



Texas-Mexico Border Region Connectivity Plan

Appendix B

First and Last Mile
Technical Memos



Preface

Disclaimer on Regional Definitions

The West, Central, and South border regions referenced in this report each encompass portions of multiple TxDOT districts. These regions were not defined according to district boundaries, but instead reflect functional relationships among key origins and destinations within approximately 100 miles of the Texas-Mexico border. Each region represents a cluster of border-crossing activity hubs that are interconnected by shared supply chains and primary freight corridors.

This regional structure was developed to support the assessment of region-to-region connectivity. It emphasizes how well current corridors align with actual freight movement and helps identify capacity limitations or connectivity gaps that may not be apparent when using administrative boundaries alone.

Texas-Mexico Border Region Connectivity Plan

Characteristics and Performance Indicators for First and Last
Mile Corridors Analyzed

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Introduction

The characteristics and performance indicators for the First and Last Mile plan presents detailed information on the physical and operational characteristics of the first and last mile corridors analyzed as part of the study. Key performance indicators such as traffic volumes, vehicle classifications, speed profiles, and safety data are included to provide a comprehensive understanding of corridor function and conditions. These metrics support the broader analysis of freight mobility and infrastructure needs in the region and help identify potential opportunities for improvement.

West Region First and Last Mile

The West Region first and last mile encompasses 11 border crossings located at the Santa Teresa, El Paso, and Presidio ports of entry.

Santa Teresa and El Paso Crossings

Santa Teresa Crossing

SH 178/NM 136 provides first and last mile connectivity between the Santa Teresa crossing and the industrial/commercial area in New Mexico, as well as connectivity to I-10 (see Figure 1).

Figure 1. SH 178/NM 136 Provides Connectivity to Santa Teresa Crossing

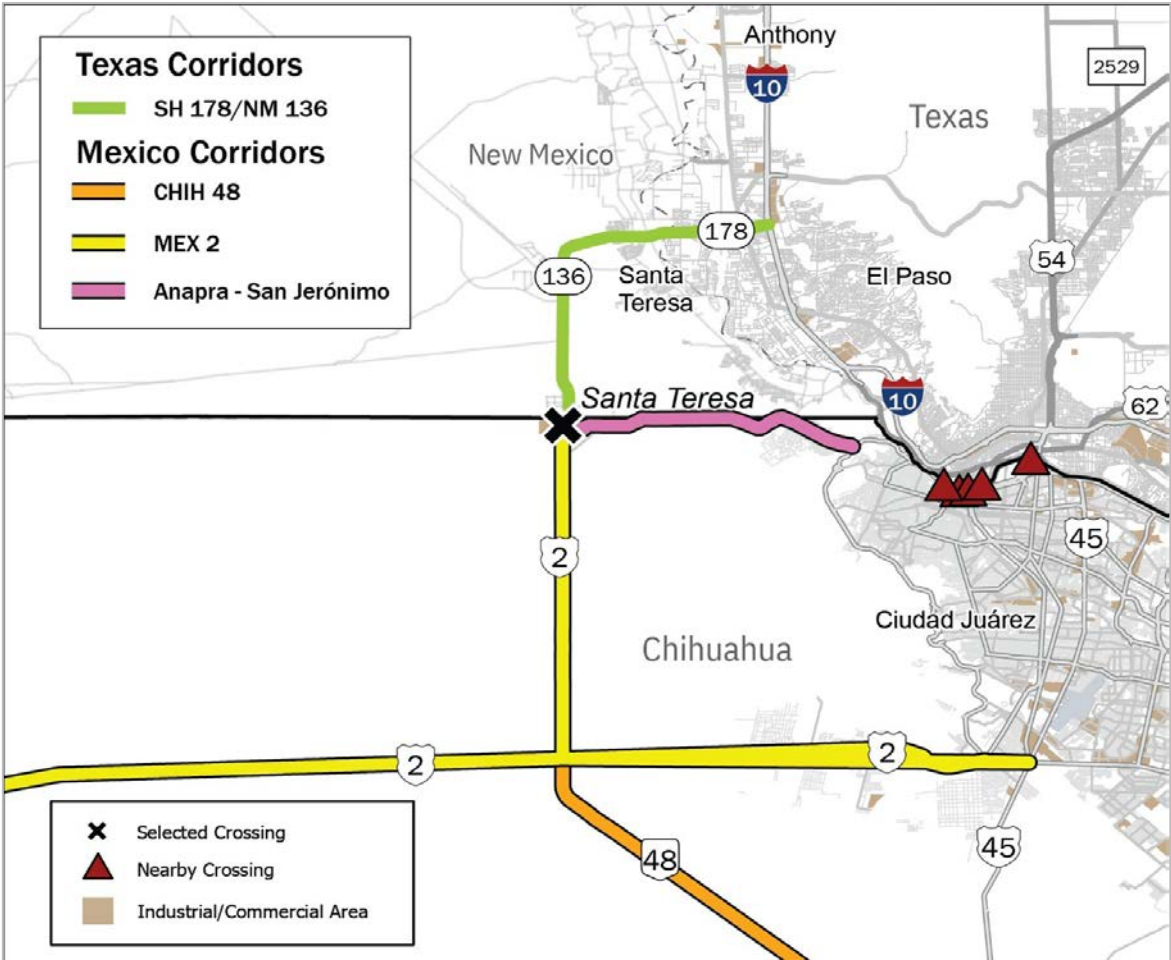


Table 1 provides a summary of highway performance metrics for the 13.7-mile segment of SH 178/NM 136 leading to Santa Teresa Crossing. The data indicate an average annual daily traffic (AADT) volume of approximately 9,600 vehicles, with trucks comprising 12 percent of this total. The speed profile suggests that the corridor does not experience significant congestion. Notably, average northbound speeds are slightly higher than those in the southbound direction. Additionally, no fatalities or incapacitating injuries were recorded along the corridor segment during the analysis period.

Table 1. SH 178/NM 136 Characteristics Serving Santa Teresa Crossing

Performance Indicators	SH 178/NM 136
Distance Analyzed (miles)	13.7
Weighted Average Corridor AADT	9,576
Weighted Average Corridor Percentage of Trucks	12%
Average Speed AM Peak - into US	47
Average Speed AM Peak - towards Mexico	42
Average Speed PM Peak - into US	46
Average Speed PM Peak - towards Mexico	42
Killed or Incapacitating Injury / 100m VMT	0
Minor/Non-Injury Accidents / 100m VMT	7.4

Paso Del Norte Bridge

I-10 (North), US 54/I-10, US 62, and I-10 (East) provide first and last mile connectivity between the Paso del Norte Bridge and the El Paso International Airport (US 62), commercial areas (I-10), and downtown El Paso (US 54) (see Figure 2).

