking citations to the list of vehicles for whom drivers are required to "Move Over, Slow Down" on Texas roadways.
- Initially passed by the Texas Legislature in 2003, the state's "Move Over, Slow Down" law requires drivers to move over one lane or slow down to 20 miles per hour below the posted speed limit when approaching certain vehicles, including TxDOT vehicles, on the roadside.



Legislative Highlights



HB 4520 - Representative M. Martinez/Senator Nichols

Relating to requirements for certain funding of aviation facilities and projects.

- Increases the maximum amount of funding to **5%** for General Aviation Airports that are located in an economically disadvantaged county (EDC).
- Impacts 130 General Aviation Airports located in 100 economically disadvantaged counties.

SB 1939 - Senator J. Hinojosa /Representati

Relating to the ship channel improvement revolving fund.

- Directs the interest earned on the ship channel improvement be used for future loans.
- The ship channel improvement revolving fund is used to give congressionally approved ship channel projects.
- The ship channel improvement revolving fund was funded for general revenue.



Legislative Highlights



SB 1555 - Senator Nichols/Representative Patterson

Relating to a grant program to fund certain railroad grade separation projects.

separation projects (off system)

or local government pedestrian and roadway rail grade
\$250 million in HB 500 (89R, 2025).

- Requires at least 10% of the project be funded with non state dollars.
- Projects must increase public safety, enhance economic development, and reduce traffic.

SB 2366 - Senator Hughes/Representative H

Relating to a grant program to fund short line railroad projects

- Creates a TxDOT administered grant program for rural rail transportation. The program was **not funded**.
- Requires at least 10% of the project be funded with non state dollars.
- Projects must increase public safety, enhance economic development, and reduce traffic.

the



Legislative Highlights



SB 14 - Senator King/Representative Capriglione

Relating to reforming the procedure by which state agencies adopt rules and impose regulatory requirements and the deference given to the interpretation of laws and rules by state agencies in certain judicial proceedings.

- Creates the Texas Regulatory Efficiency Office within the Office of the Governor to oversee state agency rulemaking.
- The office must work with state agencies to reduce administrative rules and regulatory requirements.

HB 2775 - Representative Landgraf/Senator Sparks

Relating to the composition of the I 27 Advisory Committee.

- Expands the membership of the TxDOT administered I 27 Ad Regular Session (2021).
- Adds one member each from Schleicher and Ector Counties a

created in 87th Legislature,



89th Regular Legislative Session (2025) TxDOT Overview



Moving Texas Forward *Summary of Enacted Transportation and General Government Legislation*



89th First Called Special Session – July 21, 2025 (30 Days)

- **FLOOD WARNING SYSTEMS:** Legislation to improve early warning systems and other preparedness infrastructure in flood-prone areas throughout Texas.
- **FLOOD EMERGENCY COMMUNICATIONS:** Legislation to strengthen emergency communications and other response infrastructure in flood-prone areas throughout Texas.
- **RELIEF FUNDING FOR HILL COUNTRY FLOODS:** Legislation to provide relief funding for response to and recovery from the storms which began in early July 2025, including local match funding for jurisdictions eligible for FEMA public assistance.
- **NATURAL DISASTER PREPARATION & RECOVERY:** Legislation to evaluate and streamline rules and regulations to speed preparedness for and recovery from natural disasters.
- **REDISTRICTING:** Legislation that provides a revised congressional redistricting plan in light of constitutional concerns raised by the U.S. Department of Justice.
- **TITLE THEFT & DEED FRAUD:** Legislation, similar to SB 648 from the 89th Legislature, Regular Session, that provides strengthened protections against title theft and deed fraud.
- **12 other items not related to TxDOT.**



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Texas-Mexico Border Transportation Master Plan (BTMP) Update



Border Trade Advisory Committee Kick-off

August 12, 2025

Overview

▶ **BTMP and Need for Update**

▶ **Project Management & Approach**

▶ **Project Schedule**

▶ **Stakeholder Engagement**

Briefing Purpose

- ✓ Kick-off, introduce the Texas-Mexico Border Transportation Master Plan (BTMP) Update effort
- ✓ Inform BTAC of the planning process, personnel and timeline
- ✓ Present the planning framework and schedule
- ✓ Discuss stakeholder engagement strategy
- ✓ Next Steps

What is the Texas-Mexico BTMP?

▶ The Texas-Mexico Border Transportation Master Plan (BTMP) is a *binational, comprehensive, multimodal long-range transportation plan* that identifies issues, needs, challenges, opportunities, and strategies for moving people and goods efficiently and safely across the Texas-Mexico border, the border regions, and beyond.

▶ The Texas Department of Transportation (TxDOT) is in the process of updating the BTMP in collaboration with the Border Trade Advisory Committee (BTAC) and binational stakeholders.

Texas-Mexico 2021 BTMP

Adopted by Texas Transportation Commission (2021)

Identified current and future transportation needs, challenges, and opportunities for moving people and goods.

Outlined policy, program and project recommendations to address needs

Facilitated coordination and collaboration between Texas and Mexico (border transportation planning and programming)



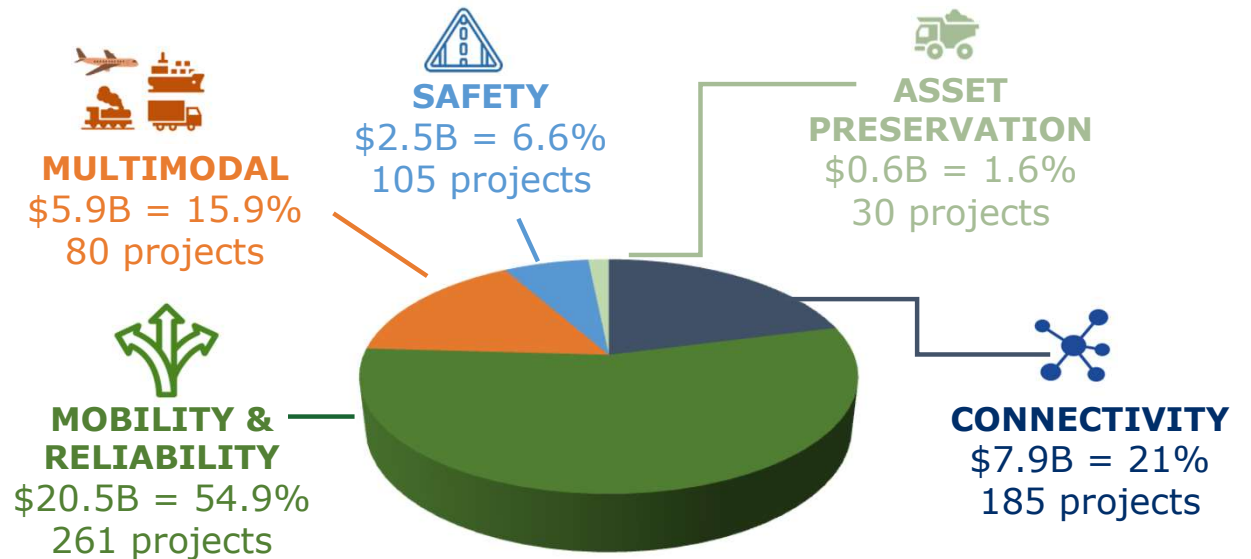
BTMP Project Recommendations

661 TOTAL TEXAS-MEXICO BORDERWIDE PROJECTS

\$37.4B TOTAL PROJECT COST

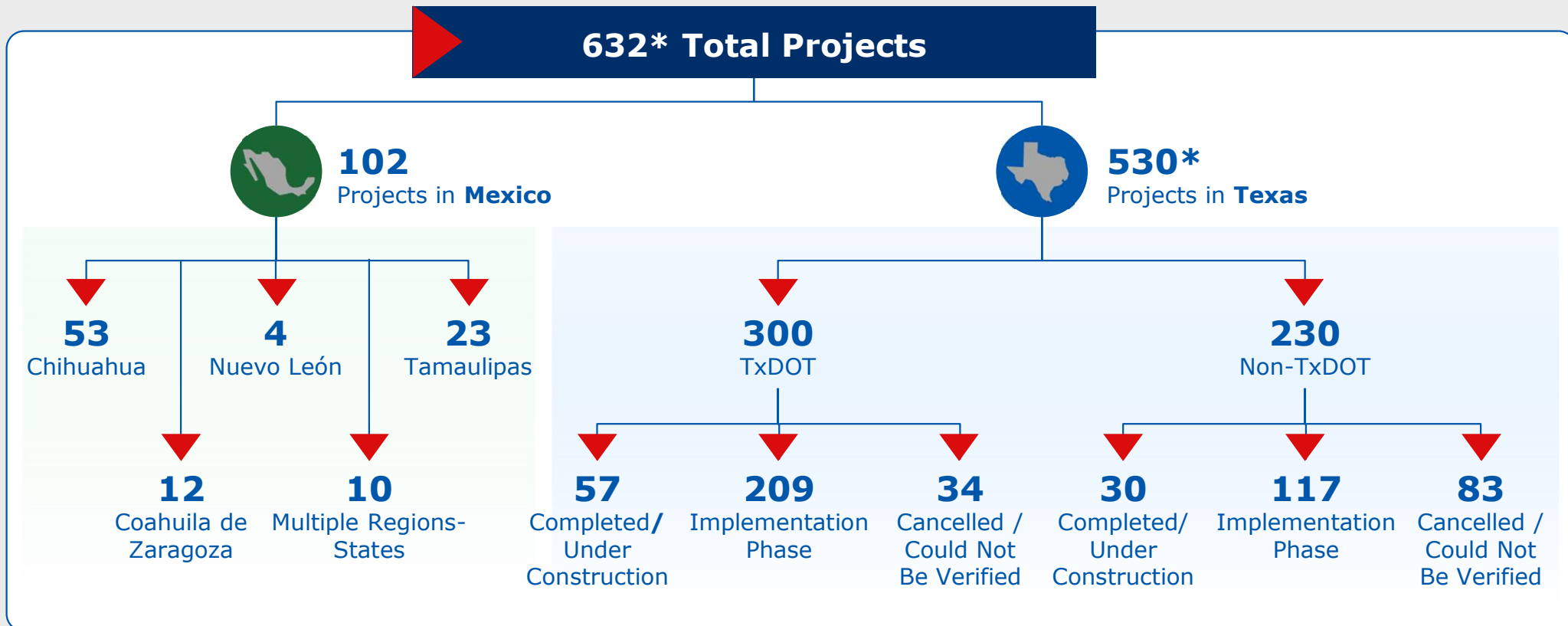
- 559 projects in Texas/U.S. totaling \$32.7B.
- 102 projects in Mexico representing \$4.7B.
- 193 border crossing projects totaling \$6.0B.
- 468 corridor projects representing \$31.4B of estimated costs.

TOTAL NUMBER AND COST OF PROJECTS BY CATEGORY



All \$ figures from original data file

2021 BTMP Project Classification



* There were duplicate projects and projects with missing information (e.g., CSJs) in the original list. The list has been updated in coordination with TxDOT's Border Districts and Divisions.

2021 BTMP Recommended Programs



153

**Program
Recommendations**

TxDOT Identified Lead Agency	46
TxDOT Completed or In-Progress Studies	18
TxDOT Completed Studies	7
TxDOT Studies: Finalizing Deliverables	10
TxDOT Study: Initiated	1

2021 BTMP Report

- 1 Introduction
- 2 Goals, Objectives, and Institutions
- 3 Texas Mexico Border: Past and Present
- 4 Texas Mexico Multimodal Transportation Network Designation
- 5 Current and Future Needs Assessment
- 6 Future Forecasts for the Texas Mexico Border Region
- 7 Economic Importance of the Texas Mexico Border
- 8 Process to Identify and Evaluate Strategies to Address Current and Future Needs
- 9 Stakeholder Engagement
- 10 Recommendations
- 11 Implementation Plan

Why are we Updating the BTMP?

- ▶ **Pandemic**
- ▶ **Changes in key stakeholders**
- ▶ **New policies**
- ▶ **USMCA**
- ▶ **Nearshoring - Reshoring**
- ▶ **Technology deployments**
- ▶ **Global and local supply-chain disruptions**
- ▶ **Increase in transportation demand**

The Texas-Mexico Border Context - 2024

Texas-Mexico trade is a powerful economic driver



\$553B

Trade passing through TX

\$840B

U.S. MX Trade

\$281B

TX. MX Trade



Supplies critical jobs nationwide:

- **Over 5M U.S. jobs tied to U.S. MX trade**
- **Over 400K jobs in Texas**



Significant infrastructure:

- **1,254 miles**
- **34 crossings**

Northbound Crossings (2024)



