



TEXAS-MEXICO **INTERNATIONAL BORDER** **CROSSINGS GUIDE** 2024





ABOUT THIS PUBLICATION

The Texas-Mexico International Border Crossings Guide is a publication of the Texas Department of Transportation.

This document, the 2024 edition of TxDOT’s *Texas-Mexico International Border Crossing Guide*, provides analysis of northbound crossings at all 34 active international border crossings that connect Texas to the Mexican states of Chihuahua, Coahuila, Nuevo León, and Tamaulipas. This edition covers data for the years 2013-2023, aggregated at the statewide level, the regional level, and for each individual crossing. It highlights each border crossing from west to east and divides the border into three regions: El Paso, Laredo, and the Rio Grande Valley. It provides detailed data on the passenger vehicle, pedestrian, commercial truck, and freight rail crossings. The movement of goods by other modes are also presented in Part One, which covers data for the Texas-Mexico border overall. U.S. federal agencies only collect northbound crossing data.

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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, and data that is current as of November 15, 2024. Trade value data were obtained from USA Trade Online, the US Bureau of Transportation Statistics TransBorder Freight Data, and the US Bureau of Economic Analysis. Northbound crossing data were obtained from US Customs and Border Protection, National Park Service, and the City of Laredo, Texas. Toll data were obtained from the bridge operators, Secretaría de Comunicaciones y Transportes, and Fideicomiso de Puentes Fronterizos de Chihuahua. 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 from previous editions of this document due to a lack of information from our sources.

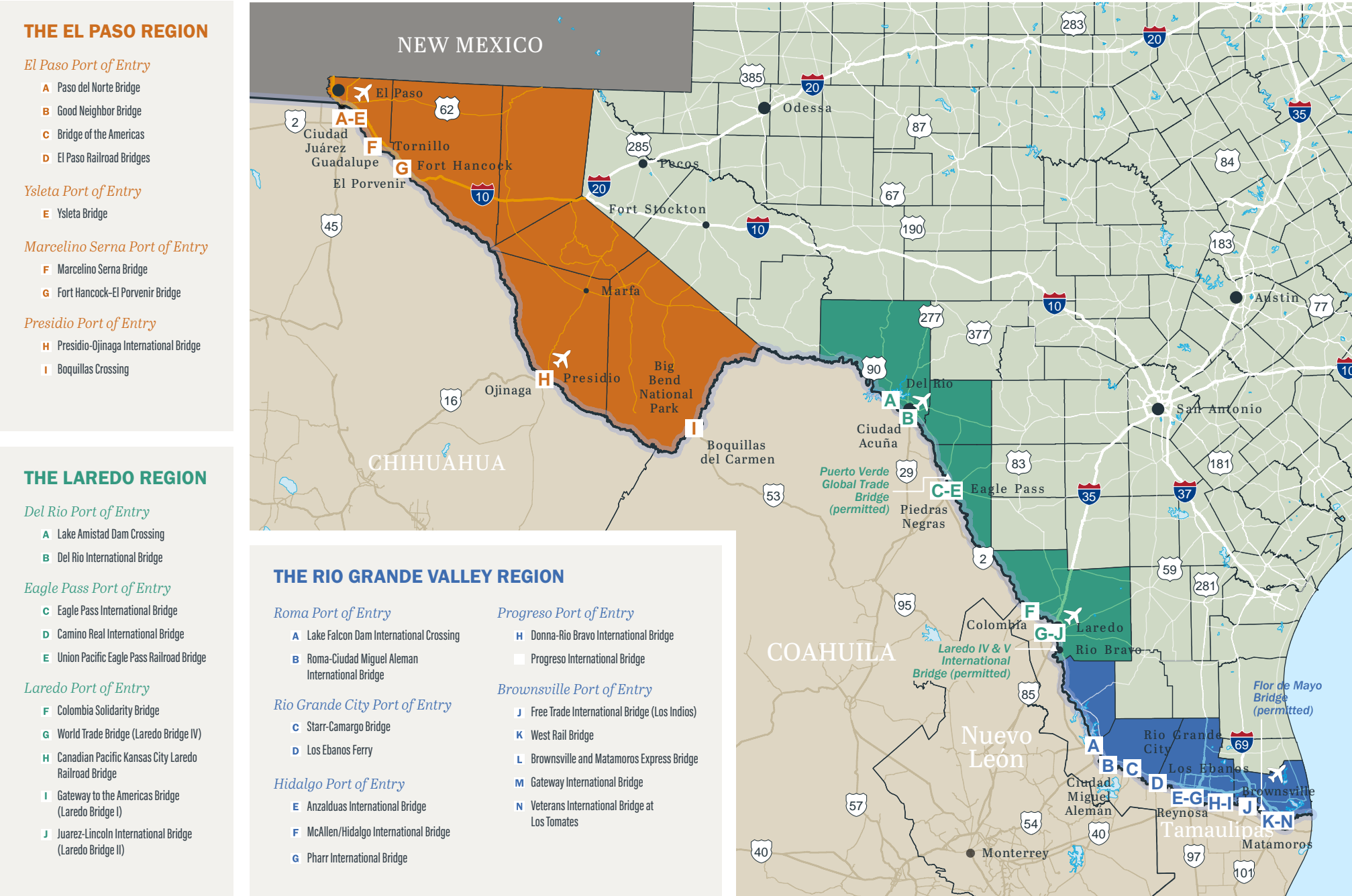
EXECUTIVE SUMMARY

SHARING A LONG HISTORY of economic, cultural, and social relations, Texas and Mexico's relationship spans 1,255 miles of shared border. Although the Rio Grande River creates a natural barrier, over the years various crossings have been developed to facilitate the movement of people and goods. The 34 crossings that connect Texas and Mexico support \$519 billion in trade, including automobiles, aircraft components, and advanced electronics.



FIGURE ES-1

MAP OF TEXAS-MEXICO BORDER CROSSINGS



THE TEXAS-MEXICO BORDER TODAY

Texas's border infrastructure is an asset to both the U.S. and Mexican economies. Today, the flow of commodities across the border includes non-railway vehicles, machinery and mechanical parts, electrical machinery and equipment, mineral fuels, and plastics.

To facilitate trade, fourteen border crossings process commercial trucks, and there are currently five active freight rail crossings in Texas. Additionally, goods cross the Texas-Mexico border via pipeline, air freight, marine vessels, and through eight Foreign Trade Zones.

Still, the primary activity at the border today is the crossing of people. Passenger vehicles constitute the majority of northbound crossings and they may use every border crossing except two: Boquillas Crossing is pedestrian-only, and only commercial trucks are permitted on World Trade Bridge. Most border crossings allow northbound pedestrians, with the exception of the following eight: Good Neighbor Bridge (Stanton, southbound only), Lake Amistad Dam Crossing, World Trade Bridge, Juárez-Lincoln International Bridge, Lake Falcon Dam International Crossing,



Anzalduas International Bridge, Pharr International Bridge, and Donna-Rio Bravo International Bridge.

And though this transportation mode is in decline, any bridge along the Texas-Mexico border is capable of servicing bus crossings except World Trade Bridge. Between 2013 and 2023, buses crossed every year at only eight border crossings. Buses crossed intermittently, and generally in small numbers, at five other border crossings.

\$519 BILLION
in trade crossed the Texas-Mexico border, in 2023,
\$272 BILLION
of which came from or was **delivered to Texas!**

BORDER CROSSINGS

The movement of people and goods is facilitated by the 34 active border crossings between Texas and Mexico that benefit the economies of border communities as well as local economies throughout the continental United States. Two ferries and 32 bridges make up these crossings.

Of the 34 crossings, 28 are for vehicles, and five are for freight trains. Boquillas Crossing in Big Bend National Park is for pedestrians only. World Trade Bridge in Laredo is exclusively for commercial trucks. The crossings are grouped into 12 federally designated ports of entry (a collection of international bridges, airports, and/or seaports) which process people and goods. TxDOT has 12 ports of entry across three regions: El Paso region (ELP), Laredo region (LAR), and Rio Grande Valley region (RGV).

CROSSING ACTIVITY

Historically, passenger vehicles have been the predominant mode for Texas-Mexico border crossings. Northbound crossings by this mode increased by 9% between 2013 and 2023. Pedestrian crossings also increased, but by a modest 3%. During the same period, truck and freight rail crossings increased by over 40% while northbound crossings by buses decreased.

Many border crossings experienced a peak in northbound crossings in 2019 only to experience a steep decline in 2020, 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.

IN 2023:

41%

of pedestrians entering the US from Mexico crossed in Texas.

45%

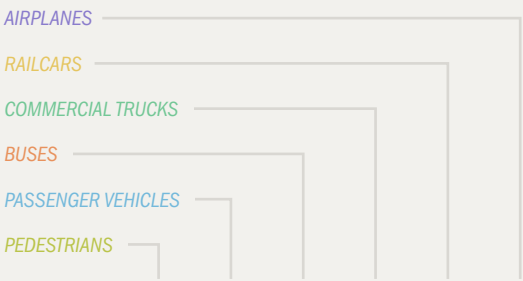
of personal vehicles entering the US from Mexico crossed in Texas.

TABLE ES-1

WHERE & HOW PEOPLE & GOODS CROSS THE BORDER

This table shows the transportation modes available at each port of entry in 2023.

A Port of Entry (POE) is an administrative district where people and goods lawfully enter the country. It may encompass several facilities, such as airports, seaports, rail facilities, and border crossings.



EL PASO REGION

El Paso Port of Entry						
Ysleta Port of Entry						
Marcelino Serna Port of Entry						
Presidio Port of Entry						

LAREDO REGION

Del Rio Port of Entry						
Eagle Pass Port of Entry						
Laredo Port of Entry						

RIO GRANDE VALLEY REGION






Roma Port of Entry						
Rio Grande City Port of Entry						
Hidalgo Port of Entry						
Progreso Port of Entry						
Brownsville Port of Entry						

TABLE ES-2

HOW TRAFFIC VOLUME IS CHANGING

This table compares the rate of change in the number of crossings by region, between 2013 and 2023.

Note: Pedestrian data throughout this report also includes bicyclists and bus passengers.

					
STATEWIDE	▲ 3%	▲ 9%	▼ 28%	▲ 45%	▲ 42%
El Paso Region	▼ 3%	▲ 12%	▼ 41%	▼ 1%	▲ 43%
Laredo Region	▼ 12%	▲ 9%	▼ 3%	▲ 59%	▲ 38%
Rio Grande Valley Region	▲ 23%	▲ 5%	▼ 49%	▲ 47%	▲ 108%

Source: U.S. Customs & Border Protection, 2024

THE EL PASO REGION

Located in the westernmost part of Texas, the El Paso region serves as a major U.S. gateway for the movement of people and goods between Texas and Mexico. That said, the number of pedestrian, bus, and commercial truck crossings have all declined in this region, since 2013 (while buses are in decline border-wide, this is the only region that saw a decline in truck traffic). Within the El Paso region, there are four ports of entry and seven border crossings for pedestrian and motorized vehicle traffic. There is also one border crossing for pedestrians only, two freight rail border crossings, and two airports.

THE LAREDO REGION

The Laredo region is home to the two busiest freight rail crossings on the Texas-Mexico border, Eagle Pass and Laredo. Laredo's World Trade Bridge is one of eight vehicular border crossings in the Laredo region and the only one that does not allow passenger vehicle crossings. Along with World Trade Bridge, three other crossings in the Laredo region process commercial trucks. The three ports of entry in the Laredo region also include two freight rail border crossings and two commercial airports. Strong growth in commercial border crossings made Laredo the number one trade port in the U.S., in 2023.

THE RIO GRANDE REGION

At the southernmost point of Texas lies the Rio Grande Valley region. There are thirteen border crossings in this region, and all accommodate the crossing of passenger vehicles. Ten of these crossings also processed pedestrians in 2023, and six of the border crossings processed commercial trucks. West Rail Bridge, near Brownsville, is the least busy rail crossing on the Texas-Mexico border and the only rail crossing in the Rio Grande Valley region. The five ports of entry in the Rio Grande Valley region include three airports. While crossings of passenger vehicles in this region have only increased slightly in the last decade, trade has exploded here, with commercial truck crossings increasing by 47% and railcar crossings more than doubling from 2013 to 2023.

6.4 MILLION
PEDESTRIANS

IN 2023, THE RIO GRANDE VALLEY REGION became the #1 pedestrian crossing location on the Texas-Mexico Border.

In terms of value of goods, LAREDO PORT OF ENTRY is the

LARGEST
LAND PORT OF ENTRY
IN NORTH AMERICA IN 2023.

IN 2023,
13 MILLION
PASSENGER
VEHICLES
CROSSED FROM
MEXICO TO THE U.S.
IN THE EL PASO REGION.
That's more than any other
Texas-Mexico border region.



WHAT THE FUTURE HOLDS

Several new border crossings are being proposed along the length of the Texas-Mexico border.

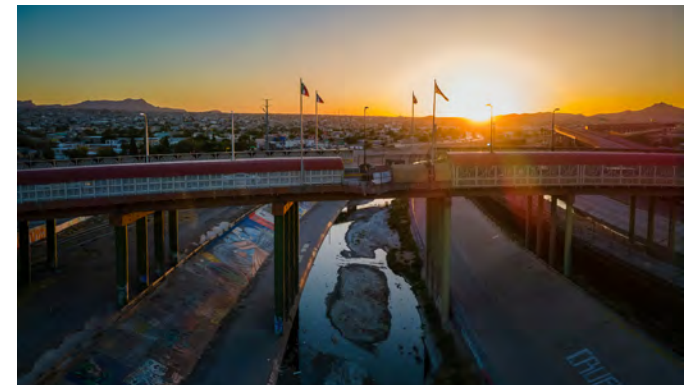
The Texas-Mexico Border Transportation Master Plan 2021 includes two pedestrian-only international crossings in the El Paso region. Three multi-modal crossings are proposed for the Laredo region: Acuña II International Bridge in Del Rio, Puerto Verde Global Trade Bridge in Eagle Pass, and Laredo IV/V International Bridge in Laredo.

There are three proposed bridges in the Rio Grande Valley region: Mission/Madero/Reynosa International Bridge near Mission and in Brownsville Flor de Mayo Bridge and Port of Brownsville Bridge. The Port of Brownsville Bridge, Flor de Mayo Bridge, Mission/Madero/Reynosa International Bridge, Puerto Verde Global Trade Bridge, and Laredo IV/V International Bridge have signed Presidential permits, while the other proposed crossings are still in the planning stages. A Presidential permit has been issued for a second span for Pharr International Bridge (currently under construction) and for expansion of World Trade Bridge. A second span for CPKC Railroad International Rail Bridge in Laredo is under construction and expected to be completed by late 2024. Lastly, a Presidential permit application to expand Camino Real International Bridge was submitted in November 2024.

INACTIVE CROSSINGS

There are four inactive border crossings along the Texas-Mexico border that could be re-opened in the future. TxDOT owns the Presidio-Ojinaga International Rail Bridge in Presidio that is undergoing reconstruction and is expected to reopen in 2025. B&M Rail Bridge was replaced by West Rail Bridge. The city and county are working with the bridge owner to convert the old bridge to a pedestrian-only bridge. The City of Roma closed their suspension bridge in 1979 after construction of its new facility. New funding will allow the City of Roma to complete engineering studies on the currently closed suspension bridge and begin repairs to reopen as a pedestrian facility.

The other inactive bridge is La Linda Bridge in West Texas. There are no plans to reopen or repurpose this bridge.



41% OF PEDESTRIANS
entering the US from Mexico in 2023
crossed the border in Texas



45% OF PERSONAL VEHICLES
entering the US from Mexico in 2023
crossed the border in Texas



70% OF COMMERCIAL TRUCKS
entering the US from Mexico in 2023
crossed the border in Texas



91% OF RAILCARS
entering the US from Mexico in 2023
crossed the border in Texas

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2024

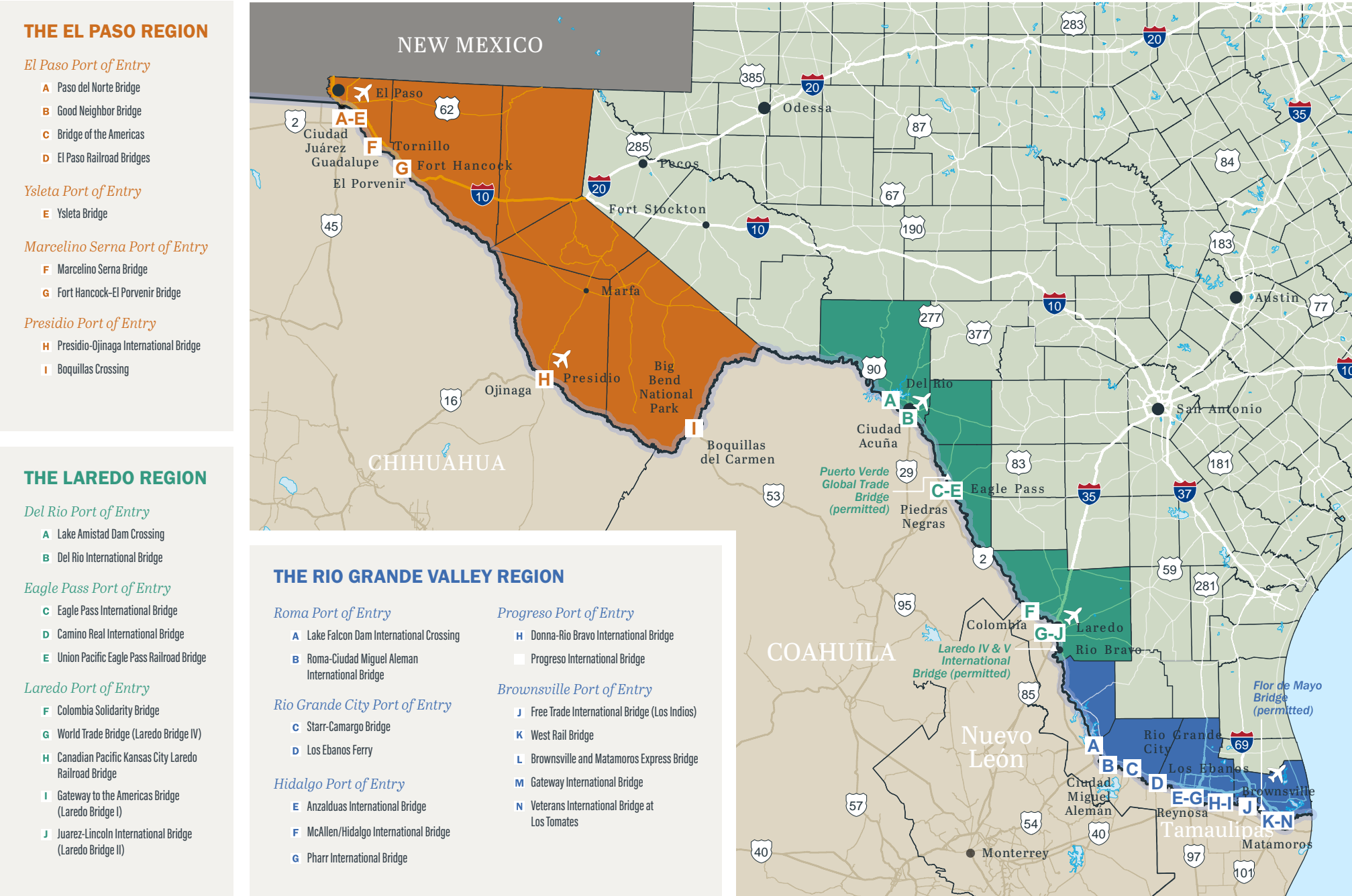
PART ONE **BORDER OVERVIEW**

SHARING A LONG HISTORY of economic, cultural, and social relations, Texas and Mexico's relationship spans 1,255 miles of shared border. Although the Rio Grande River creates a natural barrier, over the years various crossings have been developed to facilitate the movement of people and goods. The 34 crossings that connect Texas and Mexico support \$519 billion in trade, including automobiles, aircraft components, and advanced electronics.



FIGURE 1

MAP OF TEXAS-MEXICO BORDER CROSSINGS



REGIONS, PORTS OF ENTRY, AND CROSSINGS

The 34 border crossings on the Texas-Mexico border are aggregated into 12 Ports of Entry across the three border regions. The three border regions contain 11 counties with crossings and each region is covered by a single TxDOT district.

While four of the 25 Texas Department of Transportation's administrative districts are adjacent to the Texas-Mexico border, only three contain border crossings: the El Paso District which covers what this document defines as the El Paso region (ELP), the Laredo District which covers the Laredo region (LAR), and the Pharr District which covers the Rio Grande Valley region (RGV).

PORTS OF ENTRY

All people and goods crossing into the U.S. must pass through a port of entry which is an administrative district designated to process the entry of people and goods. A port of entry (POE) may encompass several facilities, such as airports, seaports, and rail facilities, as well as vehicular border crossings. For example, the Marcelino Serna POE is made up of Marcelino Serna Bridge and Fort Hancock-El Porvenir Bridge. Meanwhile, the Laredo POE includes six facilities, including four vehicle bridges, one railway bridge, and an international airport.



Border crossings include the bridge structure and the land port of entry (LPOE) or border station. The LPOE, referred to as inspection facilities in this document, where northbound crossers are processed houses federal inspectors from U.S. agencies such as U.S. Customs & Border Protection (CBP) and the U.S. Department of Agriculture (USDA).

EL PASO

Identified in this document using orange, the El Paso region (ELP) includes seven vehicular border crossings, one pedestrian-only facility, and two active freight rail crossings. A third freight rail crossing has been rebuilt but is not active at this time. A rail inspection facility is under construction for this third facility with a projected completion date of 2025. Hudspeth, Presidio, and Brewster Counties each contain one border crossing with all others in El Paso County.

The Texas-Mexico border stretches for
1,255 MILES.
THAT'S MORE THAN HALF of the
TOTAL US-MEXICO BORDER.

LAREDO

Shown in this document in green, the Laredo region (LAR) includes eight vehicular border crossings and two active freight rail crossings. Val Verde and Maverick Counties each contain two vehicular crossings. Webb County hosts four vehicular crossings. The region's freight rail crossings are in Webb and Maverick Counties.

RIO GRANDE VALLEY

Displayed here in blue, the Rio Grande Valley (RGV) region, located in the Pharr District, includes 13 vehicular border crossings and one freight rail crossing. The border crossings are in Zapata, Starr, Hidalgo, and Cameron Counties. One crossing is on the Zapata/Starr County border. Starr County contains two border crossings, and Hidalgo County contains six. Cameron County contains four border crossings and one freight rail bridge.

BORDER CROSSINGS

Twenty-eight of the 34 Texas-Mexico border crossings are for vehicles, five are for freight trains, and Boquillas Crossing in Big Bend National Park is for pedestrians only.

One vehicular crossing is exclusively for commercial trucks, World Trade Bridge in Laredo. The five rail bridges are located in El Paso (two crossings), Eagle Pass, Laredo, and Brownsville.

This publication primarily provides detailed data on northbound crossings of passenger vehicles, pedestrians, commercial trucks, and freight rail. In addition, the movement of goods by other modes are presented at the state level, later in this Border Overview section.



FUTURE CROSSINGS

The Texas-Mexico border is a dynamic region and eight additional bridges are proposed for new locations along the Texas-Mexico border (see Appendix A). Puerto Verde Global Trade Bridge, Laredo IV/V International Bridge, Mission/Madero/Reynosa International Bridge, Flor de Mayo Bridge, and Port of Brownsville Bridge, have received Presidential permits. They can be constructed when they complete the next steps in the process. The remaining bridges are in the planning stages. The Presidio-Ojinaga International Rail Bridge in Presidio was inactive for several years but was recently rebuilt. The inspection facilities are currently under construction. When completed, the facility will be ready to begin operations for freight rail traffic.

Laredo International Railroad Bridge, World Trade Bridge, and Pharr International Bridge have also received Presidential permits for upcoming expansion projects.

ENTRY LANES

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.¹ Drivers with the FAST program are one part of the Customs Trade Partnership Against Terrorism (CTPAT) program which is an international supply chain security program. CTPAT Partners work with CBP to address security issues throughout the supply chain, including the drivers who move the goods.

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.

In 2023, nearly

TWO-THIRDS
of the \$799 billion of U.S.-Mexico trade
CROSSED THE BORDER IN TEXAS.

Texas leads the nation as the

#1 STATE IN EXPORTS
FOR 22 CONSECUTIVE YEARS.

¹ Free and Secure Trade Program Fact Sheet, U.S. Customs & Border Protection, <https://www.cbp.gov/sites/default/files/documents/FAST%20Fact%20Sheet%20-%20FINAL%20%28web%20ready%29.pdf> - accessed January 7, 2022.

TEXAS-MEXICO TRADE

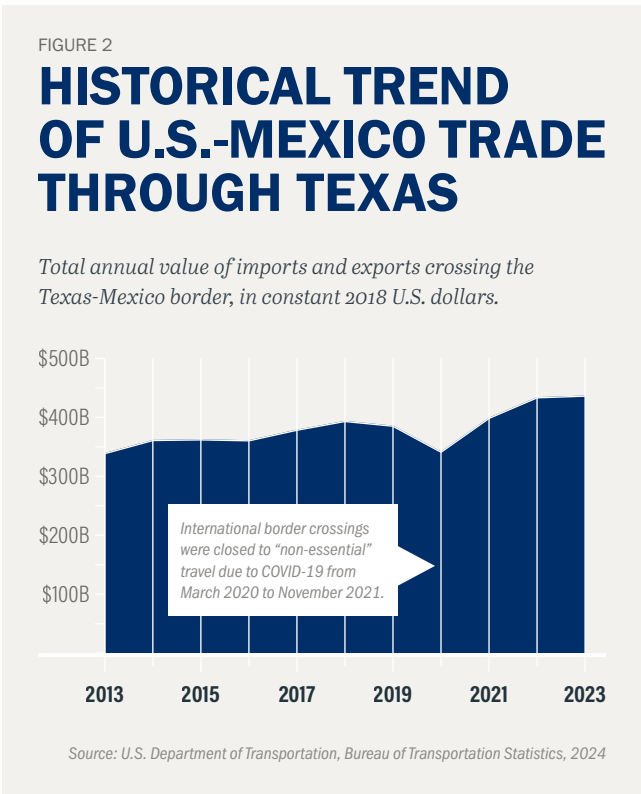
Texas’s strong economy and strategic location make it a leader in trade with Mexico, as well as providing a key gateway for our nation’s international trade.

In 2023, 92% of trade, by value, exchanged between the U.S. and Mexico moved by commercial truck and freight rail.¹ Of the goods moved by commercial truck and freight rail, 78% crossed the Texas-Mexico border.

Mexico is Texas’ number one international trading partner. In 2023, Texas’s trade with Mexico of \$272 billion was 3.7 times the value of its trade with Canada, the state’s second largest international trading partner.² The commercial border crossings in the El Paso, Laredo, and Rio Grande Valley regions are vital to the Texas economy retaining that role.

The continuous growth of the trade relationship between Texas and Mexico highlights the strategic importance of the 34 bridges and border crossings located along the border, not only for Texas, but also for the entire nation. The total amount of trade moved by all modes at Texas’s border crossings during 2023, which includes trade with origins

or destinations in other states, was approximately \$519 billion in 2023 dollars. This was an increase in nominal value of 56% from 2013 (an estimated 29% in constant 2018 dollars).³



2023 FAST FACTS

Total dollar value of imports and exports, by category.

ALL U.S.-MEXICO TRADE	100%	\$799 billion
U.S.-MEXICO TRADE CROSSING THE TEXAS-MEXICO BORDER	65%	\$519 billion
...via Commercial Truck	53%	\$423 billion
...via Train	11%	\$86 billion
...via Pipeline	1%	\$7 billion
...originating in or destined for Texas (Texas-Mexico Trade)	34%	\$272 billion
...originating in or destined for other U.S. states (Pass-through Trade)	31%	\$247 billion

Note: All numbers are rounded to the nearest billion.
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2024



¹ Based on data from the U.S. Department of Transportation, Bureau of Transportation Statistics, 2024.
² These figures are for commodities with an origin or destination in Texas. Based on data from the U.S. Census Bureau, USA Trade Online.
³ Export figures were converted to constant dollars using the annual change in Gross Domestic Product as reported by the US Bureau of Economic Analysis. Import figures were converted to constant dollars using the annual change in Gross Domestic Purchases as reported by the US Bureau of Economic Analysis.

FIGURE 3

HOW IMPORTS & EXPORTS HAVE CHANGED FROM 2013 TO 2023

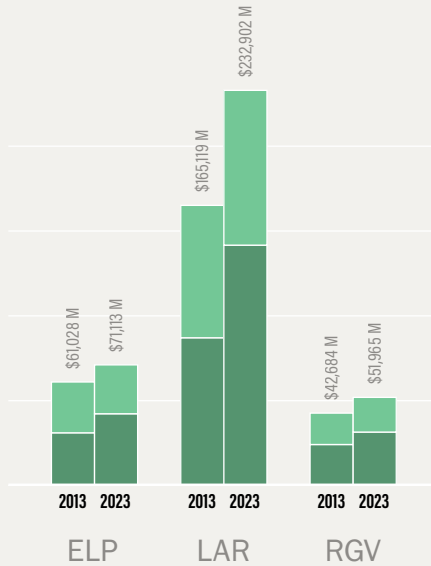
The charts on this page display the value of U.S.-Mexico import and export trade through all ports of entry on the Texas-Mexico border, divided by region and mode of transport.

Imports are shown in the darker shade, and exports in the lighter shade.

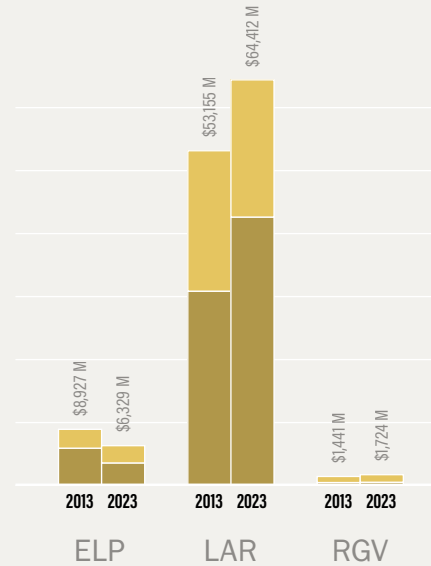
Source: U.S. Bureau of Transportation Statistics, 2023; U.S. Bureau of Economic Analysis, 2023

Note: Figures are in constant 2018 dollars.

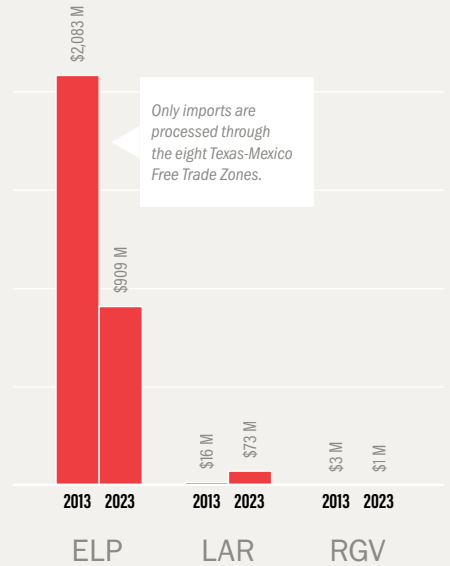
COMMERCIAL TRUCKS



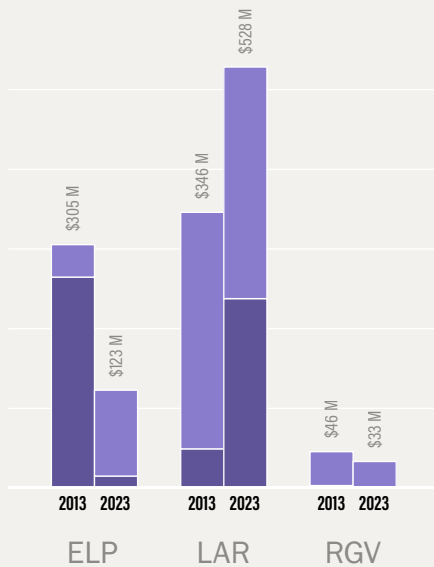
FREIGHT RAIL



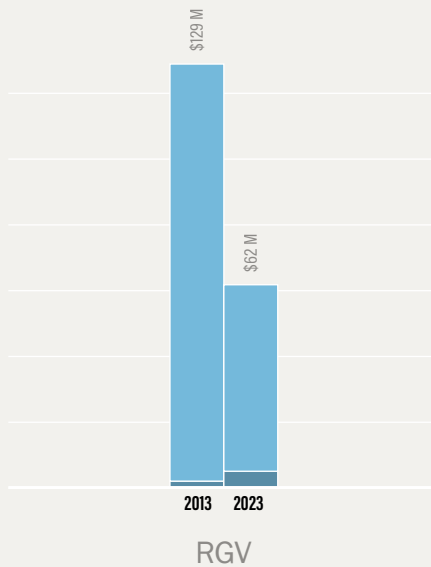
FREE TRADE ZONE



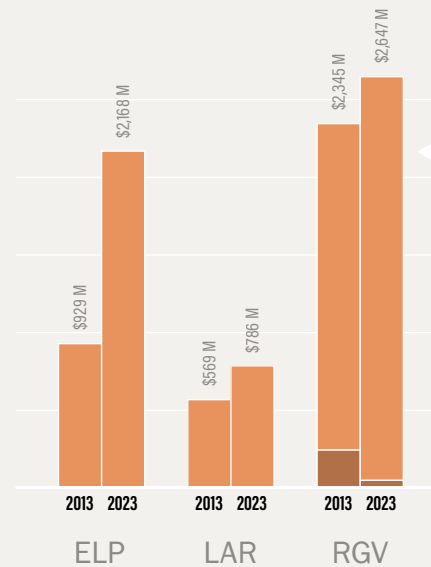
AIR FREIGHT



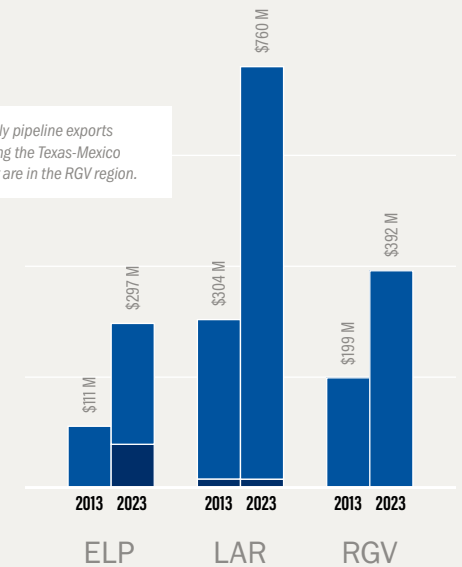
MARINE VESSELS



PIPELINE



OTHER MODES



MOVEMENT OF GOODS

COMMERCIAL TRUCKS

While most trucks crossing the Texas-Mexico border haul loaded trailers, a sizable number of trucks haul empty trailers or bobtail (i.e., carry no trailer at all). These movements balance supply and demand of equipment since equipment may need to be moved to an area of greater demand. Equipment must also be returned to the country where it is domiciled to avoid being taxed as an import. Empty trucks contribute to the revenue collected at crossings. On the Texas-Mexico border the fewest northbound truck crossings occurred in 2013. Truck crossings grew every year between 2013 and 2019 when they reached over 4.5 million northbound crossings. There was a 2% drop in northbound commercial truck crossings when the COVID-19 pandemic started, but crossings grew again in subsequent years for an overall increase of 43% between 2013 and 2023.

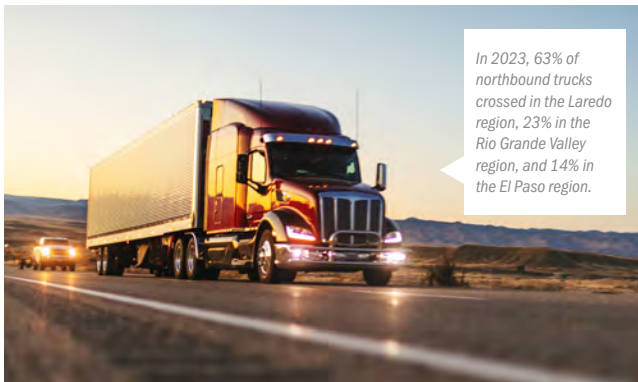


FIGURE 4
HISTORICAL TREND OF NORTHBOUND COMMERCIAL TRUCK CROSSINGS

This chart illustrates the change in commercial truck crossing volume from 2013-2023.

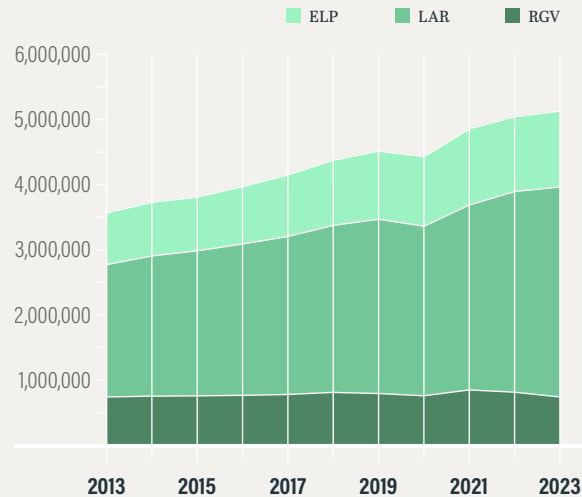


FIGURE 5
TOP NORTHBOUND CROSSING LOCATIONS FOR COMMERCIAL TRUCKS IN 2023

1	World Trade Bridge	2,175,276
2	Colombia Solidarity Bridge	760,855
3	Pharr International Bridge	708,726
4	Ysleta Bridge	640,667
5	Veterans International Bridge	232,466

Source: U.S. Customs & Border Protection, 2023 and City of Laredo, 2021

AIR CARGO

Airplanes are used to move high-value, low-volume goods such as microchips. For manufacturing plants that operate on just-in-time principles for inputs, air cargo can bridge short term disruptions in the supply chain. Although a small portion of the overall amount of trade goods, air cargo may move crucial components of the manufacturing process.

FIGURE 6
HISTORICAL TREND OF AIR CARGO VALUE

This chart illustrates the change in total value of imports and exports crossing the Texas-Mexico border from 2013-2023, in constant 2018 US dollars.

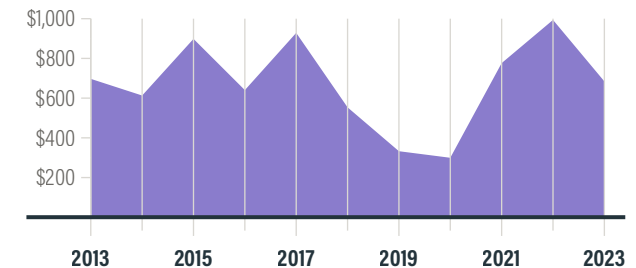
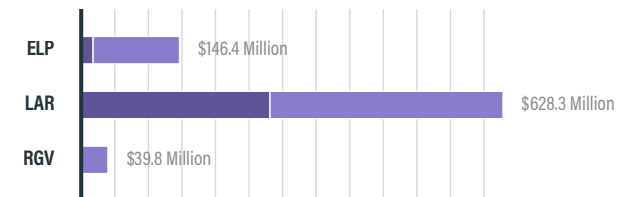
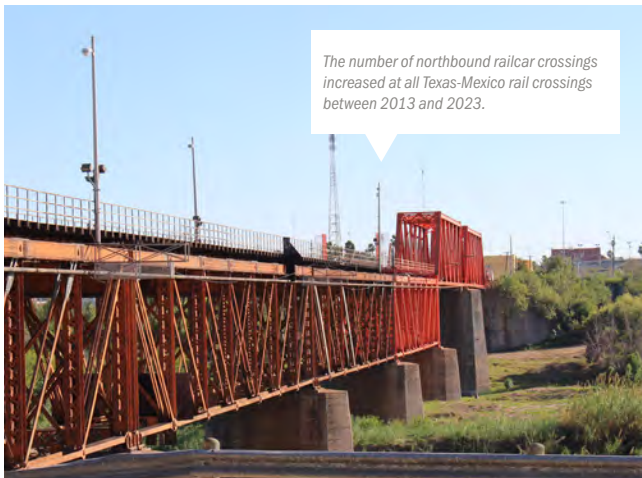


FIGURE 7
VALUE OF AIR CARGO IMPORTS AND EXPORTS IN 2023

This chart compares the value of imports and exports crossing the Texas-Mexico border in 2023, by region and direction of travel. Imports are shown in dark purple, and exports in light.



Source: U.S. Bureau of Transportation Statistics, TransBorder Freight Data, 2023



TRAINS & RAILCARS

Cross-border freight rail traffic across the Texas-Mexico border has grown since 2013. In 2013, northbound railcar volume was 736,173 cars. There was a sizable drop in loaded railcars during 2017, which primarily occurred at the Laredo freight rail crossing. Volumes rebounded in 2018, when there were just over a million northbound railcar crossings. Total railcar volumes stayed over 1 million per year since then, only dropping in 2020, due to the COVID-19 pandemic.

