

Texas-Mexico International Bridges and Border Crossings Existing and Proposed 2011



**2011
Texas-Mexico
International Bridges and Border Crossings
Existing and Proposed
Table of Contents**

Overview.....	I
Map.....	II
Legend.....	III
Summary.....	IV
Veterans International Bridge at Los Tomates.....	1
Gateway International Bridge.....	4
B & M Bridge.....	6
Weslaco-Progreso International Bridge.....	10
Donna International Bridge.....	13
Pharr-Reynosa International Bridge on the Rise.....	15
Mcallen-Hidalgo-Reynosa Bridge.....	18
Anzaldúas International Bridge.....	20
Los Ebanos Ferry.....	23
Río Grande City-Camargo Bridge.....	25
Roma-Ciudad Miguel Alemán Bridge.....	28
Lake Falcon Dam Crossing.....	30
Juárez-Lincoln Bridge.....	32
Gateway to the Americas Bridge.....	34
World Trade Bridge.....	36
Laredo-Colombia Solidarity Bridge.....	39
Camino Real International Bridge.....	41
Eagle Pass Bridge I.....	45
Del Río-Ciudad Acuña International Bridge.....	47
Lake Amistad Dam Crossing.....	50
Presidio Bridge.....	52

Fort Hancock-El Porvenir Bridge	54
Fabens-Caseta Bridge.....	56
Ysleta-Zaragoza Bridge.....	58
Bridge of the Americas	61
Good Neighbor Bridge.....	64
Paso Del Norte Bridge	66
Appendix I - Proposed Bridges.....	68
<i>Port of Brownsville Bridge</i>	<i>69</i>
<i>Mission International Bridge.....</i>	<i>71</i>
<i>Laredo V International Bridge</i>	<i>72</i>
<i>Tornillo-Guadalupe International Bridge</i>	<i>73</i>
Appendix II - Inactive Bridges.....	75
<i>Roma International Suspension Bridge</i>	<i>76</i>
<i>La Linda Bridge.....</i>	<i>78</i>
Appendix III - Texas, U.S. and Mexican Bridge Approval Processes	80
Appendix IV - Traffic Counts 2010 and 2011.....	85
Appendix V - Detailed Legend and Area Maps.....	100
<i>Legend/Maps.....</i>	<i>101</i>
Appendix VI - Glossary	114

OVERVIEW

This publication provides general information about each bridge and border crossing that connects Texas and the Mexican states of Tamaulipas, Nuevo Leon, Coahuila and Chihuahua. The Texas Department of Transportation (TxDOT) has four districts (Pharr, Laredo, Odessa and El Paso) along the border, three of which are impacted by the border crossings. The Odessa district does not have any border crossings located in the area. The bridges in this publication are listed east-to-west geographically. Included are existing bridges, and bridges that have been granted Presidential Permits or are in the permitting process. The two dam crossings and one hand-drawn ferry that join Texas and Mexico bring the total number of international bridges and border crossings to 28. This does not include the La Linda Bridge, which is closed, and the Roma International Suspension Bridge that is also closed and being considered for rehabilitation.

In addition, six rail-only bridges span the Texas-Mexico border. They are not included in this publication because they do not require connecting highway infrastructure. These rail bridges are in Brownsville, Laredo, Eagle Pass, Presidio (closed), and El Paso (2). For more information about these railroad crossings, please contact the TxDOT Rail Division at (512) 486-5230.

There are three proposed bridges along Texas-Mexico border, which are listed in Appendix I. The Port of Brownsville and the Mission International Bridge have been issued Presidential Permits; while the Laredo V Bridge is pending the submittal of a consolidated permit application. Before construction of a bridge can begin, the bridge sponsor must go through an extensive approval process to obtain the necessary permits. Refer to Appendix III for a review of the permit process.

In preparation for the then future opening of the border, and to address the concern about the safety of Mexican trucks, the Department of Public Safety (DPS) and the Texas Department of Transportation (TxDOT) agreed that temporary Border Safety Inspection Facilities (BSIFs) would be provided at 8 locations along the border. The sites chosen were El Paso's Bridge of the Americas (BOTA) and Ysleta-Zaragoza Bridge; Eagle Pass' Camino Real International Bridge; Laredo's Colombia-Solidarity and World Trade Bridges; Pharr's Pharr-Reynosa International Bridge on the Rise; and Brownsville's Veterans International Bridge (Los Tomates) and Los Indios Free Trade Bridge. Temporary inspection sites are presently operational at those sites with the exception of BOTA and the Ysleta-Zaragoza Bridge, which have permanent BSIFs. Construction of the permanent BSIFs is underway at the Pharr-Reynosa Bridge and the Colombia-Solidarity Bridge with anticipated completion dates of May 2013 and June 2012, respectively. DPS operates alongside Federal Motor Carrier Safety Administration personnel within the confines of their facility at the World Trade Bridge in Laredo.

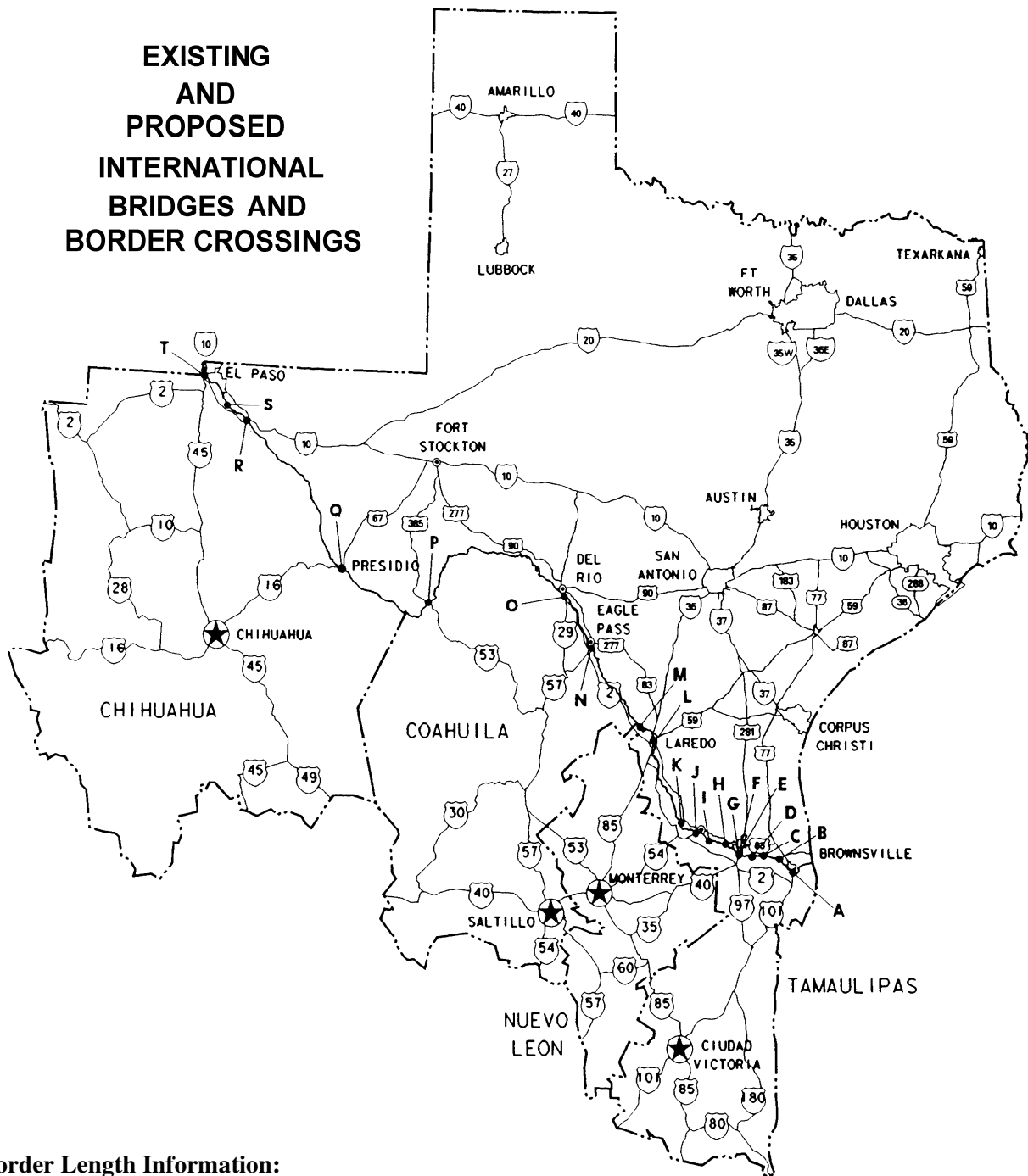
Commercial hours of operation for the border crossings indicated herein are mostly for Monday-Friday. Hours of operation are subject to change and additional information can be found on the web at: <http://www.customs.gov/xp/cgov/toolbox/contacts/ports/tx/>. Southbound traffic information was not included due to insufficient data.

DISCLAIMER

The Texas Department of Transportation's (TxDOT) International Relations 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. We have attempted to attribute the source for each entry, as well as the corresponding date of information when available. Every effort has been made to update all the information contained in the publication. However, some information may not have been updated due to lack of response from our sources. Please contact Manuela Ortiz of the International Relations Section of the Government and Public Affairs Division at: (512) 416-2033 for questions related to this publication.

MAP

EXISTING AND PROPOSED INTERNATIONAL BRIDGES AND BORDER CROSSINGS



Border Length Information:

- Length of the Texas-Tamaulipas border: **348.6** miles
- Length of the Texas-Nuevo León border: **11.8** miles
- Length of the Texas-Coahuila border: **481** miles
- Length of the Texas-Chihuahua border: **413.3** miles
- Length of the Texas-Mexico border: 1,254.7** miles

Source: Miguel Pavón, Texas-Mexico Borderlands Information Center, Texas Water Development Board

LEGEND

- A. Brownsville-Matamoros
Port of Brownsville Bridge (*Proposed*)
Veterans Intl. Bridge at Los Tomates
Gateway International Bridge
B & M Bridge
- B. Los Indios-Lucio Blanco
Free Trade Bridge
- C. Progreso-Nuevo Progreso
Weslaco-Progreso International Bridge
- D. Donna-Rio Bravo
Donna International Bridge
- E. Pharr-Reynosa
Pharr-Reynosa International Bridge on the Rise
- F. Hidalgo-Reynosa
McAllen-Hidalgo-Reynosa Bridge
Anzaldúas International Bridge
- G. Mission-Reynosa
Mission International Bridge (*Proposed*)
- H. Los Ebanos-Gustavo Díaz Ordaz
Los Ebanos Ferry
- I. Rio Grande City-Camargo
Rio Grande City-Camargo Bridge
- J. Roma-Ciudad Miguel Alemán
Roma-Ciudad Miguel Alemán Bridge
Roma International Suspension Bridge
(*Closed - Rehabilitation Pending*)
- K. Falcon Heights-Ciudad Guerrero
Lake Falcon Dam Crossing
- L. Laredo-Nuevo Laredo
Juárez-Lincoln Bridge
Gateway to the Americas Bridge
World Trade Bridge
Laredo V International Bridge (*Proposed*)
- M. Laredo-Colombia
Laredo-Colombia Solidarity Bridge
- N. Eagle Pass-Piedras Negras
Camino Real International Bridge
Eagle Pass Bridge I
- O. Del Rio-Ciudad Acuña
Del Rio-Ciudad Acuña International Bridge
Lake Amistad Dam Crossing
- P. La Linda
La Linda Bridge (*Closed*)
- Q. Presidio-Ojinaga
Presidio Bridge
- R. Fort Hancock-El Porvenir
Fort Hancock-El Porvenir Bridge
- S. Fabens-Caseta
Fabens-Caseta Bridge
Guadalupe-Tornillo International Bridge
(*Under construction*)
- T. El Paso-Ciudad Juárez
Ysleta-Zaragoza Bridge
Bridge of the Americas (BOTA)
Good Neighbor Bridge
Paso del Norte Bridge

SUMMARY

Texas-Mexico Crossings

Total number of vehicular border crossings: 28*

(Excludes rail-only crossings)

Vehicular dam crossings: 2

Lake Falcon Dam Crossing
Lake Amistad Dam Crossing

Ferries: 1

Los Ebanos Ferry

Border crossings owned/operated by cities and/or counties: 18

Veterans Intl. Bridge at Los Tomates
Gateway International
Free Trade Bridge
Donna International
Pharr-Reynosa Intl. Bridge on the Rise
McAllen-Hidalgo-Reynosa
Anzaldúas International
Roma-Ciudad Miguel Alemán
Juárez-Lincoln
Gateway to the Americas
World Trade Bridge
Laredo-Colombia Solidarity
Camino Real Intl.
Eagle Pass Bridge I
Del Río-Ciudad Acuña
Ysleta-Zaragoza
Good Neighbor
Paso Del Norte

Border crossings owned by federal government (IBWC): 5

Lake Falcon Dam Crossing
Lake Amistad Dam Crossing
Fort Hancock-El Porvenir
Fabens-Caseta
Bridge of the Americas (BOTA)

Privately owned border crossings: 4

B & M (B&M Bridge Co.)
Weslaco-Progreso Intl. (B&P Bridge Co.)
Los Ebanos Ferry (Reyna Family)
Río Grande City-Camargo (Starr-Camargo Bridge Co.)

Border crossings owned by State of Texas: 1

Presidio Bridge

Commercial traffic border crossings: 13

Veterans Bridge at Los Tomates (H)
Free Trade Bridge (H)
Weslaco-Progreso Intl. (H)
Pharr-Reynosa Intl. Bridge on the Rise (H)
Río Grande City-Camargo (H)
Roma-Ciudad Miguel Alemán
World Trade Bridge
Laredo-Colombia Solidarity (H)
Camino Real Intl.
Del Río-Ciudad Acuña
Presidio Bridge
Ysleta-Zaragoza Bridge (H)
Bridge of the Americas (H)
H=Hazardous Materials Crossing

Border crossings under construction: 1

Tornillo-Guadalupe (Presidential Permit issued 3/05)

Proposed border crossings: 3**

Port of Brownsville (Presidential Permit issued 11/97)
Mission Intl. (Presidential Permit issued 12/78)
Laredo V (Pending Presidential Permit application submittal)

Border crossings considered for rehabilitation: 1

Roma Suspension Bridge

Rail-only crossings: 6***

Brownsville
Eagle Pass
Laredo
Presidio (closed)
El Paso (2)

Rail-only crossings under construction: 1

Brownsville

*This number does not include the Roma Suspension Bridge, which is currently closed and is being considered for rehabilitation or La Linda Bridge, which was closed on April 15, 1996.

**Proposed bridges with a Presidential Permit application submitted, approved, or pending submittal/approval.

***Not included in this publication, because rail crossings do not require roadway infrastructure.

SUMMARY – Cont'd. Texas-Mexico Crossings

Border crossings with FAST lanes: 6

Veterans Bridge at Los Tomates (2004)
Pharr-Reynosa Intl. Bridge on the Rise (2004)
World Trade Bridge (2004)
Ysleta-Zaragoza Bridge (2004)
Bridge of the Americas (2004)
Colombia-Solidarity (2007)

Border crossings with SENTRI lanes: 7

Good Neighbor (9/99)
Ysleta-Zaragoza (1/06)
Veterans Intl. Bridge at Los Tomates (8/06)
McAllen-Hidalgo-Reynosa Bridge (8/06)
Lincoln-Juarez Bridge (10/06)
BOTA (pedestrian SENTRI lane - 2009)
Anzaldúas Intl. Bridge (12/09)

Border crossings with Ready lanes: 8

Gateway International Bridge
Donna International Bridge
Lincoln-Juarez Bridge
Eagle Pass I
Del Rio International Bridge
Ysleta-Zaragoza Bridge
Bridge of the Americas
Paso del Norte

**Veterans International Bridge at Los Tomates
Brownsville, Texas – Matamoros, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Tomates Bridge, Expressway 77 Bridge and Brownsville Expressway Bridge, Puente Internacional Gral. Ignacio Zaragoza

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: A four-lane bridge with sidewalks on both sides.

Bridge length: 4024 feet

Bridge identification number-C003-02-001

Source: Pharr District, TxDOT, August 1999

Texas Senate Bill 934 (76th Legislature-1999) expanded the limits of the “heavy truck corridor” established under Senate Bill 1276 (75th Legislature-1997) to include US 77/83 and SH 4 between the Veterans International Bridge and the Port of Brownsville. Overweight vehicles are permitted to use these routes provided they obtain permits from the Brownsville Navigation District. Detailed information on the permits is available from the Brownsville Navigation District.

Source: Pharr District, TxDOT, August 1999

U.S.: The bridge began operating on April 30, 1999 and began processing all northbound commercial traffic for the Brownsville area on May 1, 1999. The bridge began processing southbound commercial traffic on July 12, 1999. Per

Diplomatic Notes between the State Department and the Secretaría de Relaciones Exteriores (SRE) on August 9, 1999, all southbound commercial traffic for this area was to be directed to the bridge by December 30, 1999. However, there was a delay and effective March 1, 2001; all trucks (loaded/empty) in the area began to be redirected for processing to the Veterans International Bridge.

Source: Cameron County International Bridge System, June 2001

Source: Pharr District, TxDOT, June 2001

Mexico: The construction of a new international bridge in the Brownsville/Matamoros area was necessary because of the need to move vehicular traffic from the city to outlying areas. The heavy congestion not only impacts the roadway systems of both border communities, but also the environment.

Source: SRE, December 1996

BRIDGE OWNER OR OPERATOR:

U.S. Owner: Cameron County and City of Brownsville

U.S. Operator: Cameron County International Bridge System

Mexican Owner: Government of Mexico

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

YEAR OF CONSTRUCTION:

U.S.: The bridge became operational in April 1999.

Source: Pharr District, TxDOT, August 1999

Mexico: The inaugural ribbon cutting ceremony was held on April 30, 1999.

Source: Pharr District, TxDOT, August 1999

FUNDING/COST:

U.S.: \$19.3 million

Source: General Services Administration, August 1999

Mexico: The Mexican federal government financed the project.

Source: CAPUFE, January 1999

HOURS:

6 a.m. – Midnight (POV – M-Sun)

8 a.m. – 11 p.m. (Commercial/Cargo – M-Fri)

8 a.m. – 4 p.m. (Commercial/Cargo – Sat. and Sun.)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

\$2.50 for passenger vehicles

\$.65 for pedestrians

\$3.50 per axle for commercial vehicles

Source: Cameron County International Bridge System, June 2010

U.S. PERMITS AND MEXICAN APPROVALS:

The Presidential Permit was issued in 1993. The Coast Guard approved a bridge permit in 1994.

Source: International Relations Office, TxDOT, April 2007

BORDER STATION:

U.S.: The border station (LPOE Los Tomates) is owned by the General Services Administration (GSA). It became operational on April 30, 1999.

GSA recently completed the repaving of the import lot, which had become severely deteriorated due to the overweight trucks crossing at this facility. The project was funded through the ARRA legislation.

This facility is included in CBP's initial phase of Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico.

Source: General Services Administration, January 2012

Mexico: The border station became operational on April 30, 1999.

Source: Cameron County International Bridge System, August 1999

FAST/SENTRI PROGRAMS:

A Free and Secure Trade (FAST) lane opened in 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: International Relations Office, TxDOT, February 2005

A dedicated commuter lane, using Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) became operational in August 2006.

Source: Pharr District, TxDOT, February 2007

Source: Cameron County International Bridge System, March 2006

CONNECTING ROADWAY:

U.S.: The expansion of the roadway from two to five lanes leading into the import lot was completed in September 2005.

Source: Pharr District, TxDOT, February 2006

Source: Brownsville MPO, February 2006

Mexico: Boulevard Luis Donaldo Colossio connects to the highway leading to Ciudad Victoria and to Reynosa.

Source: Centro S.C.T. Tamaulipas, June 2001

IMPROVEMENTS:

U.S.: A project estimated at \$11 million is underway to expand the bridge by constructing a twin structure. Coordinated Border Infrastructure funding in the amount of \$6.25 million has been allocated to this project. The existing bridge will service southbound traffic while the new one will provide northbound service.

The Texas Transportation Commission approved the expansion project application on April 29, 2010, and the amended Presidential Permit was issued by the DOS on June 10, 2010. Following the exchange of diplomatic notes between the two countries, construction began in February 2011, and is expected to be completed in May 2012.

Source: Pharr District, TxDOT, January 2012

Source: International Relations Office, TxDOT, July 2010

Mexico: The expansion project on the Mexican side is supported by the SCT, the government of Tamaulipas, and the city of Matamoros. Construction of the bridge is scheduled to begin in 2012

Source: Pharr District, TxDOT, January 2012

**Gateway International Bridge
Brownsville, Texas – Matamoros, Tamaulipas**



The United States is shown on the left in the photo.

LOCAL NAMES: El Puente, Puente Nuevo and Puerta México

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: There are twin structures with a total of four lanes. One structure is southbound the other is northbound.

Source: Design Division, TxDOT

Bridge length: 687 feet southbound span, 477 feet northbound span

Source: Bridge Inventory and Inspection File, TxDOT

Bridge identification numbers: 21 031 C00804 001 01 southbound span and 21 031 C00804 002 01 northbound span.

The bridge stopped processing northbound commercial traffic on April 30, 1999. Southbound commercial traffic stopped processing on February 28, 2001, at which time all commercial traffic in the area began using the Veterans International Bridge, per agreement between the State Department and the Secretaría de Relaciones Exteriores (SRE).

Source: Cameron County International Bridge System, June 2001

BRIDGE OWNER OR OPERATOR:

U.S. Owner: Cameron County

U.S. Operator: Cameron County International Bridge System

Mexican Owner: Government of Mexico

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

YEAR OF CONSTRUCTION:

One span of the bridge was completed in 1969, the other in 1970.

Source: Bridge inspection report provided by José Galván, February 1995

HOURS:

24 Hours (POV only)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

\$2.50 for passenger vehicles

\$.65 for pedestrians

Source: Cameron County International Bridge System, June 2010

U.S. PERMITS AND MEXICAN APPROVALS:

Presidential Permits were not required for bridges built before 1972.

BORDER STATION:

U.S.: The border station (LPOE Gateway) is owned by the General Services Administration and was completed in 1969. A renovation and expansion was completed in March 1994. GSA was planning a major renovation project to this facility. However, due to funding uncertainty, this project is no longer on CBP's Five-Year Plan.

This facility is included in CBP's initial phase of Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico.

Source: General Services Administration, January 2012

Mexico: The border station has been operational since 1961 and was remodeled in 1968. The station is outfitted with traffic signals to use for random checks to help speed up vehicular traffic.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: International Boulevard (SH 4) interconnects US 83/77

Mexico: Av. Alvaro Obregón connects with MEX 2 and MEX 101/180

IMPROVEMENTS:

U.S.: Texas State Senate Bill 1276 (75th Legislature, 1997) permitted TxDOT to grant the Brownsville Navigation District (BND) the authority to issue permits for the movement of oversize or overweight vehicles carrying cargo between the Gateway International Bridge and the entrance to the Port of Brownsville. The Texas Transportation Commission on February 17, 1998 approved the BND's permit-issuing authority. By December 15, 1998, the Port of Brownsville had issued 23,713 such permits. Overweight and oversize trucks issued permits by the Port of Brownsville are restricted to a designated truck route between the Port and Bridge. Money charged for the permits is used for TxDOT maintenance costs along the designated truck route. However, since all commercial traffic has been redirected to the Veterans International Bridge, the route for overweight trucks from the Port of Brownsville has also been redirected to the Veterans International Bridge.

Source: Port of Brownsville, December 1998

Source: Cameron County International Bridge System, August 2002

B & M Bridge
Brownsville, Texas – Matamoros, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Brownsville & Matamoros Bridge, B y M (Cruce de ferrocarril y vehículos), Puente Viejo and the Express Bridge

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: There are two bridges; the existing old bridge consists of a single railroad track or two commercial lanes, one in each direction. The bridge expansion consists of four lanes, two in each direction, and is used exclusively for non-commercial traffic. The southbound pedestrian walkway is located on the old bridge while the northbound pedestrian walkway is located on the new bridge expansion.

