

# TEXAS-MEXICO INTERNATIONAL BRIDGES AND BORDER CROSSINGS

EXISTING AND PROPOSED



**2013**



**Texas-Mexico  
International Bridges and Border Crossings  
Existing and Proposed  
2013**

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## 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. However, 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 must be included in the Regional Border Master Plan, if one exists, and 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, and are expected to be operational by December 2013. DPS operates alongside Federal Motor Carrier Safety Administration personnel within the confines of their facility at the World Trade Bridge in Laredo.

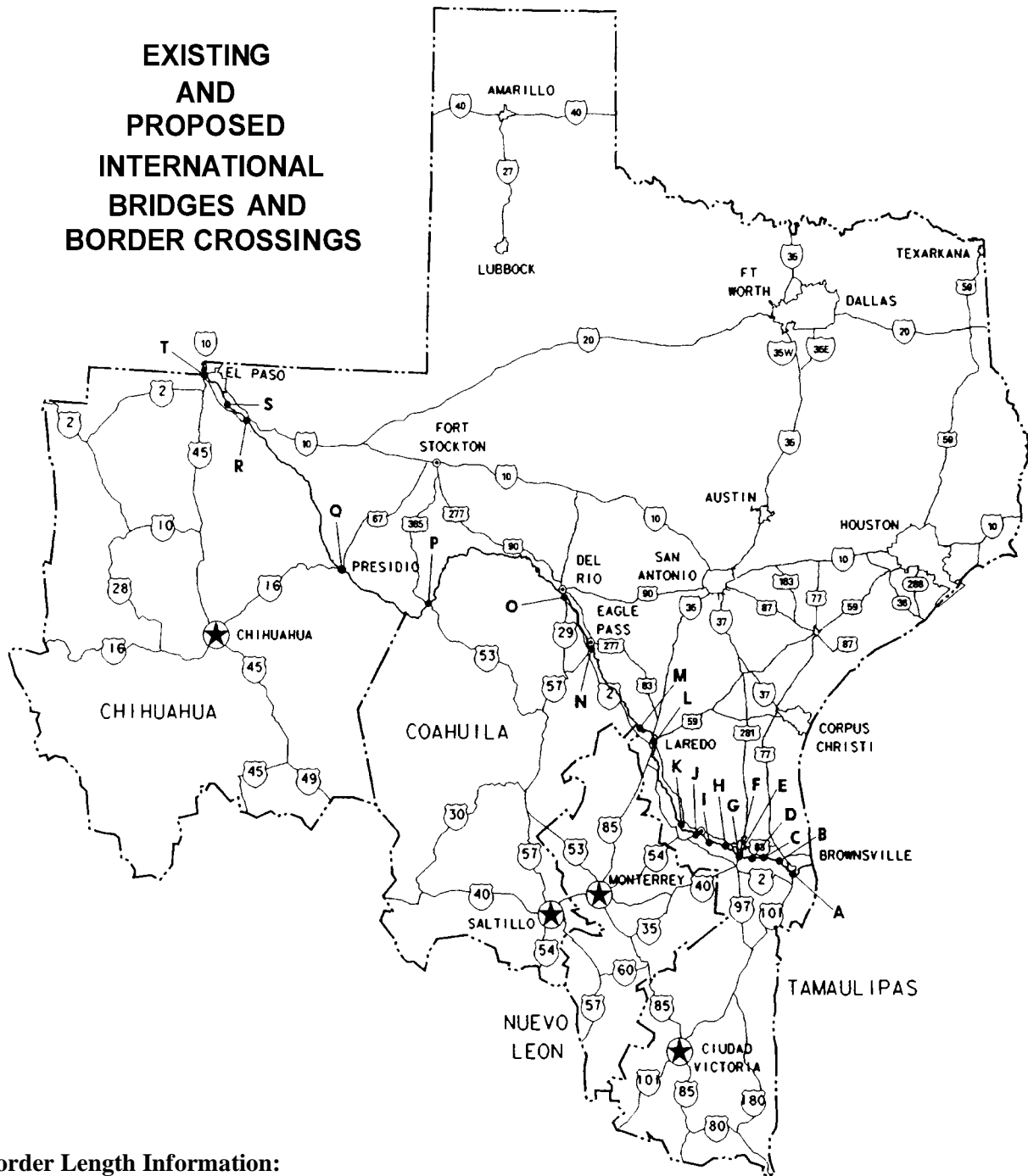
Commercial hours of operation for the border crossings indicated herein are mostly for Monday-Friday. Hours of operation are subject to change and additional information can be found on the web at: <http://www.customs.gov/xp/cgov/toolbox/contacts/ports/tx/>. Southbound traffic information was not included due to insufficient and/or inconsistent 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 information from our sources. Please contact Manuela Ortiz of the International Relations Office at: (512) 936-0928 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 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  
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 (8)**

**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)  
McAllen-Hidalgo Intl.  
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 (76<sup>th</sup> Legislature-1999) expanded the limits of the “heavy truck corridor” established under Senate Bill 1276 (75<sup>th</sup> 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)

9 a.m. – 9 p.m. (Commercial/Cargo – M-Fri)

10 a.m. – 2 p.m. (Commercial/Cargo – Sat. and Sun.)

Source: Cameron County International Bridge System, February 2013

**TOLL:**

\$3.00 for passenger vehicles

\$1.00 for pedestrians

\$3.50 per axle for commercial vehicles

Source: Cameron County International Bridge System, February 2013

**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/](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.:** US 77

Connects directly to the bridge and intersects with SH 4 further to the north.

Source: International Relations Office, TxDOT

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.:** An expansion project estimated at \$11 million to expand the bridge by constructing a twin structure was approved by the Texas Transportation Commission on April 29, 2010, and the amended Presidential Permit was issued by the DOS on June 10, 2010. Coordinated Border Infrastructure funding in the amount of \$6.25 million was used for this project. The older span will service southbound traffic while the new one will provide northbound service.

Construction began in February 2011, and the U.S. portion is complete. The new facility is expected to become operational by the end of 2013.

**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 be completed in November 2013.

Source: Cameron County International Bridge System, June 2013

## 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/>, 2013

**TOLL:**

\$3.00 for passenger vehicles

\$1.00 for pedestrians

Source: Cameron County International Bridge System, February 2013

**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/>, 2013

**TOLL:**

\$3.00 – Passenger vehicles (SB)

\$ 1.00 – for pedestrians (NB/SB)

Source: B&M Bridge Co., June 2013

**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 inspection 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. Rail construction began in November 2010, and is expected to be completed in late 2013.

Source: TxDOT International Relations Office, July 2013

**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.

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

Mexican Operator: Promotora y Operadora de Infraestructura, S.A.B. de C.V. (PINFRA)

Source: <http://www.pinfra.com.mx/index.html>

**YEAR OF CONSTRUCTION:**

Completed on November 2, 1992.

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



**HOURS:** 6 a.m. – Midnight (POV – M-Sun)  
9 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)  
10 a.m. – 2 p.m. (Commercial/Cargo – Sat. and Sun.)  
Source: Cameron County International Bridge System, February 2013

**TOLL:** \$3.00 for passenger vehicles  
\$1.00 for pedestrians  
\$8.50 2-axle commercial vehicles  
\$3.50 per axle for commercial vehicles  
Source: Cameron County International Bridge System, February 2013

**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  
**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

In early 2009, and 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).  
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 four-lane automobile bridge, two lanes in each direction with pedestrian sidewalks, plus a separate 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/Operator: 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)  
10 a.m. – 12 p.m. (Commercial – Sat.)

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2013

**TOLL:** POVs - \$2.00  
Pedestrians - \$0.50

Source: B & P Bridge Company, 2012

#### **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 original border station facility was completed in 1983 and a replacement bridge opened in August 2003. GSA is negotiating a long-term succeeding lease with the lessor, which will include upgrading the electrical wiring, plumbing and lighting. There are no plans for expansion of the facility at this time.

Source: General Services Administration, June 2013

**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**



**The United States is shown on the right in the photo.**  
(Photo courtesy of CBP, 2013)

**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. The Donna-Mercedes Bridge Corporation was formed in October 2001 to construct and operate the bridge.  
Source: City of Donna, March 2008

**HOURS:** Hours of Operation: 6 a.m. – 10 p.m. (POV)  
Source: City of Donna, June 2013

**TOLL:** POV/Pick up - \$3.00  
Pedestrian - \$0.50  
Recreational Vehicles - \$20.00  
Source: <http://www.cityofdonna.org/alliance-international-bridge/>, June 2013

## **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 City of Donna donated land to the federal government on which GSA constructed the border station facility (LPOE Donna). Construction began in May 2009, and was completed and opened in December 2010.

The federal inspection facilities are located on approximately 78.5 acres, which allow for possible future expansion of the federal inspection facilities.

Source: City of Donna, February 2013

Source: General Services Administration, February 2013

## **YEAR OF CONSTRUCTION: 2010**

### **CONNECTING ROADWAY:**

**U.S.:** County Road 1554 from the bridge connects to the FM 493/US 281 intersection.

Source: City of Donna, <http://www.cityofdonna.org/>

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 ongoing.

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. – 10 p.m. (Commercial/Cargo – M-Fri.)

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

Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, June 2013

**TOLL:**

An automated toll collection system is used to collect fees.

POVs - \$3.00

Commercial – 2-axle - \$10.25

3-axle - \$14.25

4-axle - \$16.20

5-axle - \$21.25

6-axle - \$24.25

Source: City of Pharr: <http://www.pharr-tx.gov/departments/pharr-reynosa-intl-bridge/toll-bridge-fee>, June 2013

**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/](http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/)

Source: International Relations Office, TxDOT, February 2005



## **CONNECTING ROADWAY:**

**U.S.:** Located on 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 was funded with CBI funds and is expected to be complete in late 2013/early 2014.

Two projects are 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 2014; the second, construction of additional Northbound approach lanes and inspection booths estimated at \$2.3 million is anticipated to receive bids in 2015.