Overall, between 2013 and 2023, the number of northbound railcar crossings increased by 42%, and increased in all three regions. Similarly, the length of northbound trains increased in this period. Prior to 2018, there were (on average) fewer than 100 railcars per train. But by 2023, northbound trains averaged 111 railcars per train.

Laredo is the busiest railroad crossing on the U.S.-Mexico border and Eagle Pass ranks second.

FIGURE 8
NORTHBOUND TRAIN CROSSINGS

This chart illustrates the change in freight train crossing volume from 2013-2023, sorted by region.

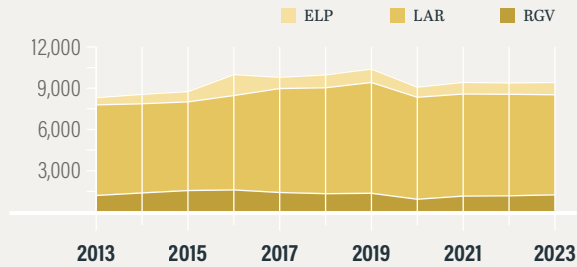


FIGURE 9
NORTHBOUND RAILCAR CROSSINGS

This chart illustrates the change in freight train crossing volume from 2013-2023, sorted by region.

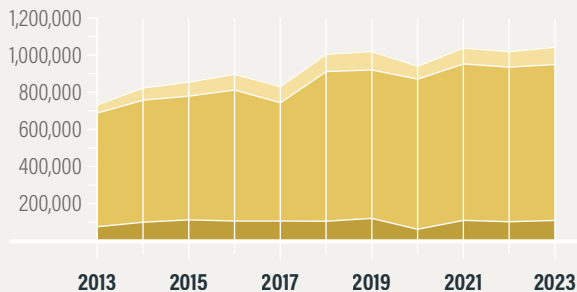
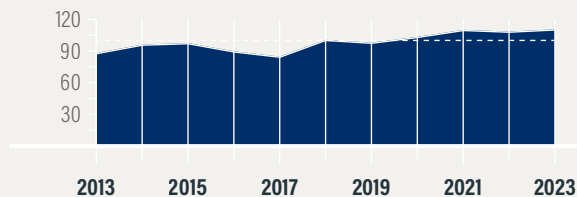


FIGURE 10
CHANGE IN RAILCARS PER TRAIN

This chart illustrates the change in the average number of rail cars per freight train crossing northbound from 2013-2023.



Source: U.S. Customs & Border Protection, 2023

OTHER MODES

Goods enter the U.S. from Mexico via trucks, trains, and other modes such as marine vessels, airplanes, and by pipeline. In 2023, trucks and trains moved 96% by value of exports and 99% of imports between Texas and Mexico.

In 2023, \$67.8 million in imported goods entered the Port of Brownsville via maritime vessel. \$6.6 billion entered the U.S. via pipeline, and \$1.1 billion entered the U.S. via the Free Trade Zones. Another \$1.5 billion entered through other channels.

In 2023, 62% of exports that were not by truck, rail, or air were fossil fuel products transported via pipeline.

FREE TRADE ZONES

Free Trade Zones are secure areas supervised by U.S. Customs & Border Protection that allow goods to be imported, altered under certain conditions, and then exported without being subject to customs duty. Texas has more Free Trade Zones than any other state.

Free Trade Zones accounted for 93% by value of imports by a mode other than rail, truck, or air. Almost all of the imports from Free Trade Zones came from the El Paso area. Approximately two-thirds of the commodities from the El Paso Free Trade Zones were related to electrical machinery.

MOVEMENT OF PEOPLE

PEDESTRIANS

FIGURE 11
HISTORICAL TREND OF NORTHBOUND PEDESTRIAN CROSSINGS

Texas and Mexico's international bridges and border crossings serve as a major gateway for all modes of transportation to move people. In 2023, 39% of northbound pedestrian crossings on the Texas-Mexico border were through the Rio Grande Valley region.

Note: While pedestrians and bicyclists sometimes pay different tolls, they are counted as one, in CBP reports and in this publication.

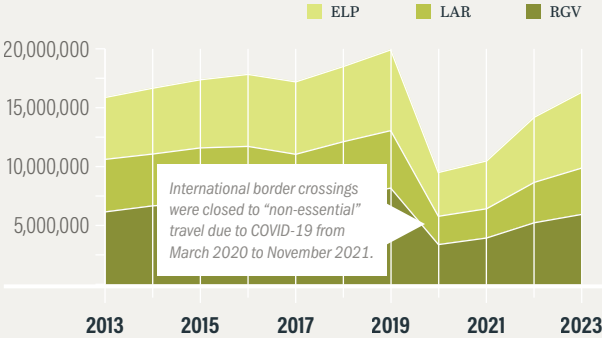


FIGURE 12
TOP NORTHBOUND CROSSING LOCATIONS FOR PEDESTRIANS IN 2023

1	Paso del Norte Bridge	3,124,475
2	Gateway to the Americas Bridge	2,766,951
3	McAllen/Hidalgo International Bridge	2,359,430
4	Ysleta Bridge	1,439,537
5	Gateway International Bridge	1,718,125

Source for all figures on this page: U.S. Customs & Border Protection, 2024 and U.S. Department of Transportation Bureau of Transportation Statistics, 2024

PASSENGER VEHICLES

FIGURE 13
HISTORICAL TREND OF NORTHBOUND PASSENGER VEHICLE CROSSINGS

This chart illustrates the change in passenger vehicle volume from 2013-2023. Volume peaked in 2018 at 35.4 million northbound crossings. Overall, volume increased 9% in this period, and 38% of crossings were in El Paso alone.

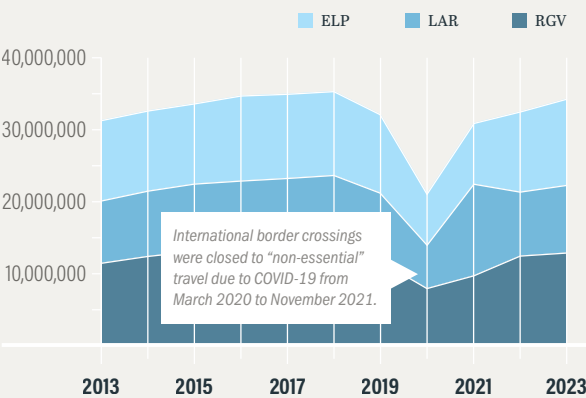


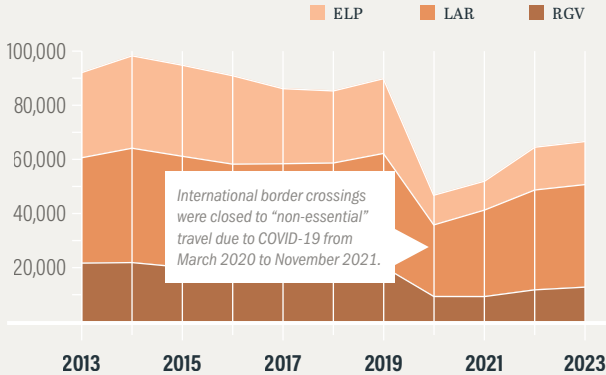
FIGURE 14
TOP NORTHBOUND CROSSING LOCATIONS FOR PASSENGER VEHICLES IN 2023

1	Bridge of the Americas	3,901,938
2	Ysleta Bridge	3,527,633
3	Juárez-Lincoln International Bridge	3,068,967
4	Paso del Norte Bridge	2,719,076
5	McAllen/Hidalgo International Bridge	2,572,772

BUSES

FIGURE 15
HISTORICAL TREND OF NORTHBOUND BUS CROSSINGS

This chart illustrates the change in bus volume from 2013-2023. The number of northbound bus crossings rose to a high of 98,505 in 2014, but overall has dropped 28% in this period, with 57% of northbound bus crossings on the Texas-Mexico border occurring in the Laredo region, in 2023.



2023 FAST FACTS

Total number of northbound crossing by mode.

	PEDESTRIANS	PASSENGER VEHICLES
U.S.-MEXICO BORDER CROSSINGS	39 million	76 million
TEXAS-MEXICO BORDER CROSSINGS	16 million	34 million
...in the El Paso Region	6 million	13 million
...in the Laredo Region	4 million	9 million
...in the Rio Grande Valley Region	6 million	12 million

An aerial photograph of the El Paso city skyline at sunset. The sky is filled with vibrant orange, pink, and blue clouds. The city features a mix of modern high-rise buildings and older, lower-rise structures. In the foreground, there are green plants and a street with cars.

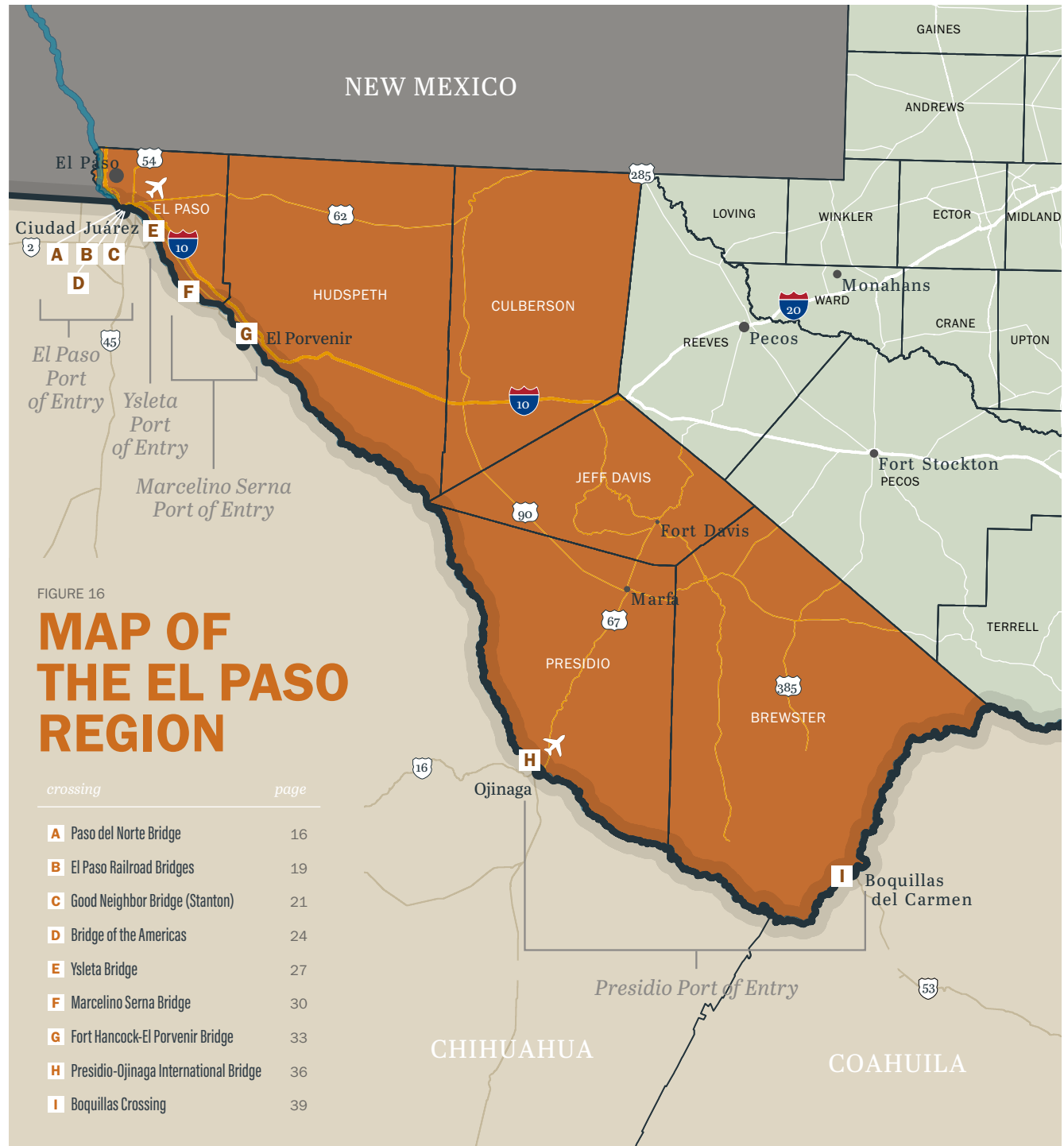
PART TWO THE EL PASO REGION

LOCATED IN THE WESTERNMOST PART OF TEXAS, the El Paso region serves as a major U.S. gateway for the movement of people and goods between Texas and Mexico. There are seven border crossings that process pedestrian and motorized vehicle traffic, plus one pedestrian-only crossing and two freight rail border crossings. These crossings are located in El Paso, Hudspeth, Presidio, and Brewster counties. These counties plus Culberson and Jeff Davis make up TxDOT's El Paso District.



\$96.1 BILLION

In 2023, the value of the goods passing through the El Paso region accounted for \$96.1 billion in trade, representing 19% of total Texas-Mexico trade.



REGIONAL OVERVIEW

The El Paso region is home to four ports of entry between the United States and Mexico.¹

The seven vehicular border crossings in the El Paso region are for passenger vehicles, buses, and commercial trucks. The El Paso region also has one, seasonal, pedestrian-only crossing in Big Bend National Park. Most of the vehicular crossings are in and near the city of El Paso. The El Paso-Ciudad Juárez region’s 2.7 million residents (along with longer-distance travelers) induce significant cross-border travel. These commuters generate heavy use of the region’s bridges, crossing in passenger vehicles, 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 2023, \$96.1 billion of U.S.-Mexico trade crossed the border within the El Paso region representing 19% of total Texas-Mexico trade. The top commodities crossing into the El Paso region are mechanical equipment and computer parts.

1. A port of entry is an administrative district where people and goods lawfully enter the country. It may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings.

2. Marcelino Serna Bridge, formerly 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 reported with the data for Marcelino Serna Bridge.



TABLE 1 WHERE & HOW PEOPLE & GOODS CROSS THE BORDER

This table shows the transportation modes available at each crossing, as of March 2024.

Note: Air cargo is reported at the state level only in this document.

	AIRPLANES	RAILCARS	COMMERCIAL TRUCKS	BUSES	PASSENGER VEHICLES	PEDESTRIANS
EL PASO PORT OF ENTRY						
Good Neighbor Bridge						
Paso del Norte Bridge						
Bridge of the Americas						
BNSF Railroad Rail Bridge						
Union Pacific Railroad Rail Bridge						
El Paso International Airport						
YSLETA PORT OF ENTRY						
Ysleta Bridge						
MARCELINO SERNA PORT OF ENTRY						
Marcelino Serna Bridge ²						
Fort Hancock-El Porvenir Bridge						
PRESIDIO PORT OF ENTRY						
Boquillas Crossing						
Presidio-Ojinaga International Bridge						
Presidio Lely International Airport						

CROSS-BORDER MOVEMENT OF PEOPLE

PEDESTRIANS

FIGURE 17
HISTORICAL TREND OF NORTHBOUND PEDESTRIAN CROSSINGS

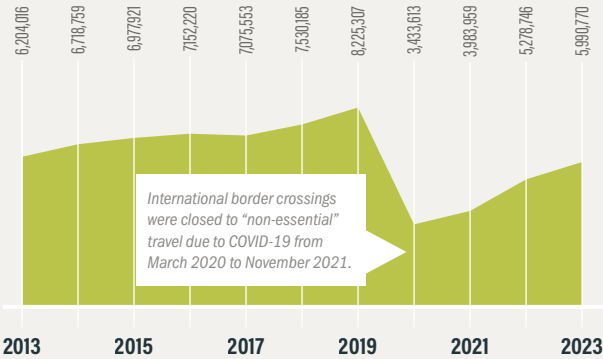
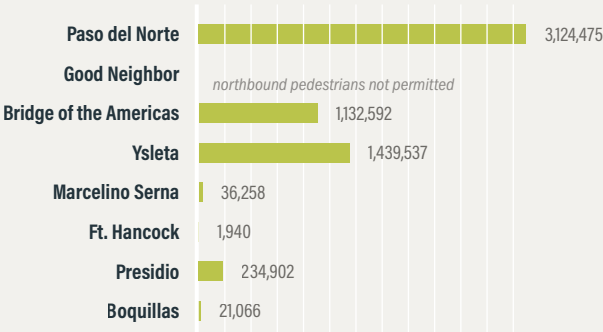


FIGURE 18
2023 NORTHBOUND PEDESTRIAN CROSSINGS BY LOCATION

In the El Paso region in 2023, over 50% of the northbound pedestrian crossings were on Paso del Norte Bridge and over 25% were on Ysleta Bridge.



PASSENGER VEHICLES

FIGURE 19
HISTORICAL TREND OF NORTHBOUND PASSENGER VEHICLE CROSSINGS

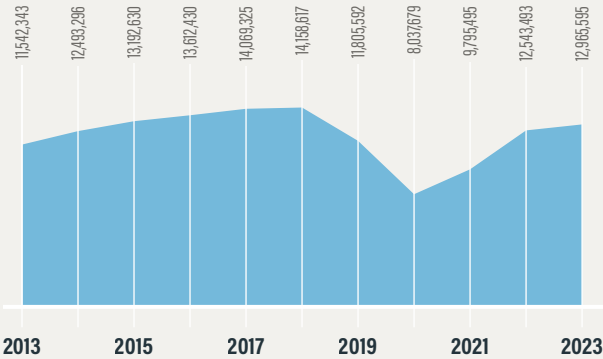
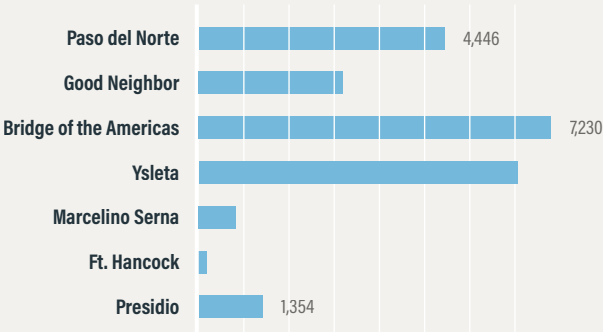


FIGURE 20
2023 NORTHBOUND PASSENGER VEHICLE CROSSINGS BY LOCATION

33% of northbound passenger vehicle crossings in the El Paso region in 2023 were on Bridge of the Americas, 25% were on Ysleta Bridge, and 21% were on Paso del Norte Bridge.



BUSES

FIGURE 21
HISTORICAL TREND OF NORTHBOUND BUS CROSSINGS

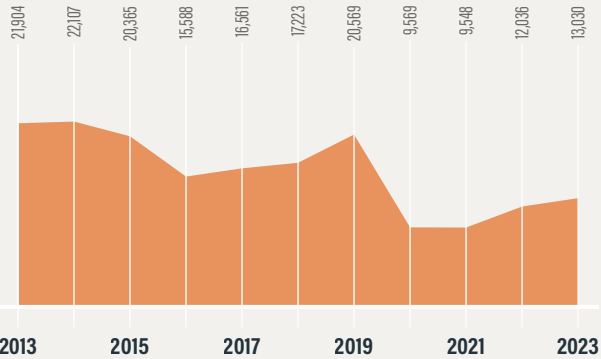
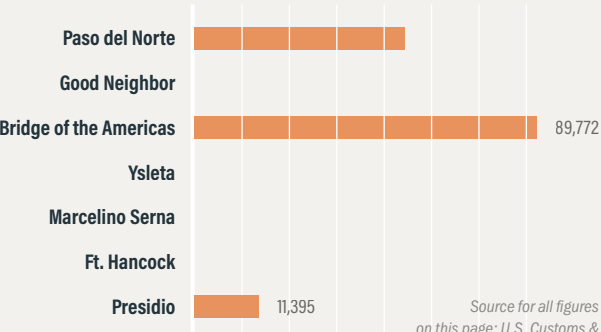


FIGURE 22
2023 NORTHBOUND BUS CROSSINGS BY LOCATION

Bridge of the Americas accounted for 54% of the northbound bus crossings in 2023. 37% of northbound buses crossed at Paso del Norte and 8% at Presidio.



Source for all figures on this page: U.S. Customs & Border Protection, 2024

CROSS-BORDER MOVEMENT OF GOODS

COMMERCIAL TRUCKS

FIGURE 23
HISTORICAL TREND OF NORTHBOUND TRUCK CROSSINGS

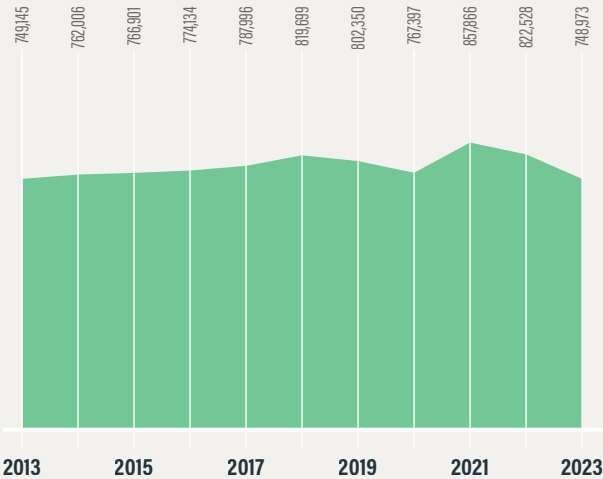
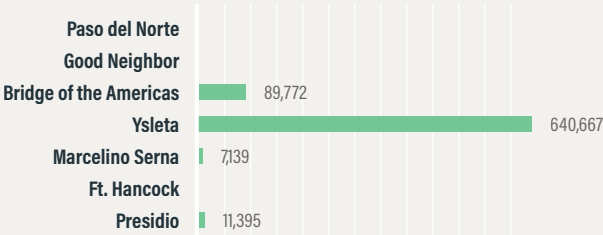


FIGURE 24
2023 NORTHBOUND TRUCK CROSSINGS BY LOCATION

Ysleta Bridge accounted for 79% of all northbound commercial truck crossings in the El Paso region in 2023, and Bridge of the Americas accounted for 20% of crossings.



TRAINS & RAILCARS

Railcars cross in two locations in the El Paso region, both in El Paso. BNSF Railroad El Paso Bridge is to the west of Paso Del Norte Bridge and Union Pacific El Paso Bridge is to the east of Paso del Norte Bridge. In 2023, nearly 15% of goods (by value) moving across the border in the El Paso region, moved by rail.

FIGURE 25
HISTORICAL TREND OF NORTHBOUND TRAIN CROSSINGS

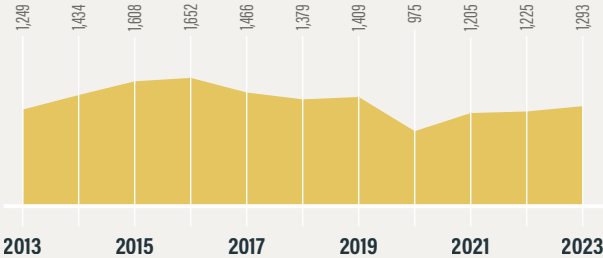
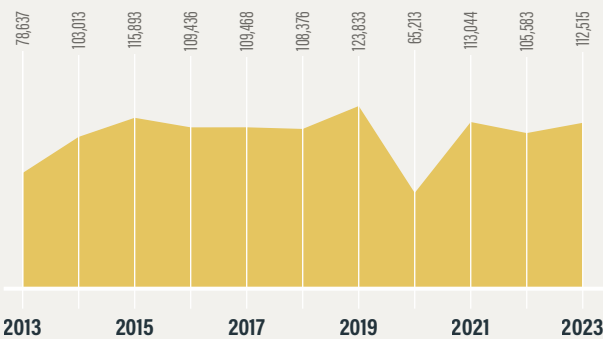


FIGURE 26
HISTORICAL TREND OF NORTHBOUND RAILCAR CROSSINGS








Source for all figures on this page: U.S. Customs & Border Protection, 2024



TABLE 2

CHANGES IN TRAFFIC VOLUME: 2013 VS. 2023

This table shows the percentage change in the number of northbound crossings at each border crossing in the region, between 2013 and 2023.

					
ALL TEXAS-MEXICO CROSSINGS	▲ 4%	▲ 9%	▼ 28%	▲ 45%	▲ 42%
ALL EL PASO REGION CROSSINGS	▼ 3%	▲ 12%	▼ 41%	▼ 1%	▲ 43%
Paso del Norte Bridge	▼ 26%	▲ 17%	▼ 62%	n/a	n/a
El Paso railroad bridges	n/a	n/a	n/a	n/a	▲ 43%
Good Neighbor Bridge	n/a	▲ 39%	n/a	n/a	n/a
Bridge of the Americas	▲ 27%	▲ 9%	▼ 27%	▼ 72%	n/a
Ysleta Bridge	▲ 55%	▼ 2%	*	▲ 51%	n/a
Marcelino Serna Bridge ¹	▼ 44%	▲ 89%	*	*	n/a
Fort Hancock-El Porvenir Bridge	▼ 45%	▲ 25%	n/a	n/a	n/a
Presidio-Ojinaga International Bridge	▲ 257%	▲ 17%	▲ 215%	▲ 20%	n/a
Boquillas Crossing	*	n/a	n/a	n/a	n/a

* Less than 10 years of data available

1. Marcelino Serna Bridge, formerly 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 with data from Marcelino Serna Bridge.

Source for all figures on this page: U.S. Customs & Border Protection, 2024



EL PASO REGION TRENDS: 2013 VS. 2023

Comparing northbound crossings in 2023 to 2013

▼ 3% 

6 million northbound pedestrians crossed during 2023, which was a 3% decline.

▲ 12% 

13 million passenger vehicles crossed in 2023, an increase of 12%.

▼ 41% 

Annual northbound bus crossings declined by 41% and totaled 13,030 crossings.

▼ 1% 

Commercial truck crossings decreased 1% to 741,834 northbound crossings.

▲ 43% 

Northbound railcar crossings increased by 43%.



BORDER CROSSING FACTS

PASO DEL NORTE BRIDGE

Puente Santa Fe

LOCATION El Paso, El Paso County, Texas, US – Ciudad Juárez, Chihuahua, MX

ALTERNATE NAMES Santa Fe Street Bridge •

Puente Benito Juárez • Puente Paso del Norte • Puente Juárez-Santa Fe • Puente Internacional Paso del Norte • Puente de la Calle Santa Fe • Puente Juárez-Santa Fe

PASO DEL NORTE BRIDGE WAS ORIGINALLY BUILT IN THE 1800s and rebuilt in 1967 as part of the Chamizal Treaty. It is 982 feet long with four northbound lanes and a bi-directional pedestrian walkway. The U.S. side is owned and operated by the City of El Paso. The Mexico side is owned by the Government of Mexico and operated by Fideicomiso de Puentes Fronterizos de Chihuahua.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: El Paso Street, which provides access to the bridge, continues north to US 85, part of the Texas Highway Freight Network.

IN MEXICO: The Avenida Francisco Villa/Avendia Benito Juárez provides access to Calle Ignacio de la Peña/Calle 16 de Septiembre which interconnects with MEX 45.

INSPECTION FACILITIES

The Paso del Norte land port of entry (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 1990 and expanded in 2009.

INSPECTION LANES

- 14 PEDESTRIAN LANES
Including Ready Lanes to read RFID-enabled identification
- 12 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers

HOURS OF OPERATION

PEDESTRIANS	24/7
PASSENGER VEHICLES	24/7

Source: U.S. Customs & Border Protection, 2023







Did you know?
Paso del Norte Bridge had 3.1 million north-bound pedestrian crossings in 2023—the most at any Texas-Mexico border crossing.

TABLE 3

PASO DEL NORTE BRIDGE TOLL RATES

as of August 2024

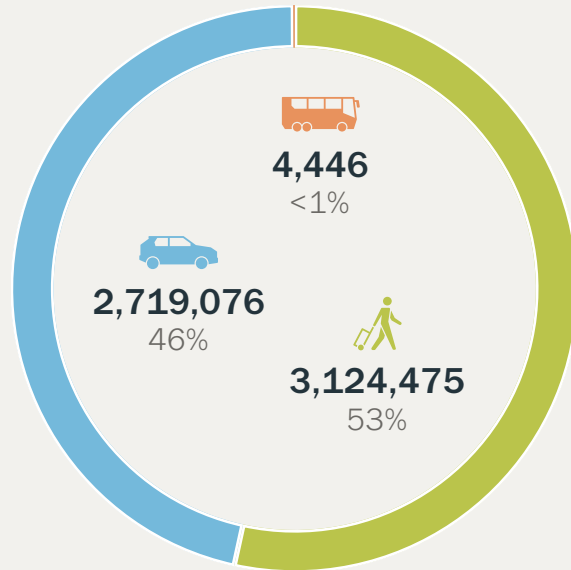
	SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		MX\$6.00 (\$0.40)
 MOTORCYCLE		MX\$18.00 (\$1.10)
 PASSENGER VEHICLE	All southbound crossings \$0.50 (MX\$10.00)	2 axles MX\$36.00 (\$2.20) per additional axle MX\$17.00 (\$1.00)
 BUS		2-4 axles MX\$64.00 (\$3.90)

Sources: International Bridges Steering Committee, August 2024; Fideicomiso de Puentes Fronterizos de Chihuahua, August 2024



FIGURE 27

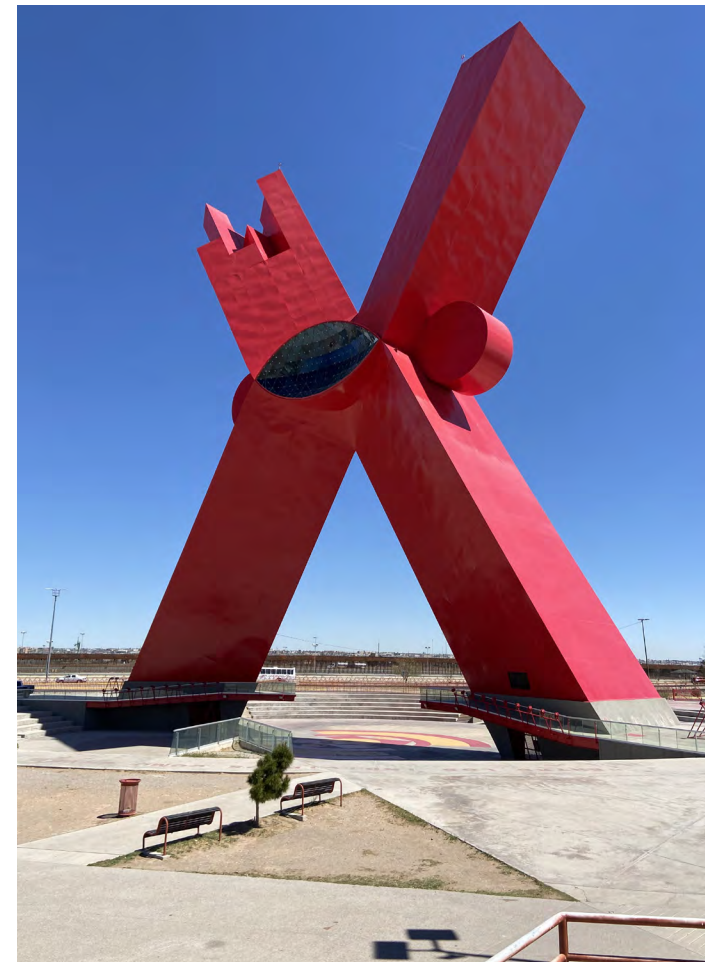
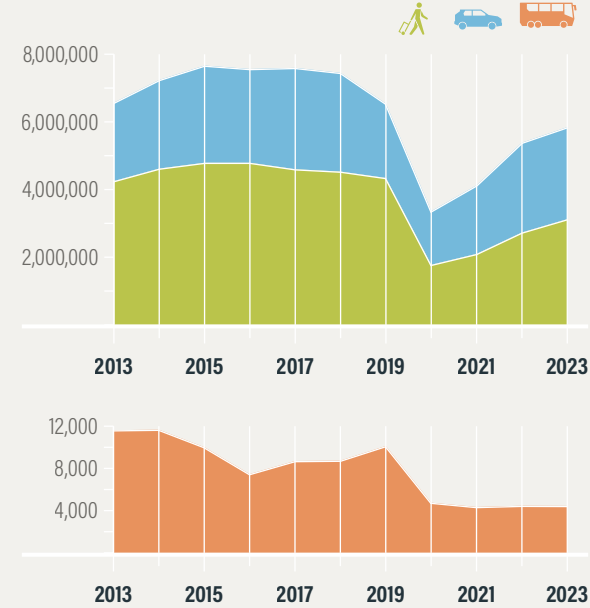
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 28

NORTHBOUND CROSSINGS, 2013-2023



BORDER CROSSING FACTS

EL PASO RAILROAD BRIDGES

Puente Internacional Ferroviario El Paso

LOCATION El Paso, El Paso County, Texas, US – Ciudad Juárez, Chihuahua, MX

DATA FOR THE TWO FREIGHT RAILROAD BRIDGES IN THE EL PASO REGION are reported together. BNSF reports that over two-thirds of northbound trains at this port of entry use its bridge.

The BNSF Railroad El Paso International Rail Bridge is owned by BNSF Railroad and only handles its railcars. The Mexican side of the bridge is owned by the Government of Mexico and operated by Ferromex. The Union Pacific El Paso International Rail Bridge is owned by Union Pacific Railroad and only handles its railcars. Likewise, the Mexican portion of the bridge is owned by the Government of Mexico and operated by Ferromex.



CONNECTION TO MAJOR CITIES

BNSF IN THE US: Albuquerque, New Mexico

UNION PACIFIC IN THE US: Tucson, Arizona; Topeka, Kansas; Fort Worth, Texas; San Antonio, Texas

FERROMEX IN MEXICO: Ciudad Chihuahua, Chihuahua

FIGURE 29
NORTHBOUND TRAIN
CROSSINGS, 2013-2023

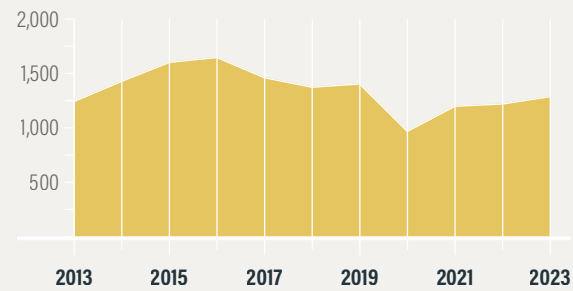
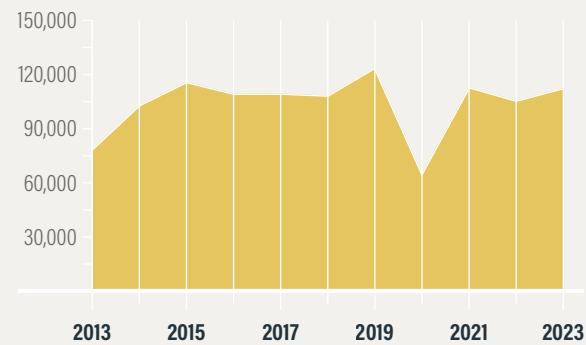


FIGURE 30
NORTHBOUND RAILCAR
CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

GOOD NEIGHBOR BRIDGE (STANTON)

Puente Internacional Lerdo (Centro)-Stanton

LOCATION El Paso, El Paso County, Texas, US - Ciudad Juárez, Chihuahua, MX

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

GOOD NEIGHBOR BRIDGE WAS REBUILT IN 1967 as part of the Chamizal Treaty. A Presidential permit was not issued since it was not required for bridges built before 1972. The bridge is 880 feet long with three southbound lanes dedicated to passenger vehicles and other non-commercial traffic, one northbound SENTRI lane, also known as a dedicated commuter lane (DCL) and one southbound pedestrian lane. The U.S. side is owned and operated by the City of El Paso while the Mexican side is owned and operated by the Government of Mexico and operated by Fideicomiso de Puentes Fronterizos de Chihuahua.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: Stanton Street is also designated as US 62 and provides access to US 85 which is part of the Texas Highway Freight Network.

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

INSPECTION FACILITIES

The land port of entry (LPOE) is owned by the United States and under the jurisdiction, custody, and control of GSA. It was completed in 1967 and expanded in 2014. GSA leases the northbound facilities from the City of El Paso.

INSPECTION LANES

3 PASSENGER VEHICLE LANES
Northbound passenger vehicles use the SENTRI lanes for pre-approved travelers. They are also known as Dedicated Commuter Lanes (DCL)



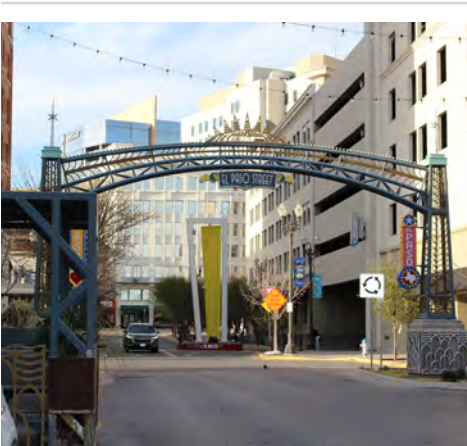
HOURS OF OPERATION: SOUTHBOUND

PEDESTRIANS 24/7
PASSENGER VEHICLES 24/7

HOURS OF OPERATION: NORTHBOUND

Mon–Fri 6am–Midnight MST
Sat–Sun 8am–Midnight MST

Source: U.S. Customs & Border Protection, 2023



Did you know?
Good Neighbor Bridge is currently the only crossing exclusively for passenger vehicles in the El Paso region.

TABLE 4
GOOD NEIGHBOR (STANTON)
BRIDGE TOLL RATES

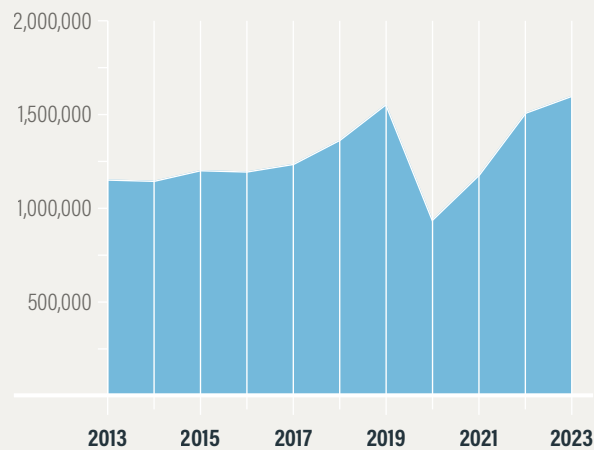
as of August 2024		SOUTHBOUND		NORTHBOUND	
	PEDESTRIAN OR BICYCLE		\$0.50 (MX\$10.00)		
	MOTORCYCLE	2 axles	\$3.50 (MX\$80.00) \$3.00 E-Fast Pass		
	PASSENGER VEHICLE	2 axles	\$3.50 (MX\$80.00) \$3.00 E-Fast Pass		
		per additional axle	\$1.75 (MX\$40.00) \$1.50 E-Fast Pass		
	BUS	2 axles, incl. RVs and Pickup Trucks over 1 ton carrying capacity	\$9.00 (MX\$200.00) \$8.00 E-Fast Pass		
		per additional axle	\$4.50 (MX\$100.00) \$4.00 E-Fast Pass		

Sources: International Bridges Steering Committee, August 2024





FIGURE 31
**NORTHBOUND PASSENGER
 VEHICLE CROSSINGS,
 2013-2023**



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

BRIDGE OF THE AMERICAS

Puente Córdova

LOCATION El Paso, El Paso County, Texas, US – Ciudad Juárez, Chihuahua, MX

ALTERNATE NAMES BOTÁ • Bridge of the Americas–Córdova • Puente Internacional Córdova-De Las Américas • Puente Río Bravo • Córdova Puente • Cordova Bridge • Puente de las Américas • Puente Libre • Free Bridge

ORIGINALLY BUILT IN 1967 as part of the Chamizal Treaty, Bridge of the Americas was replaced in 1998. The bridge is 506 feet long. Each direction of travel has four lanes of passenger vehicle traffic, two lanes of commercial truck traffic, and a pedestrian walkway. The U.S. side is owned and operated by the U.S. section of the International Boundary and Water Commission. The Mexican side is owned and operated by the Mexican section of the IBWC.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge lanes are also designated as Interstate 110 which provides access to Interstate 10, part of the National Highway Freight Network.

IN MEXICO: The bridge lanes are also designated as MEX 45.

INSPECTION FACILITIES

The Bridge of the Americas land port of entry (LPOE) is owned by the United States and under the jurisdiction, custody, and control of GSA. The facility was completed in 1967 following ratification of the Chamizal Treaty. It was renovated in 2003 and is slated for major modernization construction to be completed in 2031.

INSPECTION LANES

4 PEDESTRIAN LANES

Including Ready Lanes to read RFID-enabled identification

14 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers

6 COMMERCIAL TRUCK LANES

Including FAST Lanes for trucks participating in a special clearance program

HOURS OF OPERATION

PEDESTRIANS	24/7
PASSENGER VEHICLES	24/7
COMMERCIAL	Mon–Fri 6am–6pm MST Sat 6am–2pm MST

Source: U.S. Customs & Border Protection, 2023

TOLLS

There are no tolls for pedestrian, passenger vehicle, or commercial truck crossings at the Bridge of the Americas, in either direction.