Source: Pharr District, TxDOT, November 2000

The bridge stopped processing northbound commercial traffic on April 30, 1999. Per agreement between the State Department and the Secretaría de Relaciones Exteriores (SRE), southbound commercial traffic was processed only until December 30, 1999, at which time all commercial traffic began to use the Veterans International Bridge at Los Tomates.

Source: Secretaría de Relaciones Exteriores, November 2000

Source: Brownsville & Matamoros Bridge Company, June 2001

BRIDGE OWNER OR OPERATOR:

The U.S. and Mexican sides of the bridge are owned and operated by the Brownsville & Matamoros Bridge Company, a subsidiary of the Union Pacific Railroad and the Federal Government of Mexico.

YEAR OF CONSTRUCTION:

The original bridge was constructed in 1909 and reconstructed in 1953. The \$5 million bridge expansion was inaugurated on May 14, 1997.

Source: Centro S.C.T. Tamaulipas, June 2001

HOURS:

24 Hours (POV only)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

\$2.50 – Passenger vehicles (SB) \$1.00 – Passenger vehicles (NB)
\$.50 – for pedestrians (NB/SB)

Source: B&M Bridge Co., June 2010

U.S. PERMITS AND MEXICAN APPROVALS:

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

BRIDGE CONSTRUCTION STATUS:

U.S.: Construction on the bridge expansion began November 1995 and was completed on May 14, 1997.

Source: Office of Bridge Administration, U.S. Coast Guard, May 1998

BORDER STATION:

U.S.: The border station (LPOE B&M) was completed in 1992, and is owned by the General Services Administration.

Source: General Services Administration, May 2009

Due to the transfer of all commercial traffic to the Veteran's International Bridge, the truck import lot and dock are now used for other inspectional purposes.

Source: General Services Administration, March 2008

Mexico: The border station facility for tourist traffic was completed on May 14, 1997. The Brownsville & Matamoros Bridge Company owns all of the facilities.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, July 1997

Source: B&M Bridge Co., March 2000

CONNECTING ROADWAY:

U.S.: 12th Street/Sam Perl Blvd. and Mexico Blvd. interconnect US B77

Mexico: Las Americas Avenue via MEX-101.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, July 1997

IMPROVEMENTS:

Cameron County is constructing a new international rail crossing approximately 15 miles upstream of the existing B&M Bridge, as well as a new rail line which will connect to the existing line north of Brownsville. The intent is to move rail operations out of downtown Brownsville/Matamoros and use the existing rail right of way no longer needed for other transportation purposes. Construction began in November 2010, and is expected to be completed in February 2012.

Source: Pharr District, TxDOT, January 2012

**Free Trade Bridge
Los Indios, Texas – Lucio Blanco, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Indios-Lucio Blanco Bridge, Puente Lucio Blanco-Los Indios, Puente Internacional Libre Comercio and Los Indios Free Trade Bridge

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Los Indios
Mexican City: Lucio Blanco

DESCRIPTION: A four-lane bridge
Bridge length: 503 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-21 031 N00926 001 01

BRIDGE OWNER OR OPERATOR:

U.S. Owners: Cameron County (50%), City of San Benito (25%), and City of Harlingen (25%)

U.S. Operator: Cameron County International Bridge System

Mexican Owner: Government of Mexico. The State of Tamaulipas has the concession until 2008.

Source: Programa Nacional de Autopistas 1989-1994, Propósitos y Logros, Secretaría de Comunicaciones y Transportes

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

YEAR OF CONSTRUCTION:

Completed on November 2, 1992.

FUNDING/COST: U.S.: \$31.6 million

HOURS: 6 a.m. – Midnight (POV – M-Sun)
8 a.m. – 10 p.m. (Commercial/Cargo – M-Fri)
10 a.m. – 6 p.m. (Commercial/Cargo – Sat. and Sun.)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: \$2.50 for passenger vehicles
\$.65 for pedestrians
\$7.75 2-axle commercial vehicles
\$3.50 per axle for commercial vehicles
Source: Cameron County International Bridge System, June 2010

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Cameron County and the cities of San Benito and Harlingen submitted a Presidential Permit application January 18, 1974, which was approved November 30, 1990.

USCG approved a bridge permit on April 12, 1991.
Source: USCG

BORDER STATION:

U.S.: The border station (LPOE Los Indios) is owned by the General Services Administration and was completed on November 2, 1992.
Source: General Services Administration, March 2008

Mexico: The border station has been operational since November 1992.
Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: FM 509, from US 83/77 Expressway South to GSA facilities at Los Indios Free Trade Bridge; Length: 8.3 miles; Cost: \$7.8 million.
Source: Pharr District, TxDOT, June 1997

Mexico: Highway 2

IMPROVEMENTS:

U.S.: The Free Trade Commerce Center, a 750 acre industrial park located adjacent to the bridge, is a foreign trade zone.
Source: Cameron County International Bridge System, February 2005
Source: Pharr District, TxDOT, February 2005

Utilizing \$320,000 in CBI funding, a parking/staging area was constructed for southbound commercial vehicles to help alleviate traffic backups on the approach to the bridge (FM 509). The facility became operational in January 2009.
Source: Pharr District, TxDOT, February 2009

Mexico: The development of an industrial and residential zone in Mexico is in the planning stages.
Source: Cameron County International Bridge System, February 2005
Source: Pharr District, TxDOT, February 2006

**Weslaco-Progreso International Bridge
Progreso, Texas – Nuevo Progreso, Tamaulipas**



**The United States is shown at the bottom of the photo.
(Photo taken in 2000 before bridge replacement)**

LOCAL NAMES: B & P Bridge, Puente Las Flores and Puente Internacional Nuevo Progreso-Progreso

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Progreso
Mexican City: Nuevo Progreso

DESCRIPTION: A new four-lane automobile bridge, two lanes in each direction with pedestrian sidewalks, plus a separate new two-lane truck bridge.
Bridge length: 628 feet
Bridge identification number-21 109 V00455 001 01
Source: Bridge Inventory and Inspection File, TxDOT
Source: B & P Bridge Company, January 2004

BRIDGE OWNER OR OPERATOR:
U.S. Owner: B & P Bridge Company of Weslaco
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The original bridge was constructed in 1951. The replacement bridge was built in phases as the old one was simultaneously demolished. The replacement bridge became operational in August 2003.
Source: B & P Bridge Company, January 2004

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

Source: International Relations Office, TxDOT, February 2007

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

HOURS: 24 Hours (POV)
8 a.m. – 5 p.m. (Commercial/Cargo – M-Fri)
10a.m. – 12p.m. (Commercial – Sat.)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: POVs - \$2.00
Pedestrians - \$0.25

Source: B & P Bridge Company, June 2010

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits were not required for bridges built before 1972. The State Department determined that the owner did not need to secure a Presidential Permit to build the replacement bridge. The replacement bridge became operational in August 2003.

Source: U.S. State Department, February 1995

Source: B & P Bridge Company, January 2004

A Coast Guard bridge permit (7-00-8) approving the location and plans of the replacement project was issued on March 20, 2000 to the B & P Bridge Company.

Source: Office of Bridge Administration, U.S. Coast Guard, March 2000

Mexico: The Government of the State of obtained the necessary approvals from CILA, CAPUFE, and the SCT.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

BORDER STATION:

U.S.: The General Services Administration leases the border station facilities (LPOE Progreso) from the owner, B&P Bridge Company. The border station facility was completed in 1983 and a replacement bridge opened in August 2003.

The GSA is working with the B&P Bridge Company to expand the facilities. The design for the expansion is complete; however, the project will now exceed prospectus limitations. The previous construction schedule assumed that the new lease would not exceed prospectus limitations. Consequently, construction by the Bridge Company is on hold until legislation is approved allowing GSA to enter into a prospectus-level lease.

Source: General Services Administration, January 2012

A recent import lot expansion included the installation of x-ray equipment. The U.S. border station receives all types of cargo entering from Mexico.

Source: General Services Administration, March 2008

Mexico: The border station has been in operation since 1951.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: FM 1015, connects to US 281 and to US 83

Mexico: Carretera Estatal Nuevo Progreso connects to MEX 2

IMPROVEMENTS:

U.S.: Temporary modular facilities for truck inspection by the Federal Motor Carrier Safety Administration have been built adjacent to the import lot. The new two-lane truck bridge is complete and is being used for northbound commercial traffic. The southbound commercial traffic is using the vehicular bridge until Mexico is ready to handle southbound commercial traffic. This separation of commercial traffic from passenger traffic is expected to reduce crossing times and increase overall efficiency.

Source: Pharr District, TxDOT, January 2012

A \$6 million project that widened FM 1015, from the floodway south to US 281, to a four-lane facility was let in March 2007 and completed in November 2008. The project used \$2.4 million in CBI funding. The main connection to the bridge, FM 1015, is now a four-lane facility all the way to US 83.

Operational improvements at the bridge, which utilized \$678,444 in CBI funding, were completed in September 2010. Improvements include concrete paving to accommodate commercial truck traffic, and installation of a flashing beacon at the commercial truck exit connection to FM 1015.

Source: Pharr District, TxDOT, January 2012

Mexico: The opening of the new southbound two-lane truck bridge is pending completion of the temporary facilities.

Source: Pharr District, TxDOT, July 2010

Donna International Bridge
Donna, Texas - Rio Bravo, Tamaulipas
(No photo available)

LOCAL NAMES: Donna/Rio Bravo International Bridge, Puente Rio Bravo-Donna, Puente Revolución Internacional, Alliance International Bridge

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Donna
Mexican City: Rio Bravo

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

Source: City of Donna, February 2006

Source: City of Donna presentation at the US-Mexico Binational Bridges and Border Crossings Meeting, May 2010

BRIDGE OWNER OR OPERATOR:

U.S.: City of Donna

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

Source: City of Donna, March 2008

HOURS: Hours of Operation: 6 a.m. – 8 p.m. (POV)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

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

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

Source: City of Donna, March 2008

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

Source: City of Donna, March 2008

BORDER STATION:

U.S.: The County donated land to the federal government on which GSA constructed the border station facility (LPOE Donna). Construction began in May 2009, and was completed by the opening date of the bridge.

The federal inspection facilities are located on approximately 72 acres, which allow for possible future expansion of the federal inspection facilities.

Source: City of Donna, May 2010 Project Update at US-Mexico Binational Bridges and Border Crossings Group Meeting

Source: General Services Administration, June 2009

YEAR OF CONSTRUCTION: 2010

CONNECTING ROADWAY:

U.S.: TxDOT constructed a four-lane roadway from the bridge to the existing FM 493/US 281 intersection (FM 493 extension). Work was completed in March 2010, at an estimated cost of \$2.1 million.

Source: Pharr District, TxDOT, January 2012

Source: City of Donna, May 2010 Project Update at US-Mexico Binational Bridges and Border Crossings Group Meeting

The FM 493 South reconstruction and widening project from Business 83 to US 281 (Military Highway) is designed to relieve the existing roadway load zone restriction and accommodate the increased traffic leading to the bridge. The project is estimated at \$6.4 million and is scheduled to let in June 2013.

Source: Pharr District, TxDOT, January 2012

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

Source: City of Donna, January 3, 2011 Project Update

**Pharr-Reynosa International Bridge on the Rise
Pharr, Texas – Reynosa, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente Internacional Reynosa-Pharr and Nuevo Amanecer

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Pharr
Mexican City: Reynosa

DESCRIPTION:

This is a four-lane bridge (three northbound and 1 southbound) with a pedestrian walkway on one side.

Bridge length: 15,770 feet

Bridge identification number-21-109-R005-65-001

Source: Bridge Division, TxDOT, June 2001

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

Source: U.S. Customs and Border Protection, August 1996

BRIDGE OWNER OR OPERATOR:

U.S.: City of Pharr

Mexican Owner: Government of Mexico

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios

Conexos (CAPUFE)

Source: S.C.T., December 1998

YEAR OF CONSTRUCTION:

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

Source: Pharr District, TxDOT

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

Source: Ernesto S. Silva, Interim Pharr City Manager, December 1996

HOURS: 6 a.m. – Midnight (POV – M-Sun)

7 a.m. – 11 p.m. (Commercial/Cargo – M-Sat.)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: An automated toll collection system is used to collect fees.

POVs - \$2.50

Commercial – 2-axle - \$8.00

3-axle - \$12.00

4-axle - \$14.00

5-axle - \$19.00

6-axle - \$22.00

Source: City of Pharr: <http://www.pharr-tx.gov/departments/pharr-reynosa-intl-bridge/toll-bridge-fee>

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: United States Coast Guard

BORDER STATION:

U.S.: The border station (LPOE Pharr) is owned by the General Services Administration and opened to traffic in April 1996.

Source: General Services Administration, March 2008

The GSA facilities were upgraded by adding a port-of-entry toll collection system with the aid of a Federal Corridor Border Infrastructure grant in 2004.

Source: General Services Administration, March 2008

This facility is included in CBP’s initial phase of Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico.

Source: General Services Administration, January 2012

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

Source: Centro S.C.T. Tamaulipas, June 2001

FAST PROGRAM:

The Free and Secure Trade (FAST) lane program began to operate in late 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: International Relations Office, TxDOT, February 2005

CONNECTING ROADWAY:

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

Source: Pharr District, TxDOT, February 1997

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

Source: SEDICOT, Gobierno del Estado de Tamaulipas, February 1997

IMPROVEMENTS:

U.S.: The \$20.1 million permanent border safety inspection facility construction project is ongoing. The project partially funded with \$8.4 million of CBI funds and is expected to be complete in early 2013.

Two projects are currently under development utilizing approximately \$3.7 million in CBI funds. The first, an Intelligent Transportation System (ITS) project estimated at \$1.4 million is expected to receive bids in 2012; the second, construction of additional Northbound approach lanes and inspection booths estimated at \$2.3 million is anticipated to receive bids in 2013.

The City of Pharr has developed a cold storage facility expansion project estimated at \$500,000.00. Construction is expected to begin in March 2012 and be completed in June 2012.

SP 115/SP 241 is being widened to three lanes in each direction from FM 1016 in McAllen to SP 241 in Hidalgo, which connects to the McAllen-Hidalgo International Bridge. The project cost is estimated at \$12.3 million and is complete. The project started in April 2009, and was completed in March 2011.

Source: Pharr District, TxDOT, January 2012

Mexico: The Mexico bypass around Reynosa that connects the Reynosa-Matamoros and the Reynosa-Monterrey highways is complete. The bypass will also connect to the Avenida Puente Pharr.

Source: Pharr District, TxDOT, January 2004

McAllen-Hidalgo-Reynosa Bridge Hidalgo, Texas – Reynosa, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Hidalgo Bridge, Puente Reynosa and Puente Reynosa-McAllen I

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Hidalgo
Mexican City: Reynosa

DESCRIPTION: Two structures. The old four-lane bridge serves only southbound traffic. The new four-lane bridge serves only northbound traffic.
Bridge length: 524 feet southbound span, 852 feet northbound span
Bridge identification numbers 21 109 G00090 001 01 southbound span, 21 109 G00090 002 01 northbound span.

Source: Bridge Inventory and Inspection File, TxDOT

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

Source: U.S. Customs and Border Protection, August 1996

BRIDGE OWNER OR OPERATOR:

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

YEAR OF CONSTRUCTION:

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

HOURS:

24 hours

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

Pedestrians	\$0.75	Motorcycles	\$3.00
Autos & Pickups	\$3.00	Motor homes:	\$3.00 per axle
2-Axle Trucks	\$7.00	House Trailers	
3-Axle Trucks	\$10.00	Boat Trailers	
4-Axle Trucks	\$14.00	Machinery	
5-Axle Trucks	\$17.00	2-Axle Buses	\$7.00
6-Axle Trucks	\$20.00	3-Axle Buses	\$9.00

Source: City of McAllen, January 2012

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE Hidalgo), which was completed in 1982, is owned by the City of McAllen. The General Services Administration leases the facilities. GSA and CBP completed a feasibility study for modernization of the LPOE; however, funding constraints will limit improvements included in a new lease to priority upgrades to the electrical system and items impacting officer safety.

Source: General Services Administration, January 2012

Mexico: The border station, which has been in operation since 1965 was remodeled in 1988.

Source: Centro S.C.T. Tamaulipas, June 2001

SENTRI PROGRAM:

The dedicated northbound commuter lane, Secure Electronic Network for Travelers’ Rapid Inspection (SENTRI) became operational in August 2006.

Source: McAllen-Hidalgo-Reynosa Bridge, Bridge Superintendent, January 2005

Source: Pharr District, TxDOT, February 2007

CONNECTING ROADWAY:

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

Mexico: Near MEX 2, MEX 97 and MEX 40

IMPROVEMENTS:

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

A CBI funded project to reconstruct and widen International Boulevard Southbound lanes from Bridge Street to the bridge is currently under development and scheduled to let in late 2012. Estimated cost is \$1 million in Coordinated Border Infrastructure funds. Construction is scheduled to begin in July 2012, and be completed by November 2012.

Source: Pharr District, TxDOT, January 2012

Anzaldúas International Bridge
Mission, Texas –Reynosa, Tamaulipas
(No Photo available)

LOCAL NAMES: Sharyland Bridge and Puente Anzaldúas

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Mission
Mexican City: Reynosa

DESCRIPTION: The facility is the nation’s first LEED-certified land port of entry on the southern border. LEED (Leadership in Energy and Environmental Design) is an internationally recognized green building certification system developed by the U.S. Green Building Council. The four-lane vehicular undivided bridge (2-southbound and 2-northbound) spans 3.2 miles and includes 2 safety bump out spaces for disabled vehicles and a pedestrian walkway. The lanes are elevated to preserve the nearby U.S. Fish and Wildlife Refuge and include a SENTRI lane in the U.S. The facility was constructed with sufficient right-of-way for expansion to an eight-lane divided bridge, but currently only accepts non-commercial vehicular traffic. The bridge is located 3 miles upriver from the Hidalgo-Reynosa Bridge.

Source: City of McAllen <http://www.mcallen.net/bridge/Anzaldúas.aspx> , July 2010

BRIDGE OWNER OR OPERATOR:

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

YEAR OF CONSTRUCTION:

2010

Source: City of McAllen <http://www.mcallen.net/bridge/Anzaldúas.aspx>, July 2010

HOURS:

6 a.m. – 10 p.m. (M-Su)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

POVs/Pick-ups	\$3.00	2-axle buses	\$7.00
Motorcycles	\$3.00	3-axle buses	\$9.00

Source: City of McAllen, January 2012

FUNDING/COST: **U.S.:** \$5 million for southbound toll facilities, \$28.5 million for bridge and international road, \$25.5 million for northbound GSA facilities and \$9.8 million for access road.

Source: Anzaldúas International Bridge Board, May 2007

U.S. PERMITS AND MEXICAN APPROVALS:

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

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

Source: *Presidential Permit, Number 99-01*, Department of State, July 1999

Source: Pharr District, TxDOT, August 1999

Mexico: Builder -- Marhnos Construction of Mexico

Source: US-Mexico Binational Bridges and Border Crossings Group Meeting, June 2008.

BORDER STATION:

U.S.: The General Services Administration completed construction of the border station facilities, and CBP initiated operations at the Anzalduas LPOE on December 15, 2009. This non-commercial crossing has four primary and twelve secondary inspection lanes. GSA is closing out an ARRA funded project to address requested CBP modifications, improvements to storm water drainage, expansion of the pre-primary, primary and secondary inspection areas, and lighting enhancements.

Source: General Services Administration, January 2012

CONNECTING ROADWAY:

U.S.: FM 396 (Bryan Rd.) to US 83 near Mission.

Mexico: Reynosa-Matamoros Highway to MEX 40 and MEX 2

BRIDGE CONSTRUCTION STATUS:

U.S.: Per the Presidential Permit caveats, construction of the bridge was not to begin sooner than April 1, 2003, and the bridge was not to open sooner than January 1, 2005. Construction began in June 2007, and the bridge became operational on December 15, 2009.

Source: *Presidential Permit, Number 99-01*, U.S. Department of State, July 1999

Source: TxDOT, International Relations Office, July 2010

CONNECTING ROADWAY:

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

FM 396 Principal Arterial extension and US 83 underpass to overpass reversal -- FM 396 will be extended with a new overpass at Trinity Road from the current north end transition of the "Anzalduas Connector" to US 83. This completes the North-South connection from the new port of entry to the closest urban freeway in Mission, Texas. The roadway, which was let in March 2010, is 1.5 miles in length and is using \$11 million of ARRA construction funds.

Source: Pharr District, TxDOT, January 2012

IMPROVEMENTS:

U.S.: A new project to provide additional northbound passenger lanes in inspection booths is scheduled for construction letting in September 2013. \$5.3 million in CBI funds are allocated for this project.

Source: Pharr District, TxDOT, December 2011

A second project is in preliminary development to provide a southbound inspection station. \$1.7 million in CBI funding is allocated for this project.

Source: Pharr District, TxDOT, December 2011

Improvements are tentatively scheduled to begin in August 2012, with a projected completion date of February 2013.

Source: City of McAllen, January 2012

Los Ebanos Ferry
Los Ebanos, Texas – Gustavo Díaz Ordaz, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Ebanos-San Miguel Camargo, Ferry Gustavo Díaz Ordaz, Ferry Díaz Ordaz-Los Ebanos and El Chalan Los Ebanos

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Los Ebanos
Mexican City: Gustavo Díaz Ordaz

DESCRIPTION: The ferry can carry passengers and vehicles. However, it cannot accommodate more than three automobiles at a time.

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

PORT-OF-ENTRY OWNERS AND OPERATORS:
U.S: Department of Homeland Security – Customs and Border Protection

YEAR OF CONSTRUCTION:
Although the crossing has been in operation since the 1950s, the current ferry has been operating since 1979.
Source: Ed Reyna, March 1999

HOURS: 8 a.m. - 4 p.m. (POV only – M-Sun; weather permitting)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

BORDER STATION:

U.S.: The border station (LPOE Los Ebanos) was completed in April 1992 and is owned by the Department of Homeland Security, Bureau of Customs & Border Protection. The land is owned by the ferry owner.

Source: General Services Administration, March 2008

The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. Los Ebanos is one of three Texas facilities owned by CBP. The old border station was demolished and construction on the new facilities is expected to be completed in April 2013, at an estimated cost of \$8.5 million. Operations will be conducted out of a temporary facility until the new station is operational.

Source: U.S. Customs and Border Protection, February 2012

CONNECTING ROADWAY:

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

Mexico: Near MEX 2

Río Grande City-Camargo Bridge
Río Grande City, Texas – Camargo, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Starr-Camargo Bridge and Puente Camargo

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Rio Grande City
Mexican City: Camargo

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 591 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-21 214 C00045 001 01

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

YEAR OF CONSTRUCTION:
Opened in 1966
Source: Sam F. Vale, President, Starr-Camargo Bridge Company, May 1995

HOURS: 7 a.m. – Midnight (POV – M-Sun)
7 a.m. – Midnight (Commercial/Cargo – M-Sun)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: Starr-Camargo Bridge Company, May 1995

In December 2002, the U.S. Coast Guard issued a Coast Guard Bridge Permit amendment approving the plans for a modification to the existing bridge. The permit amendment granted approval to construct a second fixed highway bridge to expand the existing two-lane, two-way international bridge into a four lane divided facility. In December 2004, the permit amendment was amended granting an extension of time to commence and complete construction of the bridge until December 2006 and December 2009, respectively. In December 2006, the permit was further amended granting an extension of time to the previous construction schedule to commence construction until December 8, 2008 and complete by December 8, 2011.

Source: Starr-Camargo Bridge Company, February 2007

A request to extend the time to commence construction was submitted to the U.S. Coast Guard in July 2009. The proposed project consists of expanding a two-lane, two-way international bridge crossing into a four-lane divided facility. This modification would be accomplished by constructing a parallel structure next to the existing structure. The new structure would be connected to the existing structure at the center span. The purpose of connecting the two structures at the center span is for celebrations, refuge for stalled vehicles and turnaround movements by cars, small trucks and especially emergency vehicles. Additionally, improvements will be made to the approach roadways. The volume of vehicles using the facility has increased to the point where capacity improvements are needed. The project has been delayed on several occasions while the Mexican side of the bridge obtained necessary right-of-way. The necessary right-of-way has now been obtained and the project is ready to proceed. Additionally, the Coast Guard has tentatively determined that the project is still a categorical exclusion for the purposes of NEPA.