SP 115/SP 241 has been 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, July 2013

**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 International Bridge Hidalgo, Texas – Reynosa, Tamaulipas



**The United States is shown at the bottom of the photo.**  
(Photo Courtesy of the City of McAllen, 2011)

**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 McAllen-Hidalgo 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/>, 2013

<b>TOLL:</b>	Pedestrians	\$1.00	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
	<u>Source:</u> City of McAllen, January 2013			

**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.

An estimated \$1 million CBI funded project to reconstruct and widen International Boulevard southbound lanes from Bridge Street to the bridge is scheduled to be completed in early 2013.

A McAllen-Hidalgo International Bridge funded project to construct a canopy from the middle of the bridge to the Customs and Border Protection area is currently under development and scheduled for completion in 2013.

Source: City of McAllen, January 2013

**Anzaldúas International Bridge**  
**Mission, Texas – Reynosa, Tamaulipas**



**The United States is shown at the bottom of the photo.**  
(Photo Courtesy of the City of McAllen, 2011)

**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  
**Mexican Operator:** Grupo Marhnos

**YEAR OF CONSTRUCTION:**  
2009  
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/>, 2013

**TOLL:**

Pedestrians	\$1.00	2-axle buses	\$7.00
POVs/Pick-ups	\$3.00	3-axle buses	\$9.00
Motorcycles	\$3.00	Motorhomes, Machinery, Trailers	\$3.00 per axle

*Source:* City of McAllen, <http://www.mcallen.net/bridge/anzalduas.aspx>, 2013

**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:* Anzalduas 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 Anzalduas 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

**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.

**IMPROVEMENTS:**

**U.S.:** A new project to provide additional northbound passenger lanes in inspection booths is scheduled for construction letting in 2015. \$5.3 million in CBI funds are allocated for this project. A second project to provide a southbound inspection station is scheduled for 2015, and is in the preliminary development phase. CBI funding in the amount of \$1.7 million is allocated for this project.

Source: Pharr District, TxDOT, June 2013

**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 carries passengers and vehicles only. However, it cannot accommodate more than three automobiles at a time.

**FERRY OWNER:**  
U.S.: Reyna Family  
Mexican Owner/Operator: 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/>, 2013

**TOLL:** POVs - \$3.50  
Pedestrians/Bicycles \$0.50

**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 (ARRA) of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The facility at Los Ebanos is one of three Texas owned by CBP. The new facilities are complete and operational.

Source: U.S. Customs and Border Protection, 2013

**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/>, 2013

**TOLL:** POVs - \$3.00  
Pedestrians - \$0.25

## **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.

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

The bridge expansion is currently on hold.

Source: Starr Camargo Bridge Company, February 2013.

## **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.

Source: Starr-Camargo Bridge Company, January 2012.

## **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 \$11.4 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, February 2013

A group of Dallas investors, Starr County Industrial Foundation, and Starr Camargo Bridge Company are negotiating the construction of a 140,000 square feet transshipping facility (half of which will be temperature controlled) to better serve imports requiring refrigeration. The facility will be immediately adjacent to the Federal Motor Carrier Inspection Facility East of the Starr Camargo Port of Entry.

The newly constructed Baluarte Bridge on the Durango-Mazatlan Highway is currently completing construction of its roadway approaches. This new route has already produced increases in agricultural imports through South Texas Ports of Entry and is projected to substantially increase imports in coming years as per CBP. When fully operational, this new route will provide several days travel advantage to access North Eastern markets for South Texas/Northern Mexico imports that currently enter the United States through Nogales, Sonora/ Nogales, Arizona.

Source: Starr-Camargo Bridge Company, February 2013

**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/>, 2013

**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

**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, 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:**  
1963  
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.)

**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 complete.

Source: U.S. Customs and Border Protection, January 2013

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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

**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 eight-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/>, 2013



**TOLL:** POVs - \$3.00 Commercial Buses - \$3.75 per axle  
Pedestrians - \$0.75  
Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2013

**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.

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, February 2013

In late 2012, the City of Laredo presented to GSA and CBP the concept of a vehicle processing facility that will be located on the LPOE property. Construction funding is yet to be decided.

Source: General Services Administration, February 2013

**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, 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.**  
(Photo courtesy of IBC Bank Laredo, 2013)

**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/>, 2013

**TOLL:**

POVs - \$3.00

Pedestrians - \$0.75

Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2013

**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. CBP provided GSA with funds 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, February 2013

**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.**  
(Photo courtesy of IBC Bank Laredo, 2013)

**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 for commercial vehicles 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/>, 2013

**TOLL:**

Commercial - \$3.75 per axle (plus applicable overweight permit fees)

Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2013

**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. GSA is working with the City of Laredo on the transfer of the facilities and negotiations are ongoing.

Source: General Services Administration, February 2013

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/](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, to improve the facility’s vehicle processing capacity. The \$5 million project was completed in 2011.

The City of Laredo, Webb County and the TxDOT-Laredo District are proposing that Loop 20 from the World Trade Bridge to US 59 be upgraded to interstate highway standards and that this segment of Loop 20 be integrated into the IH 69 corridor. Webb County is heading up the efforts to complete the preliminary design and environmental studies and construction plan set for the norther segment of Loop 20 from east of International Blvd. to west of IH 35. This work is now nearing completion. Webb County is also developing a second consultant contract to finish out the preliminary design, environmental studies and construction plan sets for the segment of Loop 20 from east to International Blvd., to US 59. This work is using Cross Border Infrastructure (CBI) federal funds. In order to accelerate the development of Loop 20 to interstate standards, the City of Laredo and Webb County are developing alternative, local funding sources that would be used to leverage other funding, thereby accelerating these Loop 20 upgrades.

Source: Laredo District, TxDOT, February 2013

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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

**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/>, 2013

**TOLL:** POVs - \$3.00  
Pedestrians - \$0.75  
Commercial - \$3.75 per axle (plus applicable overweight permit fees)  
Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2013

**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/](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) was bid out in FY 2009 at a cost of \$15.9 million. The facility will have to be certified as fully operational by the Texas Department of Public Safety (DPS) before the overall facility is accepted for use. It is anticipated that the permanent BSIF will be fully operational by fall 2013. After the permanent BSIF is opened for use, the temporary BSIF located at the FM 1472 and FM 255 intersection will be decommissioned and dismantled.  
Source: Laredo District, TxDOT, July 2013  
Source: TxDOT, Maintenance Division, March 2012



US 83 Passing Lanes – The installation of approximately 2-mile long intermittent passing lanes are being added every five to eight miles that would allow for the efficient and safe passing opportunities for drivers on US 83 between Toll Road 255 north of Laredo and Carrizo Springs. This project is a stop-gap measure to help traffic conditions that are being severely impacted by the high numbers of commercial trucks using this route. This portion of US 83 is experiencing a large number of oil-field related trucks that have resulted from the Eagle Ford Shale as well as an ever increasing number of NAFTA related trucks. The work in the Webb County portion of the project is anticipated to be completed in June 2013 with the project fully completed by June 2014. This work is costing approximately \$14.8 million using state Proposition 14 funds only.

Source: Laredo District, TxDOT, January 2013

**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. Since the bridge opening, all commercial traffic in the area is required to use this bridge.

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)  
9 a.m. – 11 p.m. (Commercial/Cargo –M–Fri)  
9 a.m. – 3 p.m. (Commercial/Cargo –Sat)  
*Note: Wide loads up to twenty-five feet can be accommodated.*  
Source: City of Eagle Pass, February 2013

**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, June 2013

**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 2013

**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 started construction in fall 2012 with an anticipated date of completion in 2014. Cost of this project is \$8.28 million and is using a combination of state and federal funds that includes \$750,000 of CBI funds.

Source: City of Eagle Pass, March 2008

Source: Laredo District, TxDOT, January 2013

**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) - SL 480 is an outer loop that extends from the Camino Real Bridge/Eagle Pass Truck Route around the eastern portion of the city to eventually US 277 north of Eagle Pass. Work on this project was started in FY 2009, with Proposition 14 Funds used in the Phases I and II segments. 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 a grade separated intersection at the FM 1021 intersection. Phase II segment cost is \$16.6 million and was completed and opened to traffic in October 2012. Phase III of the SL 480 project that will extend from US 57 to US 277 north, is currently unfunded.

Source: City of Eagle Pass, February 2007

Source: Laredo District, TxDOT, January 2013

US 277 Passing Lanes – US 277 between Eagle Pass and Carrizo Springs is scheduled for the installation of intermittent passing lanes where approximately 2-mile long passing lanes are added every five to eight miles. This improved, stop-gap configuration would allow for efficient and safe passing opportunities for drivers to get around slower moving traffic. This improvement is especially needed due to the high numbers of commercial trucks using this route. This work is anticipated to cost approximately \$10.8 million and would be constructed in 2013 and 2014.

Source: Laredo District, TxDOT, January 2013

Camino Real Bridge Toll Booth Improvements – This project consists of construction and infrastructure improvements to the northbound portion of the International Bridge II facility. This project will include 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 an improved, more direct alignment with the proposed permanent 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 \$4.785 million using Coordinated Border Infrastructure funds. Bidding and work is anticipated start in mid-2013, with completion in 2015.

Source: Laredo District, TxDOT, January 2013

**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.

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/>, 2013

**TOLL:**

POVs - \$2.50

Pedestrians - \$0.50

Motorcycles - \$2.50

Source: City of Eagle Pass, June 2013

**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 provides 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 with two pedestrian crosswalks.  
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/>, 2013



**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 the Spur 317 connector to Laughlin Air Force Base. The project length is 12.1 miles and had 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 2009, and was opened to traffic in May 2012. The northern extension, not a pass-through toll, is scheduled to let in summer 2013.