Passenger Vehicles:
35 Million



Pedestrians:
17 Million



Railcars:
1 Million



Commercial Vehicles:
5 Million



Busses:
73 Thousand

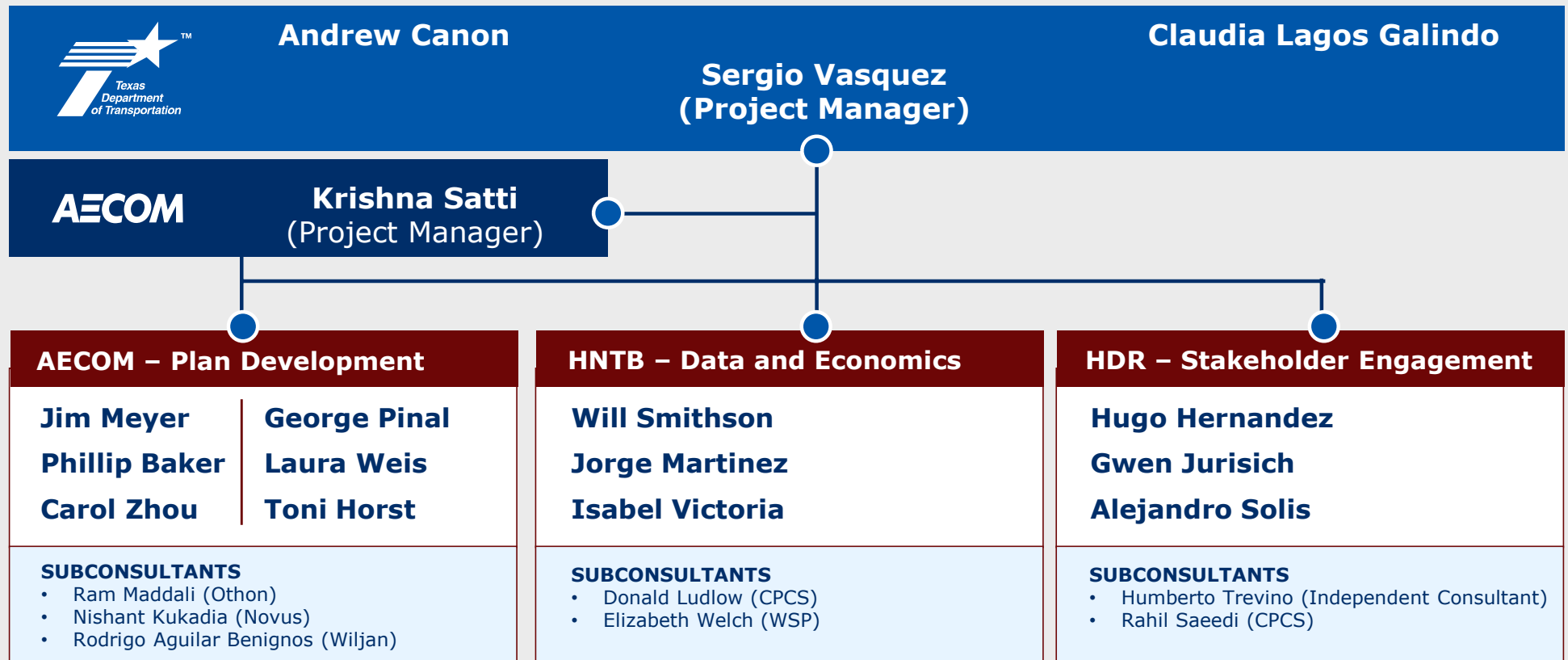


Question #1:
**What other factors
should we consider for
the BTMP Update?**

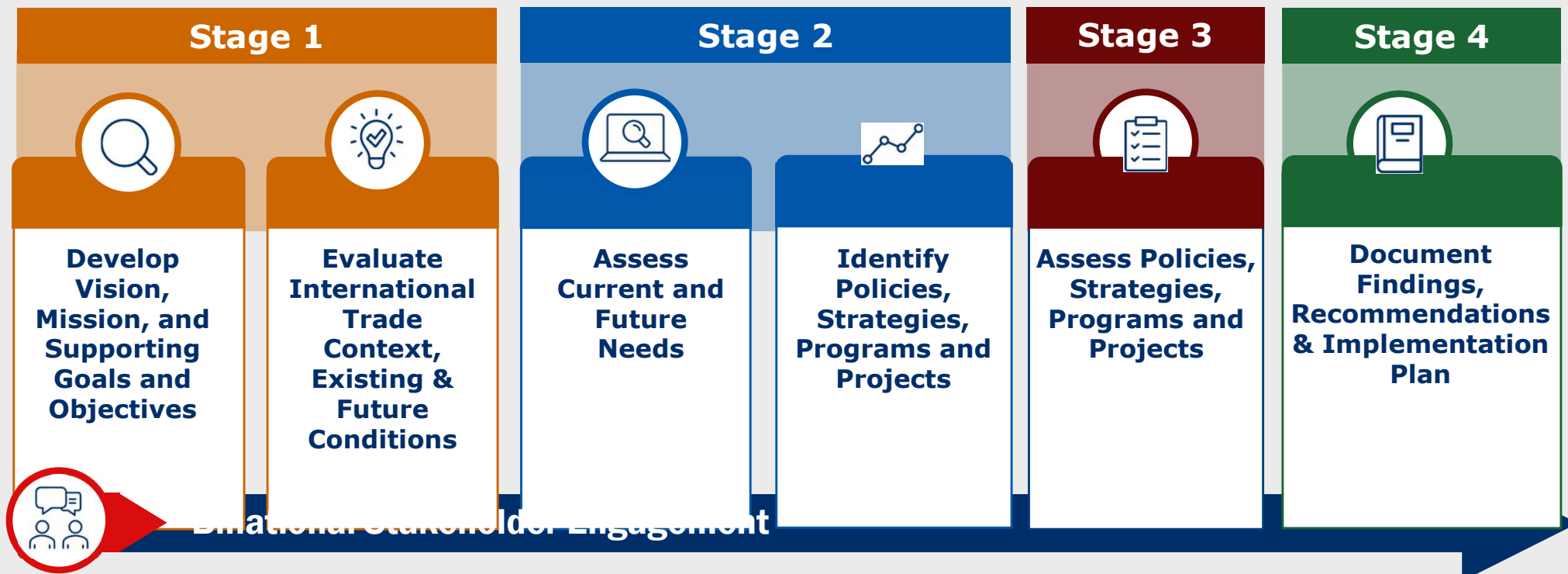


Project Management & Approach

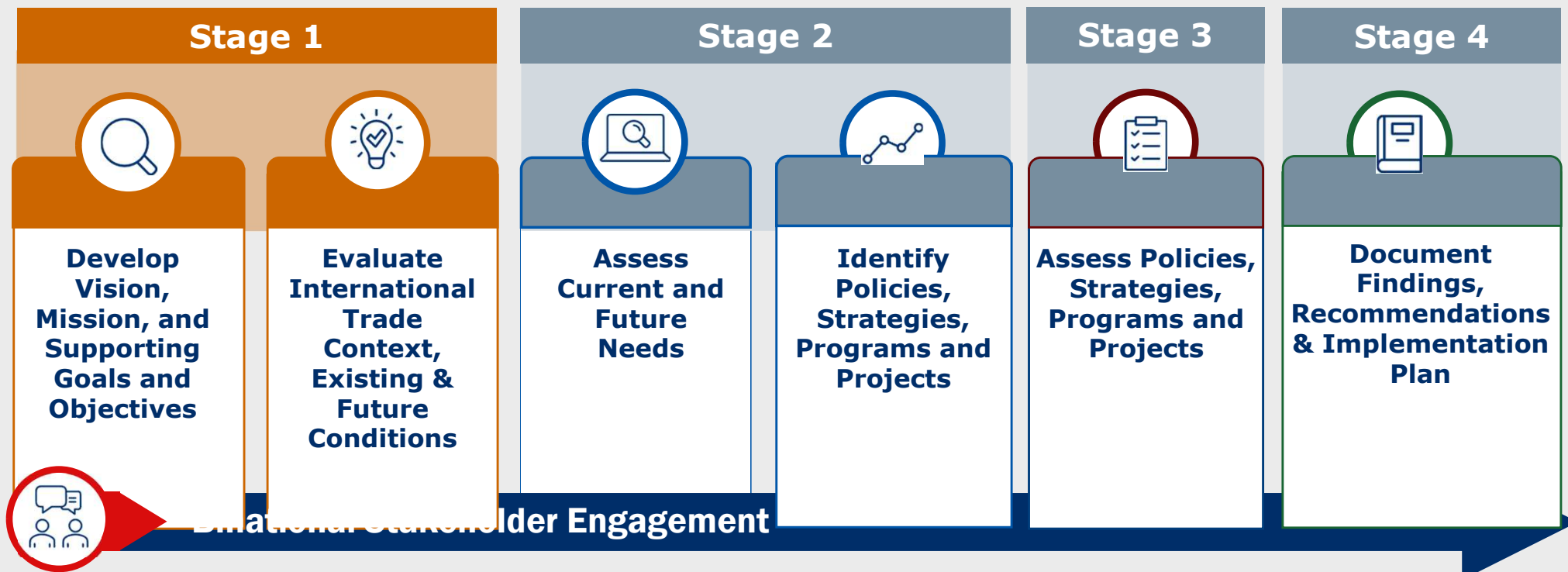
Project Team



Plan Approach



Plan Approach



The Vision, Mission, Goals and Objectives (VMGO's) Development Process



Review Existing & Adopted Plans

Assess 2021 BTMP VMGO's and performance measure for relevancy and revisions



Define Vision

Establish an aspirational long-term view.



Craft Mission

what, how, and for whom



Establish Supporting Goals & Objectives

- High-level focus areas/themes
- Align with the vision and stakeholder priorities



Coordinate with Stakeholders and Engage Binational Interest

International Trade Context, Existing & Future Conditions



**Comprehensive Data
Collection**



**Supply Chain and Trade
Dynamics**

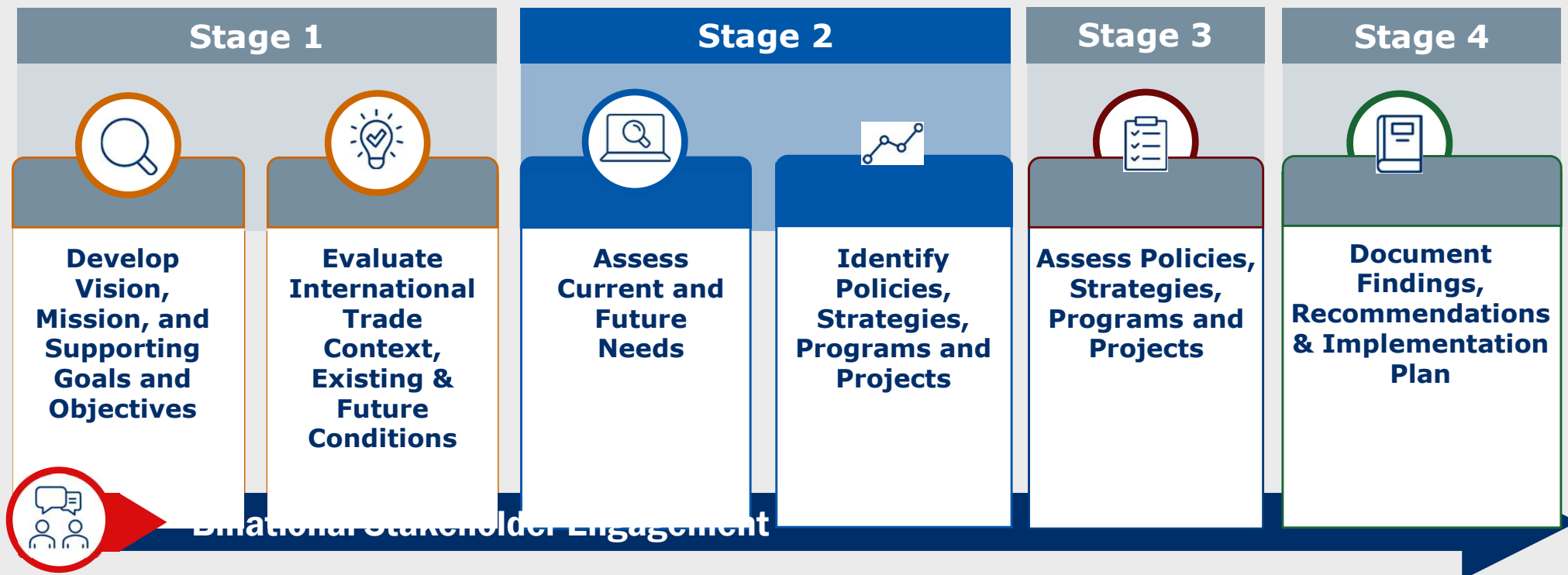


**Forecasting and
Validation**

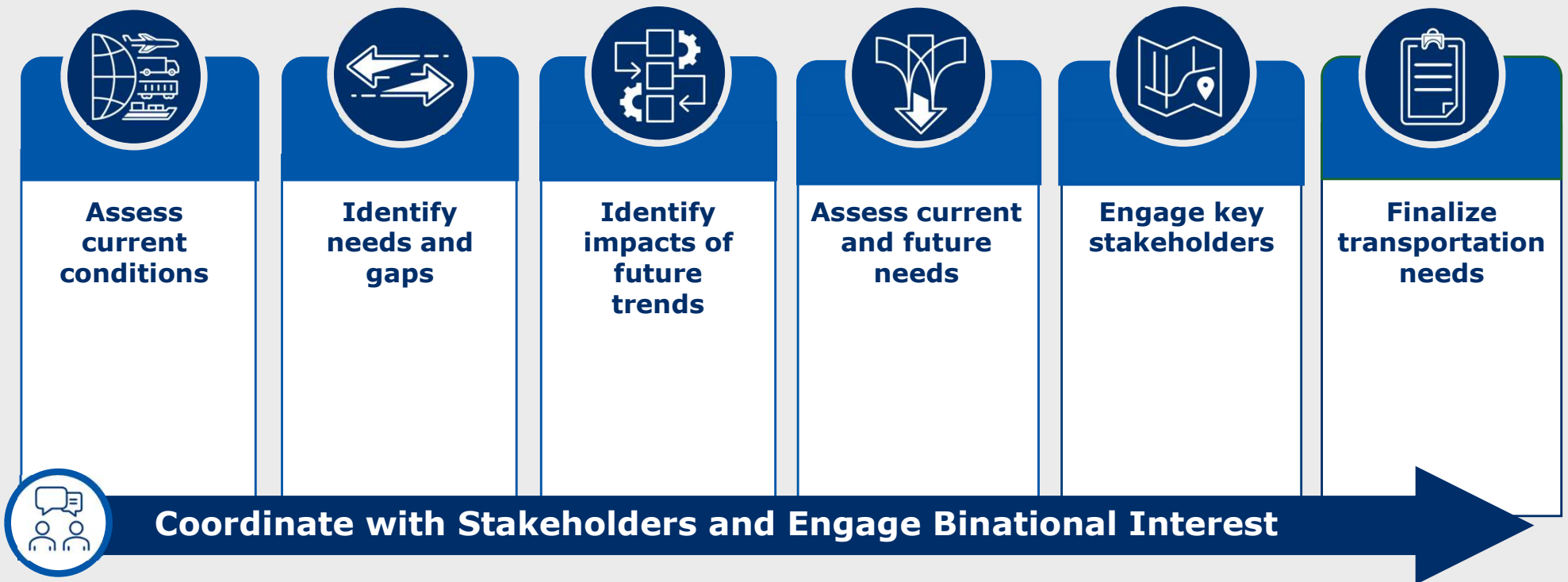


Coordinate with Stakeholders and Engage Binational Interest

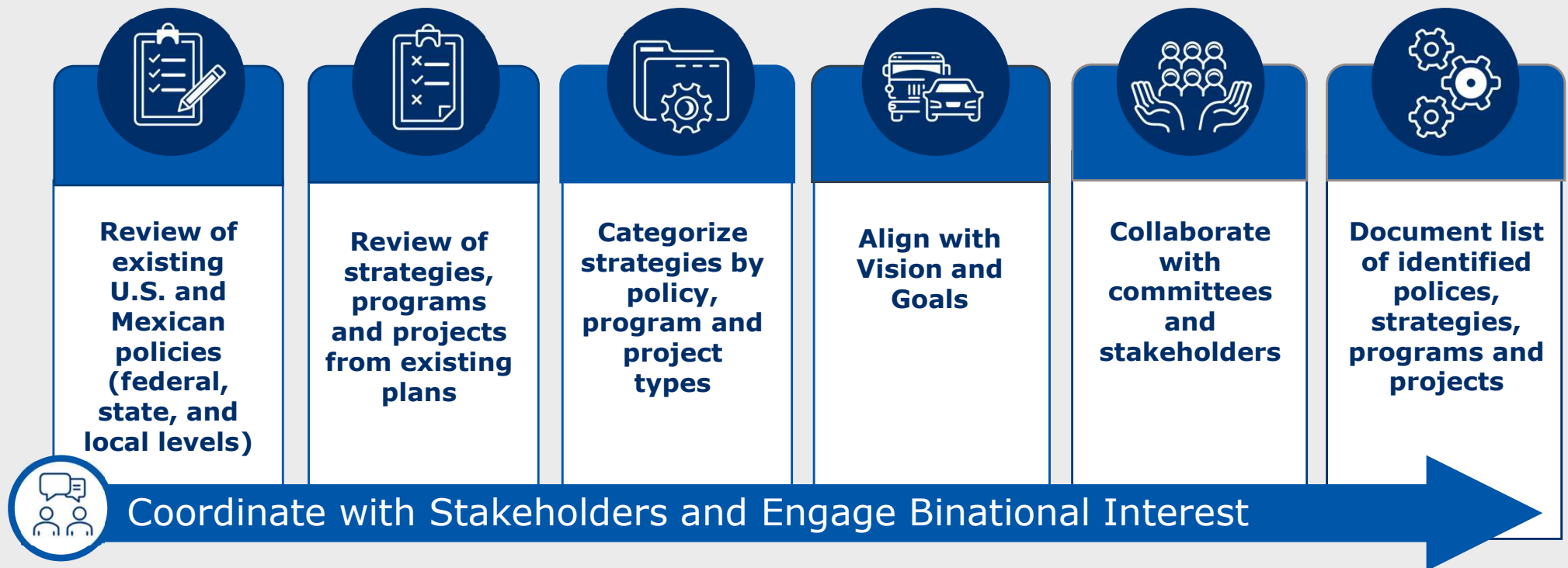
Plan Approach



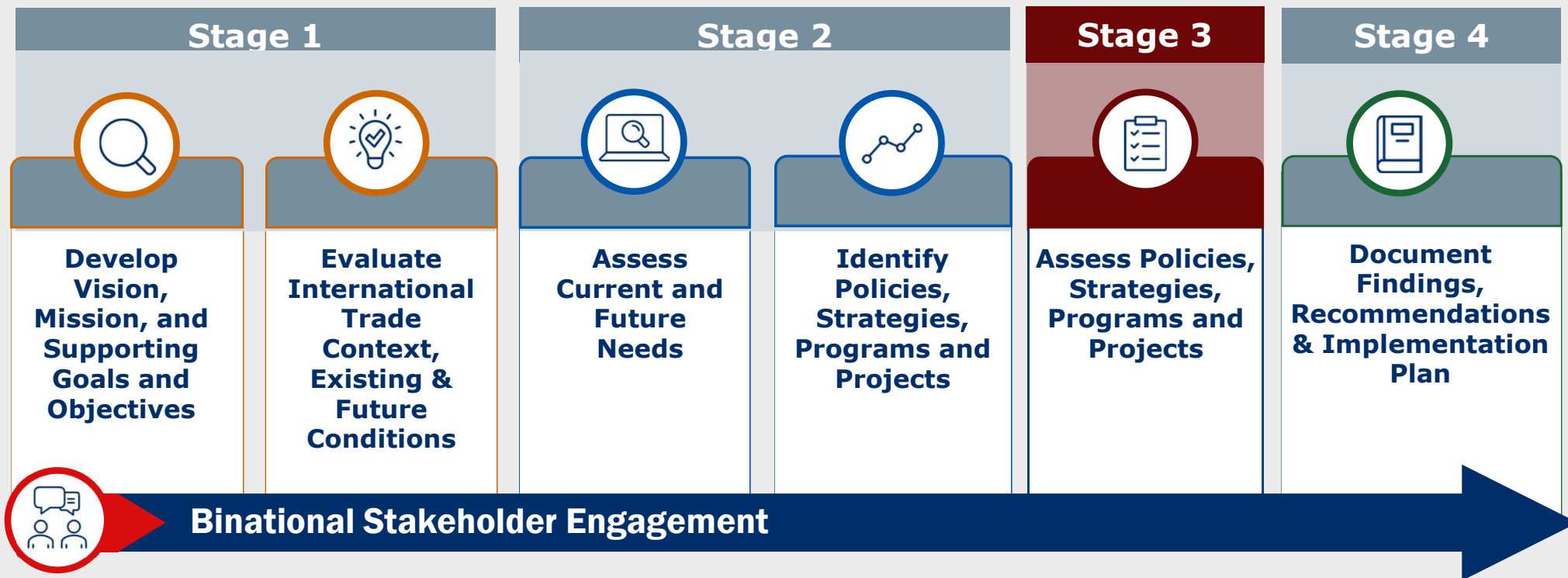
Needs Assessment



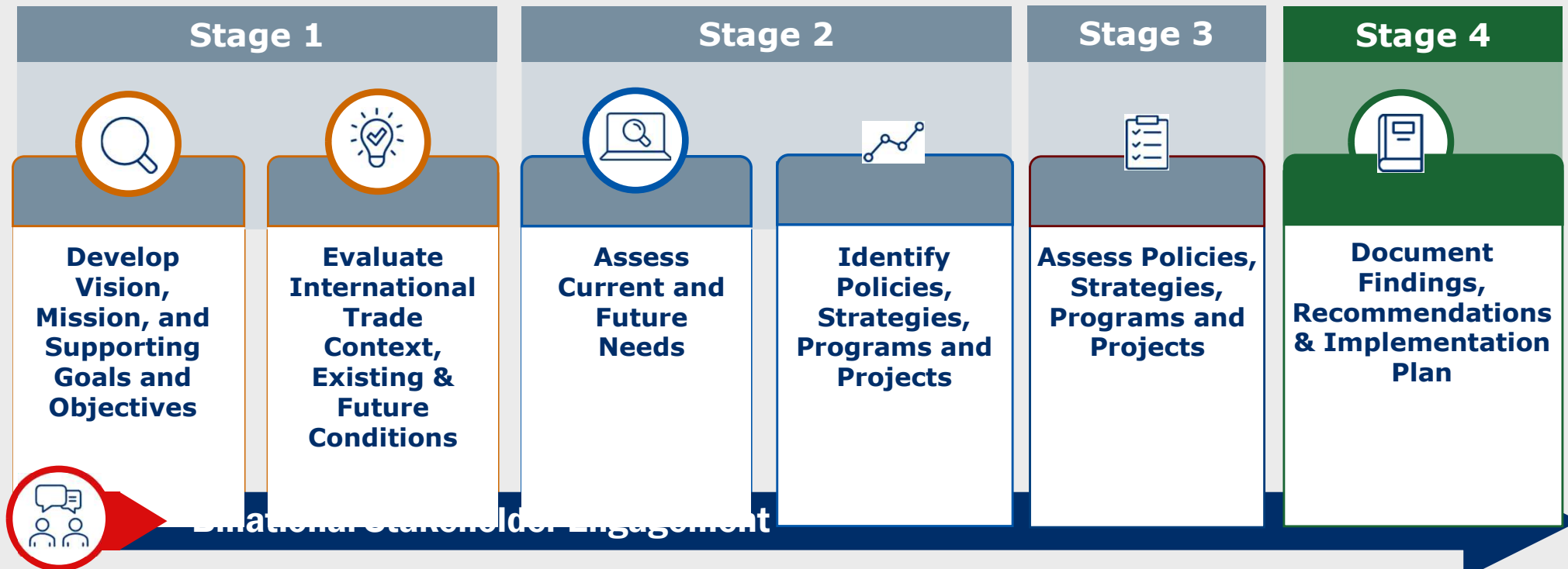
Identify Policies, Strategies, Programs and Projects