Figure 2. I-10 (North), US 54/I-10, US 62, and I-10 (East) Provide Connectivity to Paso del Norte Bridge

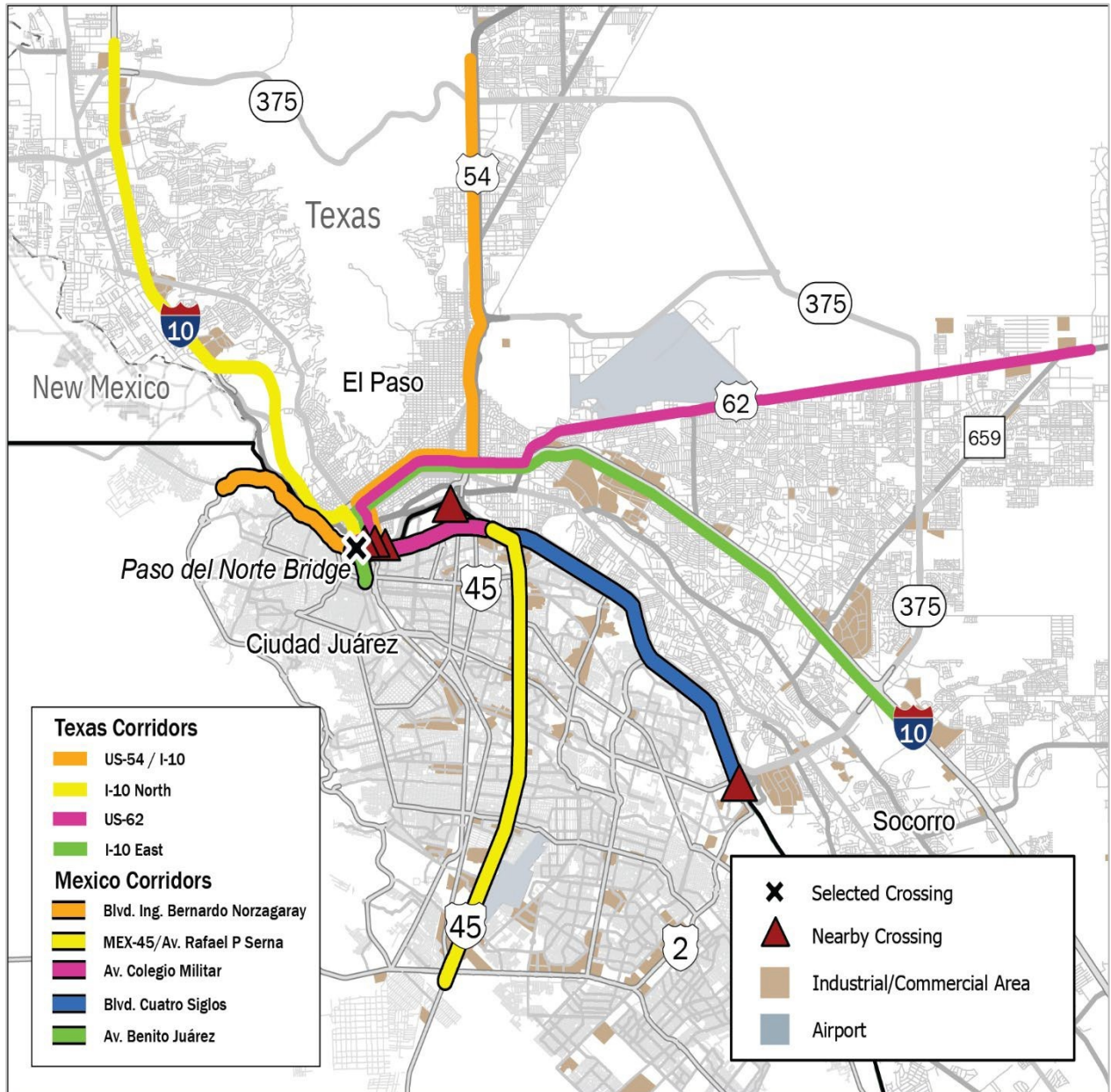


Table 2 summarizes the highway performance metrics calculated for the 15.3-mile segment of I-10 (North), the 14.0-mile segment of US 54/I-10, the 20.5-mile segment of US 62 and the 17.1-mile segment of I-10 (East) that provide connectivity to the Paso del Norte Bridge. Table 2 shows the relatively high average annual daily traffic volumes on the two segments of I-10 that provide connectivity to the Paso del Norte Bridge. US 62 shows northbound average speeds of less than 35 mph in both the AM and PM peak periods. This segment of US 62 also shows relatively higher fatal/incapacitating injury and minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period compared to the I-10 and US 54/I-10 corridor segments analyzed.

Table 2. I-10 (North), US 54/I-10, US 62, and I-10 (East) Characteristics Serving Paso del Norte Bridge

Performance Indicators	I-10 (North)	US 54/I-10	US 62	I-10 (East)
Distance Analyzed (miles)	15.3	14.0	20.5	17.1
Weighted Average Corridor AADT	88,968	68,100	47,376	109,747
Weighted Average Corridor Percentage of Trucks	12%	5%	5%	10%
Average Speed AM Peak - into US	41	42	33	46
Average Speed AM Peak - towards Mexico	No INRIX Data			
Average Speed PM Peak - into US	36	41	30	42
Average Speed PM Peak - towards Mexico	No INRIX Data			
Killed or Incapacitating Injury / 100m VMT	0.1	0.1	0.2	0.1
Minor/Non-Injury Accidents / 100m VMT	2.3	2.8	8.0	4.5

Good Neighbor Bridge (Stanton)

I-10 (North), US 54/SL 375, and US 62/I-10/SL 375 provide first and last mile connectivity between the Good Neighbor Bridge (Stanton) and the El Paso International Airport (US 62), commercial areas (I-10), and downtown El Paso (US 54) (see Figure 3).

Figure 3. I-10 (North), US 54/SL 375, and US 62/I-10/SL 375 Provides Connectivity to Good Neighbor Bridge (Stanton)