Toll Booth Improvements – The construction and infrastructure improvements to the City of Del Rio International Bridge Toll Booths at the Port of Entry are to replace the 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. This project will also provide an over-width load lane. Cost of the project is estimated at \$3.72 million in CBI federal funds. Construction is anticipated in 2013 and 2014. CBP and the City of Del Rio are discussing the possibility of CBP using the current toll booth facility as a Mexico-bound inspection facility.

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. This project is estimated to cost \$2.785 million and will use federal CBI funds. Construction is anticipated in 2013 and 2014.

Port of Entry Road Access Improvements - This proposed Val Verde County road infrastructure improvement project intention is to promote safety and economic growth in Val Verde County by rehabilitating 5.6 miles of road that is the primary access route from the Del Rio Port of Entry to the Industrial Park. This improved road will accommodate the ever growing commercial NAFTA truck traffic to warehouses along this road and in the Industrial Park. Commercial truck traffic passing through the Port-of-Entry to the industrial park and through Val Verde County has increased steadily, as have the number of warehouses in the industrial park and along the proposed project area. 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 \$3.78 million in federal CBI funds, and is anticipated to be constructed in 2013 and 2014.

Source: Laredo District, TxDOT, January 2013

**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/>, 2013

**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/CBP, 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 was completed in spring 2012. The new port of entry is located off the dam and is operational. The old station was demolished.

Source: U.S. Section, International Boundary and Water Commission, January 2013

**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)

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

Source: U.S. Customs and Border Protection, February 2013

**TOLL:**

No southbound toll

**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. Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico is planned at this port.

Source: General Services Administration, February 2013

**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:**

**U.S.:** Presidio county received CBI funds FHWA and TxDOT for the proposed expansion of the bridge. The County has selected S&B Infrastructure, Ltd. to assist through the Presidential Permit process for this project, which proposes the addition of two southbound tolled lanes. The County is also seeking ownership of the bridge and the approach roadway from TxDOT. Transfer of ownership will require an amendment to the Presidential Permit.

Source: El Paso District, TxDOT, February 2013

A new cover for the southbound lane was completed in August 2013.

Source: City of Presidio, August 2013

**Mexico:** The state highway Coyame – Potrero Del Llano (La Mula) connecting MEX 16 and CHIH 67 was completed in September 2003. This 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.  
Total 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 circa 1937.  
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:** 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/>, 2013

**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.

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.  
Total 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 and rehabilitated in 1955.  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, January 2013

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/>, 2013

**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.

Source: General Services Administration, 2013

**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/>, 2013

**TOLL:**

Southbound: \$2.50 (POV)

\$3.50 per axle (Commercial)

\$ .50 pedestrians (Sun.-Fri.)

\$ .25 Pedestrians (Saturdays through August 31, 2013)

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

Outbound Tier 3 construction that will facilitate the interdiction of illegal weapons and currency flows into Mexico is planned at this port.

Source: General Services Administration, February 2013

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/](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.

Total Bridge length, excluding GSA property: 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/July 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/>, 2013

**TOLL:**

Passenger vehicles and pedestrians cross toll free.

Source: U.S. Customs and Border Protection

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

**U.S.:** 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/](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. TxDOT, in conjunction with the City, recently initiated a transportation master plan study of the El Paso area. Mexico expressed interest in connecting the gap between the two structures, and the concept was introduced to the Master Border Planning Board in 2012

Source: General Services Administration, January 2013

A TxDOT project to establish a truck only lane on the approach to the port is complete. The project, which entailed resigning and restriping, began in January 2013. Details are being finalized before it is opened to traffic.

Source: El Paso District, TxDOT, July 2013

**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

**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/>, 2013

**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.

**HOURS:** 24 hours (POV and pedestrian only)  
Source: U.S. Customs and Border Protection, <http://cbp.gov/xp/cgov/toolbox/contacts/ports/tx/>, 2013

**TOLL:** POVs - \$2.50  
Pedestrians - \$0.50  
Source: City of El Paso, June 2013

**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 project, which was 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 12<sup>th</sup> lane in the future. In addition, all vehicular lanes were 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. 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

# **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

**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. Construction is complete on Phases 1 and 2 of the project. Phase 3, which will connect SH 550 to US 77/US 83, is scheduled for completion in 2014.

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: Cameron County Regional Mobility Authority, 2013



**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 a total of 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 December 2013. The existing Fabens facility will be demolished after the new facility is built and becomes operational.

Source: Presentation at US-Mexico Binational Bridges and Border Crossings Group meeting, May 2013

## **BRIDGE CONSTRUCTION STATUS:**

**U.S.:** Construction of the bridge is scheduled to take place between November 2011 and December 2013.

Source: Presentation at US-Mexico Binational Bridges and Border Crossings Group meeting, May 2013

**Mexico:** Construction on the Mexican side has not begun.

Source: TxDOT, El Paso District, July 2013

## **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 on the right in 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.

COLINDA took a new course toward the reopening of the bridge. At the June 2009 meeting of the US-Mexico Binational Bridges and Border Crossings meeting, the stakeholders presented the idea of opening the bridge on a provisional basis, perhaps several days a month for educational purposes.

No new activity has been reported.

Source: TxDOT, International Relations Office, July 2013

#### **U.S. PERMITS AND MEXICAN APPROVALS:**

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

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 78<sup>th</sup> 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.

Where a Border Master Plan has been established, the proposed project should be submitted to that entity for consideration and/or inclusion in the regional Border Master Plan, and consideration by the Department of State.

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, July 2013

**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 that entity for consideration and/or inclusion in the regional Border Master Plan.

Source: SCT, July 2010

## **Appendix IV Traffic Counts\* 2012**

**\*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.

**2012 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES**

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	16,085	15,804	16,909	15,152	16,923	15,770	16,080	17,234	15,318	17,259	15,042	12,628	190,204
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	2,239	2,123	2,309	2,054	2,609	2,602	2,441	2,509	1,880	2,180	2,318	2,036	27,300
Progreso International Bridge	3,868	3,689	4,748	4,105	3,346	3,058	3,977	4,203	3,134	3,692	3,293	3,187	44,300
Donna International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	39,026	36,673	44,425	39,468	43,219	40,131	38,784	41,322	36,349	42,243	41,423	36,467	479,530
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	2,302	2,376	2,771	2,817	2,836	2,803	2,746	2,083	2,089	2,315	2,089	1,933	29,160
Roma-Ciudad Miguel Aleman Bridge	592	561	603	593	921	543	555	579	531	622	547	483	7,130
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	111,840	107,769	123,633	110,912	123,963	118,146	118,397	127,641	112,656	125,716	117,487	100,908	1,399,068
Laredo-Colombia Solidarity Bridge	31,259	30,033	35,261	32,826	33,369	32,281	31,103	32,733	29,321	34,608	30,804	28,803	382,401
Camino Real International Bridge	9,545	9,054	10,622	9,745	10,568	10,375	9,722	10,086	8,712	10,678	9,634	8,102	116,843
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	5,477	5,262	5,703	5,200	5,728	5,441	5,210	5,936	5,198	6,084	5,608	4,363	65,210
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	999	961	1,111	1,040	1,112	820	1,016	886	735	872	947	787	11,286
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	31,554	32,044	36,094	31,814	36,744	35,780	33,459	37,131	33,527	38,741	34,655	28,387	409,930
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	27,349	25,562	28,090	25,701	27,745	26,280	26,024	27,602	24,199	28,392	26,332	21,454	314,730
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
<b>Monthly Total</b>	<b>282,135</b>	<b>271,911</b>	<b>312,279</b>	<b>281,427</b>	<b>309,083</b>	<b>294,030</b>	<b>289,514</b>	<b>309,945</b>	<b>273,649</b>	<b>313,402</b>	<b>290,179</b>	<b>249,538</b>	<b>3,477,092</b>



**2012 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES**

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	615	599	657	666	659	669	673	704	593	632	656	757	<b>7,880</b>
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Free Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Progreso International Bridge	0	1	0	0	0	0	0	0	0	0	0	0	<b>1</b>
Donna International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Pharr-Reynosa Intl. Bridge on the Rise	0	1	0	14	0	2	0	0	0	3	0	0	<b>20</b>
McAllen-Hidalgo-Reynosa Bridge	1,542	1,440	1,605	1,542	2,148	1,563	1,610	1,593	1,585	1,582	1,688	1,800	<b>19,698</b>
Anzalduas International Bridge	29	33	26	31	31	26	42	24	30	18	28	31	<b>349</b>
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Roma-Ciudad Miguel Aleman Bridge	69	27	32	29	43	29	36	54	38	33	40	56	<b>486</b>
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Juarez-Lincoln Bridge	3,060	2,722	3,449	3,226	2,953	3,532	3,683	3,537	2,787	2,785	2,923	3,711	<b>38,368</b>
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Laredo-Colombia Solidarity Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Camino Real International Bridge	83	63	72	71	70	74	91	81	76	54	76	78	<b>889</b>
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Del Rio-Ciudad Acuna Intl. Bridge	0	2	0	1	0	0	0	0	0	0	0	0	<b>3</b>
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Presidio Bridge	28	29	31	32	35	30	40	39	39	38	49	45	<b>435</b>
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Ysleta-Zaragoza Bridge	2	0	0	0	0	0	1	0	0	0	0	0	<b>3</b>
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Bridge of the Americas	855	705	832	833	853	920	972	937	789	787	765	944	<b>10,192</b>
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Paso del Norte Bridge	1,118	1,018	1,082	943	1,037	1,012	1,030	1,004	1,041	1,105	1,055	1,168	<b>12,613</b>
<b>Monthly Total</b>	<b>7,401</b>	<b>6,640</b>	<b>7,786</b>	<b>7,388</b>	<b>7,829</b>	<b>7,857</b>	<b>8,178</b>	<b>7,973</b>	<b>6,978</b>	<b>7,037</b>	<b>7,280</b>	<b>8,590</b>	<b>90,937</b>