Did you know?
In 2023, Bridge of the Americas had the most northbound personal vehicle crossings in the El Paso region.

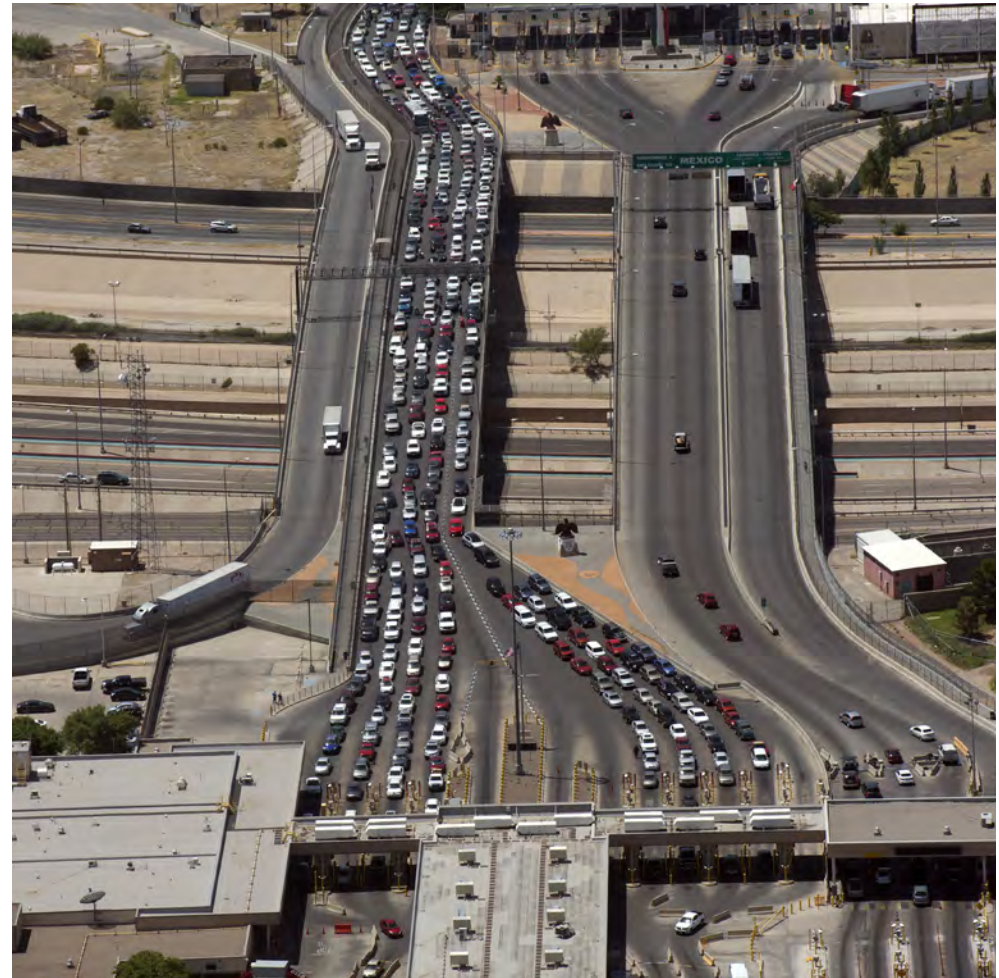
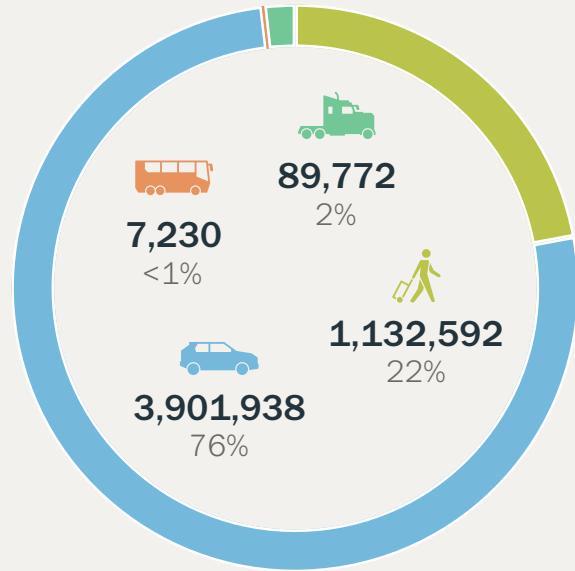


FIGURE 32

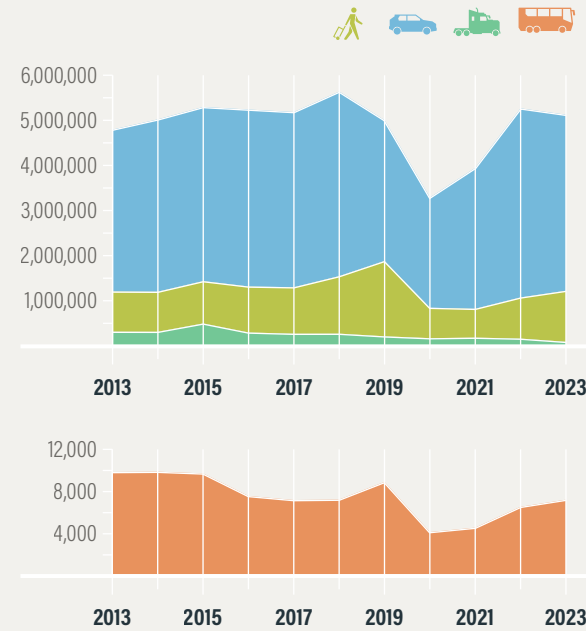
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 33

NORTHBOUND CROSSINGS, 2013-2023



BORDER CROSSING FACTS

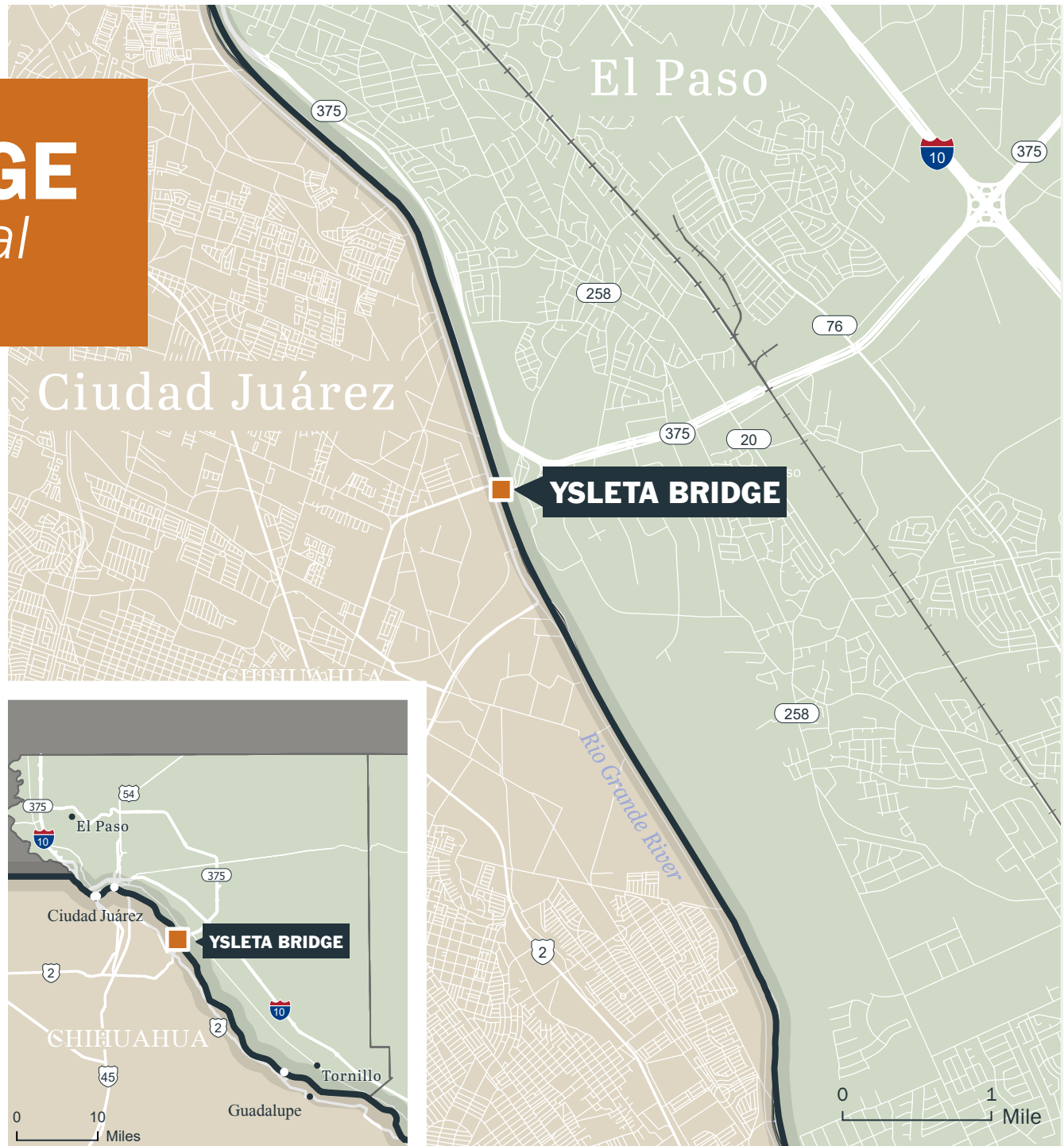
YSLETA BRIDGE

*Puente Internacional
Zaragoza-Ysleta*

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

ALTERNATE NAMES Zaragoza Bridge • Ysleta-Zaragoza Bridge • Puente Zaragoza • Puente Ysleta-Zaragoza

ORIGINALLY BUILT IN 1938, Ysleta Bridge was rebuilt in 1955 and then replaced with a pair of bridges in 1990. The current bridges are 804 feet long, and the first features four lanes accommodating commercial truck traffic (two southbound lane, one standard northbound lane and one northbound FAST lane). The second is a five-lane bridge providing for passenger vehicles (two standard lanes in each direction, one northbound SENTRI lane, and one pedestrian walkway in each direction). The U.S. side is owned and operated by the City of El Paso. The Mexico side is owned by the Government of Mexico and operated by Fideicomiso de Puentes Fronterizos de Chihuahua.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road is near Loop 375/Cesar Chavez Border Highway/Americas Avenue which connects to Interstate 10, part of the National Highway Freight Network.

IN 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.

INSPECTION FACILITIES

The Ysleta land port of entry (LPOE) is owned by the United States and is under the jurisdiction, custody, and control of GSA. It was built on 67 acres of land in 1991 and modernized in 2009.

INSPECTION LANES

- 4 PEDESTRIAN LANES
Including Ready Lanes to read RFID-enabled identification
- 10 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification
- 8 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program
- UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

HOURS OF OPERATION

- PEDESTRIANS 24/7
- PASSENGER VEHICLES 24/7
- COMMERCIAL Mon–Fri 6am–Midnight

Source: U.S. Customs & Border Protection, 2023



Did you know?
In 2023, Ysleta Bridge had the most north-bound commercial truck crossings in the El Paso region.

TABLE 5
YSLETA BRIDGE TOLL RATES

as of August 2024		SOUTHBOUND	NORTHBOUND
	PEDESTRIAN OR BICYCLE	\$0.50 (MX\$10.00)	MX\$8.00 (\$0.50)
	MOTORCYCLE	\$3.50 (MX\$80.00) \$3.00 E-Fast Pass	MX\$18.00 (\$1.10)
	PASSENGER VEHICLE	2 axles \$3.50 (MX\$80.00) \$3.00 E-Fast Pass	2 axles MX\$36.00 (\$2.20)
		per additional axle \$1.75 (MX\$40.00) \$1.50 E-Fast Pass	per additional axle MX\$23.00 (\$1.40)
	BUS	2 axles, incl. RVs and Pickup Trucks over 1 ton carrying capacity \$9.00 (MX\$200.00) \$8.00 E-Fast Pass	2-4 axles MX\$115.00 (\$7.00)
		per additional axle \$4.50 (MX\$100.00) \$4.00 E-Fast Pass	
	COMMERCIAL TRUCK	2-3 axles, empty, no trailer \$5.50 (MX\$120.00) \$5.00 E-Fast Pass	2-3 axles MX\$115.00 (\$7.00)
		3+ axles, empty \$8.00 (MX\$180.00) \$7.50 E-Fast Pass	4-5 axles MX\$243.00 (\$14.75)
		2 axles, loaded \$9.00 (MX\$200.00) \$8.00 E-Fast Pass	6-9 axles MX\$386.00 (\$23.40)
		per additional axle \$4.50 (MX\$100.00) \$4.00 E-Fast Pass	per additional axle MX\$56.00 (\$3.40)

Sources: International Bridges Steering Committee, August 2024; Fideicomiso de Puentes Fronterizos de Chihuahua, August 2024

FIGURE 34

2023 NORTHBOUND CROSSINGS, BY MODE

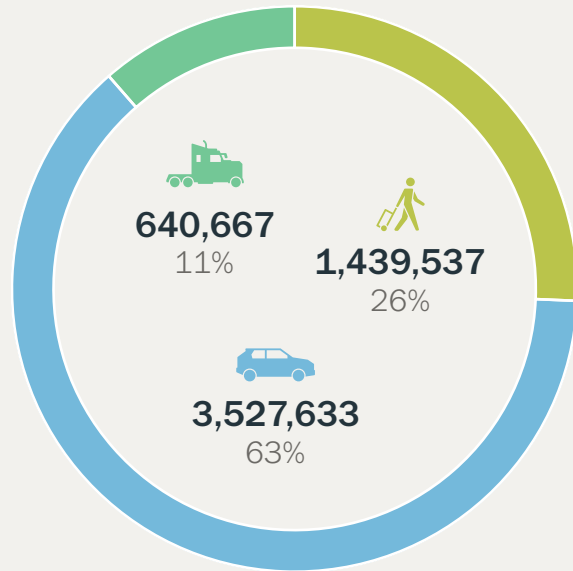
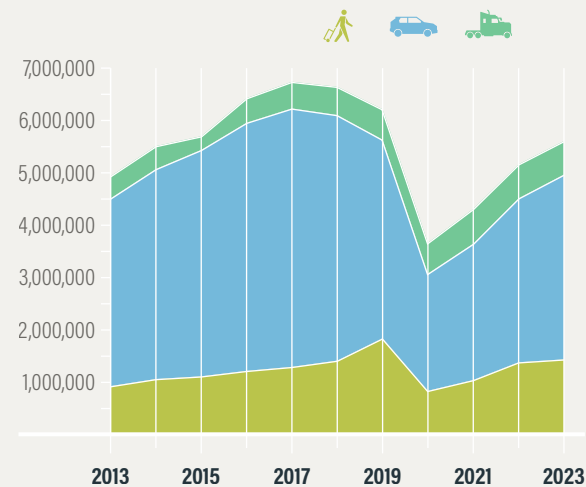


FIGURE 35

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

MARCELINO SERNA BRIDGE

*Puente Internacional
Guadalupe-Tornillo*

LOCATION Fabens and Tornillo, El Paso County, Texas, US
– Caseta, Chihuahua, MX

ALTERNATE NAMES Tornillo-Guadalupe Bridge • Puente Internacional Tornillo-Guadalupe • Puente Internacional Reemplazo Guadalupe-Tornillo

MARCELINO SERNA BRIDGE WAS BUILT IN 2014 and began operations in 2016. A Presidential permit was issued in 2005. The bridge is 1,274 feet long and has three travel lanes in each direction: one for commercial truck traffic and two for passenger vehicles. There is a pedestrian walkway in each direction. The U.S. side is owned and operated by El Paso County. The Mexican side is owned by Mexico's federal government and operated by Fideicomiso de Puentes Fronterizos de Chihuahua.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: M.F. Aguilera Road/FM 3380 connects to Alameda Avenue/ TX 20 and Interstate 10 which is on the National Highway Freight Network.

IN MEXICO: The international bridge access road connects to MEX 2.

INSPECTION FACILITIES

The Marcelino Serna Tornillo land port of entry (LPOE) was constructed in 2014 to replace the Fabens-Caseta crossing. The facility includes non-intrusive inspection technologies. U.S. Customs & Border Protection began processing northbound traffic at the Tornillo port of entry in November 2014.

INSPECTION LANES

2 PEDESTRIAN LANES

Including Ready Lanes to read RFID-enabled identification

4 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification

2 COMMERCIAL TRUCK LANES

Including FAST Lanes for trucks participating in a special clearance program

HOURS OF OPERATION

- PEDESTRIANS Daily 6am–10pm MST
- PASSENGER VEHICLES Daily 6am–10pm MST
- COMMERCIAL Daily 6am–10pm MST

Source: U.S. Customs & Border Protection, 2023








Did you know?
Marcelino Serna
Bridge is the longest
international bridge
in the El Paso region.

TABLE 6

MARCELINO SERNA BRIDGE
TOLL RATES

as of August 2024

	SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		MX\$8.00 (\$0.50)
 MOTORCYCLE		MX\$18.00 (\$1.10)
 PASSENGER VEHICLE		2 axles MX\$36.00 (\$2.20)
		per additional axle MX\$23.00 (\$1.40)
 BUS	No Charge for Southbound Crossings	2-4 axles MX\$115.00 (\$7.00)
		2-3 axles MX\$115.00 (\$7.00)
 COMMERCIAL TRUCK		4-5 axles MX\$243.00 (\$14.75)
		6-9 axles MX\$386.00 (\$23.40)
		per additional axle MX\$56.00 (\$3.40)

Sources: International Bridges Steering Committee, July 2023; Fideicomiso de Puentes Fronterizos de Chihuahua, September 2024

FIGURE 36

2023 NORTHBOUND CROSSINGS, BY MODE

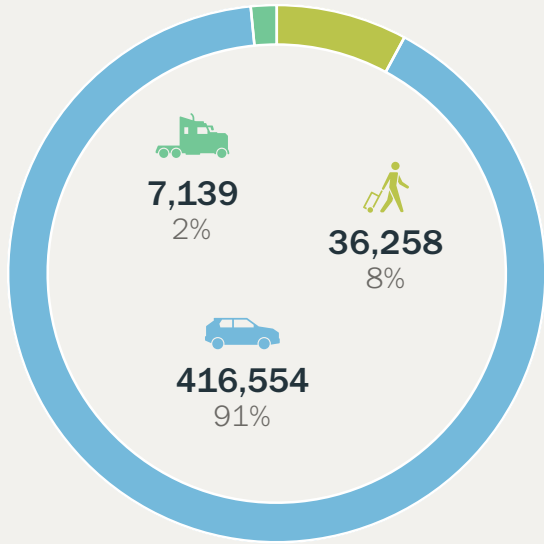
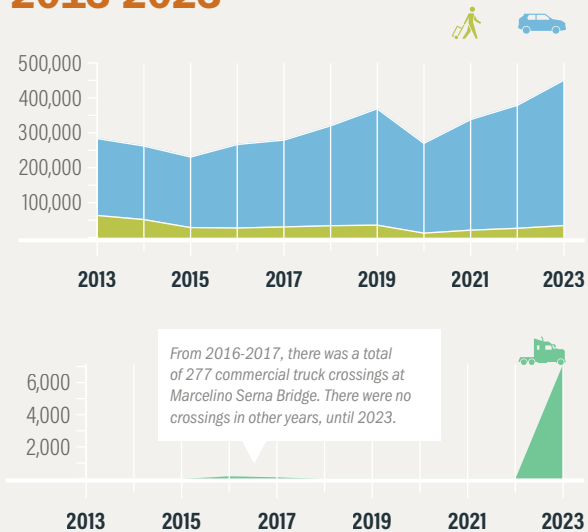


FIGURE 37

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024

BORDER CROSSING FACTS

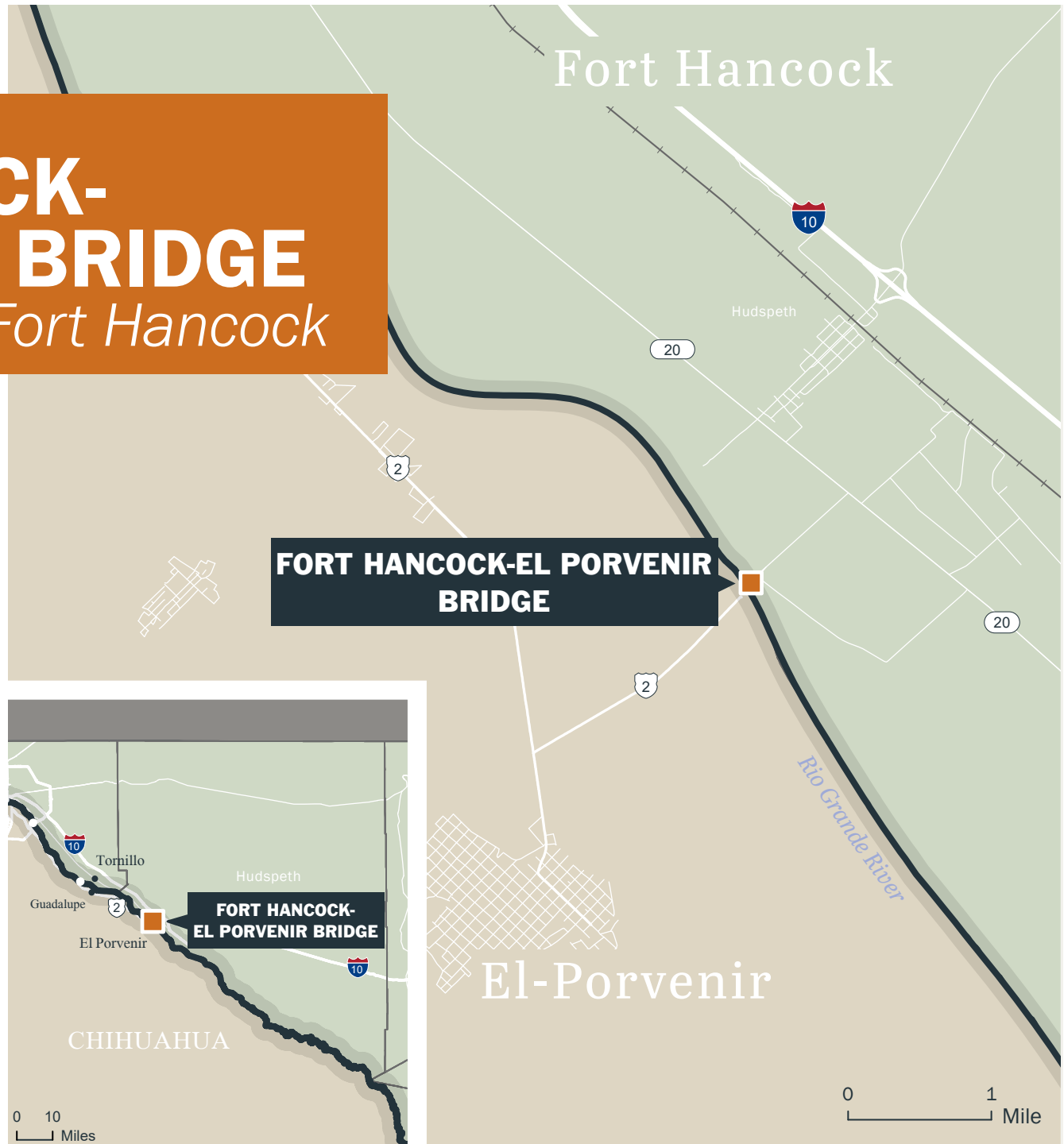
FORT HANCOCK- EL PORVENIR BRIDGE

Puente El Porvenir-Fort Hancock

LOCATION Fort Hancock, Hudspeth County, Texas, US –
El Porvenir, Chihuahua, MX

ALTERNATE NAMES Puente El Porvenir •
Puente Porvenir-Fort Hancock

FORT HANCOCK-EL PORVENIR BRIDGE WAS BUILT IN 1937. Presidential permits were not required for bridges built before 1972. The bridge is 510 feet long and has one lane in each direction. The U.S. side is owned and operated by the U.S. section of the International Boundary & Water Commission (IBWC). The Mexican side is owned and operated by the Mexican section of the IBWC.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: FM 1088 connects with SH 20 which provides access to Interstate 10 which is on the National Freight Highway Network.

IN MEXICO: The bridge access road connects to MEX 2.

INSPECTION FACILITIES

The Fort Hancock LPOE is owned by the United States and is under the jurisdiction, custody, and control of GSA and was completed in April 2003 replacing the original facility.

INSPECTION LANES

4 PEDESTRIAN LANES

Including Ready Lanes to read RFID-enabled identification

2 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers

Did you know?
**Fort Hancock-El
Porvenir Bridge is
a wooden bridge.**

HOURS OF OPERATION

PEDESTRIANS 6am–6pm

PASSENGER VEHICLES 6am–6pm

Source: U.S. Customs & Border Protection, 2023

TOLLS

There are no tolls for pedestrian or passenger vehicles crossing the Fort Hancock-El Porvenir Bridge, in either direction.



FIGURE 38

2023 NORTHBOUND CROSSINGS, BY MODE

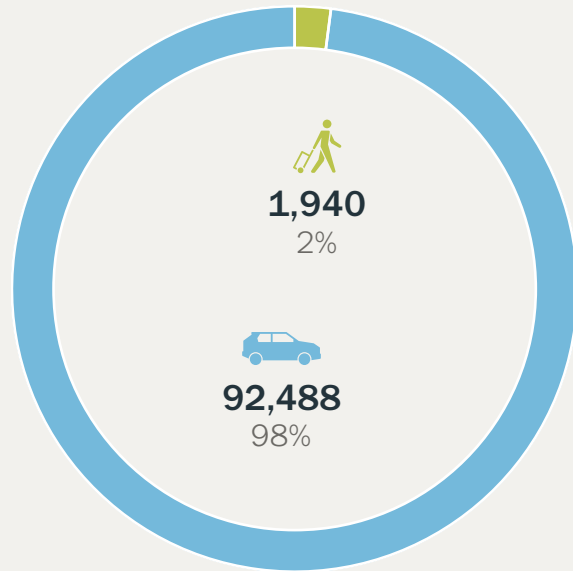
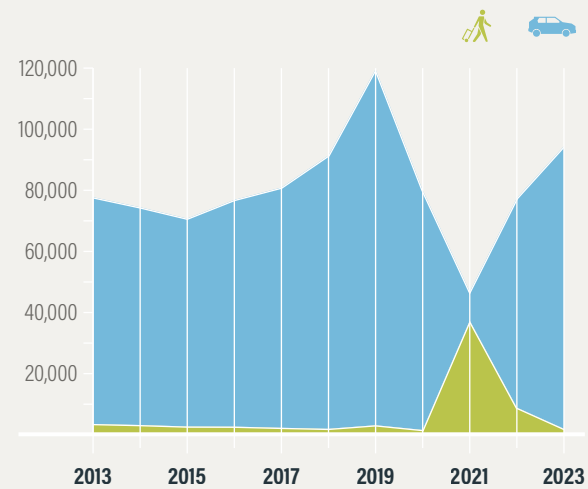


FIGURE 39

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

PRESIDIO-OJINAGA INTERNATIONAL BRIDGE

Puente Internacional Ojinaga-Presidio

LOCATION Presidio, Presidio County, Texas, US – Ojinaga, Chihuahua, MX

ALTERNATE NAMES Presidio Bridge • Puente Internacional Ojinaga-Presidio • Presidio-Ojinaga Bridge • Puente Ojinaga

THE CURRENT SPAN OF PRESIDIO-OJINAGA INTERNATIONAL BRIDGE WAS BUILT IN 1987.

The Presidential permit was awarded in 1976 and amended in 1982. The bridge is 791 feet long with two lanes and a pedestrian walkway in each direction. The U.S. side of the bridge is owned by the State of Texas and operated by the Texas Department of Transportation. The U.S. LPOE is privately owned. The Mexican side is owned by the government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road interconnects with US 67 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road provides a connection to MEX 16 and CHIH 67.

INSPECTION FACILITIES

The Presidio land port of entry (LPOE) is leased by the United States and is under the control of GSA. It was completed in 2002. The LPOE is owned by RCS, Inc.

INSPECTION LANES

- 1 PEDESTRIAN LANE
Including Ready Lanes to read RFID-enabled identification
- 4 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification
- 2 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program

HOURS OF OPERATION






PEDESTRIANS	24/7
PASSENGER VEHICLES	24/7
COMMERCIAL	24/7

Source: U.S. Customs & Border Protection, 2023

Did you know?
Presidio-Ojinaga International Bridge is the only non-rail international bridge owned by the State of Texas.

TABLE 7

PRESIDIO-OJINAGA INTERNATIONAL BRIDGE TOLL RATES

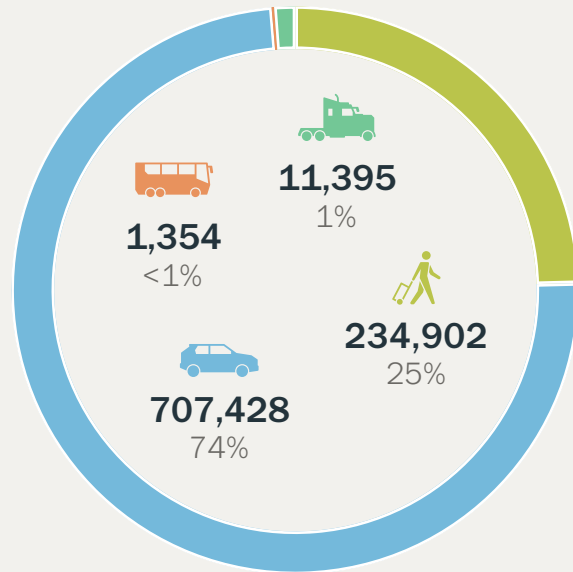
as of July 2024		SOUTHBOUND	NORTHBOUND
	PEDESTRIAN OR BICYCLE	No Charge for Southbound Crossings	MX\$5.00
	MOTORCYCLE		MX\$15.00
	PASSENGER VEHICLE		2 axles MX\$30.00 per additional axle MX\$15.00
	BUS		2-4 axles MX\$58.00
	COMMERCIAL TRUCK		2-9 axles MX\$58.00 per additional axle MX\$29.00

Sources: CAPUFE, July 2023



FIGURE 40

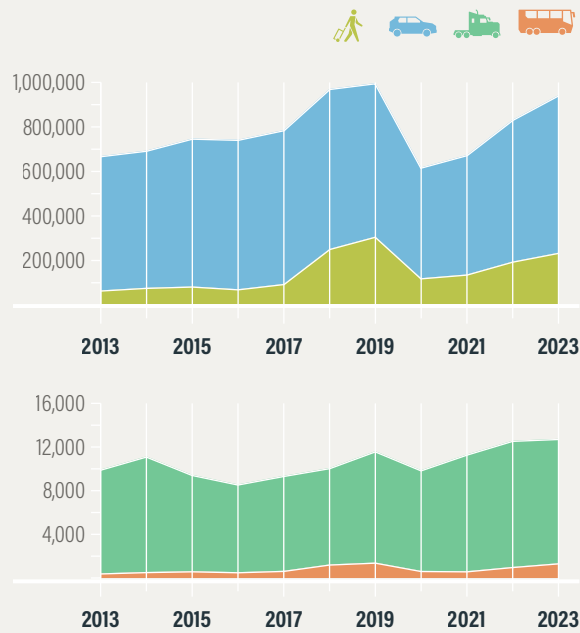
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 41

NORTHBOUND CROSSINGS, 2013-2023



BORDER CROSSING FACTS

BOQUILLAS CROSSING

Cruce de Boquillas

LOCATION Big Bend National Park, Brewster County,
Texas, US – Boquillas del Carmen, Coahuila, MX

ALTERNATE NAMES Boquillas International Ferry •
Boquillas Port of Entry

ORIGINALLY AN INFORMAL AND UNCONTROLLED BORDER CROSSING, the Boquillas Crossing was closed in 2002 and reopened in 2013, when CBP installed a virtual kiosk and document scanner to process northbound pedestrians. The border can be crossed on foot by fording the river (if the water depth permits) but most people crossing the border use a rowboat service to cross the Rio Grande. This service is provided by a commercial operator through an agreement with the National Park Service. The U.S. side of the crossing is within Big Bend National Park which is administered by the U.S. National Park Service. The Mexican side of the crossing is managed by the municipio of Boquillas del Carmen.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The crossing point is accessed by Boquillas Canyon Road within Big Bend National Park. This road provides access to Park Route 12, one of the main roads within the park.

IN MEXICO: Boquillas Crossing is accessed by a local road to the town of Boquillas del Carmen. It is a short walk to the village or burros are available to ride. The Boquillas del Carmen community is connected to the interior of Mexico by MX 53.

INSPECTION FACILITIES

A CBP kiosk allows for remote processing of border crossers.

HOURS OF OPERATION

PEDESTRIANS (May–Oct)
Fri–Mon 9am–4pm
PEDESTRIANS (Nov–Apr)
Wed–Sun 9am–4pm

Source: U.S. Customs & Border Protection, 2023

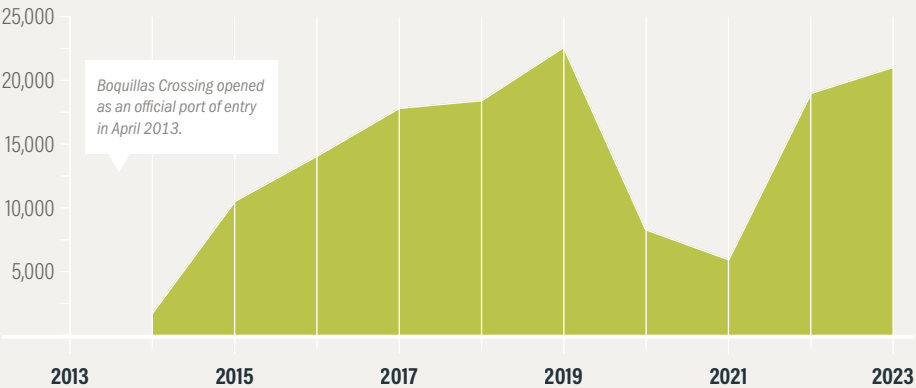
TOLLS

There is no toll at the border crossing but there is a charge if the rowboat service is used. The current (June 2024) round-trip price is shown below.

ADULTS	\$5
CHILDREN 7 & UNDER	\$1

Source: National Park Service, June 2024

FIGURE 42
NORTHBOUND PEDESTRIAN CROSSINGS, 2013-2023



Source: U.S. Customs & Border Protection, 2024

Did you know?
Boquillas Crossing is the only pedestrian-only crossing on the Texas-Mexico border.



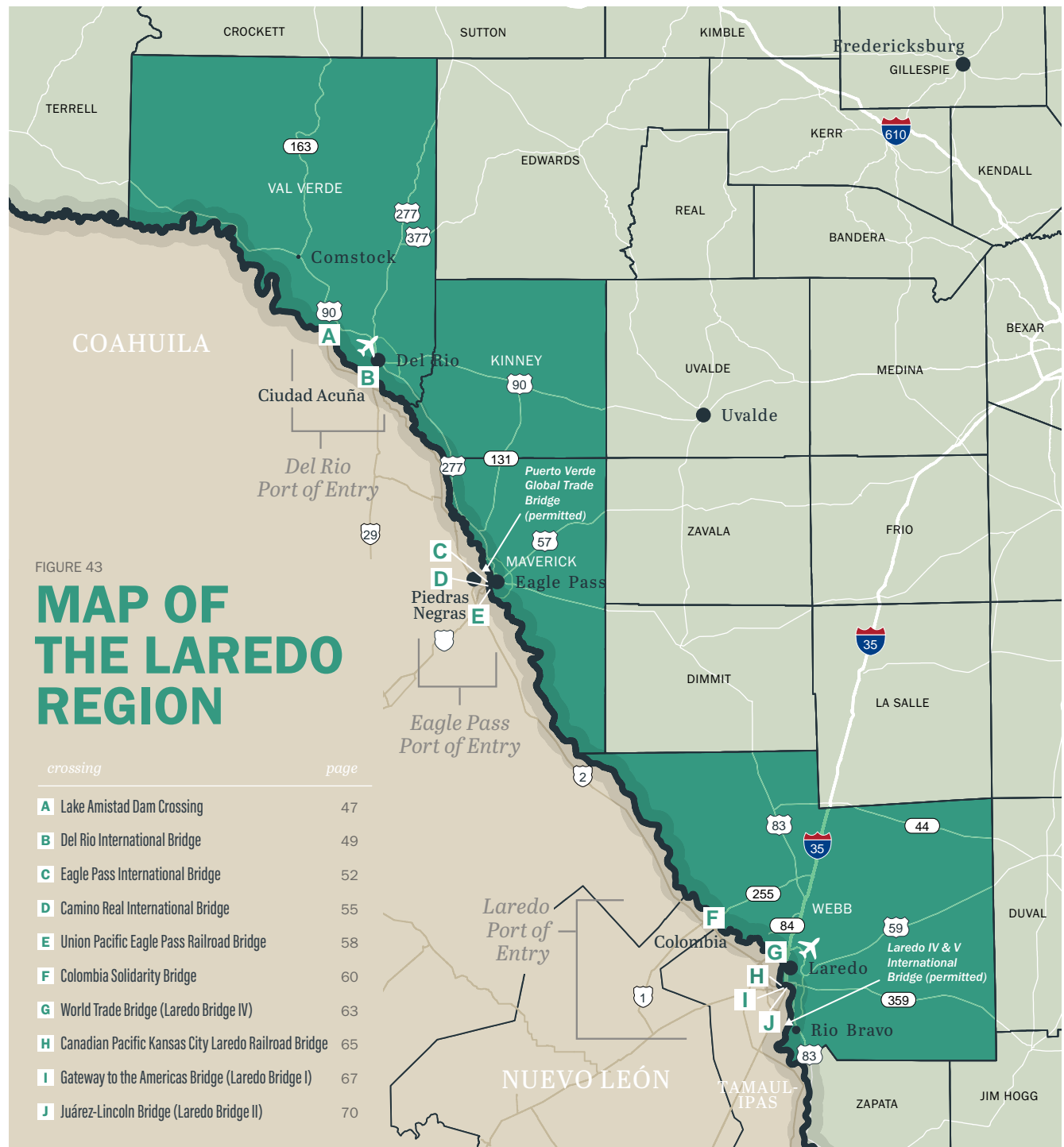
An aerial photograph of Laredo, Texas, taken at sunset. The Rio Grande flows through the foreground, with several bridges crossing it. The city skyline is visible in the background, including a prominent tower with vertical stripes. The sky is a warm orange color.

PART THREE THE 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. These counties make up TxDOT's Laredo District. The Port of Laredo (which includes World Trade Bridge, Colombia Solidarity Bridge, and CPKC rail crossing) is the number one port in the United States by value of trade. The World Trade Bridge is one of eight vehicular border crossings in the Laredo region which also includes two freight rail crossings.



BASED ON THE VALUE OF GOODS CROSSING IN 2023, THE LAREDO PORT OF ENTRY IS **THE TOP PORT IN THE COUNTRY.**



REGIONAL OVERVIEW

The Laredo region encompasses three ports of entry between the United States and Mexico.¹

The region directly benefits from trade between the United States and Mexico, with Laredo serving as a major trucking logistics hub. Commercial trucks are processed at four of the border crossings and there are rail crossings in Eagle Pass and Laredo. Passenger vehicles 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 two crossings.

More than six of every ten commercial trucks crossing the Texas-Mexico border in 2023 crossed in the Laredo region. Most of those commercial trucks crossed on the World Trade Bridge, which became a commercial truck-only bridge in 2019. The major commodities moved through the Laredo region in 2023 were motor vehicle parts, passenger vehicles, tractors, commercial vehicles, and computers. While rail movements in the region are growing, the majority of goods, by value, are carried by commercial motor vehicles.

1. A port of entry is an administrative district where people and goods lawfully enter the country. It may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings.

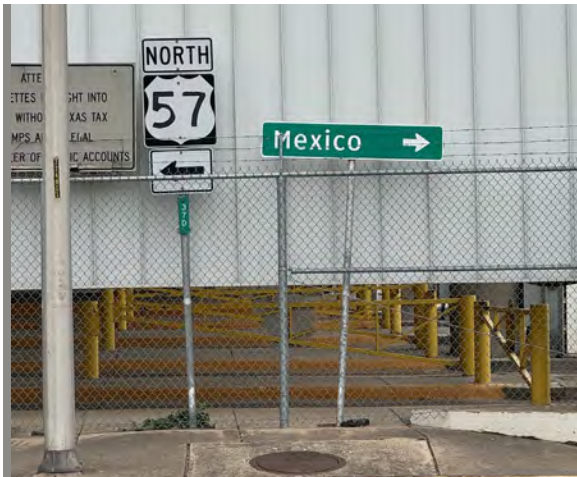


TABLE 8 WHERE & HOW PEOPLE & GOODS CROSS THE BORDER

This table shows the transportation modes available at each crossing, as of March 2024.