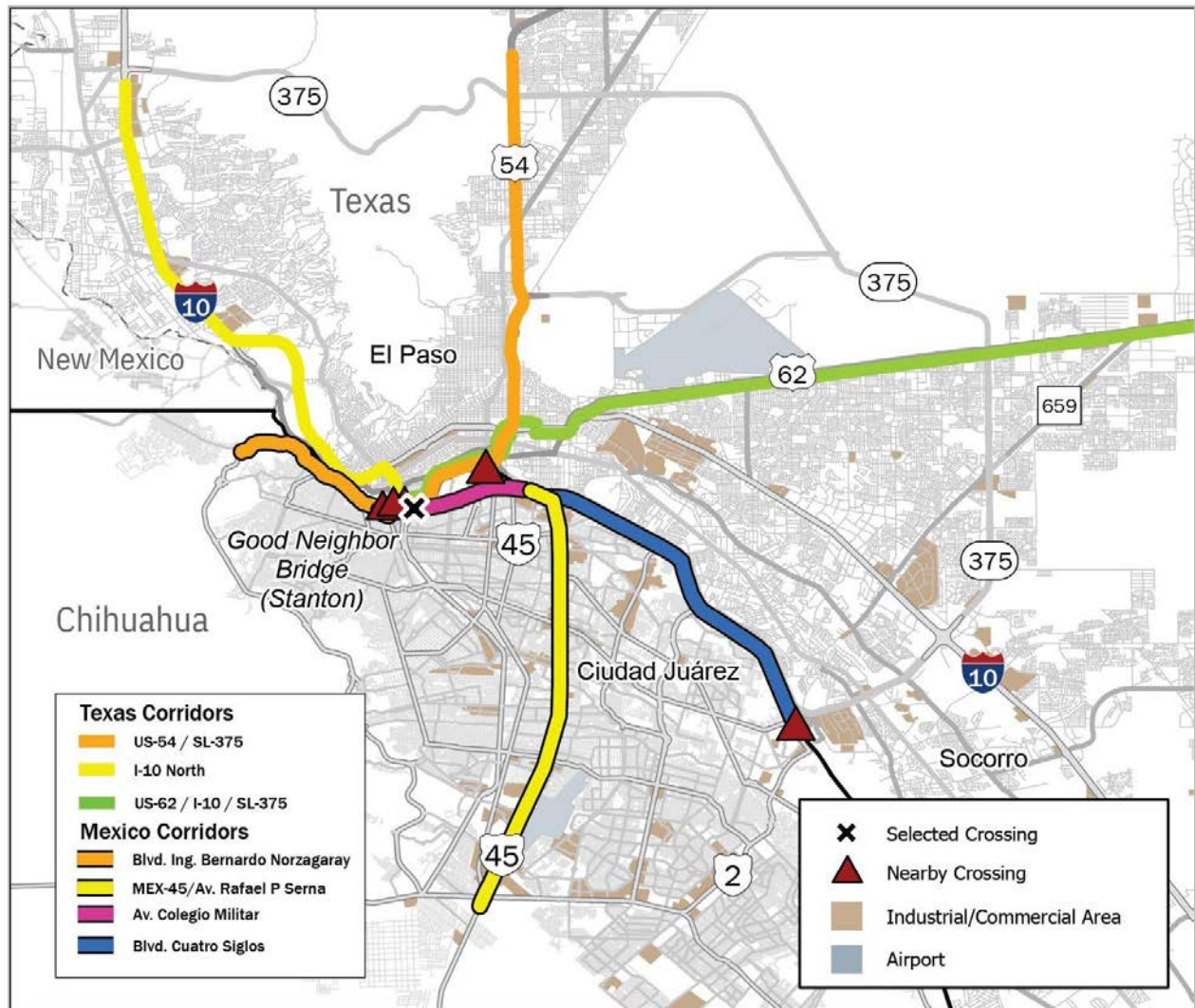


Table 3 summarizes the highway performance metrics calculated for the 14.6-mile segment of I-10 (North), the 13.2-mile segment of US 54/SL 375, and the 22.7-mile segment of US 62/I-10/SL 375 that provide connectivity to the Good Neighbor Bridge (Stanton). Table 3 shows the relatively high average annual daily traffic volumes on the I-10 (North) segment that provides connectivity to the Good Neighbor Bridge (Stanton). US 62/I-10/SL 375 shows southbound average speeds of less than 40 mph in both the AM and PM peak periods. This segment of US 62/I-10/SL 375 also shows relatively higher fatal/incapacitating injury and minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period compared to the I-10 and US 54 corridor segments analyzed.

Table 3. I-10 (North), US 54/SL 375, and US 62/I-10/SL 375 Characteristics Serving Good Neighbor Bridge (Stanton)

Performance Indicators	I-10 (North)	US 54/SL 375	US 62/I-10/ SL 375
Distance Analyzed (miles)	14.6	13.2	22.7
Weighted Average Corridor AADT	88,934	56,585	28,832
Weighted Average Corridor Percentage of Trucks	11%	5%	4%
Average Speed AM Peak - into US	No INRIX Data		
Average Speed AM Peak - towards Mexico	40	55	38
Average Speed PM Peak - into US	No INRIX Data		
Average Speed PM Peak - towards Mexico	40	53	37
Killed or Incapacitating Injury / 100m VMT	0.0	0.0	0.2
Minor/Non-Injury Accidents / 100m VMT	2.3	1.2	8.6

Bridge of the Americas

I-10 (North), US 54, I-10 (East), and US 62 provide first and last mile connectivity between Bridge of the Americas and the El Paso International Airport (US 62), industrial/commercial areas (along I-10), and downtown El Paso (US 54) (see Figure 4).

Figure 4. I-10 (North), US 54, I-10 (East), and US 62 Provides Connectivity to Bridge of the Americas

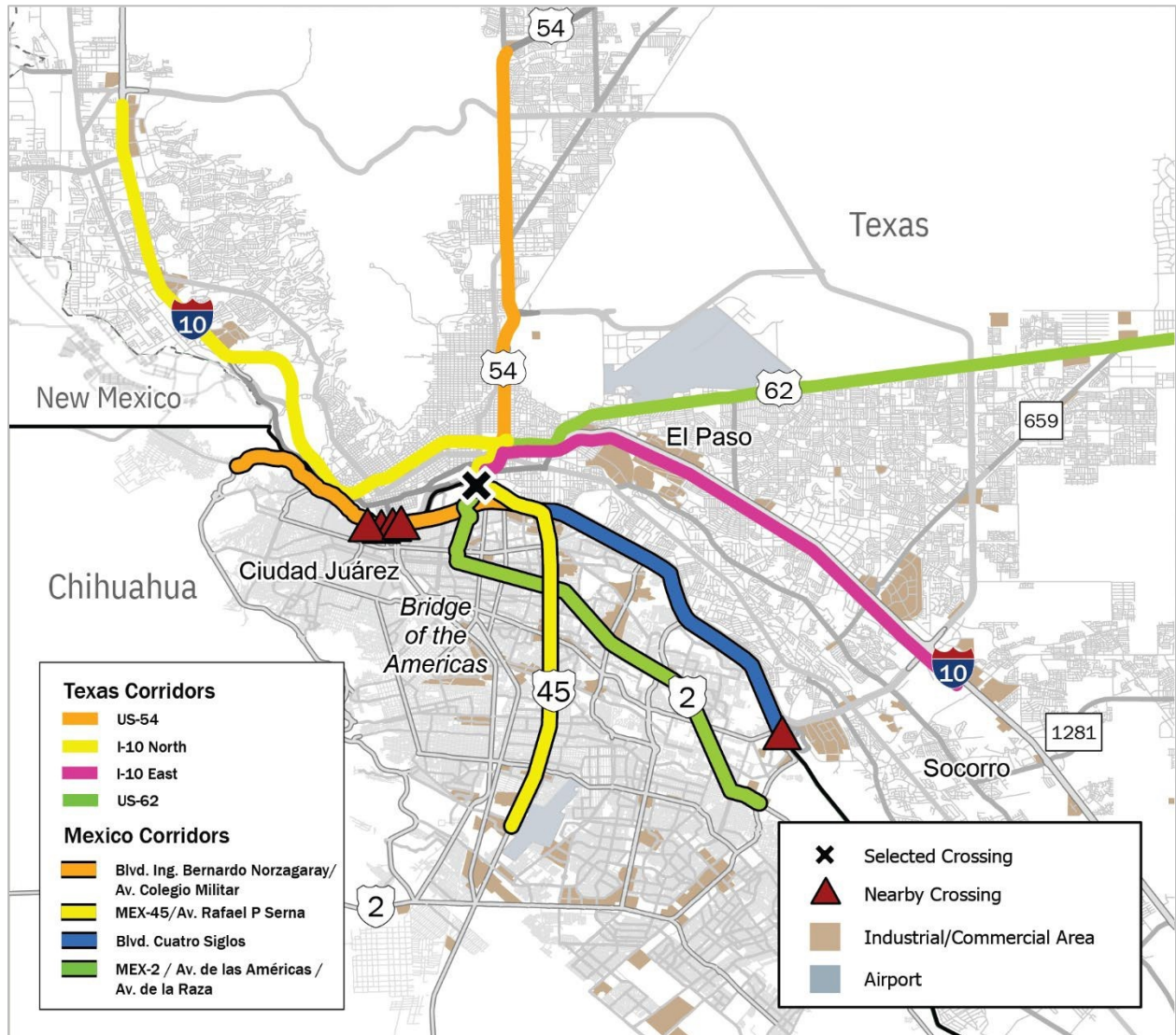


Table 4 summarizes the highway performance metrics calculated for the 17.2-mile segment of I-10 (North), the 10.9-mile segment of US 54, the 16.5-mile segment of US 62 and the 16.8-mile segment of I-10 (East) that provide connectivity to Bridge of the Americas. Table 4 shows the relatively high average annual daily traffic volumes on the two segments of I-10 that provide connectivity to Bridge of the Americas. US 62 shows northbound and southbound average speeds of less than 40 mph in both the AM and PM peak periods. This segment of US 62 also shows relatively higher fatal/incapacitating injury and minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period compared to the I-10 and US 54 corridor segments analyzed.