2012 - NORTHBOUND POVs MONTHLY TRAFFIC FIGURES													
POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	105,362	102,725	113,097	108,157	111,310	104,201	104,889	106,267	102,617	105,075	100,690	103,680	1,268,070
Gateway International Bridge	104,035	97,448	108,733	108,314	110,757	106,287	111,123	106,638	105,132	77,648	75,165	111,850	1,223,130
B&M Bridge	114,058	98,996	112,737	107,061	108,565	103,154	104,488	109,336	107,225	110,743	106,519	112,079	1,294,961
Free Trade Bridge	33,372	30,863	35,762	35,182	34,976	32,923	37,262	33,767	32,679	32,529	35,873	43,087	418,275
Progreso International Bridge	40,686	38,771	42,712	38,550	37,479	36,318	37,031	36,803	36,853	37,341	38,634	45,366	466,544
Donna International Bridge	35,774	34,331	39,628	40,592	40,048	36,897	41,048	39,659	37,802	38,702	43,624	59,512	487,617
Pharr-Reynosa Intl. Bridge on the Rise	97,987	95,396	108,668	106,594	111,557	102,291	110,766	105,859	97,885	108,642	105,572	117,198	1,268,415
McAllen-Hidalgo-Reynosa Bridge	217,634	201,666	222,136	211,188	219,782	207,105	217,572	217,302	209,516	208,962	201,992	217,597	2,552,452
Anzalduas International Bridge	79,023	76,234	86,837	88,918	89,198	87,523	98,439	92,917	85,621	92,187	93,663	103,059	1,073,619
Los Ebanos Ferry	1,115	2,816	4,557	1,797	1,928	3,177	4,380	4,690	4,066	4,504	3,561	3,843	40,434
Rio Grande City-Camargo Bridge	26,384	24,902	25,725	26,196	24,949	24,569	25,197	24,711	25,287	23,669	25,934	29,849	307,372
Roma-Ciudad Miguel Aleman Bridge	51,073	51,717	52,512	52,748	54,691	49,214	48,813	47,641	49,492	52,007	50,786	57,154	617,848
Lake Falcon Dam Crossing	5,779	5,748	6,435	6,515	5,937	5,417	5,497	4,919	5,159	5,037	5,633	6,311	68,387
Juarez-Lincoln Bridge	278,510	258,942	276,742	274,889	275,508	259,979	259,125	312,962	283,286	281,786	292,297	300,523	3,354,549
Gateway to the Americas Bridge	76,799	72,927	72,398	69,887	69,376	66,833	71,595	84,049	79,461	77,648	75,165	79,641	895,779
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	14,396	9,705	13,950	17,444	10,641	12,317	24,271	17,564	11,001	10,950	19,986	27,854	190,079
Camino Real International Bridge	92,748	86,827	98,236	104,035	105,646	98,887	104,158	101,564	93,163	90,923	91,467	111,820	1,179,474
Eagle Pass Bridge I	86,665	85,494	91,143	93,002	90,402	88,872	95,804	94,384	89,178	90,798	91,613	97,615	1,094,970
Del Rio-Ciudad Acuna Intl. Bridge	106,603	95,779	105,361	103,042	104,353	100,264	105,613	98,874	99,076	99,736	99,671	106,919	1,225,291
Lake Amistad Dam Crossing	3,268	3,149	3,549	3,516	4,006	3,157	1,993	3,891	3,383	3,458	3,865	5,611	42,846
Presidio Bridge	48,249	43,899	48,371	48,230	50,229	47,374	50,328	46,933	44,298	45,527	47,208	50,025	570,671
Fort Hancock-El Porvenir Bridge	5,063	4,901	5,464	5,345	5,673	5,160	5,397	5,339	5,417	5,491	5,986	6,632	65,868
Fabens-Caseta Bridge	18,949	18,893	19,573	20,893	21,287	18,940	20,541	18,802	19,036	18,987	19,347	22,681	237,929
Ysleta-Zaragoza Bridge	169,740	157,018	178,395	173,232	173,358	176,632	181,463	184,181	185,881	194,233	190,849	207,319	2,172,301
Ysleta-Zaragoza Bridge (DCL)	57,024	59,170	59,594	56,577	56,698	52,208	54,763	61,113	54,928	59,879	86,087	94,544	752,585
Bridge of the Americas	284,787	264,193	283,280	266,586	266,458	259,957	272,298	277,574	266,878	279,756	275,107	284,151	3,281,025
Good Neighbor Bridge (SB only, NB DCL)	101,164	104,943	103,365	99,633	104,764	95,070	88,236	98,126	98,055	106,801	98,796	93,346	1,192,299
Paso del Norte Bridge	171,782	157,053	168,367	156,948	163,209	164,062	173,150	185,679	172,654	177,259	175,169	198,739	2,064,071
<b>Monthly Total</b>	<b>2,428,029</b>	<b>2,284,506</b>	<b>2,487,327</b>	<b>2,425,071</b>	<b>2,452,785</b>	<b>2,348,788</b>	<b>2,455,240</b>	<b>2,521,544</b>	<b>2,405,029</b>	<b>2,440,278</b>	<b>2,460,259</b>	<b>2,698,005</b>	<b>29,406,861</b>

**2012 - NORTHBOUND PEDESTRIAN MONTHLY TRAFFIC FIGURES**

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	4,945	4,817	5,281	4,618	5,568	4,822	5,421	5,086	4,943	5,657	6,290	6,724	64,172
Gateway International Bridge	126,857	119,093	133,998	134,162	132,240	123,858	133,767	132,060	127,346	132,918	134,265	137,658	1,568,222
B&M Bridge	35,594	33,857	39,993	39,569	39,651	35,080	37,785	37,739	35,590	38,834	43,862	51,356	468,910
Free Trade Bridge	373	590	793	627	613	515	501	370	422	152	327	558	5,841
Progreso International Bridge	105,552	98,053	112,660	71,348	58,460	49,363	48,293	49,731	44,338	50,029	62,487	77,394	827,708
Donna International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Pharr-Reynosa Intl. Bridge on the Rise	10,857	11,650	12,304	13,944	12,151	10,027	15,410	12,216	11,243	13,020	13,569	17,736	154,127
McAllen-Hidalgo-Reynosa Bridge	149,322	139,761	168,930	163,396	165,271	139,672	163,492	151,794	149,968	160,419	172,671	194,650	1,919,346
Anzalduas International Bridge	0	0	0	0	12	0	0	0	0	0	0	0	12
Los Ebanos Ferry	1,146	1,951	1,002	1,160	1,015	2,067	2,190	1,918	1,603	1,886	2,570	4,132	22,640
Rio Grande City-Camargo Bridge	1,901	1,902	2,129	2,442	2,148	1,739	2,136	1,753	1,997	1,991	2,235	2,261	24,634
Roma-Ciudad Miguel Aleman Bridge	23,603	19,822	23,115	22,891	21,799	18,995	21,525	20,547	21,755	22,091	23,513	26,365	266,021
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	235,932	239,819	245,289	243,320	245,504	243,944	257,033	261,882	233,377	276,309	285,168	329,713	3,097,290
World Trade Bridge	7,778	7,494	8,967	8,266	7,985	8,496	8,729	8,985	7,822	9,524	9,155	8,403	101,604
Laredo-Colombia Solidarity Bridge	723	563	745	628	589	658	524	734	576	585	583	570	7,478
Camino Real International Bridge	8,298	9,178	9,856	9,308	8,010	9,604	13,547	10,234	8,114	8,092	10,558	15,114	119,913
Eagle Pass Bridge I	53,388	47,789	54,715	51,875	49,835	46,729	50,680	46,397	48,042	53,965	51,422	59,465	614,302
Del Rio-Ciudad Acuna Intl. Bridge	7,151	6,962	7,287	7,356	7,106	6,992	7,337	7,840	8,141	8,053	7,705	8,803	90,733
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	7,455	5,925	7,449	7,629	7,114	5,691	6,548	5,937	5,513	5,116	7,196	7,195	78,768
Fort Hancock-El Porvenir Bridge	274	243	312	395	308	340	298	265	206	224	262	391	3,518
Fabens-Caseta Bridge	5,189	5,597	5,065	5,665	5,870	3,099	2,699	2,990	5,119	5,714	5,071	5,620	57,698
Ysleta-Zaragoza Bridge	82,845	86,810	93,838	101,469	96,218	91,553	103,504	95,155	80,677	83,996	84,462	99,358	1,099,885
Ysleta-Zaragoza Bridge (DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge of the Americas	67,407	71,110	77,428	82,922	75,253	69,816	81,034	71,922	66,893	58,964	70,920	85,740	879,409
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	346,441	341,295	353,382	341,211	325,978	316,452	342,194	339,397	334,981	325,978	345,205	399,065	4,111,579
<b>Monthly Total</b>	<b>1,283,031</b>	<b>1,254,281</b>	<b>1,364,538</b>	<b>1,314,201</b>	<b>1,268,698</b>	<b>1,189,512</b>	<b>1,304,647</b>	<b>1,264,952</b>	<b>1,198,666</b>	<b>1,263,517</b>	<b>1,339,496</b>	<b>1,538,271</b>	<b>15,583,810</b>

**2012 - 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	45	67	67	64	62	54	55	41	34	41	39	31	600
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	277	263	282	289	284	283	294	298	302	320	312	288	3,492
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	169	183	192	212	194	196	197	208	214	217	191	176	2,349
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	125	110	105	100	119	110	111	107	105	128	123	149	1,392
Good Neighbor Bridge (SB only, NB DCL)													
Paso del Norte Bridge													
<b>Monthly Total</b>	<b>616</b>	<b>623</b>	<b>646</b>	<b>665</b>	<b>659</b>	<b>643</b>	<b>657</b>	<b>654</b>	<b>655</b>	<b>706</b>	<b>665</b>	<b>644</b>	<b>7,833</b>