Plan Approach – Stage 3



Plan Approach



Development of Implementation Plan



**Evaluate
planned
projects
(funded and
unfunded)**



**Assess
potential
funding
sources**



**Other
implementation
catalysts or
barriers/risks**



**Consider
existing and
emerging
technologies**



**Consider
timeframes
for when
strategies
and projects
can be
implemented**



**Develop the
investment plan
and document
findings and
recommendations**



Coordinate with Stakeholders and Engage Binational Interest



Stakeholder Engagement

Stakeholder Engagement Framework

TxDOT Districts

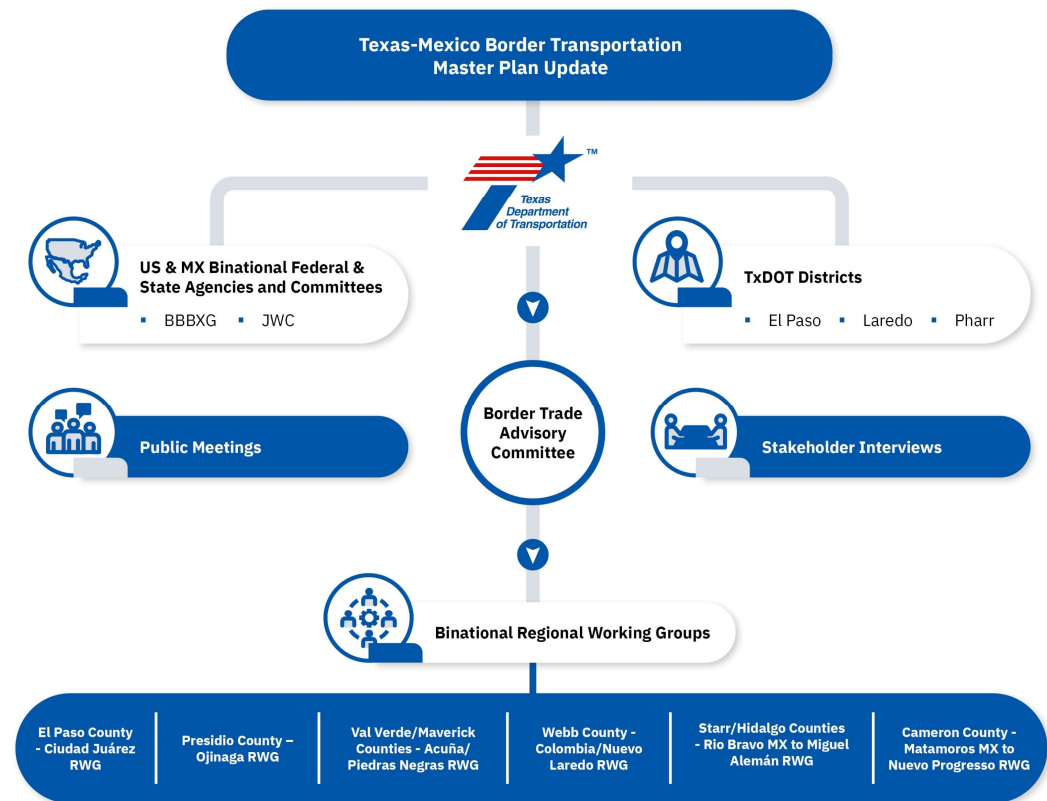
Regional implementation partners that bring technical expertise, project readiness knowledge, and coordination with local stakeholders.

BTAC

Strategic advisory body that provides high-level guidance and policy direction on binational border trade and infrastructure planning.

Binational Regional Working Groups

Regional, cross-border collaboration groups that inform the development of the BTMP, including identification of regional needs and regional priorities.



Binational Regional Working Groups

Why RWGs Matter?

- Six Binational RWGs cover all Texas-Mexico border regions
- Core mechanism for binational stakeholder input
- Foundation for shaping the BTMP Update

RWG Purpose and Role

- Gather binational perspectives on trade, mobility, and infrastructure
- Ensure both U.S. and Mexico priorities are represented
- Provide actionable input that feeds directly into BTMP Analysis
- Build consensus on short-, mid-, and long-term needs

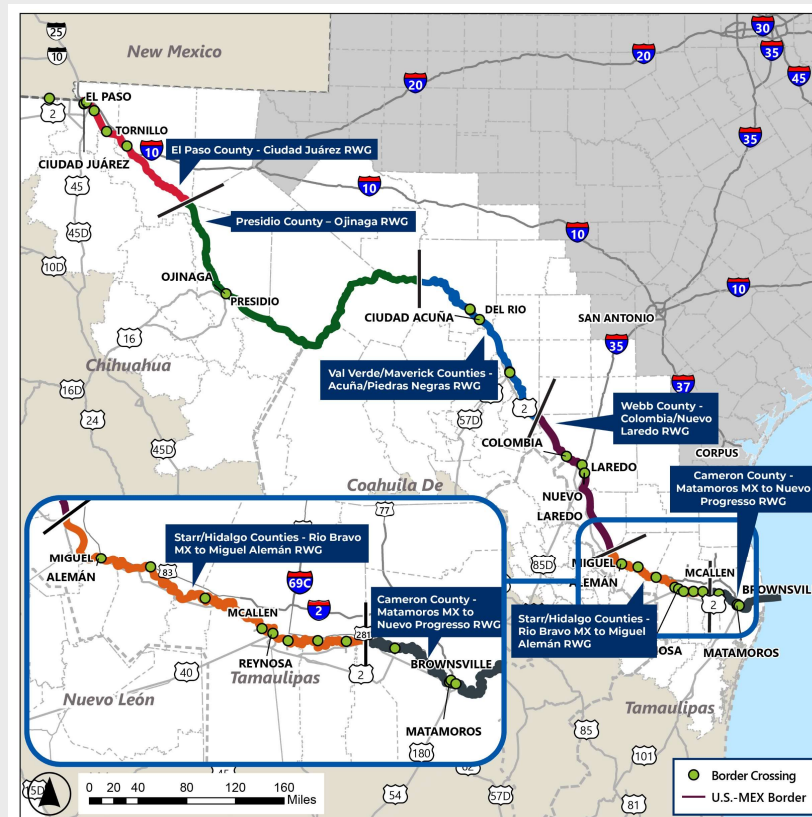
Stakeholder Considerations

Stakeholders

- Build upon BTMP 2021 and Border Region Connectivity Study
- US – specific users
- MX – associations/organizations

Clear Feedback Process

- Up front about our ask
- Complete the information cycle for each meeting: **shared document storage**
- Opportunities for networking



U.S. and Mexico Stakeholders

U.S.

MX

Local

- Bridge Owner/Operators
- City/County Leaders
- Chamber/ Economic Development

- ✓ State Secretaries of Economic Development
- ✓ Municipal authorities – economic development and municipal planning

Private & Associations

- Trucking Associations
- Customs Brokers/Logistics
- Nearshoring/ Warehouse Companies
- Rail

- ✓ CANACAR
- ✓ COMCE
- ✓ CONCAMIN
- ✓ INDEX
- ✓ CAAAREM/Logistics

State & Federal

- TxDOT
- USDOT
- FHWA
- Customs & Border Patrol
- GSA
- Coast Guard

- ✓ SICT
- ✓ Aduanas (ANAM)
- ✓ Regional Advisory Council for Economic Development & nearshoring



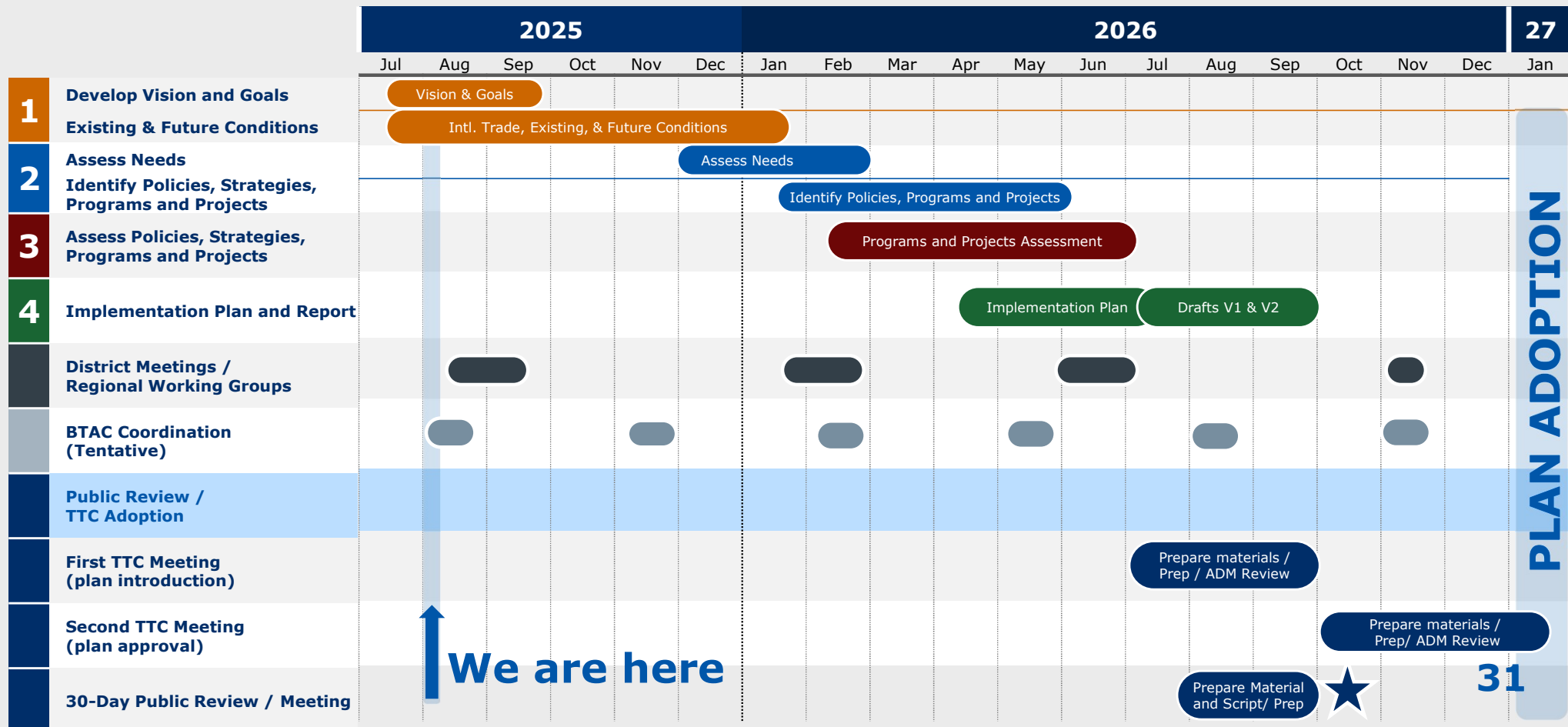
Question #2:

What other initiatives are happening in your region that we should be aware of?



Project Schedule

Project Schedule





Next steps

Why is BTAC participation vital to the BTMP?



- ✓ Provide direction throughout key decision points.
- ✓ Strengthen and expand binational stakeholder and public engagement activities.
- ✓ Provide input on BTMP Goals and Objectives.
- ✓ Help identify issues, needs, challenges, and opportunities and confirm findings.
- ✓ Collaborate to shape policies, programs, and implementation plan.
- ✓ Provide feedback throughout the entire BTMP process and final recommendations to the Texas Transportation Commission.

Initial Efforts



**Begin interaction with
BTAC for stakeholder
outreach**



**Begin Existing
Conditions Evaluation**



Begin Data Analysis



**Begin Round 1
Engagement – Introduce
project, Vision & Goals**

Contacts



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Texas-Mexico Border Region Connectivity Plan

Border Trade Advisory Committee Meeting

Agenda



1

Plan Overview

2

Strategic Findings

3

Call to Action

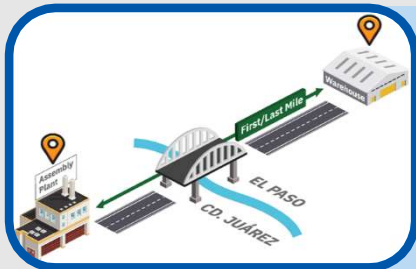
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StoryMap

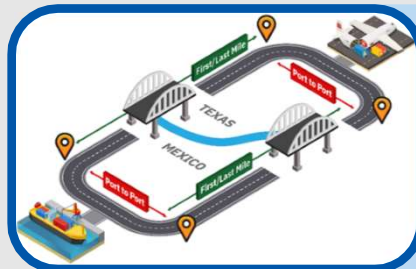


Plan Overview

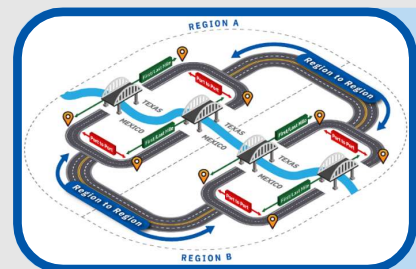
August 12, 2025



First & Last Mile focuses on immediate roadway connections and border crossings for cross-border goods, particularly short local trips.

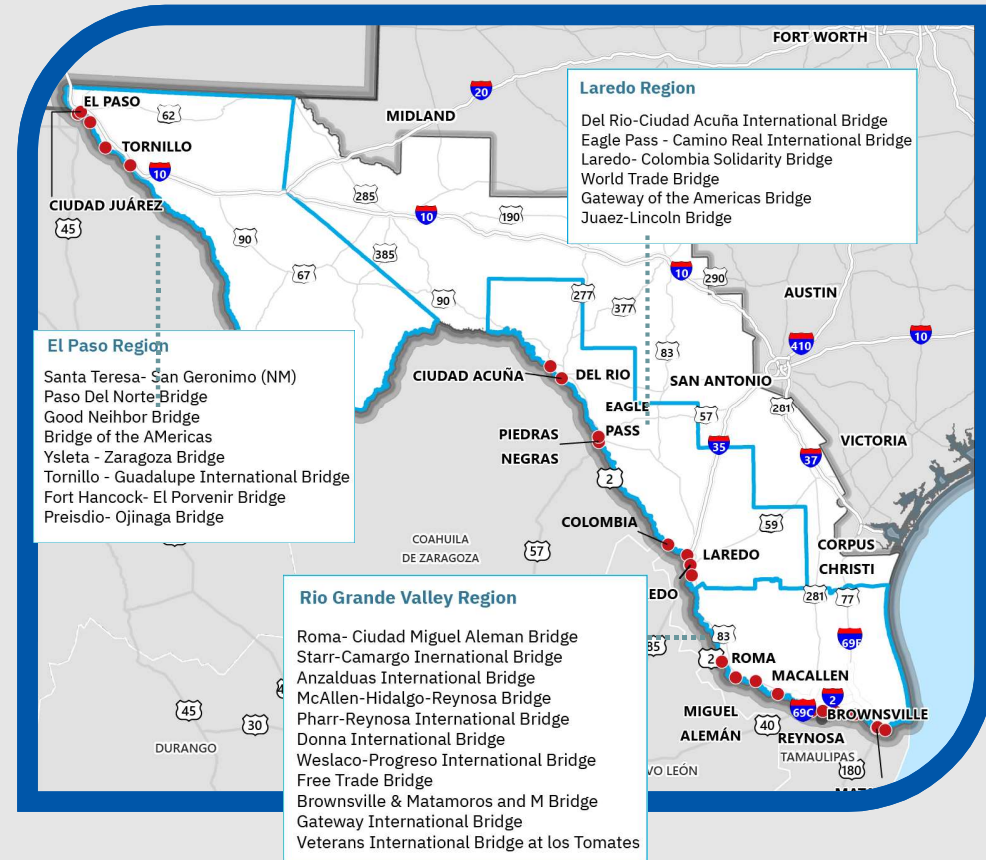
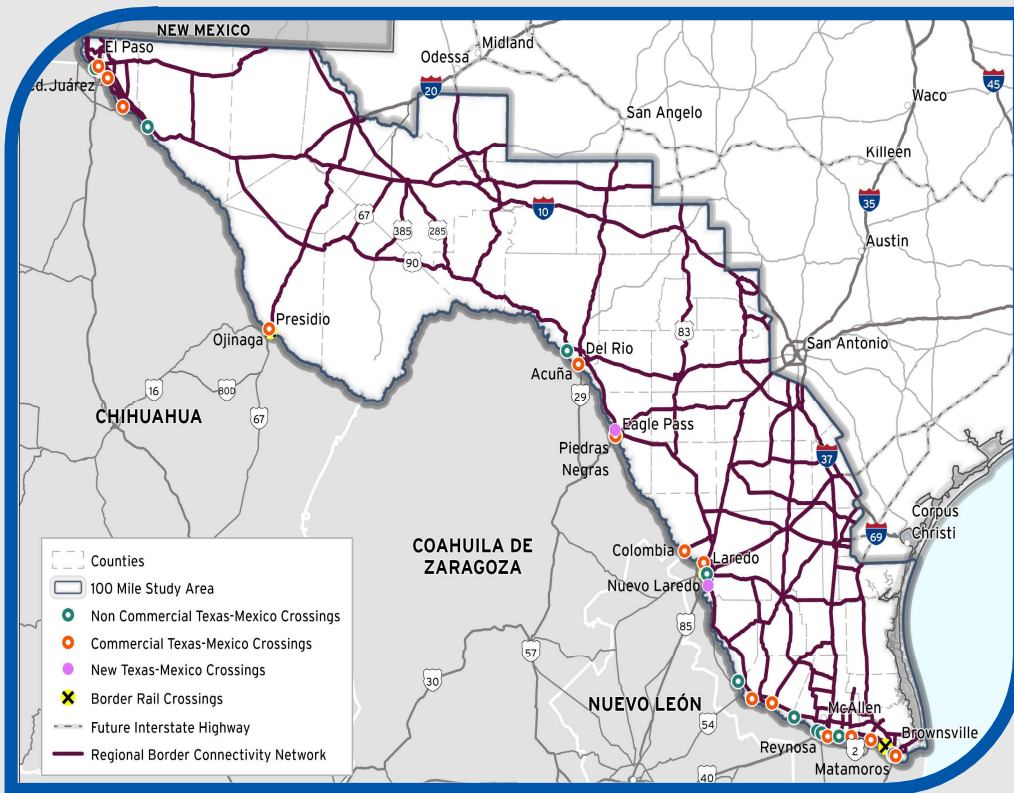


Port-to-Port examines intra-regional trips, focusing on connections between border crossings and ports. It evaluates key freight corridors linking ports with major shipment hubs.