Note: Air cargo is reported at the state level only in this document.

	AIRPLANES	RAILCARS	COMMERCIAL TRUCKS	BUSES	PASSENGER VEHICLES	PEDESTRIANS
DEL RIO PORT OF ENTRY						
Lake Amistad Dam Crossing						
Del Rio International Bridge						
Del Rio International Airport						
EAGLE PASS PORT OF ENTRY						
Eagle Pass International Bridge						
Camino Real International Bridge						
Eagle Pass Rail Bridge						
LAREDO PORT OF ENTRY						
Gateway to the Americas Bridge						
Juárez-Lincoln International Bridge						
World Trade Bridge						
Colombia Solidarity Bridge						
CPKC Laredo International Rail Bridge						
Laredo International Airport						

CROSS-BORDER MOVEMENT OF PEOPLE

PEDESTRIANS

FIGURE 44
HISTORICAL TREND OF NORTHBOUND PEDESTRIAN CROSSINGS

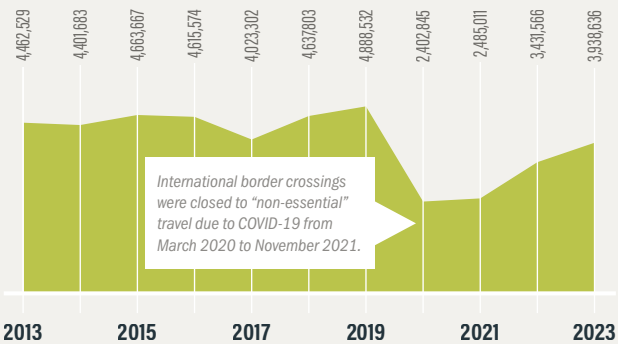
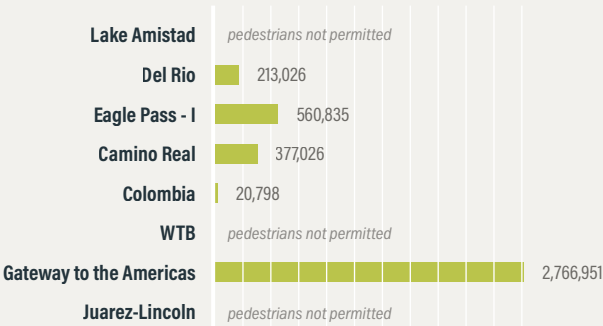


FIGURE 45
2023 NORTHBOUND PEDESTRIAN CROSSINGS BY LOCATION

In 2023, 70% of the Laredo region's northbound pedestrian crossings were across Gateway to the Americas Bridge. The second busiest crossing in the region was Eagle Pass International Bridge.



PASSENGER VEHICLES

FIGURE 46
HISTORICAL TREND OF NORTHBOUND PASSENGER VEHICLE CROSSINGS

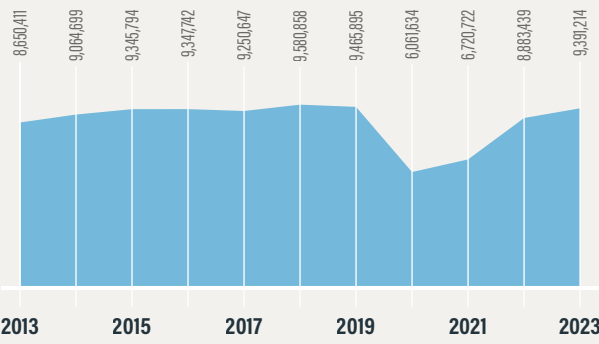
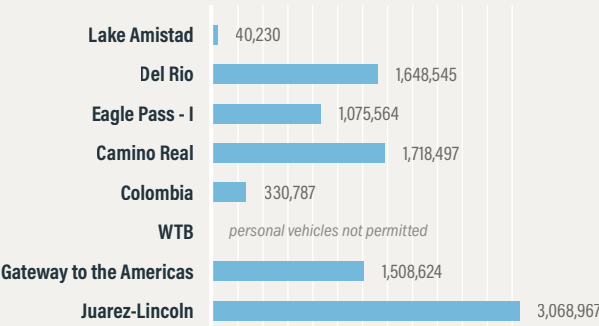


FIGURE 47
2023 NORTHBOUND PASSENGER VEHICLE CROSSINGS BY LOCATION

Juárez-Lincoln International Bridge was the busiest crossing in the Laredo Region for northbound passenger vehicle crossings in 2023 with over 3 million vehicles.



BUSES

FIGURE 48
HISTORICAL TREND OF NORTHBOUND BUS CROSSINGS

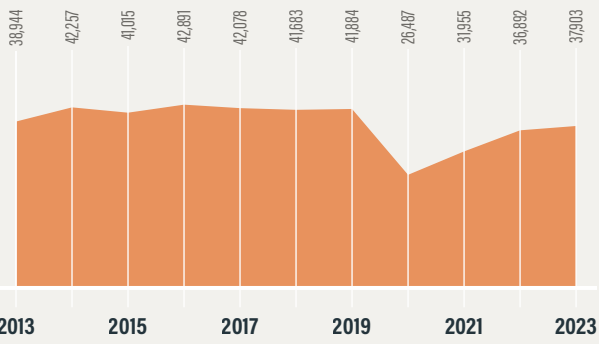
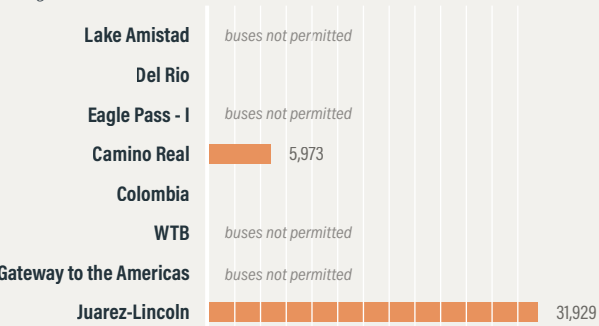


FIGURE 49
2023 NORTHBOUND BUS CROSSINGS BY LOCATION

In 2023, buses in the Laredo region crossed at Juárez-Lincoln International Bridge and Camino Real International Bridge. 85% of the buses that crossed were at Juárez-Lincoln International Bridge.



Source for all figures on this page: U.S. Customs & Border Protection, 2024

CROSS-BORDER MOVEMENT OF GOODS

COMMERCIAL TRUCKS

FIGURE 50
HISTORICAL TREND OF NORTHBOUND TRUCK CROSSINGS

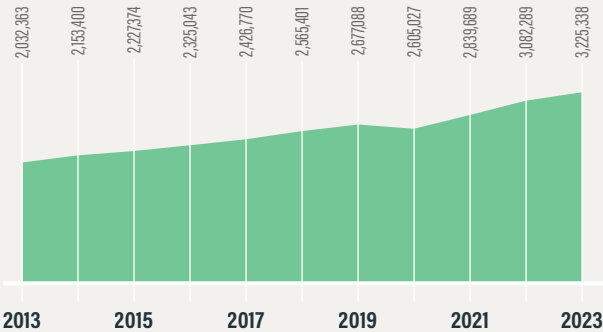
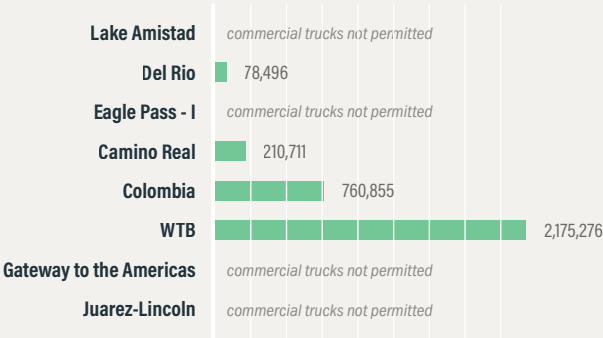


FIGURE 51
2023 NORTHBOUND TRUCK CROSSINGS BY LOCATION

World Trade Bridge accounted for 67% of the commercial truck crossings in the Laredo region. Colombia Solidarity Bridge had the second highest portion of crossings with 24%.



Source for all figures on this page: U.S. Customs & Border Protection, 2024

TRAINS & RAILCARS

Trains cross at two locations in the Laredo region: in Laredo on CPKC (Canadian Pacific Kansas City) Laredo Railroad Bridge and in Eagle Pass on Union Pacific's International Rail Bridge. Over 60% of the trains and railcars crossed at Laredo.

FIGURE 52
HISTORICAL TREND OF NORTHBOUND TRAIN CROSSINGS

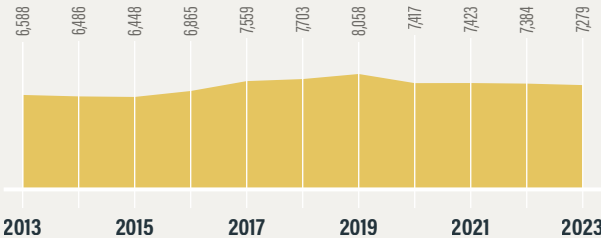


FIGURE 53
HISTORICAL TREND OF NORTHBOUND RAILCAR CROSSINGS

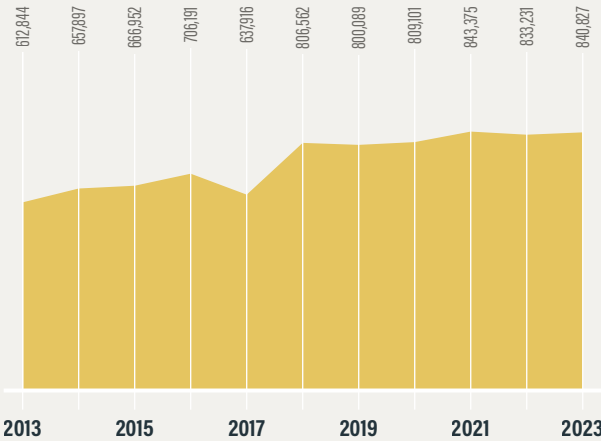







TABLE 9

CHANGES IN TRAFFIC VOLUME: 2013 VS. 2023

This table shows the percentage change in the number of crossings at each border crossing in the region, between 2013 and 2023.

					
ALL TEXAS-MEXICO CROSSINGS	▲4%	▲9%	▼28%	▲45%	▲42%
ALL LAREDO REGION CROSSINGS	▼12%	▲9%	▼3%	▲59%	▲38%
Lake Amistad Dam	n/a	▼17%	n/a	n/a	n/a
Del Rio International Bridge	▲112%	▲35%	*	▲16%	n/a
Eagle Pass International Bridge	▼15%	▼5%	n/a	n/a	n/a
Camino Real International Bridge	▲160%	▲39%	▲544%	▲78%	n/a
Union Pacific Eagle Pass Railroad Bridge	n/a	n/a	n/a	n/a	▲48%
Colombia Solidarity Bridge	▲120%	▲65%	*	▲108%	n/a
World Trade Bridge (Laredo Bridge IV)	n/a	n/a	n/a	▲47%	n/a
Canadian Pacific Kansas City Laredo Railroad Bridge	n/a	n/a	n/a	n/a	▲30%
Gateway to the Americas Bridge (Laredo Bridge I)	▼19%	▲59%	n/a	n/a	n/a
Juarez-Lincoln International Bridge (Laredo Bridge II)	n/a	▼21%	▼16%	n/a	n/a

* Less than 10 years of data available

Source for all figures on this page: U.S. Customs & Border Protection, 2024



LAREDO REGION TRENDS: 2013 VS. 2023

Comparing northbound crossings in 2023 to 2013

▼12% 

Nearly 4 million pedestrians crossed in 2023, which represents a 12% decrease from 2013.

▲9% 

9.3 million passenger vehicles crossed north in 2023, an increase of 9%.

▼3% 

Northbound bus crossings totaled nearly 38,000 crossings in 2023—a 3% decrease.

▲59% 

Commercial truck crossings increased 59% to 3.2 million northbound crossings.

▲38% 

Northbound railcar crossings in the region increased by 38%.

BORDER CROSSING FACTS

LAKE AMISTAD DAM CROSSING

*Puente Internacional
Presa la Amistad*

LOCATION Del Rio, Val Verde County, Texas, US – Ciudad
Acuña, Coahuila, MX

ALTERNATE NAMES Lake Amistad Dam International
Crossing • Amistad Dam • La Presa Amistad • Cruce
Internacional de la Amistad

LAKE AMISTAD DAM CROSSING WAS BUILT IN 1969.

The U.S. side of the crossing is owned and operated by the U.S. Section of the International Boundary and Water Commission. The Mexico side is owned and operated by the Mexican Section of the International Boundary and Water Commission.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: Spur 349 is the bridge access road and connects to US 90 and US 277/377.

IN MEXICO: The bridge access road interconnects with MEX 2.

INSPECTION FACILITIES

The land port of entry is owned by U.S. Customs & Border Protection, and was completed in 1969.

INSPECTION LANES

2 PASSENGER VEHICLE LANES

HOURS OF OPERATION

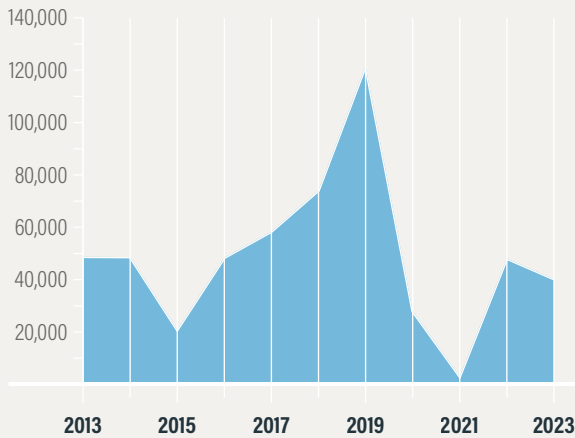
Monday - Friday 10am - 6pm

Source: U.S. Customs & Border Protection, 2023

TOLL RATES

There are no tolls at this crossing.

FIGURE 54
NORTHBOUND CROSSINGS,
2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



Did you know?
Lake Amistad Dam Crossing is the only crossing in the Laredo region that is for passenger vehicles only.

BORDER CROSSING FACTS

DEL RIO INTERNATIONAL BRIDGE

Puente Acuña-Del Rio

LOCATION Del Rio, Val Verde County, Texas, US – Ciudad Acuña, Coahuila, MX

ALTERNATE NAMES Del Rio–Ciudad Acuña International Bridge • Puente Acuña • Puente Ciudad Acuña-Ciudad Del Río • Puente Internacional Ciudad Acuña-Del Río

ORIGINALLY BUILT IN 1930, Del Rio International Bridge was reconstructed in 1967. The City of Del Rio received approval for their Presidential permit in 1986. The bridge is a 2,035-foot-long, four-lane bridge with two pedestrian sidewalks. The U.S. side of the bridge is owned and operated by the City of Del Rio. The Mexican side of the bridge is owned by the Government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road is designated US 277BU/Spur 239 and connects to US 90 which is on the Texas Highway Freight Network.

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

INSPECTION FACILITIES

The Del Rio land port of entry (LPOE) is owned by the United States and is under the jurisdiction, custody, and control of the U.S. General Services Administration (GSA). The LPOE was built in 1960. It was updated and expanded in 1991, 1999, and 2009 with a new import dock and new administration and non-commercial facilities.

INSPECTION LANES

PEDESTRIAN LANE

6 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification

2 COMMERCIAL TRUCK LANES

HOURS OF OPERATION

PEDESTRIANS	24/7
PASSENGER VEHICLES	24/7
COMMERCIAL	Monday–Friday 8am–10pm Saturday 8am–4pm

Source: City of Del Rio, Texas, June 2024; U.S. Customs & Border Protection, June 2024



Did you know?
At 2,035 feet, Del Rio International Bridge is the longest bridge in the Laredo region.

TABLE 10

DEL RIO INTERNATIONAL BRIDGE TOLL RATES

as of July 2024		SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		\$0.75	MX\$5.00
	2 axles	\$4.00	
 MOTORCYCLE	per additional axle	\$2.00	MX\$16.00
	2 axles	\$4.00	2 axles MX\$32.00
 PASSENGER VEHICLE	per additional axle	\$2.00	per additional axle MX\$16.00
	Also RVs	\$13.50	2-4 axles MX\$65.00
 COMMERCIAL TRUCK AND DUAL TIRE VEHICLES	per axle	\$6.75	2-9 axles MX\$65.00

Sources: City of Del Rio International Bridge, June 2024; CAPUFE, July 2023



FIGURE 55

2023 NORTHBOUND CROSSINGS, BY MODE

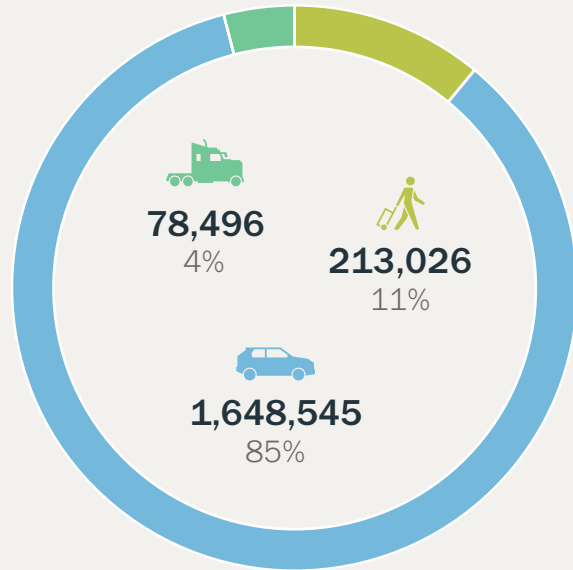
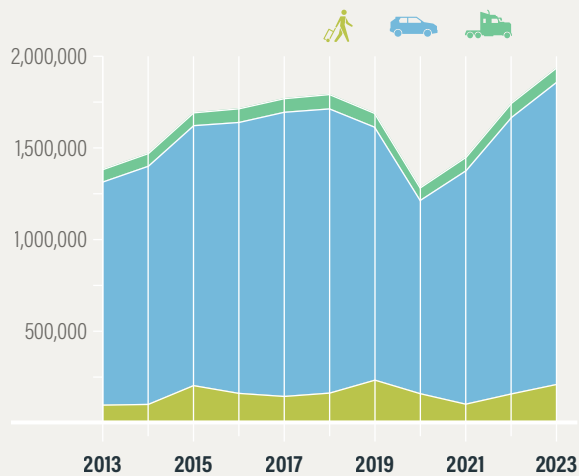


FIGURE 56

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

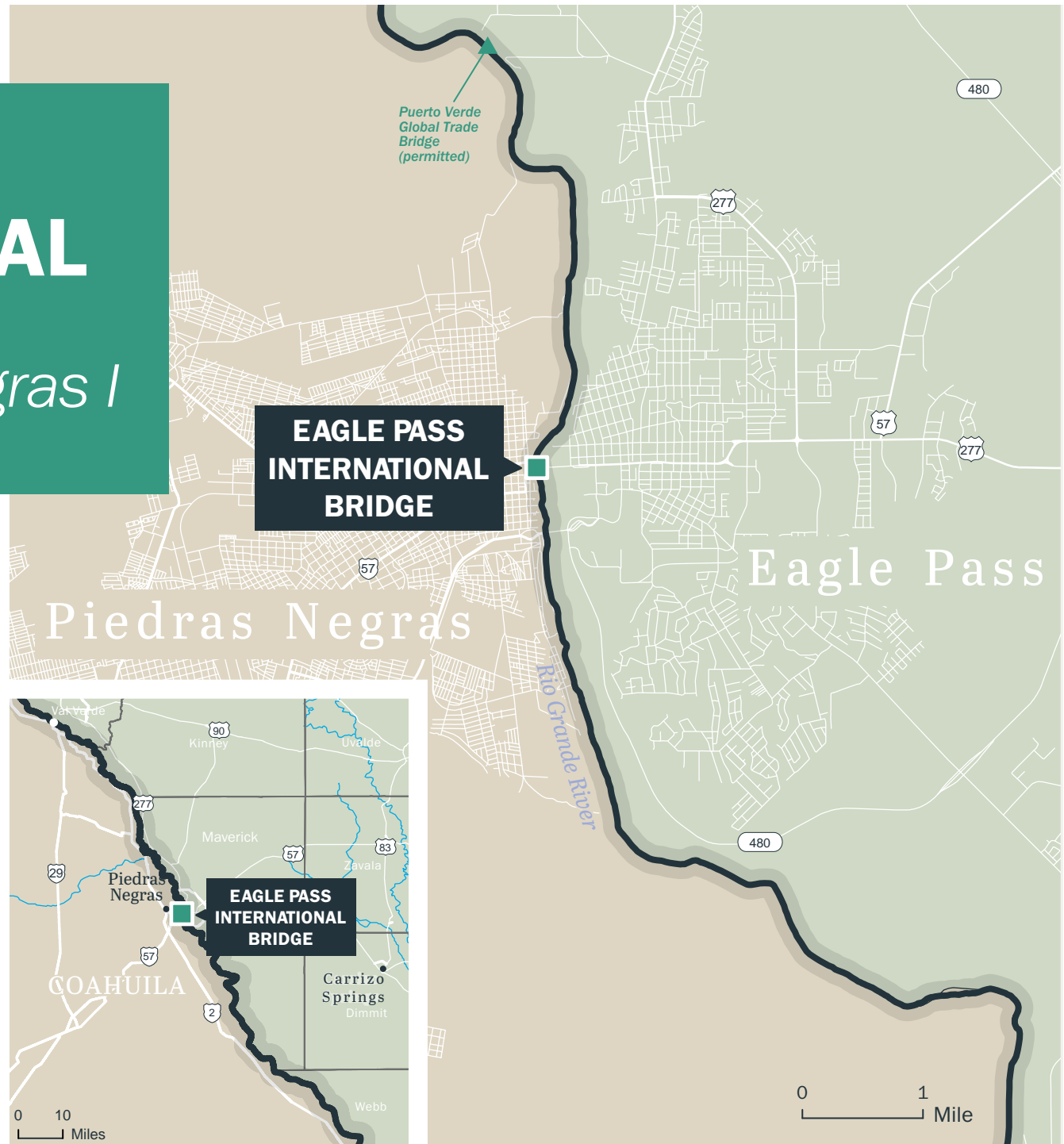
EAGLE PASS INTERNATIONAL BRIDGE

*Puente Piedras Negras I
Eagle Pass*

LOCATION Eagle Pass, Maverick County, Texas, US – Piedras Negras, Coahuila, MX

ALTERNATE NAMES Bridge I • 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

ORIGINALLY BUILT IN 1927, Eagle Pass International Bridge was reconstructed in 1954 and rehabilitated in 1985. The bridge is 1,855 feet long, and features one vehicle lane and one sidewalk in each direction. The U.S. side is owned by the City of Eagle Pass and operated by Eagle Pass Bridge System. The Mexican side is owned by the Government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road interconnects with Garrison Street/US 57 which is on the National Highway Freight Network and provides access to US 277 (part of the Texas Highway Freight Network) and Interstate 35 (part of the National Highway Freight Network).

IN MEXICO: The bridge access road is designated MEX 57 which connects to MEX 2.

INSPECTION FACILITIES

The Eagle Pass International Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It was completed in 1960 and renovated in 1992.

INSPECTION LANES

PEDESTRIAN LANE

5 PASSENGER VEHICLE LANES
Including Ready Lanes to read RFID-enabled identification

HOURS OF OPERATION

Monday–Friday 7am–10:45 pm




Source: City of Eagle Pass, June 2024

Did you know?
The second highest number of north-bound pedestrian crossings in the Laredo region were at Eagle Pass International Bridge.

TABLE 11

EAGLE PASS INTERNATIONAL BRIDGE TOLL RATES

as of July 2024

SOUTHBOUND		NORTHBOUND	
 PEDESTRIAN OR BICYCLE		\$1.00 (MX\$20.00)	MX\$5.00
	2 axles	\$4.00 (MX\$90.00)	
 MOTORCYCLE	per additional axle	\$2.00 (MX\$45.00)	MX\$16.00
	Including pick-up trucks	\$4.00 (MX\$90.00)	2 axles MX\$32.00
 PASSENGER VEHICLE	per additional axle	\$2.00 (MX\$45.00)	per additional axle MX\$16.00

Sources: City of Eagle Pass, June 2024; CAPUFE, July 2023



FIGURE 57

2023 NORTHBOUND CROSSINGS, BY MODE

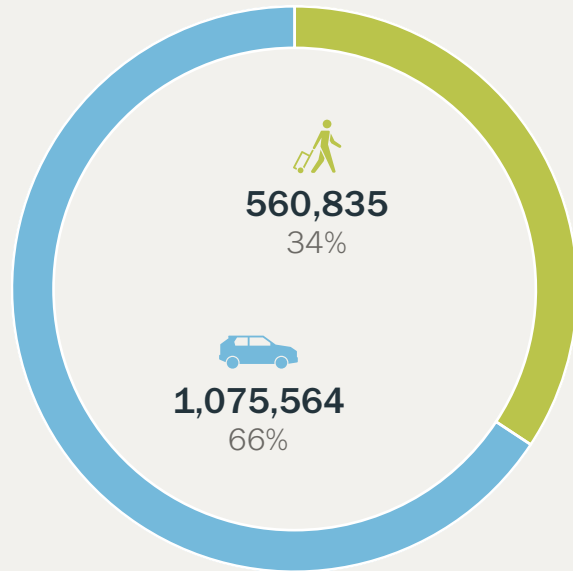
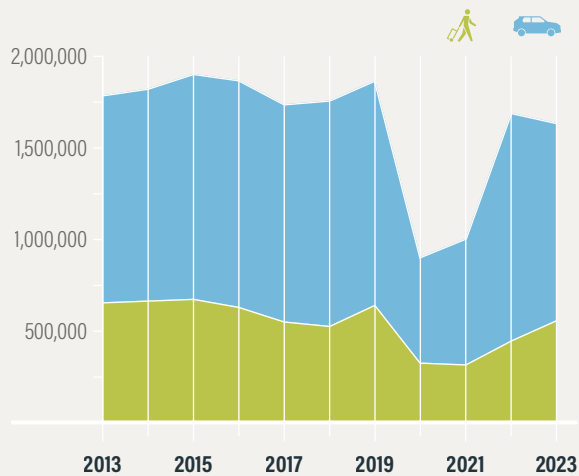


FIGURE 58

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

CAMINO REAL INTERNATIONAL BRIDGE

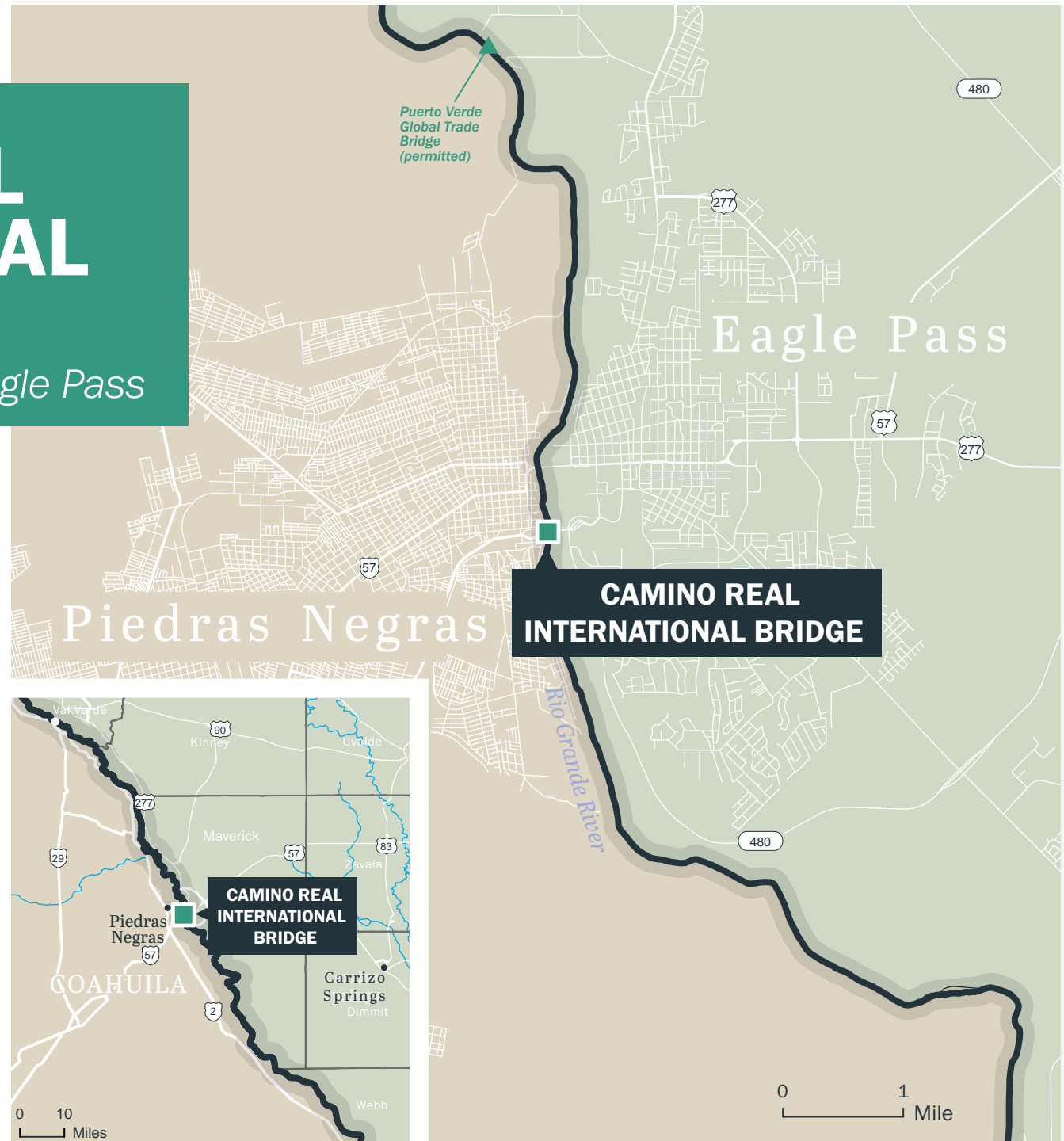
Puente Piedras Negras II - Eagle Pass

LOCATION Eagle Pass, Maverick County, Texas, US –
Piedras Negras, Coahuila, MX

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

CAMINO REAL INTERNATIONAL BRIDGE OPENED IN 1999.

The City of Eagle Pass received their Presidential permit for this bridge in 1996. The bridge is 1,384 feet long with three vehicle lanes and one sidewalk in each direction. The U.S. side is owned by the City of Eagle Pass and operated by Eagle Pass Bridge System. The Mexico side is owned by the Mexico federal government and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge is accessed by Loop 480, an Eagle Pass truck route, that connects to US 57 which is part of the Texas Highway Freight Network.

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

INSPECTION FACILITIES

The Camino Real International Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It sits on approximately 46 acres.

INSPECTION LANES

- PEDESTRIAN LANE
- 7 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers
- 1 COMMERCIAL TRUCK LANE
- UNIFIED CARGO PROCESSING (UCP)
is supported at this crossing

HOURS OF OPERATION

- PEDESTRIANS 24/7
- PASSENGER VEHICLES 24/7
- COMMERCIAL
Monday–Friday 7am–11pm
Saturday–Sunday 8am–4pm


Source: U.S. Customs & Border Protection, 2024



Did you know?
Camino Real International Bridge is the most recently constructed bridge in the Laredo region.

TABLE 12

CAMINO REAL INTERNATIONAL BRIDGE TOLL RATES

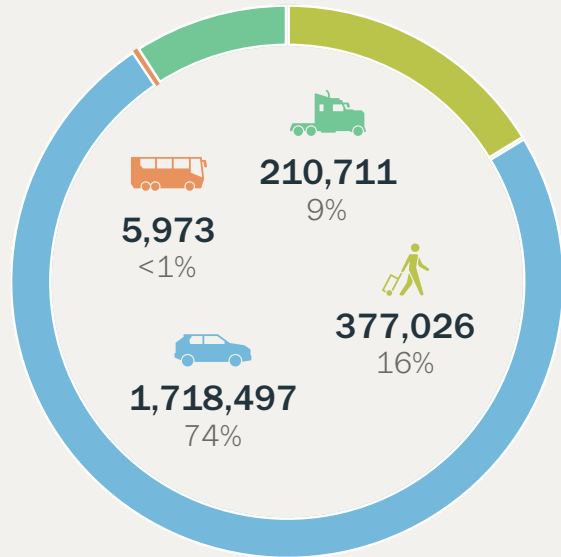
as of July 2024		SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		\$1.00 (MX\$20.00)	MX\$5.00
	2 axles	\$4.00 (MX\$90.00)	
 MOTORCYCLE	per additional axle	\$2.00 (MX\$45.00)	MX\$18.00
	2 axles	\$4.00 (MX\$90.00)	2 axles MX\$36.00
 PASSENGER VEHICLE	per additional axle	\$2.00 (MX\$45.00)	per additional axle MX\$16.00
	2 axles	\$11.00 (MX\$240.00)	2-4 axles MX\$70.00
 BUS	per additional axle	\$5.50 (MX\$120.00)	2-4 axles MX\$70.00
	3 axles	\$16.50 (MX\$355.00)	5-6 axles MX\$151.00
 COMMERCIAL TRUCK	per additional axle	\$5.50 (MX\$120.00)	7-9 axles MX\$250.00

Sources: City of Eagle Pass, June 2024; SCT, November 2023; CAPUFE, July 2023



FIGURE 59

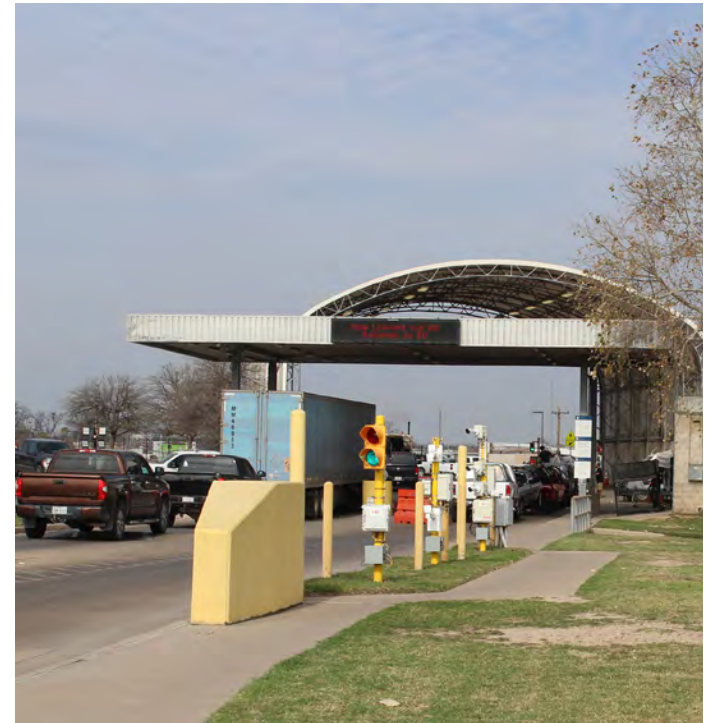
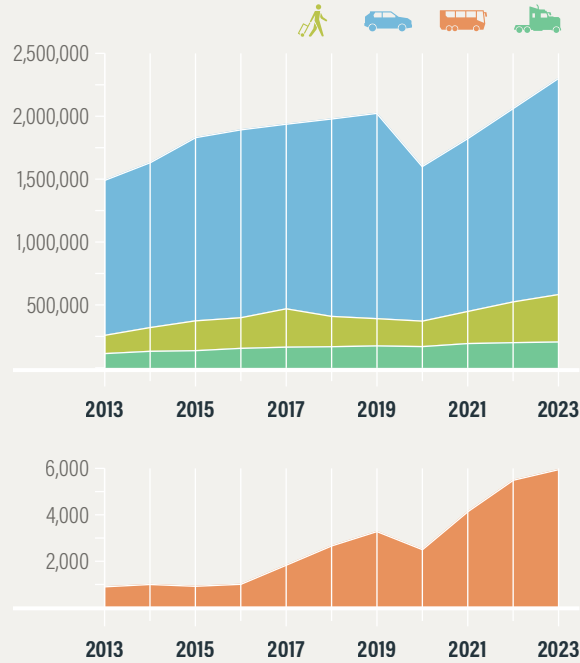
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 60

NORTHBOUND CROSSINGS, 2013-2023



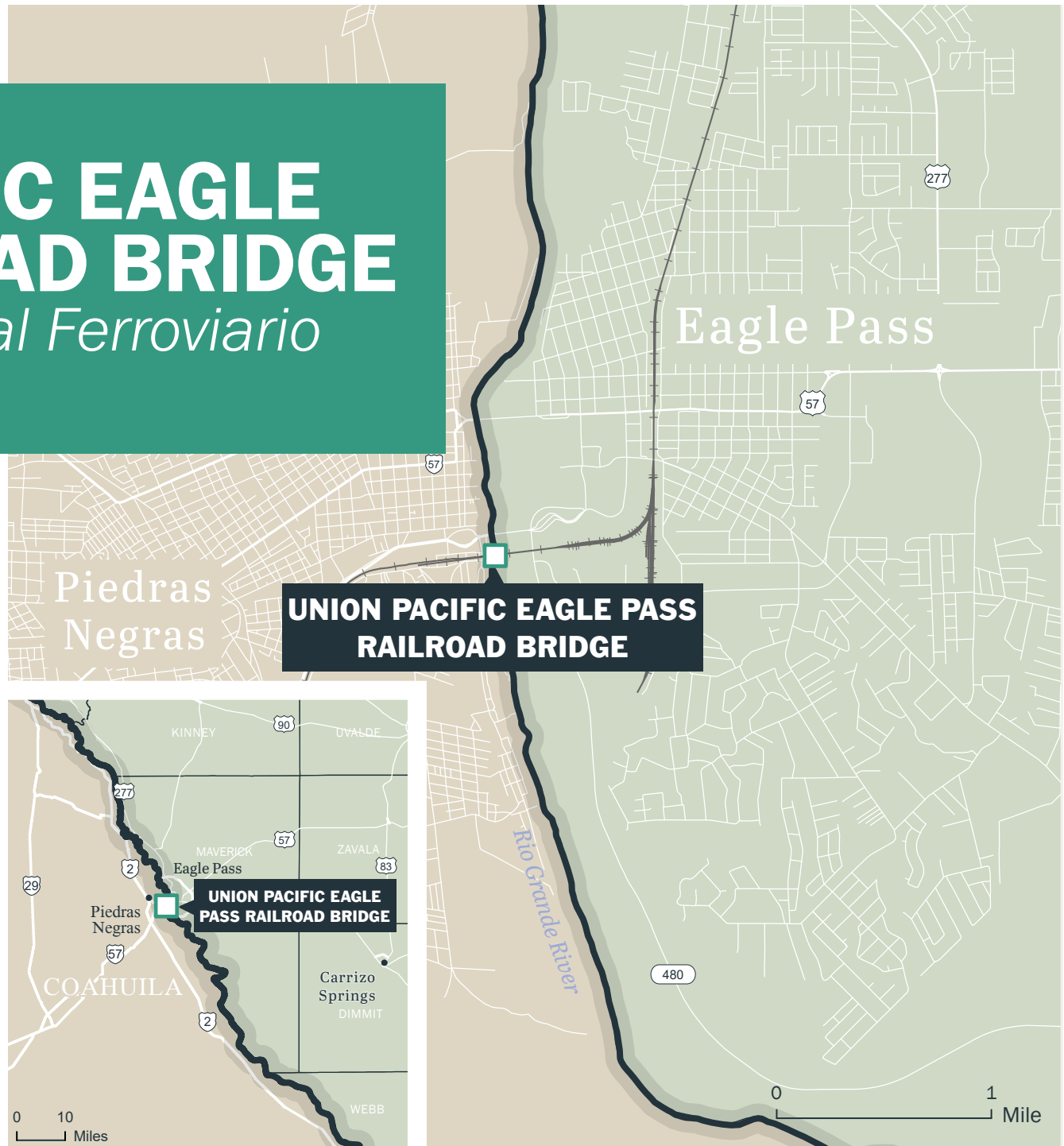
BORDER CROSSING FACTS

UNION PACIFIC EAGLE PASS PASS RAILROAD BRIDGE

*Puente Internacional Ferroviario
Ferromex-UP*

LOCATION Eagle Pass, Maverick County, Texas, US –
Piedras Negras, Coahuila, MX

UNION PACIFIC EAGLE PASS RAILROAD BRIDGE is
owned by Union Pacific Railroad and provides
service for Union Pacific Railroad and Ferromex.