**2012 - 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	3,208	6,347	5,405	5,762	5,682	4,045	4,866	3,061	2,467	3,024	2,709	1,989	48,565
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	15,501	12,814	13,752	14,158	13,736	11,278	12,884	14,255	13,484	15,255	14,449	12,200	163,766
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	9,820	9,290	11,076	12,266	11,072	9,563	10,018	9,565	9,929	10,878	9,773	8,326	121,576
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	5,152	5,304	6,051	5,647	7,293	5,304	5,112	4,846	4,332	3,901	2,829	5,339	61,110
Good Neighbor Bridge (SB only, NB DCL)													
Paso del Norte Bridge													
<b>Monthly Total</b>	<b>33,681</b>	<b>33,755</b>	<b>36,284</b>	<b>37,833</b>	<b>37,783</b>	<b>30,190</b>	<b>32,880</b>	<b>31,727</b>	<b>30,212</b>	<b>33,058</b>	<b>29,760</b>	<b>27,854</b>	<b>395,017</b>

**2012 - 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	341	416	396	337	334	436	492	574	560	575	649	505	5,615
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	15,037	18,838	19,799	18,601	19,523	21,307	19,538	21,921	21,197	20,609	20,411	18,862	235,643
Laredo-Colombia Solidarity Bridge													
Camino Real International Bridge	5,891	6,694	7,519	7,646	6,831	7,415	7,318	8,268	7,816	7,229	7,263	6,132	86,022
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	1,906	2,782	2,680	2,418	3,279	2,886	2,723	2,839	2,846	3,144	4,194	3,524	35,221
Good Neighbor Bridge (SB only, NB DCL)													0
Paso del Norte Bridge													0
<b>Monthly Total</b>	<b>23,175</b>	<b>28,730</b>	<b>30,394</b>	<b>29,002</b>	<b>29,967</b>	<b>32,044</b>	<b>30,071</b>	<b>33,602</b>	<b>32,419</b>	<b>31,557</b>	<b>32,517</b>	<b>29,023</b>	<b>362,501</b>

**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)

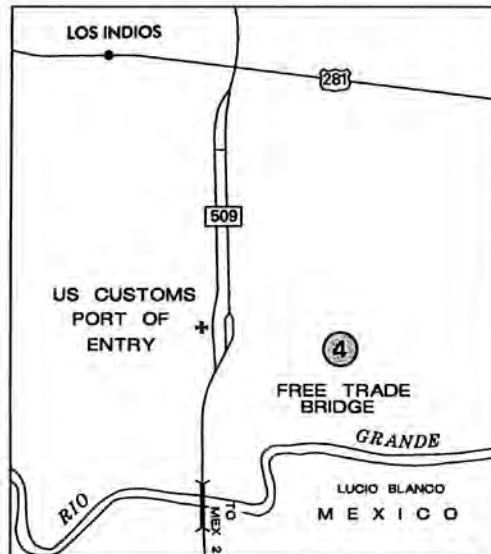
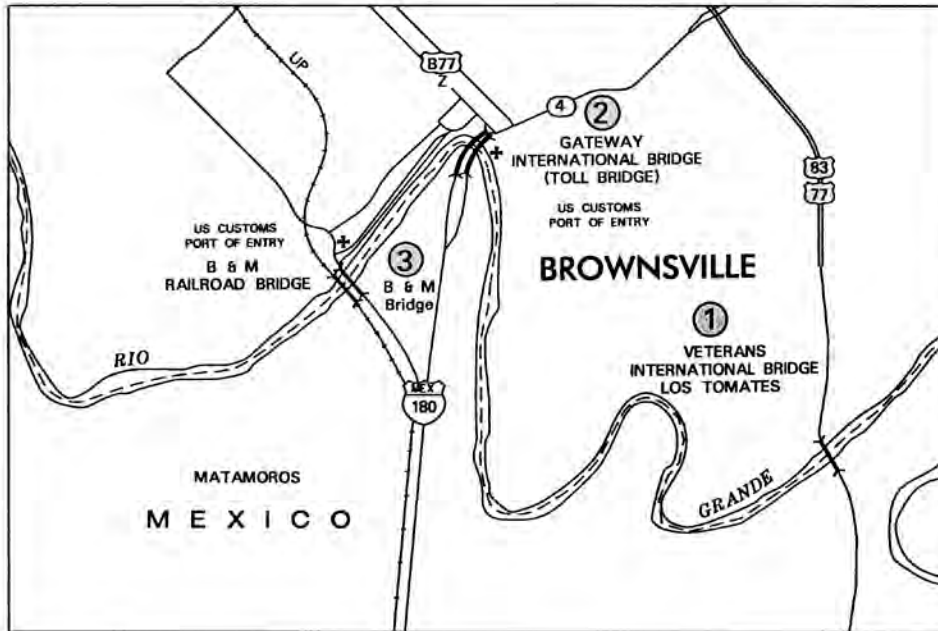
### **III. Proposed Bridges**

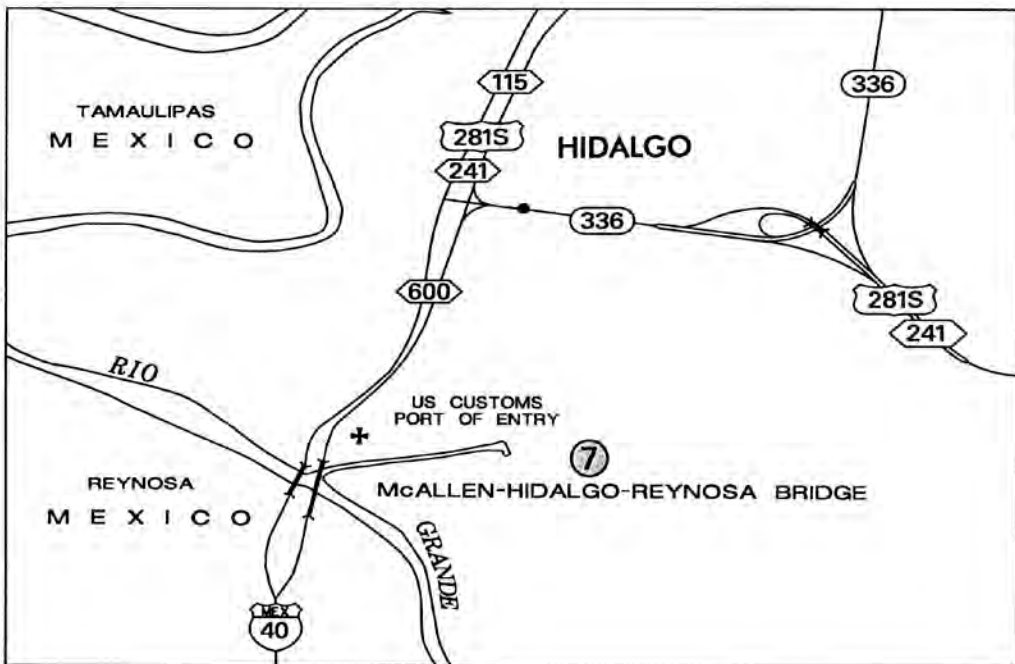
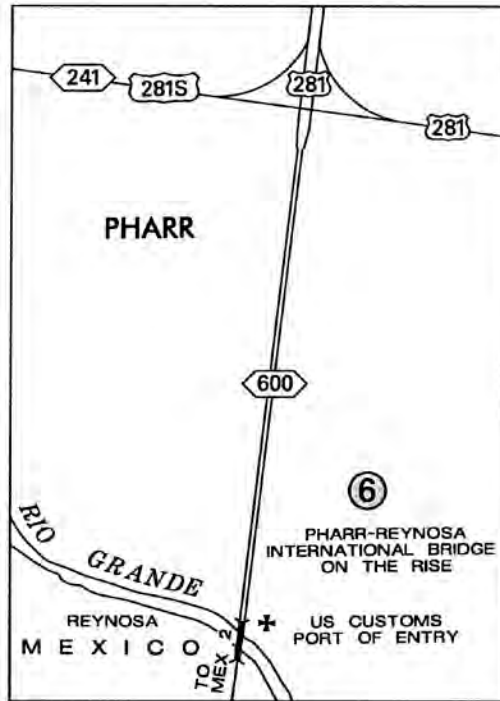
- A. Port of Brownsville Bridge
- B. Mission International Bridge (no map available)
- C. Laredo V International Bridge (no map available)
- D. Guadalupe-Tornillo International Bridge (See #22 above; new bridge, under construction, will be 650 yards upstream from existing Fabens-Caseta Bridge)