Region-to-Region evaluates long-distance inter-regional connections between Texas and Mexico, focusing on the Regional Border Connectivity Network (RBCN), which is essential for moving goods and people in and through the region.

Regional Border Connectivity Network (RBCN)

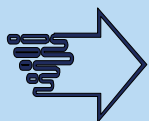




Strategic Findings

August 12, 2025

First & Last Mile



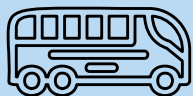
Improve border crossing time (operations and procedures)



Prioritize congestion relief and safety improvements on major connectors



Improve pedestrian and cycling infrastructure on bridges and in border areas

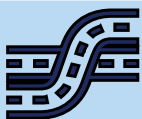


Improve transit to border crossings (both in Texas and Mexico)

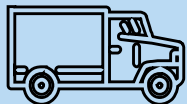
Port-to-Port



Invest in the border crossing capacity and connectors



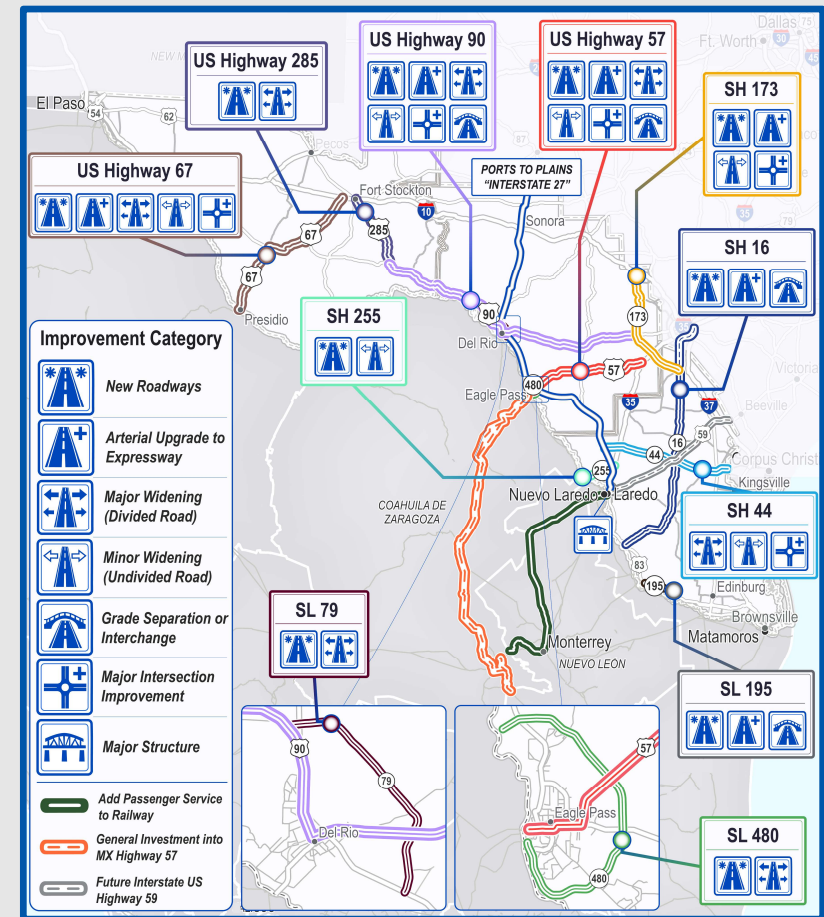
Improve highway and rail connectors between international crossings and maritime ports



Implement standardized OS/OW permitting between the Ports of Brownville and Harlingen

Region-to-Region

- **15 key corridors** identified for early-phase investments to:
 - Provide a coordinated, binational pathway to enhance border region connectivity and promote economic growth
- Incorporates priority corridors outlined in **Plan Mexico**
- Includes projects related to **new roadway segments, road widenings, and other upgrades**



Program & Policy



Leverage the 2024 Texas Highway Trunk System Study which reviewed the trunk system criteria, policies, and procedures; assessed trunk system designations; and engaged stakeholders and planning partners to obtain input and concurrence to criteria and system designations.



Enhance highway safety & mobility through the development of modern transit stops to reduce driver fatigue, support freight efficiency, and incentivize travel on underused routes.



Leverage the existing Bi-national Regional Stakeholder Working Groups (BRSWG) structure for connectivity-focused collaboration to implement integrated corridor management and streamline coordination.



Building on the current study, which examined key border region industries and their supply chains, take a deeper dive—focusing on one industry at a time—to identify and prioritize targeted transportation system improvements, including projects, policies, and programs.



Identify and expedite cornerstone projects that drive broader benefits across related initiatives, such as transit expansion, safety improvements, active transportation improvements, and overall connectivity.



Call to Action

August 12, 2025

Call to Action

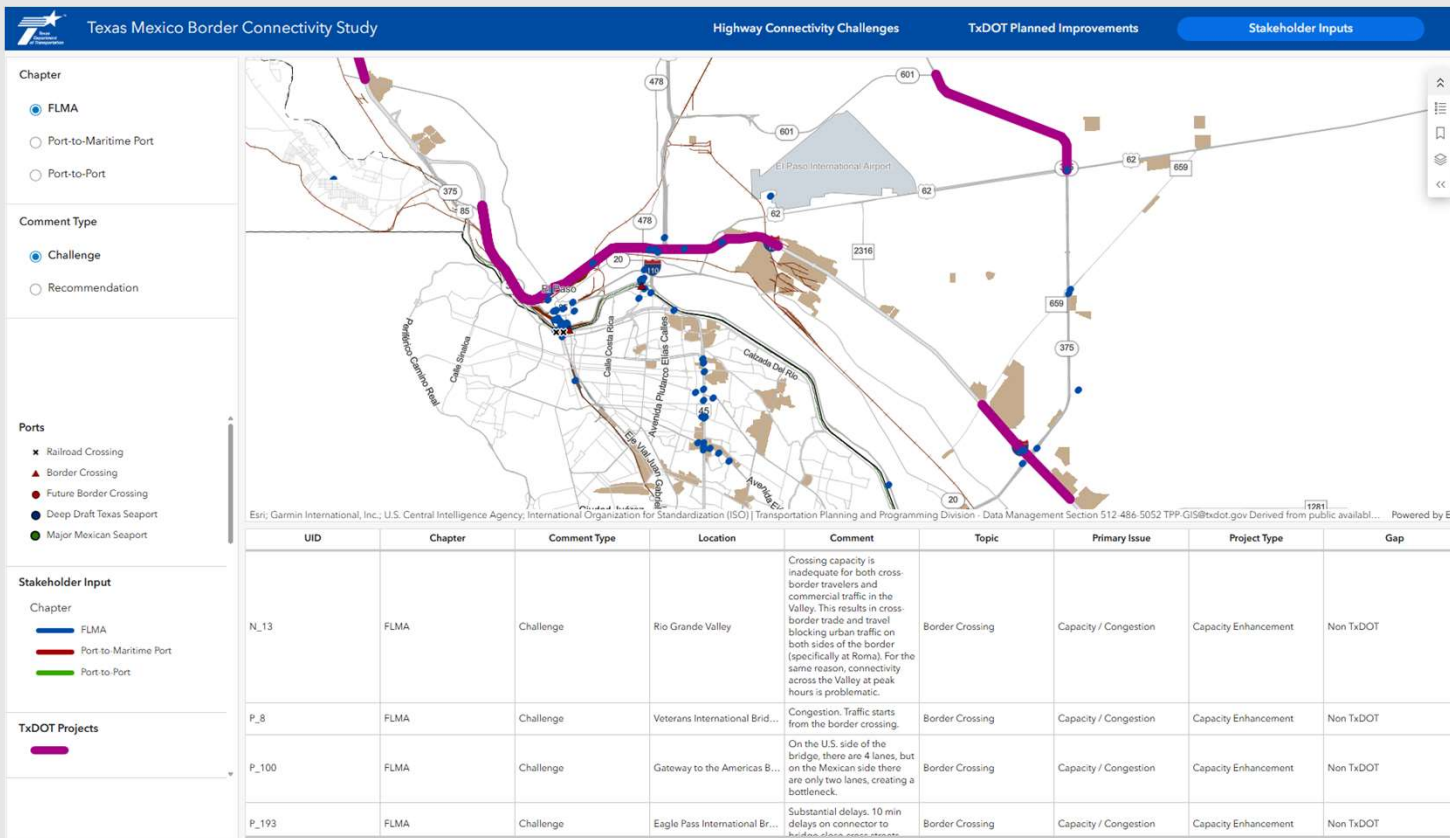


The Texas-Mexico Border Region Connectivity Plan:

- Is a **strategic roadmap** to enhance connectivity & growth along the border region
- Calls for **immediate and long-term collaborative actions**
- Aims to **improve the movement of people and goods** across the border
- Reinforces the shared mission for **regional growth and connectivity**



Border Connectivity Challenges and Findings Web App



Web App includes:

- Data analysis (Bottlenecks, Traffic, Speed, and Safety)
- Stakeholder Identified Needs and Challenges
- Stakeholder suggestions for improvements
- TxDOT planned projects to address needs and challenges

Web App provides a single platform to:

- Visualize border connectivity needs and challenges
- Identify current TxDOT investments
- Perform gap analysis and prioritize investments



Telling the Border Story

To better convey the complexity and importance of this region, we've developed an **Interactive Storymap**:

 **Why a Storymap?** To bring the region to life—blending data, visuals, and narrative to show how people, freight, and infrastructure connect.

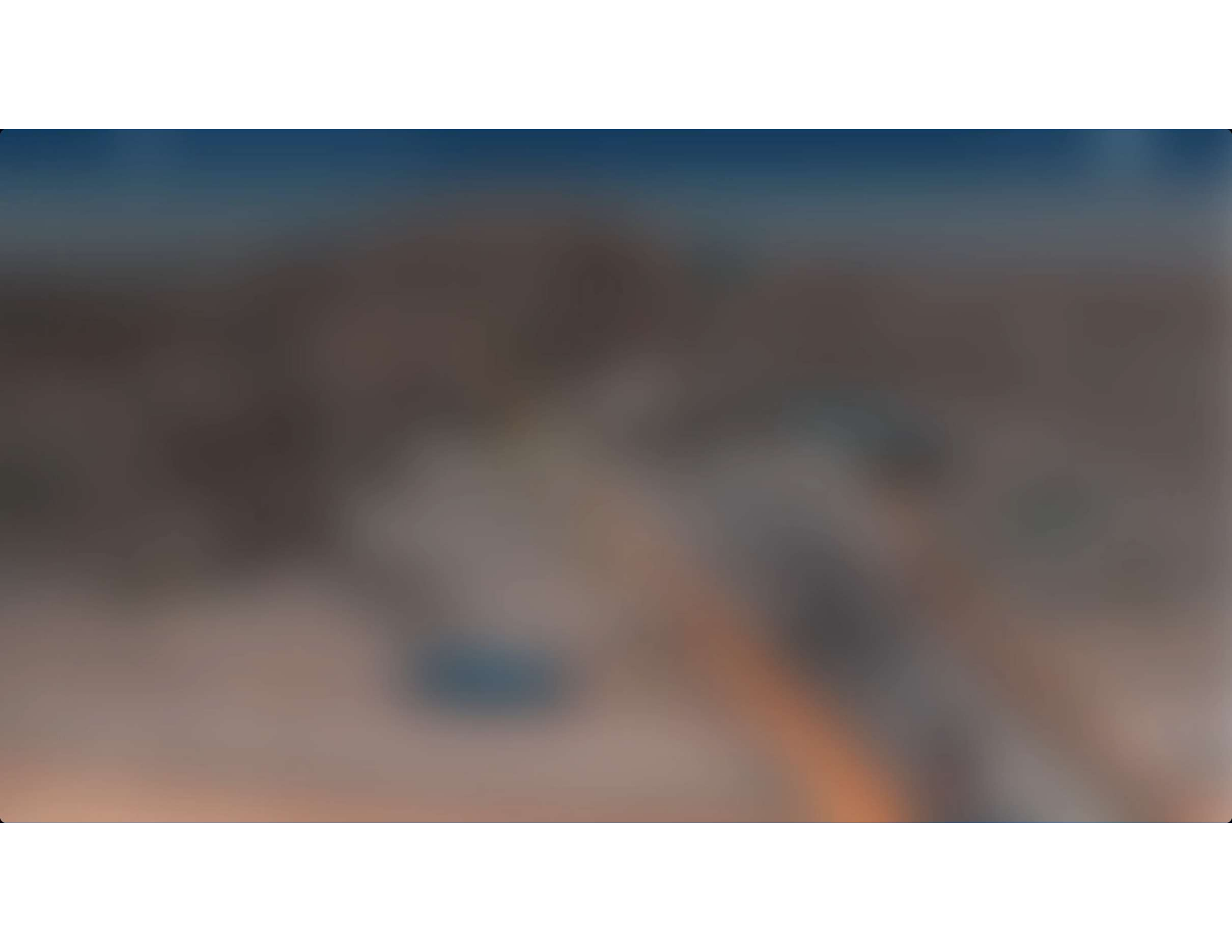
 **What It Includes:** Maps, videos, and stats on demographics, supply chains, transportation, and investment needs.

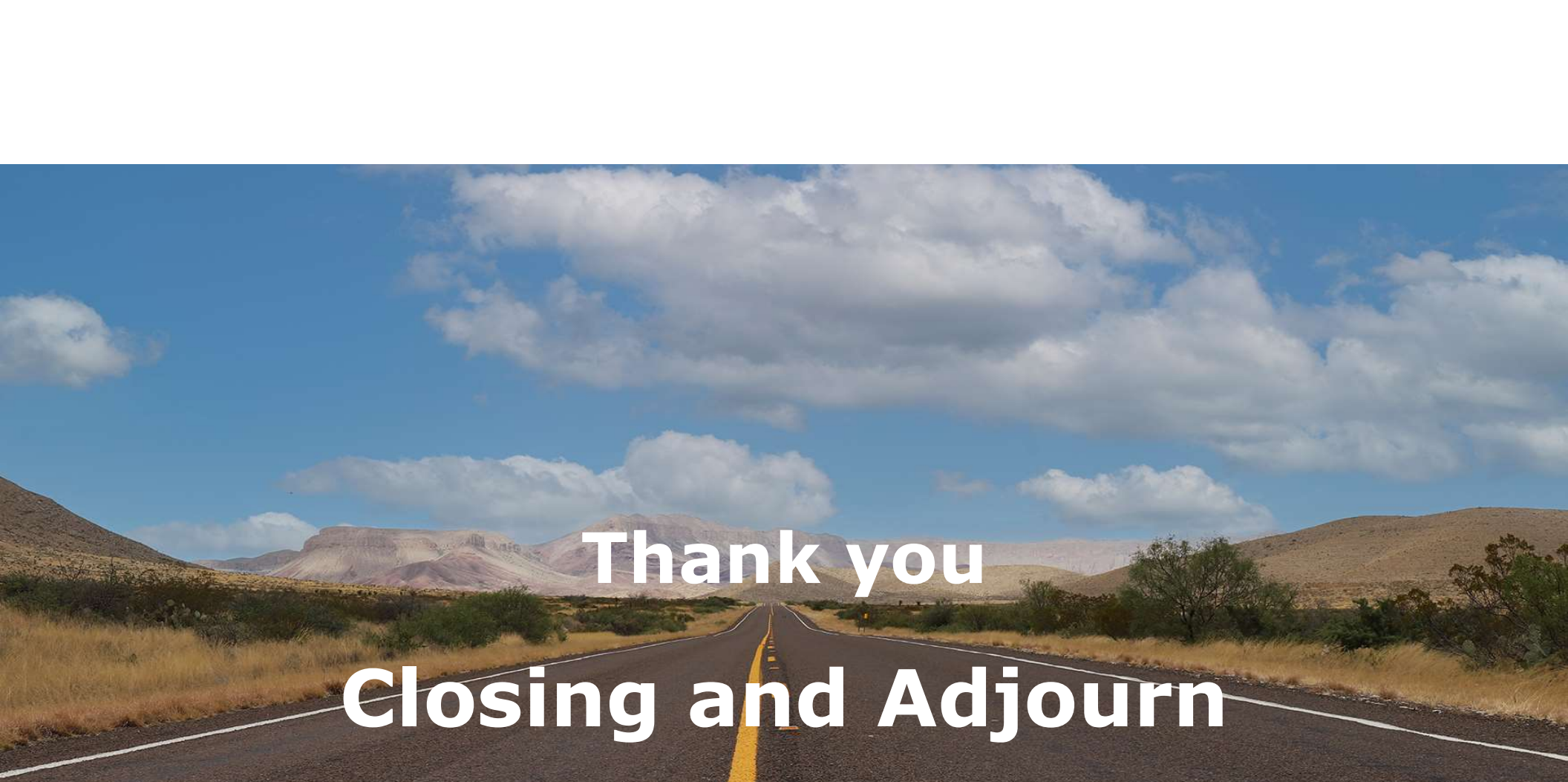
 **Who It's For:** TxDOT, planners, policymakers, industry, and communities shaping the border's future.