The bridge expansion is currently on hold.

Source: U.S. Coast Guard, Public Notice (07-09), July 21, 2009

Source: Starr Camargo Bridge Company, January 2012.

BORDER STATION:

U.S.: The original border station (LPOE Rio Grande) was constructed in 1969 by the Starr Camargo Bridge Company. A new border station was constructed by the Starr Camargo Bridge Company in 1999. The General Services Administration leases the border station.

Source: General Services Administration, March 2008

Mexico: The present border station has been in operation since 1968. In November 2003 the Mexican Government expropriated approximately 8 hectares of land for the expansion of the border station in Camargo. The contract to purchase the land for the export lot has been signed, and the contract for the purchase of the property for the import area is in the negotiation process. Plans are being processed to remodel the existing facility and incorporate it into a state of the art facility that is now recognized by the

Mexican Government as one of its top 25 ports of entry. Improvements are scheduled to begin in 2012.

Source: Starr-Camargo Bridge Company, January 2012.

Source: Pharr District, TxDOT, February 2007

CONNECTING ROADWAY:

U.S.: FM 755 to US 83 and US 281. Additional access is provided from FM 3167 to FM 649 to FM 16.

Source: Starr-Camargo Bridge Company, February 2006

Mexico: Carretera Puente Internacional connects to MEX 2, MEX 54 and MEX 40. The Ribereña (MEX 2) widening to three lanes is complete to Cd. Miguel Aleman. Continued improvements are scheduled to Cd. Mier to year 2011.

Source: Starr-Camargo Bridge Company, March 2008

IMPROVEMENTS:

U.S.: A total of \$1.4 million in CBI funding was allocated to a project to realign FM 755. The realignment should provide a more direct route/connection to the bridge outside of existing design developed residential/commercial areas. The project is scheduled to be let in August 2013

Source: Starr-Camargo Bridge Company, December 2011

Mexico: The Comité de Desarrollo Inter-municipal (CODEIM), a coalition representing six Mexican municipalities and Rio Grande City, is working to widen the road south of Camargo to Monterrey (known as La Ruta Corta). The coalition is also seeking to connect to the Reynosa/Cadreyta toll road. Feasibility studies are completed and financing mechanisms are under review.

Source: Starr-Camargo Bridge Company, July 2010

Widening of the Ribereña (MEX 2) is complete to central Camargo (south of Rio Grande City), and from Reynosa to Miguel Aleman.

Source: Starr-Camargo Bridge Company, July 2010

Roma-Ciudad Miguel Alemán Bridge
Roma, Texas – Ciudad Miguel Alemán, Tamaulipas



The United States is shown at the bottom of the photo. The Roma International Suspension Bridge (closed) is shown to the left of Roma-Ciudad Miguel Alemán Bridge.

LOCAL NAMES: Starr County International Bridge, Roma Bridge and Puente Roma-Miguel Alemán

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Roma
Mexican City: Ciudad Miguel Alemán

DESCRIPTION: A two-lane bridge.
Bridge length: 810 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-21 214 D000 20 001 01

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

YEAR OF CONSTRUCTION: 1979

HOURS: 24 hours (POV)
10 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: POVs - \$3.00
Pedestrians - \$0.50
Commercial - \$6.00 for 2-axle + \$1.00 for each additional axle thereafter
Passenger buses – \$20.00
Source: Starr County International Bridge System, July 2010

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Starr County's Presidential Permit application was approved on April 6, 1977.
Source: Pharr District, TxDOT

BORDER STATION:

U.S.: The border station (LPOE Roma) is owned by Starr County and was completed in 1988. The General Services Administration leases the facilities.
Source: General Services Administration, March 2008

Mexico: There are plans to expand and modernize the Customs facilities.
Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: Spur 200 from the bridge connects to US 83
Mexico: Near MEX 2

IMPROVEMENTS:

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

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

Source: Pharr District, TxDOT, December 2011

**Lake Falcon Dam Crossing
Falcon Heights, Texas – Ciudad Guerrero, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Falcon Dam, Puente San Juan, Presa Falcón, Puente Internacional de la Presa

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Falcon Heights
Mexican City: Ciudad Guerrero

DESCRIPTION: A two-lane road runs above the dam.
Source: International Boundary and Water Commission

DAM OWNER OR OPERATOR:
U.S.: U.S. Section, International Boundary and Water Commission
Mexico: Mexican Section, International Boundary and Water Commission
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

PORT-OF-ENTRY OWNERS AND OPERATORS:
U.S: Department of Homeland Security – Customs and Border Protection
Mexico: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

YEAR OF CONSTRUCTION:
1953
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS: 7:00 a.m. – 9:00 p.m. (POV only – M-Sun.)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: No

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

The U.S. border station was constructed in 1960 by the International Boundary and Water Commission. The building was expanded in 1977 and 1989. The border station was transferred from the IBWC to DHS/BCBP after construction of the dam. GSA completed renovation of the facility in March 2009.

Source: General Services Administration, May 2009

CONNECTING ROADWAY:

U.S.: FM 2098 to US 83

Mexico: MEX 2

IMPROVEMENTS:

U.S.: The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Falcon Dam is one of three Texas facilities owned by CBP. Improvements include the construction of advanced outbound inspection capabilities, as well as the reconfiguration of traffic control systems for the inbound lanes and secondary inspection areas. The improvements began in the summer of 2010, and are scheduled to be completed by spring 2012.

Source: U.S. Customs and Border Protection, March 2012

**Juárez-Lincoln Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Bridge #2, Laredo-Nuevo Laredo Bridge 2, Puente Juárez-Lincoln and Laredo II

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: A six-lane bridge
Bridge length: 1008 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-22 240 B01060 001 01

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

YEAR OF CONSTRUCTION:
The bridge became operational on November 26, 1976.

FUNDING/COST: The City of Laredo financed the estimated \$8 million cost through revenue bonds. Approximately \$2 million in bonds were issued in October 1974 and \$6 million were issued in April 1980.
Source: City of Laredo, May 1995

HOURS: 24 hours (POV only)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Built using permit of bridge #1 (Circa 1950s).
Source: Laredo District, TxDOT

BORDER STATION:

U.S.: The border station (LPOE J&L) is owned by the General Services Administration and was completed in 1982. Modernization of the LPOE has been off and on CBP's priority list. Preliminary planning called for the replacement of the current facility with a new port of entry that would include a bus processing area with a dedicated bus lane and four pedestrian inspection lanes. The passenger vehicle lanes would increase from 12 to 14 lanes. Currently no design or construction start date has been established.

In 2011, GSA completed a CBP-funded project to add three additional primary inspections lanes. This project was accomplished to accommodate the anticipated diversion of vehicular traffic from the nearby Gateway to the Americas Bridge crossing during its modernization.

In late 2012, the City of Laredo presented to GSA and CBP a concept of a bus processing facility at this bridge, separate from the existing facility modernization project, on adjoining land that could be donated by TxDOT. CBP has funded the design and a study of bus processing solutions on both the adjacent land and within the existing facility boundaries. Construction funding is yet to be decided.

Source: General Services Administration, January 2012

Mexico: The border station became operational in November 1976.

Source: Centro S.C.T. Tamaulipas, June 2001

SENTRI PROGRAM:

A ribbon-cutting ceremony for the SENTRI lane at the bridge was held on October 30, 2006. SENTRI provides expedited CBP processing for pre-approved, low-risk travelers. Applicants must voluntarily undergo a thorough biographical background check against criminal, law enforcement, customs, immigration, and terrorist indices; a 10-fingerprint law enforcement check; and a personal interview with a CBP Officer.

Source: US Customs and Border Protection webpage, February 2007
Homeland Security Weekly webpage, February 2007

CONNECTING ROADWAY:

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

Mexico: Near MEX 85 and MEX 2

Source: Laredo District, TxDOT, June 2001

**Gateway to the Americas Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Convent Street Bridge, Laredo International Bridge, Bridge #1, Old Bridge, Laredo-Nuevo Laredo Bridge 1, Puente Nuevo Laredo, Puente Laredo I and Puente Viejo

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: A four-lane bridge.
Bridge length: 1,050 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 240 B00250 001 01

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

YEAR OF CONSTRUCTION:
The original bridge was destroyed by flood in 1954 and reconstructed in 1956.
Source: City of Laredo, May 1995

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

Source: City of Laredo, May 1995

HOURS: 24 hours (POV only)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE Convent) is owned by the General Services Administration. The border station was constructed in 1943 and renovated in 1991. Modernization of the LPOE has previously been on CBP's priority list. The proposed project calls for the complete renovation and expansion of this facility, which is eligible for historic designation. GSA was unsuccessful in obtaining funds from CBP for design of a scaled down modernization project. The completed feasibility study proposed expanding the pedestrian inspection lanes from three to eight, and upgrading the existing four passenger vehicle lanes. GSA will be proceeding with the design of these improvements in the coming year.

Source: General Services Administration, January 2012

Mexico: The border station was constructed in 1954 and renovated in 1956.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

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

Source: Laredo District, TxDOT, June 2001

Mexico: Near MEX 2, MEX 85 or MEX 1

**World Trade Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Laredo North, Bridge 4, Laredo IV, Puente Internacional Nuevo Laredo III, and Puente del Comercio Mundial Nuevo Laredo III

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: The eight-lane bridge is for commercial traffic only.
Bridge length: 977 feet
Bridge Identification Number-22-240-3483-01-025
Source: Bridge Division, TxDOT, June 2001

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

YEAR OF CONSTRUCTION:
U.S.: Groundbreaking occurred on September 30, 1998, and the bridge
officially opened on April 15, 2000.
Source: Laredo District, TxDOT, November 2000

Mexico: The Bridge officially opened on April 15, 2000.
Source: Laredo District, TxDOT, November 2000

FUNDING/COST: U.S.: The International Bridge let for approximately \$2.2 million. Estimates
for the GSA facilities totaled over \$19.5 million. The roadway improvement
costs related to the bridge were approximately \$93 million.
Source: Laredo District, TxDOT, March 2000

HOURS: 8 a.m. – Midnight (M-Fri. - Commercial/Cargo only)
8 a.m. – 4 p.m. (Sat. - Commercial/Cargo only)
10 a.m. – 2 p.m. (Sun. - Commercial/Cargo only)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: Office of Mexican Affairs, U.S. Department of State, February 1997

Source: United States Coast Guard

Source: Laredo District, TxDOT, December 1998

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

BORDER STATION:

U.S.: The border station (LPOE World Trade) is owned by the City of Laredo and became operational on April 15, 2000. This facility has been leased to the General Services Administration since its opening; however ownership will transfer to GSA shortly after April 2012. The expansion of the commercial primary and secondary inspection lanes, jointly funded by the City of Laredo, GSA, CBP, and TxDOT, was completed in November 2010.

Source: General Services Administration, January 2012

Mexico: Plans for the border station were approved by INDAABIN on December 17, 1997.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

FAST PROGRAM:

The Free and Secure Trade (FAST) lane program began operating in April 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: International Relations Office, TxDOT, February 2005

CONNECTING ROADWAY:

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

Source: Laredo District, TxDOT, June 2001

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

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

IMPROVEMENTS:

U.S.: Bridge Inspection/Toll Expansion Project – The project included the construction of seven new federal inspection booths at this bridge facility. This project increased the number of federal toll inspection lanes/booths from 8 to 15 lanes, which vastly improved the facility’s vehicle processing capacity. The \$4.9 million project was completed in late 2010.

Industrial Parks Street Reconstruction Project – The purpose of this project is to rehabilitate or reconstruct the streets throughout the industrial parks that deal with the trans-border shipment of goods. As the largest, most efficient port of entry on the US/Mexico border, this Port of Laredo handles approximately 2,014,275 plus cross-border loaded truck shipments; 407,968 rail car shipments; and 378.5 million pounds of air freight per year.

In total, Laredo boasts approximately 515 freight forwarders, 210 trucking companies and 105 licensed U.S. Customs Brokers; all working in tandem to process the approximately \$78 trillion in international cargo that crosses through the City of Laredo’s truck routes in any given year. The enormous amount of commercial truck traffic causes significant wear and tear on those streets servicing cargo traffic, and in particular those streets located in the city’s industrial parks. The proposed project has improved the City of Laredo’s commercial transportation infrastructure, and enhanced and facilitated cross-border motor vehicle and cargo movement. The final phase of this project will be completed in early 2012. The five phases of this project will use an estimated \$20 million in Coordinated Border Infrastructure funds.

Source: Laredo District, TxDOT, December 2011

**Laredo-Colombia Solidarity Bridge
Laredo, Texas – Colombia, Nuevo León**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Colombia Bridge, Puente Solidaridad, Puente Colombia and Puente Internacional Solidaridad Colombia

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Colombia

DESCRIPTION: An eight-lane bridge and two sidewalks.
Bridge length: 1,216 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 240 B01391 001 01

BRIDGE OWNER OR OPERATOR:
U.S.: City of Laredo
Mexican Owner: Government of Mexico. The State of Nuevo León has the concession until 2007.
Source: S.C.T., December 1998
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Completed on July 31, 1991

FUNDING/COST: U.S.: The City of Laredo financed the estimated \$12 million cost through revenue bonds on May 21, 1990.
Source: City of Laredo, May 1995

HOURS: 8 a.m. – Midnight (POV – M-Sun)
8 a.m. – Midnight (Commercial/Cargo – M-Fri)
8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)
12 p.m. – 4 p.m. (Commercial/Cargo – Sun.)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Yes

U.S. PERMITS AND MEXICAN APPROVALS:

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

USCG Bridge permit approved May 8, 1990.

Source: United States Coast Guard

BORDER STATION:

The border station (LPOE Colombia) is owned by the General Services Administration and was constructed in 1991.

Source: General Services Administration, February 2006

FAST PROGRAM:

The Free and Secure Trade lane program began operating in December 2007. 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. More information on the FAST Program is available on the web at: http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: International Relations Office, TxDOT, March 2008

CONNECTING ROADWAY:

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

Source: Laredo District, TxDOT, January 2006

Mexico: MEX 2 (La Ribereña).

Source: S.C.T., February 1999

IMPROVEMENTS:

U.S.: The Colombia/Solidarity Permanent Border Safety Inspection Facility (BSIF) let in FY 2009. Construction of the facility is tentatively scheduled for completion in June 2012, at an estimated cost of \$15.9 million.

Source: Laredo District, TxDOT, December 2011

Source: TxDOT, Maintenance Division, March 2012

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

Source: Laredo District, TxDOT, January 2004

**Camino Real International Bridge
Eagle Pass, Texas – Piedras Negras, Coahuila**



**The United States is shown at the bottom of the photo.
The Eagle Pass-Piedras Negras Railroad is shown to the left of the
Camino Real International Bridge**

LOCAL NAMES: Eagle Pass-Piedras Negras International Bridge II, Puente Dos, Puente Camino Real and Puente Internacional Coahuila 2000

LOCATION: TxDOT District: Laredo
Texas County: Maverick
U.S. City: Eagle Pass
Mexican City: Piedras Negras

DESCRIPTION: The bridge began operating on September 24, 1999, and is located approximately 0.6 miles south of the existing Eagle Pass International Bridge and immediately north of the international railroad bridge owned and operated by Union Pacific. The bridge structure is 1384 feet in length with 374 feet on the Mexican side and 1,010 feet on the U.S. side. The border station for the Port of Entry facilities consists of approximately 46 acres. The 84-foot wide bridge roadway provides six lanes (three in each direction) and includes two six-foot sidewalks for pedestrians.

Source: City of Eagle Pass, August 2002

BRIDGE OWNER OR OPERATOR:

U.S. Owner: City of Eagle Pass
U.S. Operator: Eagle Pass Bridge System

Source: City of Eagle Pass, May 1998

Mexican Owner: Mexican Government.

Source: Dirección General de Caminos SCOPE, Gobierno de Coahuila, September 1998

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

FUNDING/COST: The City of Eagle Pass provided funding for the \$30 million project.

HOURS: 24 hours (POV–M–Sun)
7 a.m. – 11 p.m. (Commercial/Cargo –M–Fri)
8 a.m. – 4 p.m. (Commercial/Cargo –Sat)
Note: Wide loads up to twenty-five feet can be accommodated.
Source: City of Eagle Pass, April 2009
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: POVs - \$2.50 Buses - \$7.00
Pedestrians - \$0.50 Motorcycles - \$2.50
Commercial Vehicles - \$7.00 for 2 axles, plus \$3.00 for each additional axle
Source: City of Eagle Pass, March 2008

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Department of State issued the Presidential Permit to the City of Eagle Pass in May 1996. The Coast Guard Bridge Permit was issued in August 1996.
Source: City of Eagle Pass, February 2005

Mexico: The State of Coahuila constructed and operates the bridge and facilities.
Source: S.C.T., November 1999

BORDER STATION:

U.S.: The City of Eagle Pass and GSA jointly developed a master plan for phased expansion of the border station. Phase I of the border station (LPOE Eagle Pass II) was built by the City and is leased to GSA. Phase II is an eventual expansion of the border station to be designed and constructed by GSA on land donated by the City. The City and GSA are in preliminary discussions to renew the lease of the existing Phase I facility and finalize the transfer of the land.

This facility is included in CBP’s initial phase of Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico.
Source: General Services Administration, January 2012

Mexico: Construction of the border station began in July 1998 and was completed in August of 1999.
Source: SCT, November 1999

CONNECTING ROADWAY:

U.S.: Construction for the Eagle Pass Truck Route was divided into two phases. Phase 1A was completed in April 1999 at a cost of \$1.1 million and is approximately 1/2 mile long, connecting at FM 1021-Wilson Street and ending at the Camino Real International Bridge. Phase 1B is approximately 2 miles, starting at the Camino Real International Bridge and ending at FM 375. Phase 1B includes 2 lanes with shoulders and was completed in summer 2007. Construction of this road way was a coordinated effort between the City of Eagle Pass and TxDOT. Work on the FM 1021 overpass is scheduled to start in summer 2012, with an anticipated date of completion in 2014. Cost of this project is estimated at \$9.3 million.

Source: City of Eagle Pass, March 2008

Source: Laredo District, TxDOT, December 2011

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

Source: City of Eagle Pass, March 2004

IMPROVEMENTS:

U.S.: State Loop 480 (Eagle Pass Outer Loop) - An outer loop from the bridge around the eastern portion of the city was started in FY 2009, with Phases I and II using Proposition 14 Funds. Phase I construction was completed in 2012, and extends from FM 1021 to US 57. Phase I included the construction of a two-lane highway on a new location with one grade separated interchange at the US 277 east intersection. Phase I was constructed at a cost of \$16.54 million. Phase II construction from International Bridge II to FM 1021 began in 2010 and includes a two-lane highway on a new location with one grade separated intersection at the FM 1021 intersection. Phase II segment cost is \$16.6 million and is anticipated to be completed in 2013.

Source: City of Eagle Pass, February 2007

Source: Laredo District, TxDOT, December 2011

Eagle Pass II Toll Booth Improvements – This project consists of construction and infrastructure improvements to the northbound portion of the International Bridge II facility in Eagle Pass, Texas. This will include embankment, concrete pavement, new inspection booths, related hardware and software, canopies and fencing. Rerouting of commercial traffic is needed to improve the internal flow of commercial trucks and oversize loads entering the U.S., as well as providing a more direct alignment with the proposed Border Safety Inspection Facility (BSIF). This work will increase the safety and efficiency of border traffic at this bridge, and is currently estimated to cost \$6.5 million in Coordinated Border Infrastructure funds. Anticipated start date is in 2013, and completion in 2015.

US 57 Passing Lanes - This project consisted of the addition of passing lanes at periodic intervals along US 57 between US 277 in Eagle to the IH 35 intersection. Passing lane segments were added in Maverick, Zavala and Frio counties.

Passing lanes will be added in both directions at periodic intervals allowing traffic to pass slow moving vehicles and tractor trailers on a two-lane highway safely. This project provides a safer direct route to IH35 for cargo trucks and automobile traffic traveling from the International Bridge in Eagle Pass to San Antonio. Additionally, this project will reduce congestion and enhance safety on US 57, which serves a critical economic function for local and statewide commerce. Construction on this project began in 2008, and was completed in 2009.

Source: Laredo District, TxDOT, December 2011

Mexico: The State of Coahuila and SCT continue the improvement and construction of the Mexico-Piedras Negras Transport Corridor to the new port of entry. A number of projects are planned in the short to medium term. Included was the construction of two road sections. La Muralla (10.0 km), which is complete and part of the Saltillo bypass (36.0 km) was also completed at a cost of 327 million pesos. However, there are other sections (50.0 km) of the bypass that are planned for construction early next year.

Source: Laredo District, TxDOT, January 2007

Eagle Pass Bridge I
Eagle Pass, Texas – Piedras Negras, Coahuila



The United States is shown at the bottom of the photo.

LOCAL NAMES: Eagle Pass-Piedras Negras International Bridge and Puente Piedras Negras-Eagle Pass

LOCATION: TxDOT District: Laredo
Texas County: Maverick
U.S. City: Eagle Pass
Mexican City: Piedras Negras

DESCRIPTION: A two-lane bridge.
Bridge length: 1,855 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 159 B00290 001 01

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

YEAR OF CONSTRUCTION:
Originally constructed in 1927 and reconstructed in 1954, the bridge was rehabilitated in 1985.
Source: General Services Administration

FUNDING/COST: The City of Eagle Pass purchased the bridge on March 17, 1947, from Francisco Estrada for \$320,000.

Source: Laredo District, TxDOT

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

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: POVs - \$2.50
Pedestrians - \$0.50
Motorcycles - \$2.50

Source: City of Eagle Pass, March 2008

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

The border station (LPOE Eagle Pass I) is owned by the General Services Administration, and was completed in 1960 and expanded in 1991. Commercial traffic was moved to the Camino Real International Bridge when it opened in 1999.

Source: General Services Administration, March 2008

This facility is included in CBP's initial phase of Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico.

Source: General Services Administration, January 2012

CONNECTING ROADWAY:

U.S.: US 57 connects to US 277

Mexico: Near MEX 2 and MEX 57

IMPROVEMENTS:

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

Source: Laredo District, TxDOT, April 2009

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

Source: Laredo District, TxDOT, March 2011

**Del Río-Ciudad Acuña International Bridge
Del Río, Texas – Ciudad Acuña, Coahuila**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Del Río International Bridge, Puente Acuña, and Puente Ciudad Acuña-Ciudad Del Río

LOCATION: TxDOT District: Laredo
Texas County: Val Verde
U.S. City: Del Rio
Mexican City: Ciudad Acuña

DESCRIPTION: A four-lane bridge.
Bridge length: 2,035 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 233 B00770 002 01

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

YEAR OF CONSTRUCTION:
Originally constructed in 1930 and reconstructed in 1987.
Source: City of Del Rio, May 1995

HOURS: 24 hours (POV)
8 a.m. – 9 p.m. (Commercial/Cargo – M-Fri)
9 a.m. – 5 p.m. (Commercial/Cargo – Sat.)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: POVs - \$3.00 Buses - \$8.00
Pedestrians - \$0.75 RVs - \$8.00
Bicycles - \$0.75 Heavy Equipment/Commercial - \$4.00 per axle
Night Fare for POVs -- \$3.00 (Friday/Saturday 9 p.m. - 5 a.m.)
Source: City of Del Rio, January 2012

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE Del Rio) is owned by GSA and was constructed in 1967. The building and lanes were expanded in 1990, and the new import dock was constructed in the late 1990's. GSA's replacement of the administration and non-commercial facilities were substantially completed in April 2009. CBP began operations in the new facilities in June 2009.

Source: General Services Administration, July 2010

CONNECTING ROADWAY:

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

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

IMPROVEMENTS:

U.S: State Loop 79 (Del Rio Relief Route) - State Loop 79 will initially consist of a two-lane highway that extends from US 277 South to US 90 West with overpasses at the Union Pacific Railroad line and the US 90 west and US 277 north intersections, as well as a connection to Laughlin Air Force Base. The project length is 12.1 miles, with a construction cost of \$32.3 million.