### **IV. Closed Bridges**

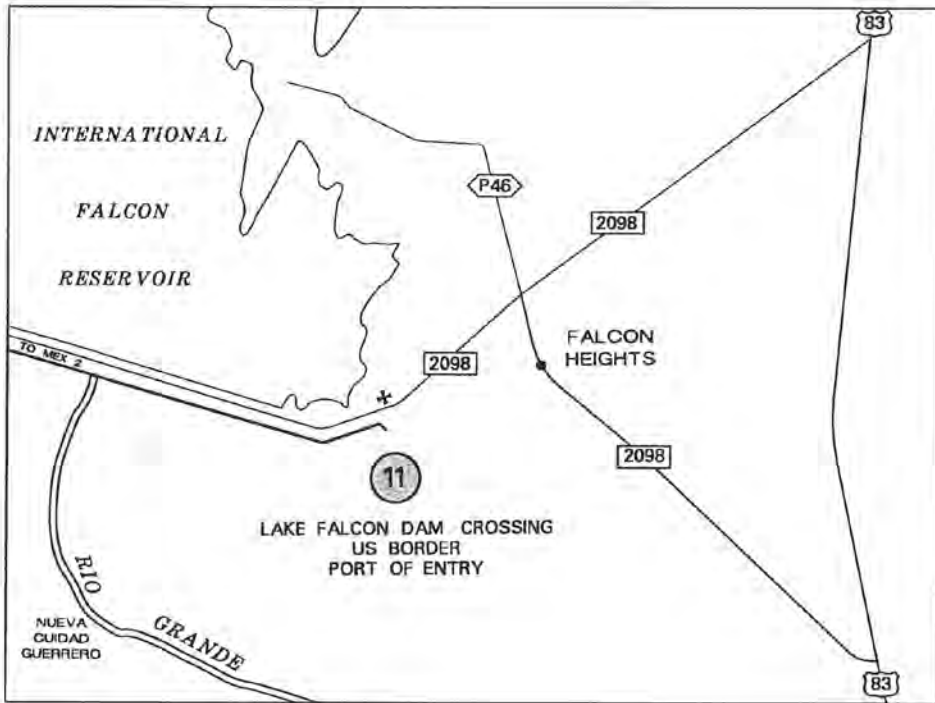
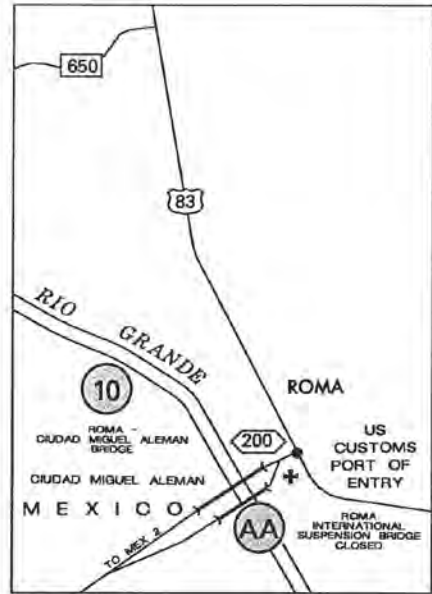
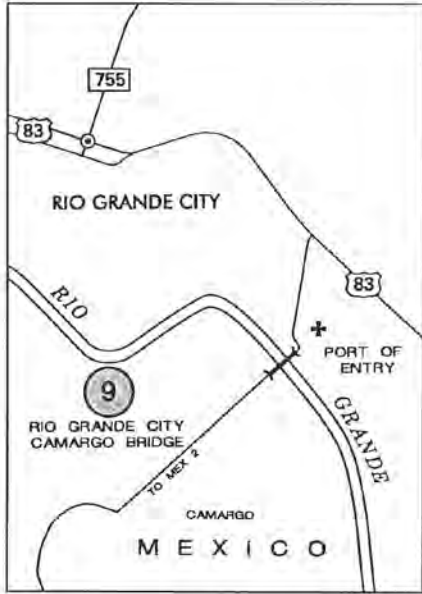
- AA. Roma International Suspension Bridge (Rehabilitation Pending)
- BB. La Linda Bridge

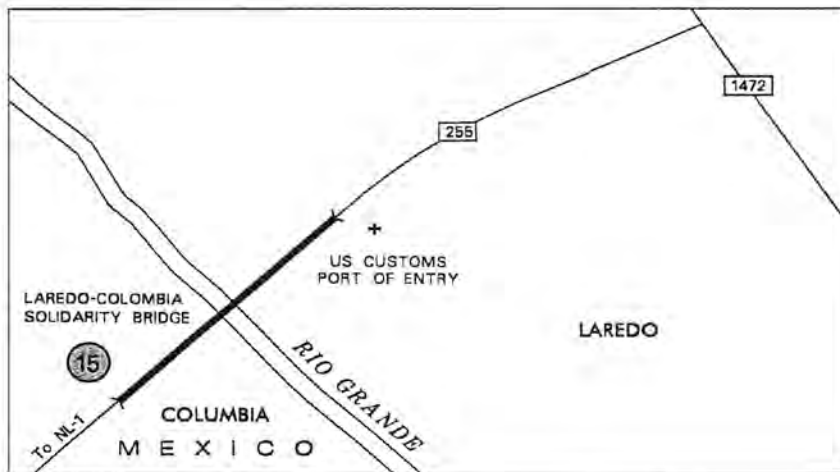
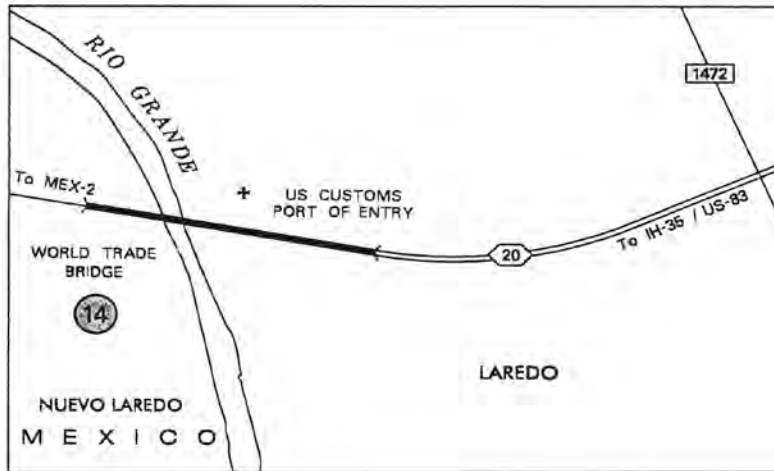
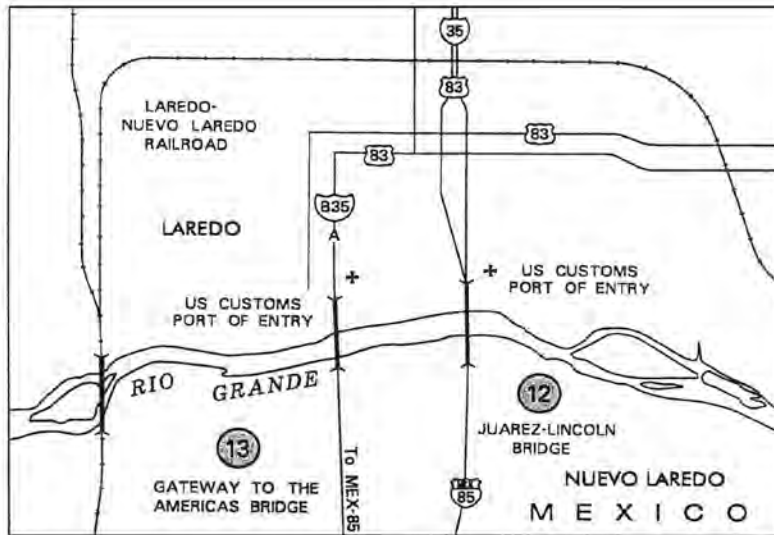


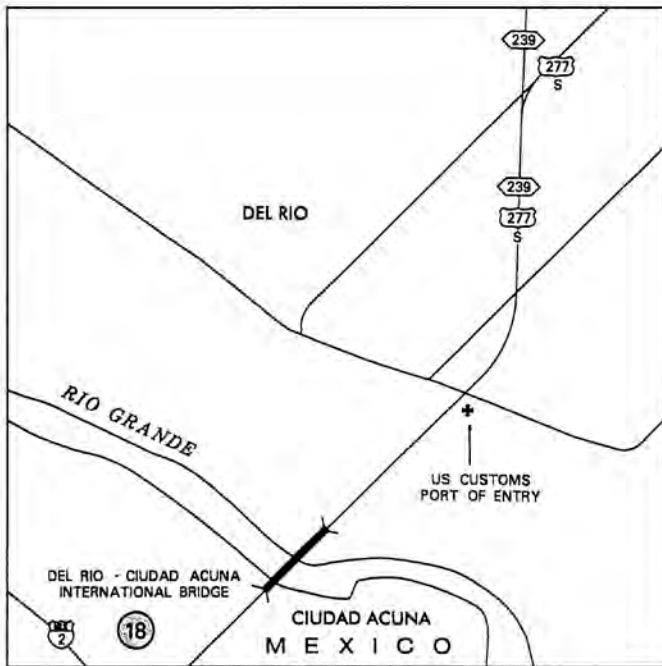
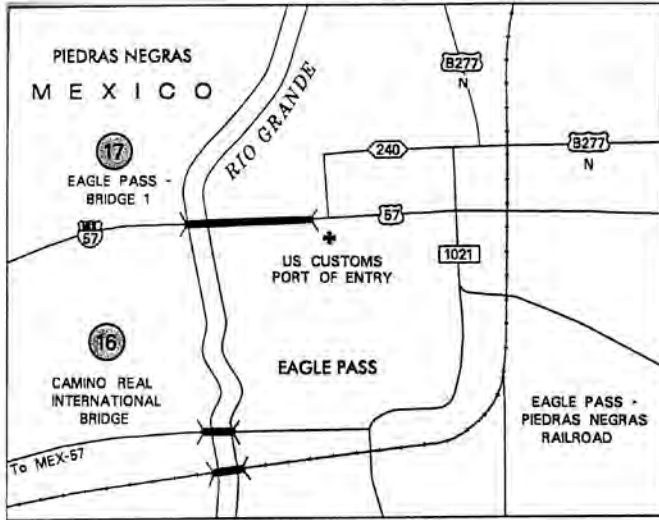