 **Why It Matters to TxDOT:** Helps TxDOT plan smarter, invest better, and strengthen partnerships across the region.

**Scan the QR code
to explore the story
map on your own
device!**







Thank you Closing and Adjourn

Contact Information

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Planning Coordinator
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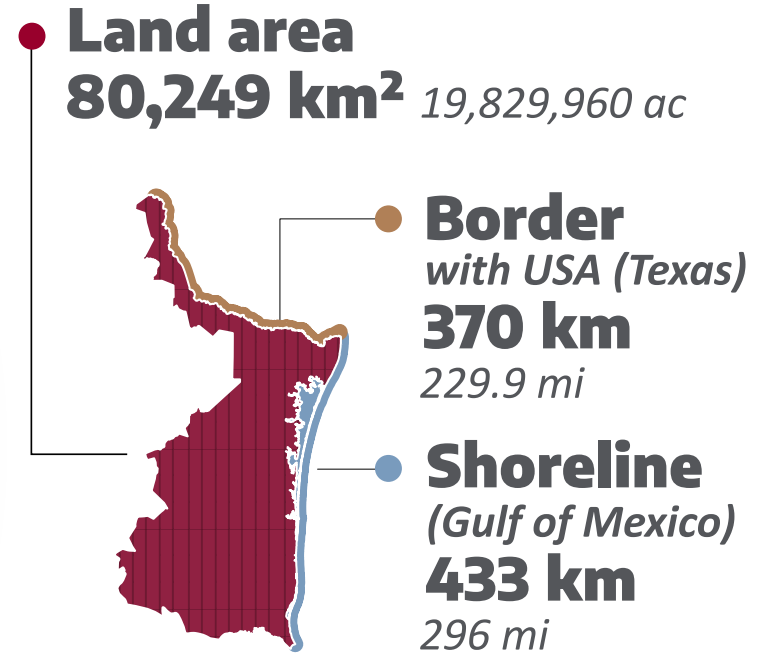
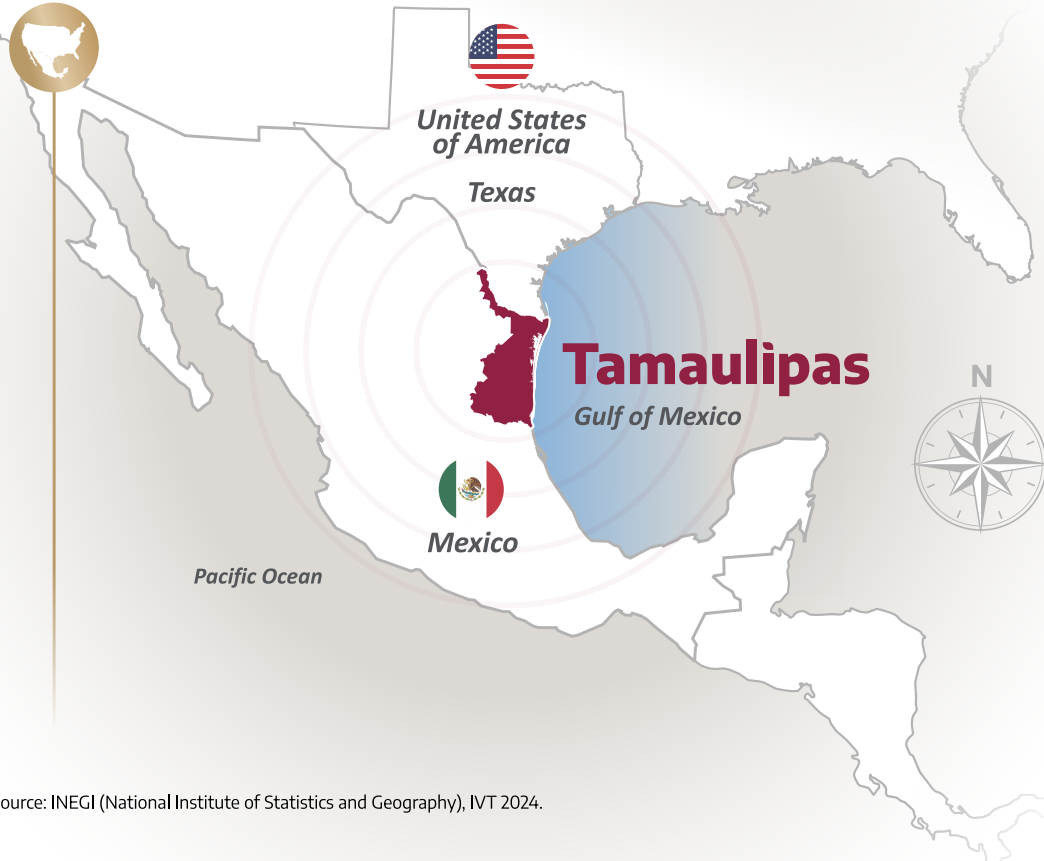
Tamaulipas México your best investment

AUGUST 2025



Ministry
of Economy

Excellent geographic location for manufacturing and trade



Total population
3,575,756 Inhab.

Source: INEGI (National Institute of Statistics and Geography), IVT 2024.

Trade flow between Mexico and the USA /2024



1st place

By highway: 43.7% *national total*

\$306.4 billion USD

An increase of 7.2% compared to 2023

*Through the customs offices of
Nuevo Laredo and Reynosa*

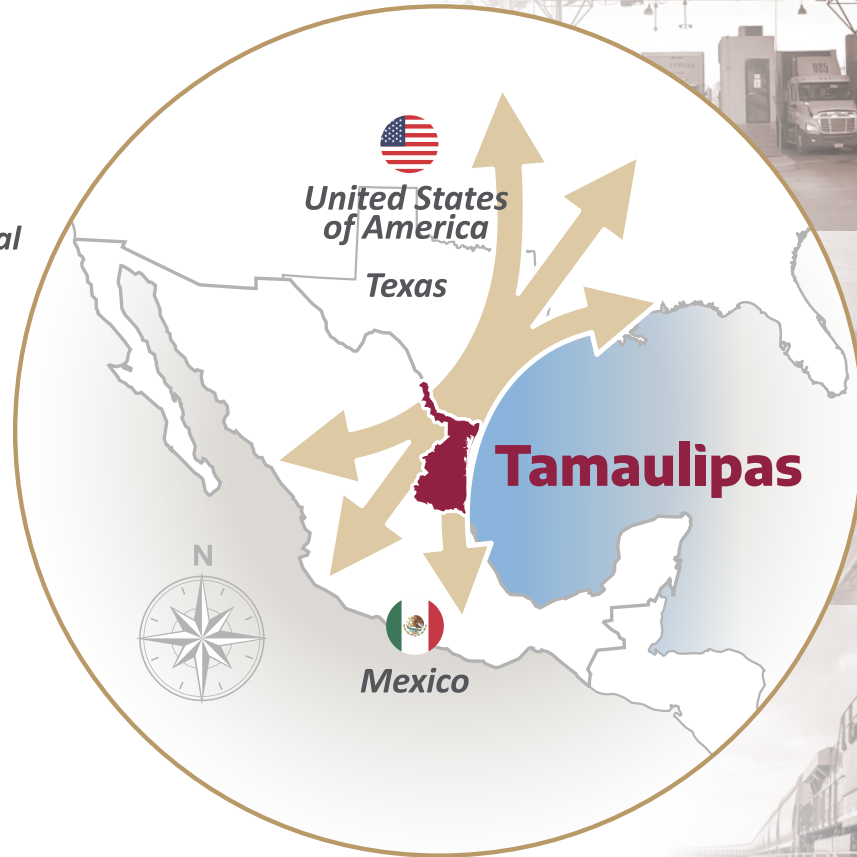


1st place

By railway: 49.4% *national total*

\$57.8 billion USD

*Through the customs offices of
Nuevo Laredo and Matamoros*



Source: INEGI (National Institute of Statistics and Geography), BIE, 2024.

Tamaulipas exports

/ 2024, millions of dollars



**5th exporting state
in the country**

\$36.9 billion USD

6.7% national total



Source: INEGI (National Institute of Statistics and Geography). 2024.

National position



1st place

Chemical industry: \$2.1 B USD



3rd place

Machinery and equipment: \$3.5 B USD



3rd place

Manufacture of accessory equipment, electrical appliances and electrical generation equipment: \$3.9 B USD



4th place

Manufacture of computer equipment, communication, measurement & others electronic equipment, components and accessories:

\$8.1 B USD

Connectivity with the USA



**19 international crossings
with Texas, USA**

11 commercial

 **8 cars and trucks**

 **3 rail**

 **8 light vehicles**



**New international
railway in
Nuevo Laredo**

February 2025.



Source: SICT (Ministry of Infrastructure, Communications and Transportation of Mexico), Yearbook 2022.



Railway connectivity



**1,182.6 km
railways**
734.8 mi

*Railway companies in
Tamaulipas with
connection to the main
markets of Mexico and
the Eastern region of
the United States.*



Source: SICT (Ministry of Infrastructure, Communications and Transportation of Mexico), Yearbook 2022.

Highway connectivity



14,075 km
road system
8,745 mi

Road network that efficiently connects the geographic and economic regions of North America.

4 highway corridors



CORRIDOR Mazatlan-Matamoros

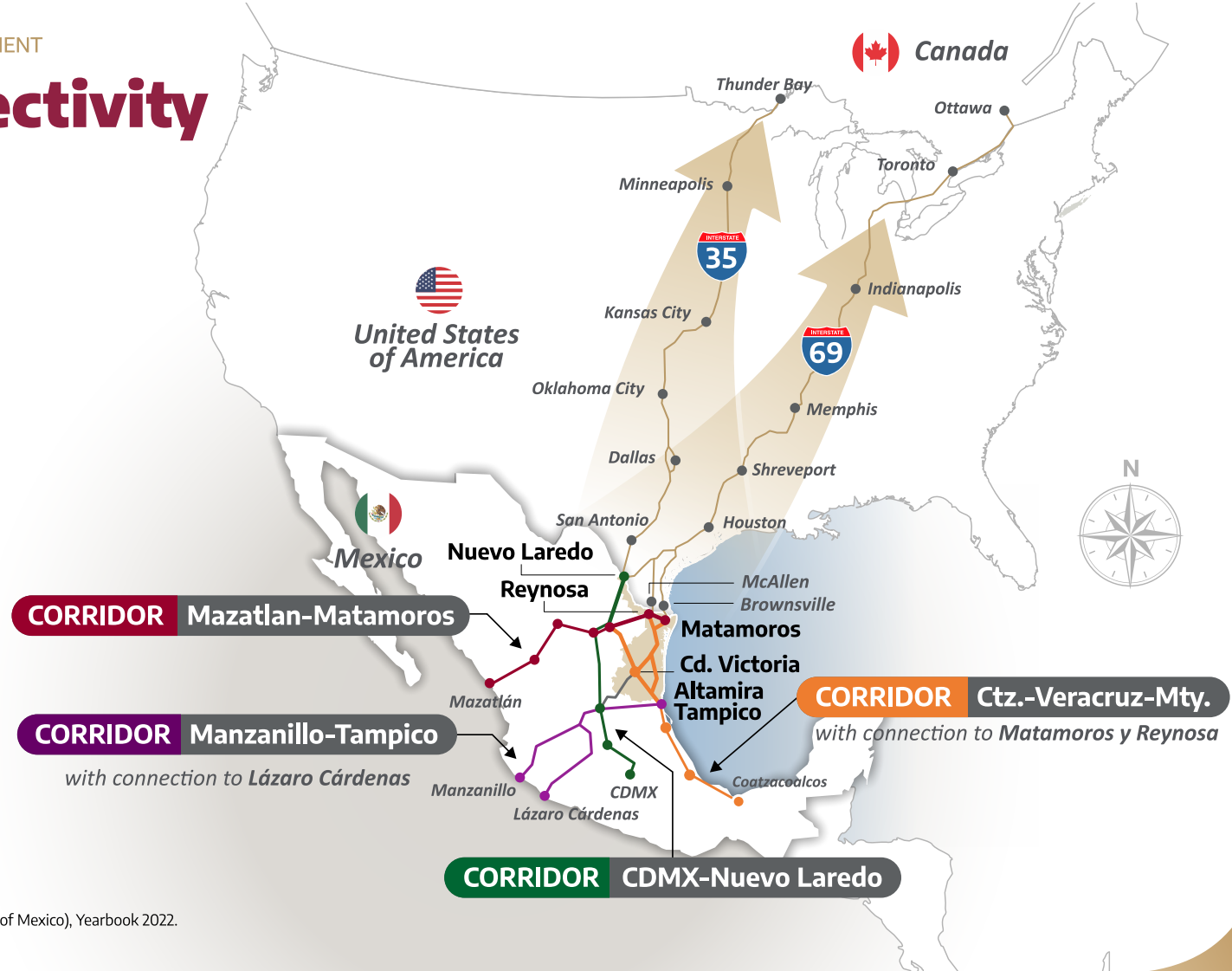
CORRIDOR Manzanillo-Tampico

with connection to **Lázaro Cárdenas**

CORRIDOR CDMX-Nuevo Laredo

CORRIDOR Ctz.-Veracruz-Mty.

with connection to **Matamoros y Reynosa**



Source: SICT (Ministry of Infrastructure, Communications and Transportation of Mexico), Yearbook 2022.

Maritime connectivity

/ Preliminary figure for 2024



3 sea ports

- **Altamira**
- **Tampico**
- **North (Matamoros)**

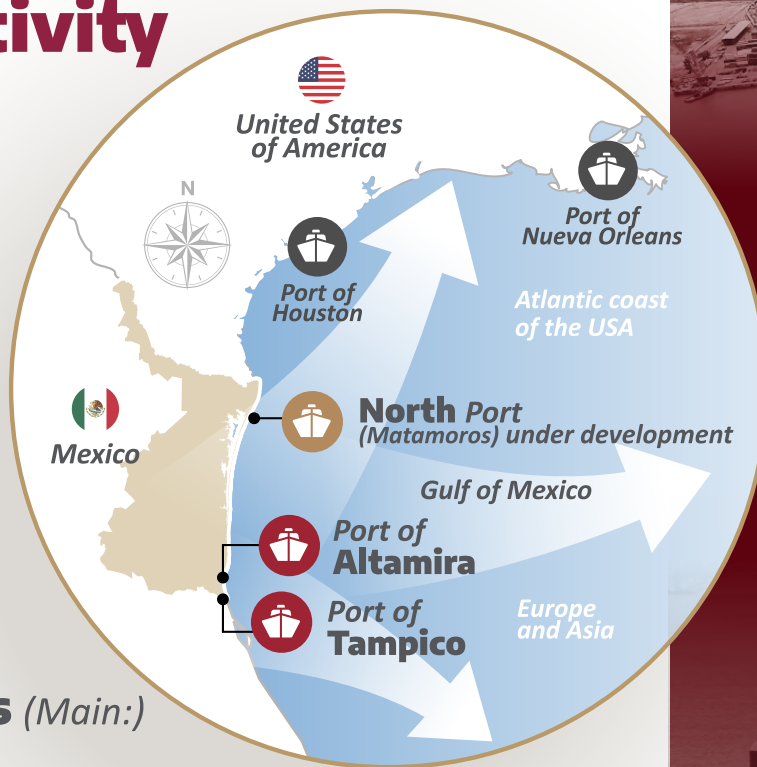


4th place nationally
in the total movement
of cargo

28.2 million tons



35 shipping companies (Main:)



Port of Altamira



3rd place nationally
in trade flow

\$46.2 billion USD
(14.2% of national total)

Source: INEGI-BIE, 2024.



3rd place nationally
in vehicle mobilization
(2024)

12.6% growth compared
to previous year.

Source: Secretariat of the Navy, General
Coordination of Ports and Merchant Marine, 2024.

Source: Secretariat of the Navy, General Coordination of Ports and Merchant Marine, 2024.

Confirmed investment projects

/ October 2022 - July 1, 2025



146 confirmed projects



**Announced investment:
\$20 B USD**



Jobs: 42,760

Source: Ministry of Economy of Tamaulipas.



Country of origin

		Number of projects	% participation
	USA	64	44%
	Mexico	44	30%
	Canada	7	5%
	India	4	3%
	Spain	3	2%
	China	3	2%
	Japan	2	1%
	Germany	2	1%
	France	2	1%

Others:
15 (10%)



Sectors *Number of projects (% participation)*

Commercial and Services	46 (32%)	
Logistics	23 (16%)	
Automotive	13 (9%)	
Real Estate	12 (8%)	
Electrical-Electronic	11 (8%)	
Chemical-Petrochemical	10 (6%)	
Manufacture	6 (4%)	
Medical	6 (4%)	
Energy	4 (3%)	
Waste Collection Services	3 (2%)	
Paper industry	1 (1%)	

Others: 11 (8%)

Confirmed investment projects



NUEVO LAREDO



\$+100 M USD
USA

Construction of a new railway bridge.



\$250 MDD
3,000 jobs
USA

Construction of a plant for the manufacturing of medical equipment.