CONNECTION TO MAJOR CITIES

IN THE US: El Paso, Texas; San Antonio, Texas

IN MEXICO: Torreón, Coahuila; Saltillo, Coahuila; and Monterrey, Nuevo León

FIGURE 61
NORTHBOUND TRAIN CROSSINGS, 2013-2023

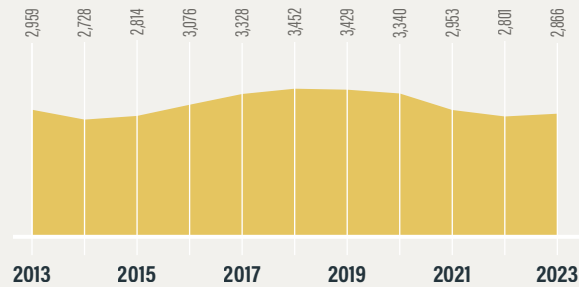
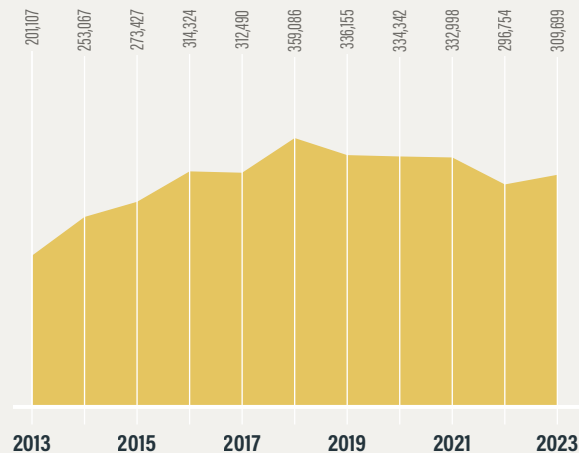


FIGURE 62
NORTHBOUND RAILCAR CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

COLOMBIA SOLIDARITY BRIDGE

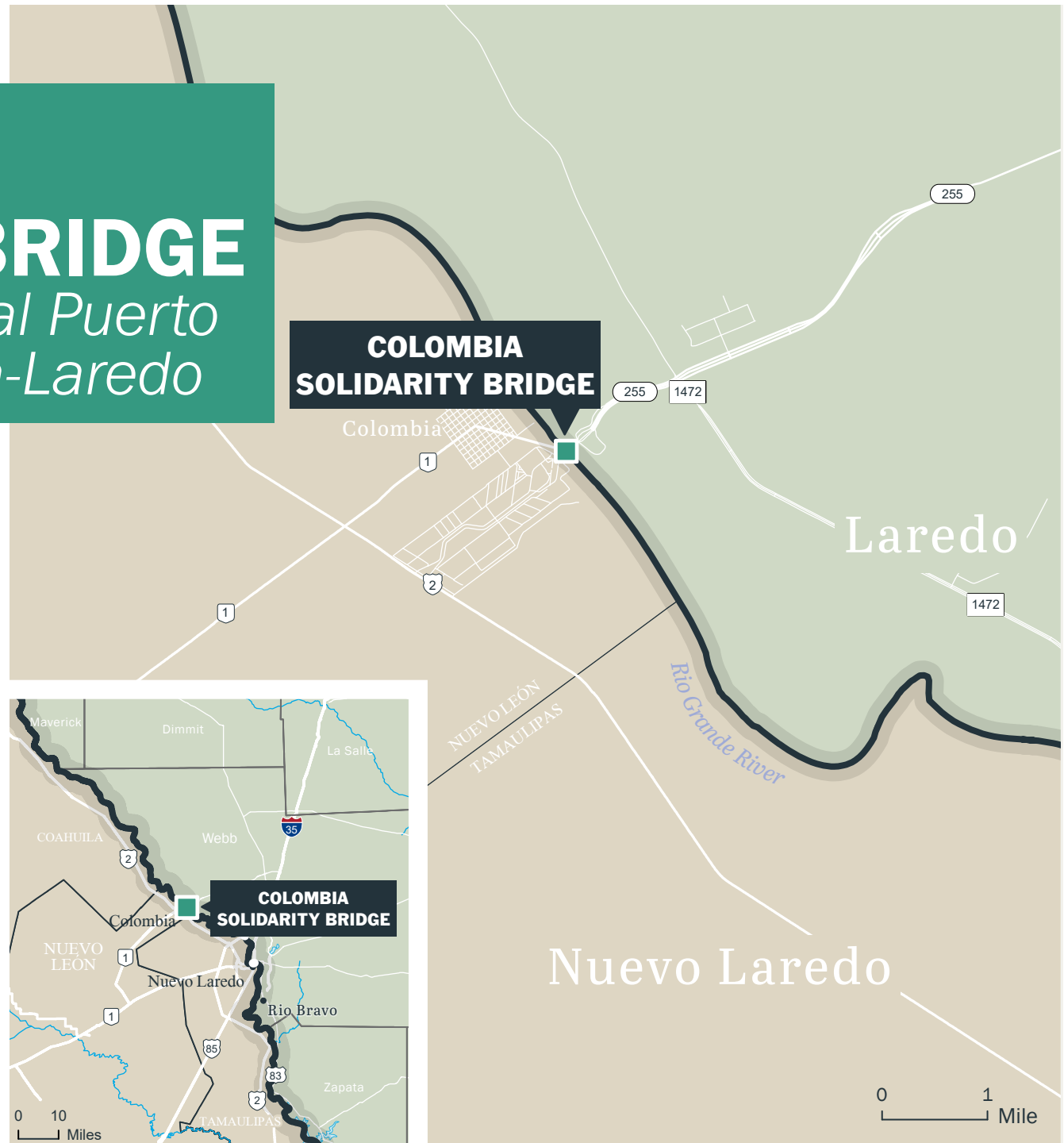
*Puente Internacional Puerto
Fronterizo Colombia-Laredo*

LOCATION Laredo, Webb County, Texas, US – Colombia,
Nuevo León, MX

ALTERNATE NAMES Colombia Bridge • Laredo-Colombia
Solidarity Bridge • Colombia-Solidarity International Bridge
• Bridge III • Laredo III • Puente Nuevo Laredo III • Puente
Internacional General Bernardo Reyes- Colombia Solidar-
idad • Puente Solidaridad • Puente Colombia • Puente
Internacional Solidaridad Colombia

COLOMBIA SOLIDARITY BRIDGE OPENED IN 1991.

The Presidential permit for this bridge was ap-
proved in 1990. The bridge is 1,216 feet in length
with four travel lanes and a sidewalk in each di-
rection. The U.S. side of the bridge is owned and
operated by the City of Laredo and the Mexico
side is owned by the Government of Mexico and
operated by Corporación para el Desarrollo de la
Zona Fronteriza de Nuevo León (CODEFRONT).



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: SH 255 connects to FM 1472/Mines Road and Interstate 35. FM 1472/Mines Road provides access to Interstate 35 which is part of the National Highway Freight Network and Interstate 69W/US 59 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road connects to MEX 2.

INSPECTION FACILITIES

The Colombia Solidarity Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It was constructed in 1991.

INSPECTION LANES

4 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers

8 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program

UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

HOURS OF OPERATION

PEDESTRIANS Daily 8am–Midnight
PASSENGER VEHICLES
 Daily 8am–Midnight

COMMERCIAL
 Monday–Friday 8am–Midnight
 Saturday–Sunday 8am–4pm

Source: U.S. Customs & Border Protection, 2024





Did you know?
Colombia Solidarity Bridge is the only hazardous materials crossing in Laredo.

TABLE 13

COLOMBIA SOLIDARITY
BRIDGE TOLL RATES

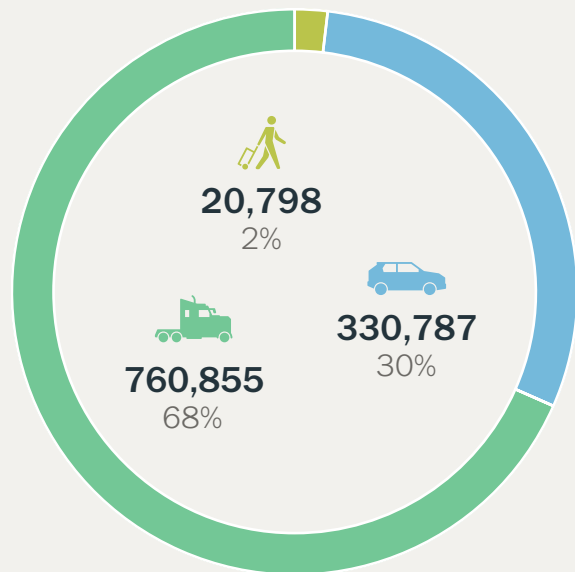
as of July 2024

	SOUTHBOUND		NORTHBOUND	
 MOTORCYCLE	2 axles	\$3.50		
	per additional axle	\$1.75		MX\$14.00
 PASSENGER VEHICLE	2 axles	\$3.50	2 axles	MX\$28.00
	per additional axle	\$1.75	per additional axle	MX\$14.00
 BUS	2 axles	\$9.50		
	per additional axle	\$3.75	2-4 axles	MX\$65.00
 COMMERCIAL TRUCK	2 axles	\$9.50	2-3 axles	MX\$65.00
	3 axles	\$14.25	4-5 axles	MX\$144.00
	4 axles	\$19.00	6-9 axles	MX\$214.00
	per additional axle	\$4.75		

Sources: City of Laredo, June 2024; Secretaría de Comunicaciones y Transportes, July 2019

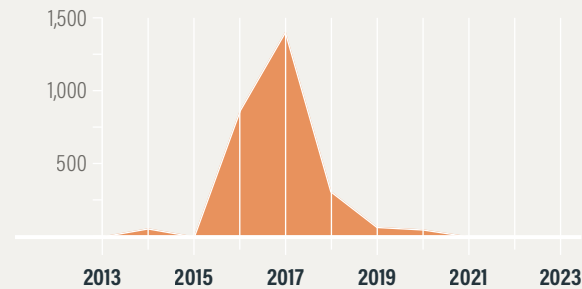
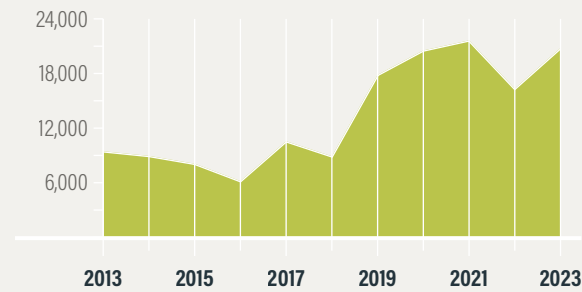
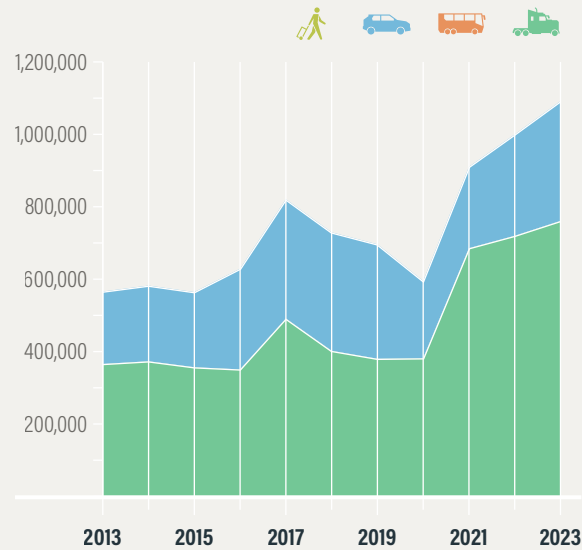


FIGURE 63
2023 NORTHBOUND CROSSINGS, BY MODE

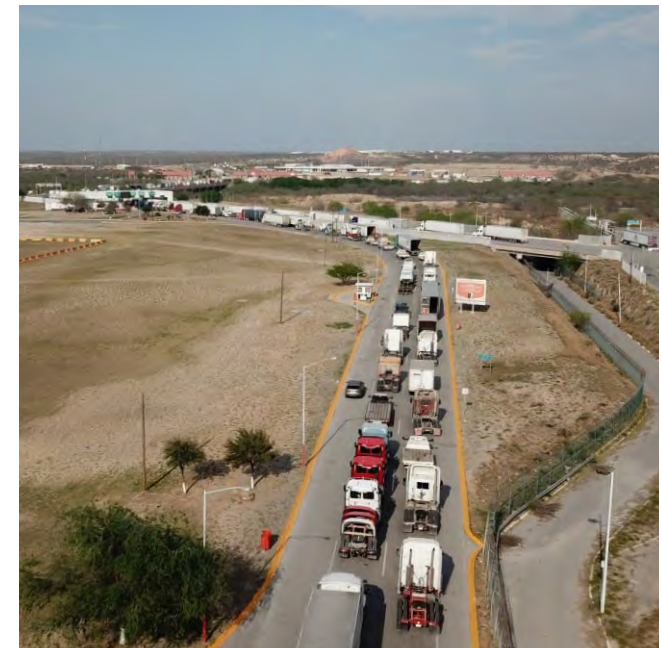


Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 64
NORTHBOUND CROSSINGS, 2010-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

WORLD TRADE BRIDGE (LAREDO BRIDGE IV)

*Puente Internacional del Comercio Mundial
(Nuevo Laredo III)*

LOCATION Laredo, Webb County, Texas, US – Nuevo Laredo, Tamaulipas, MX

ALTERNATE NAMES Laredo North • Bridge IV • Laredo IV • World Trade International Bridge • Puente Nuevo Laredo III • Puente Internacional Comercio Mundial, Nuevo Laredo III • Puente Internacional Nuevo Laredo III • Puente del Comercio Mundial Nuevo Laredo III • Puente del Comercio Mundial

WORLD TRADE BRIDGE OPENED IN 2000. The Presidential permit for this bridge was approved in 1994. The bridge is 977 feet long and is only for commercial trucks. Four vehicle lanes cross the border in each direction. The U.S. side of the bridge is owned and operated by the City of Laredo. The Mexico side is owned by the Government of Mexico and operated by the Fideicomiso del Puente III.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road feeds directly into Interstate 69W/US 59 which connects to Loop 20. These highways are part of the Texas Highway Freight Network as well as Interstate 35/US 83 which is part of the National Highway Freight Network.

IN MEXICO: The bridge access road connects to MEX 2.

INSPECTION FACILITIES

The World Trade Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It became operational on April 15, 2000.

INSPECTION LANES

19 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program

UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

HOURS OF OPERATION

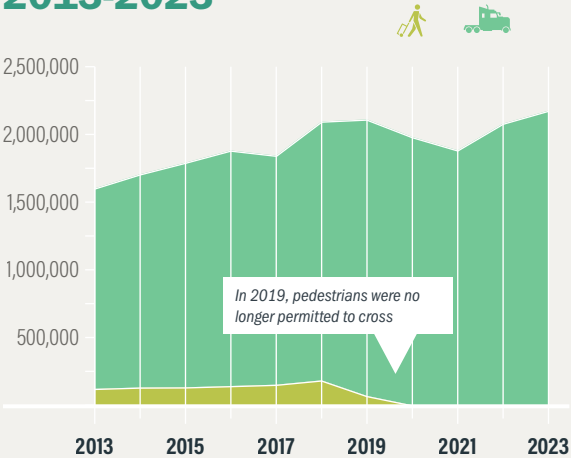
Monday–Friday 8am–Midnight
Saturday–Sunday 8am–4pm

Source: City of Laredo, June 2024

Did you know?
World Trade Bridge
is the busiest
commercial truck
crossing on the
U.S.-Mexico border.

FIGURE 65

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024

TABLE 14

WORLD TRADE BRIDGE
TOLL RATES

as of July 2024

	SOUTHBOUND		NORTHBOUND	
COMMERCIAL TRUCK	2 axles	\$9.50	2-3 axles	MX\$65.00
	3 axles	\$14.25	4-5 axles	MX\$144.00
	4 axles	\$19.00	6-9 axles	MX\$214.00
	5 axles	\$23.75		
	per additional axle	\$4.75		

Sources: City of Laredo, June 2024; Secretaría de Comunicaciones y Transportes, 2019



BORDER CROSSING FACTS

CANADIAN PACIFIC KANSAS CITY LAREDO RAILROAD BRIDGE

*Puente Internacional Ferroviario
Nuevo Laredo-Laredo Texas*

LOCATION Laredo, Webb County, Texas, US – Nuevo
Laredo, Tamaulipas, MX

ORIGINALLY BUILT IN 1920, this railroad port of entry is equipped with a high-energy system to conduct non-invasive inspection of railcars. Agencia Nacional de Aduanas de México (ANAM) has a building on the premises allowing for joint cargo inspections with CBP. Both the Union Pacific and CPKC Railroads, which this bridge serves, have yards with secondary inspection areas. The U.S. side of the bridge is owned and operated by CPKC. The Mexico side is owned by the Government of Mexico and operated by CPKC de México. A second span is currently under construction and is expected to be completed at the end of 2024.



CONNECTION TO MAJOR CITIES

IN THE US: Corpus Christi, Texas and San Antonio, Texas

IN MEXICO: Monterrey, Nuevo León

FIGURE 66
NORTHBOUND TRAIN
CROSSINGS, 2013-2023

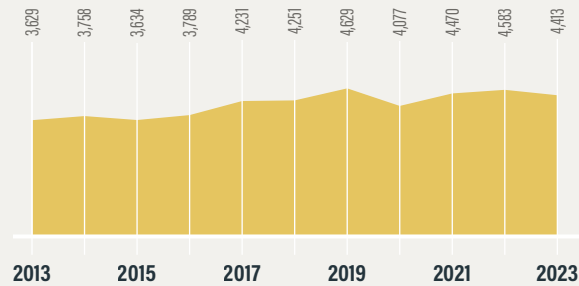
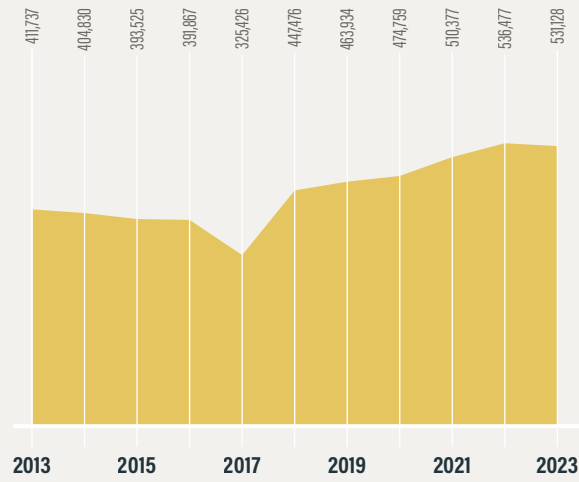


FIGURE 67
NORTHBOUND RAILCAR
CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

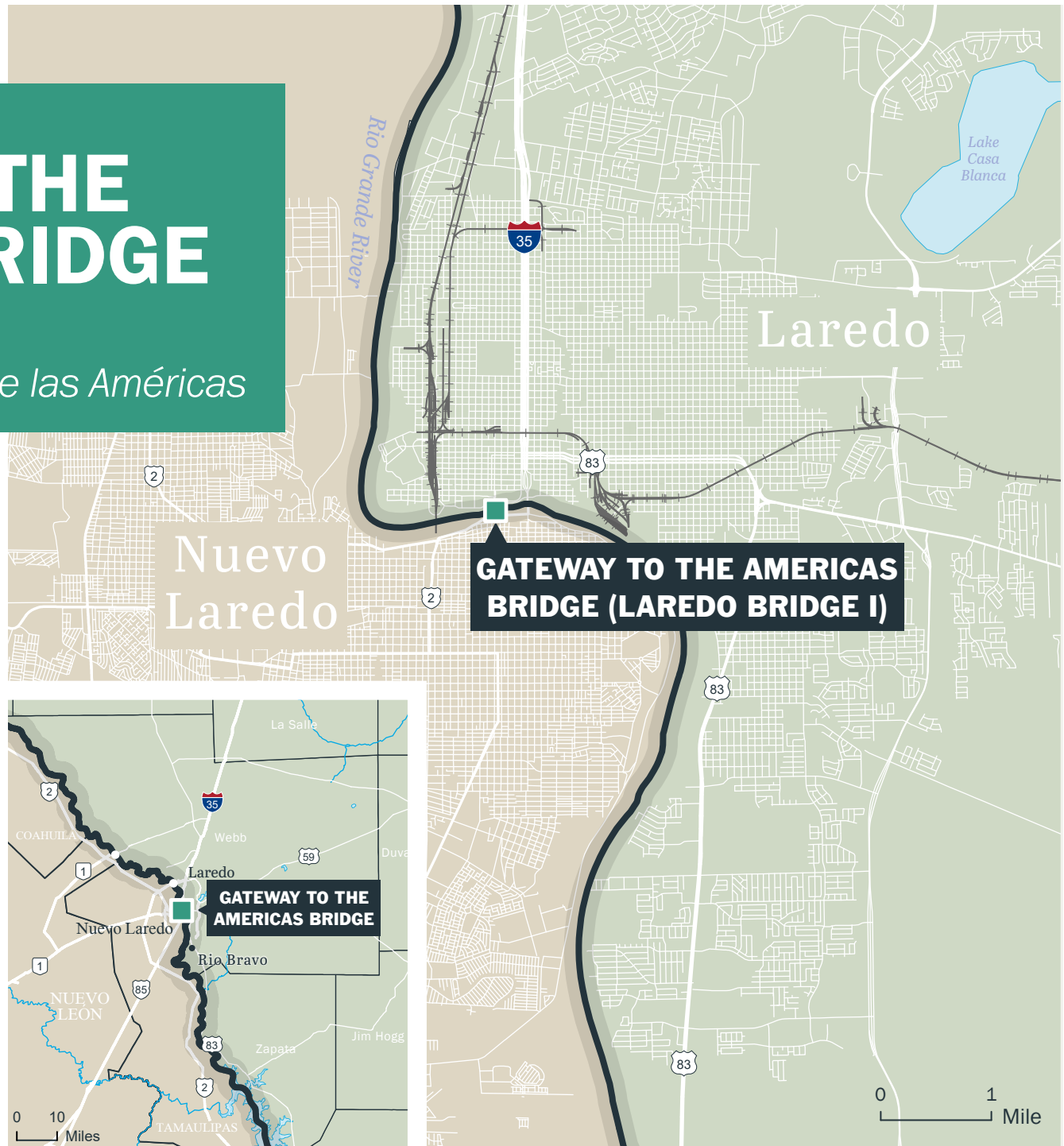
GATEWAY TO THE AMERICAS BRIDGE (LAREDO BRIDGE I)

Puente Internacional Puerta de las Américas

LOCATION Laredo, Webb County, Texas, US – Nuevo Laredo, Tamaulipas, MX

ALTERNATE NAMES Convent Avenue Bridge • Laredo International Bridge • Bridge #1 • Old Bridge • Laredo-Nuevo Laredo Bridge I • Laredo Convent Avenue Port of Entry • Gateway to the Americas International Bridge • Puente Internacional Puerta de las Américas Nuevo Laredo I • Puente Laredo I • Puente Viejo • Puente Nuevo Laredo

GATEWAYS TO THE AMERICAS BRIDGE WAS A PRIVATELY OWNED FACILITY that the City of Laredo purchased in 1946. After being destroyed by a flood in 1954, the City rebuilt it in 1956. The bridge is 1,050 feet long and accommodates two lanes of traffic and one pedestrian walkway in each direction. North-bound vehicle traffic is limited to passenger vehicles with drivers who are a member of the SENTRI trusted traveler program. The U.S. side



of the bridge is owned and operated by the City of Laredo. The Mexico side of the bridge is owned by Mexico’s federal government and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).

CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, Convent Avenue, intersects with Matamoros Street and Houston Street that connect to Interstate 35 which is part of the National Highway Freight Network and US 83 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road, Avenida Vicente Guerrero, is also designated MEX 85.

INSPECTION FACILITIES

The Gateway to the Americas Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. The border station was constructed in 1943. It was modernized and renovated in 1991 and 2018. The Administration Building is listed on the National Historic Registry.

INSPECTION LANES

- 11 PEDESTRIAN LANES
Including Ready Lanes to read RFID-enabled identification
- 1 BICYCLE LANE
- 4 PASSENGER VEHICLE LANES
Only SENTRI card holders are permitted at this crossing




HOURS OF OPERATION

- PEDESTRIANS 24/7
- PASSENGER VEHICLES 24/7

Source: City of Laredo, June 2024

Did you know?
In 2023, 70 percent of northbound pedestrian crossings in the Laredo region were at Gateway to the Americas Bridge.

TABLE 15
GATEWAY TO THE AMERICAS
BRIDGE TOLL RATES

as of July 2024		SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		\$1.00	MX\$5.00
	2 axles	\$3.50	
 MOTORCYCLE			MX\$16.00
	per additional axle	\$3.50	
 PASSENGER VEHICLE	2 axles	\$3.50	2 axles MX\$32.00
	per additional axle	\$3.50	per additional axle MX\$16.00

Sources: City of Laredo, June 2024; CAPUFE, July 2023



FIGURE 68

2023 NORTHBOUND CROSSINGS, BY MODE

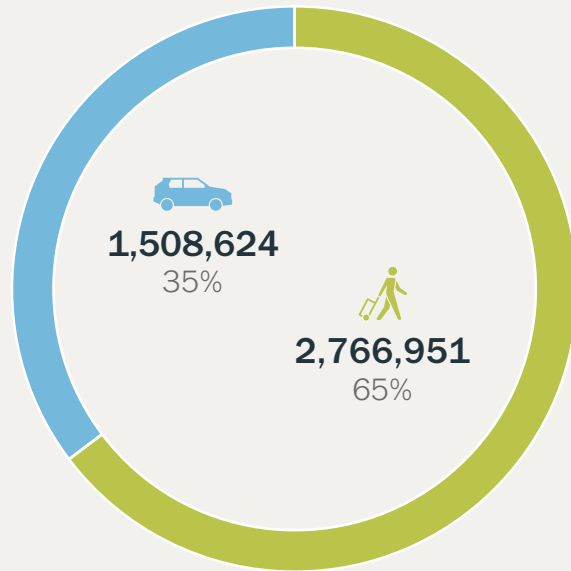
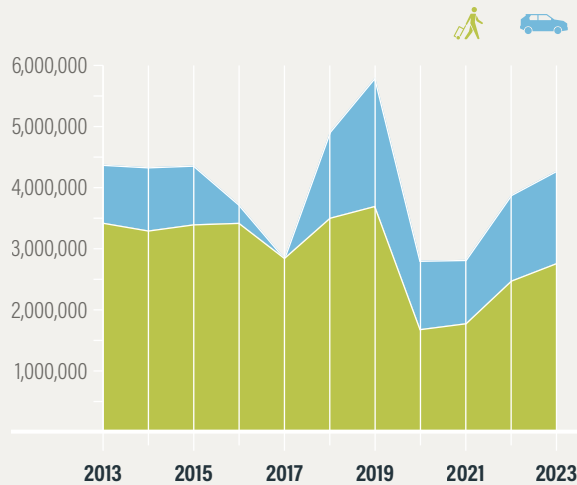
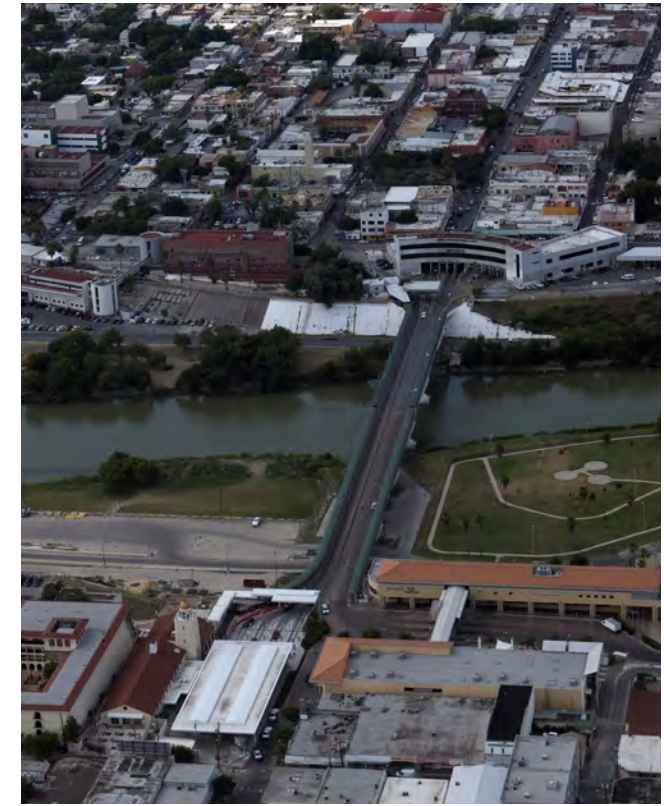


FIGURE 69

NORTHBOUND CROSSINGS, 2010-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

JUÁREZ-LINCOLN BRIDGE (LAREDO BRIDGE II)

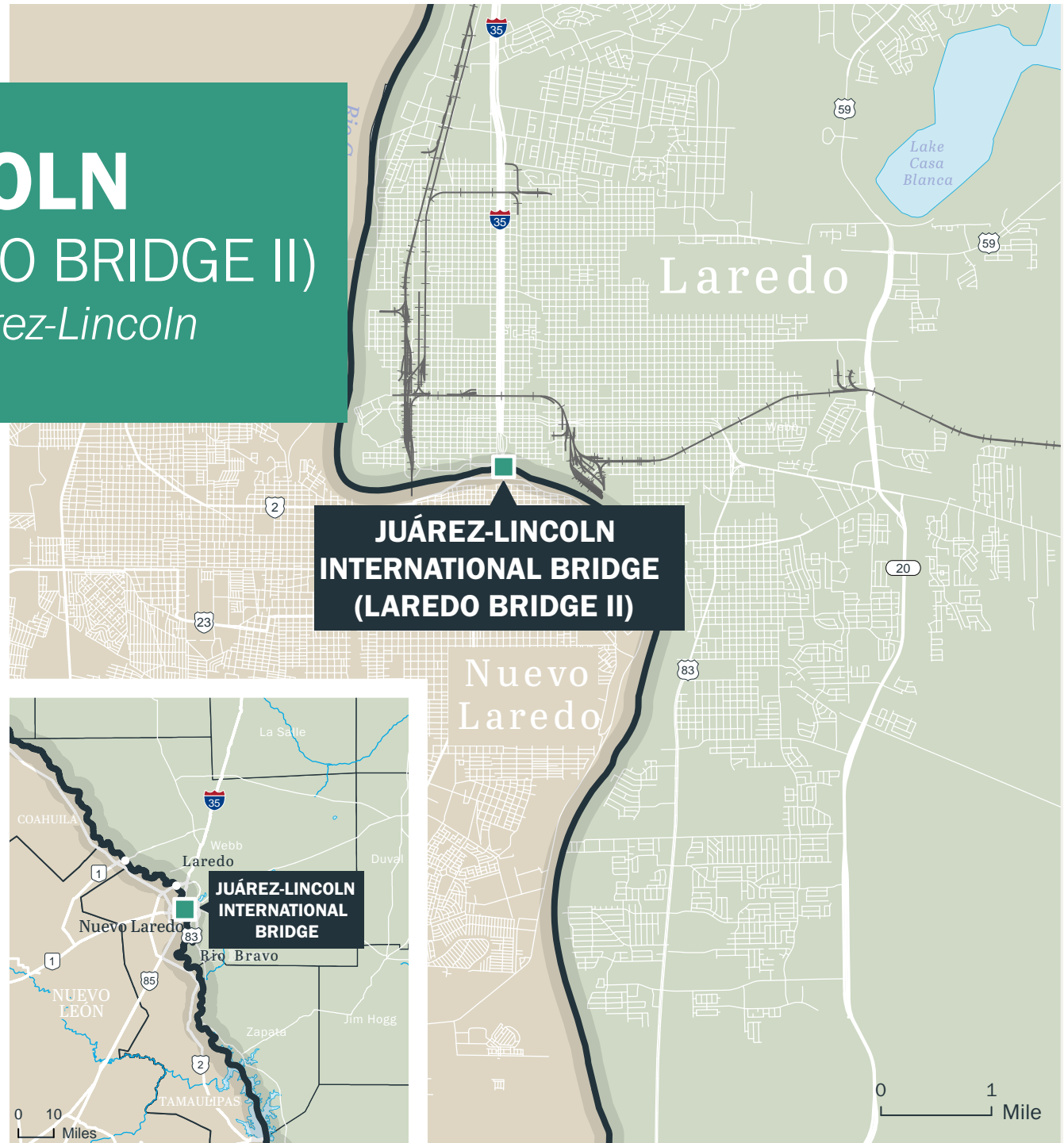
*Puente Internacional Juárez-Lincoln
(Nuevo Laredo II)*

LOCATION Laredo, Webb County, Texas, US – Nuevo
Laredo, Tamaulipas, MX

ALTERNATE NAMES Bridge II • Laredo – Nuevo Laredo
Bridge II • Juárez-Lincoln Bridge • Laredo II • J&L •
Puente Internacional Juárez – Lincoln Nuevo Laredo II •
Puente 2 • Puente Nuevo • Puente Juárez – Lincoln •
Puente Internacional Nuevo Laredo II (Juárez) – Lincoln

JUÁREZ-LINCOLN INTERNATIONAL BRIDGE IS 1,008 FEET LONG.

It has four southbound lanes and four northbound lanes for non-commercial traffic. The bridge opened in 1976. The U.S. side of the bridge is owned and operated by the City of Laredo. The Mexico side of the bridge is owned by the Government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road feeds directly into the southern terminus of Interstate 35 which is part of the National Highway Freight Network. It also connects to Houston Street/Matamoros Street which is also designated US 83. Interstate 35 connects with US 59 and Loop 20 which are part of the Texas Highway Freight Network. US 83 connects with Loop 20 and SH 359.

IN 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.

INSPECTION FACILITIES

The Juárez-Lincoln International Bridge land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It was completed in 1982 and renovated in 2000 and 2018. In 2011, GSA completed a CBP-funded project to add three additional primary inspections lanes for a total of 15 primary inspection lanes.

INSPECTION LANES

15 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers

HOURS OF OPERATION

PEDESTRIANS	24/7
PASSENGER VEHICLES	24/7



Source: U.S. Customs & Border Protection, 2023



Did you know?
Juárez-Lincoln International Bridge had the most north-bound passenger vehicles crossings in the Laredo region in 2023.

TABLE 16

JUÁREZ-LINCOLN INTERNATIONAL BRIDGE (LAREDO BRIDGE II) TOLL RATES

as of July 2024		SOUTHBOUND	NORTHBOUND
 MOTORCYCLE	2 axles	\$3.50	MX\$15.00
	per additional axle	\$3.50	
 PASSENGER VEHICLE	2 axles	\$3.50	MX\$30.00
	per additional axle	\$3.50	

Sources: City of Laredo, June 2024; Secretaría de Comunicaciones y Transportes, September 2019



FIGURE 70
2023 NORTHBOUND CROSSINGS, BY MODE

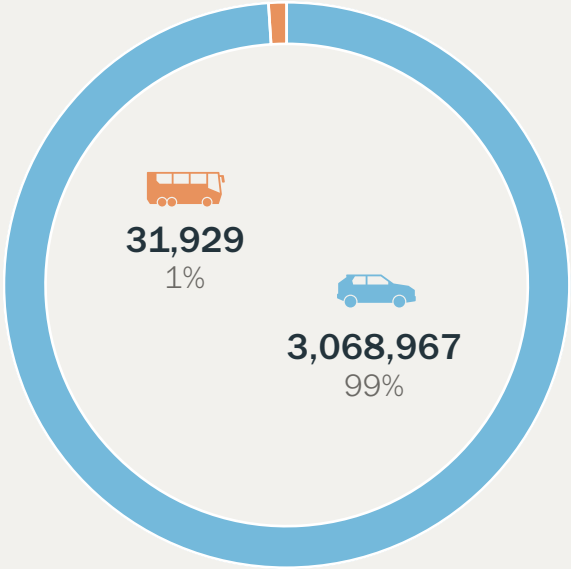
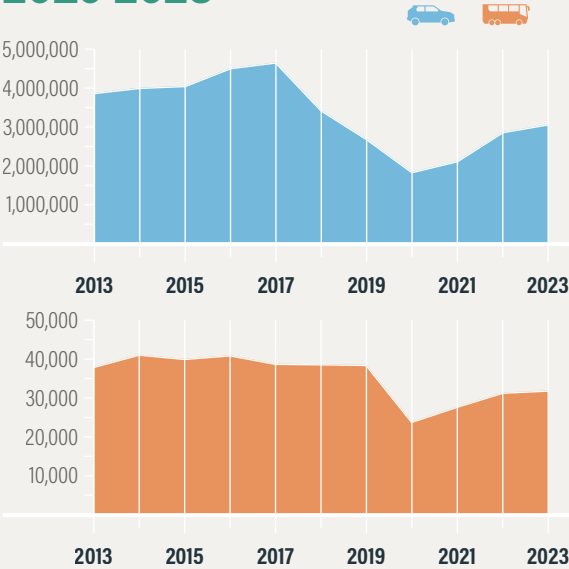


FIGURE 71
NORTHBOUND CROSSINGS, 2010-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



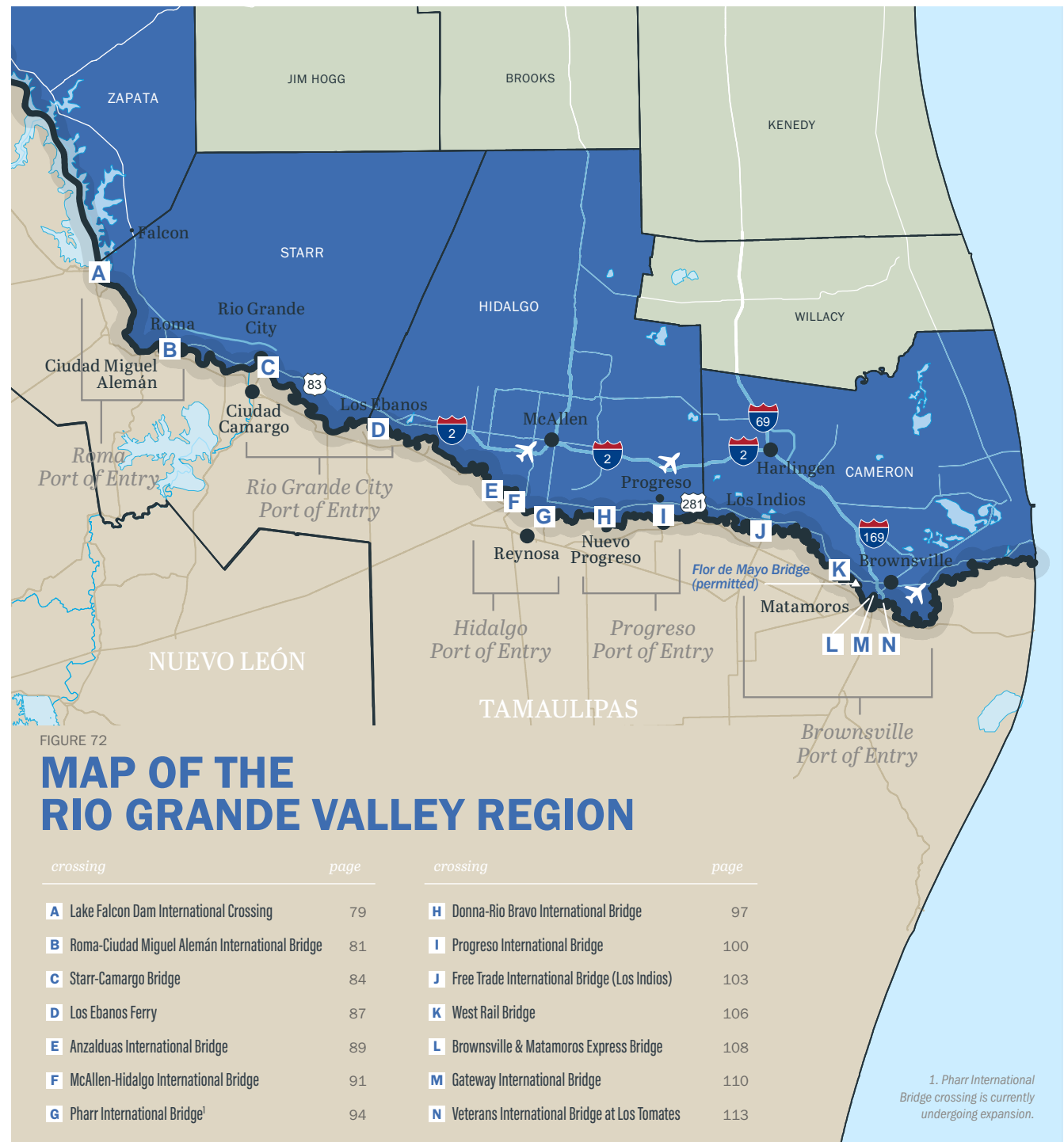
THE RIO GRANDE



LOCATED AT THE SOUTHERNMOST PART OF TEXAS, the Rio Grande Valley region—comprising TxDOT’s Pharr District—encompasses eight counties (Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy, and Zapata) four of which share a border with Mexico. There are thirteen vehicular crossings in the region, and all accommodate passenger vehicles. Nine of the crossings also process pedestrians, and six process commercial trucks. There is one freight rail border crossing in the Rio Grande Valley region.