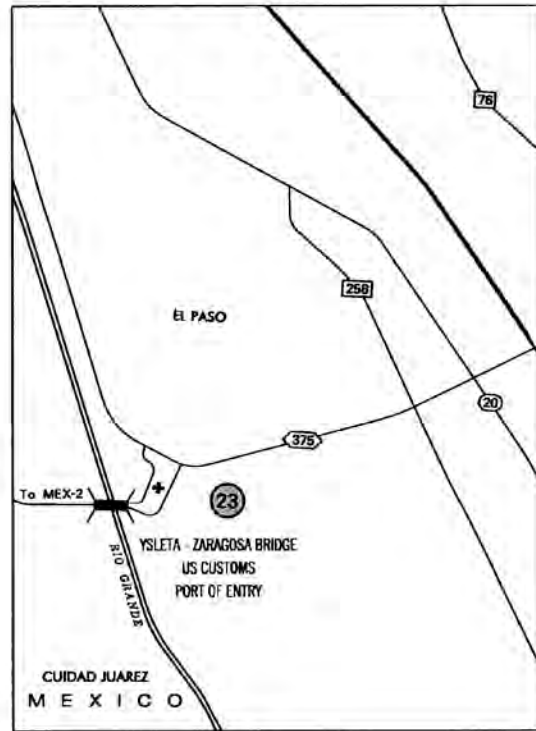
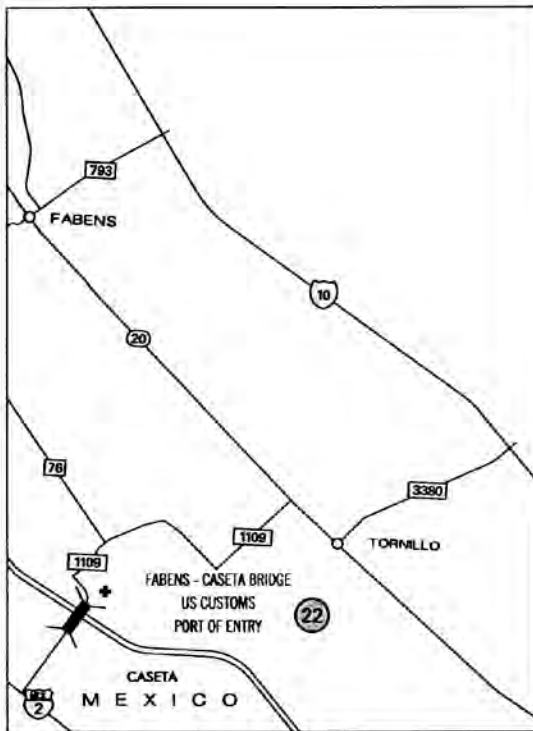
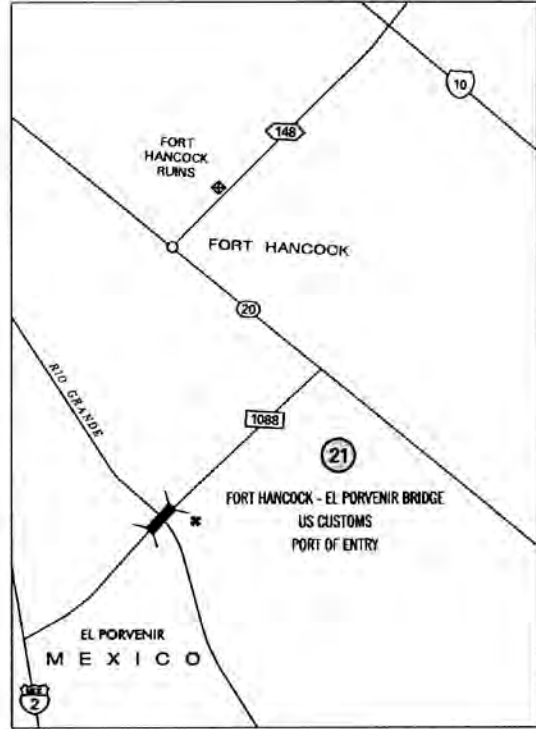
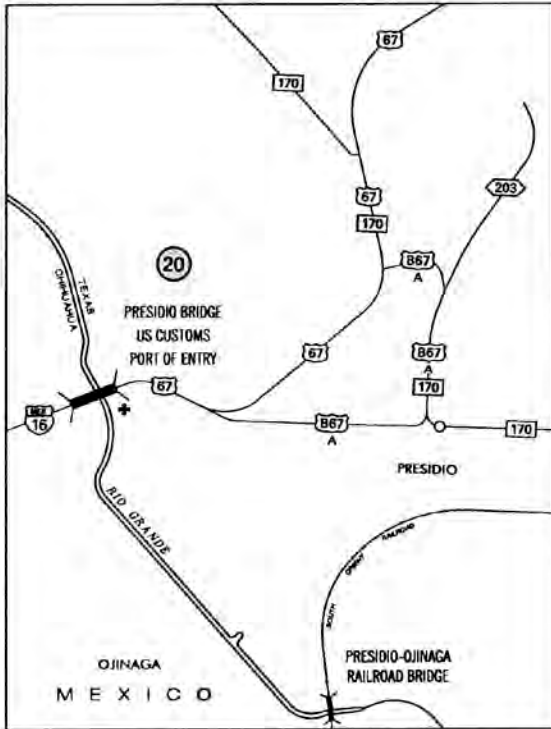