This project utilized a pass-through financing agreement between Val Verde County and TxDOT that was approved and executed by the Transportation Commission. Construction of this project began in 2012, and is scheduled for completion in early 2012.

Toll Booth Improvements – The construction and infrastructure improvements to the City of Del Rio International Bridge Toll Booths at the Port of Entry to replace existing antiquated toll booths, lane gates, computer hardware, and software. Additionally, this project will more efficiently align the new GSA/CBP facility and the Mexico-bound toll plaza operated by the City of Del Rio; meeting an important objective of the City of Del Rio and CBP. Cost of the project is estimated at \$3.8 million in CBI federal funds. Construction is anticipated in 2013 and 2014.

Qualia Relief Route – A relief route connecting the existing Qualia Drive to Spur 239 and Alderete Lane will be adjacent to GSA property and run through various private properties. This project will allow traffic to travel safely, and through shorter distances to connect from Texas Highway Department Spur

239 to Qualia Drive. Previously, traffic could connect via Spur 239 to Alderete Lane and Rio Grande Road. Due to the Port of Entry project by GSA, Rio Grande Road is closed and traffic from that area south of the GSA facility has to travel long distances around and through the City of Del Rio streets to ultimately enter the spur or other major roads. Other heavy trucks that drive from gravel material pits near the river could also enter Spur 239 via Rio Grande Road, but with the closures, these trucks also have to travel long distances through City of Del Rio streets and neighborhoods, to enter either Spur 239 or major roads. This project is estimated to cost \$2.89 million in federal CBI funds, with construction anticipated in 2013 and 2014.

Port of Entry Improvements - This proposed Val Verde County infrastructure improvement project is meant to promote safety and economic growth in Val Verde County by rehabilitating 5.6 miles of road from the Port of Entry to the Industrial Park. The road will accommodate the ever growing commercial NAFTA truck traffic to warehouses along this road and to the Industrial Park. Commercial truck traffic through the Port-of-Entry, to the industrial park and through Val Verde County has increased, as have the number of warehouses along the proposed project area and the industrial park. The present road pavement is in very poor condition and in desperate need of reconstruction as a result of the high volume of traffic it has sustained since the onset of NAFTA. Rehabilitating this road is projected to bring up to 20 new businesses to the county and produce additional property tax revenue in excess of \$180,000 per year. Cost of this project is estimated at \$3.39 million in federal CBI funds, and is anticipated to be constructed in 2012 and 2013.

Source: Laredo District, TxDOT, December 2011

**Lake Amistad Dam Crossing
Del Rio, Texas – Ciudad Acuña, Coahuila**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Amistad Dam, Presa la Amistad

LOCATION: TxDOT District: Laredo
Texas County: Val Verde
U.S. City: Del Rio
Mexican City: Ciudad Acuña

DESCRIPTION: A two-lane road runs above the dam.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

DAM OWNER OR OPERATOR:
U.S: U.S. Section, International Boundary and Water Commission
Mexico: Mexican Section, International Boundary and Water Commission
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

PORT-OF-ENTRY OWNERS AND OPERATORS:
U.S: Department of Homeland Security – Customs and Border Protection
Mexico: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

YEAR OF CONSTRUCTION:
1969
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS: 10 a.m. – 6 p.m. (POV only – M-Sun.)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: No

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

The border station is owned by DHS/BCBP, and was completed in 1969.

Source: General Services Administration, March 2008

BORDER STATION IMPROVEMENTS:

The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Amistad Dam is one of three Texas facilities owned by CBP. The new facility is under construction and is scheduled to be completed in spring 2012. The new port of entry is located off the dam. Once the new facilities are operational, the old station will be removed.

Source: U.S. Section, International Boundary and Water Commission, February 2012

CONNECTING ROADWAY:

U.S.: Spur 349 connects to US 90

Mexico: Near MEX 2

Presidio Bridge
Presidio, Texas - Ojinaga, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAMES: Presidio-Ojinaga Bridge, Puente Ojinaga

LOCATION: TxDOT District: El Paso
Texas County: Presidio
U.S. City: Presidio
Mexican City: Ojinaga

DESCRIPTION: A two-lane bridge
This bridge replaced a privately owned, antiquated wooden structure located about 500 yards down river.
Source: General Services Administration
Bridge length: 791 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24-189-0104-10-053-001

BRIDGE OWNER OR OPERATOR:
U.S. Owner: State of Texas
U.S. Operator: Texas Department of Transportation
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
1985
Source: Bridge Inventory and Inspection File, TxDOT

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

HOURS: 24 hours (POV)
10 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: No toll southbound
Northbound toll - \$1.95 (POV)
Source: U.S. Customs and Border Protection, June 2008

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE Presidio) was completed in 1987. A private individual (Richard Slack) owns the U.S. border station, which is leased to the General Services Administration.
Source: General Services Administration, March 2008

Design of the expansion of the non-commercial inspection areas and the commercial lot entry and exit is underway, but currently there is no timetable for construction.
Source: General Services Administration, January 2012

Mexico: The Government of Mexico, Customs and Immigration operate the border station.
Source: Centro S.C.T. Chihuahua, June 2001

CONNECTING ROADWAY:

U.S.: US 67 and FM 170
Mexico: MEX 16 and CHIH 67
Source: Centro S.C.T. Chihuahua
Source: El Paso District, TxDOT, February 2007

IMPROVEMENTS:

Mexico: The state highway Coyame – Potrero Del Llano (La Mula) connecting MEX 16 and CHIH 67 is complete and became operational in September 2003. The new route starts off of Highway 16 about 25 miles south of Coyame (near the village-El Huerfano) and runs parallel to the Chihuahua al Pacifico railroad and connects to the Camargo Highway (CHIH 67) near La Mula (Potrero Del Llano). With this 70-mile bypass, travelers are able to avoid the sharp curves and steep grades of Highway 16 through Peguis Canyon.
Source: El Paso District, TxDOT, February 2007

**Fort Hancock-El Porvenir Bridge
Fort Hancock, Texas – El Porvenir, Chihuahua**



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente El Porvenir

LOCATION: TxDOT District: El Paso
Texas County: Hudspeth
U.S. City: Fort Hancock
Mexican City: El Porvenir

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 510 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 116 AA8883 001 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: U.S. Section, International Boundary and Water Commission
U.S. Operator: U.S. Customs
Mexican Owner: Government of Mexico
Mexican Operator: Government of Mexico and CILA
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996
Source: Centro S.C.T. Chihuahua, June 2001

YEAR OF CONSTRUCTION:
Built in 1936.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

This is one of two small, light-duty bridges built by the International Boundary and Water Commission as part of U.S.-Mexico, Rio Grande Rectification Project.

Source: International Boundary and Water Commission, U.S. Section, November 2000

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

HOURS: 24 hours (POV)
6 a.m. – 10 p.m. (Light Truck – Mon-Sun)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: None

Source: U.S. Customs and Border Protection, February 2006

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The old border station was constructed in 1955 and was owned by the Immigration and Naturalization Service. The new border station (LPOE Fort Hancock) was completed in April 2003, and is owned by GSA.

Source: General Services Administration, March 2008

Mexico: The Mexican Government operates the border station.

Source: Centro S.C.T. Chihuahua, June 2001

CONNECTING ROADWAY:

U.S.: FM 1088 connects with Texas 20

Mexico: Connects to MEX 2

IMPROVEMENTS:

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

In 2007, Mexico replaced the total deck of the bridge with new reinforcement and concrete starting from the Mexican abutment to the international boundary, which is about 400 feet in length.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, March 2008

Fabens-Caseta Bridge
Fabens, Texas – Caseta, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente La Caseta and Tornillo-Guadalupe

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: Fabens
Mexican City: Caseta

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 510 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 072 AA8884 001 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: U.S. Section, International Boundary and Water Commission
U.S. Operator: U.S. Customs
Mexican Owner: Government of Mexico
Mexican Operator: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

YEAR OF CONSTRUCTION:
Built in 1938.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

This is one of two small, light-duty bridges built by the International Boundary and Water Commission as part of U.S.-Mexico, Rio Grande Rectification Project. The Fabens-Caseta Bridge is to be demolished once the new Guadalupe-Tornillo International Bridge is built to replace it.
Source: International Boundary and Water Commission, U.S. Section, November 2000

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

HOURS: 6 a.m. - 10 p.m. (POV/Light Truck – Mon-Sun)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: None
Source: U.S. Customs and Border Protection, February 2006

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: A temporary border station (LPOE Fabens) was constructed on 7.59 acres at the end of the existing bridge. The new Tornillo-Guadalupe Port of Entry is under construction by GSA on land donated by the County of El Paso. The existing Fabens Port of Entry will be demolished after the new bridge becomes operational in mid-2013.

Source: General Services Administration, January 2012

CONNECTING ROADWAY:

U.S.: FM 1109 connects with Texas 20, FM 76 and FM 793, which connect to I-10. Island Guadalupe and Tornillo-Guadalupe roads run concurrently with FM 1109.

Mexico: A state road connects with MEX 2

IMPROVEMENTS:

U.S.: The Texas Transportation Commission approved the state bridge permit on March 27, 2003 for the new Tornillo/Guadalupe (Fabens) Bridge, (replacement bridge) to be located upstream from the current Fabens-Caseta Bridge. The County of El Paso's Presidential Permit application was approved and the permit was issued by the Department of State on March 16, 2005.

Source: El Paso District, TxDOT, February 2007.

Source: U.S. State Department, March 2005

Ysleta-Zaragoza Bridge
Ysleta, Texas – Zaragoza, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAMES: Zaragoza Bridge, Puente Zaragoza and Puente Ysleta-Zaragoza

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: There are two structures, one is a four-lane bridge for commercial traffic, and the other is a five-lane bridge for non-commercial traffic. The non-commercial bridge also has two pedestrian walkways. The walkways join an elevated pedestrian bridge that connects to the second floor of the CBP Administration Building.

Source: El Paso District, TxDOT, December 1998

Source: Toll Collection Superintendent, February 2007

Bridge length: 804 feet northbound and southbound

Source: Bridge Inventory and Inspection File, TxDOT

Bridge identification numbers - 24 072 B74640 001 01 northbound truck bridge, 24 072 B74640 002 01 southbound vehicular bridge

BRIDGE OWNER OR OPERATOR:

U.S.: City of El Paso

Mexican Owner: Government of Mexico. Promofront S. A. de C. V. has the concession until 2017.

Source: Secretaría de Relaciones Exteriores, Puertos y Servicios Fronterizos, January 1997

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

YEAR OF CONSTRUCTION:

The original bridge was constructed in 1938 as part of the U.S.-Mexico River rectification project.

Source: International Boundary and Water Commission, U.S. Section, July 1994

Rebuilt in 1955 and rebuilt again in 1990.

Source: El Paso District, TxDOT

FUNDING/COST: U.S.: \$3.54 million

Source: El Paso District

HOURS:

24 hours (Pedestrian/POV)

24 hours SENTRI Lane (DCL)

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

8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)

Source: City of El Paso, January 2012

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

Southbound: \$2.50 (POV)

\$3.50 per axle (Commercial)

\$.50 pedestrians as of Sept. 1, 2009

Source: City of El Paso, January 2012

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: U.S. State Department

BORDER STATION:

U.S.: The border station (LPOE Ysleta) was completed in August 1992. The General Services Administration owns the border station and 61 acres of land area. The city operates truck tollbooths on the GSA property.

The inauguration of the new commercial facilities was held in October 2008. The new facilities included the expansion of commercial lanes from six to eight with the ability to add two additional lanes in the future; an x-ray machine at one of the lanes to allow empty trucks to be reviewed quickly without having to go to secondary inspection; and updated radiation monitors.

Source: International Relations Office, TxDOT, July 2009

North American Trade Automation Prototype dedicated short-range testing equipment was installed in July 1997. For more information on the NATAP program on the Internet, see <http://www.itds.treas.gov>

Source: Federal Highway Administration, Texas Division, August 1997

FAST/SENTRI PROGRAMS:

The City of El Paso completed the upgrade of the toll collection system in January 2007 and expanded the southbound toll lanes from six to eight lanes. A Free and Secure Trade (FAST) lane opened in June 2004. Two additional FAST lanes became operational in October 2008, for a total of three. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: Bridge Operations Manager, February 2007

Source: International Relations Office, TxDOT, July 2009

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

Source: Bridge Operations Manager, March 2006

CONNECTING ROADWAY:

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

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

IMPROVEMENTS:

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

Source: El Paso District, TxDOT, February 2004

A consultant firm conducted a feasibility study for the extension of the Border Highway from the Zaragoza Port of Entry to the Fabens Port of Entry. The \$1 million study began during the summer of 1995 and was completed in February 1997. The study recommended the extension, which is on the long-range plan.

A consultant has been selected to conduct a route-schematic design for the El Paso TxDOT district.

Source: El Paso District, TxDOT, February 2007

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

Source: Centro S.C.T. Chihuahua, June 2001

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

Source: SCOP, Chihuahua, February 2007

Bridge of the Americas
El Paso, Texas – Ciudad Juárez, Chihuahua



The United States is shown at the top of the photo.

LOCAL NAMES: Puente Rio Bravo, Puente Internacional Cordova-Las Americas, Cordova Bridge, Puente Libre, BOTA and Free Bridge

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: Four separate structures, 2 two-lane bridges for truck traffic, and 2 four-lane bridges for other vehicular traffic.

Bridge length: 506 feet

Source: Bridge Inventory and Inspection File, TxDOT

Bridge identification numbers-24 072 255204 053 02 northbound truck bridge, 24 072 255204 054 02 northbound auto bridge, 24 072 255204 055 02 southbound auto bridge, 24 072 255204 056 02 southbound truck bridge

Source: El Paso District, TxDOT, December 1998

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

Source: Office of Bridge Administration, U. S. Coast Guard, December 1998

Source: El Paso District, TxDOT, December 1998

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

Source: International Boundary and Water Commission, U.S. Section, January 1997

BRIDGE OWNER OR OPERATOR:

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

U.S. Operator: U.S. Customs

Mexican Owner: Mexican Section, International Boundary and Water Commission

Mexican Operator: Mexican Customs

Source: International Boundary and Water Commission, U.S. Section, July 1994

YEAR OF CONSTRUCTION:

Original: 1967 (as part of the Chamizal Treaty work, U.S. and Mexico)

The replacement bridges were completed in June 1998.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

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

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS:

24 hours (POV)

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

6 a.m. – 2 p.m. (Commercial/Cargo – Sat.)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL:

Passenger vehicles and pedestrians cross toll free.

Source: U.S. Customs and Border Protection

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Replacement according to Coast Guard Bridge Permit dated September 28, 1995.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

BORDER STATION:

U.S.: The border station (LPOE BOTA) owned by the General Services Administration, was completed in 1967 and renovated in 1992. An expansion of the import lot was completed in 1998. In 2004, additional vehicular lanes were added and a relocation of the headhouse was completed.

Source: General Services Administration, March 2008

FAST PROGRAM:

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

http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

Source: International Relations Office, TxDOT, February 2005

CONNECTING ROADWAY:

U.S.: Highway 110 to US 62 and US 54, which connects to I-10

Mexico: Near MEX 45

IMPROVEMENTS:

In the past six years, GSA and CBP completed two feasibility studies for expansion and modernization of the commercial and non-commercial operations. Both studies concluded that the constrained site severely limited expansion capabilities. Subsequently, the El Paso MPO commissioned a study to investigate other alternatives for relieving congestion at the El Paso area bridges. Additionally, TxDOT, in conjunction with the City, recently initiated a transportation master plan study of the El Paso area. There are no current plans to expand the facility at BOTA.

Source: General Services Administration, January 2012

**Good Neighbor Bridge
El Paso, Texas – Ciudad Juárez, Chihuahua**



**The United States is shown at the top of the photo.
The Paso del Norte Bridge is shown on the left. The Good Neighbor Bridge is shown on the right.**

LOCAL NAMES: Stanton Street Bridge, Friendship Bridge, Puente Rio Bravo and Puente Ciudad Juárez-Stanton El Paso
Source: El Paso District, TxDOT, August 1999

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: A three-lane vehicular bridge for southbound traffic only with one northbound SENTRI lane also known locally as a Dedicated Commuter Lane (DCL). No commercial traffic is allowed.
Bridge Length: 880 feet
Source: City of El Paso, January 2012

Bridge identification number-24 072 255204 023 02
Source: El Paso District, TxDOT, December 1998

BRIDGE OWNER OR OPERATOR:
U.S.: City of El Paso
Mexican Owner: Government of Mexico

YEAR OF CONSTRUCTION:
Rebuilt in 1967 as part of the Chamizal Treaty.
Source: International Boundary and Water Commission, U.S. Section

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

HOURS: 6 a.m. – 12 a.m. Mon-Fri. (DCL Northbound – POV only)
10 a.m. – 12 a.m. Sat. and Sun. (DCL Northbound – POV only)
24 hours (Southbound – POV/Pedestrian)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: \$2.50 (Southbound POVs)
Pedestrians - \$0.50 (Southbound)
Source: City of El Paso, January 2012

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE Stanton) is owned by the General Services Administration and was completed in 1967. The GSA leases the facilities to the City of El Paso.

Source: General Services Administration, March 2008

An expansion by the City of El Paso of the current facility is in the final phase of construction.

Source: City of El Paso, January 2012

SENTRI PROGRAM:

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

Source: U.S. Customs and Border Protection, June 2001

CONNECTING ROADWAY:

U.S.: US 62
Stanton Street runs concurrently with US 62.

Mexico: Near MEX 2, MEX 45

IMPROVEMENTS:

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

Source: Bridge Operations Manager, February 2007

Source: El Paso District, TxDOT, January 2004

Pedestrian upgrades for this port of entry and the Paso Del Norte Bridge are in the final construction phase and should be completed by March 2012.

Improvements for both bridges will cost approximately \$12.6 million.

Source: City of El Paso, January 2012

**Paso Del Norte Bridge
El Paso, Texas – Ciudad Juárez, Chihuahua**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Paso del Norte Bridge, Santa Fe Street Bridge, Puente Benito Juárez, Puente Paso del Norte and Puente Juárez-Santa Fe

LOCATION: TxDOT District: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: A four-lane bridge used for northbound, non-commercial traffic only; and for northbound and southbound pedestrian traffic.
Bridge length: 982 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 072 255204 022 02
Source: El Paso District, TxDOT, December 1998

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

YEAR OF CONSTRUCTION:
Rebuilt in 1967 as part of the Chamizal Treaty
Source: International Boundary and Water Commission, U. S. Section

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

HOURS: 24 hours (POV and pedestrian only)
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2012

TOLL: Pedestrians Southbound - \$0.50

Source: City of El Paso, January 2012

PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (LPOE PDN) was completed in 1967 as a result of the Chamizal Treaty when the channel of the Rio Grande River was moved. The General Services Administration owns the border station, which was renovated in 1991.

The GSA received congressional funding to design an expansion and renovation of the facility. The expansion and renovation project was completed in April 2009.

Source: General Services Administration, May 2009

CONNECTING ROADWAY:

U.S.: US 85, El Paso Street runs concurrently with US 85

Mexico: Near MEX 2

IMPROVEMENTS:

U.S.: The City of El Paso completed the upgrade of the toll collection system in January 2007.

Source: Bridge Operations Manager, February 2007

A \$26.6 million, 900-day construction project was formally announced in April 2007, and work began in May 2007. The project, which was totally completed in June 2009, increased the pedestrian inspection lanes from five to 14, with one pedestrian lane dedicated for use by crossers enrolled in the SENTRI program. The passenger vehicle lanes increased from nine to eleven lanes, with the ability to add a 12th lane in the future. In addition, all vehicular lanes are equipped with RFID technology designed to read Western Hemisphere Travel Initiative (WHTI) compliant documents. New automated license plate readers and computer upgrades were also added and activated in advance of the June 1 WHTI deadline. All vehicle lanes are also equipped with Radiation Portal Monitors (RPMs) designed to detect any radioactive material entering the facility.

Source: Juárez-El Paso NOW, June 2009

Source: General Services Administration, May 2009

Pedestrian upgrades for this port of entry and the Good Neighbor Bridge are in the final construction phase and should be completed by March 2012.

Improvements for both bridges will cost approximately \$12.6 million.

Source: City of El Paso, January 2012

Appendix I Proposed Bridges

Port of Brownsville Bridge
Brownsville, Texas – Matamoros, Tamaulipas

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

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: A four-lane vehicular bridge. A single-track railroad bridge is to be developed at a later date. The sponsor has requested that the crossing be used exclusively for commercial traffic.

Source: U.S. Department of State, December 1996

BRIDGE OWNER OR OPERATOR:

U.S.: Port of Brownsville

FUNDING/COST: **U.S.:** The \$31 million for bridge, facilities and connecting roads is to be funded completely by the Port of Brownsville through General Obligation Bonds, if project financing does not become available.

Source: Pharr District, TxDOT, March 1999

Source: Port Director, Port of Brownsville, November 1999

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Brownsville Navigation District (BND)/Port of Brownsville submitted an amended Presidential Permit application and environmental assessment on August 14, 1995. The U.S. Department of State has received all information requested from the Port of Brownsville and on October 9, 1997, the Department of State made a finding that two international bridges sponsored by the Brownsville Navigation District (BND) would have no significant impact on the environment. The BND's Presidential Permit was signed on October 12, 1997, and issued on November 3, 1997. The Port has obtained a Section 404 Wetlands Permit and a Section 401 Water Quality Certification from the Texas Commission on Environmental Quality.

Source: Pharr District, TxDOT, March 1999

Source: Port Director, Port of Brownsville, November 1999

The Coast Guard permit application is going through the approval process.

Source: Office of Bridge Administration, U.S. Coast Guard, July 2010

CONNECTING ROADWAY:

U.S.: The Port will construct a new road to connect South Port Road to the bridge and will extend the port railroad to the bridge site crossing State Highway (SH) 4. The connecting roadway will be funded 100 percent by the Port.

Source: Pharr District, TxDOT, March 1999

BRIDGE CONSTRUCTION STATUS:

U.S.: Project is pending.

IMPROVEMENTS:

U.S.: Construction began on July 26, 2010, on a \$34 million toll road designed to improve truck movement near the Port of Brownsville. The new State Highway 550 corridor, a project of the Cameron County Regional Mobility Authority and TxDOT, will run north of FM 3248 to SH 48 in Brownsville. SH 550 will eventually connect to U.S. Expressway 77/83. Construction is ongoing and is approximately 60% complete.

Source: <http://www.valleymorningstar.com/news/today-77644-brownsville-toll.html>

Source: Pharr District, TxDOT, December 2011

The project consists of a controlled-access highway with two 14-foot tolled travel lanes, two 4-foot inside shoulders and two 10-foot outside shoulders.

The project will also include non-tolled access roads for adjacent properties.

Source: http://apps.dot.state.tx.us/apps/project_tracker/projectdetails.htm?projid=362201001&dist=Pharr

Mission International Bridge
Mission, Texas – Reynosa, Tamaulipas

LOCAL NAMES: Mission Bridge, Puente Internacional Reynosa-Mission, and Mission-Madero Bridge

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Mission
Mexican City: Reynosa

DESCRIPTION: A four-lane vehicular and railroad bridge is proposed.
Source: Design Division, TxDOT

BRIDGE OWNER OR OPERATOR:
U.S.: City of Mission

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Mission's Presidential Permit application was approved December 29, 1978. A USCG bridge permit issued in 1980 became null and void because construction was not commenced in a timely manner. The City of Mission will need to apply for another permit before beginning construction.

Source: City of Mission

Source: Office of Bridge Administration, U.S. Coast Guard, November 2000

BRIDGE CONSTRUCTION STATUS:
Pending

CONNECTING ROADWAY:
U.S.: New road to interconnect FM 1016

**Laredo V International Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**

LOCAL NAMES: Puente Internacional Laredo IV

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: Not available.

BRIDGE OWNER OR OPERATOR:

U.S.: Not Available
Mexico: Not Available

FUNDING/COST: **U.S.:** Not available
Mexico: Not available

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Pending submission of one consolidated application from Webb County and the City of Laredo as requested by the Department of State.