\$67.5 BILLION

In 2023, \$67.5 billion worth of goods crossed the Texas-Mexico border in the Rio Grande Valley region. That's 13% of total Texas-Mexico trade.



REGIONAL OVERVIEW

The Rio Grande Valley region is home to five ports of entry between the United States and Mexico.¹

Thirteen bridges serve passenger vehicles, nine bridges serve pedestrians, three bridges processed buses in 2023, and six bridges process commercial trucks. The single freight rail crossing in the region, Brownsville West Rail Bridge, opened in 2015 to replace the rail crossing on the Brownsville and Matamoros Express Bridge. Brownsville West Rail Bridge is the first rail border crossing constructed on the U.S.-Mexico border in over 100 years.

1. A port of entry is an administrative district where people and goods lawfully enter the country. It may encompass several facilities, such as airports, seaports, and rail facilities, as well as border crossings.



TABLE 17

WHERE & HOW PEOPLE & GOODS CROSS THE BORDER

This table shows the transportation modes available at each crossing, as of March 2024.

Note: Air cargo is reported at the state level only in this document.

	AIRPLANES	RAILCARS	COMMERCIAL TRUCKS	BUSES	PASSENGER VEHICLES	PEDESTRIANS
ROMA PORT OF ENTRY						
Lake Falcon Dam International Crossing						
Roma-Ciudad Miguel Aleman Intl. Bridge						
RIO GRANDE CITY PORT OF ENTRY						
Starr-Camargo Bridge						
Los Ebanos Ferry						
HIDALGO PORT OF ENTRY						
Anzalduas International Bridge						
McAllen-Hidalgo International Bridge						
Pharr International Bridge						
McAllen International Airport						
PROGRESO PORT OF ENTRY						
Donna-Rio Bravo International Bridge						
Progreso International Bridge						
Weslaco Mid-Valley Airport						
BROWNSVILLE PORT OF ENTRY						
Free Trade International Bridge						
West Rail Bridge						
Brownsville & Matamoros Express Bridge						
Gateway International Bridge						
Veterans Intl. Bridge at Los Tomates						
Brownsville-South Padre Intl. Airport						

CROSS-BORDER MOVEMENT OF PEOPLE

PEDESTRIANS

FIGURE 73
HISTORICAL TREND OF NORTHBOUND PEDESTRIAN CROSSINGS

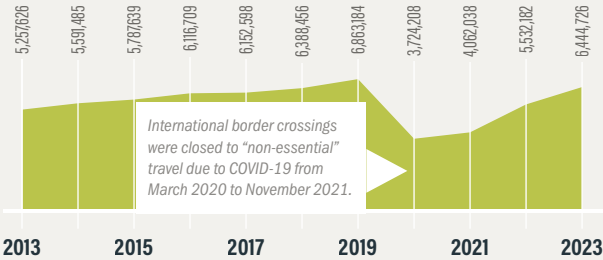
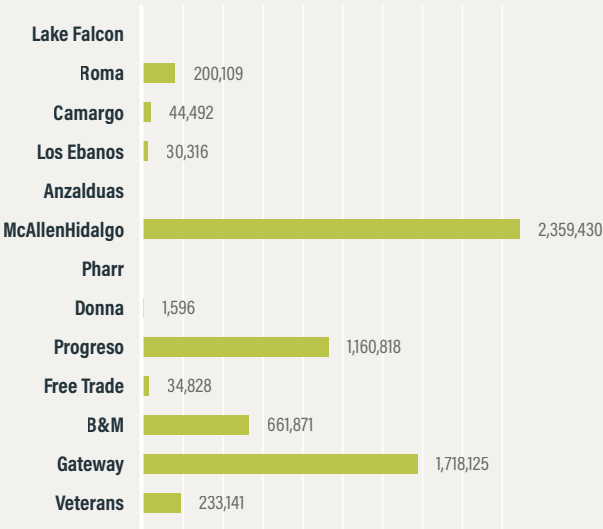


FIGURE 74
2023 NORTHBOUND PEDESTRIAN CROSSINGS BY LOCATION

Over one-third of northbound pedestrian crossings were across McAllen-Hidalgo International Bridge.



PASSENGER VEHICLES

FIGURE 75
HISTORICAL TREND OF NORTHBOUND PASSENGER VEHICLE CROSSINGS

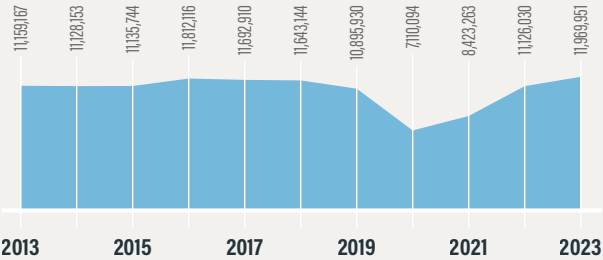
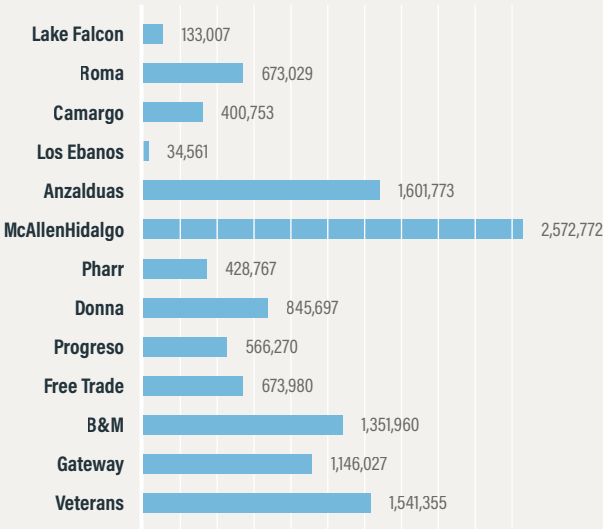


FIGURE 76
2023 NORTHBOUND PASSENGER VEHICLE CROSSINGS BY LOCATION

McAllen-Hidalgo International Bridge had the highest number of passenger vehicle crossings in 2023 with 2.4 million.



BUSES

FIGURE 77
HISTORICAL TREND OF NORTHBOUND BUS CROSSINGS

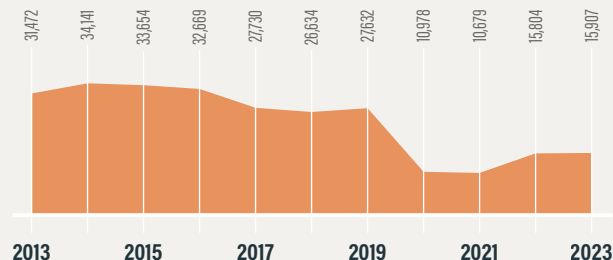
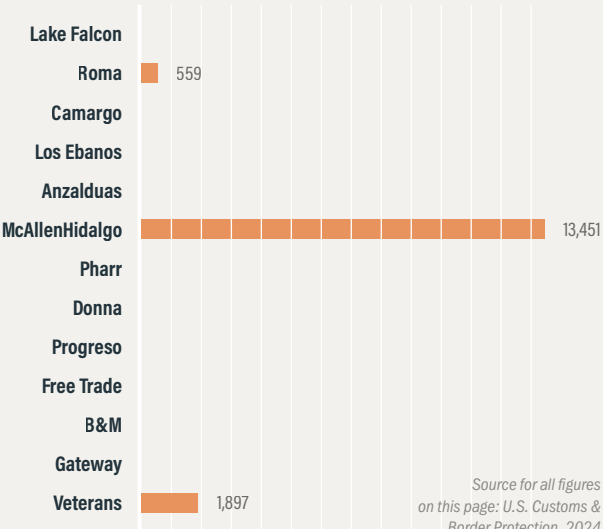


FIGURE 78
2023 NORTHBOUND BUS CROSSINGS BY LOCATION

In 2023, only three bridges had regular bus service. The majority of northbound crossings were on McAllen-Hidalgo Intl. Bridge.



Source for all figures on this page: U.S. Customs & Border Protection, 2024

CROSS-BORDER MOVEMENT OF GOODS

COMMERCIAL TRUCKS

FIGURE 79
HISTORICAL TREND OF NORTHBOUND TRUCK CROSSINGS

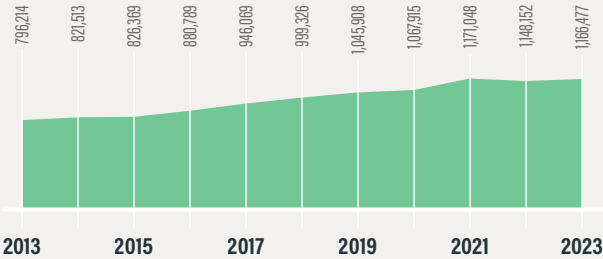
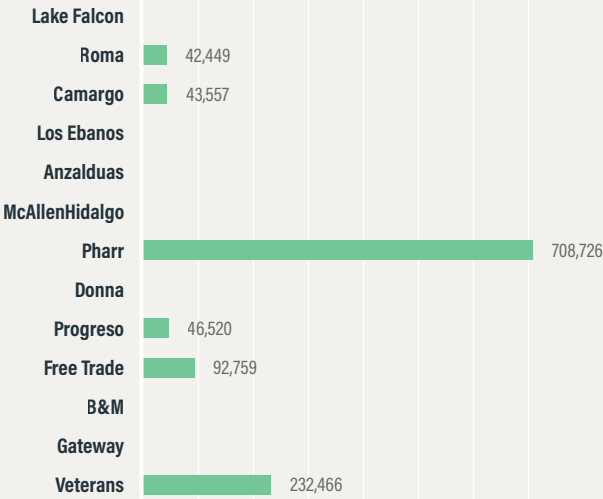


FIGURE 80
2023 NORTHBOUND TRUCK CROSSINGS BY LOCATION

In the Rio Grande Valley region, 61% of commercial truck crossings were on Pharr International Bridge.



TRAINS & RAILCARS

Railcars cross in one location in the Rio Grande Valley region, on West Rail Bridge west of Brownsville. In 2023, rail accounted for 3% of goods (by value) moving across the border in the Rio Grande Valley region.

FIGURE 81
HISTORICAL TREND OF NORTHBOUND TRAIN CROSSINGS

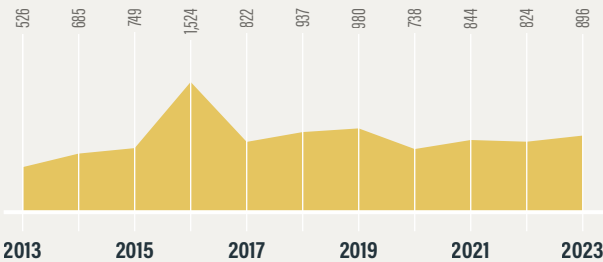
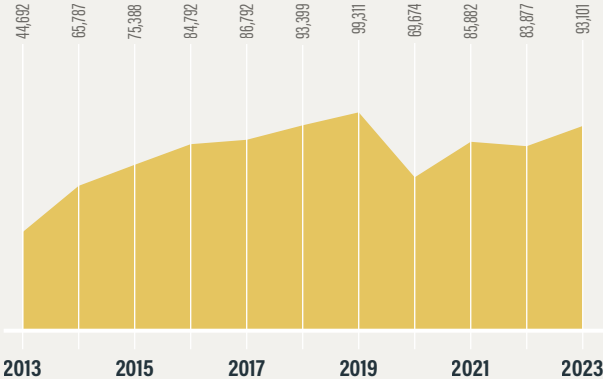


FIGURE 82
HISTORICAL TREND OF NORTHBOUND RAILCAR CROSSINGS








Source for all figures on this page: U.S. Customs & Border Protection, 2024



TABLE 18

CHANGES IN TRAFFIC VOLUME: 2013 VS. 2023

This table shows the percentage change in the number of crossings at each border crossing in the region, between 2013 and 2023.

					
ALL TEXAS-MEXICO CROSSINGS	▲4%	▲9%	▼28%	▲45%	▲42%
ALL RIO GRANDE VALLEY CROSSINGS	▲23%	▲5%	▼49%	▲47%	▲108%
Lake Falcon Dam International Crossing	n/a	▲96%	n/a	n/a	n/a
Roma-Ciudad Miguel Aleman Intl. Bridge	▼23%	▲9%	▲10%	▲468%	n/a
Starr-Camargo Bridge	▲81%	▲27%	n/a	▲61%	n/a
Los Ebanos Ferry	▲7%	▲3%	n/a	n/a	n/a
Anzalduas International Bridge	n/a	▲39%	▼100%	n/a	n/a
McAllen-Hidalgo International Bridge	▲24%	▲10%	▼40%	n/a	n/a
Pharr International Bridge	▼100%	▼67%	▼100%	▲39%	n/a
Donna-Rio Bravo International Bridge	*	▲45%	n/a	n/a	n/a
Progreso International Bridge	▲53%	▲14%	*	▲9%	n/a
Free Trade Intl. Bridge (Los Indios)	▲354%	▲63%	n/a	▲198%	n/a
West Rail Bridge	n/a	n/a	n/a	n/a	▲108%
Brownsville & Matamoros Express Bridge	▲44%	▼5%	n/a	n/a	n/a
Gateway International Bridge	▲8%	▼7%	n/a	n/a	n/a
Veterans Intl. Bridge at Los Tomates	▲241%	▲28%	▼78%	▲31%	n/a

Source for all figures on this page: U.S. Customs & Border Protection, 2024

* Less than 10 years of data available



RIO GRANDE VALLEY REGION TRENDS: 2013 VS. 2023

Comparing northbound crossings in 2023 to 2013

▲ 23% 

An increase of over 25 percent pushed northbound pedestrian crossings to over 6.6 million in 2023.

▲ 5% 

For the second year in a row, northbound passenger vehicle crossings surpassed 11.1 million.

▼ 49% 

As throughout the entire Texas-Mexico border, bus crossings were down. Here, they decreased by nearly one-half between 2023 and 2013.

▲ 47% 

Northbound commercial truck crossings have climbed steadily up, now surpassing 1.1 million.

▲ 108% 

Since 2013, northbound railcar crossings in the Rio Grande Valley region have doubled.

BORDER CROSSING FACTS

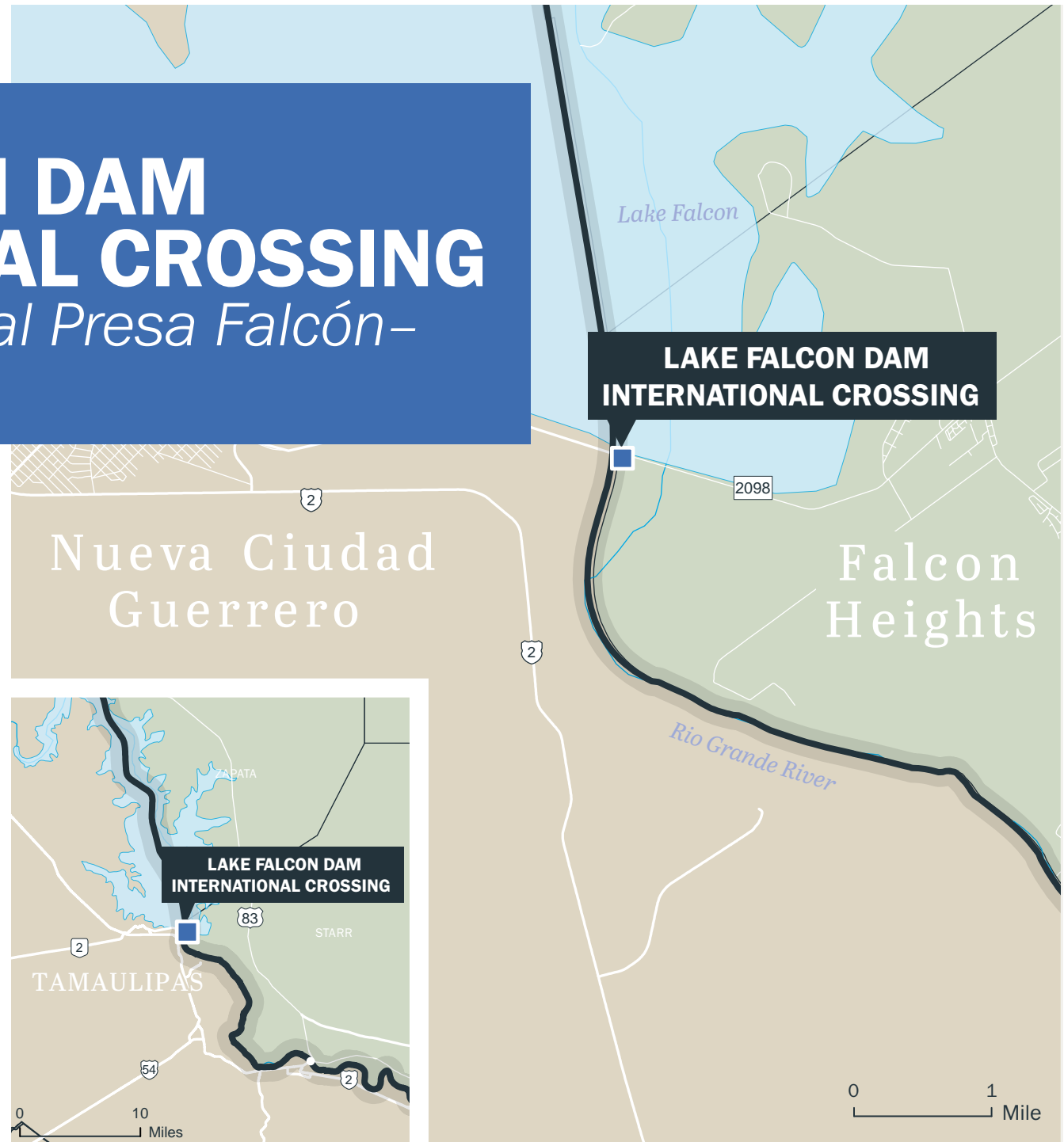
LAKE FALCON DAM INTERNATIONAL CROSSING

*Puente Internacional Presa Falcón–
Falcón Heights*

LOCATION Falcon Heights, Starr County, Texas, US; Zapata
County, Texas, US - Ciudad Guerrero, Tamaulipas, MX

ALTERNATE NAMES Falcon Dam • Lake Falcon Dam
Crossing • Puente Internacional Presa Falcón–Falcón
Heights • Cruce Internacional Presa Falcón • Puente San
Juan • Puente Internacional de la Presa • Bordo Interna-
cional de la Presa

BUILT IN 1960, this crossing is a two-lane road on
top of Lake Falcon Dam and opened in 1960. Pres-
idential permits were not required for structures
built before 1972. The U.S. side of the crossing
is owned by the U.S. Section of the Internation-
al Boundary & Water Commission (IBWC) and
operated by the U.S. Section of the IBWC. The
Mexico side is owned by the Mexican Section of
the IBWC.



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: The bridge access road, FM 2098, connects to US 83 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road provides access to MEX 2.

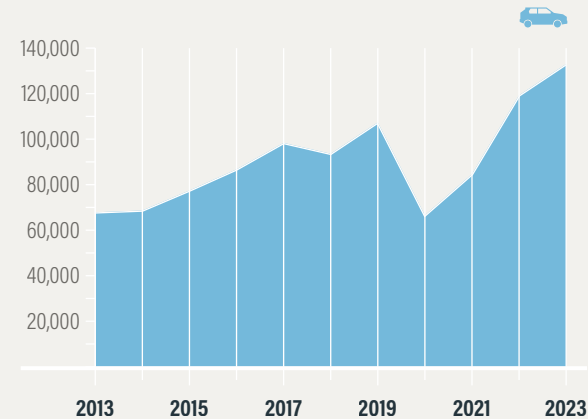
INSPECTION FACILITIES

The land port of entry was constructed in 1953 by the International Boundary & Water Commission (IBWC). The building was expanded in 1977, 1989, and 2009. The border station was transferred from the IBWC to U.S. Customs & Border Protection after construction of the dam.

INSPECTION LANES

2 PASSENGER VEHICLE LANES

FIGURE 83
NORTHBOUND CROSSINGS,
2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024

HOURS OF OPERATION

Monday–Sunday 7am–3pm

Source: U.S. Customs & Border Protection, 2024

TOLLS

There are no tolls in either direction at Lake Falcon Dam International Crossing.

Did you know?

Lake Falcon Dam International Crossing is the only federally owned international bridge in the Rio Grande Valley region. The dam provides flood control and generates electricity.



BORDER CROSSING FACTS

ROMA-CIUDAD MIGUEL ALEMÁN INTERNATIONAL BRIDGE

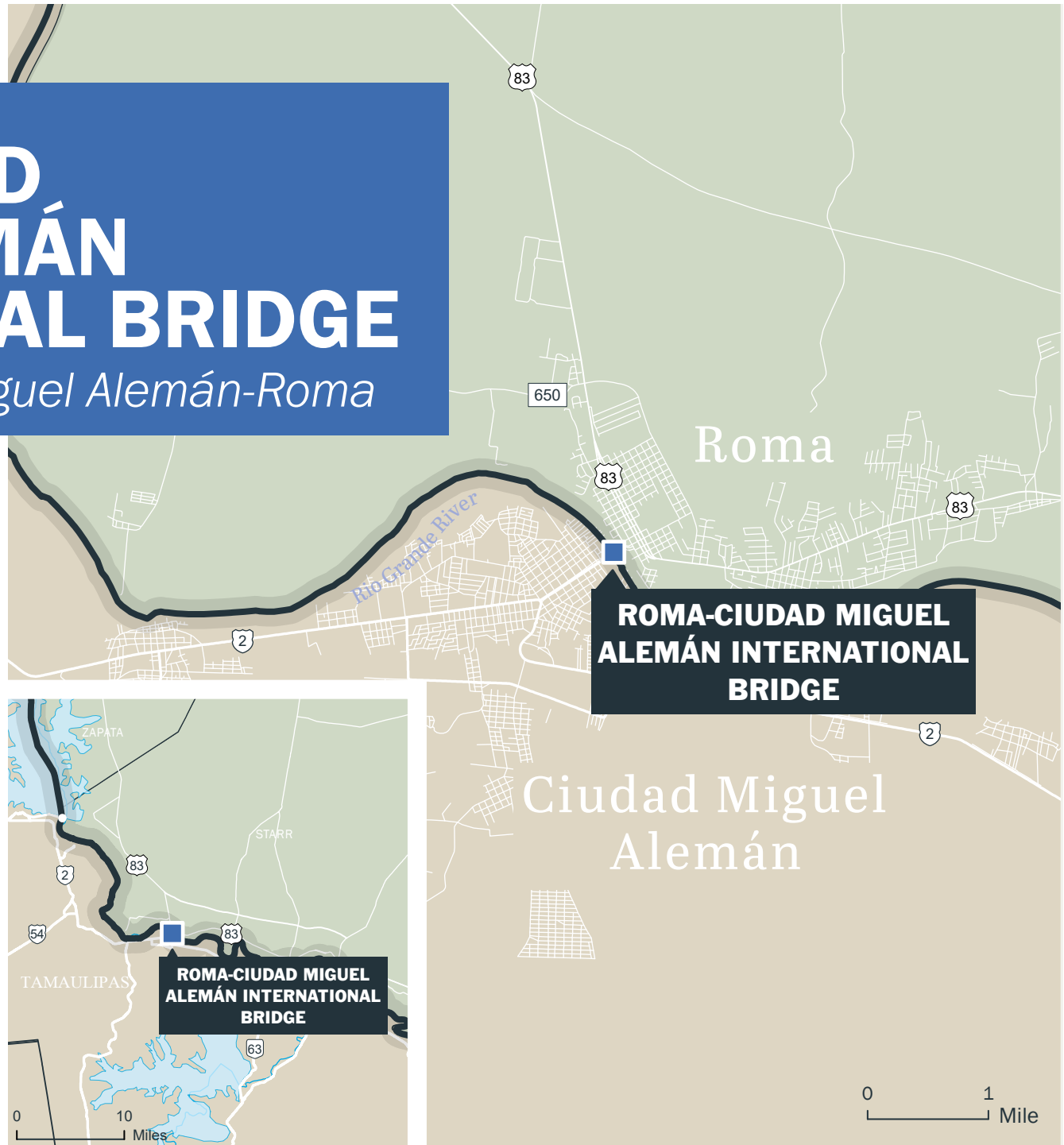
Puente Internacional Miguel Alemán-Roma

LOCATION Roma, Starr County, Texas, US - Ciudad Miguel Alemán, Tamaulipas, MX

ALTERNATE NAMES Starr County International Bridge

- Roma Bridge • Roma-Ciudad Miguel Alemán Bridge
- Puente Internacional Miguel Alemán-Roma • Puente Roma-Miguel Alemán • Puente Miguel Alemán

A TWO-LANE FACILITY, this bridge was built in 1979. This two-lane bridge is 810 feet long. The U.S. side of the bridge is owned and operated by Starr County. The Presidential permit for this facility was approved in 1977. The Mexico side is owned by the government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, Bravo Boulevard, connects to US 83 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road, Manuel Cavazos Lerma, connects to MEX 2.

INSPECTION FACILITIES

The Roma land port of entry is leased by the United States and is under the control of the U.S. General Services Administration (GSA). It is owned by Starr County and was completed in 1989. An offsite secondary commercial inspection facility was opened in 2024.

INSPECTION LANES

PEDESTRIAN LANE

4 PASSENGER VEHICLE LANES

1 COMMERCIAL TRUCK LANE

UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

Did you know?
The number one commodity that crossed Roma-Ciudad Miguel Alemán International Bridge in 2022—valued at \$320 million was produce.

HOURS OF OPERATION

PEDESTRIANS 24/7
PASSENGER VEHICLES 24/7
COMMERCIAL
Monday–Friday 8am–8pm
Saturday 8am–1pm

Source: U.S. Customs & Border Protection, 2024



TABLE 19

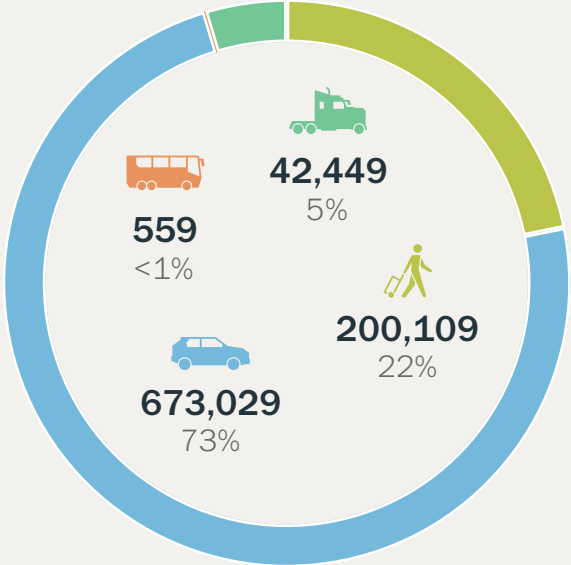
ROMA-CIUDAD MIGUEL ALEMÁN INTL. BRIDGE TOLL RATES

as of July 2024

	SOUTHBOUND		NORTHBOUND	
 PEDESTRIAN OR BICYCLE		\$1.00		MX\$5.00
 MOTORCYCLE	2 axles	\$4.00		MX\$16.00
 PASSENGER VEHICLE	2 axles	\$4.00	2 axles	MX\$32.00
 BUS	2-3 axles	\$25.00	2-4 axles	MX\$65.00
 COMMERCIAL TRUCK	3 axles	\$15.00	2-9 axles	MX\$65.00
	4 axles	\$1700		
	5 axles	\$20.00		

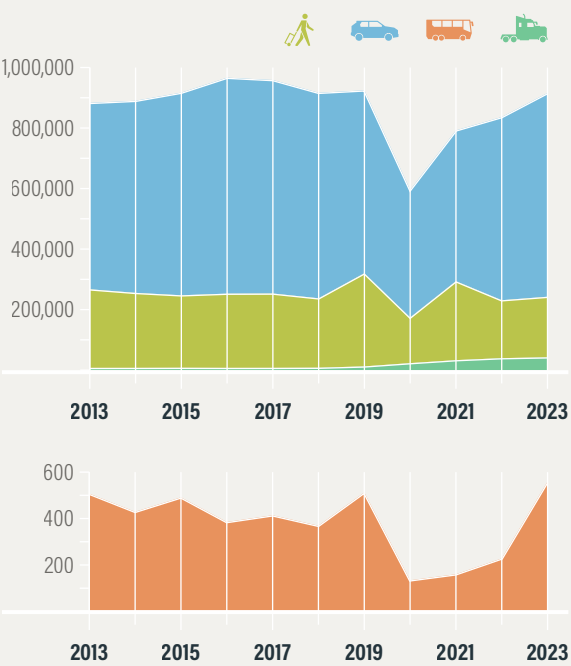
Sources: Starr County International Bridge, June 2024; CAPUFE, July 2023

FIGURE 84
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 85
NORTHBOUND CROSSINGS, 2013-2023



BORDER CROSSING FACTS

STARR-CAMARGO BRIDGE

*Puente Internacional
Camargo-Rio Grande City*

LOCATION Rio Grande City, Starr County, Texas, US -
Ciudad Camargo, Tamaulipas, MX

ALTERNATE NAMES Rio Grande City–Camargo Interna-
tional Bridge • Puente Internacional Camargo-Rio Grande
City • Puente Camargo–Rio Grande City • Puente Camargo
• Puente Rio Grande Camargo

OPENED IN 1966, the Starr-Camargo Bridge is a
two-lane facility that is 591 feet long. Presidential
permits were not required for structures built
before 1972. The U.S. side is owned and operated
by Starr Camargo Bridge Company. The Mexico
side is owned by the government of Mexico and
operated by Caminos y Puentes Federales de
Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: The bridge access road, Pete Diaz Avenue, connects to US 83 which is part of the Texas Highway Freight Network.

IN MEXICO: The bridge access road, interconnects with TAM 63 and connects to MEX 2.

INSPECTION FACILITIES

The Rio Grande City land port of entry is leased by the United States and under the control of GSA and was constructed in 1966 and upgraded in 1991. It is owned by the Starr Camargo Bridge Company.

INSPECTION LANES

- 1 PEDESTRIAN LANE
Including Ready Lanes to read RFID-enabled identification
- 3 PASSENGER VEHICLE LANES
- 2 COMMERCIAL TRUCK LANES
- UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

HOURS OF OPERATION

- PEDESTRIANS
Monday–Sunday 7am–11pm
- PASSENGER VEHICLES
Monday–Sunday 7am–11pm
- COMMERCIAL
Monday–Friday 8am–8pm
Saturday–Sunday 9am–1pm

Source: Starr-Camargo Bridge Company, 2024



Did you know?
The number one commodity, by value, that crossed Starr-Camargo Bridge in 2022 was peppers.

TABLE 20

STARR-CAMARGO BRIDGE
TOLL RATES

as of July 2024

		SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE		\$1.00	MX\$5.00
	 MOTORCYCLE	2 axles \$3.50	MX\$16.00
	 PASSENGER VEHICLE	2 axles \$3.50	2 axles MX\$32.00 per additional axle MX\$16.00
 "DUALY" PICKUP		\$10.75	
	2 axles	\$12.75	
	3 axles	\$14.75	
	4 axles	\$17.75	
	5 axles	\$21.25	
	6 axles	\$24.25	
	5,6 axle, over-weight	\$26.00	2-9 axles MX\$65.00
 COMMERCIAL TRUCK	Overweight flat trailer	\$36.50	
	Commercial double empty	\$37.50	
	Commercial double loaded	\$42.50	

Sources: Starr Camargo Bridge Company, June 2024; CAPUFE, July 2023

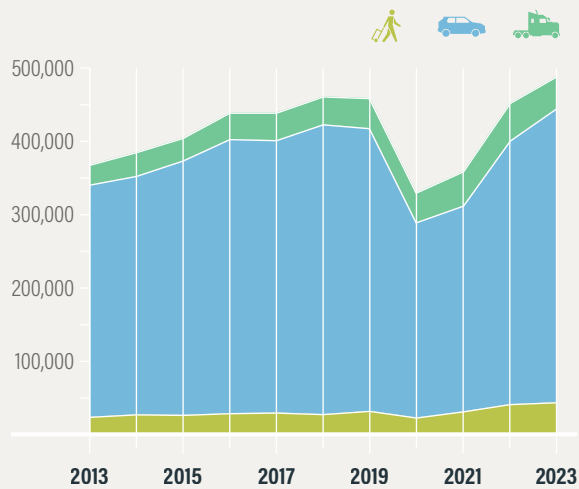
FIGURE 86

2023 NORTHBOUND CROSSINGS, BY MODE



FIGURE 87

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

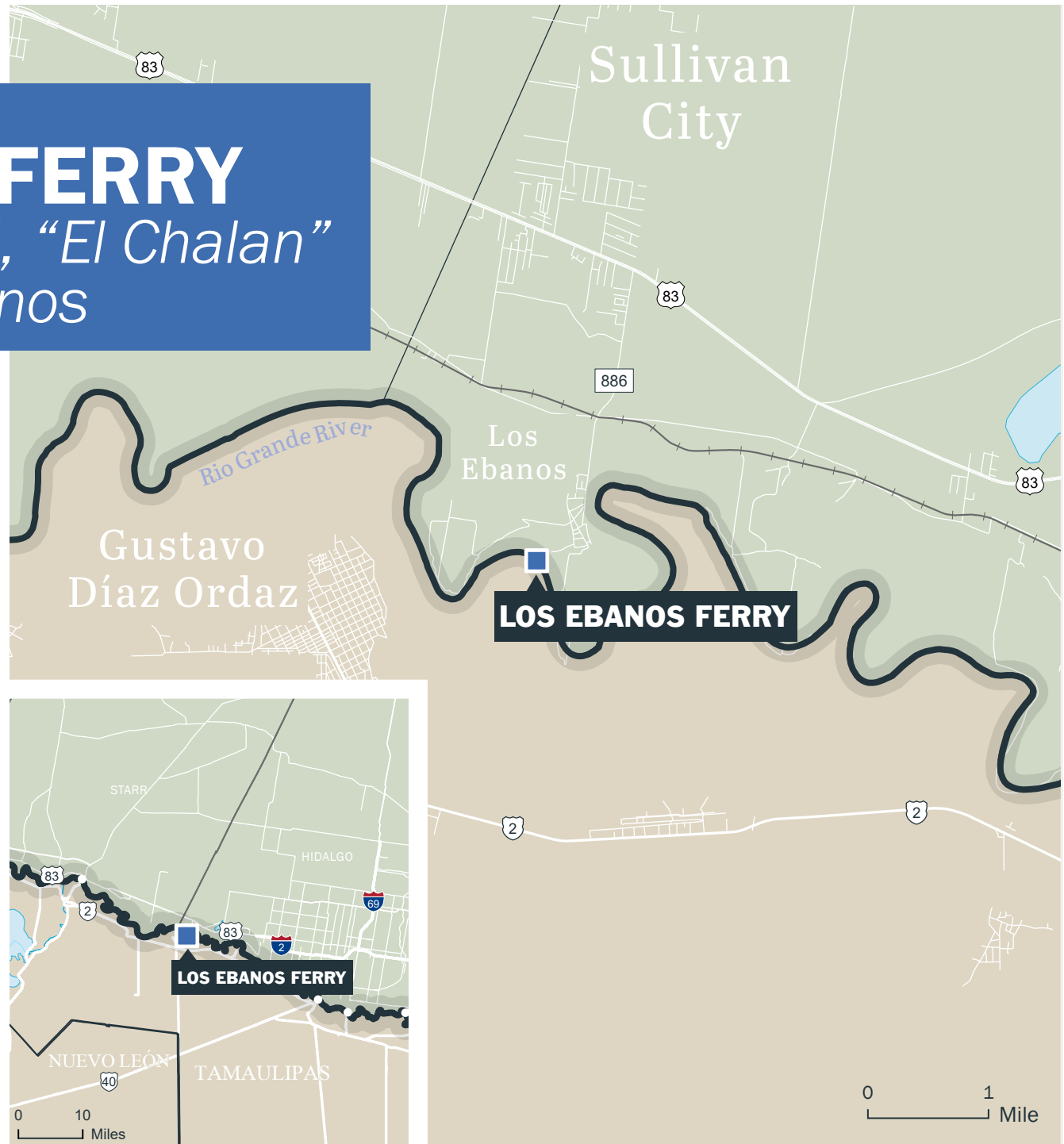
LOS EBANOS FERRY

*Cruce Internacional, “El Chalan”
Díaz Ordáz-Los Ebanos*

LOCATION Los Ebanos, Hidalgo County, Texas, US –
Gustavo Díaz Ordaz, Tamaulipas, US

ALTERNATE NAMES Los Ebanos – San Miguel Cam-
argo • Ferry Gustavo Díaz Ordaz • Ferry Díaz Ordaz–Los
Ebanos • Puente Internacional, “El Chalan” Díaz Ordaz-Los
Ebanos • El Chalan de Los Ebanos

**ALTHOUGH A FERRY HAS OPERATED AT THIS CROSS-
ING SINCE THE 1950s**, the current ferry has been
operating since 1979. The U.S. side of the ferry
is owned and operated by the Reyna family. The
Mexico side is owned and operated by Armando
de la Garza.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The ferry crossing access road, Flores Street, leads into the town of Los Ebanos which is located south of US 83 which is part of the Texas National Freight Network.

IN MEXICO: The ferry crossing access road, Adolfo López Mateos, leads into the town of Gustavo Díaz Ordaz, which is located north of MEX 2.

INSPECTION FACILITIES

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. This is one of three Texas border inspection facilities owned by CBP.

INSPECTION LANES

- 1 PEDESTRIAN LANE
- 1 PASSENGER VEHICLE LANE



Did you know?
Los Ebanos Ferry is the only hand-drawn ferry on the US-Mexico border.

HOURS OF OPERATION

Monday–Sunday 8am–4pm (conditions permitting)

Source: U.S. Customs & Border Protection, 2024



TABLE 21
LOS EBANOS FERRY
TOLL RATES

as of July 2024		SOUTH-BOUND	NORTH-BOUND
	PEDESTRIAN OR BICYCLE	\$2.00	\$1.00
	MOTORCYCLE	\$3.00	\$2.00
	PASSENGER VEHICLE	\$5.00	\$3.00

Sources: Los Ebanos Ferry, March 2024

FIGURE 88
2023 NORTHBOUND CROSSINGS, BY MODE

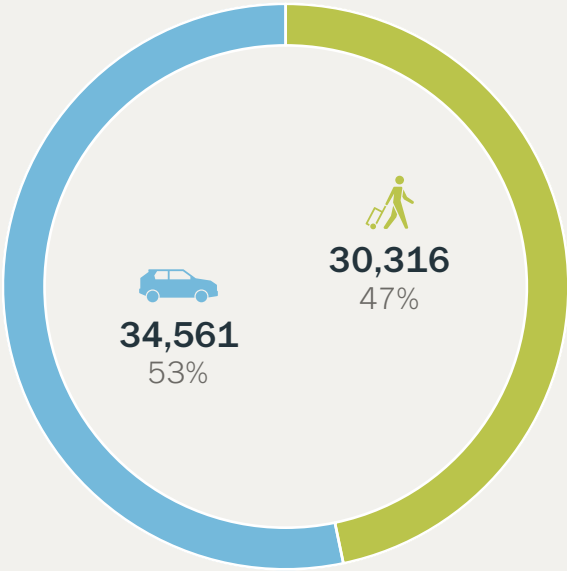
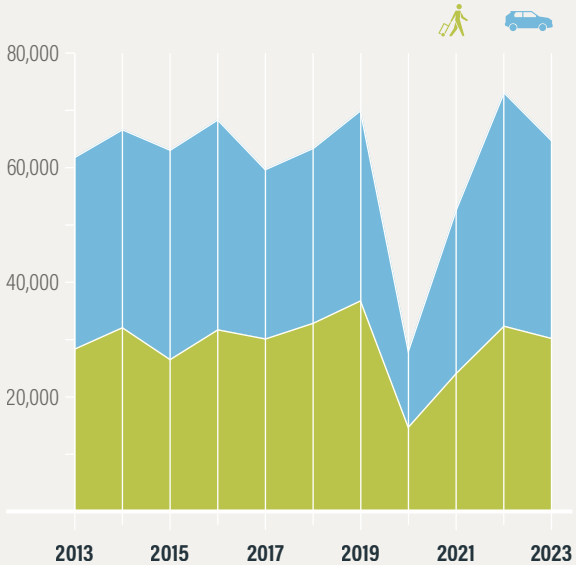


FIGURE 89
NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024

BORDER CROSSING FACTS

ANZALDUAS INTERNATIONAL BRIDGE

*Puente Internacional Anzaldúas
Reynosa-Mission*

LOCATION Mission, Hidalgo County, Texas, US – Reynosa, Tamaulipas, MX

ALTERNATE NAMES Sharyland Bridge • Puente Internacional Anzaldúas Reynosa-Mission • Puente Internacional Reynosa-Mission • Puente Anazaldúas • Puente Internacional Anazaldúas

ANZALDUAS INTERNATIONAL BRIDGE BEGAN OPERATIONS IN 2009. It is a four-lane vehicular undivided bridge (two southbound lanes and two northbound lanes), which spans 3.2 miles. The Presidential permit for this facility was issued in 1999. The U.S. side is owned by the cities of Hidalgo, McAllen, and Mission and operated by the City of McAllen. The Mexico side is owned by the Government of Mexico and operated by Grupo Marhnos.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, FM 396/Anzalduas Highway, connects to FM 1016/East Military Road and Interstate 2. Farther to the east, Interstate 2 is a designated portion of the National Highway Freight Network.