Table 4. I-10 (North), US 54, I-10 (East), and US 62 Characteristics Serving Bridge of the Americas

Performance Indicators	I-10 (North)	US 54	US 62	I-10 (East)
Distance Analyzed (miles)	17.2	10.9	16.5	6.8
Weighted Average Corridor AADT	100,041	65,259	26,808	105,334
Weighted Average Corridor Percentage of Trucks	11%	4%	4%	10%
Average Speed AM Peak - into US	57	57	36	56
Average Speed AM Peak - towards Mexico	55	59	37	53
Average Speed PM Peak - into US	53	59	33	51
Average Speed PM Peak - towards Mexico	53	54	36	52
Killed or Incapacitating Injury / 100m VMT	0.0	0.0	0.2	0.1
Minor/Non-Injury Accidents / 100m VMT	2.3	2.5	9.4	4.7

Ysleta Bridge

US 54/SL 375, US 62/SL 375, and I-10/SL 375 provide first and last mile connectivity between Ysleta Bridge and downtown El Paso (US 54/SL 375), and industrial/commercial areas (US 62/SL 375) and I-10/SL 375) (see Figure 5).

Figure 5. US 54/SL 375, US 62/SL 375, and I-10/SL 375 Provides Connectivity to Ysleta Bridge

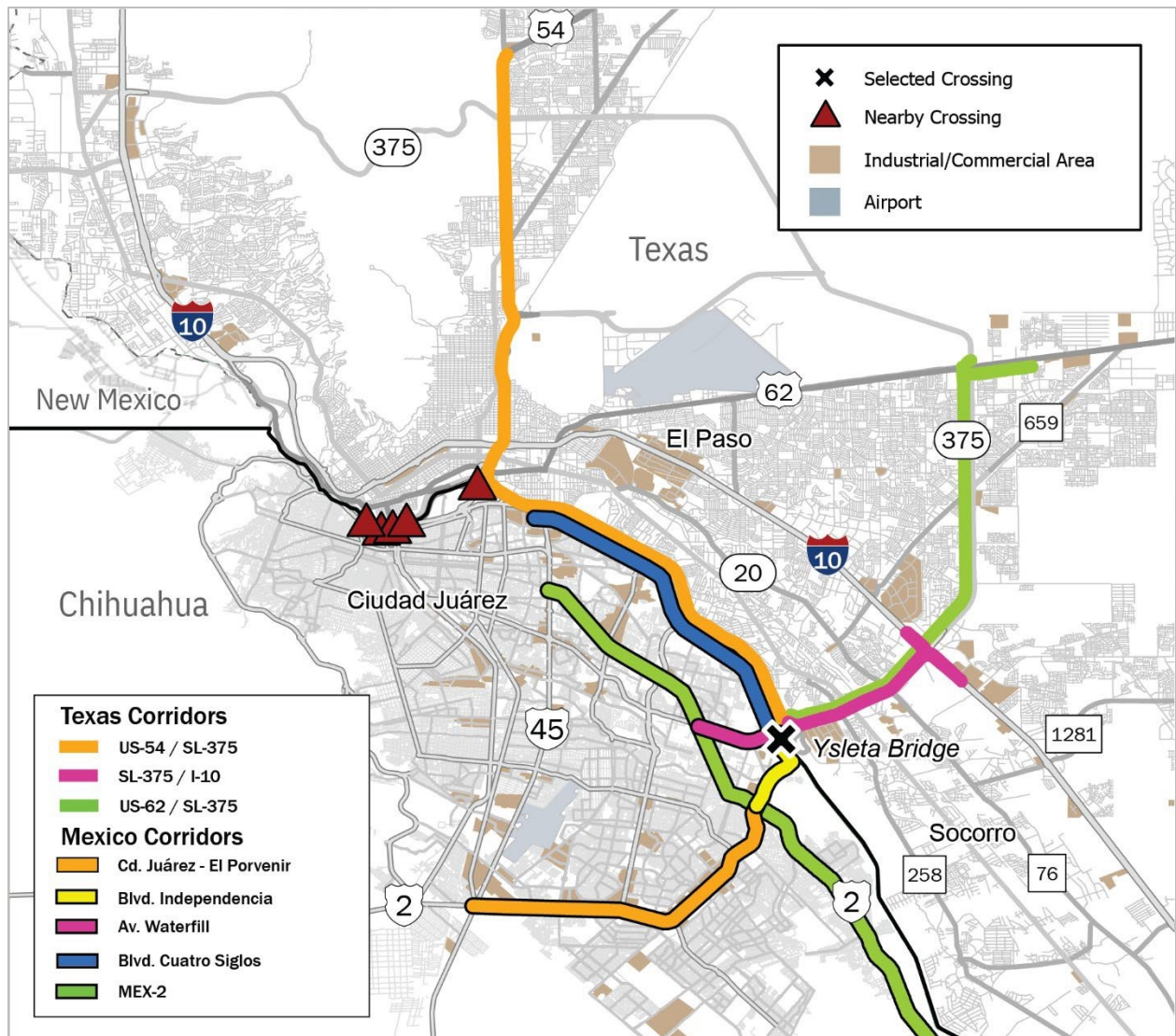


Table 5 summarizes the highway performance metrics calculated for the 6.0-mile segment of I-10/SL 375, the 19.6-mile segment of US 54/SL 375, and the 13.3-mile segment of US 62/SL 375 that provide connectivity to Ysleta Bridge. Table 5 shows the relatively high average annual daily traffic volumes on the US 54/SL 375 that provide connectivity to Ysleta Bridge. All connecting roads experience slightly lower northbound average speeds compared to southbound average speeds in both the AM and PM peak periods. Finally, the corridor segments did not experience a fatality or incapacitating injury during the analysis period. The US 62/SL 375 corridor segment shows relatively higher minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period compared to the I-10/SL 375 and the US 54/SL 375 corridor segments analyzed.

Table 5. US 54/SL 375, US 62/SL 375, and I-10/SL 375 Characteristics Serving Ysleta Bridge

Performance Indicators	I-10/SL 375	US 54/SL 375	US 62/SL 375
Distance Analyzed (miles)	6.0	19.6	13.3
Weighted Average Corridor AADT	28,469	53,069	44,141
Weighted Average Corridor Percentage of Trucks	7%	9%	8%
Average Speed AM Peak - into US	35	54	43
Average Speed AM Peak - towards Mexico	40	59	44
Average Speed PM Peak - into US	31	55	41
Average Speed PM Peak - towards Mexico	39	60	45
Killed or Incapacitating Injury / 100m VMT	0.0	0.0	0.0
Minor/Non-Injury Accidents / 100m VMT	7.7	1.8	10.0

Marcelino Serna Bridge

FM 3380 provides first and last mile connectivity between the Marcelino Serna Bridge and I-10 (see Figure 6).