Mexico: Pending

BRIDGE CONSTRUCTION STATUS:

Pending

CONNECTING ROADWAY:

U.S.: Not Available
Mexico: Not Available

**Tornillo-Guadalupe International Bridge
Fabens, Texas – Caseta, Chihuahua**

LOCAL NAMES: Puente Internacional Tornillo-Guadalupe

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: Fabens
Mexican City: Caseta

DESCRIPTION: A six-lane bridge is to replace the Fabens-Caseta Bridge and is to be located 650 yards upstream from the existing bridge. The new bridge will feature three travel lanes in each direction, with one lane designated for commercial traffic and the other two for passenger vehicles. The bridge will be 1,274 feet long and 94 feet wide with pedestrian sidewalks in both directions. The county has designated 272 acres of land for the new border facilities and for future expansions. Twenty-two acres will be reserved for the TxDOT-DPS-USDOT truck safety inspection station.

Source: County of El Paso Presidential Permit Application, April 2003

Source: TxDOT, International Relations Office, March 2005

BRIDGE OWNER OR OPERATOR:

U.S.: El Paso County

Mexico: State of Chihuahua

FUNDING/COST: **U.S.:** The project will cost the County approximately \$23.8 million.

Source: El Paso County, March 2005

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Texas state bridge permit for the new Guadalupe/Tornillo Bridge, to be located upstream from the current Fabens-Caseta Bridge was approved by the Texas Transportation Commission in March 2003. The County of El Paso submitted the Presidential Permit application to the Department of State for review/approval on April 14, 2003. The Department of State issued the Presidential Permit on March 16, 2005.

Source: TxDOT, International Relations Office, March 2005

Source: U.S. Department of State, March 2005

Mexico: The State of Chihuahua has completed the draft Environmental Assessment, draft Financial Feasibility Study and the draft Economic Development Plan.

Source: El Paso District, TxDOT, September 2002

BORDER STATION:

U.S.: The County of El Paso donated the land to the federal government on which GSA will construct a new border station facility, Tornillo Port of Entry. Construction of the port of entry is scheduled to be completed in June 2013. The existing Fabens facility will be demolished after this new facility is built and becomes operational.

Source: General Services Administration, January 2012

BRIDGE CONSTRUCTION STATUS:

U.S.: Construction of the bridge is scheduled to take place between November 2011 and December 2012.

Source: Presentation at US-Mexico Binational Bridges and Border Crossings Group meeting, September 8, 2011

Mexico: Construction on the Mexican side has not begun.

Source: *Future Port of Entry: Officials Optimistic about International Bridge in Tornillo*, El Paso Times, March 4, 2012

CONNECTING ROADWAY:

U.S.: From IH 10 the primary access route utilizes FM 973 through Fabens, FM 76 south of Fabens and then FM 1109 to the international bridge. Once the new port of entry and the proposed connecting highway are complete, FM 1109, off of FM 3380 (O.T. Smith), will be the connecting roadway.

Mexico: The executive design for highway Dr. Porfirio Parra-Samalayuca, which will join Mx 2 and Mx 45, is complete. Construction of this highway is due to start as soon as the new bridge construction begins.

Source: TxDOT, El Paso District, July 2010

Source: Secretaría de Comunicaciones y Transportes, Dirección General de Desarrollo Carretero, July 2010

Appendix II Inactive Bridges

Roma International Suspension Bridge
Roma, Texas – Ciudad Miguel Alemán, Tamaulipas



The United States is shown at the bottom of the photo. The Roma International Suspension Bridge is shown to the left of Roma-Ciudad Miguel Alemán Bridge.

LOCAL NAMES: Roma Suspension Bridge

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Roma
Mexican City: Ciudad Miguel Alemán

BRIDGE OWNER OR OPERATOR:
U.S.: Starr County
Mexico: Government of Mexico

YEAR OF CONSTRUCTION:
The Roma International Suspension Bridge in Starr County was constructed in 1928. Construction of a new bridge adjacent to the suspension bridge was completed in 1979. Vehicular and pedestrian use of the suspension bridge ended in 1978. Efforts are underway to rehabilitate the bridge for pedestrian crossing.

FUNDING/COST:
U.S.: Estimated construction costs are \$1.2 million for the U.S. portion and \$1.1 million for the Mexican portion. Through a Transportation Enhancement Project, the U.S. portion will be constructed using 80% federal funds and 20% local funds. Starr County and the City of Roma will fund the local 20% match as well as all costs above those approved under the Transportation Enhancement Program.

Source: Pharr District, TxDOT, August 1999

Since it is beyond TxDOT's statutory authority to perform contracted work outside the boundary of the United States; only the portion of the suspension bridge on the Texas side of the river is eligible for U.S. federal funds. However, state and federal dollars have been spent to perform the inspection, structure analysis and design on the entire structure.

Source: Pharr District, June 2001

Mexico: Approximately \$200,000 of the needed funds is available for the project.

Source: Centro S.C.T. Chihuahua, June 2001

IMPROVEMENTS:

This is the last of many suspension bridges built across the Rio Grande in the early 20th century and in recent years concerns have been raised regarding the bridge's structural integrity.

Source: Pharr District, TxDOT, August 1998.

Because of its unique construction and historical significance, many want to preserve the Roma International Suspension Bridge for pedestrian use. It is one of the historical sites in the Caminos del Rio Heritage Corridor jointly developed by Texas, U.S. and Mexican agencies. In 1993, the U.S. portion of the bridge was designated a National Historic Landmark -- the highest recognition for an historic property in the U.S.

Source: Texas Historical Commission, January 10, 1995

After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, the U.S. State Department sent a Diplomatic note to the Mexican government extending the moratorium on the demolition of the bridge through June 2003. Negotiations are ongoing.

Source: U.S. State Department, August 2002

Source: TxDOT, International Relations Office, March 2006

STATUS OF PROJECT:

U.S.: Plans for rehabilitation of the Mexican half of the bridge were completed and provided to Mexico in December 1998. Plans for the U.S. portion were completed in February 1999.

Source: Pharr District, TxDOT, August 1999

Much progress has been made in the rehabilitation coordination between the SCT, TxDOT and FHWA. Meanwhile the county has applied for more enhancement funds to help cover the developments costs on the U.S. side.

Source: TxDOT, International Relations Office, July 2010

Source: Pharr District, TxDOT, May 2010

Mexico: The bridge received national landmark recognition in February 2004.

Source: *Diario Oficial de México*, February 17, 2004

La Linda Bridge
Brewster County, Texas - La Linda, Coahuila



The United States is shown at the bottom of the photo.

LOCAL NAMES: Big Bend Crossing Bridge, Puente La Linda, Heath Crossing

LOCATION: TxDOT District: El Paso
Texas County: Brewster
U.S. City: None
Mexican City: La Linda

DESCRIPTION: This is a single-lane structure.
Bridge length: 382 feet
Bridge Width: 10 feet
Source: U.S. Coast Guard deposition dated November 30, 1964
Source: TxDOT, International Relations Office, April 2007

Bridge identification number-24 022 291301 001 01

BRIDGE OWNER OR OPERATOR:
U.S: Consortium of La Linda (COLINDA)
Source: TxDOT, International Relations Office, May 2008

Mexico: Government of Mexico

YEAR OF CONSTRUCTION:
1963
Source: Bridge Inventory and Inspection File, TxDOT

BRIDGE STATUS: The La Linda Bridge closed to land through traffic on July 30, 1997. The previous bridge owner, the National Parks and Conservation Association, had been granted an extension of a removal order if they could adequately demonstrate an economic plan of action which satisfied the concerns of the U.S. inspection services.

Source: U.S. Department of State, March 1999

The Government of Mexico responded via diplomatic note in December 1998 for a three-year extension of the removal order to launch an economic/eco-tourism feasibility study of the surrounding border area. An extension was granted until July 4, 2002. After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, a diplomatic note was exchanged between the U.S. and Mexican governments extending the moratorium on the removal of the bridge through June 2003. The extension has expired, however negotiations continue between the U.S. and Mexico to resolve the moratorium issue.

Source: S.C.T., December 1998

Source: TxDOT, International Relations Office, March 2006

House Concurrent Resolution (HCR) 164 passed in 1997, encouraged TxDOT and other state agencies to assist Brewster County and the owners of La Linda in their efforts to reopen the bridge. Consequently, TxDOT coordinated meetings between the applicable state agencies and stakeholders and formed an Ad Hoc committee. The committee established points of contact to offer advice and facilitation to the bridge owners. Collaboration is ongoing.

COLINDA has taken 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.

Source: TxDOT, International Relations Office, June 2009

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Army Corps of Engineers Permit: DA-N-005-41-PERMIT-9, dated October 30, 1962

Source: U.S. Coast Guard deposition dated November 30, 1964

BORDER STATION:

When the bridge was operational, the only border station was on the Mexican side and was owned by the Mexican government.

Source: El Paso District, TxDOT

CONNECTING ROADWAY:

U.S.: FM 2627 interconnects US 385.

Appendix III
Texas, U.S. and Mexican Bridge Approval Processes

STATE OF TEXAS APPROVAL PROCESS FOR CONSTRUCTING INTERNATIONAL BRIDGES BETWEEN TEXAS AND MEXICO

Senate Bill 1633, enacted by the 74th Texas Legislature (1995), requires a political subdivision or private entity to obtain approval from the Texas Transportation Commission (Commission) for the construction of the bridge before requesting a Presidential Permit. However, SB 1633 was amended by House Bill 1653 passed by the 78th Texas Legislature. HB 1653 allows an applicant to concurrently seek approval from the Commission and the U.S. However, if the Commission does not approve the construction of the bridge, the applicant shall withdraw the request for approval from the U.S.

TxDOT's Transportation Planning and Programming Division (TPP) is responsible for accepting and analyzing the applications submitted to the state by entities requesting permission to construct an international bridge across the Rio Grande. In making its determination, TPP consults with various divisions within TxDOT and various other agencies the Commission deems appropriate. Factors that are considered by the Commission include the local sponsor's financial resources, whether the bridge is consistent with the state and regional transportation plans, the facility's potential impact on the economy of the region, the environment, traffic congestion and free flow of trade.

The process is initiated when the potential applicant(s) request(s) the standardized application forms from TxDOT. Immediately upon receipt of the completed application and the requisite 20 copies, TPP forwards one copy of the application to the designated points of contact at the following TxDOT divisions and offices to determine if the application is complete:

- ◆ Design Division (DES)
- ◆ Environmental Affairs Division (ENV)
- ◆ Finance Division (FIN)
- ◆ Right of Way Division (ROW)
- ◆ International Relations Office (IRO)

If the application is deemed incomplete, it is returned and the process is repeated when the application is resubmitted. Once it has been determined that the application is complete or that the resubmitted application is no longer deficient, TPP notifies the applicant and the Governor's Office, in writing, that the application meets the requirements of Title 43 TAC, Section 15.74 and begins the analysis.

TPP is responsible for the following actions:

- ◆ Sends a copy of the application to the following agencies and local government entities, requesting their comments:
 - Department of Public Safety
 - Commission on Environmental Quality
 - Department of Agriculture
 - Historical Commission
 - Alcoholic Beverage Commission
 - Texas Department of Economic Development;
 - General Land Office; and
 - Other agencies the Commission deems appropriate.
- ◆ Sends a copy of the application to the Governor's Office, requesting comments.
- ◆ Requests analysis and the written results of that analysis from each TxDOT division and office mentioned above.

- ◆ Sends an application and requests analysis and the written results of that analysis from the appropriate district(s) and Metropolitan Planning Organization(s) (MPOs).
- ◆ Coordinates with TxDOT's General Counsel Office (OGC) to accomplish the following:
 - Schedule public hearing
 - Advertise public hearing
 - Conduct public hearing
- ◆ Compiles and summarizes public hearing comments.
- ◆ Analyzes compliance with the state transportation plan and, if appropriate, with the regional transportation plan developed by the metropolitan planning organization having jurisdiction over the project.
- ◆ Compiles and summarizes responses from state agencies, division, district(s), MPOs and /or local government entities.
- ◆ Prepares and sends staff response along with recommendation for commission action to the Executive Director.
- ◆ Coordinates with OGC to prepare documents and include on the commission meeting agenda recommended action.
- ◆ Notifies applicants and the Governor's Office in writing of commission action.

For more detailed information about the TxDOT permit process, please contact the TxDOT Transportation Planning and Programming Division at (512) 486-5038.

U.S. AND MEXICAN FEDERAL APPROVAL PROCESSES FOR CONSTRUCTING INTERNATIONAL BRIDGES BETWEEN THE TWO COUNTRIES

United States: The U.S. federal approval process begins with the application for a Presidential Permit. The process is based on the International Bridges Act of 1972, (33 U.S.C. 535 et seq.) and Executive Order (E.O.) 11423, 33 FR 11741 (1968) as amended by E.O. 12847, 58 FR 96 (1993). The law authorizes the President to issue permits for construction of international bridges and to issue a Presidential Permit for a bridge if construction is deemed to be in the national interest. An additional amendment, Executive Order 13337, signed on April 30, 2004, relates to the “Issuance of Permits with Respect to Certain Energy-Related Facilities and Land Transportation Crossings on the International Boundaries of the United States.” The E.O. applies to:

- pipelines, conveyor belts, and similar facilities for the exportation or importation of all products;
- facilities for the exportation or importation of water or sewage to or from a foreign country;
- facilities for the transportation of persons or things, or both to or from a foreign country;
- bridges, to the extent that congressional authorization is not required;
- similar facilities above or below ground; and
- border crossings for land transportation, including motor and rail vehicles, to or from a foreign country.

The responsibility for issuing Presidential Permits has been delegated to the Department of State. Prior to the International Bridges Act, approval to construct an international bridge was granted by individual Acts of Congress.

The Presidential Permit process involves the collaboration of both federal and Texas State agencies and may take several years due to environmental and other issues involved. Some of the federal agencies participating in this permitting process are: Department of Homeland Security (U.S. Customs and Border Protection and the U.S. Coast Guard), Food and Drug Administration, Department of Transportation (Federal Highway Administration and Federal Railroad Administration), Department of Commerce, Environmental Protection Agency, Department of the Interior (U.S. Fish and Wildlife Service), and the Department of Defense. These agencies are invited by the Department of State to comment on the permit application and on the environmental and other documentation submitted by the sponsor.

The Secretary of State or the Secretary's designee, after receiving the comments of the various agencies and after resolving questions that may arise during the consultative process, decides whether or not the construction of the proposed bridge is in the national interest. If a Finding of No Significant Impact (FONSI) is made, the Department of State proceeds to issue a Presidential Permit.

After the Presidential Permit is issued, the sponsor must get a permit from the U.S. Coast Guard. The International Boundary and Water Commission (IBWC) must grant its approval as well. If the site of the proposed crossing is owned by the IBWC, the sponsor must obtain a license from the Commission. If the land is privately owned, the sponsor must get the IBWC's approval. Approval is based on the design criteria of the bridge and must meet the terms specified in the 1970 Boundary Treaty.

Once the United States and Mexican governments concur on the construction of an international bridge, how to move forward with construction and other matters are reached through an exchange of diplomatic notes. For further information about the Presidential Permit process contact the Coordinator for US-Mexico Border Affairs at (202) 647-8529.

Source: US-Mexico Border Affairs, U.S. Department of State, March 1999

Mexico: The Mexican approval process for constructing international bridges is similar to that of the United States'. However, before a project can be considered for development, any proposed project for a new port of entry must be evaluated based on an established set of priorities under the advisement of the Bridges and Border Crossings Interagency Group (Grupo Intersecretarial de Puentes y Cruces Fronterizos). The proposed project should be presented for consideration to the Interagency group that is chaired by the Ministry of Foreign Relations, and in which the Ministry of Communications and Transportation participates.

The proposed project should also be presented to the US-Mexico Binational Bridges and Border Crossings Group in order to assess its binational feasibility and to establish a dialogue between the two countries regarding the project. Additionally, where a Border Master Plan has been established, the proposed project should be submitted to this entity for consideration and/or inclusion in the regional Border Master Plan.

Source: SCT, July 2010

Appendix IV Traffic Counts* 2010 and 2011

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

This is an informal gathering of statistics. Customs and Border Protection is not responsible for the accuracy of this information for use in any business or other enterprise.

2010 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	13,956	13,624	16,039	14,818	13,987	15,061	15,661	16,411	14,915	15,199	14,487	13,530	177,688
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	2,517	2,186	2,598	2,260	2,542	2,737	2,755	2,781	2,375	2,346	2,385	2,239	29,721
Progreso International Bridge	3,526	3,847	5,170	4,690	4,254	3,265	2,034	3,539	3,431	3,181	3,079	3,311	43,327
Pharr-Reynosa Intl. Bridge on the Rise	35,473	35,068	43,292	39,711	39,891	40,347	41,660	39,157	36,945	36,706	36,783	34,297	459,330
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	1,706	1,571	2,002	1,940	2,163	2,010	1,652	1,788	1,728	1,670	1,560	1,713	21,503
Roma-Ciudad Miguel Aleman Bridge	470	508	696	554	546	557	502	488	528	527	515	526	6,417
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	91,574	93,912	109,509	102,377	105,176	108,657	99,978	111,492	105,961	106,410	104,132	100,961	1,240,139
Laredo-Colombia Solidarity Bridge	25,220	25,749	31,042	28,343	27,987	29,758	24,553	30,622	27,305	31,535	32,253	30,544	344,911
Camino Real International Bridge	6,928	6,829	8,356	7,759	7,583	8,493	7,324	8,439	8,277	8,696	8,271	8,073	95,028
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	4,102	4,089	4,923	4,502	4,437	4,979	4,533	4,908	5,039	5,006	4,845	4,489	55,852
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	596	699	933	877	800	769	657	705	784	758	971	749	9,298
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	24,912	26,009	31,190	30,666	48,383	37,007	32,096	31,927	31,920	32,154	31,983	27,892	386,139
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	29,277	29,075	32,984	30,471	7,302	24,312	29,077	29,689	28,152	28,923	27,940	24,519	321,721
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Monthly Total	240,257	243,166	288,734	268,968	265,051	277,952	262,482	281,946	267,360	273,111	269,204	252,843	3,191,074

2010 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	622	616	631	639	624	649	761	663	626	584	605	611	7,631
Gateway International Bridge	0	0	1	0	0	0	0	0	0	0	0	0	1
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	0	2	3	1	0	0	1	0	0	0	0	0	7
Progreso International Bridge	7	13	13	7	5	3	3	1	1	4	7	0	64
Pharr-Reynosa Intl. Bridge on the Rise	3	7	7	2	3	5	226	9	2	0	0	0	264
McAllen-Hidalgo-Reynosa Bridge	1,808	1,688	1,823	1,750	1,582	1,603	1,171	1,415	1,489	1,614	1,602	1,713	19,258
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Aleman Bridge	102	52	65	52	59	60	161	61	27	27	47	32	745
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	3,637	3,189	5,142	4,194	3,508	3,384	2,655	3,540	3,127	3,284	4,289	4,172	44,121
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Camino Real International Bridge	72	60	106	87	68	68	76	73	74	69	87	78	918
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	1	0	0	0	1	1	0	0	0	2	1	2	8
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	21	32	26	28	34	29	51	42	27	25	28	30	373
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	8	0	0	0	0	0	0	0	0	0	0	0	8
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	1,210	1,007	1,086	1,045	1,075	1,194	1,269	1,274	1,154	1,137	1,122	1,302	13,875
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	623	558	796	585	809	826	590	727	809	841	908	907	8,979
Monthly Total	8,114	7,224	9,699	8,390	7,768	7,822	6,964	7,805	7,336	7,587	8,696	8,847	96,252

2010 - NORTHBOUND POVs MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	138,513	121,553	134,597	125,847	126,530	116,522	116,613	122,448	114,959	125,065	111,332	118,189	1,472,168
Gateway International Bridge	129,659	70,373	116,476	105,515	108,235	101,935	104,102	106,860	97,323	102,299	92,005	107,672	1,242,454
B&M Bridge	137,441	111,293	119,946	112,164	111,495	101,245	105,001	107,525	97,792	106,055	97,349	109,008	1,316,314
Free Trade Bridge	58,764	46,703	51,631	48,145	50,007	42,860	48,686	50,478	42,309	44,326	40,367	48,928	573,204
Progreso International Bridge	64,273	59,162	59,934	51,744	51,548	45,968	35,784	34,371	32,156	34,173	34,713	41,967	545,793
Pharr-Reynosa Intl. Bridge on the Rise	135,486	111,165	126,292	115,934	127,152	113,153	130,895	128,375	113,063	121,901	122,018	127,183	1,472,617
McAllen-Hidalgo-Reynosa Bridge	343,845	266,128	276,515	271,769	274,564	247,259	229,975	242,852	235,313	255,129	236,363	262,446	3,142,158
Los Ebanos Ferry	2,669	2,321	3,204	636	0	1,259	0	0	0	0	0	1,082	11,171
Rio Grande City-Camargo Bridge	39,523	32,405	21,697	15,196	15,734	20,796	20,537	24,664	22,628	23,786	22,666	26,248	285,880
Roma-Ciudad Miguel Aleman Bridge	70,082	57,744	48,245	43,390	41,711	41,513	42,052	40,866	41,341	44,449	41,098	50,123	562,614
Lake Falcon Dam Crossing	13,886	11,195	7,396	6,247	6,221	5,512	8,292	6,294	5,215	5,445	5,312	6,618	87,633
Juarez-Lincoln Bridge	341,157	288,584	326,007	345,873	318,237	297,080	255,554	288,927	263,918	297,633	274,933	332,271	3,630,174
Gateway to the Americas Bridge	75,972	70,373	76,124	76,686	83,939	84,704	88,427	84,200	78,637	95,502	82,018	98,539	995,121
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	24,743	14,122	20,230	17,497	17,905	16,518	19,555	22,971	14,119	14,853	21,008	34,998	238,519
Camino Real International Bridge	115,361	108,654	123,822	133,886	122,363	109,819	109,344	113,776	104,557	113,576	111,538	124,250	1,390,946
Eagle Pass Bridge I	95,060	85,984	100,461	93,490	92,741	82,943	84,467	86,310	83,431	88,389	80,812	91,289	1,065,377
Del Rio-Ciudad Acuna Intl. Bridge	106,914	94,925	108,352	103,138	98,177	96,348	97,540	102,906	94,129	103,309	98,951	105,667	1,210,356
Lake Amistad Dam Crossing	4,461	2,742	3,895	3,293	2,406	2,044	3,277	2,875	2,427	2,736	3,546	5,118	38,820
Presidio Bridge	61,945	55,185	66,289	62,442	59,995	56,377	56,809	54,796	51,941	52,981	55,119	57,937	691,816
Fort Hancock-El Porvenir Bridge	8,478	8,064	7,404	6,711	6,834	6,302	6,250	6,164	5,884	5,916	5,508	6,109	79,624
Fabens-Caseta Bridge	28,619	26,762	26,706	24,875	23,114	21,298	20,829	21,278	20,661	20,874	20,722	25,222	280,960
Ysleta-Zaragoza Bridge	164,306	149,419	184,406	178,616	187,890	175,525	190,236	187,406	169,232	176,184	163,042	165,246	2,091,508
Ysleta-Zaragoza Bridge (DCL)	57,774	59,281	63,322	62,854	60,260	58,810	55,752	61,240	60,750	63,193	59,373	58,976	721,585
Bridge of the Americas	290,505	269,059	318,895	295,976	317,701	306,158	304,421	300,179	284,648	301,388	287,455	296,321	3,572,706
Good Neighbor Bridge (SB only, NB DCL)	103,922	105,709	105,779	112,405	109,932	107,184	93,311	100,538	102,986	102,802	98,769	98,781	1,242,118
Paso del Norte Bridge	189,054	175,988	202,870	195,192	201,386	187,843	199,216	196,695	192,824	201,141	193,166	204,640	2,340,015
Monthly Total	2,802,412	2,404,893	2,700,495	2,609,521	2,616,077	2,446,975	2,426,925	2,494,994	2,332,243	2,503,105	2,359,183	2,604,828	30,301,651