IN MEXICO: The bridge access road connects to MEX 40 which provides access to MEX 2.

INSPECTION FACILITIES

The Anzalduas land port of entry (LPOE) opened in 2009.

INSPECTION LANES

6 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification

HOURS OF OPERATION

Monday–Sunday 6 am–10pm

Source: U.S. Customs & Border Protection, 2024

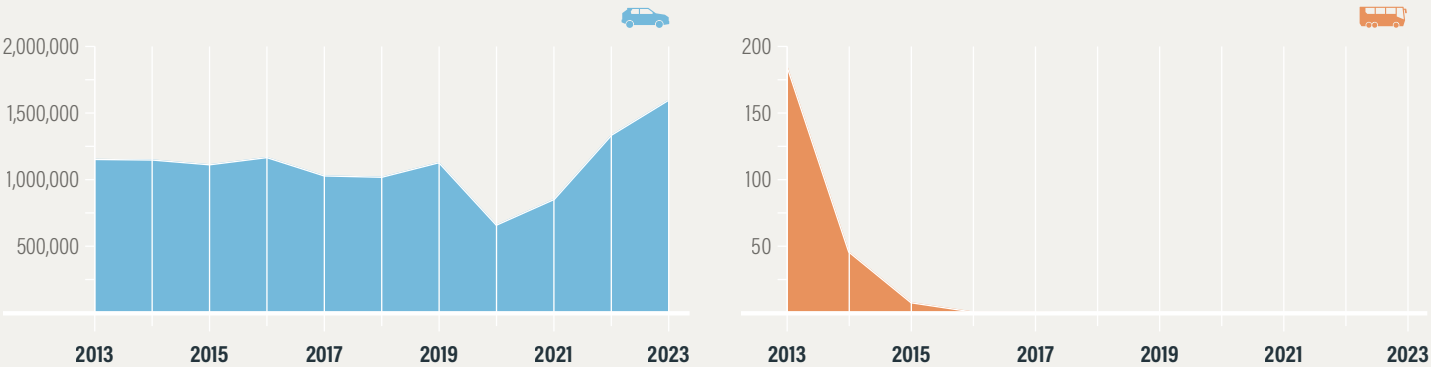


TABLE 22
ANZALDUAS INTERNATIONAL BRIDGE TOLL RATES

as of July 2024		SOUTHBOUND	NORTHBOUND
	MAQUILA WORKERS	\$3.00	
	MOTORCYCLE	\$3.50	MX\$25.00
	PASSENGER VEHICLE	\$3.50	2 axles MX\$50.00
	BUS	2 axles \$7.00 3 axles \$9.00	2-4 axles MX\$99.00
	COMMERCIAL TRUCK (EMPTY)	2 axles \$11.25 3 axles \$14.50 4 axles \$16.00 5 axles \$19.00 6 axles \$23.00	

Sources: City of McAllen, June 2024; Secretaría de Comunicaciones y Transportes, June 2024

FIGURE 90
NORTHBOUND CROSSINGS, 2013-2023



Source: U.S. Customs & Border Protection, 2024

Did you know?
At 3.2 miles, Anzalduas International Bridge is the longest bridge on the Texas-Mexico border.

BORDER CROSSING FACTS

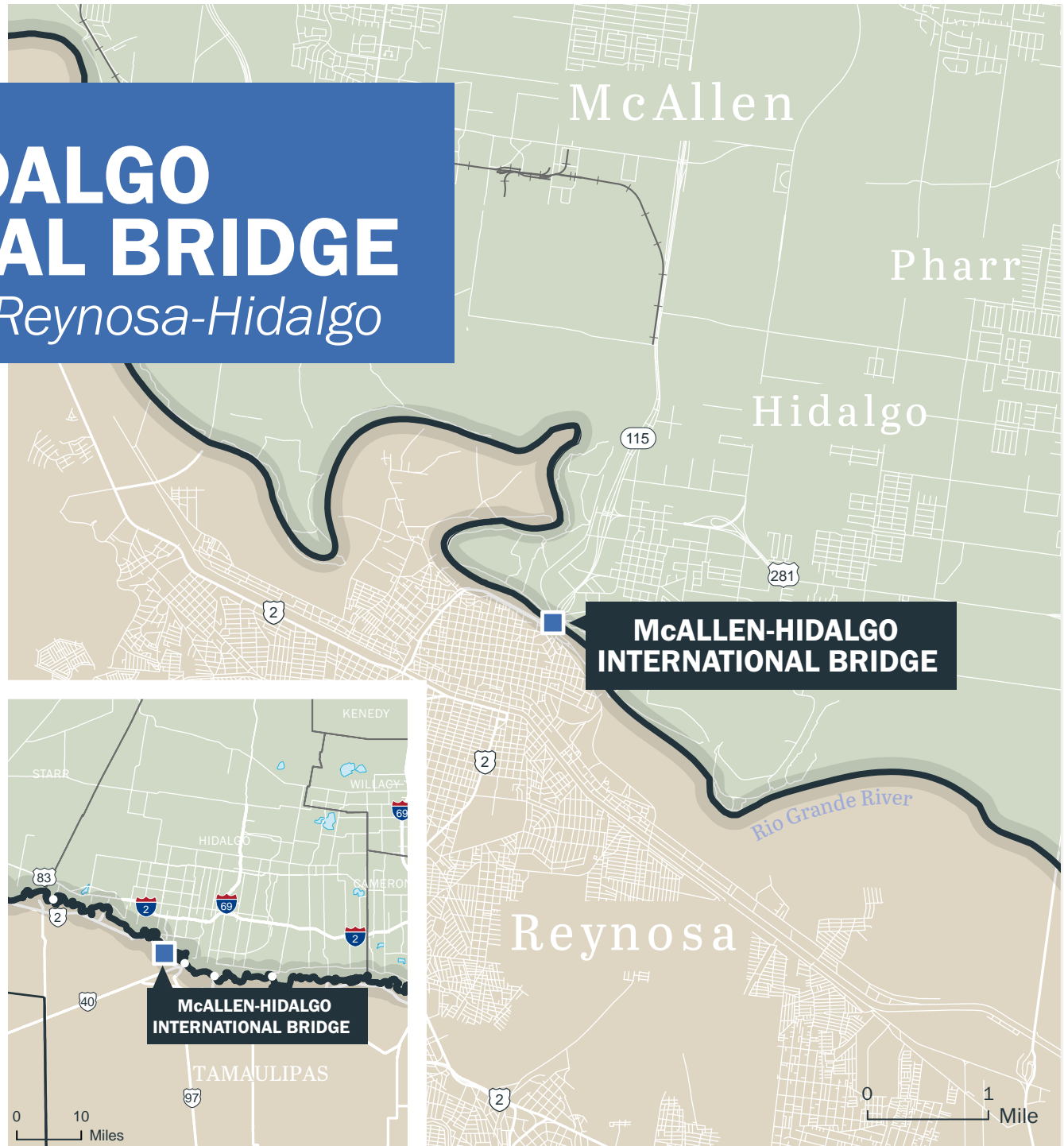
MCALLEN-HIDALGO INTERNATIONAL BRIDGE

Puente Internacional Reynosa-Hidalgo

LOCATION Hidalgo, Hidalgo County, Texas, US – Reynosa, Tamaulipas, MX

ALTERNATE NAMES Hidalgo Bridge • McAllen-Hidalgo Bridge • McAllen-Hidalgo-Reynosa International Bridge • Puente Internacional Reynosa-Hidalgo • Puente Reynosa-Hidalgo I y II • Puente Reynosa • Puente Reynosa-McAllen I

CONSISTING OF TWO STRUCTURES, the McAllen-Hidalgo International Bridge crossing includes an older four-lane bridge, which is 524 feet long and was built in 1965. This bridge serves only south-bound traffic. The newer four-lane bridge, which is 852 feet long and was built in 1987, serves only northbound traffic. This crossing also accommodates pedestrians. The Presidential permit for the second structure was issued in 1985. The U.S. side of the bridge is owned and operated by the City of McAllen. The Mexico side of the bridge is owned by the government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, South International Boulevard, connects to US 281 and Interstate 2.

IN MEXICO: The bridge access road, Luis Echeverría, interconnects with MEX 97 and connects to MEX 2 and MEX 40.

INSPECTION FACILITIES

The Hidalgo land port of entry 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.

INSPECTION LANES

5 PEDESTRIAN LANES

12 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification

HOURS OF OPERATION

This crossing is open 24/7





Source: City of McAllen, 2024

Did you know?
McAllen-Hidalgo International Bridge is the number one bridge in the Rio Grande Valley region in 2023 for northbound pedestrian, passenger vehicle, and bus crossings.



TABLE 23

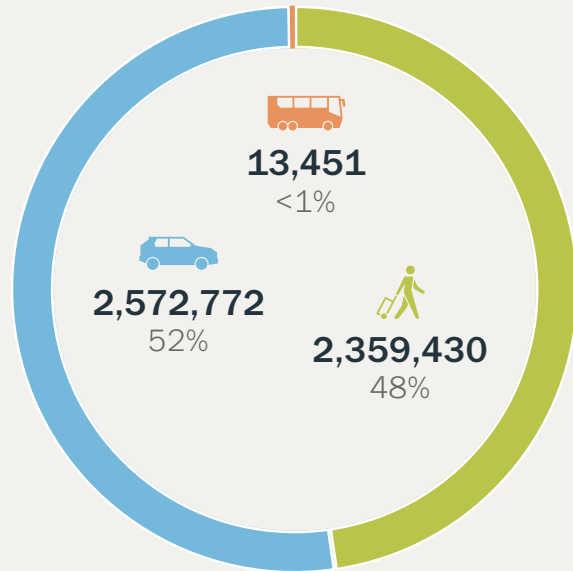
MCALLEN-HIDALGO INTERNATIONAL BRIDGE TOLL RATES

as of July 2024		SOUTHBOUND		NORTHBOUND	
	PEDESTRIAN OR BICYCLE		\$1.00		MX\$5.00
	MOTORCYCLE	2 axles	\$3.50		MX\$16.00
	PASSENGER VEHICLE	2 axles	\$3.50		MX\$32.00
	BUS	2 axles	\$7.00	2-4 axles	MX\$65.00
		3 axles	\$9.00		

Sources: City of McAllen, June 2024; CAPUFE, July 2023

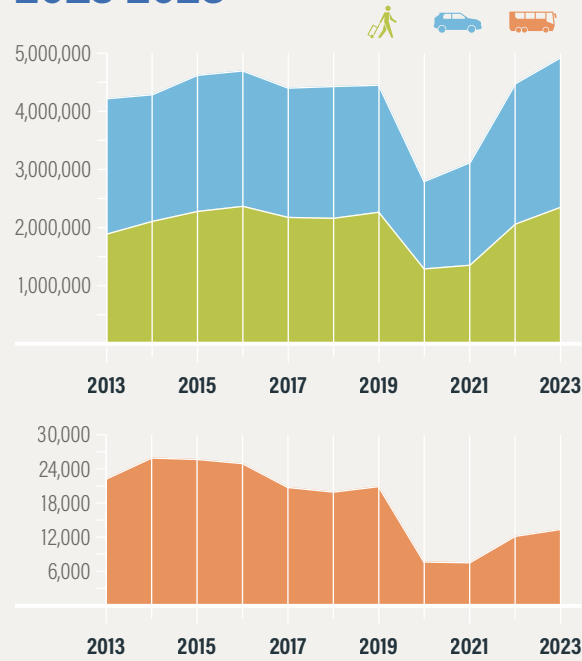


FIGURE 91
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 92
NORTHBOUND CROSSINGS, 2013-2023



BORDER CROSSING FACTS

PHARR INTERNATIONAL BRIDGE

*Puente Internacional Nuevo
Amanecer Reynosa-Pharr*

LOCATION Pharr, Hidalgo County, Texas, US – Reynosa,
Tamaulipas, MX

ALTERNATE NAMES Pharr-Reynosa International Bridge
on the Rise • Pharr-Reynosa International Bridge • Puente
Internacional Nuevo Amanecer Reynosa-Pharr • Puente
Internacional Reynosa-Pharr • Nuevo Amanecer • Puente
Internacional Nuevo Amanecer

OPENED IN 1995, this crossing consists of one
four-lane bridge (three northbound lanes and one
southbound lane) that is 15,770 feet long. A Presi-
dential permit for initial construction was issued
in 1978. In 2020, a Presidential permit was issued to
build a second span. The U.S. side of the bridge
is owned and operated by the City of Pharr. The
Mexico side is owned by the government of Mexico
and operated by Caminos y Puentes Federales de
Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: The bridge access road, South Cage Boulevard, connects to US 281 which is part of the Texas Highway Freight Network, and Interstates 2 and 69C both of which are part of the National Highway Freight Network.

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

Did you know?
Pharr International
Bridge is the number
one border crossing in
the U.S. for produce.

INSPECTION FACILITIES

The Kika de la Garza (Pharr) land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It opened to traffic in April 1996.

INSPECTION LANES

6 PASSENGER VEHICLE LANES
Including SENTRI Lanes for pre-approved travelers

7 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program



UNIFIED CARGO PROCESSING
(UCP) is supported at this crossing



TABLE 24

HOURS OF OPERATION

as of July 2024






SOUTHBOUND		NORTHBOUND	
 PASSENGER VEHICLE	Daily		Monday–Friday 6am–8am & 4pm–6pm
			Saturday & Sunday 6am–8am & 4pm–11:55pm
	Monday–Friday	6am–11:50pm	
 COMMERCIAL TRUCK*	Monday–Friday	6am–11pm	Monday–Friday 7am–10pm
	Saturday	7am–4pm	Saturday & Sunday 8am–4pm
	Sunday	7am–3pm	

*Small, empty trucks and short trucks can use passenger vehicle lane.

TABLE 25

PHARR INTERNATIONAL BRIDGE
TOLL RATES

as of July 2024

as of July 2024		SOUTHBOUND		NORTHBOUND	
	MOTORCYCLE		\$5.00 (\$4.75 AVI)		MX\$21.00
	PASSENGER VEHICLE		\$5.00 (\$4.75 AVI)	2 axles	MX\$43.00
	MOTORHOME	2 axles	\$15.00		
	BUS	2 axles	\$16.25 (\$15.25 AVI)		
		3 axles	\$20.25 (\$19.25 AVI)	2-4 axles	MX\$91.00
	COMMERCIAL TRUCK	5 axles	\$27.25 (\$25.25 AVI)	2-4 axles	MX\$89.00
		6 axles	\$30.25 (\$29.25 AVI)	5-6 axles	MX\$184.00
		wide load	\$45.00	7-9 axles	MX\$294.00

AVI: Automatic Vehicle Identification—a pre-paid toll account program

Sources: City of Pharr, June 2024; Secretaría de Comunicaciones y Transportes, June 2024

FIGURE 93

2023 NORTHBOUND CROSSINGS, BY MODE

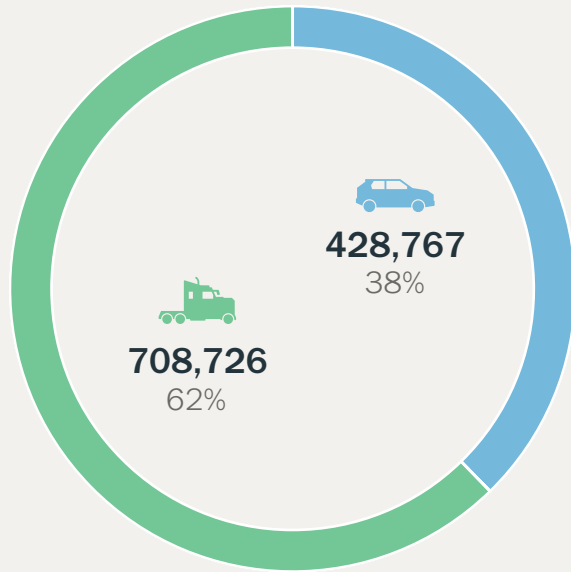
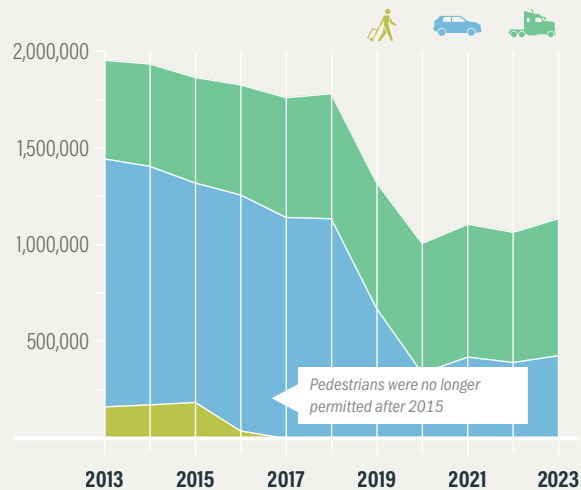


FIGURE 94

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

DONNA-RIO BRAVO INTERNATIONAL BRIDGE

Puente Internacional Río Bravo-Donna

LOCATION Donna, Hidalgo County, Texas, US – Río Bravo,
Tamaulipas, MX

ALTERNATE NAMES Donna/Río Bravo International Bridge

• Alliance International Bridge • Donna International
Bridge • Puente Internacional Río Bravo-Donna • Puente
Revolución Internacional • Puente Río Bravo – Donna

AN EIGHT-LANE PASSENGER VEHICLE BRIDGE,

Donna-Rio Bravo International Bridge is approximately 1,000 feet long and 108 feet wide. It has four southbound and four northbound lanes. It was built in 2010 after receiving a Presidential permit in 1979. The U.S. side of the bridge is owned and operated by the City of Donna. The Mexico side is owned by the Government of Mexico and operated by Compania Operadora de Puente y Autopistas S.A. De C.V. (COPA).



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: The bridge access road, FM 493, connects to US 281 which is on the Texas Highway Freight Network and Interstate 2 which is part of the National Highway Freight Network.

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

INSPECTION FACILITIES

The land port of entry (LPOE) is owned by the United States and under the jurisdiction, custody, and control of the GSA. The LPOE opened in December 2010.

INSPECTION LANES

- 4 PEDESTRIAN LANES
- 4 PASSENGER VEHICLE LANES
- Including Ready Lanes to read RFID-enabled identification

HOURS OF OPERATION

Sunday–Monday 6am–9:45pm

Source: City of Donna, 2024









Did you know?
Opening in 2010,
Donna-Rio Bravo
International Bridge
is the newest vehicle
bridge in the Rio
Grande Valley.

TABLE 26

DONNA-RIO BRAVO INTL.
BRIDGE TOLL RATES

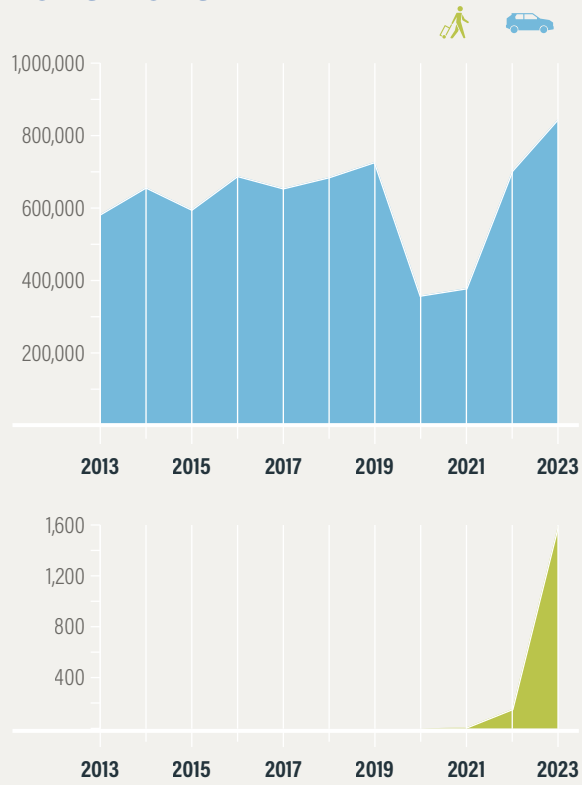
as of July 2024

	SOUTHBOUND		NORTHBOUND	
 PEDESTRIAN OR BICYCLE		\$13.00 (MX\$22.00)		MX\$4.00
 MOTORCYCLE		\$4.00 (MX\$88.00)		MX\$34.00
 PASSENGER VEHICLE	2 axles	\$4.00 (MX\$88.00)		
	per additional axle	\$4.00 (MX\$88.00)	2 axles	MX\$69.00
	pushing/pulling car	\$10.00 (MX\$220.00)		
 MOTORHOME		\$20.00 (MX\$440.00)		
 BUS	2 axles	\$10.00 (MX\$220.00)		
	3 axles	\$12.00 (MX\$264.00)		
	2 axles	\$15.00 (MX\$330.00)		
 COMMERCIAL TRUCK–EMPTY	3 axles	\$19.00 (MX\$418.00)		
	4 axles	\$21.00 (MX\$462.00)		
	5 axles	\$26.00 (MX\$572.00)		
	6 axles	\$29.00 (MX\$638.00)		
	wide load	\$44.00 (MX\$968.00)		

Sources: City of Donna, June 2024; Secretaría de Comunicaciones y Transportes, November 2022; copaoperacion.com/rio-bravo/

FIGURE 95

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

PROGRESO INTERNATIONAL BRIDGE

*Puente Internacional Las Flores
Nuevo Progreso-Progreso*

LOCATION Progreso, Hidalgo County, Texas, US – Nuevo Progreso, Tamaulipas, MX

ALTERNATE NAMES B & P Bridge • Weslaco-Progreso International Bridge • Progreso-Nuevo Progreso International Bridge • Puente Las Flores • Puente Internacional Nuevo Progreso–Progreso

ORIGINALLY BUILT IN 1951, Progreso International Bridge was rebuilt in 2003. It is a 628-foot long, four-lane automobile bridge with two lanes in each direction, plus pedestrian sidewalks and a separate two-lane truck bridge. The U.S. side of the bridge is owned and operated by Progreso Bridge Company. The Mexico side is owned by the Government of Mexico and operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO
MAJOR HIGHWAYS

IN THE US: The bridge access road, South International Boulevard, connects to US 281 which is on the Texas Highway Freight Network and Interstate 2/US 83 which is on the National Highway Freight Network.

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

INSPECTION FACILITIES

The Progreso land port of entry (LPOE) is leased by the United States and under the control of GSA. GSA leases the LPOE facilities from the owner, Sam R. Sparks LP. The original border station facility was built in 1952 and renovated in 1983.

INSPECTION LANES

- 6 PEDESTRIAN LANES
Including Ready Lanes to read RFID-enabled identification
- 5 PASSENGER VEHICLE LANES
Including Ready Lanes to read RFID-enabled identification

1 COMMERCIAL TRUCK LANE

HOURS OF OPERATION

- PEDESTRIANS 24/7
- PASSENGER VEHICLES 24/7
- COMMERCIAL
Monday–Friday 8am–5pm
Saturday 10am–noon

Source: U.S. Customs & Border Protection, 2024








Did you know?
Progreso International
Bridge is privately owned.

TABLE 27

PROGRESO INTERNATIONAL
BRIDGE TOLL RATES

as of July 2024

	SOUTHBOUND		NORTHBOUND	
 PEDESTRIAN OR BICYCLE		\$1.00		MX\$5.00
 MOTORCYCLE	2 axles	\$2.00		MX\$16.00
 PASSENGER VEHICLE	2 axles	\$4.00	2 axles	MX\$32.00
 BUS			2-4 axles	MX\$65.00
 COMMERCIAL TRUCK	4 axles	\$18.00		
	5 axles	\$23.00		
	6 axles	\$27.00		
	7 axles	\$33.00	2-9 axles	MX\$65.00
	8 axles	\$40.00		
	9 axles	\$44.00		
	10 axles	\$48.00		

Sources: Progreso International Bridge, July 2023; CAPUFE, July 2023

FIGURE 96

2023 NORTHBOUND CROSSINGS, BY MODE

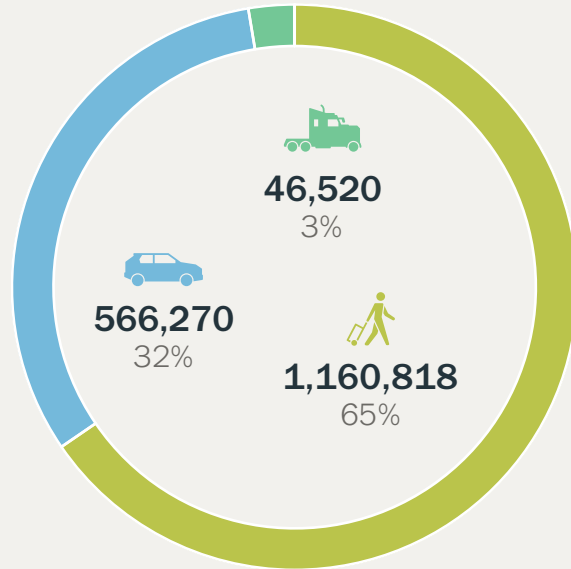
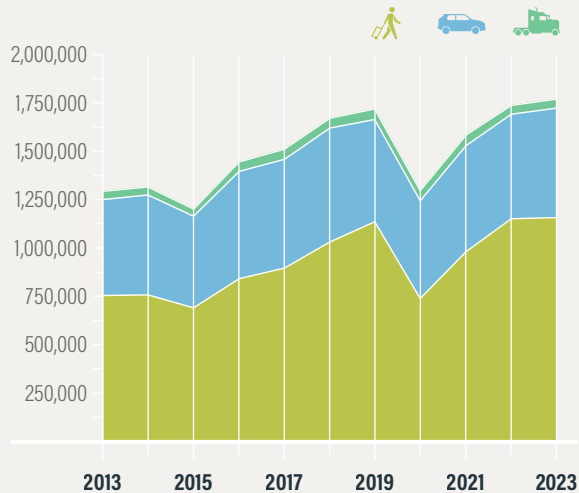


FIGURE 97

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

FREE TRADE INTERNATIONAL BRIDGE (LOS INDIOS)

Puente Internacional Lucio Blanco-Los Indios (Libre Comercio)

LOCATION Los Indios, Cameron County, Texas, US – Lucio Blanco, Tamaulipas, MX

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

IN OPERATION SINCE 1992, this crossing has four lanes – two in each direction – and is 503 feet in length. The U.S. side is owned by Cameron County and revenue is shared with the cities of San Benito and Harlingen. It is operated by Cameron County International Bridge System. The Mexico side is owned by the government of Mexico and operated by Compania Operadora de Puente y Autopistas S.A. De C.V. (COPA).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, FM 509/Cantu Road, connects to US 281/ Military Highway which is on the Texas Highway Freight Network and Interstate 69E which is part of the National Highway Freight Network.

IN MEXICO: The bridge access road connects to MEX 2 and TAM 53.

INSPECTION FACILITIES

The Los Indios land port of entry is owned by the United States and under the jurisdiction, custody, and control of GSA. It was completed in 1992.

INSPECTION LANES

- 4 PEDESTRIAN LANES
Including Ready Lanes to read RFID-enabled identification
- 4 PASSENGER VEHICLE LANES
Including Ready Lanes to read RFID-enabled identification
- 4 COMMERCIAL TRUCK LANES
Including FAST Lanes for trucks participating in a special clearance program

HOURS OF OPERATION

- PEDESTRIANS
Monday–Sunday 6am–Midnight
- PASSENGER VEHICLES
Monday–Sunday 6am–Midnight
- COMMERCIAL
Monday–Friday 9am–9pm
Saturday 9am–2pm









Source: U.S. Customs & Border Protection, 2024



Did you know?
Free Trade
International
Bridge (Los Indios)
was the last border
crossing built
before NAFTA
was adopted.

TABLE 28

FREE TRADE INTERNATIONAL BRIDGE (LOS INDIOS) TOLL RATES

as of July 2024		SOUTHBOUND		NORTHBOUND	
	PEDESTRIAN OR BICYCLE		\$1.00 (MX\$26.00)		-
	MOTORCYCLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI		MX\$34.00
	PASSENGER VEHICLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI	2 axles	MX\$69.00
	TRANS-MIGRANT 1	2 axles	\$7.75 (\$201.50)	per additional axle	MX\$33.00
	TRANS-MIGRANT 2	2 axles	\$11.25 (MX\$292.50)		
	MOTORHOME		\$10.00 (MX\$260.00)		
	BUS	2 axles	\$10.00 (MX\$260.00)	2-4 axles	MX\$140.00
	COMMERCIAL TRUCK	2 axles	\$11.00 (MX\$286.00) \$9.50 AVI		
		3 axles	\$15.00 (MX\$390.00) \$13.50 AVI	4-5 axles	MX\$282.00
		4 axles	\$17.25 (MX\$448.50) \$15.50 AVI		
		5 axles	\$22.00 (MX\$572.00) \$19.25 AVI	6-9 axles	MX\$453.00
		6 axles	\$25.00 (MX\$650.00) \$23.25 AVI	per additional axle	MX\$71.00

Sources: Cameron County International Bridge System, October 2022; COPA, July 2023

FIGURE 98

2023 NORTHBOUND CROSSINGS, BY MODE

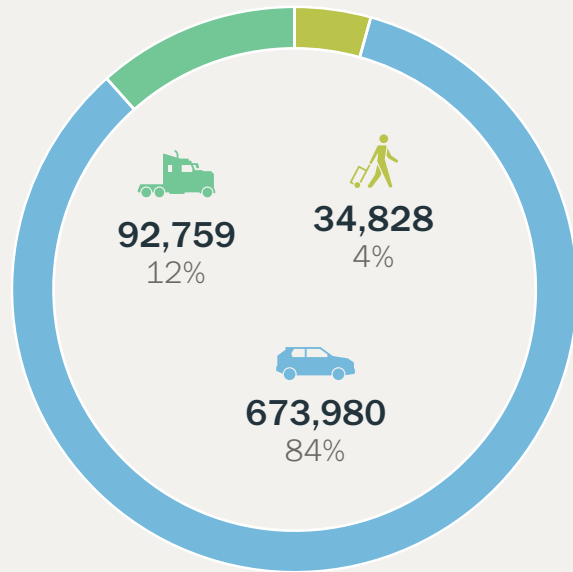
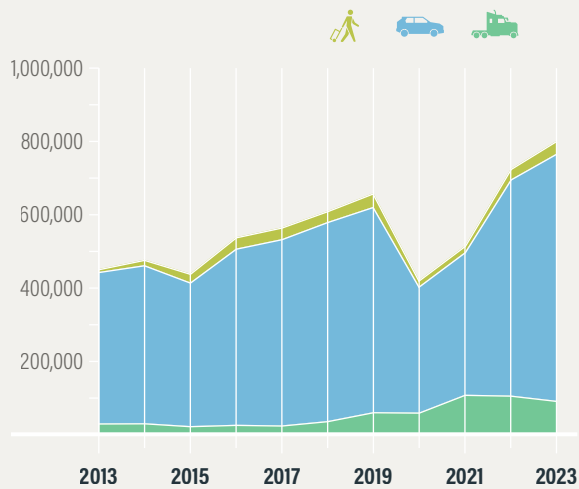


FIGURE 99

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

WEST RAIL BRIDGE

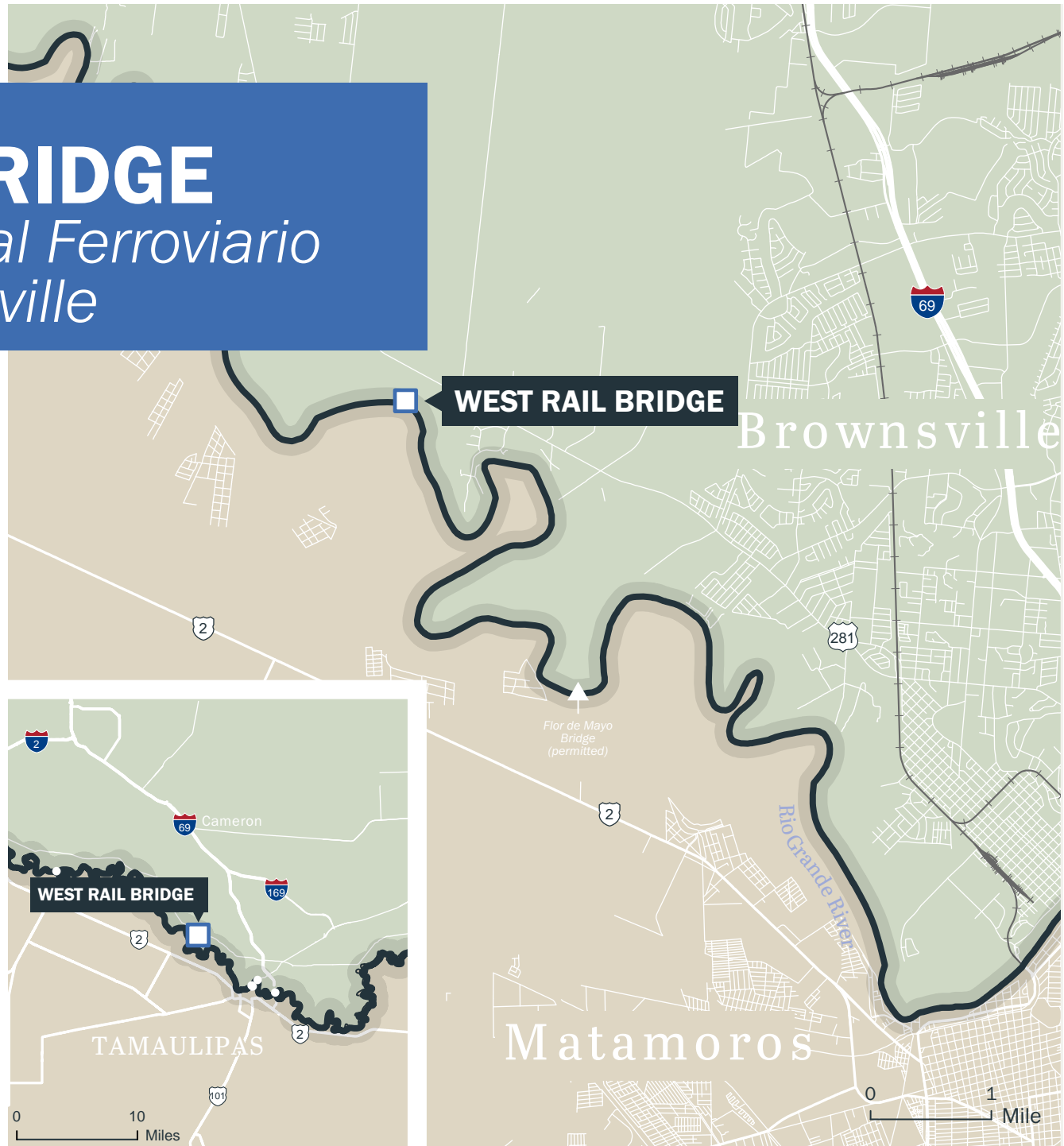
*Puente Internacional Ferroviario
Matamoros-Brownsville*

LOCATION Brownsville, Cameron County, Texas, US –
Matamoros, Tamaulipas, MX

ALTERNATE NAMES Brownsville West Rail Bridge •
Libramiento Ferroviario

WEST RAIL BRIDGE BEGAN OPERATIONS IN 2015.

It replaced the B&M Rail Bridge in Central Brownsville. The U.S. side of the bridge is owned by Union Pacific Railroad. The Mexican side of the bridge is owned by the Government of Mexico. This bridge handles both Union Pacific Railroad and BNSF railcars. Brownsville & Rio Grande International Railway provides transfer service to and from the bridge for Union Pacific and BNSF railcars. CPKC de México operates the Mexican side of the bridge and handles its railcars.



CONNECTION TO MAJOR CITIES

IN THE US: Houston, Texas and San Antonio, Texas

IN MEXICO: Monterrey, Nuevo León.

FIGURE 100
NORTHBOUND TRAIN
CROSSINGS, 2013-2023

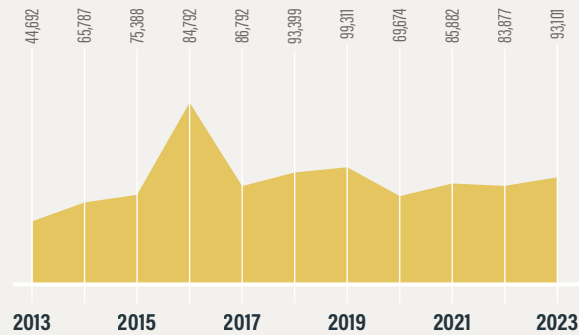
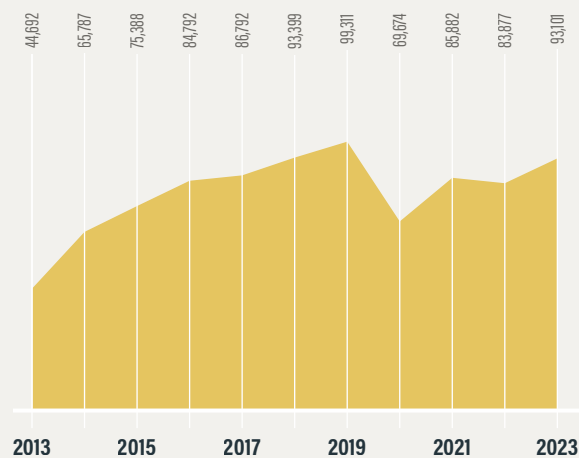


FIGURE 101
NORTHBOUND CROSSINGS,
2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

BROWNSVILLE & MATAMOROS EXPRESS BRIDGE

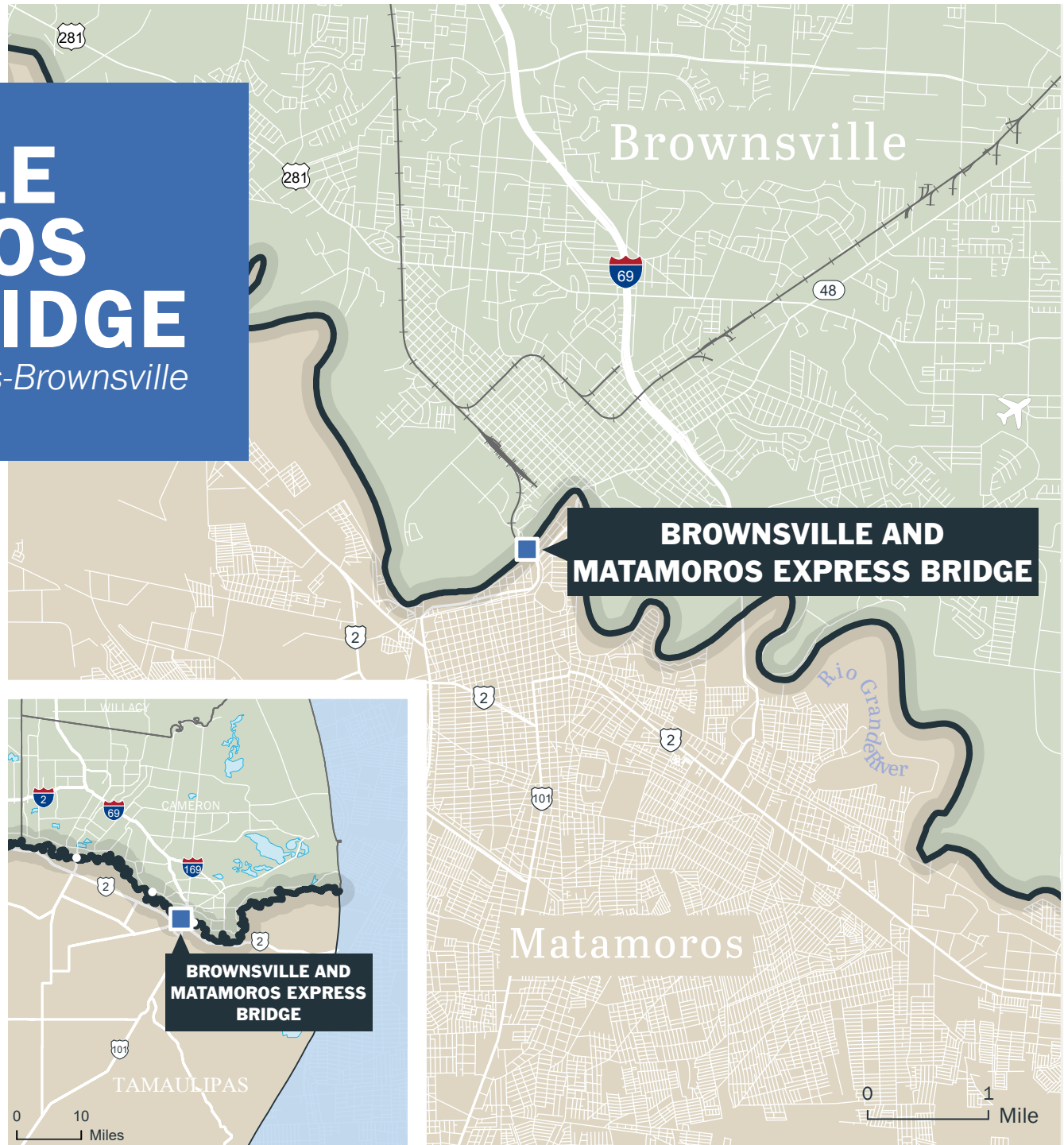
*Puente Internacional Matamoros-Brownsville
Vehicular B&M (Puente Viejo)*

LOCATION Brownsville, Cameron County, Texas, US –
Matamoros, Tamaulipas, MX

ALTERNATE NAMES Brownsville & Matamoros Bridge

- B&M Bridge • Express Bridge • Old Bridge • Puente Internacional Matamoros–Brownsville Vehicular B&M • Puente Viejo • Puente Internacional Viejo • B y M (Cruce de ferrocarril y vehículos) • Puente Internacional Vehicular

ORIGINALLY BUILT IN 1909, Brownsville & Matamoros Express Bridge was reconstructed in 1953 and expanded in 1997. The bridge has four lanes, two in each direction. A Presidential permit is not required for bridges built before 1972. 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.