\$14 M USD
300 jobs
USA

Expansion of a plant for the manufacturing of electronic instruments and electromechanical devices.



\$2 M USD
60 jobs
USA

Expansion of a plant for remanufacturing of automotive power steering systems.

REYNOSA



\$100 M USD
1,300 jobs
Rep. of Korea

Expansion of production line for manufacturing televisions.



\$23 M USD
384 jobs
Japan

Construction of a plant for the manufacturing of automotive alternators.



\$70 M USD
350 jobs
Japan

Construction of a plant for the manufacturing of electrical distribution transformers.



\$10 M USD
600 jobs
Germany

Construction of a plant for the manufacturing of medical equipment.

MATAMOROS



\$7 M USD
68 jobs
USA

Construction of a plant for the manufacturing of metal blades.



\$20 M USD
95 jobs
USA

Construction of a plant for the manufacturing of automatic doors.



\$80 M USD
1,000 jobs
USA

Construction of a plant for the manufacturing of structures and mechanisms for automotive seats.



\$12 BILLION USD
Australia

Development of a deepwater oil field to produce 110,000 barrels of crude oil per day.

ALTAMIRA



\$150 M USD
1,350 jobs
India

Construction of a plant for the production of food grade polypropylene woven bags.



\$120 M USD
60 jobs
USA

Construction of a maritime storage terminal for diesel and gasoline.



\$4 BILLION USD
400 jobs
USA

Construction of a plant for the production of liquefied natural gas.



\$50 M USD
900 jobs
USA

Construction and design of an oil platform that will serve Shell.

Source: Ministry of Economy of Tamaulipas.



Tamaulipas Mexico
your best investment

STRATEGIC PROJECTS OF TAMAULIPAS

Strategic projects of Tamaulipas

- 1 Installation of the National Customs Agency in Nuevo Laredo
- 2 Expansion of International Bridge Nuevo Laredo III**
- 3 Construction of International Bridge IV-V in Nuevo Laredo**
- 4 Expansion of Miguel Alemán-Roma Suspension Bridge
- 5 Expansion of International Bridge Reynosa-Anzaldúas
- 6 Expansion of International Bridge Reynosa-Pharr**
- 7 Expansion of International Bridge Río Bravo-Donna**
- 8 Construction of Flor de Mayo International Bridge in Matamoros
- 9 North Port in Matamoros**
- 10 Dry Port Project in Ciudad Victoria
- 11 Expansion of Ciudad Victoria-Monterrey Highway
- 12 Construction of Tamaulipas-Bajío Highway
- 13 Modernization and security works at Altamira Customs
- 14 Port of Tampico Reconversion Plan (Tampico 1900)



EXPANSION OF WORLD TRADE BRIDGE 3 (NUEVO LAREDO III)



Project description:

Construction of a second section with 8 lanes and addition of 2 more lanes to the existing body, increasing from 8 to 18 lanes.

Status:

- The conceptual project was submitted to SICT and ANAM for comments to proceed with the design.
- On May 31, 2024, the U.S. Government granted the presidential permit.
- In July, documentation was submitted to SICT for review by the Highway Development Directorate.

Source: Ministry of Economy of Tamaulipas.

Strategic projects of Tamaulipas

EXPANSION OF WORLD TRADE BRIDGE 3 (NUEVO LAREDO III)

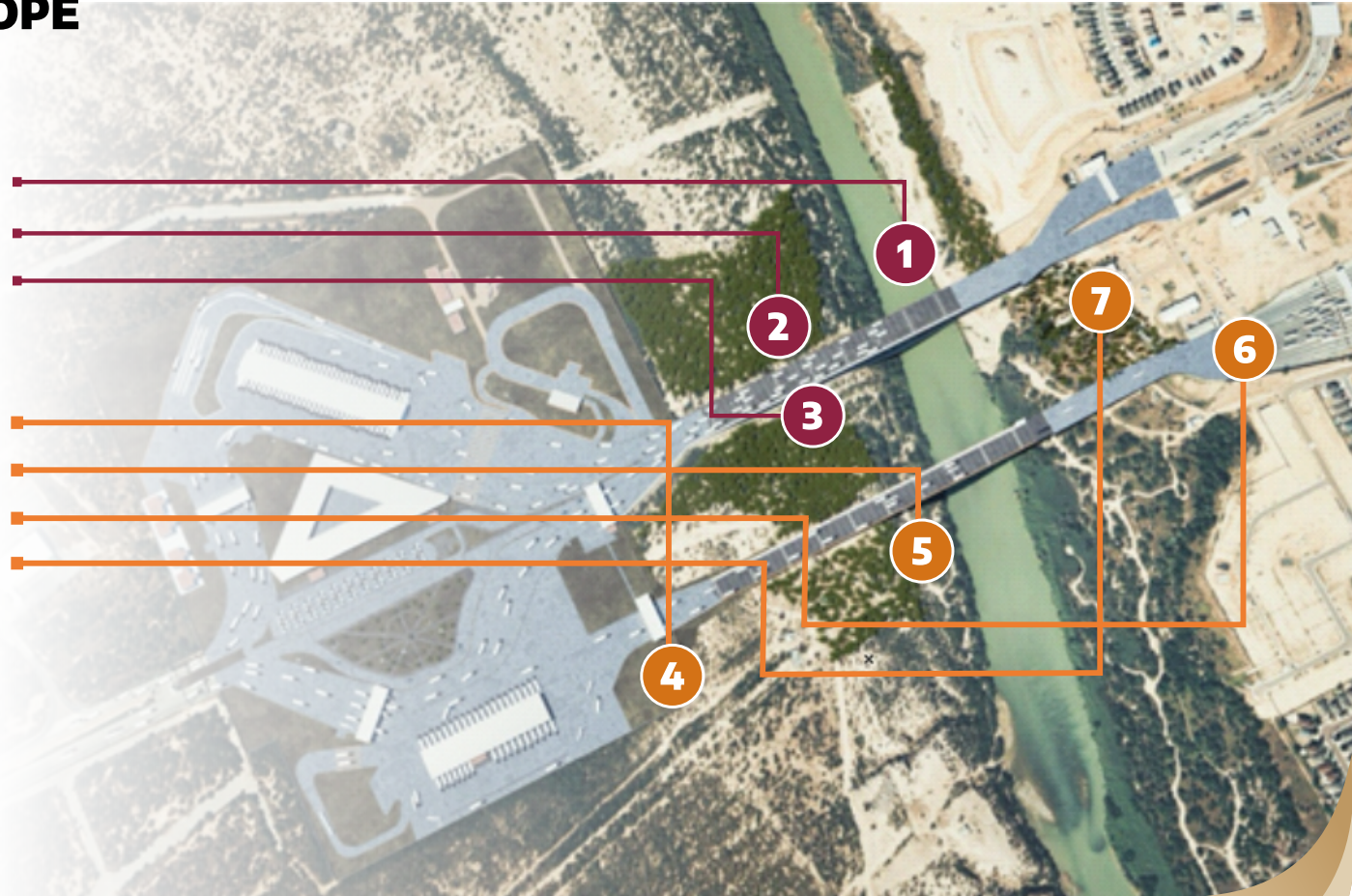
EXPANSION PROJECT SCOPE

EXISTING BRIDGE:

- 2 lanes expansion
- 8 southbound lanes
- 2 dedicated FAST lanes northbound

NEW BRIDGE:

- 8 new toll booths
- 8 northbound lanes
- 4 new CBP Multi-Energy Portals
- Eliminates S-curve



Source: Ministry of Economy of Tamaulipas.

Strategic projects of Tamaulipas

EXPANSION OF WORLD TRADE BRIDGE 3 (NUEVO LAREDO III)

EXPANSION PROJECT TIMELINE:

ACTIVITY	YEAR QRT./TRIM	2023				2024				2025				2026				2027				2028			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MEXICAN TEAM																									
Budget approval for studies																									
Tendering of studies and projects																									
Executive project																									
Environmental Impact Assessment																									
Social Cost-Benefit Analysis																									
Submission to federal agencies																									
Definition of financing																									
Construction period																									
Start of operations																									
US TEAM																									
Environmental clearence process																									
Presidential permit issued																									
USIBWC Conceptual approval																									
Construction plans, specs & estimate																									
Final permits																									
FONS I issued																									
Final approval and bids																									
Construction period																									
Both bridges fully open to traffic																									

Source: Ministry of Economy of Tamaulipas.

redo

7

EXPANSION OF ANZALDUAS INTERNATIONAL BRIDGE OPERATIONS



Reynosa

Project description:

Expansion of the port to include cargo operations. Involves construction of 6 inspection booths for both directions.

Status:

- The project foresees a total investment of 105 million USD: 85 million from the U.S. side and 20 million from the Mexican side.
- Groundbreaking held in October 2022 on the U.S. side.
- U.S. section expected to be completed by February 2025, Mexico has not yet begun its section.
- The executive project is currently being reviewed by ANAM.

EXPANSION OF REYNOSA-PHARR INTERNATIONAL BRIDGE



Reynosa

Project description:

Expansion of a new 4-lane section, reaching a total of 8 lanes of the international bridge on the Mexican side, as well as the remodeling of toll booths, the branch road to the Reynosa-Pharr International Bridge of 6.6 km and the 2.5 km access to the customs compound from the junction.

Replacement of asphalt with concrete slab on the 2.5 km access lanes aswell Expansion of the access from 4 to 9 lanes.

Status:

- The project foresees a total investment of 222 million USD: 94 million from the U.S. side and 128 million from the Mexican side.
- Progress of 100% of the Mexican side construction.
- Construction on the U.S. side began in August 2024 and is expected to be completed by the end of 2025.

Source: Ministry of Economy of Tamaulipas.

NORTH PORT IN MATAMOROS

Total area: 1,109.69 ha

Land area: 339.26 ha

Water bodies: 770.43 ha

GENERAL VISION

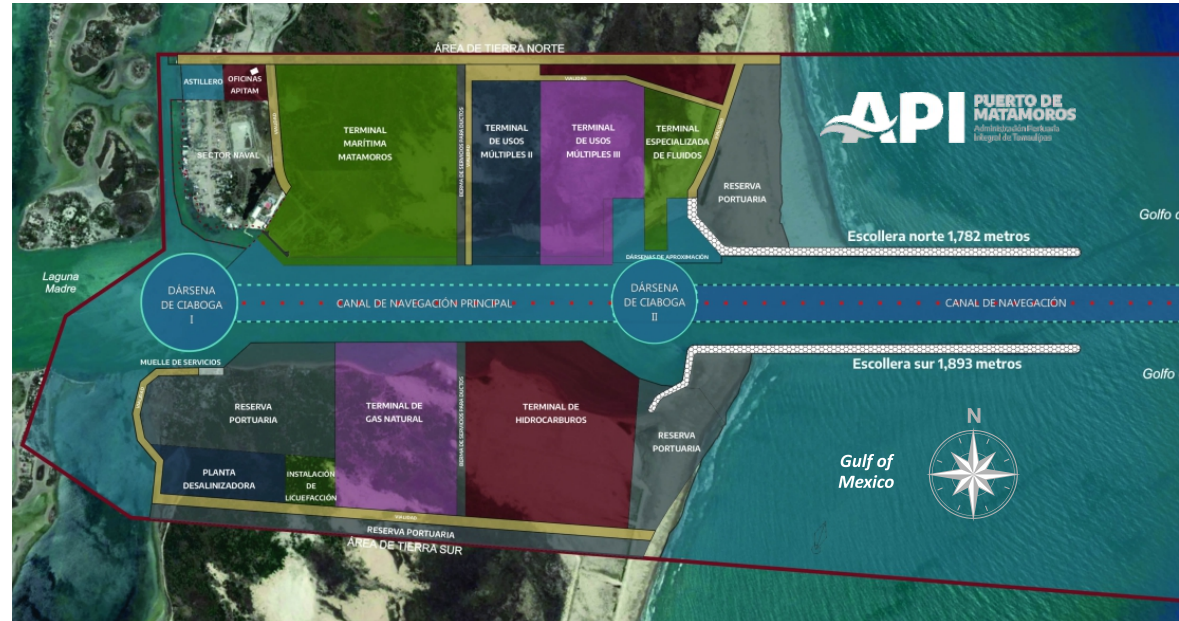
- Support services for foreign trade, commercial and industrial operations.
- Support services for the energy Industry.

STATUS

- 3 designated port areas (TUM1, API, Customs).
- 6 port areas planned for development.
- 10 m navigation channel depth.

CARGO POTENTIAL

- General cargo.
- Agricultural bulk.
- Mineral bulk.
- Petroleum and derivative products.
- Offshore services.

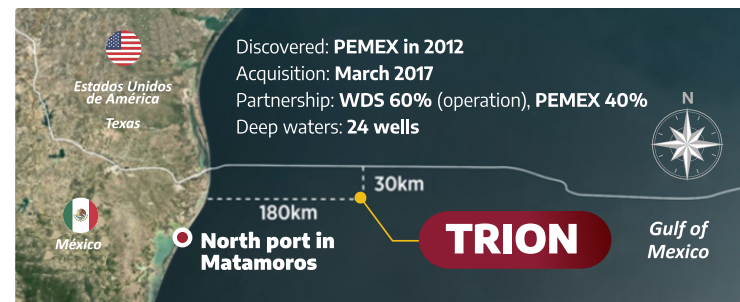


PROJECT:

Woodside Energy **TRION** Field

Development of a deepwater oil field to produce 110,000 barrels of crude oil per day.

- **Investment:** +10.4 B dollars
- **Partnership with PEMEX (40%)**
- **Origin:** Australia



Source: Ministry of Economy of Tamaulipas.



Ministry
of Economy

CONTACTS:

Ninfa Cantú Deándar

Secretary of Economy



ninfa.cantu@tamaulipas.gob.mx

Sergio Carlos Guajardo Castellanos

Undersecretary of Sustainable Development
Competitiveness, and Foreign Trade



sergio.guajardo@tamaulipas.gob.mx

WEB SITE



OFFICIAL VIDEO





CODEFRONT
CORPORACIÓN PARA EL DESARROLLO
DE LA ZONA FRONTERIZA

NUEVO LEÓN



1

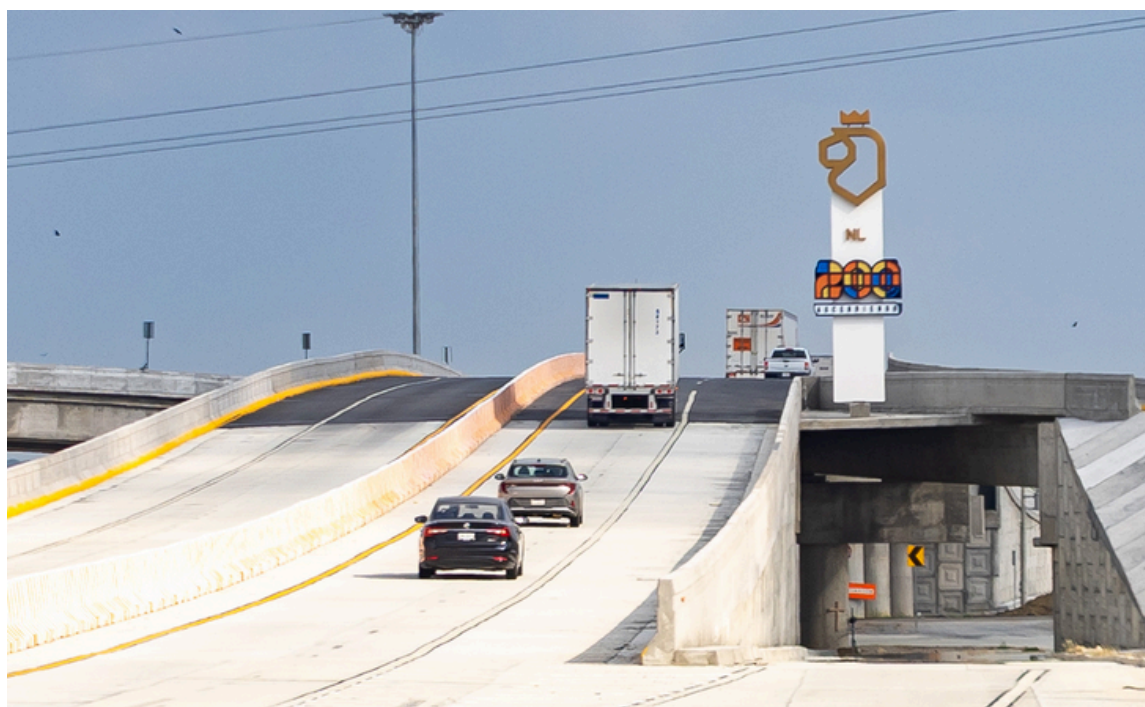
PLAN DESARROLLO CARRETERO

Para comunicar la Carretera Fed. 57 hasta la frontera con EUA mediante:

CARRETERA INTERSERRANA



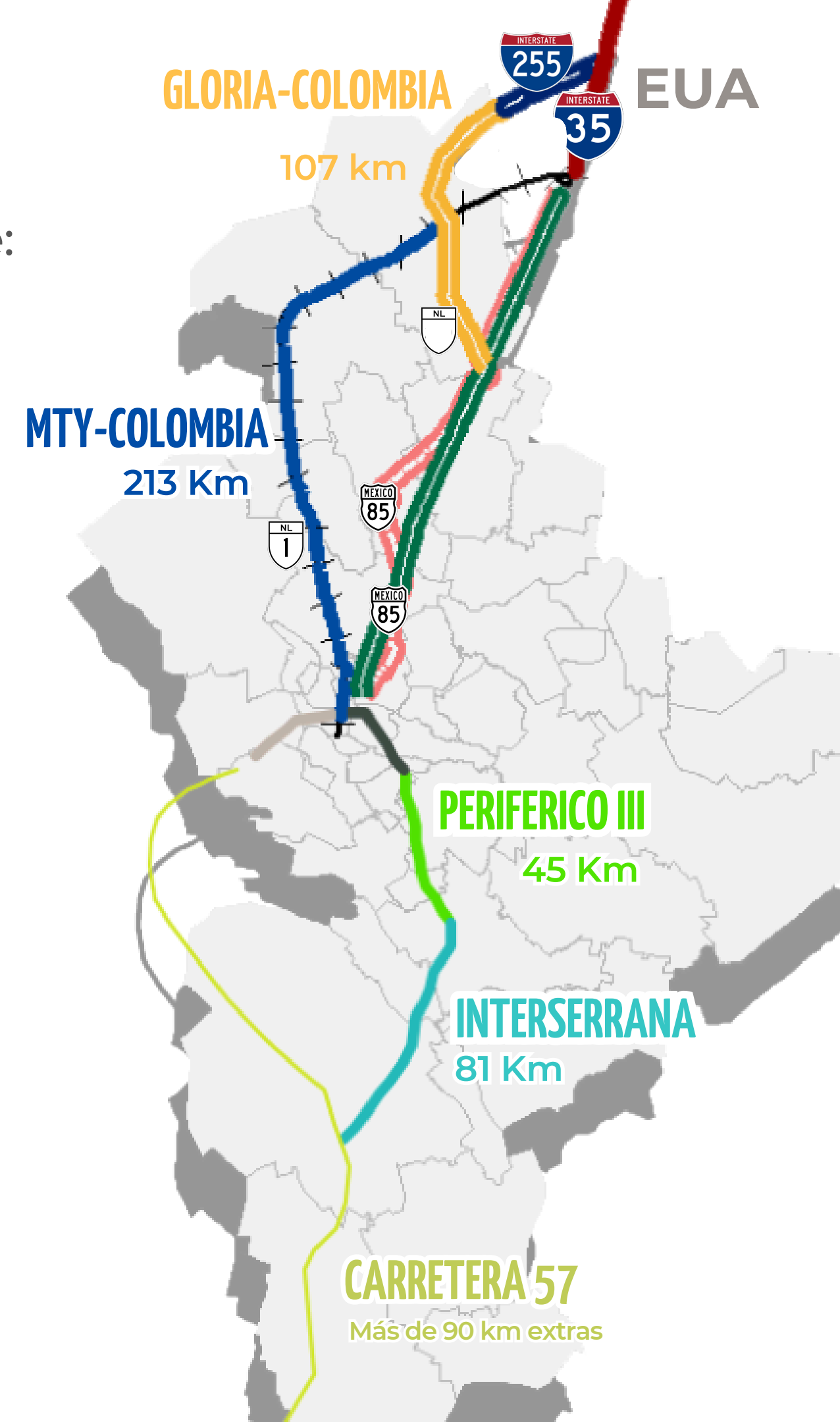
CARRETERA LA GLORIA - COLOMBIA



PERIFÉRICO DE AMM



REHABILITACIÓN CARRETERA ESTATAL 1



AMPLIACIÓN DEL CRUCE “GLORA - COLOMBIA” CON "LA RIBEREÑA"



Ampliación de la **Carretera Gloria-Colombia** de 1 a 2 carriles de **concreto hidráulico** por **sentido**, en la rama sur de la intersección con la Carretera MEX-002 "La Ribereña".

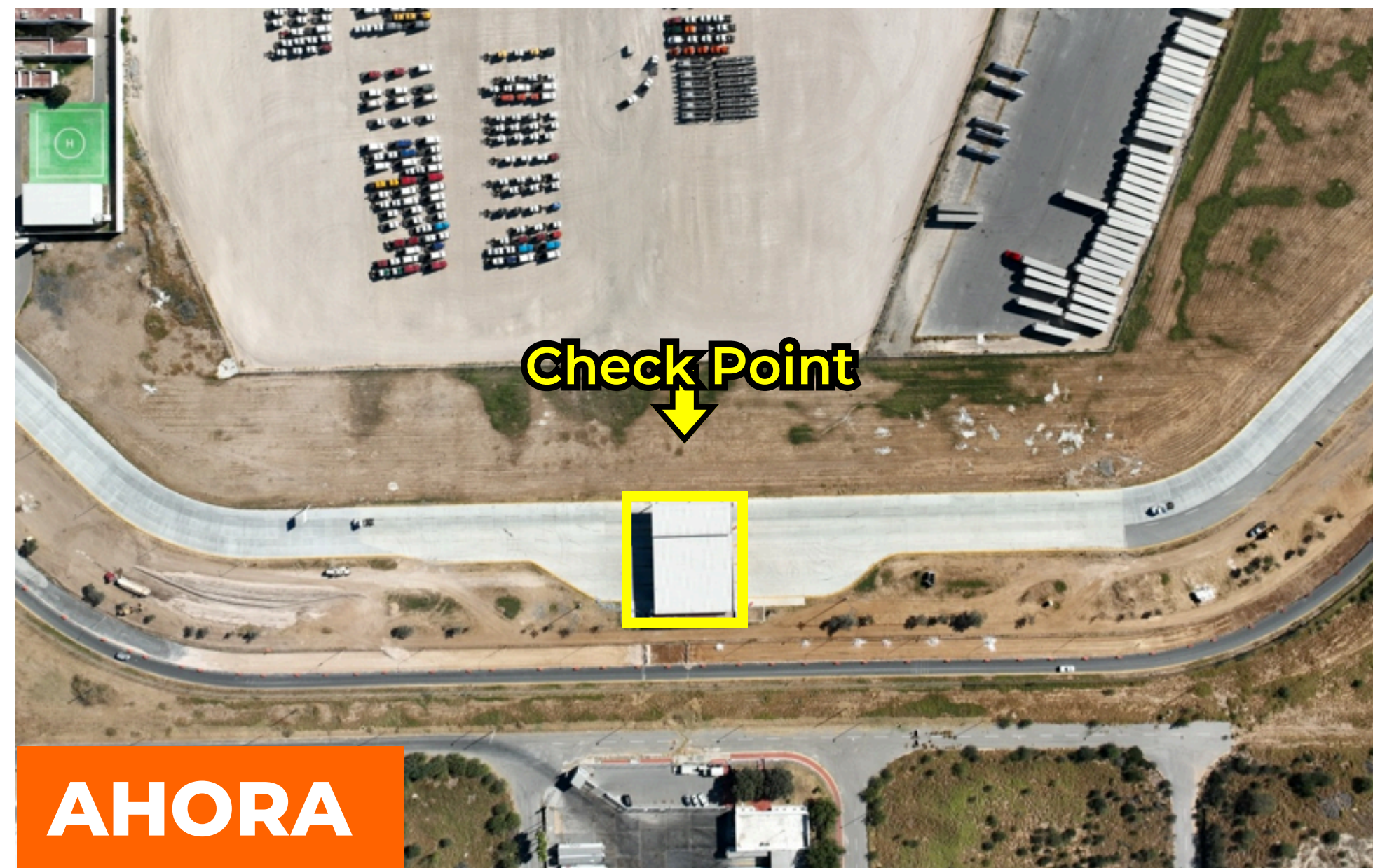
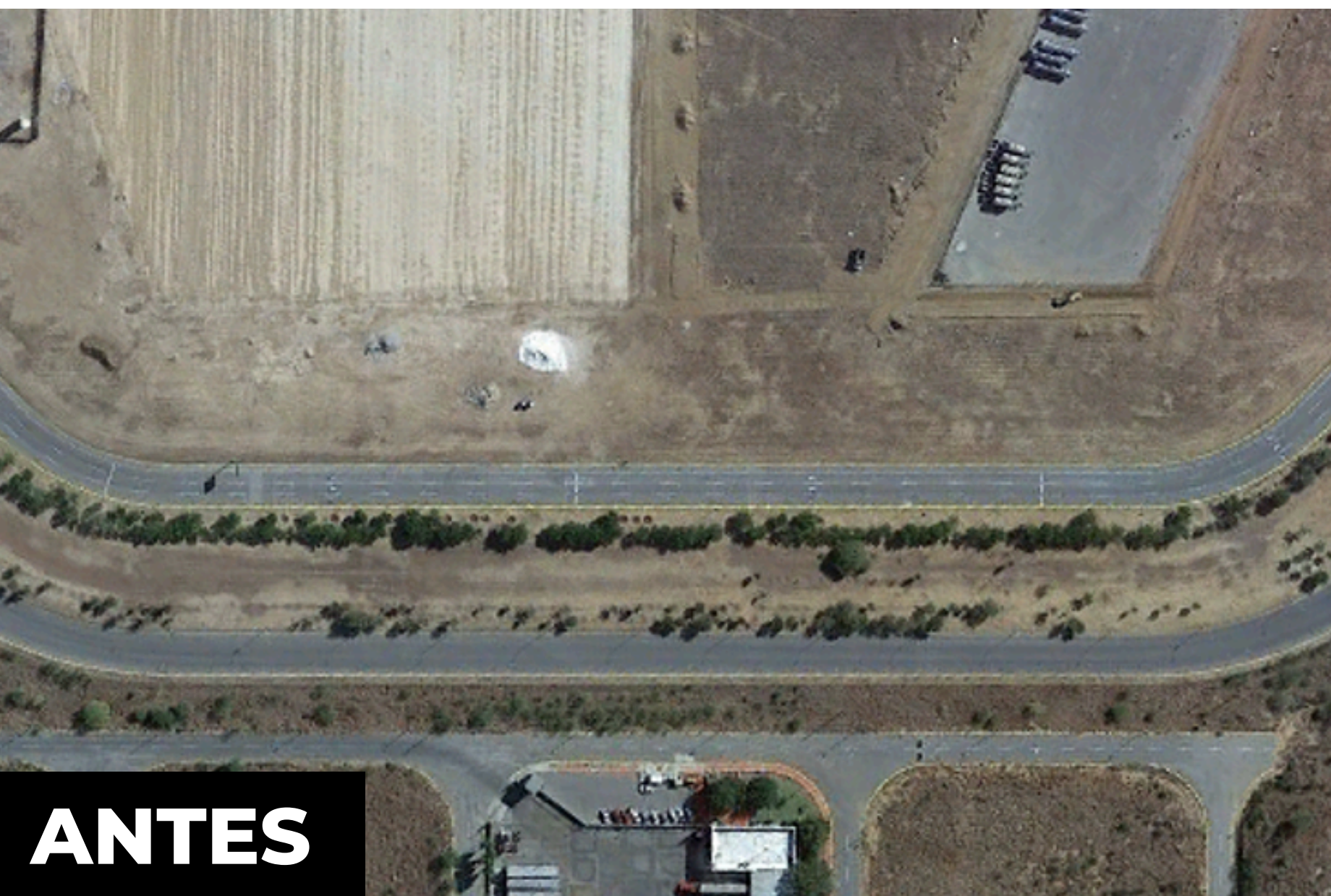
Primer Complejo Habitacional que una autoridad pone a disposición, **gratuitamente**, para empresas instaladas en una aduana. Con **Servicios Integrales**, incluyendo Áreas de Esparcimiento y Cafetería. Cuenta con 2 edificios con capacidad para 320 personas y un potencial de 10 edificios para 1,600.



4

NUEVO CHECK POINT

Es el único Punto de Revisión de “Última Milla” antes de la frontera y fue diseñado con asesoría de la Patrulla Fronteriza y la CBP. Es operado por Fuerza Civil y Guardia Nacional y vigila que todo cruce de nuestro país a territorio estadounidense, cumpla con las leyes de ambos países.



CARRILES DE EXPORTACIÓN E IMPORTACIÓN

(3 KM CADA UNO)

Reconstruimos los Carriles de Exportación, en base a **Concreto Hidráulico de Alta Resistencia**, pasando de 3 a 5 Carriles. Actualmente se reconstruyen también los Carriles de Importación.



NUEVOS CARRILES DE EXPORTACIÓN



NUEVOS CARRILES DE IMPORTACIÓN



Se realizaron labores para derrumbar el muro para mejoramiento de imagen del Parador Turístico.







AMPLIACIÓN DE 7 A 13 CASETAS DE CRUCE

Se duplicó la capacidad de cruce a Estados Unidos, tanto de Turistas, como de Vehículos de Carga, realizado en preparación para la Ampliación del Puente Internacional y en respuesta al creciente flujo de Comercio Internacional y Viajeros que se vive en Nuestra Aduana.



¡Capacidad de 350 elementos las 24/7!



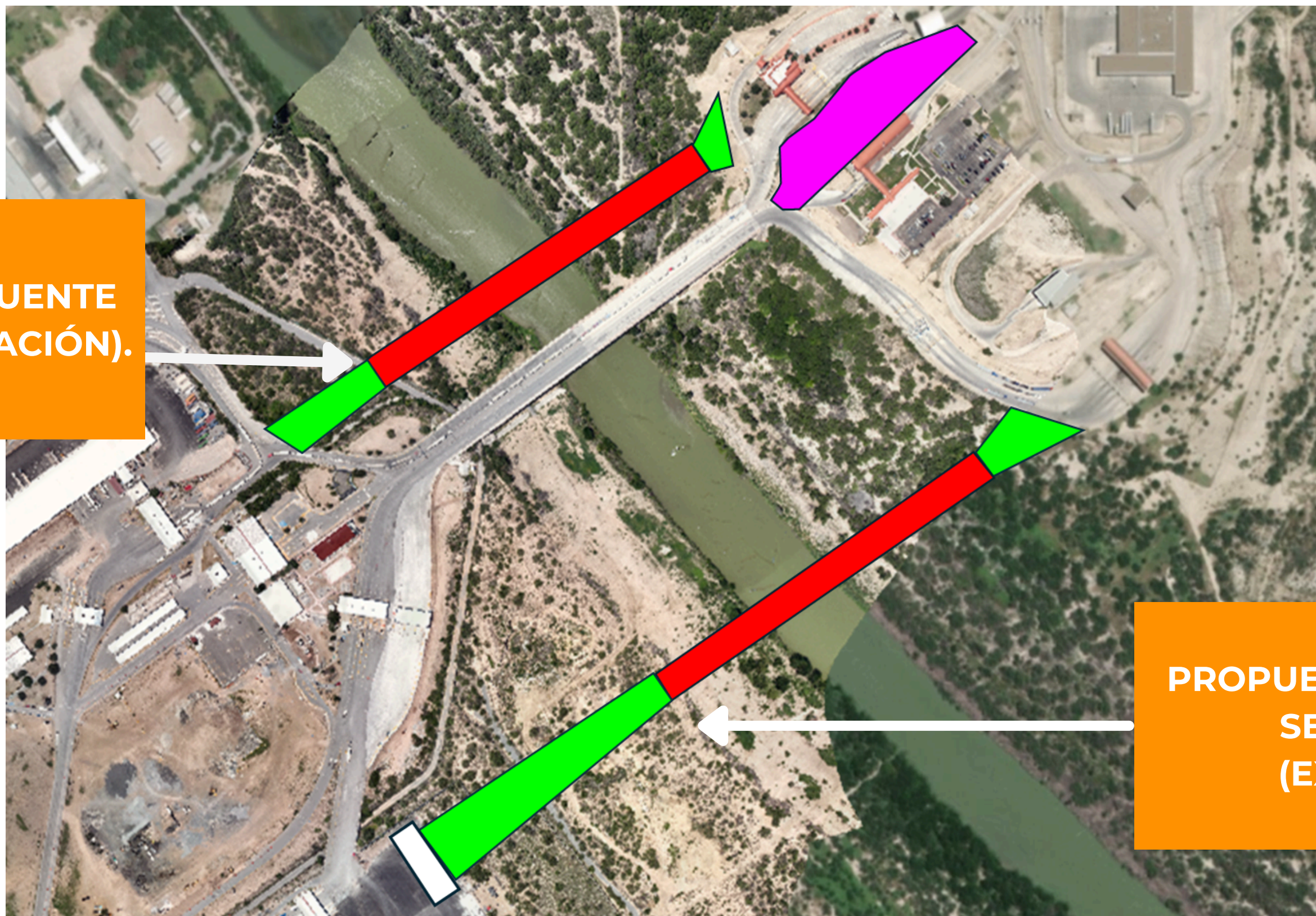


Modernización y Rehabilitación del Puente en sus 8 carriles, pavimento a concreto hidráulico.