2010 - NORTHBOUND PEDESTRIAN MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	3,880	3,720	4,622	4,020	4,224	4,390	3,066	4,448	4,002	4,243	5,464	5,589	51,668
Gateway International Bridge	147,968	291,836	149,598	149,877	153,916	134,069	138,946	144,016	122,251	137,113	135,629	155,864	1,861,083
B&M Bridge	44,588	42,240	50,344	54,538	56,555	48,876	55,558	55,678	44,952	52,939	50,345	59,858	616,471
Free Trade Bridge	40	30	55	27	14	27	48	67	85	80	119	183	775
Progreso International Bridge	105,427	121,438	128,957	60,998	51,041	41,855	43,372	47,706	40,372	49,967	58,333	75,487	824,953
Pharr-Reynosa Intl. Bridge on the Rise	6,960	5,748	9,190	8,333	8,298	7,563	10,511	9,399	8,433	7,844	8,924	13,537	104,740
McAllen-Hidalgo-Reynosa Bridge	159,073	142,458	171,743	184,456	182,827	209,740	181,878	171,600	155,547	166,090	167,611	247,403	2,140,426
Los Ebanos Ferry	4,588	5,313	5,689	1,019	0	1,404	0	0	0	0	0	1,331	19,344
Rio Grande City-Camargo Bridge	1,522	1,313	1,254	1,497	2,013	1,694	1,983	2,197	1,746	2,238	2,338	3,157	22,952
Roma-Ciudad Miguel Aleman Bridge	21,633	20,000	22,588	22,900	24,263	20,815	23,320	22,210	20,390	22,756	21,495	26,325	268,695
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	294,034	291,836	350,757	309,985	340,258	286,145	255,831	284,084	243,568	273,152	260,279	298,198	3,488,127
World Trade Bridge	6,269	6,376	7,798	6,940	7,421	7,911	8,638	8,420	7,724	8,194	8,596	9,154	93,441
Laredo-Colombia Solidarity Bridge	492	902	546	550	493	414	352	483	519	444	496	504	6,195
Camino Real International Bridge	6,886	5,925	10,892	10,942	8,289	7,816	6,901	6,565	6,565	7,936	10,163	11,165	100,045
Eagle Pass Bridge I	44,911	44,666	51,254	47,804	49,999	44,093	47,005	45,561	44,557	49,108	47,139	57,089	573,186
Del Rio-Ciudad Acuna Intl. Bridge	5,808	5,306	5,829	5,676	6,228	6,416	6,322	6,835	6,489	7,155	6,941	8,397	77,402
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	6,880	5,104	6,465	6,731	6,264	6,398	8,305	6,533	6,524	6,943	6,864	8,632	81,643
Fort Hancock-El Porvenir Bridge	293	272	344	285	263	267	347	313	236	228	220	309	3,377
Fabens-Caseta Bridge	4,816	4,523	4,905	4,732	4,860	3,218	2,977	3,564	4,988	5,195	4,467	4,524	52,769
Ysleta-Zaragoza Bridge	101,964	98,663	111,256	103,730	102,929	97,018	114,162	104,844	98,831	102,659	99,685	119,961	1,255,702
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	78,382	72,795	88,032	87,011	80,984	75,915	90,144	83,298	84,626	85,141	84,117	101,017	1,011,462
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	386,374	379,726	425,497	386,517	405,057	391,729	407,785	391,516	382,738	378,503	351,212	376,836	4,663,490
Monthly Total	1,432,788	1,550,190	1,607,615	1,458,568	1,496,196	1,397,773	1,407,451	1,399,337	1,285,143	1,367,928	1,330,437	1,584,520	17,317,946

2010 - NORTHBOUND TRAINS MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	35	36	39	40	36	40	67	36	39	55	42	37	502
Free Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Progreso International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Aleman Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	248	254	299	275	270	257	88	267	255	282	280	261	3,036
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Camino Real International Bridge	151	139	178	167	169	167	155	169	185	195	173	164	2,012
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	81	75	93	88	82	79	108	103	99	86	76	76	1,046
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Monthly Total	515	504	609	570	557	543	418	575	578	618	571	538	6,596

2010 - NORTHBOUND EMPTY RAIL CONTAINERS MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	2,061	2,694	2,680	2,588	2,412	3,083	4,079	2,454	2,997	4,267	3,292	2,413	35,020
Free Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Progreso International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Aleman Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	13,694	12,906	15,327	15,102	14,844	15,524	4,730	12,420	13,182	15,452	14,995	13,680	161,856
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Camino Real International Bridge	7,278	7,195	9,971	9,479	9,501	8,461	5,923	7,911	10,906	11,824	9,994	8,570	107,013
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	3,578	3,585	5,171	5,316	4,729	3,833	3,202	2,734	5,959	2,660	3,870	3,732	48,369
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Monthly Total	26,611	26,380	33,149	32,485	31,486	30,901	17,934	25,519	33,044	34,203	32,151	28,395	352,258

2010 - NORTHBOUND FULL RAIL CONTAINERS MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	487	518	672	802	596	753	1,260	816	766	882	738	764	9,054
Free Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Progreso International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Aleman Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	11,960	13,456	15,313	13,465	15,021	16,418	4,184	14,732	14,609	16,558	15,088	14,886	165,690
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Camino Real International Bridge	5,189	5,159	6,590	5,575	5,982	6,716	6,975	7,079	6,340	7,200	5,442	6,158	74,405
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	2,308	2,249	2,797	2,172	2,321	2,733	6,254	6,941	3,997	4,424	1,906	2,271	40,373
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Monthly Total	19,944	21,382	25,372	22,014	23,920	26,620	18,673	29,568	25,712	29,064	23,174	24,079	289,522

2011 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	14,261	13,394	16,321	14,205	15,168	15,385	14,014	15,569	14,969	15,365	14,928	14,407	177,986
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	2,392	2,416	3,059	2,417	2,835	3,002	2,643	2,784	2,628	2,484	2,275	1,838	30,773
Progreso International Bridge	3,421	3,523	4,774	4,225	4,303	3,721	3,931	3,760	2,418	2,800	2,841	2,888	42,605
Donna International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	36,955	35,676	43,749	38,352	37,707	39,220	36,088	37,657	36,465	36,965	38,922	35,065	452,821
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Anzalduas International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	1,704	1,736	2,248	2,279	2,049	2,154	1,930	2,058	2,084	2,230	1,989	1,937	24,398
Roma-Ciudad Miguel Aleman Bridge	471	482	617	573	563	555	539	705	536	488	799	610	6,938
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	101,712	99,756	119,685	107,779	115,214	115,788	108,282	113,736	113,975	113,858	111,830	105,864	1,327,479
Laredo-Colombia Solidarity Bridge	29,636	30,433	35,940	30,057	31,386	31,442	29,028	30,544	31,444	32,231	31,456	31,184	374,781
Camino Real International Bridge	8,193	8,058	9,648	8,457	8,623	9,245	8,505	9,374	9,259	9,410	9,395	8,256	106,423
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	4,857	4,834	5,726	5,101	5,343	5,467	5,005	5,569	5,582	5,625	5,270	4,587	62,966
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	645	651	845	680	727	661	554	723	639	755	840	892	8,612
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	30,049	28,747	36,468	32,722	33,177	33,490	29,198	33,471	32,538	31,895	30,473	27,280	379,508
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	25,073	23,886	30,762	27,722	29,627	30,637	28,019	31,530	29,577	29,171	27,112	24,493	337,609
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Monthly Total	259,369	253,592	309,842	274,569	286,722	290,767	267,736	287,480	282,114	283,277	278,130	259,301	3,332,899

2011 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	607	458	623	577	572	614	591	569	508	517	640	701	6,977
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	1	0	0	0	0	0	0	0	0	0	0	0	1
Progreso International Bridge	2	2	1	2	1	0	0	0	0	0	0	0	8
Donna International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	3	0	6	2	4	6	3	1	0	1	0	4	30
McAllen-Hidalgo-Reynosa Bridge	1,661	1,365	1,668	1,610	1,608	1,559	1,623	1,613	1,559	1,665	1,556	2,851	20,338
Anzalduas International Bridge	131	79	64	63	48	40	30	28	35	23	42	41	624
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Aleman Bridge	51	28	33	29	27	50	64	31	29	31	30	42	445
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	3,495	3,367	3,598	3,383	4,908	3,111	4,829	3,554	2,926	2,931	3,030	3,848	42,980
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Camino Real International Bridge	75	64	71	85	72	70	81	72	66	71	73	70	870
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	0	0	0	1	0	0	2	0	2	0	1	0	6
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	24	20	31	17	30	27	35	22	26	39	36	45	352
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	1	0	0	0	0	0	0	2	0	0	0	0	3
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	1,226	1,016	1,150	1,142	1,068	1,063	895	817	773	816	822	894	11,682
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	765	608	833	931	835	871	1,198	1,078	1,274	1,159	1,141	1,042	11,735
Monthly Total	8,042	7,007	8,078	7,842	9,173	7,411	9,351	7,787	7,198	7,253	7,371	9,538	96,051

2011 - NORTHBOUND POVs MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	110,495	97,126	113,040	109,155	115,488	106,025	105,735	112,703	102,613	109,998	103,239	108,943	1,294,560
Gateway International Bridge	96,603	86,872	102,329	104,908	104,534	99,537	99,884	101,915	98,305	99,186	93,626	109,031	1,196,730
B&M Bridge	101,265	89,653	99,069	97,432	100,863	97,488	100,825	101,926	99,692	107,033	103,185	112,702	1,211,133
Free Trade Bridge	37,707	32,746	36,945	36,266	35,367	32,637	38,488	36,552	32,552	32,783	30,692	37,490	420,225
Progreso International Bridge	38,737	37,305	41,828	39,946	39,162	34,759	35,516	36,080	34,774	34,628	35,244	38,262	446,241
Donna International Bridge	28,556	24,688	27,404	27,485	28,081	29,712	33,914	34,457	29,697	32,582	43,041	41,354	380,971
Pharr-Reynosa Intl. Bridge on the Rise	104,579	97,373	110,606	103,714	101,170	103,260	109,005	104,706	95,961	101,364	101,159	115,419	1,248,316
McAllen-Hidalgo-Reynosa Bridge	242,245	205,715	228,101	226,507	233,282	213,465	243,407	226,273	207,388	202,130	203,082	239,435	2,671,030
Anzalduas International Bridge	76,495	69,414	77,671	81,073	78,130	78,665	87,471	79,958	77,215	84,337	83,735	93,493	967,657
Los Ebanos Ferry	900	1,812	2,914	124	28	2,893	3,350	3,361	3,210	3,584	3,572	3,136	28,884
Rio Grande City-Camargo Bridge	24,344	24,083	23,624	26,048	25,155	22,688	25,016	24,693	23,986	23,988	24,887	27,979	296,491
Roma-Ciudad Miguel Aleman Bridge	47,080	41,275	47,074	45,510	45,172	43,511	45,948	48,269	47,389	45,171	46,552	52,775	555,726
Lake Falcon Dam Crossing	6,207	5,673	6,524	6,232	6,159	5,256	5,397	5,012	5,045	5,094	5,246	5,900	67,745
Juarez-Lincoln Bridge	309,547	260,152	311,836	309,919	317,186	350,407	314,759	307,944	289,454	262,870	259,849	297,770	3,591,693
Gateway to the Americas Bridge	86,816	76,084	82,902	85,193	94,155	84,898	84,209	83,523	76,365	72,788	72,641	77,547	977,121
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	18,749	11,662	14,810	19,259	10,514	10,875	18,507	13,975	10,404	9,824	14,290	24,672	177,541
Camino Real International Bridge	108,213	99,114	110,669	103,737	108,247	107,887	108,090	101,647	93,929	93,719	91,097	102,739	1,229,088
Eagle Pass Bridge I	89,876	78,608	86,219	90,137	90,191	85,811	88,051	87,867	83,837	86,672	83,880	91,599	1,042,748
Del Rio-Ciudad Acuna Intl. Bridge	99,588	90,674	99,240	99,151	104,414	98,784	103,994	103,307	97,931	100,679	97,183	103,792	1,198,737
Lake Amistad Dam Crossing	3,379	3,440	4,464	3,701	3,234	3,039	3,440	3,128	2,865	3,201	3,642	3,651	41,184
Presidio Bridge	55,154	48,896	58,160	49,804	51,156	48,203	50,529	48,049	44,988	45,873	46,642	50,091	597,545
Fort Hancock-El Porvenir Bridge	5,520	5,386	6,520	5,971	5,478	5,126	5,135	4,914	4,937	5,365	5,123	5,733	65,208
Fabens-Caseta Bridge	19,643	19,008	19,477	20,238	20,928	18,873	19,331	18,187	17,980	18,846	20,552	23,192	236,255
Ysleta-Zaragoza Bridge	149,810	135,546	157,379	149,874	148,653	150,577	159,750	168,381	158,734	163,283	154,728	160,324	1,857,039
Ysleta-Zaragoza Bridge (DCL)	71,319	54,610	62,591	58,958	61,191	58,766	55,376	57,560	58,541	60,663	56,842	54,995	711,412
Bridge of the Americas	288,841	248,312	278,139	269,942	267,122	259,242	277,190	293,194	278,654	278,228	251,625	277,687	3,268,176
Good Neighbor Bridge (SB only, NB DCL)	71,319	85,281	104,659	103,935	104,288	92,685	85,856	98,548	101,490	107,189	100,306	94,423	1,149,979
Paso del Norte Bridge	197,558	165,172	187,012	175,823	181,817	180,272	189,607	195,533	185,813	187,271	162,102	164,459	2,172,439
Monthly Total	2,490,545	2,195,680	2,501,206	2,450,042	2,481,165	2,425,341	2,497,780	2,501,662	2,363,749	2,378,349	2,297,762	2,518,593	29,101,874

2011 - NORTHBOUND PEDESTRIAN MONTHLY TRAFFIC FIGURES													
POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	4,684	4,600	5,154	4,298	4,630	4,945	5,171	5,561	5,051	4,734	5,107	5,187	59,122
Gateway International Bridge	127,726	115,243	136,788	139,357	137,284	125,550	136,107	132,708	122,809	128,534	126,753	142,880	1,571,739
B&M Bridge	39,816	37,361	46,626	43,358	40,269	35,211	41,418	42,122	36,342	36,921	36,830	42,760	479,034
Free Trade Bridge	142	233	154	314	254	340	286	428	329	293	309	448	3,530
Progreso International Bridge	90,999	96,736	118,943	65,655	51,115	44,396	46,643	41,008	45,687	48,341	63,424	78,152	791,099
Donna International Bridge	28	0	0	0	0	0	0	0	0	0	0	0	28
Pharr-Reynosa Intl. Bridge on the Rise	8,633	8,780	10,737	10,875	8,802	9,538	10,990	9,929	8,694	9,644	10,493	12,028	119,143
McAllen-Hidalgo-Reynosa Bridge	149,888	142,207	170,126	164,699	151,569	149,950	161,422	148,456	149,312	158,348	153,156	179,881	1,879,014
Anzalduas International Bridge	0	10	29	0	0	0	0	0	7	0	0	0	46
Los Ebanos Ferry	1,171	1,553	1,943	3	7	2,943	2,943	2,857	2,671	2,819	3,192	2,142	24,244
Rio Grande City-Camargo Bridge	2,008	1,979	1,984	2,034	2,096	1,635	1,973	1,002	1,736	1,862	1,960	2,148	22,417
Roma-Ciudad Miguel Aleman Bridge	21,516	18,467	22,548	21,837	20,777	18,678	19,245	19,175	19,576	21,778	22,334	24,376	250,307
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	263,568	231,426	252,674	263,065	240,802	252,280	252,468	242,710	236,645	234,877	223,313	280,600	2,974,428
World Trade Bridge	8,568	8,483	10,990	9,540	11,002	11,152	8,493	8,642	8,172	8,369	8,516	7,678	109,605
Laredo-Colombia Solidarity Bridge	509	394	579	397	407	408	442	577	461	491	481	382	5,528
Camino Real International Bridge	8,388	6,236	8,676	8,870	8,500	8,217	10,951	8,363	7,385	7,874	8,386	9,016	100,862
Eagle Pass Bridge I	43,863	37,847	49,654	46,834	48,986	42,717	46,439	46,115	47,429	51,704	53,089	57,688	572,365
Del Rio-Ciudad Acuna Intl. Bridge	6,707	6,632	7,838	7,447	6,731	6,134	6,931	6,431	6,119	8,504	7,948	7,173	84,595
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	6,275	5,307	7,062	7,206	6,797	6,897	7,900	6,726	7,084	7,124	7,976	9,191	85,545
Fort Hancock-El Porvenir Bridge	179	166	198	191	194	285	375	232	274	275	262	318	2,949
Fabens-Caseta Bridge	4,747	4,218	4,637	4,959	5,456	3,477	2,817	3,678	5,715	5,901	5,300	4,893	55,798
Ysleta-Zaragoza Bridge	96,304	84,015	104,043	112,891	103,426	97,383	105,604	98,186	95,558	96,801	95,786	102,506	1,192,503
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	75,303	65,899	85,495	86,543	84,246	77,649	83,335	78,499	79,590	83,770	85,239	89,939	975,507
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	342,956	290,582	344,003	335,208	322,527	314,729	343,103	358,277	332,959	338,075	327,991	353,926	4,004,336
Monthly Total	1,303,978	1,168,374	1,390,881	1,335,581	1,255,877	1,214,514	1,295,056	1,261,682	1,219,605	1,257,039	1,247,845	1,413,312	15,363,744

2011 - NORTHBOUND TRAINS MONTHLY TRAFFIC FIGURES

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge													
Gateway International Bridge													
B&M Bridge	42	32	49	43	38	34	36	39	39	41	35	32	460
Free Trade Bridge													
Progreso International Bridge													
Donna International Bridge													
Pharr-Reynosa Intl. Bridge on the Rise													
McAllen-Hidalgo-Reynosa Bridge													
Anzalduas International Bridge													
Los Ebanos Ferry													
Rio Grande City-Camargo Bridge													
Roma-Ciudad Miguel Aleman Bridge													
Lake Falcon Dam Crossing													
Juarez-Lincoln Bridge													
Gateway to the Americas Bridge													
World Trade Bridge	257	247	297	293	305	289	299	307	286	293	271	269	3,413
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	153	143	171	154	170	177	168	253	194	189	196	183	2,151
Eagle Pass Bridge I													
Del Rio-Ciudad Acuna Intl. Bridge													
Lake Amistad Dam Crossing													
Presidio Bridge													
Fort Hancock-El Porvenir Bridge													
Fabens-Caseta Bridge													
Ysleta-Zaragoza Bridge													
Ysleta-Zaragoza Bridge (DCL)													
Bridge of the Americas	75	70	83	76	92	94	98	91	109	124	124	116	1,152
Good Neighbor Bridge (SB only, NB DCL)													
Paso del Norte Bridge													
Monthly Total	527	492	600	566	605	594	601	690	628	647	626	600	7,176

2011 - NORTHBOUND EMPTY RAIL CONTAINERS MONTHLY TRAFFIC FIGURES													
POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge													
Gateway International Bridge													
B&M Bridge	3,215	1,630	4,553	2,879	2,858	2,087	2,258	3,235	3,127	3,403	1,842	1,705	32,792
Free Trade Bridge													
Progreso International Bridge													
Donna International Bridge													
Pharr-Reynosa Intl. Bridge on the Rise													
McAllen-Hidalgo-Reynosa Bridge													
Anzalduas International Bridge													
Los Ebanos Ferry													
Rio Grande City-Camargo Bridge													
Roma-Ciudad Miguel Aleman Bridge													
Lake Falcon Dam Crossing													
Juarez-Lincoln Bridge													
Gateway to the Americas Bridge													
World Trade Bridge	13,132	12,887	32,179	15,689	16,046	13,792	13,379	14,545	13,375	15,068	14,447	13,781	188,320
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	7,715	6,877	16,833	8,445	8,638	8,487	9,196	9,589	10,702	11,307	11,785	10,296	119,870
Eagle Pass Bridge I													
Del Rio-Ciudad Acuna Intl. Bridge													
Lake Amistad Dam Crossing													
Presidio Bridge													
Fort Hancock-El Porvenir Bridge													
Fabens-Caseta Bridge													
Ysleta-Zaragoza Bridge													
Ysleta-Zaragoza Bridge (DCL)													
Bridge of the Americas	4,015	3,380	4,803	5,880	5,324	5,892	5,718	3,175	4,760	4,942	6,157	5,147	59,193
Good Neighbor Bridge (SB only, NB DCL)													
Paso del Norte Bridge													
Monthly Total	28,077	24,774	58,368	32,893	32,866	30,258	30,551	30,544	31,964	34,720	34,231	30,929	400,175

2011 - NORTHBOUND FULL RAIL CONTAINERS MONTHLY TRAFFIC FIGURES													
POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge													
Gateway International Bridge													
B&M Bridge	815	584	3,586	1,062	549	987	786	497	879	618	762	597	11,722
Free Trade Bridge													
Progreso International Bridge													
Donna International Bridge													
Pharr-Reynosa Intl. Bridge on the Rise													
McAllen-Hidalgo-Reynosa Bridge													
Anzalduas International Bridge													
Los Ebanos Ferry													
Rio Grande City-Camargo Bridge													
Roma-Ciudad Miguel Alemán Bridge													
Lake Falcon Dam Crossing													
Juarez-Lincoln Bridge													
Gateway to the Americas Bridge													
World Trade Bridge	14,185	14,783	15,072	15,926	17,309	17,198	17,281	17,211	16,983	18,223	16,534	16,398	197,103
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	6,113	6,175	9,530	7,248	7,756	8,192	6,925	7,649	6,527	6,552	6,015	5,925	84,607
Eagle Pass Bridge I													
Del Rio-Ciudad Acuna Intl. Bridge													
Lake Amistad Dam Crossing													
Presidio Bridge													
Fort Hancock-El Porvenir Bridge													
Fabens-Caseta Bridge													
Ysleta-Zaragoza Bridge													
Ysleta-Zaragoza Bridge (DCL)													
Bridge of the Americas	2,240	1,875	2,267	1,883	2,588	2,467	2,082	4,835	1,829	2,871	2,290	2,713	29,940
Good Neighbor Bridge (SB only, NB DCL)													0
Paso del Norte Bridge													0
Monthly Total	23,353	23,417	30,455	26,119	28,202	28,844	27,074	30,192	26,218	28,264	25,601	25,633	323,372

Appendix V
Detailed Legend and Area Maps

LEGEND/MAPS

I. Existing Bridges

- 1) Veterans Intl. Bridge at Los Tomates
- 2) Gateway International Bridge
- 3) B & M Bridge
- 4) Free Trade Bridge
- 5) Weslaco-Progreso International Bridge
- 6) Pharr-Reynosa International Bridge on the Rise
- 7) McAllen-Hidalgo-Reynosa Bridge
- 8) Los Ebanos Ferry
- 9) Rio Grande City-Camargo Bridge
- 10) Roma-Ciudad Miguel Alemán Bridge
- 11) Lake Falcon Dam Crossing
- 12) Juárez-Lincoln Bridge
- 13) Gateway to the Americas Bridge
- 14) World Trade Bridge
- 15) Laredo-Colombia Solidarity Bridge
- 16) Camino Real International Bridge
- 17) Eagle Pass Bridge I
- 18) Del Río-Ciudad Acuña International Bridge
- 19) Lake Amistad Dam Crossing
- 20) Presidio Bridge
- 21) Fort Hancock-El Porvenir Bridge
- 22) Fabens-Caseta Bridge
- 23) Ysleta-Zaragoza Bridge
- 24) Bridge of the Americas (BOTA)
- 25) Good Neighbor Bridge
- 26) Paso del Norte Bridge