Figure 6. FM 3380 Provides Connectivity to Marcelino Serna Bridge

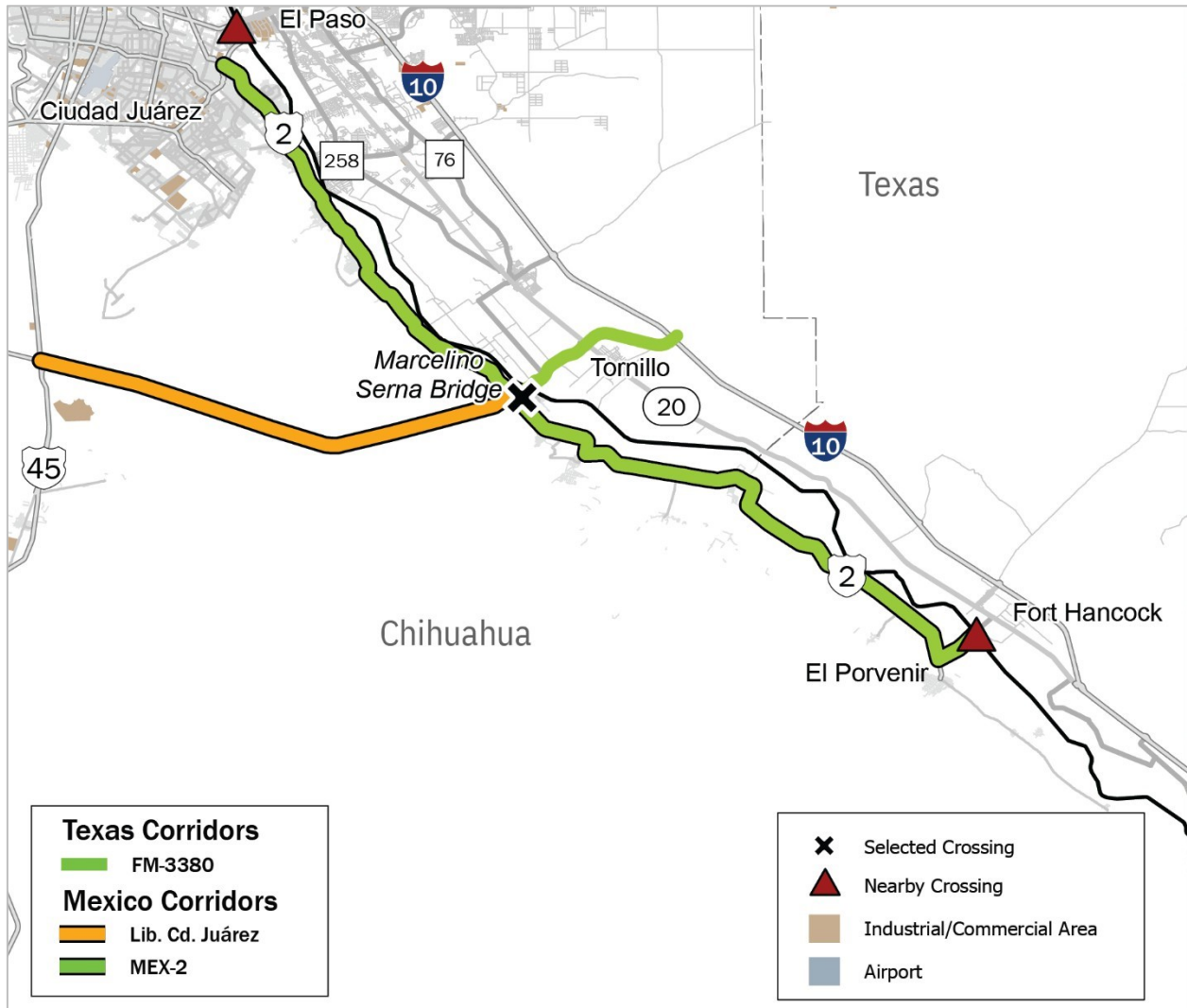


Table 6 summarizes the highway performance metrics calculated for the 7.1-mile segment of FM 3380 that connects the Marcelino Serna Bridge to I-10. Table 6 shows that FM 3380 is a low volume facility. Speed profile data were not available for FM 3380. Finally, the corridor segment did not experience a fatality or incapacitating injury during the analysis period but showed a minor/non-injury accident rate of 4.9 accidents per 100 million vehicle miles traveled during the analysis period.

Table 6. FM 3380 Characteristics Serving Marcelino Serna Bridge

Performance Indicators	FM 3380
Distance Analyzed (miles)	7.1
Weighted Average Corridor AADT	1,256
Weighted Average Corridor Percentage of Trucks	8%
Average Speed AM Peak - into US	No INRIX Data
Average Speed AM Peak - towards Mexico	
Average Speed PM Peak - into US	
Average Speed PM Peak - towards Mexico	
Killed or Incapacitating Injury / 100m VMT	0.0
Minor/Non-Injury Accidents / 100m VMT	4.9

Fort Hancock El Porvenir Bridge

FM 1088/SH 20 and FM 1088/SH 20/SS 148 provide connectivity between the Fort Hancock El Porvenir Bridge and I-10 (see Figure 7).

Figure 7. FM 1088/SH 20/I-10 (South) and FM 1088/SH 20/SS 148/I-10 (North) Provides Connectivity to Fort Hancock El Porvenir Bridge

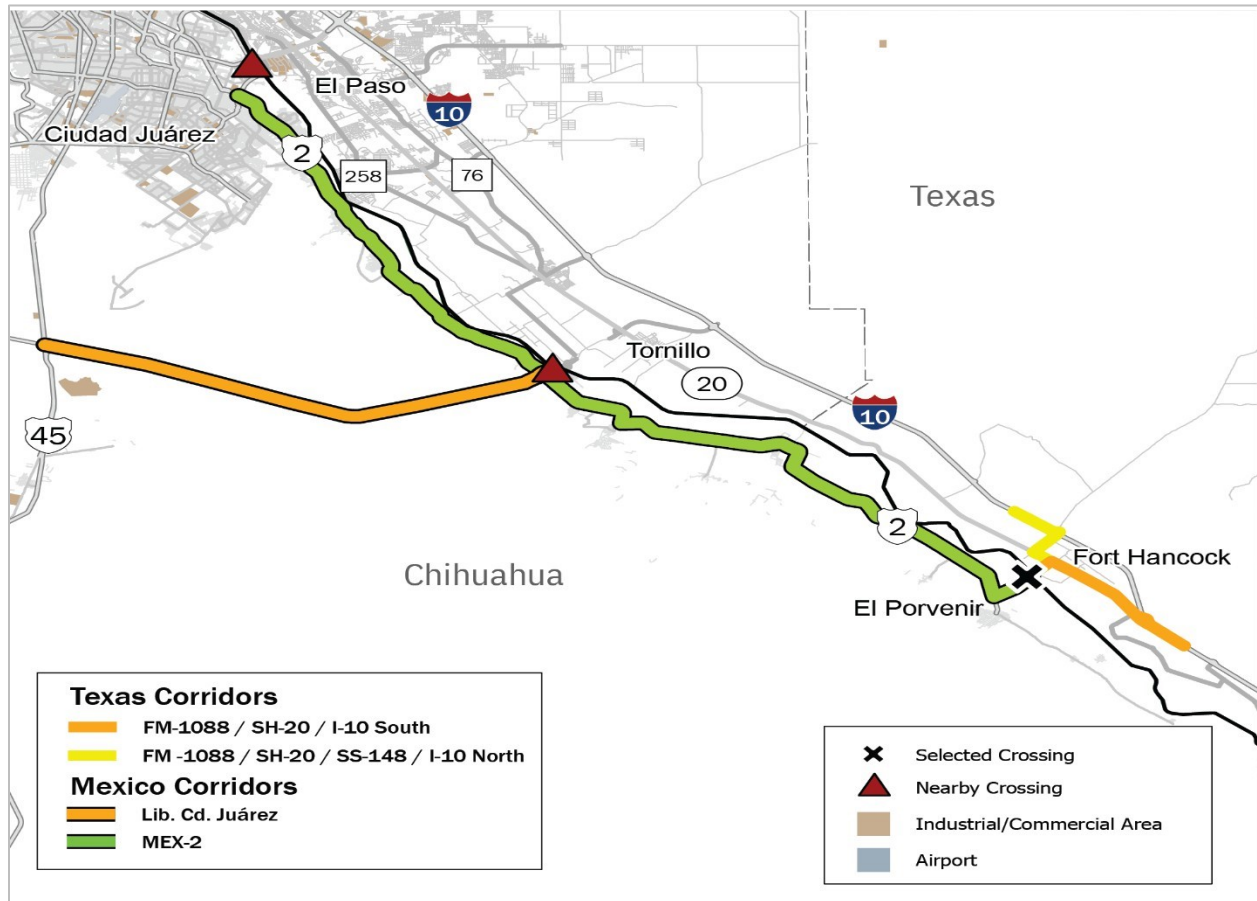


Table 7 summarizes the highway performance metrics calculated for the 4.9-mile segment of FM 1088/SH 20/SS 148/I-10 (North) and the 8.3-mile segment of FM1088/SH 20/I-10 (South) connecting to the Fort Hancock El Porvernir Bridge. Table 7 shows that the two corridor segments highlighted in Figure 7 present low volumes of traffic with relatively high average speeds, which suggest low levels of congestion. Of all the connecting corridors to the international crossings analyzed in the El Paso region, these two corridor segments showed the highest minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period at 13.1 and 26.8 minor/non-injury accidents per 100 million vehicles miles traveled for the FM 1088/SH 20/SS 148/I-10 (North) and FM 1088/SH 20/I-10 (South) segments, respectively.