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, Mexico Boulevard, connects to Sam Perl Boulevard/East 12th Street/East 13th Street which connects to Interstate 69E which is on the National Highway Freight Network.

IN MEXICO: The bridge access road, Las Americas Avenue, connects to Calle Cinco/Calle Sexta which provides access to MEX 2 and MEX 101.

INSPECTION FACILITIES

The Brownsville and Matamoros land port of entry is owned by the United States and under the jurisdiction, custody, and control of GSA. It was completed in 1992.

INSPECTION LANES

2 PEDESTRIAN LANES

4 PASSENGER VEHICLE LANES Including Ready Lanes to read RFID-enabled identification

Did you know?

Brownsville and Matamoros Express Bridge is the only bridge on the Texas-Mexico border where both sides are owned and operated by the same entity.

HOURS OF OPERATION



This crossing is open 24/7

Source: U.S. Customs & Border Protection, 2024

TABLE 29

TOLL RATES

as of July 2024

	SOUTHBOUND	NORTHBOUND
 PEDESTRIAN OR BICYCLE	\$2.00	USD\$1.00
 PASSENGER VEHICLE	\$2.00	USD\$2.00

Sources: Brownsville and Matamoros Bridge Company, 2023



FIGURE 102

2023 NORTHBOUND CROSSINGS, BY MODE

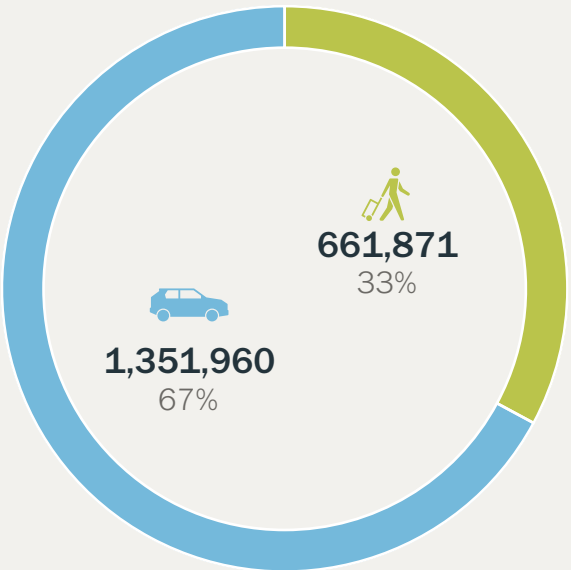
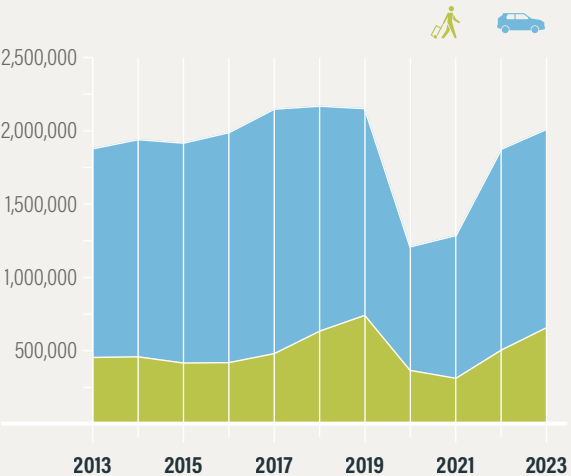


FIGURE 103

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024

BORDER CROSSING FACTS

GATEWAY INTERNATIONAL BRIDGE

*Puente Internacional Puerta México,
Matamoros-Brownsville (Puente Nuevo)*

LOCATION Brownsville, Cameron County, Texas, US –
Matamoros, Tamaulipas, MX

ALTERNATE NAMES New Bridge • Puente Internacional
Puerta México • Puente Matamoros-Brownsville • Puente
Nuevo • El Puente • Puente Internacional Matamoros-
Brownsville • Puente Internacional Nuevo • Puerta México
• Puente Internacional Nuevo • Puente Internacional Puerta

ONE SPAN OF THE BRIDGE WAS BUILT IN 1969 and
the other span was completed in 1970. Each span
of Gateway International Bridge accommodates
two lanes. Presidential permits were not required
for bridges built before 1972. The U.S. side of the
bridge is owned by Cameron County and operated
by Cameron County International Bridge System.
The Mexico side is owned by the government of
Mexico and operated by Caminos y Puentes Fed-
erales de Ingresos y Servicios Conexos (CAPUFE).



CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road, International Boulevard/SH 4, provides access to Interstate 69E which is part of the National Highway Freight Network.

IN MEXICO: The bridge access road, Avenida Álvaro Obregón, connects to Calle Cinco/Calle Sexta which provides access to MEX 2 and MEX 101.

INSPECTION FACILITIES

The Gateway land port of entry (LPOE) is owned by the United States and under the jurisdiction, custody, and control of GSA. It was constructed in 1926, renovated in 1990, and renovated and expanded in 1994. The LPOE is slated for modernization by 2028.

INSPECTION LANES

5 PEDESTRIAN LANES

Including Ready Lanes to read RFID-enabled identification

5 PASSENGER VEHICLE LANES

Including Ready Lanes to read RFID-enabled identification

HOURS OF OPERATION

This crossing is open 24/7


Source: U.S. Customs & Border Protection, 2024



Did you know?
Gateway International Bridge had the second highest number of northbound pedestrians crossing in the Rio Grande Valley during 2023.

TABLE 30

GATEWAY INTERNATIONAL BRIDGE TOLL RATES

as of July 2024		SOUTHBOUND		NORTHBOUND	
	PEDESTRIAN OR BICYCLE		\$1.00 (MX\$26.00)		MX\$5.00
	MOTORCYCLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI		MX\$16.00
	PASSENGER VEHICLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI	2 axles	MX\$32.00
	TRANS-MIGRANT 1	2 axles	\$7.75 (\$201.50)		
	TRANS-MIGRANT 2	2 axles	\$11.25 (MX\$292.50)		
	MOTORHOME		\$10.00 (MX\$260.00)		
	BUS	2 axles	\$10.00 (MX\$260.00)	2-4 axles	MX\$65.00

Sources: Cameron County International Bridge System, October 2022; CAPUFE, July 2023



FIGURE 104

2023 NORTHBOUND CROSSINGS, BY MODE

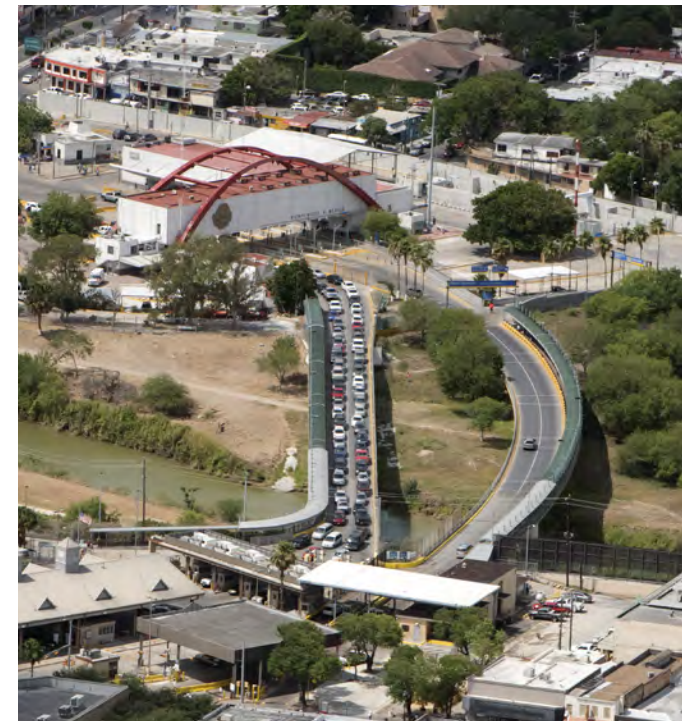
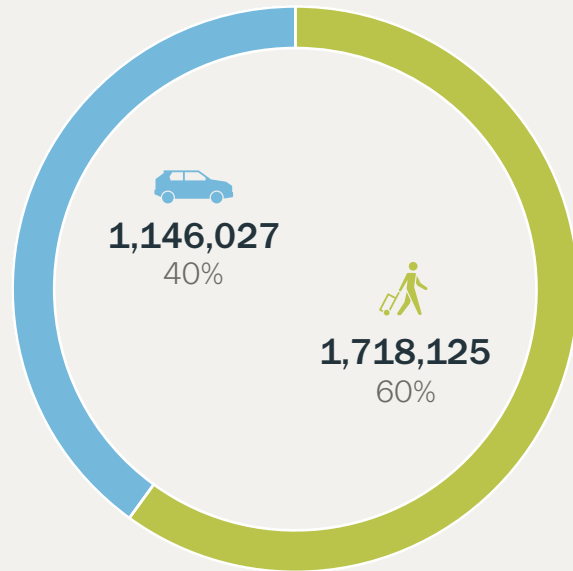
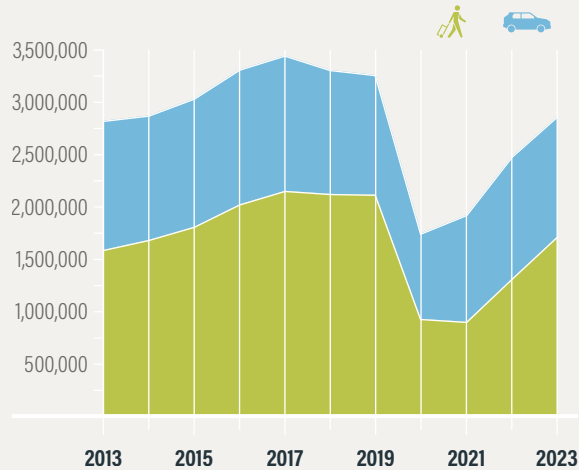


FIGURE 105

NORTHBOUND CROSSINGS, 2013-2023



Source for all figures on this page: U.S. Customs & Border Protection, 2024



BORDER CROSSING FACTS

VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES

*Puente Internacional General Ignacio Zaragoza,
Los Tomates, Matamoros-Brownsville*

LOCATION Brownsville, Cameron County, Texas, US –
Matamoros, Tamaulipas, MX

ALTERNATE NAMES Los Tomates Bridge • Brownsville
Expressway Bridge • Expressway 77 Bridge • Veterans
International Bridge • Puente Internacional General
Ignacio Zaragoza • Puente Matamoros-Brownsville •
Puente Los Tomates • Puente Internacional Matamoros
III-Internacional Veteranos

AT 4,024 FEET LONG, Veterans International Bridge
at Los Tomates is a four-lane bridge with side-
walks on both sides. The Presidential permit
for the bridge was issued in 1993 and the bridge
opened in 1999. The U.S. side of the bridge is
owned by Cameron County with the City of
Brownsville and operated by Cameron County
International Bridge System. The Mexico side is



owned by the Government of Mexico and operated by Promotora y Operadora de Infraestructura, S.A.B. de C.V. (PINFRA).

CONNECTION TO MAJOR HIGHWAYS

IN THE US: The bridge access road is designated US 83 and interconnects with Interstate 69E which is part of the National Highway Freight Network.

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

INSPECTION FACILITIES

The Los Tomates land port of entry is owned by the United States and is under the jurisdiction, custody, and control of GSA. It became operational on April 30, 1999.

INSPECTION LANES

1 PEDESTRIAN LANE

4 PASSENGER VEHICLE LANES

Including SENTRI Lanes for pre-approved travelers and Ready Lanes to read RFID-enabled identification

4 COMMERCIAL TRUCK LANES

Including FAST Lanes for trucks participating in a special clearance program

UNIFIED CARGO PROCESSING (UCP) is supported at this crossing

HOURS OF OPERATION

PEDESTRIANS & PASSENGER VEHICLES

Monday–Sunday 6am–Midnight

COMMERCIAL

Monday–Friday 9am–9pm
Saturday 9am–2pm
Sunday 11am–1pm

Source: Cameron County International Bridge System, 2024

Did you know?

Veterans Intl. Bridge at Los Tomates is part of the Port of Brownsville Oversize/Overweight Corridor.



TABLE 31

VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES TOLL RATES

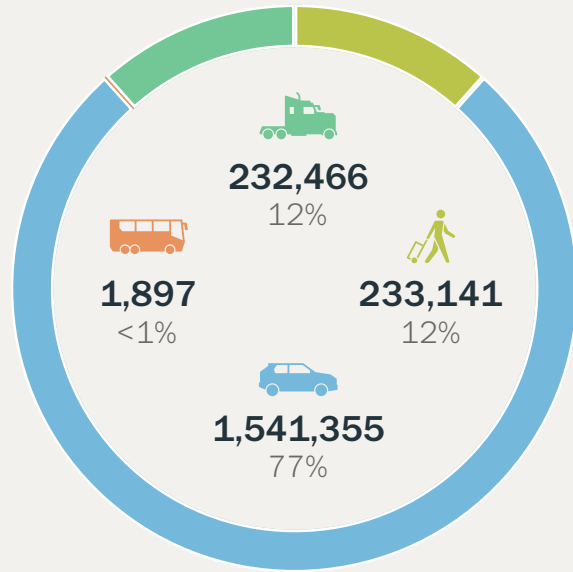
as of July 2024

		SOUTHBOUND		NORTHBOUND	
	PEDESTRIAN OR BICYCLE		\$1.00 (MX\$26.00)		MX\$5.00
	MOTORCYCLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI		MX\$21.00
	PASSENGER VEHICLE	2 axles	\$4.00 (MX\$80.00) \$3.75 AVI	2 axles	MX\$43.00
	TRANSMI-GRANT 1	2 axles	\$7.75 (\$201.50)		
	TRANSMI-GRANT 2	2 axles	\$11.25 (MX\$292.50)		
	MOTORHOME		\$10.00 (MX\$260.00)		
	BUS	2 axles	\$10.00 (MX\$260.00)	2-4 axles	MX\$91.00
	COMMERCIAL TRUCK	2 axles	\$11.00 (MX\$286.00) \$9.50 AVI		
		3 axles	\$15.00 (MX\$390.00) \$13.50 AVI	2-4 axles	MX\$89.00
		4 axles	\$17.25 (MX\$448.50) \$15.50 AVI		
		5 axles	\$22.00 (MX\$572.00) \$19.25 AVI	5-6 axles	MX\$184.00
		6 axles	\$25.00 (MX\$650.00) \$23.25 AVI		
				7-9 axles	MX\$294.00

Sources: Cameron County International Bridge System, October 2022; Secretaría de Comunicaciones y Transportes, November 2023; CAPUFE, July 2023

FIGURE 106

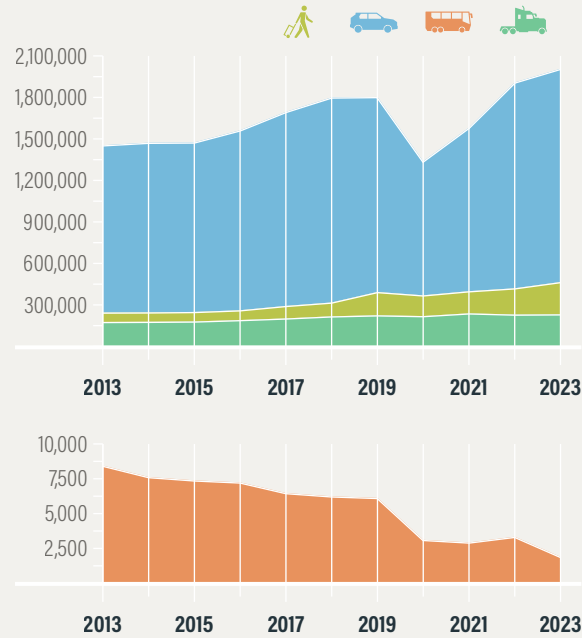
2023 NORTHBOUND CROSSINGS, BY MODE



Source for all figures on this page: U.S. Customs & Border Protection, 2024

FIGURE 107

NORTHBOUND CROSSINGS, 2013-2023



PART FIVE APPENDICES



APPENDIX A: 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 <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	Sun Metro (US)
COSTS & FUNDING	Projected cost is \$132 million.
TOLLS	To be determined
PERMITS & APPROVALS	Project is currently in the planning stage
CONNECTING ROADWAYS	The proposed bridge will be located near the Paso del Norte and Good Neighbor Bridges.
STATUS	Construction is pending. The project is listed in the <i>Texas-Mexico Border Transportation Master Plan 2021</i> for construction in 2030.

YSLETA INTERNATIONAL PEDESTRIAN CROSSING

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

DESCRIPTION	This crossing is intended to be for pedestrians only. This proposed crossing is included in the <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	Multiple US government agencies
COSTS & FUNDING	Projected cost is \$150 million.
TOLLS	To be determined
PERMITS & APPROVALS	Project is currently in the planning stage
CONNECTING ROADWAYS	The proposed bridge will be located near the Ysleta Bridge.
STATUS	Construction is pending. The project is listed for construction in the long term in the <i>Texas-Mexico Border Transportation Master Plan 2021</i> .

ACUÑA II INTERNATIONAL BRIDGE

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

DESCRIPTION	The proposed project will have four lanes to accommodate commercial trucks and passenger vehicles, a port of entry inspection facility, as well as connections to US 90 and the Del Rio International Airport. The proposed crossing is included in the <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	City of Del Rio (US)
COSTS & FUNDING	(not available)
TOLLS	To be determined
PERMITS & APPROVALS	U.S.: None as of November 2024 MX: None as of May 2023
CONNECTING ROADWAYS	U.S.: Pending MX: Pending
STATUS	In November 2022, the City of Del Rio solicited public comments on a preferred option for the access roads to the proposed bridge.

PUERTO VERDE GLOBAL TRADE BRIDGE

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

LOCAL NAMES	Maverick County International Bridge III Maverick County Bridge 3 Eagle Pass Bridge 3 Eagle Pass Trade Bridge
DESCRIPTION	The proposed project will have six lanes to accommodate commercial trucks and passenger vehicles. This project also includes a dual-track rail crossing. The proposed crossing is included in the <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	Maverick County (US) is the permittee for the project which will be built by Puerto Verde Holdings, a private company.
COSTS & FUNDING	(not available)
TOLLS	To be determined
PERMITS & APPROVALS	U.S.: Presidential permit approved May 31, 2024. MX: Awaiting approval
CONNECTING ROADWAYS	U.S.: The bridge access road will connect to FM 1589 which will lead to US 277, part of the Texas Highway Freight Network MX: The bridge access road will connect to Libramiento Norte which will provide access to MX 2 and MX 57
STATUS	The Presidential permit expires May 31, 2029 if construction has not begun. Environmental reviews are projected to be completed in 2025.

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 accommodate all modes and it is to be located between the cities of Rio Bravo and El Cenizo in Webb County. This proposed crossing is included in the <i>2012 Border Master Plan</i> and the <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	Southwebb Bridge Company, LLC (US)
COSTS & FUNDING	\$250-\$300 million
TOLLS	To be determined
PERMITS & APPROVALS	U.S.: Presidential permit approved October 3, 2024. MX: Pending
CONNECTING ROADWAYS	U.S.: The bridge access road will lead to US 83 between Loop 20 and the outer loop MX.: The bridge access road will lead to MX 85
STATUS	The Presidential permit expires October 3, 2029 if construction has not begun.

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 <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	City of Mission (US)
COSTS & FUNDING	\$133 million
TOLLS	Toll rates to be determined
PERMITS & APPROVALS	The City of Mission's Presidential Permit application was approved December 29, 1978. A USCG bridge permit issued in 1980 has since expired. <small>Source: City of Mission; Office of Bridge Administration, U.S. Coast Guard, November 2000</small>
CONNECTING ROADWAYS	U.S.: The bridge will be accessed by a new road that will interconnect with FM 1016
STATUS	Construction 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 <i>Texas-Mexico Border Transportation Master Plan 2021</i> .
OWNER/OPERATOR	Cameron County Regional Mobility Authority (US)
COSTS & FUNDING	(not available)
TOLLS	To be determined
PERMITS & APPROVALS	US: Presidential permit approved May 31, 2024 MX: None as of July 2021
CONNECTING ROADWAYS	US: The proposed bridge access road, Flor de Mayo Road, connects to the intersection of FM 3248 and US 281. MX: A local road provides access to MEX 2.
STATUS	The Presidential permit expires May 31, 2029 if construction has not begun.

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.
OWNER/OPERATOR	Port of Brownsville (US)
COSTS & FUNDING	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.
TOLLS	Toll rates to be determined
PERMITS & APPROVALS	<p>The Brownsville Navigation District (BND)/Port of Brownsville submitted an amended Presidential Permit application and environmental assessment on August 14, 1995. The US Department of State 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.</p> <p><i>Sources: Pharr District, TxDOT, March 1999; Port Director, Port of Brownsville, November 1999</i></p>
CONNECTING ROADWAYS	<p>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.</p> <p><i>Source: Pharr District, TxDOT, March 1999</i></p>
IMPROVEMENTS	<p>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.</p> <p><i>Source: Cameron County Regional Mobility Authority, 2021</i></p>
STATUS	Construction is pending.

APPENDIX B: INACTIVE BORDER CROSSINGS

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.
OWNER/OPERATOR	Consortium of La Linda (COLINDA) and Government of Mexico
YEAR OF CONSTRUCTION	This crossing was built in 1963.
PERMITS & APPROVALS	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	FM 2627 interconnects with US 385.

STATUS	<p>The La Linda Bridge closed to 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.</p> <p>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.</p> <p>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.</p> <p><small>Sources: U.S. Department of State, March 1999; S.C.T., December 1998; TxDOT, International Relations Office, March 2006; TxDOT, International Relations Office, July 2013</small></p>
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B&M RAIL BRIDGE

Brownsville, Cameron County, Texas – Matamoros, Tamaulipas

DESCRIPTION	This bridge ended service for rail crossings in 2015 when West Rail Bridge opened. Local entities are proposing to turn this bridge into a crossing for bicycles and pedestrians. The pedestrian toll facility is already located on the approach to the bridge.
OWNER/OPERATOR	Brownsville and Matamoros Bridge Company (US)
COSTS & FUNDING	(not available)
PERMITS & APPROVALS	US: Pending MX: None as of July 2021
CONNECTING ROADWAYS	The bridge will connect to the southern extension of the West Rail Trail.
STATUS	Construction is pending.

ROMA INTERNATIONAL SUSPENSION BRIDGE

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

LOCAL NAMES	Roma Suspension Bridge San Pedro Bridge
OWNER/OPERATOR	Starr County (US) and 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 Aleman 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.
COSTS & FUNDING	<p>U.S.: Estimated construction costs are \$14 million to repair the bridge. \$5 million has been earmarked for the US portion and the city recently accessed nearly \$400,000 from the North American Development Bank for the local match for the earmarked funds. Starr County has been approved for a \$1.7 million low-interest loan from the Texas Transportation Commission.</p> <p>MX: Mexico has committed to funding half of the construction costs.</p> <p><i>Sources: KRGV 9/19/23, KRGV 2/2/24, and Border Report 4/23/24</i></p>
IMPROVEMENTS	<p>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.</p> <p><i>Source: Texas Historical Commission, January 10, 1995</i></p>
STATUS	<p>US: With a large portion of the funding secured, construction can begin soon. The project is expected to be completed in 10 years. This crossing is included in the <i>Texas-Mexico Border Transportation Master Plan 2021</i>.</p> <p>Mexico: The bridge received national landmark recognition in February 2004.</p> <p><i>Sources: KRGV 2/2/24 and Diario Oficial de México, February 17, 2004</i></p>

APPENDIX C: BORDER CROSSING FACTS

PRIVATELY OWNED

There are four privately owned, active border crossings on the Texas-Mexico border.

- BNSF Railroad El Paso Bridge (BNSF)
- Union Pacific El Paso Bridge (Union Pacific Railroad)
- Union Pacific Eagle Pass Railroad Bridge (Union Pacific Railroad)
- Canadian Pacific Kansas City Laredo Railroad Bridge (CPKC Railroad)
- Starr-Camargo Bridge (Starr-Camargo Bridge Co.)
- Los Ebanos Ferry (Reyna Family)
- Progreso International Bridge (Progreso Bridge Co.)
- West Rail Bridge (Union Pacific Railroad)
- Brownsville and Matamoros Express Bridge (Brownsville & Matamoros Bridge Co.)

FEDERALLY OWNED

There are five active border crossings on the Texas-Mexico border owned by agencies of the US federal government.

- Bridge of the Americas (IBWC)
- Fort Hancock-El Porvenir Bridge (IBWC)
- Boquillas Crossing (National Park Service)
- Lake Amistad Dam Crossing (IBWC)
- Lake Falcon Dam International Crossing (IBWC)

STATE OWNED

There is one active border crossing on the Texas-Mexico border owned by the State of Texas. Note that only the bridge itself is state owned. The land port of entry is privately owned.

- Presidio-Ojinaga International Bridge

LOCALLY OWNED

There are 19 active border crossings on the Texas-Mexico border owned by Texas counties or municipalities.

- Paso del Norte Bridge (City of El Paso)
- Good Neighbor Bridge (City of El Paso)
- Ysleta Bridge (City of El Paso)
- Marcelino Serna Bridge (El Paso County)
- Del Rio International Bridge (City of Del Rio)
- Eagle Pass International Bridge (City of Eagle Pass)
- Camino Real International Bridge (City of Eagle Pass)
- Colombia Solidarity Bridge (City of Laredo)
- World Trade Bridge (City of Laredo)
- Gateway to the Americas Bridge (City of Laredo)
- Juárez-Lincoln International Bridge (City of Laredo)
- Roma-Ciudad Miguel Alemán International Bridge (Starr County)
- Anzalduas International Bridge (Cities of Hidalgo, McAllen, and Mission)
- McAllen-Hidalgo International Bridge (City of McAllen)
- Pharr International Bridge (City of Pharr)
- Donna-Rio Bravo International Bridge (City of Donna)
- Free Trade International Bridge (Cameron County)
- Gateway International Bridge (Cameron County)
- Veterans International Bridge at Los Tomates (Cameron County and City of Brownsville)

WHERE & HOW PEOPLE & GOODS CROSS THE BORDER (CONT.)

TABLE C-1

EL PASO REGION CROSSING MODES

This table shows the transportation modes available at each crossing, as of March 2024.















































EL PASO PORT OF ENTRY						
Good Neighbor Bridge						
Paso del Norte Bridge						
Bridge of the Americas						
BNSF Railroad Rail Bridge						
Union Pacific Railroad Rail Bridge						
El Paso International Airport						
YSLETA PORT OF ENTRY						
Ysleta Bridge						
MARCELINO SERNA PORT OF ENTRY						
Marcelino Serna Bridge						
Fort Hancock-El Porvenir Bridge						
PRESIDIO PORT OF ENTRY						
Boquillas Crossing						
Presidio-Ojinaga International Bridge						
Presidio Lely International Airport						

TABLE C-2

LAREDO REGION CROSSING MODES

This table shows the transportation modes available at each crossing, as of March 2024.








































DEL RIO PORT OF ENTRY						
Lake Amistad Dam Crossing						
Del Rio International Bridge						
Del Rio International Airport						
EAGLE PASS PORT OF ENTRY						
Eagle Pass International Bridge						
Camino Real International Bridge						
Eagle Pass Rail Bridge						
LAREDO PORT OF ENTRY						
Gateway to the Americas Bridge						
Juárez-Lincoln International Bridge						
World Trade Bridge						
Colombia Solidarity Bridge						
CPKC Laredo International Rail Bridge						
Laredo International Airport						

WHERE & HOW PEOPLE & GOODS CROSS THE BORDER (CONT.)

TABLE C-3

RIO GRANDE VALLEY REGION CROSSING MODES

This table shows the transportation modes available at each crossing, as of March 2024.

ROMA PORT OF ENTRY	   
Lake Falcon Dam International Crossing	
Roma-Ciudad Miguel Alemán Intl. Bridge	   
RIO GRANDE CITY PORT OF ENTRY	  
Starr-Camargo Bridge	  
Los Ebanos Ferry	 
HIDALGO PORT OF ENTRY	    
Anzalduas International Bridge	 
McAllen-Hidalgo International Bridge	  
Pharr International Bridge	  
McAllen International Airport	
PROGRESO PORT OF ENTRY	    
Donna-Rio Bravo International Bridge	
Progreso International Bridge	   
Weslaco Mid-Valley Airport	
BROWNSVILLE PORT OF ENTRY	     
Free Trade International Bridge	   
West Rail Bridge	
Brownsville & Matamoros Express Bridge	 
Gateway International Bridge	  
Veterans Intl. Bridge at Los Tomates	   
Brownsville-South Padre Intl. Airport	

APPENDIX D: COMMERCIAL TRUCK TRAFFIC

NORTHBOUND COMMERCIAL TRUCK TRAFFIC, 2013-2023

There are 14 border crossings along the Texas-Mexico border that permit commercial trucks. The table below compares the number of northbound crossings at each of them, over the last 11 years.

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Bridge of the Americas	315,043	313,070	496,802	296,982	269,886	270,843	212,186	170,784	183,073	161,405	89,772
Ysleta Bridge	424,596	438,348	261,272	468,941	509,307	540,027	579,966	587,388	664,100	649,561	640,667
Marcelino Serna Bridge	--	--	--	171	106	0	0	0	0	0	7,139
Presidio-Ojinaga International Bridge	9,506	10,588	8,827	8,040	8,697	8,829	10,198	9,225	10,693	11,562	11,395
Del Rio International Bridge	67,718	69,048	70,009	74,545	74,207	78,328	75,225	68,511	73,135	77,487	78,496
Camino Real International Bridge	118,363	136,506	141,592	160,037	169,578	173,105	179,540	173,975	198,083	205,201	210,711
Colombia Solidarity Bridge	365,891	373,263	356,824	350,843	491,390	402,155	380,317	381,699	685,556	719,823	760,855
World Trade Bridge	1,480,391	1,574,583	1,658,949	1,739,618	1,691,595	1,911,813	2,042,006	1,980,842	1,882,915	2,079,778	2,175,276
Roma-Ciudad Miguel Alemán International Bridge	7,479	7,556	7,870	7,531	7,608	8,111	12,379	23,146	33,019	39,585	42,449
Starr Camargo Bridge	27,120	32,459	30,890	36,085	37,521	38,094	41,019	40,582	46,845	51,458	43,557
Pharr International Bridge	510,706	530,093	546,259	569,944	620,236	647,157	650,668	671,506	687,659	673,836	708,726
Progreso International Bridge	42,761	41,416	36,940	49,156	52,516	50,795	54,719	52,509	54,946	45,567	46,520
Free Trade International Bridge (Los Indios)	31,140	31,625	23,746	27,319	25,581	37,463	61,800	60,742	109,244	107,087	92,759
Veterans International Bridge at Los Tomates	177,008	178,364	180,664	190,754	202,607	217,706	225,323	219,430	239,335	230,619	232,466
ANNUAL TOTALS	3,577,722	3,736,919	3,820,644	3,979,966	4,160,835	4,384,426	4,525,346	4,440,339	4,868,603	5,052,969	5,140,788

Source: U.S. Customs & Border Protection, 2024

APPENDIX E: BRIDGE APPROVAL PROCESS

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 Water Commission (IBWC). Additionally, project sponsors 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. The U.S. Secretary of State's role is now 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 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 on the next page, 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.

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.

OVERVIEW OF U.S. AND MEXICAN APPROVAL PROCESSES FOR BORDER CROSSINGS

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6
 <p>U.S. PERMITTING & DEVELOPMENT</p>	<p>Recommended U.S. Department of State & Other Agency Consultation for Presidential Approval</p> <p>NEPA Process (EA or EIS) Environmental Justice EO 12898</p> <p>Public Hearings Historic Preservation</p>	<p>Presidential Permit Process</p> <p>Bilateral Coordination w/Mexico</p> <p>FONSI OR ROD, Coast Guard Permit & IBWC approval</p> <p>Right of Way Acquisition & Local Transport Planning Process</p>	<p>Design/Building Process</p> <p>Right of Way Acquisition & Local Transport Planning Process</p>	<p>Construction</p>	<p>Risk Model Assessment & Initiatives Prioritization</p>	
 <p>BINATIONAL PLANNING & COORDINATION</p>	<p>Border Master Plans by Established Region</p> <p>U.S.-Mexico Binational Bridges & Border Crossings Group (BBBXG)</p> <p>First Exchange of Diplomatic Notes Begin Planning & Approval Process</p>	<p>Binational Project Approval</p> <p>Second Exchange of Diplomatic Notes</p> <p>Formalization of Crossing Points</p>	<p>Notice of Call Dates & Process Times</p>	<p>Third Exchange of Diplomatic Notes: Binational Construction Agreement</p> <p>Notice of Call Dates & Process Times</p> <p>Fourth Exchange of Diplomatic Notes</p> <p>Approval to Begin Operations</p>	<p>Diagnose Operations vs. Standards, Demand & Capacity, & Physical Conditions of Bridges</p>	<p>Generate Solution Alternatives, Including Infrastructure Modifications</p>
 <p>MEXICO PERMITTING & DEVELOPMENT</p>	<p>Planning Process (SCT)</p> <p>Preliminary Approval by Mexican Authorities (SCT & Intersecretarial Group)</p> <p>Integration & Revision of Technical File (SCT)</p> <p>Project Review (SCT) & Inter-secretarial Group</p>	<p>Process Permits & Authorizations (SRE, CILA, SEMARNAT, SHCP/UI, IAH, CFE, PEMEX, CAN)</p> <p>Forward Technical File to Authorities (SCT)</p> <p>Coordinate State & Municipal Authorities</p> <p>Review Financial Scheme (SCT)</p> <p>Right of Way Release</p>	<p>Executive Project Preparation (SCT Approval DGDC/DGC)</p> <p>Financial Scheme Authorization (SCT)</p> <p>Bid Assessment (SCT)</p> <p>Right of Way Release</p>	<p>Construction Work Development</p> <p>Add Infrastructure & Connectors to Link Border Crossing to the Interior of the Country (INM/UPM)</p> <p>Construction Work Execution</p> <p>Completion & Verification of Construction Work</p>	<p>Risk Model Assessment & Initiatives Prioritization</p>	

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.

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.

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:

- Texas Department of Public Safety (DPS);
- Texas Commission on Environmental Quality (TCEQ);
- Texas Historical Commission (THC);
- Texas Department of Agriculture (TDA);
- Texas Alcoholic Beverage Commission (TABC);
- Texas Parks and Wildlife Department (TPWD);
- Office of the Governor;
- Other state agencies the department determines are appropriate, considering the nature of the project;
- Any entity that may be significantly affected by the project; and
- The local metropolitan planning organization, if any, as to whether the project will be consistent with the regional transportation plan.

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 (SCT) 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

Binational coordination can and should begin early in the project development process. 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. At the conclusion of BBBXG meetings, 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.

ADDITIONAL INFORMATION

For additional information about the Presidential permit and the State of Texas approval process for international border crossings, please see the TxDOT document 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:

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1. FHWA, https://www.fhwa.dot.gov/planning/border_planning/us_mexico/members/, Accessed October, 25, 2021.

APPENDIX F: ACRONYMS AND GLOSSARY

ANAM (Agencia Nacional de México) – The customs agency of Mexico.

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 tasked with improving 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.

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 many bridge operations on the Mexican side.

CBP (U.S. Customs & Border Protection) – Formerly the border protection and inspection functions of the Immigration and Naturalization Service (INS), Border Patrol, and Customs.

CILA (Comisión Internacional de Límites y Aguas) – The division of the SRE that oversees the boundaries for rivers and border waters.

COPA (Compania Operadora de Puente y Autopistas S.A. De C.V.)

CTPAT (Customs Trade Partnership Against Terrorism) – A trusted traveler program for members of the trade community. Those that successfully join the program are considered to be of low risk and work with CBP to protect the supply chain and boost security.

DCL (Dedicated Commuter Lane) – A lane used exclusively for commuter traffic that utilizes the SENTRI technology.

DHS – U.S. Department of Homeland Security - formerly Immigration and Naturalization Service (INS), U.S. Customs, and other federal agencies.

DPS (Texas Department of Public Safety) – the agency in Texas charged with issuing driver's licenses and patrolling Texas state highways.

EIS Environmental Impact Statement

ELP (El Paso Region) – For the purposes of this document, the area consisting of TxDOT's El Paso District composed of the following counties: Brewster, Culberson, El Paso, Huds-peth, Jeff Davis, and Presidio.

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) – A decision that may be issued by a US federal agency, following the preparation and review of an Environmental Assessment (according to the National Environmental Policy Act of 1969). A FONSI presents the agency's reasons why they have concluded that there are no significant environmental impacts projected to occur upon implementation of the proposed action. If the Environmental Assessment determines that the environmental impacts of a proposed Federal action will be significant, an Environmental Impact Statement is prepared.

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.

INM (Instituto Nacional de Migración) – A division of SEGOB responsible for immigration, the Mexican counterpart of the INS.

JWC (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. FHWA and SCT are the lead agencies for this committee.

LAR (Laredo Region) – For the purposes of this document, the area consisting of TxDOT's Laredo District composed of the following counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, and Zavala.

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 & Border Protection (CBP), and other federal inspection agencies responsible for the enforcement of federal laws pertaining to such activities. It is also referred to as inspection facilities in this document.

MPO (Metropolitan Planning Organization) – An organization designated by the governor to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000.

NAFTA (North American Free Trade Agreement) – A trade agreement between the U.S., Canada, and Mexico implemented on January 1, 1994. This agreement was superseded by the USMCA.

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

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 – An essential step in the federal permit process for a U.S. sponsor of a proposed bridge to begin construction. 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 portion of TxDOT's Pharr District composed of the following counties: Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy, and Zapata.

ROD (Record of Decision) – The EIS process ends with the issuance of the Record of Decision (ROD). The ROD is the decision on whether a project can or cannot proceed.

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.

SEGOB (Secretaría de Gobernación) – Ministry of Government

SENTRI (Secure Electronic Network for Travelers' Rapid Inspection) – Voluntary program for frequent travelers who undergo a background check and in-person interview in order to receive expedited treatment; a binational partnership with Mexico.

SRE (Secretaría de Relaciones Exteriores) – Mexico's ministry of foreign relations. The Mexican counterpart of the U.S. Department of State.

TABC (Texas Alcoholic Beverage Commission) – The state agency charged with overseeing alcohol related businesses. They also work with travelers bringing alcohol into the country.

TCEQ (Texas Commission on Environmental Quality) – The state agency charged with regulation and enforcement of environmental laws in Texas.

TDA (Texas Department of Agriculture) – The state agency charged with regulation and enforcement of agricultural laws in Texas.

THC (Texas Historical Commission) – The state agency dedicated to preserving history and historical sites in Texas.

TPP (Transportation Planning & Programming) – A division of TxDOT.

TPWD (Texas Parks & Wildlife Department) – The state agency charged with oversight of state parks in Texas. They also regulate hunting and fishing in Texas and undertake activities related to Texas wildlife.

TxDOT (Texas Department of Transportation) – The state department responsible for the planning, construction, maintenance, and operation of the state highway system

TxDOT DISTRICT – The State of Texas is divided into 25 TxDOT districts. Three of those districts are border districts referenced in this document: El Paso, Laredo, and Pharr (Rio Grande Valley). TxDOT districts oversee the construction and maintenance of state highways.

UCP (Unified Cargo Processing) – A binational program to expedite the movement of goods across the border

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. The U.S. Coast Guard is a service under the U.S. Department of Homeland Security

U.S. DEPARTMENT OF STATE – The federal department responsible for foreign policy and relations.

USMCA (United States-Mexico-Canada Agreement) – A free-trade agreement ratified by the United States, Mexico, and Canada that came into effect on July 1, 2020. The USMCA replaced the North American Free Trade Agreement (NAFTA) and updates the terms of trade between the three countries.

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