II. Newest Bridges

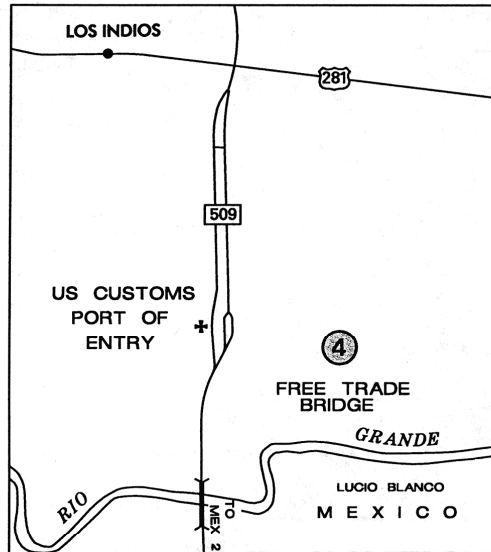
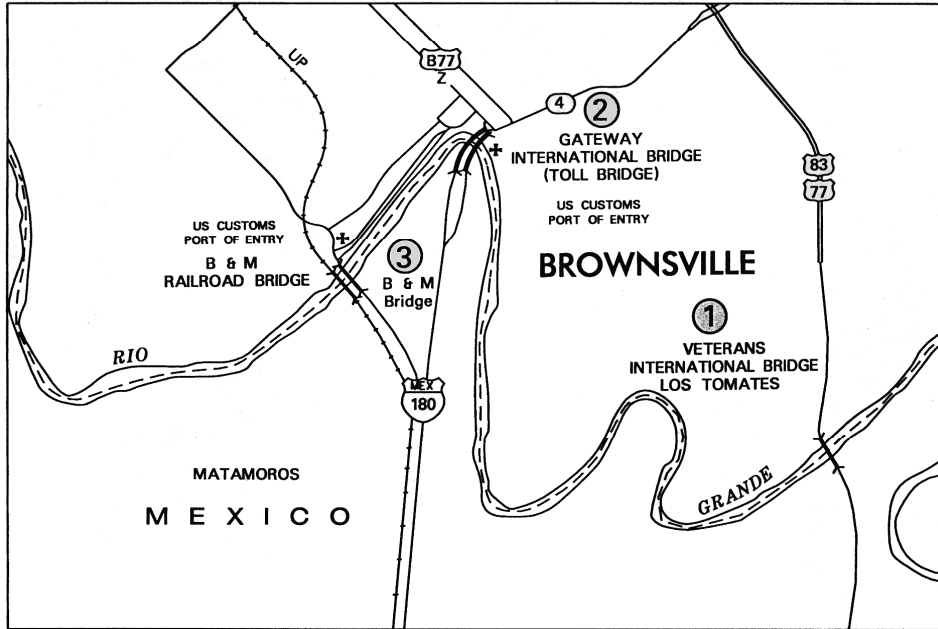
- 27) Anzaldúas International Bridge (Opened December 2009)
- 28) Donna International Bridge (Opened December 2010)

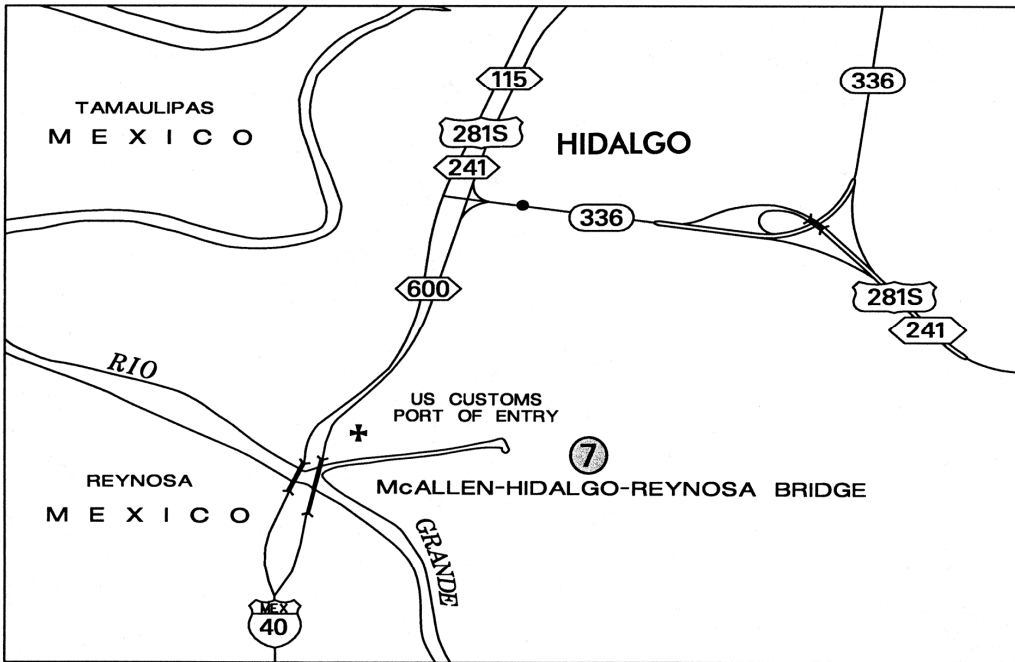
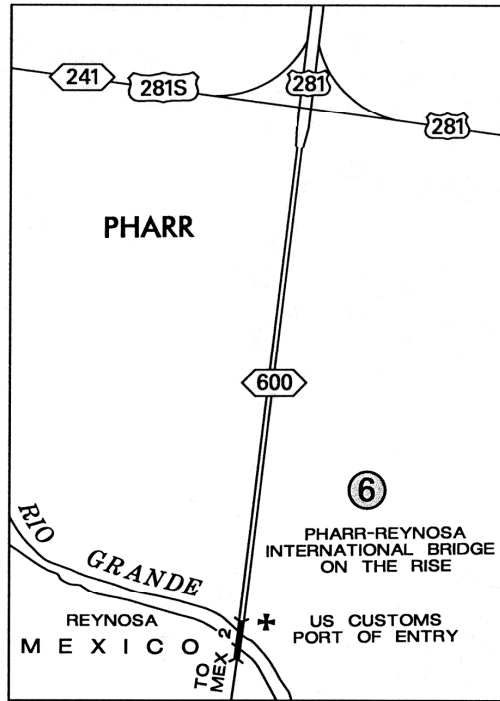
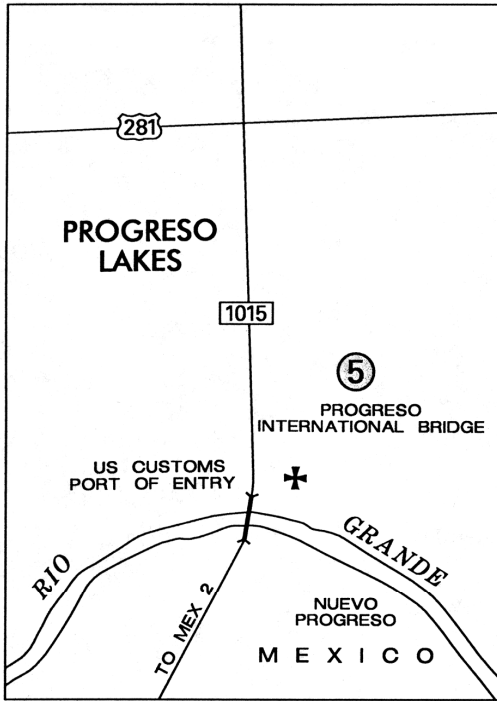
III. Proposed Bridges

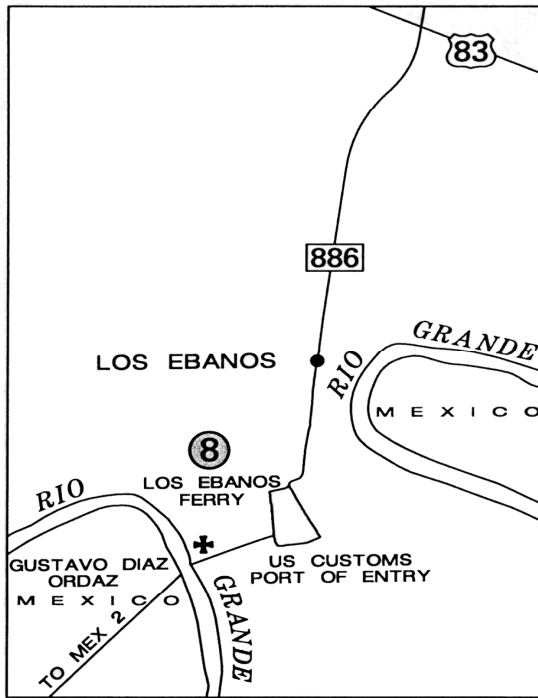
- A. Port of Brownsville Bridge
- B. Mission International Bridge (no map available)
- C. Laredo V International Bridge (no map available)
- D. Guadalupe-Tornillo International Bridge (See #22 above; new bridge, under construction, will be 650 yards upstream from existing Fabens-Caseta Bridge)

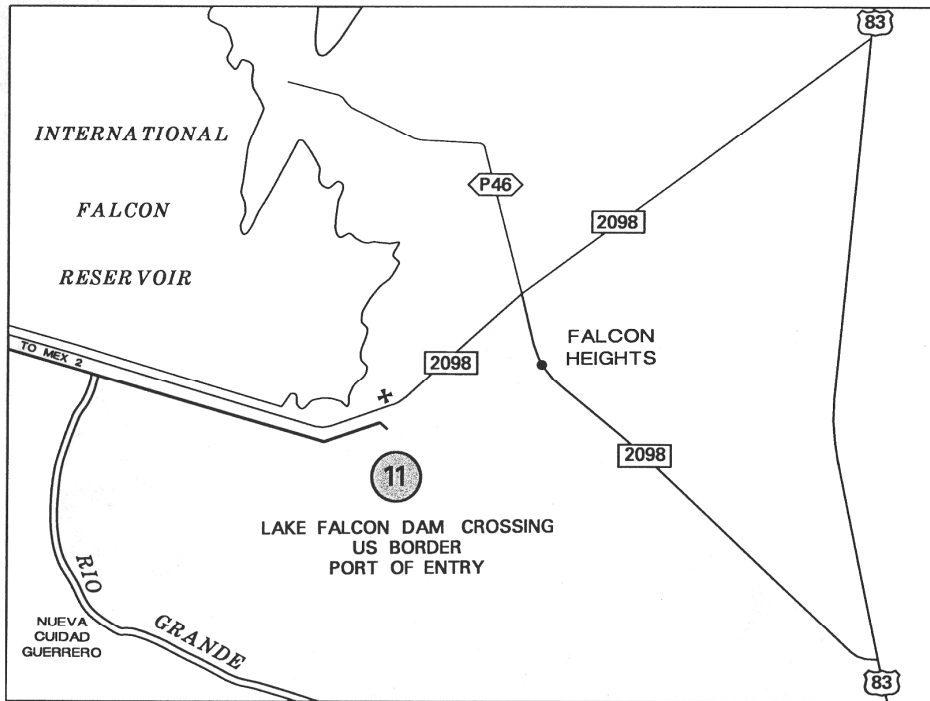
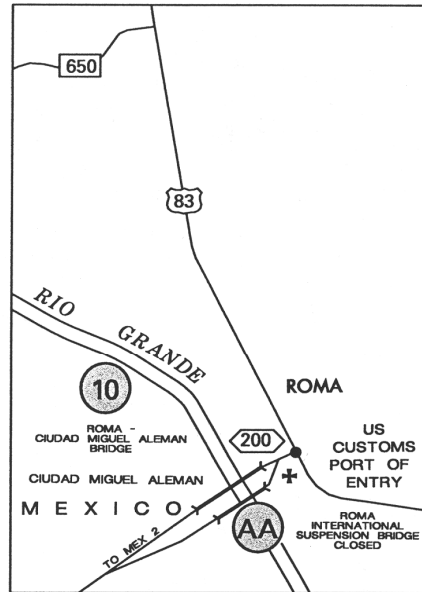
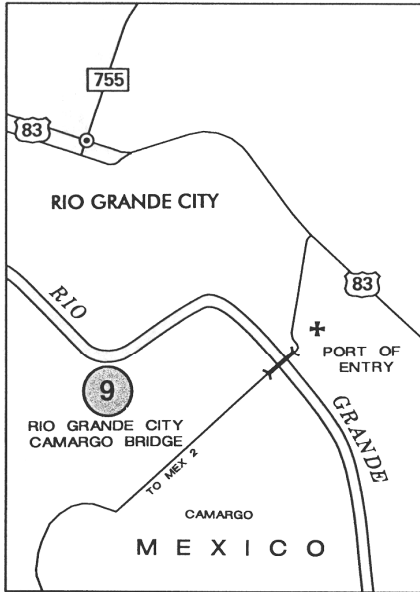
IV. Closed Bridges

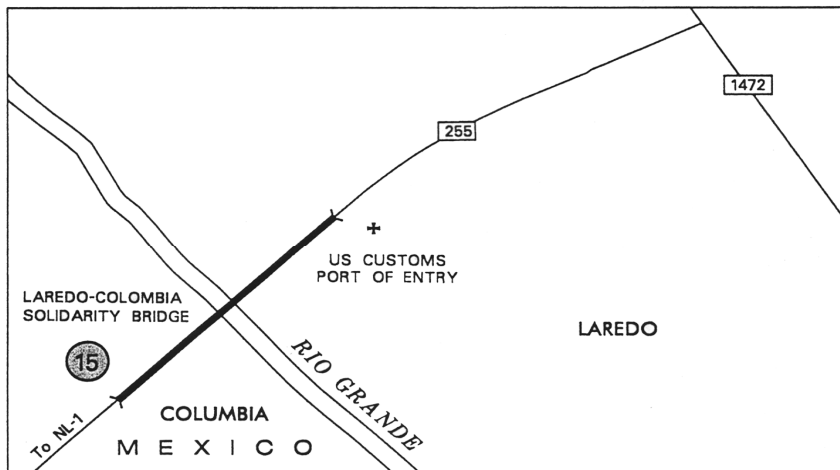
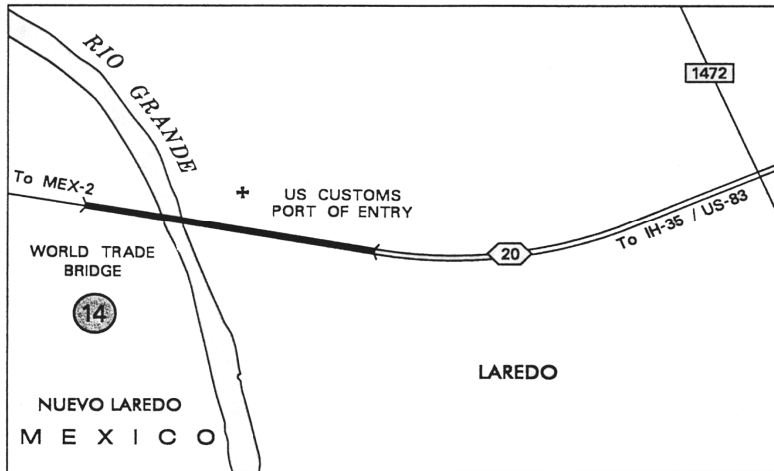
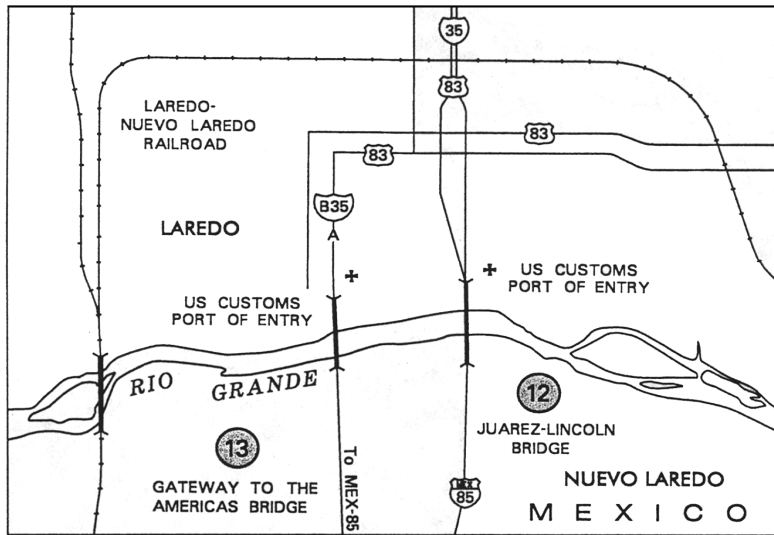
- AA. Roma International Suspension Bridge (Rehabilitation Pending)
- BB. La Linda Bridge

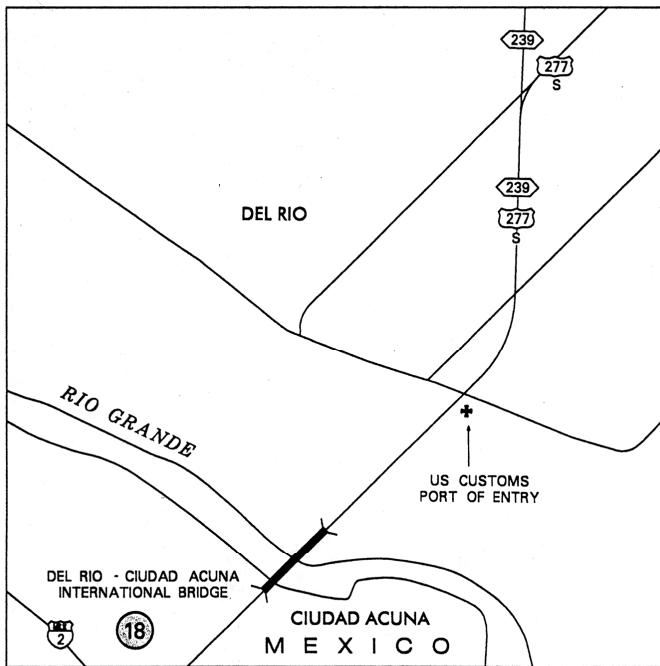
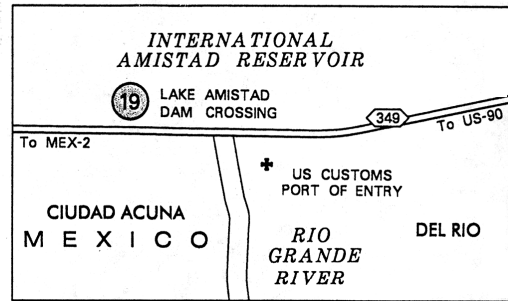
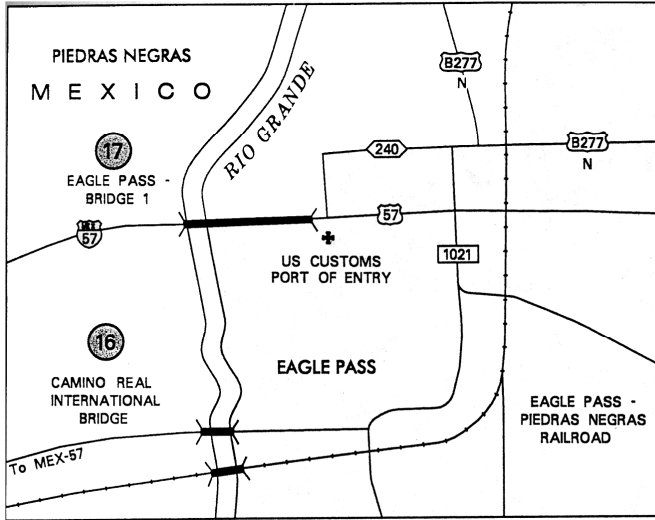


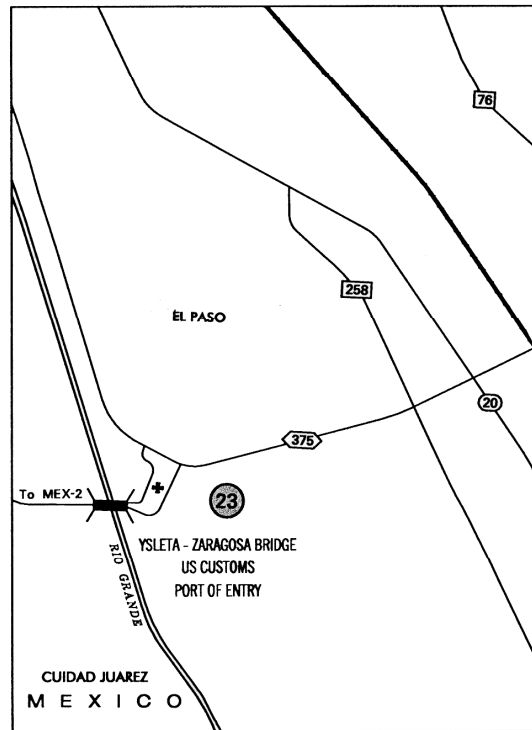
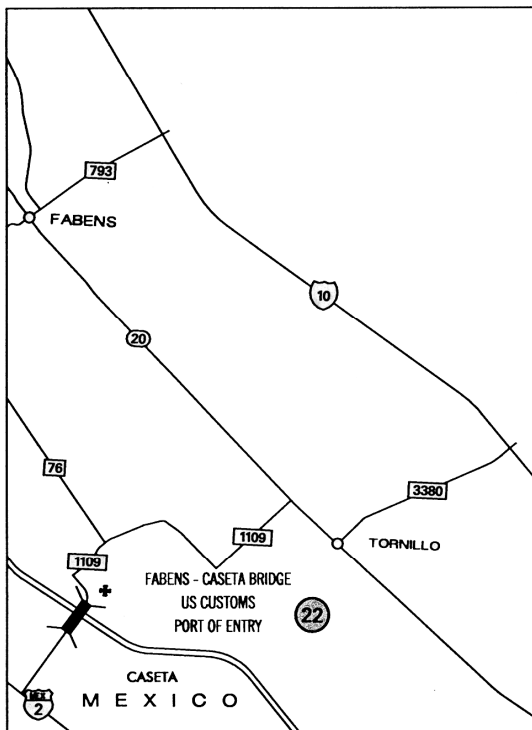
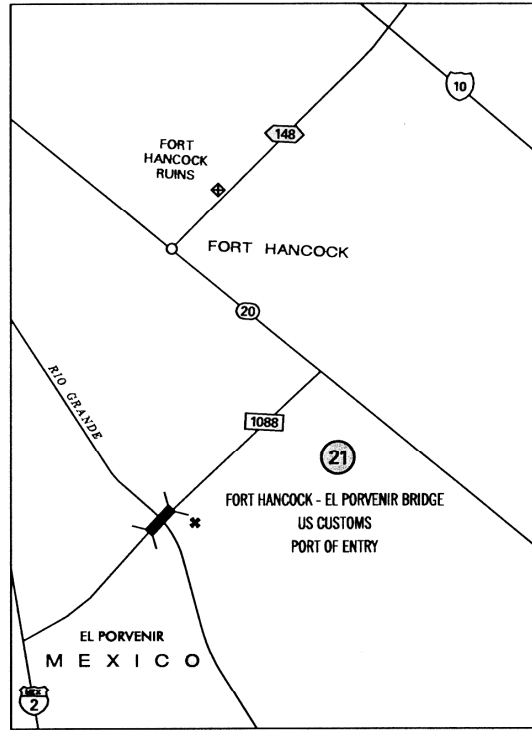
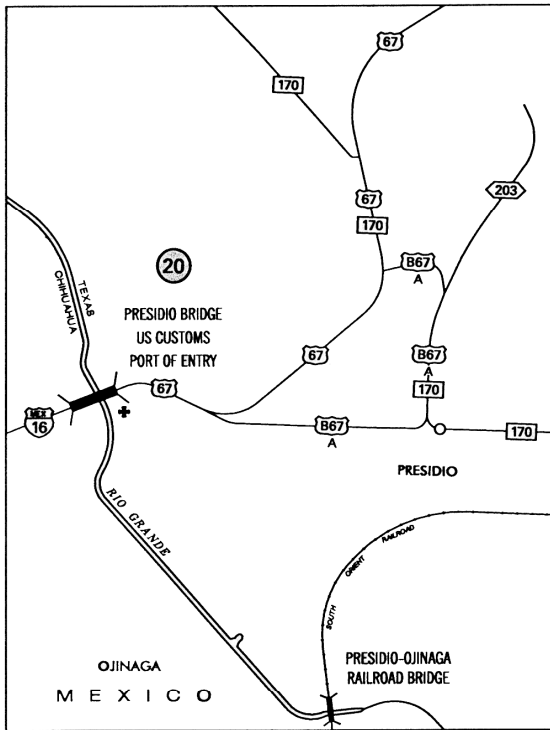