Table 7. FM 1088/SH 20/I-10 (South) and FM 1088/SH 20/SS 148/I-10 (North) Characteristics Serving Fort Hancock El Porvernir Bridge

Performance Indicators	FM 1088/SH 20/SS 148/I-10 (North)	FM 1088/SH 20/I-10 (South)
Distance Analyzed (miles)	4.9	8.3
Weighted Average Corridor AADT	6,882	4,610
Weighted Average Corridor Percentage of Trucks	16%	23%
Average Speed AM Peak - into US	39	51
Average Speed AM Peak - towards Mexico	42	44
Average Speed PM Peak - into US	43	50
Average Speed PM Peak - towards Mexico	42	51
Killed or Incapacitating Injury / 100m VMT	0.7	1.9
Minor/Non-Injury Accidents / 100m VMT	13.1	26.8

Presidio Crossings

Presidio Ojinaga International Bridge

This section summarizes the highway performance metrics calculated for the 3.5-mile segment of US 67 and the 5.0-mile segment of US 67/FM 170 that connect to the Presidio Ojinaga International Bridge (see Figure 8).

Figure 8. US 67 and US 67/FM 170 Provides Connectivity to Presidio Ojinaga International Bridge

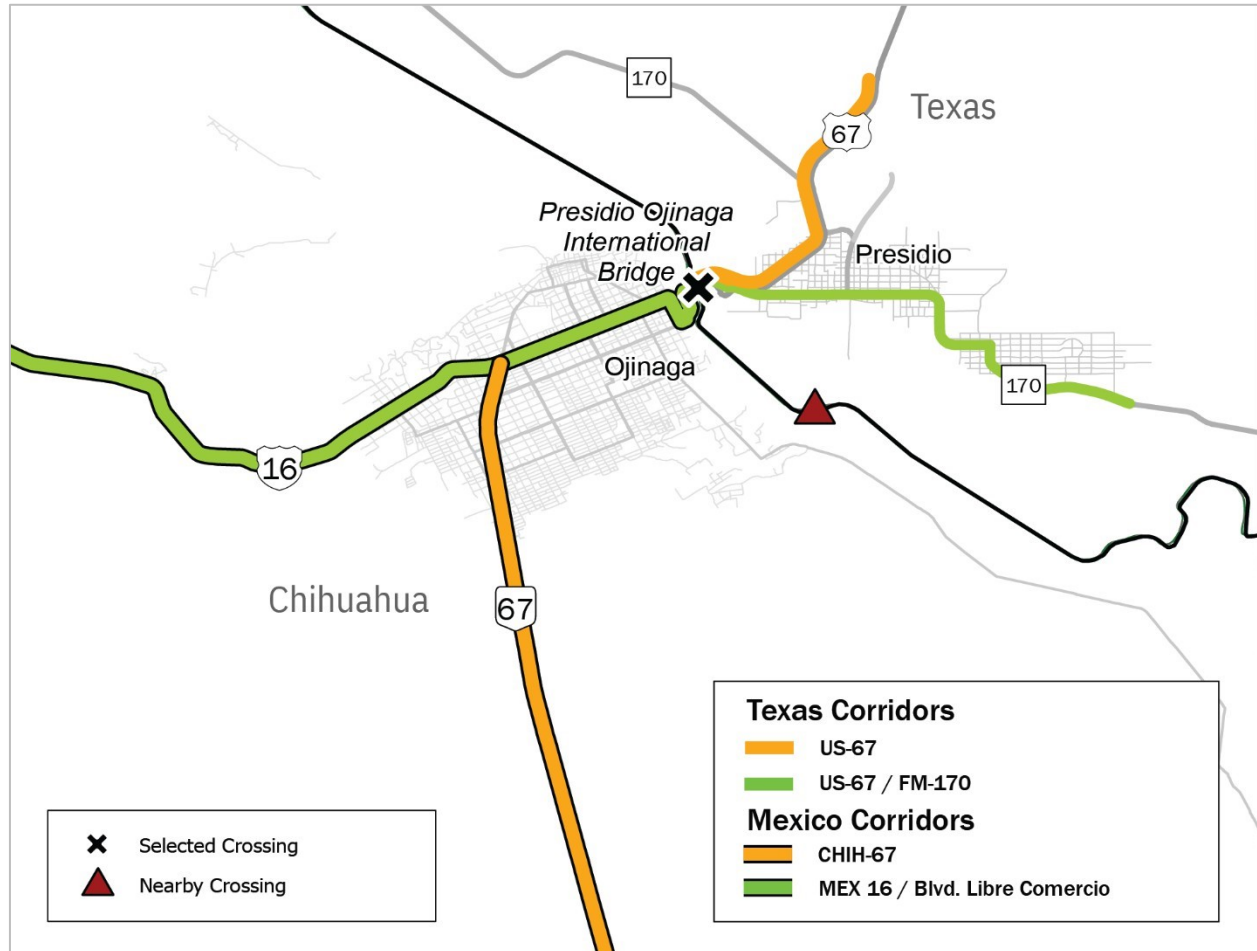


Table 8 shows an average annual daily traffic volume of approximately 2,500 and 2,700 vehicles per day on US 67 and US 67/FM 170, respectively. It is interesting to note that the northbound average speeds are slightly higher than the southbound average speeds on the corridor segments. Finally, the US 67 corridor segment did not experience a fatality or incapacitating injury during the analysis period.

Table 8. US 67 and US 67/FM 170 Characteristics Serving Presidio Ojinaga International Bridge

Performance Indicators	US 67	US 67/FM 170
Distance Analyzed (miles)	3.5	5.0
Weighted Average Corridor AADT	2,505	2,683
Weighted Average Corridor Percentage of Trucks	10%	6%
Average Speed AM Peak - into US	35	30
Average Speed AM Peak - towards Mexico	27	25
Average Speed PM Peak - into US	34	27
Average Speed PM Peak - towards Mexico	29	27
Killed or Incapacitating Injury / 100m VMT	0.0	2.4
Minor/Non-Injury Accidents / 100m VMT	13.6	14.2

Central Region First and Last Mile

The Central Region first and last mile encompasses 10 border crossings located at Del Rio, Eagle Pass and Laredo ports of entry.

Del Rio/Eagle Pass Crossings

This section provides the key highway corridors analyzed, and performance indicators calculated for the selected corridors serving each international border crossing in the Del Rio/Eagle Pass region.

Lake Amistad Dam Crossing

SS 349/US 90 (North) and SS 349/US 90 (East) provide first and last mile connectivity to Lake Amistad Dam crossing and the industrial/commercial areas in Texas along US 90 (see Figure 9).