OBRA EN PROCESO

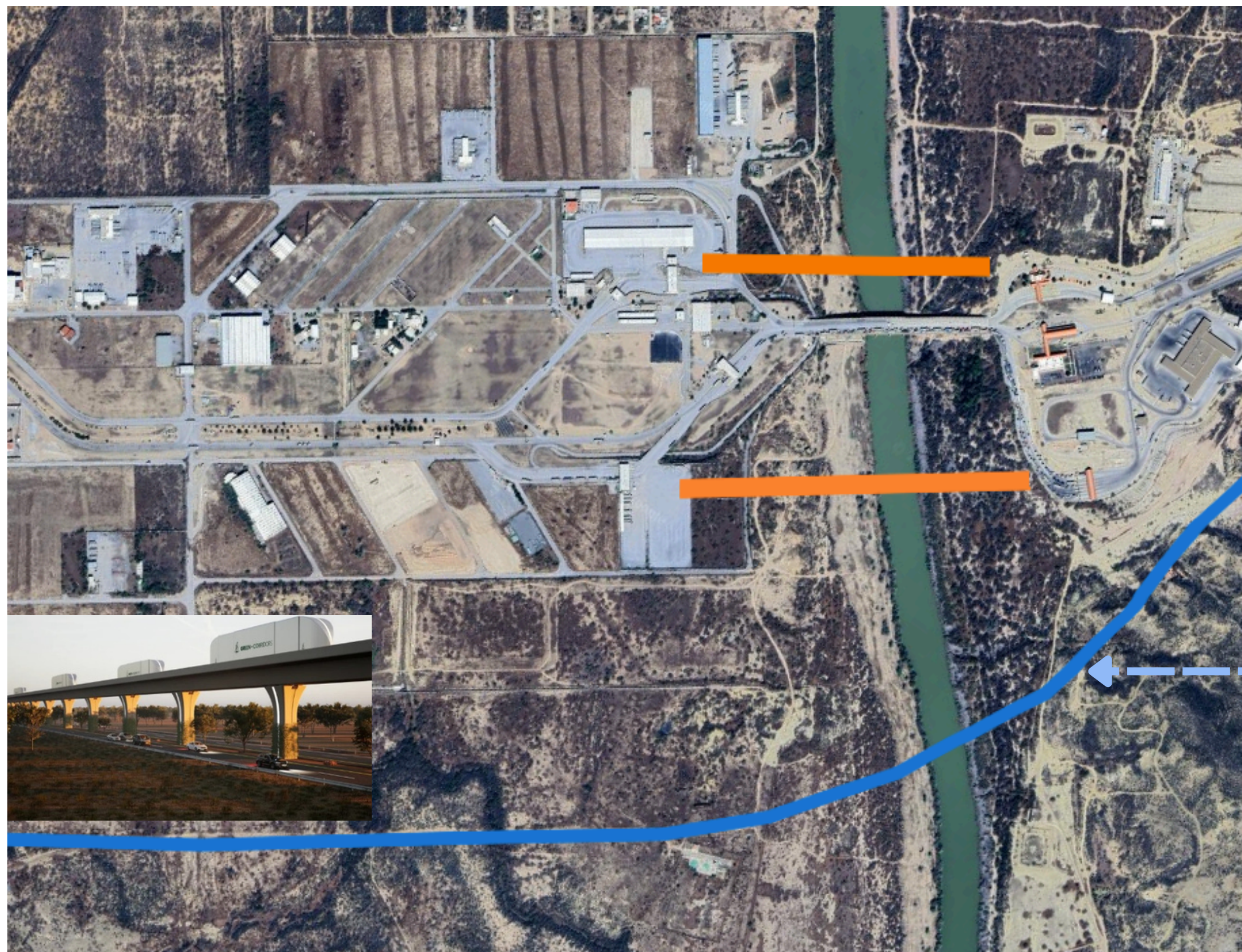
PROPUESTA NUEVO PUENTE
SENTIDO SUR (IMPORTACIÓN).



PROPUESTA NUEVO PUENTE
SENTIDO NORTE
(EXPORTACIÓN).







Sistema de carga automatizado

— Nuevos
Puentes

— CRUCE
GREEN
CORRIDORS





CHIHUAHUA
GOBIERNO DEL ESTADO

Juntos **Sí podemos**

SECRETARÍA DE INNOVACIÓN Y DESARROLLO ECONÓMICO

August 2025



SECRETARÍA
DE INNOVACIÓN
Y DESARROLLO ECONÓMICO

CLOSURE OF CÓRDOVA AMERICAS – BRIDGE OF THE AMERICAS (BOTA)



- On January 3, 2025, the U.S. General Services Administration (GSA) released the Final Environmental Impact Statement for the BOTA modernization project, which confirmed the selection of Alternative 4 — the option that removes commercial traffic from the port of entry.

US General Services Administration chooses to remove commercial trucks from BOTA



INFORMATION ON CARGO OPERATIONS AT CÓRDOVA AMÉRICAS – BRIDGE OF THE AMERICAS



Monto estimado en las exportaciones mensuales por BOTA

Cifras en dólares. Estimación propia con base en datos oficiales de INEGI y DOT*



INFORMATION ON CARGO OPERATIONS AT CÓRDOVA AMÉRICAS – BRIDGE OF THE AMERICAS



Número de contenedores de tráileres cargados exportados cada mes por BOTA

Fuente: Departamento de Transporte de EU



CLOSURE OF BOTA PORT OF ENTRY TO COMMERCIAL CARGO



Oficio No. 0158-2024 DESP.GOB.CHIH.
Chihuahua, Chihuahua.
28 de octubre de 2024.

DR. JUAN RAMÓN DE LA FUENTE RAMÍREZ
SECRETARIO DE RELACIONES EXTERIORES
GOBIERNO DE MÉXICO
PRESENTE. -

Apreciable Canciller,

Es un placer saludarle por este medio. Quisiera compartir a través del presente las inquietudes por parte del Gobierno del Estado de Chihuahua y del sector privado respecto al impacto que podría tener la llamada "Alternativa 4" planteada por la Administración de Servicios Generales (GSA) de los Estados Unidos de América, en la remodelación del Puente Fronterizo Córdova-Américas (BOTA).

En un contexto global en el que la integración regional es clave para fortalecer las cadenas de suministro y la competitividad económica de América del Norte, Ciudad Juárez y la región triestatal que abarcan los estados de Chihuahua, Texas y Nuevo México juegan un papel fundamental como uno de los principales centros manufactureros y corredores de cadenas de suministro esenciales del continente. Tan solo en Ciudad Juárez, 321 establecimientos manufactureros de exportación, de los cuales 36% son de capital estadounidense, representan una inversión promedio mayor a los \$900 millones de dólares anuales en los últimos tres años, además del hecho de que alrededor de 41% de las mercancías que cruzan esta frontera tienen como destino final estados en la región norte de Estados Unidos.

Uno de los principales factores que contribuyen a esta relevancia estratégica y comercial es el Puente Internacional Córdova de las Américas, a través del cual transitan mercancías con un valor de \$21,500 millones de dólares al año. Cabe destacar que un 60% de los costos de la ampliación del área comercial de este puente realizada en 1997, fueron cubiertos por transportistas locales. Además, dicha ampliación se llevó a cabo sin interrumpir el tránsito internacional y en coordinación con los contratistas de México y Estados Unidos, proyectando una vida útil de 60 años para el puerto de cruce fronterizo. De esta coordinación surgió un fideicomiso que existe hasta la actualidad y que ha sido fundamental para financiar el mantenimiento del cruce fronterizo.

The State of Chihuahua joined the requests made by the private sector and the municipal government, urging that commercial cargo operations at the bridge not be suspended.

The regional industry will be significantly impacted by this closure.

Currently, the Bridge of the Americas (BOTA) handles an average daily flow of:

550 northbound commercial trucks

1,500 southbound commercial trucks, which currently have no viable alternative to return to Mexico.

Commercial Traffic Rerouting Due to BOTA Closure

Alternative Ports of Entry

- Zaragoza – Ysleta
- San Jerónimo – Santa Teresa
- Guadalupe – Tornillo

The Zaragoza – Ysleta crossing is expected to experience the greatest impact due to its proximity to BOTA.

This poses a risk of congestion and increased wait times, as the port currently processes over **2,100** northbound commercial trucks daily.

For this reason, it is a priority to strengthen the operational capacity of the Guadalupe – Tornillo and Santa Teresa ports through strategic actions, and to reconsider the permanent closure of BOTA to commercial traffic, based on the economic and logistical impact it represents for the region.

Proposals:

1. Reallocate personnel and equipment on both sides of the border to the Zaragoza – Ysleta and San Jerónimo – Santa Teresa ports in order to expand their processing capacity.
2. Postpone the closure to commercial cargo—especially for southbound traffic—until the final phase of the modernization project.



GUADALUPE – MARCELINO SERNA (TORNILLO)

Average Monthly Export Traffic (March–May 2025): 2,260 Trucks

Continuous Lane Flow and Contingency
Processing Capacity: 1,000 Trucks per
Day

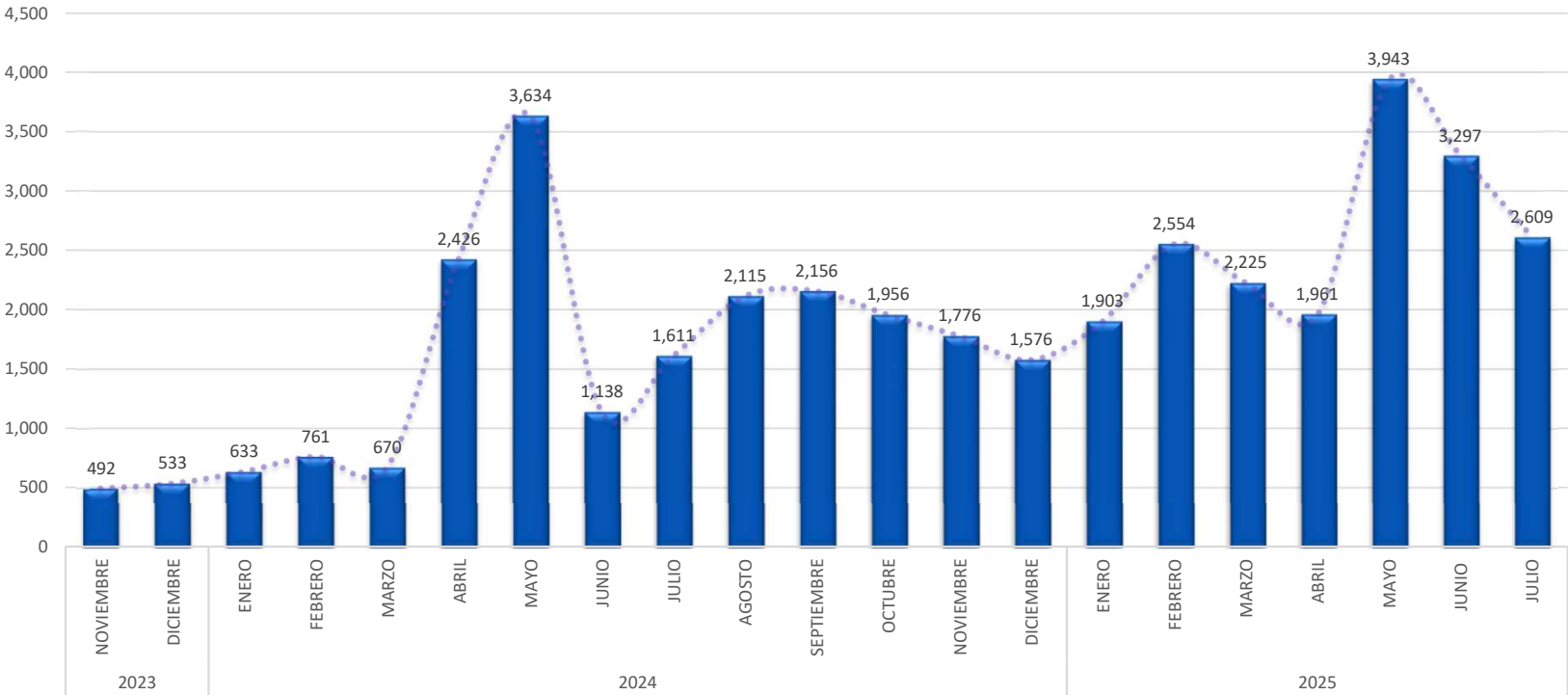


TOTAL CARGO

NOVEMBER 2023 - JULY 2025



AÑO	MES	AFORO
2023	NOVIEMBRE	492
	DICIEMBRE	533
2024	ENERO	633
	FEBRERO	761
	MARZO	670
	ABRIL	2,426
	MAYO	3,634
	JUNIO	1,138
	JULIO	1,611
	AGOSTO	2,115
	SEPTIEMBRE	2,156
	OCTUBRE	1,956
	NOVIEMBRE	1,776
	DICIEMBRE	1,576
2025	ENERO	1,903
	FEBRERO	2,554
	MARZO	2,225
	ABRIL	1,961
	MAYO	3,943
	JUNIO	3,297
	JULIO	2,609



INFRASTRUCTURE CONSTRUCTION AND UPGRADES



FIDEICOMISO
DE PUENTES
FRONTERIZOS
DE CHIHUAHUA



- ✓ Construction of Canopy Structures at Toll Booths and Preventive Maintenance Program
- ✓ Investment: \$ 465,000 dlls
- ✓ Completion day: October 2025

- ✓ Construction of Rest Stop with Restaurant, Shops, and Showers (COCONAL)
- ✓ Estimated Investment: \$ 2,632,000 dlls
- ✓ Environmental Permit from ASEA: Pending (in process)
- ✓ Expected Completion: December 2025 (Area 1)

- ✓ Surveillance Camera System with Live Transmission, Connected to the State Government's Centinela Platform.

ACTUAL



PROPUESTA (imagen Ilustrativa)



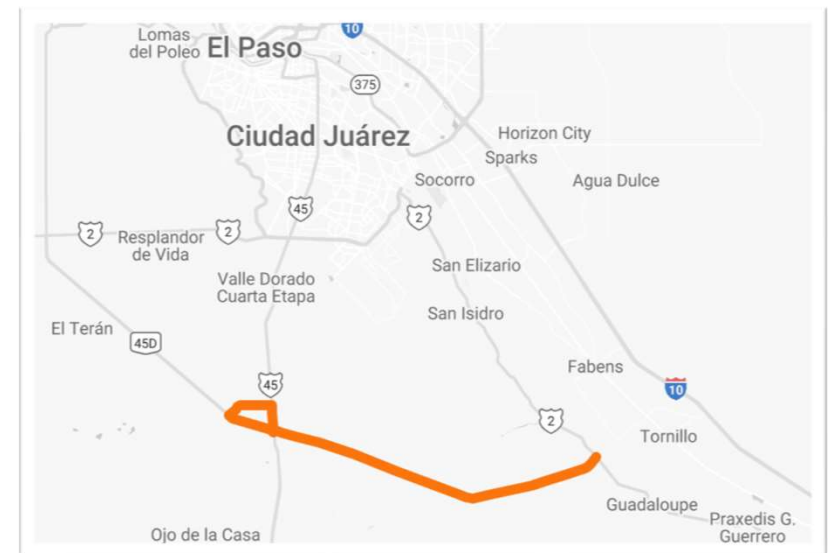
**PUENTE GUADALUPE-TORNILLO(MARCELINO SERNA)
(VISTA DE NORTE A SUR)**



EFFORTS TO STRENGTHEN THE BORDER CROSSING



- ✓ The Government of Chihuahua, in coordination with COCONAL, is working with the Federal Government to obtain authorization for vehicle transit permits using “Transfer” plates.
- ✓ Expansion of service hours based on user feedback and traffic data.
- ✓ Efforts are underway to establish liaison offices for federal Mexican authorities within the border crossing facilities.



ROAD CONNECTOR GUADALUPE –TORNILLO (MARCELINO SERNA)



- ✓ **ROADWAY**
Zaragoza–Guadalupe Relief Route
- ✓ **OBJECTIVE**
Connect the central area of Ciudad Juárez with the Tornillo Port of Entry.
- ✓ **SECTION**
From Juan Pablo II to the border crossing
- ✓ **LENGTH**
34 KM
- ✓ **TYPICAL SECTION**
Construction of a 14-meter-wide single carriageway.
- ✓ **PROJECT STATUS**
Geometric design proposal
- ✓ **REVENUE SOURCE**
Tolls primarily generated by freight transport from the maquiladora industry



ECONOMIC DEVELOPMENT HUB

On June 26th, the President of Mexico, Claudia Sheinbaum, and the Governor of Chihuahua, Maria Eugenia Campos, signed the agreement to collaborate on the San Geronimo Economic Development Hub.

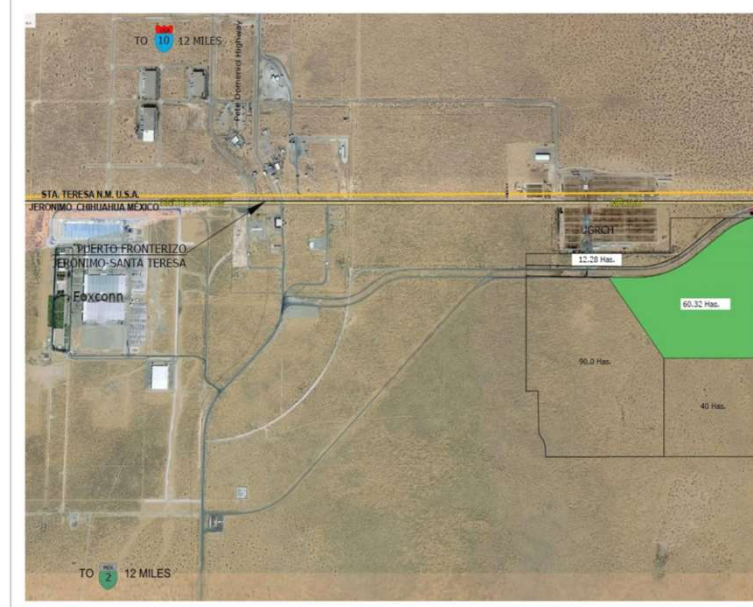
What are the Economic Development Hub?

Strategic zones designated by the Federal Government to drive investment, business relocation, and job creation.



TAX INCENTIVES BENEFITS (2025–2030)

1. 100% immediate deduction for investments in new fixed assets.
 2. Additional 25% deduction for training or innovation. These benefits are in addition to existing incentives under the Northern Border Free Zone.
 3. Includes an agreement with the Ministry of Public Education (SEP) to support the training.
- **Tax incentives will take effect once the Development Pole is officially launched.**



MODERNIZATION OF THE SAN JERÓNIMO PORT OF ENTRY

Objectives:

1. Increase the number of crossings by modifying import and export cargo lanes to accommodate oversized and overweight trucks.
2. Reconfigure the area to create a Full-Service border port with all the facilities, services, staff, and capabilities needed to process both people and goods of any kind.



Next Phase in the Modernization of the San Jerónimo Port of Entry



- With the closure of the BOTA crossing, it is imperative to begin the modernization project of the San Jerónimo Border Port of Entry.
- The Government of Chihuahua is requesting authorization to initiate the Executive Project for the modernization of San Jerónimo, once the Master Plan and Terms of Reference are submitted.
- The State of chihuahua, along with the City of Juárez, will provide the necessary resources for the development of the Executive Project.
- The preparation of the Executive Project is expected to take approximately 8 months, following the allocation of funds and the selection of a university to carry it out.
- The designation of the Wellbeing Development Pole represents a key opportunity to advance in the modernization of San Jerónimo.