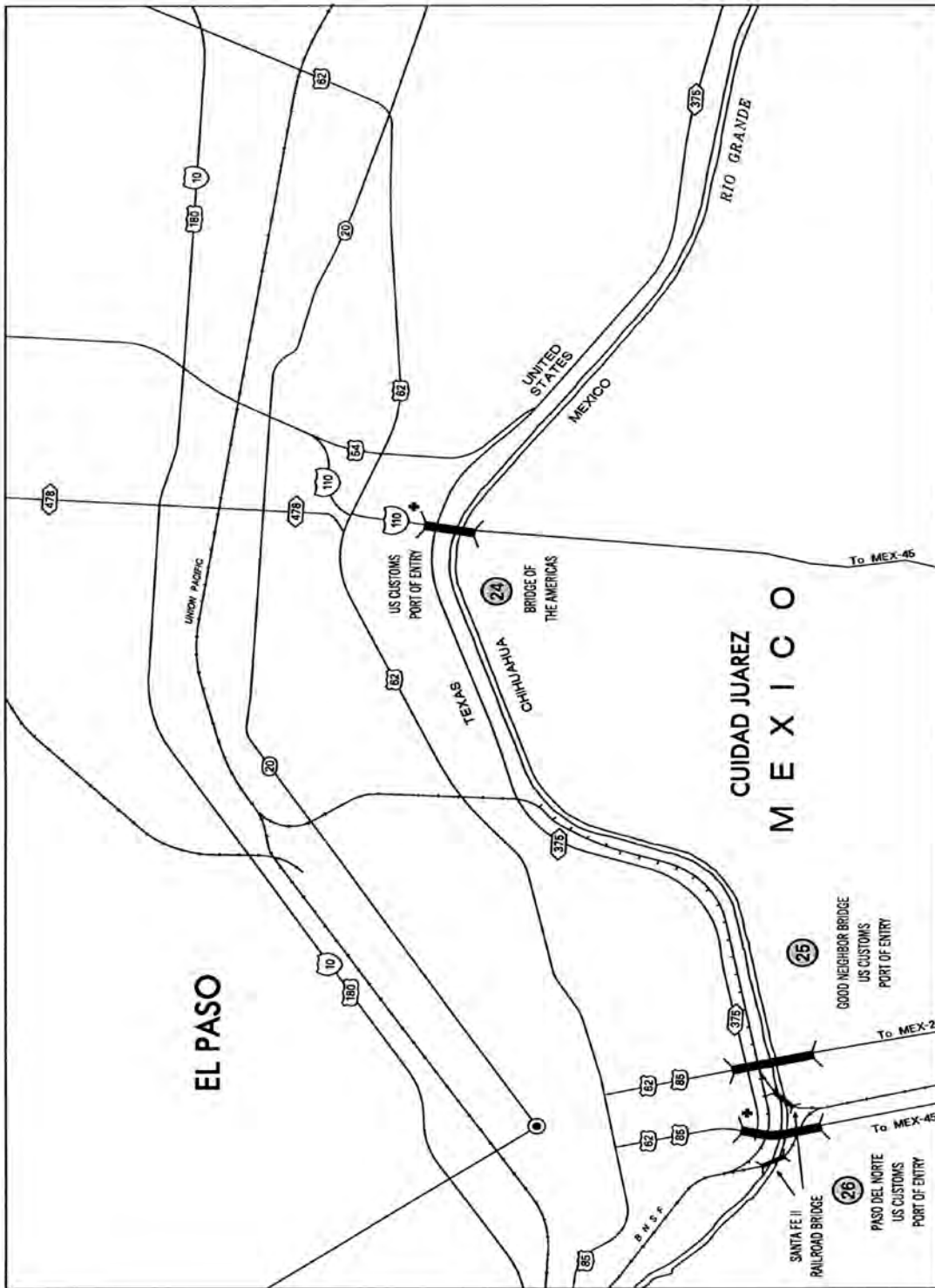




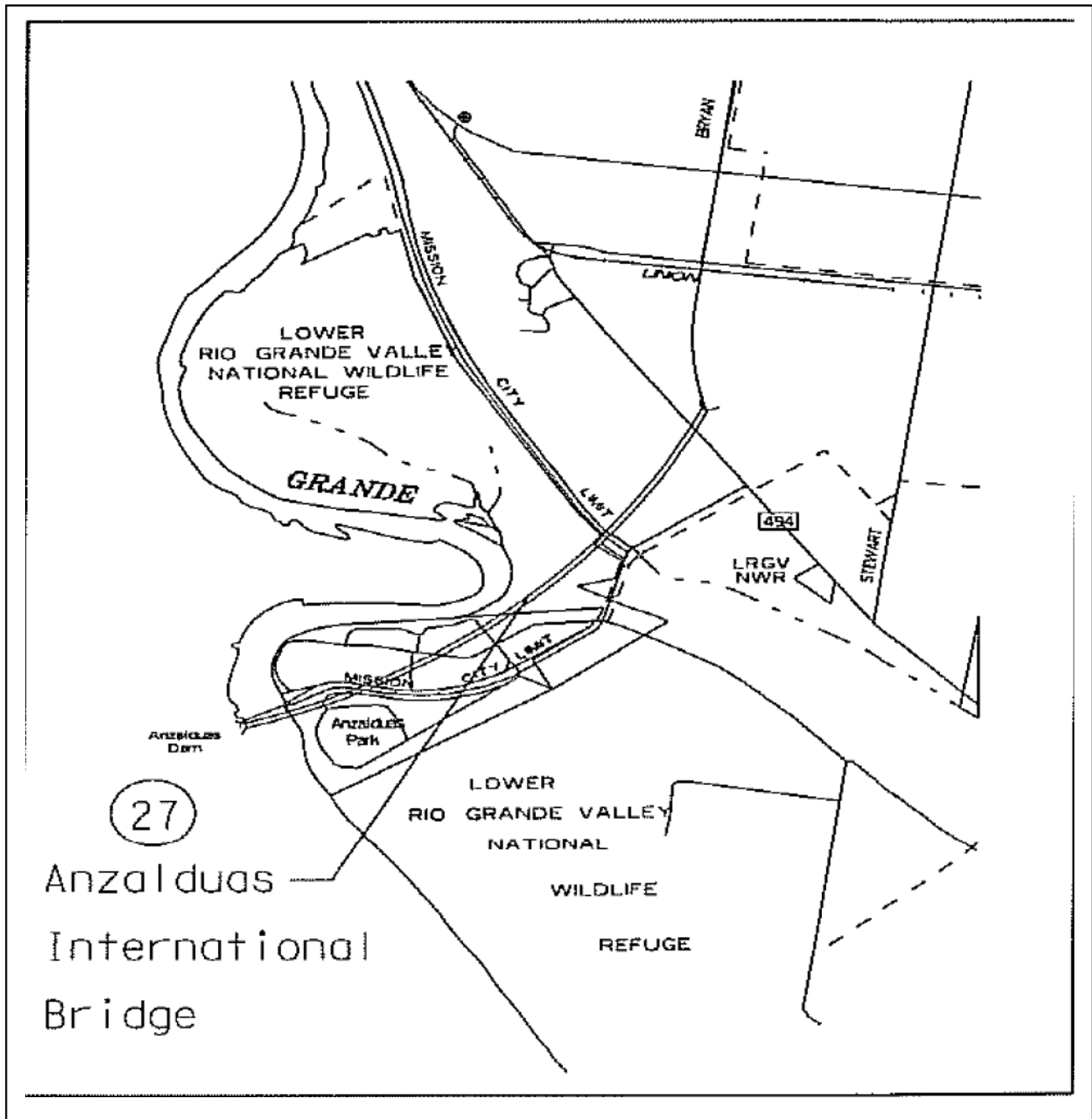


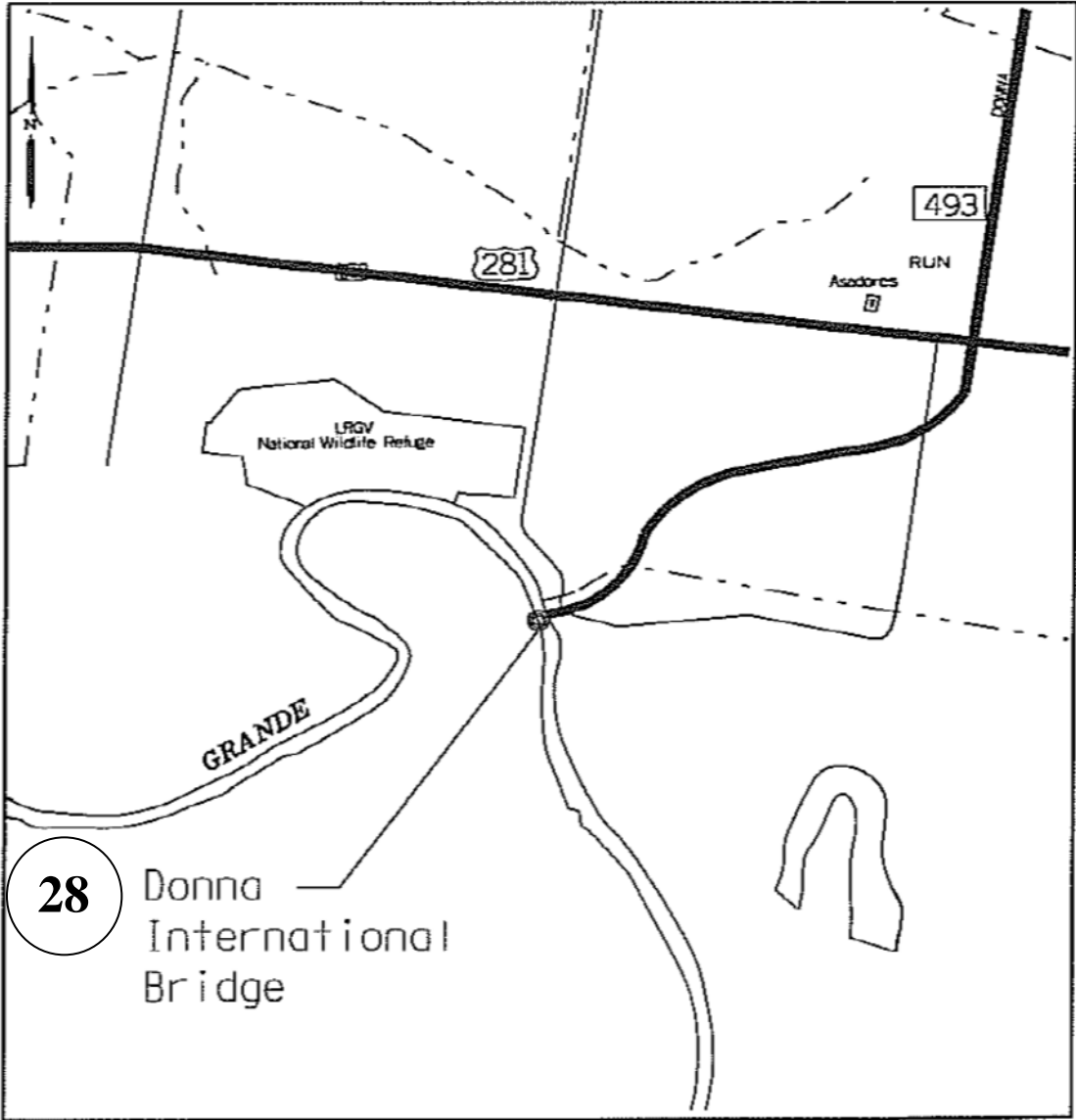


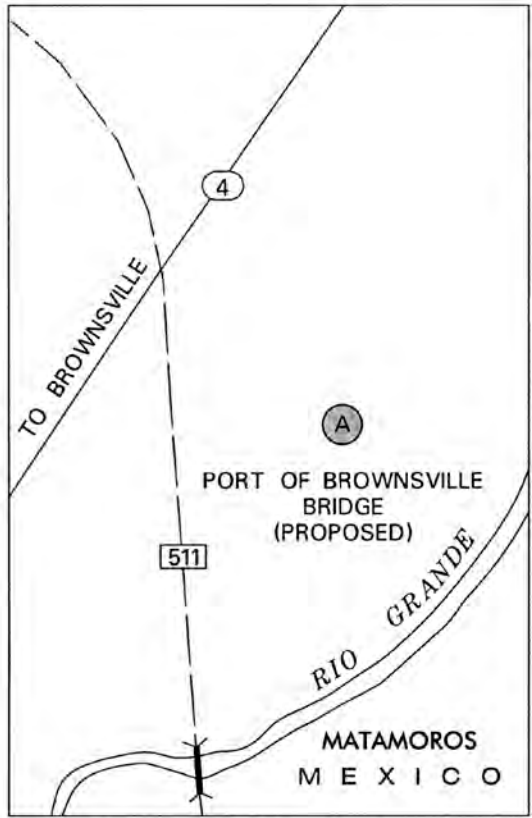


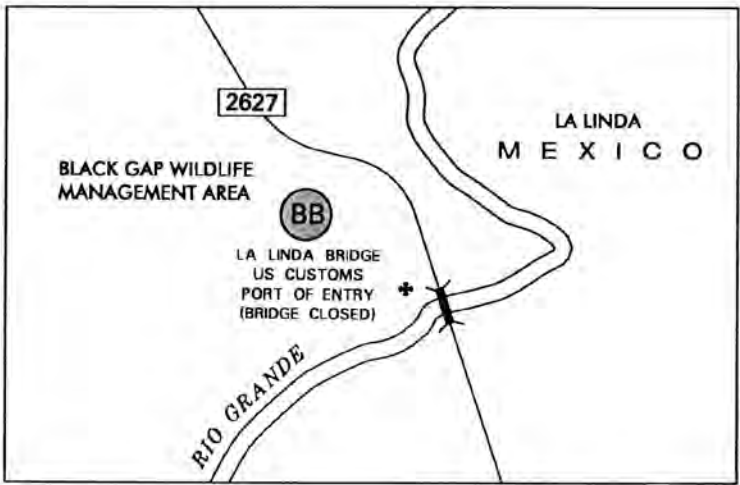
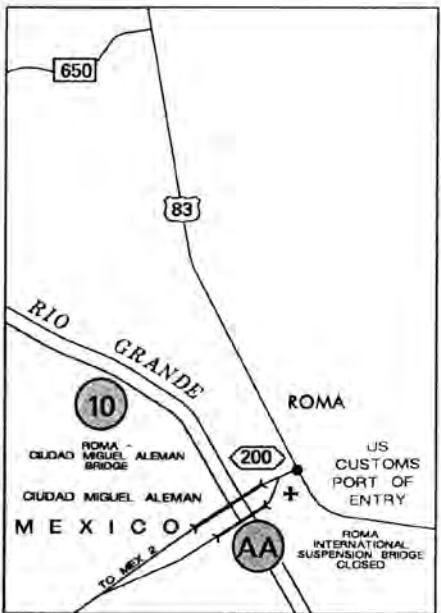












## **Appendix VI**

### **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](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 was chaired by the General Services Administration Region 7, and consisted primarily of various regional representatives from the federal inspection services. Federal representatives included 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 focused on border station development and maintenance issues in Texas and New Mexico, and was disbanded with the formation of DHS.

### 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/](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 Materials***

## 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](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:

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This publication is available on the internet at:

[http://www.dot.state.tx.us/txdot\\_library/publications/international\\_relations.htm](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:

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