Figure 9. SS 349/US 90 (North) and SS 349/US 90 (East) Provides Connectivity to Lake Amistad Dam Crossing

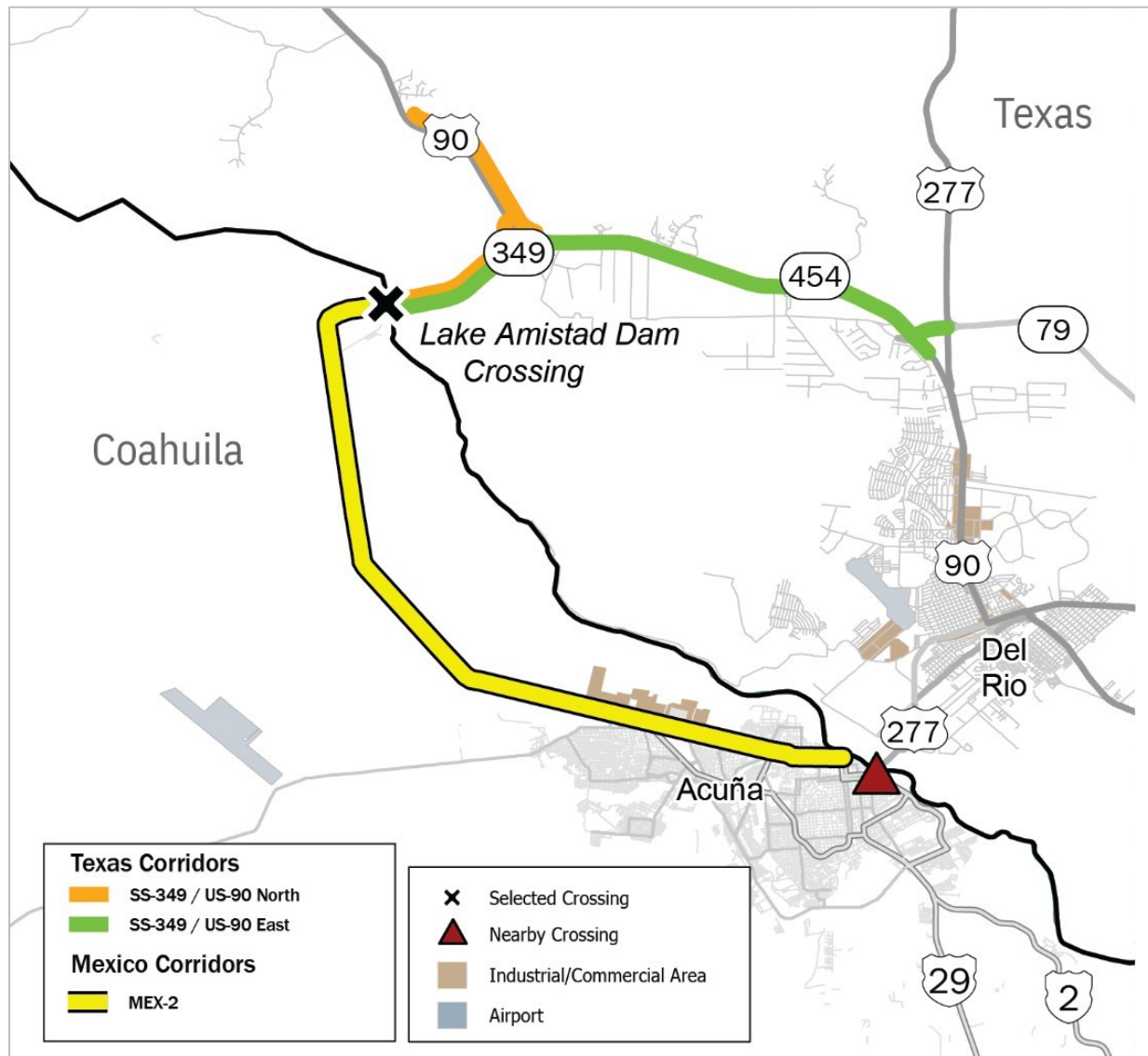


Table 9 summarizes the highway performance metrics calculated for the 5.9-mile segment of SS 349/US 90 (North) and the 10.3-mile segment of SS 349/US 90 (East) that connect to the Lake Amistad Dam crossing. The average annual daily traffic volume for the SS 349/US 90 (North) segment is 1,551 of which 22 percent are trucks. The AADT for SS 349/US 90 (East) is 2,745 of which 25 percent are trucks. These two corridor segments also showed relatively high minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period at 30.4 and 65.7 minor/non-injury accidents per 100 million vehicles miles traveled for the SS 349/US 90 (North) and the SS 349/US 90 (East) segments, respectively.

Table 9. SS 349/US 90 (North) and SS 349/US 90 (East) Characteristics Serving Lake Amistad Dam Crossing

Performance Indicators	SS 349/ US 90 (North)	SS 349/ US 90 (East)
Distance Analyzed (miles)	5.9	10.3
Weighted Average Corridor AADT	1,551	2,745
Weighted Average Corridor Percentage of Trucks	22%	25%
Average Speed AM Peak - into US	52	55
Average Speed AM Peak - towards Mexico	61	59
Average Speed PM Peak - into US	44	52
Average Speed PM Peak - towards Mexico	62	59
Killed or Incapacitating Injury / 100m VMT	2.8	9.1
Minor/Non-Injury Accidents / 100m VMT	30.4	65.7

Del Rio International Bridge

SS 239/US 90 (East), SS 239/US 90 (North), and SS 239/US 277 (South) provide first and last mile connectivity to the Del Rio International bridge crossing. This is shown in Figure 10.

Figure 10. SS 239/US 90 (East), SS 239/US 90 (North), and SS 239/US 277 (South) Provides Connectivity to Del Rio International Bridge