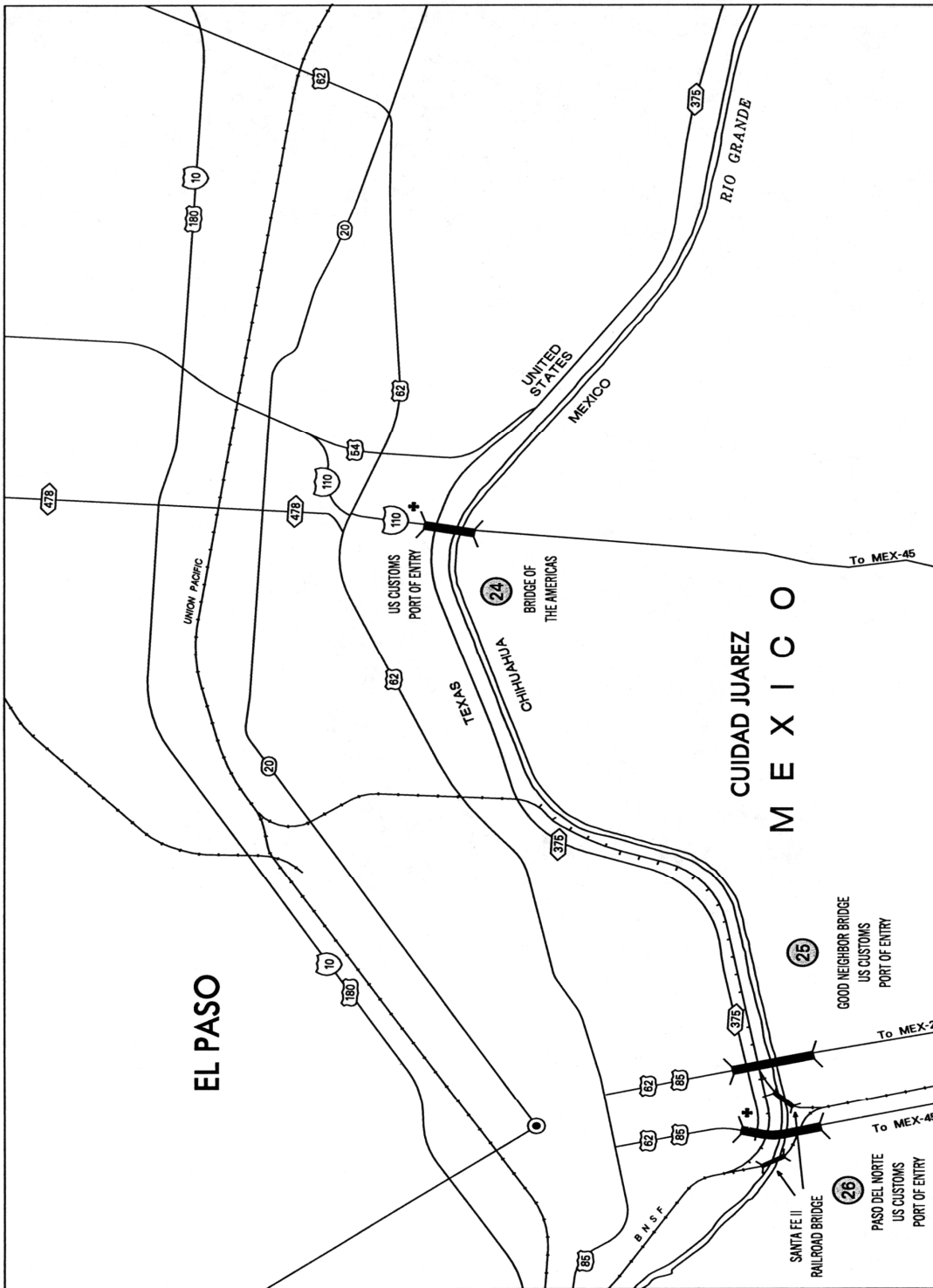


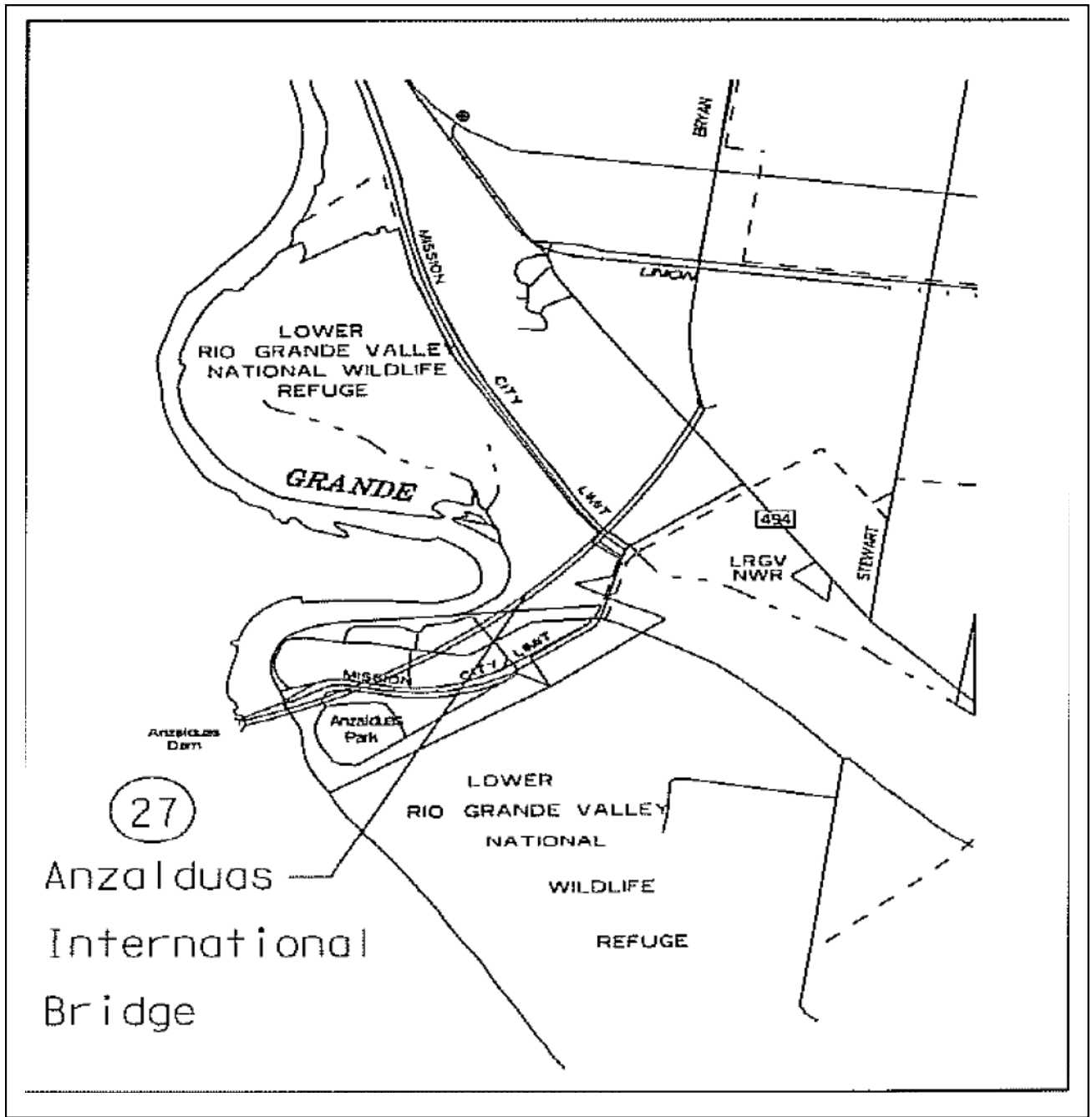


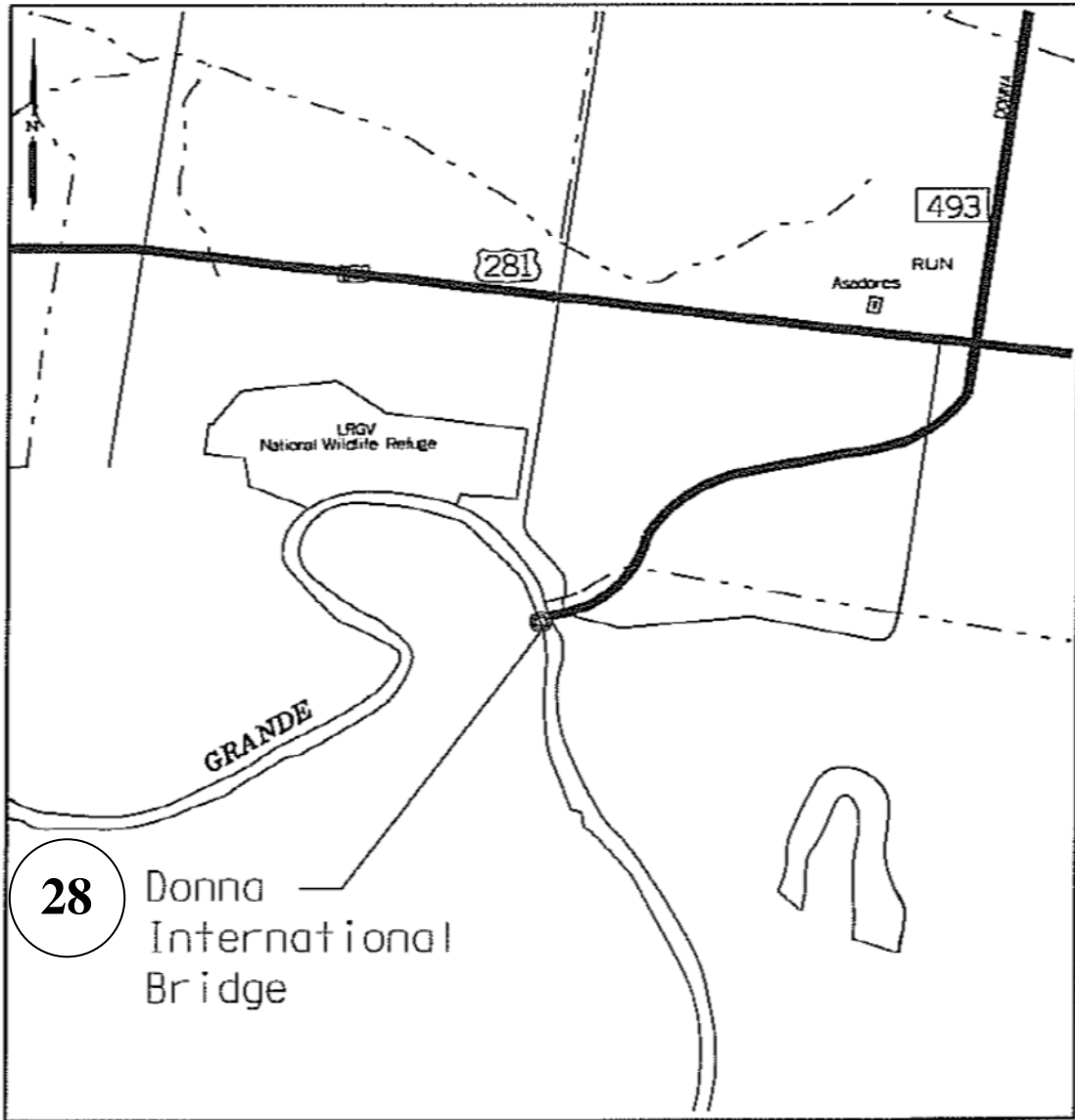


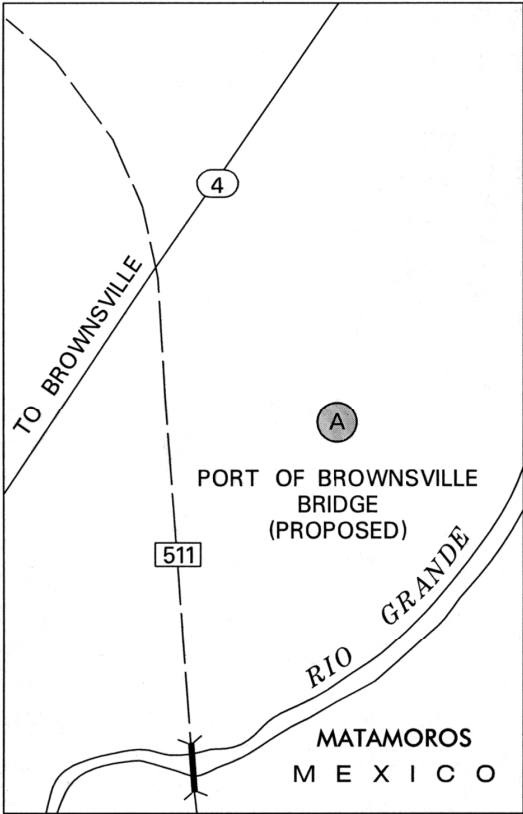


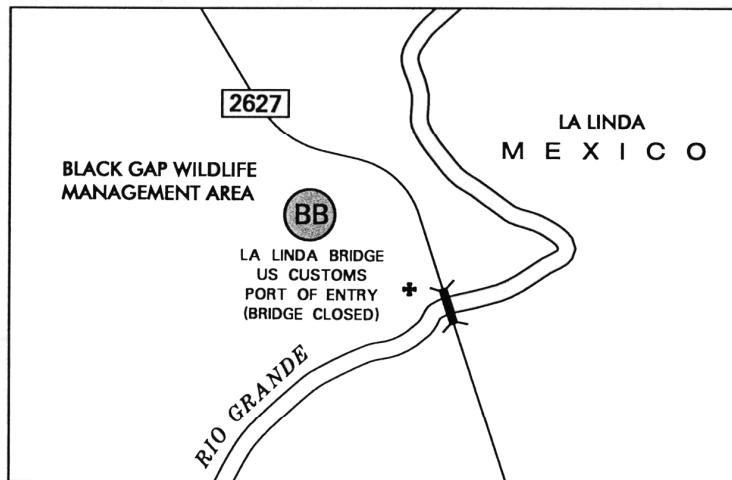
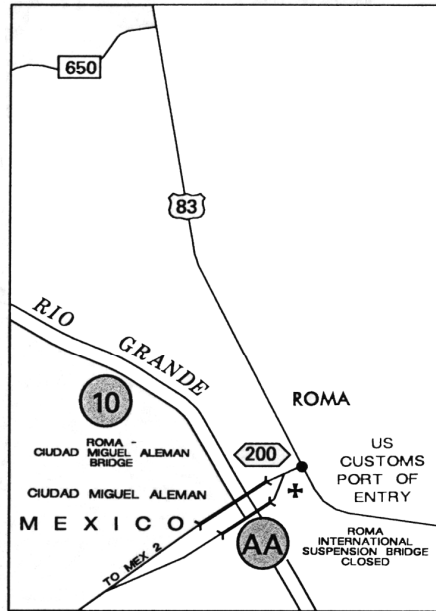












Appendix VI Glossary

GLOSSARY OF SELECTED TERMS USED IN THIS REPORT

A

ARRA Funds - *American Recovery and Reinvestment Act* – A stimulus package to restart the economy that was signed on February 17, 2009 by President Obama. The package included extensive funding for science, engineering research and infrastructure, and more limited funding for education, social sciences and the arts. http://www.recovery.gov/About/Pages/The_Act.aspx

B

BCBP – *U.S. Bureau of Customs and Border Protection* – Formerly the border protection and inspection functions of the Immigration and Naturalization Service (INS), Border Patrol, Customs and Animal Plant Health Inspection Services (APHIS). BCBP became an official agency of the U.S. Department of Homeland Security on March 1, 2003.

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

BRINSAP -- *Bridge Inventory, Inspection and Appraisal Program* -- The group responsible for monitoring and overseeing the federally mandated Bridge Inspection Program.

Border Station Task Force -- This group is chaired by the General Services Administration Region 7, and consists primarily of various regional representatives from the federal inspection services. Some Texas State agencies, like TxDOT, are also invited to attend. Federal representatives include the U.S. Customs and Border Protection, U.S. Department of Agriculture, U.S. Immigration and Naturalization Service, International Boundary and Water Commission and the U.S. State Department. The task force meets one or two times a year to discuss border station development and maintenance issues in Texas and New Mexico.

C

CAPUFE - *Caminos y Puentes Federales de Ingresos y Servicios Conexos* -- The Mexican federal toll-road and federal toll-bridge operator. CAPUFE collects tolls on international bridges, and operates and administers most bridge operations on the Mexican side.

CBI Program – *Coordinated Border Infrastructure Program* -- An FHWA program under which border states and MPOs are eligible for discretionary grants for transportation and safety infrastructure improvements, operation and regulatory improvements; and coordination and safety inspection improvements in a border region.

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

D

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

DHS – *U.S. Department of Homeland Security* - formerly Immigration and Naturalization Service (INS) and U.S. Customs among others.

F

FAST – *Free and Secure Trade* – The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/

FIS – *Federal Inspection Services* – Consists of the main federal inspection services present at each port of entry, i.e., Customs and Border Protection, and USDA.

FONSI – *Finding of No Significant Impact* – This process is related with the application for a Presidential Permit and is issued by the State Department. This finding considers the environmental impact, whether direct, indirect, or cumulative, in relation to the proposed facilities and related construction of the proposed bridge site. FONSI are given out by either the FHWA or TxDOT depending on whether the project is state or federally funded.

FHWA – *Federal Highway Administration* – A component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. It assists States in constructing highways and roads and provides financial aid at the local level, including joint administration with the Federal Transit Administration of the Section 18 program.

Source: *Glossary of Transportation Terms 1994/Glosario de Términos Transportes 1994*, U.S. Department of Transportation, Federal Highway Administration

G

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

General Services Administration Southwest Border Station Improvement Program, January 1, 1994 -- An inventory of IMPROVEMENTS for existing border stations, as well as appropriations, along the U.S.-Mexican border. Published by the General Services Administration.

H

HAZMAT – *Hazardous Material*

I

IBWC -- *International Boundary and Water Commission, United States and Mexico* -- The joint U.S.-Mexican commission that is charged with resolving problems relating to border water issues and to the sovereignty of lands incidental to changes in the courses of river boundaries.

INDAABIN – *Instituto de Administración y Avalúos de Bienes Nacionales* – The GSA’s Mexican counterpart.

INM - *Instituto Nacional de Migración* -- A division of SEGOB responsible for immigration, the Mexican counterpart of the INS.

INS -- *Immigration and Naturalization Service* -- The U.S. federal agency formerly responsible for enforcement of immigration law. These functions are now part of the U.S. Bureau of Customs and Border Protection and an agency of the U.S. Department of Homeland Security.

M

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

N

NAFTA – *North American Free Trade Agreement* – trade agreement between the U.S., Canada and Mexico implemented on January 1, 1994.

P

POV – *Privately Owned Vehicle*

PS&E – *Plans, Specifications and Estimates* -- The detailed plans and accompanying specifications and construction cost estimates which serve as documents for construction contract letting purposes.

Presidential Permit -- The first step in the federal permit process for a U.S. sponsor of a proposed bridge to begin construction. By presidential delegation, the Presidential Permit is issued by the U.S. State Department. No Presidential Permit is issued in Mexico although similar final approval is given by the federal government to the Mexican sponsor to begin construction.

PROFEPA – *Procuraduría Federal de Protección al Ambiente* – Federal Bureau of Environmental Protection

Programa Nacional de Autopistas 1989-1994, Propósitos y Logros -- A book published by the Secretaría de Comunicaciones y Transportes that highlights selected highway projects in Mexico. Information contained in the book includes photographs, descriptions of projects, costs and information about the owner or concessionaire. Published in July 1994.

Promofront S.A. de C.V. -- A Mexican construction company.

R

Ready Lane – Special lane that uses Radio Frequency Identification (RFID) technology embedded in certain documents to speed up the border crossing process. Travelers with RFID-enabled travel documents (passport card, permanent resident ID, or SENTRI card) can hold up their document to a sensor that will send the information to primary inspection. For more information see the Western Hemisphere Travel Initiative website: http://getyouhome.gov/html/rfid/RFID_FAQ.html

S

SAGAR - *Secretaría de Agricultura y Ganadería* -- Responsible for inspecting imported ranching and agricultural products. The Mexican counterpart of the U.S. Department of Agriculture.

SCT - *Secretaría de Comunicaciones y Transportes* -- Ministry of Communications and Transportation. The Mexican federal agency responsible for construction, operation and maintenance of the federal highway system, including federal toll roads and bridges. Mexico's counterpart to the U.S. Department of Transportation.

SECOFI - *Secretaría de Comercio y Fomento Industrial* – Mexican federal agency that oversees NAFTA negotiations.

SECTUR - *Secretaría de Turismo* – Mexico's Ministry of Tourism. Studies tourist information at some of the bridges and border crossings.

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

SEDESOL – *Secretaría de Desarrollo Social* – Mexican federal agency responsible for urban planning in border cities.

SEDICOT - *Secretaría de Desarrollo Industrial, Comercial y Turístico* -- The Tamaulipas state agency responsible for industrial, commercial and tourism development.

SEGOB – *Secretaría de Gobernación* -- Ministry of Government

SEMARNAP – *Secretaría del Medio Ambiente Recursos Naturales y Pesca* -- Authorizes Environmental Impact Studies. The Mexican counterpart of the EPA.

SENTRI -- *Secure Electronic Network for Travelers' Rapid Inspection* for frequent travelers who voluntarily undergo a background check in order to receive expedited treatment; a binational partnership with Mexico.

SHCP – *Secretaría de Hacienda y Crédito Público* – One of its offices (Administración General de Aduanas) is responsible for controlling and reviewing merchandise that is imported and exported. The Mexican counterpart of the U.S. Customs.

SIB Loan – *State Infrastructure Bank Loan*

SRE - *Secretaría de Relaciones Exteriores* -- The Ministry of Foreign Relations. The Mexican counterpart of the U. S. State Department.

Summary of Existing and Proposed Border Stations, May 1994 -- An inventory of existing and proposed border stations in Texas and New Mexico, with general information and traffic data. Published by the General Services Administration.

T

TABC – *Texas Alcoholic Beverage Commission*

TCEQ – *Texas Commission on Environmental Quality*, formerly the Texas Natural Resource Conservation Commission (**TNRCC**).

TNRCC – *Texas Natural Resource Conservation Commission*, now known as the Texas Commission on Environmental Quality (**TCEQ**).

TPP – The *Transportation Planning and Programming Division* of TxDOT

TxDOT -- *Texas Department of Transportation*

TxDOT District -- The State of Texas is divided into 25 TxDOT districts; included are 3 border districts El Paso, Laredo and Pharr.

U

USCG – *United States Coast Guard*. Under the U.S. Department of Homeland Security

USDA – *United States Department of Agriculture*

U.S. Coast Guard Permit -- The Coast Guard's authority regarding international bridges stems from the International Bridge Act of 1972. Under the provisions of the Act, the Coast Guard has jurisdiction pertaining to the construction, operation and maintenance of any bridge connecting the United States with a foreign country.

FOR FURTHER INFORMATION

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

Ms. Manuela Ortiz -- Texas Department of Transportation
International Relations Section of the Governmental Relations Division
150 E. Riverside Dr.
Austin, TX 78704
(512) 416-2033

Transportation Planning and Programming Division
Texas Department of Transportation
118 E. Riverside Dr.
Austin, TX 78701
(512) 486-5000

Mr. Bob Bielek, P.E.,
District Engineer, El Paso District
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, TX 79928-5410
(915) 790-4200

Ms. Melisa Montemayor
District Administrator, Laredo District
Texas Department of Transportation
1817 Bob Bullock Loop
Laredo, TX 78043
(956) 712-7400

Mr. Mario Jorge, P.E.
District Engineer, Pharr District
Texas Department of Transportation
P.O. Box 1717
Pharr, TX 78577-1717
(956) 702-6101

This publication is available on the internet at:

http://www.dot.state.tx.us/txdot_library/publications/international_relations.htm.

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

Ms. Manuela A. Ortiz
TxDOT - International Relations
150 E. Riverside Dr.
Austin, TX 78704
Phone (512) 416-2033
Fax (512) 416-2040
Manuela.Ortiz@txdot.gov