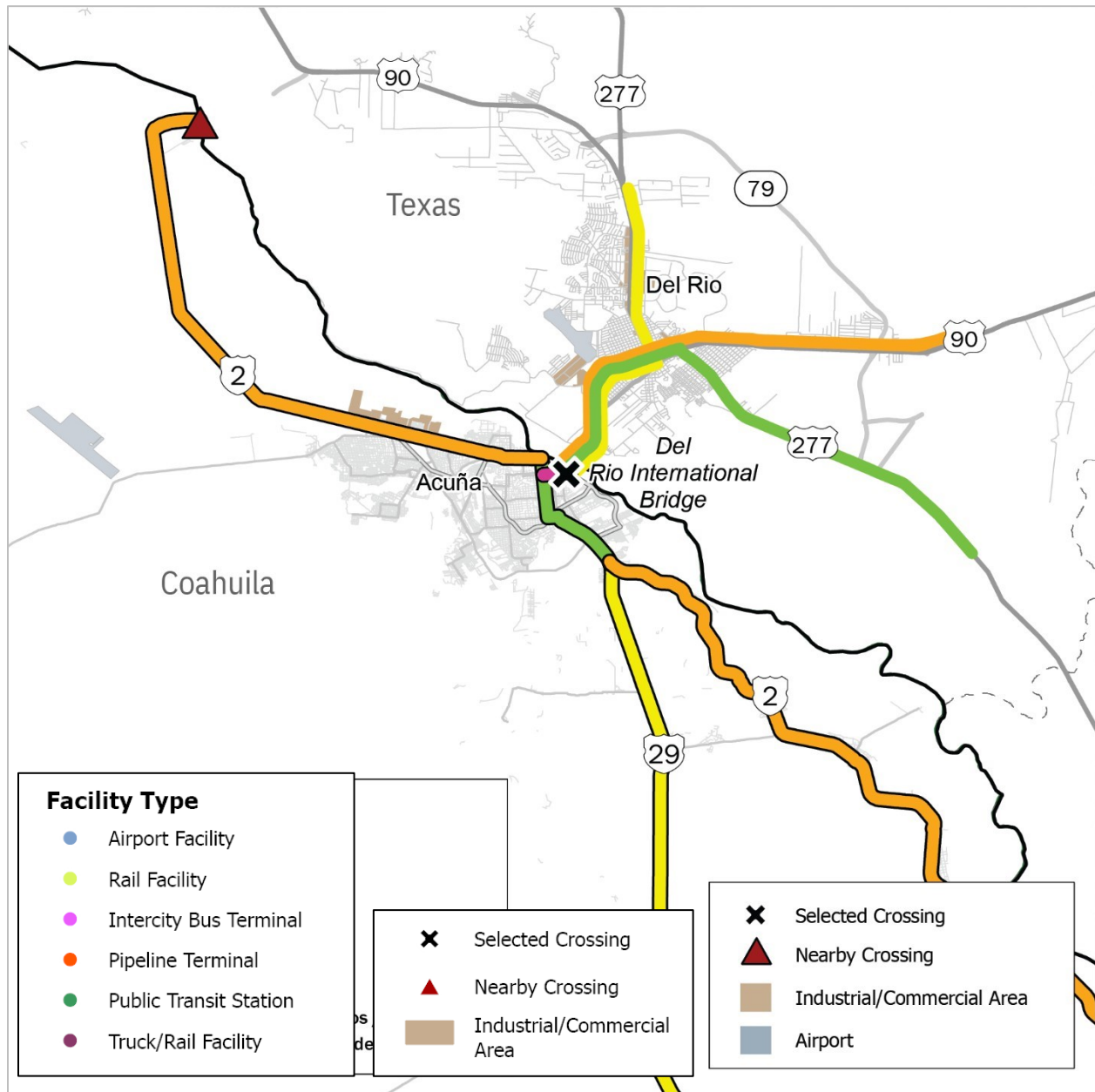


Table 10 summarizes the highway performance metrics calculated for the 8.1-mile segment of SS 239/US 90 (North), 10.7-mile segment of SS 239/US 90 (East), and the 12.6-mile segment of SS 239/US 277 (South). SS 239/US 90 (North) has an average annual daily traffic of 13,782 of which five percent are trucks. SS 239/US 90 (East) has an AADT of 10,868, of which eight percent are trucks. SS 239/US 277 (South) has an AADT of 7,368 of which 13 percent are trucks. SS 239/US 90 (North) shows northbound and southbound average speeds of around 30 mph in both the AM and PM peak period.

Table 10. SS 239/US 90 (East), SS 239/US 90 (North), and SS 239/US 277 (South) Characteristics Serving Del Rio International Bridge

Performance Indicators	SS 239/US 90 (North)	SS 239/US 90 (East)	SS 239/US 277 (South)
Distance Analyzed (miles)	8.1	10.7	12.6
Weighted Average Corridor AADT	13,782	10,868	7,368
Weighted Average Corridor Percentage of Trucks	5%	8%	13%
Average Speed AM Peak - into US	31	42	39
Average Speed AM Peak - towards Mexico	30	43	43
Average Speed PM Peak - into US	30	42	39
Average Speed PM Peak - towards Mexico	29	43	42
Killed or Incapacitating Injury / 100m VMT	0.3	0.2	1.3
Minor/Non-Injury Accidents / 100m VMT	3.9	3.3	11.9

Eagle Pass International Bridge

US 57 provides first and last mile connectivity to the Eagle Pass International Bridge and connects the Eagle Pass International Bridge with US 277 North and US 277 East (see Figure 11).

Figure 11. US 57/US 277 (East), US 57/US 277 (North), and US 57 Provides Connectivity to Eagle Pass International Bridge

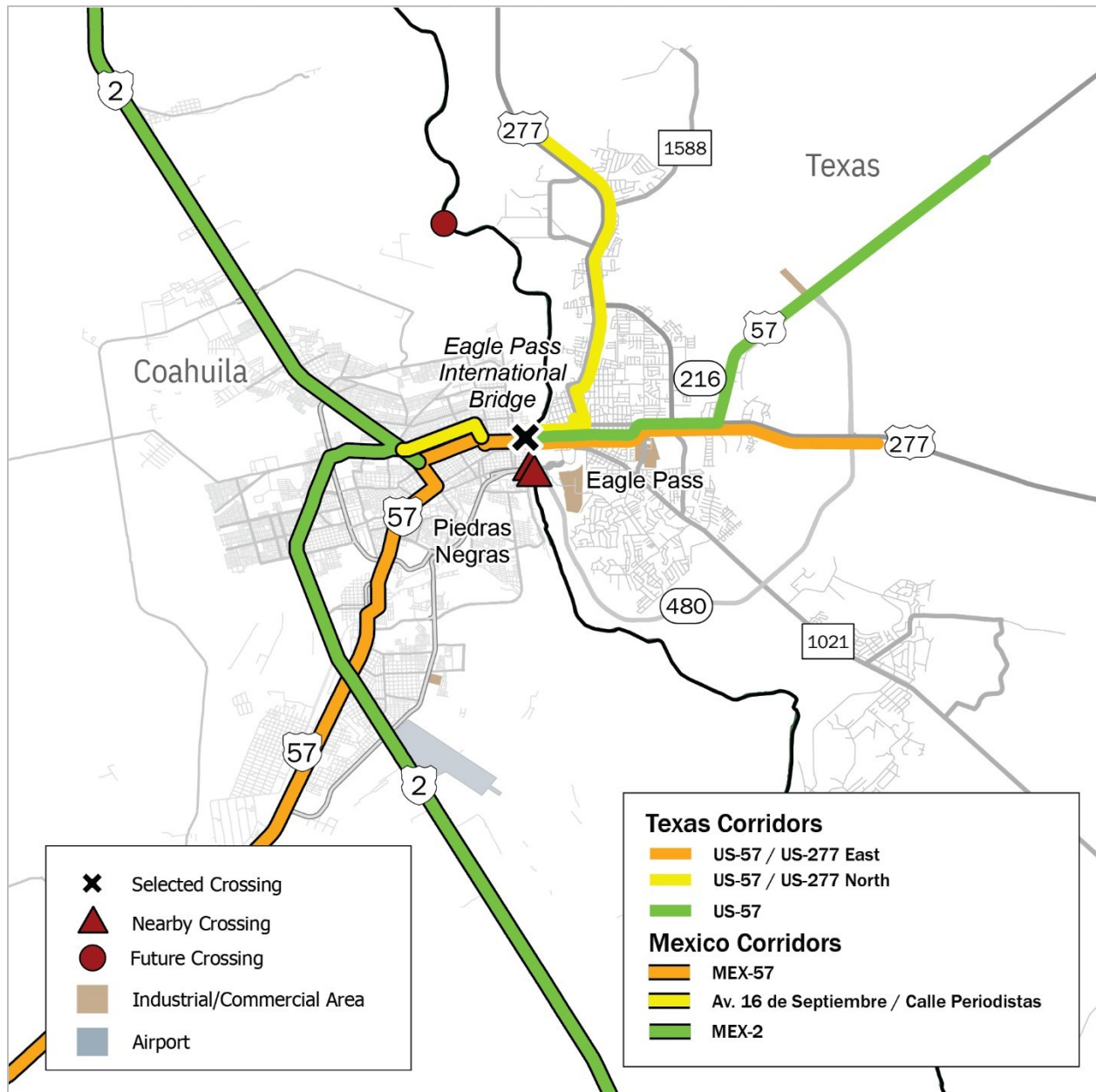


Table 11 summarizes the highway performance metrics calculated for the 6.7-mile segment of US 57/US 277 (North), 9.1-mile segment of US 57, and the 5.4-mile segment of US 57/US 277 (East). US 57/US 277 (North) has an average annual daily traffic of 12,039 of which six percent are trucks. US 57 has an AADT of 9,968 of which eight percent are trucks, and US 57/US 277 (East) has an AADT of 11,823, of which 12 percent are trucks. All three corridor segments show northbound and southbound average speeds of less than 36 mph in both the AM and PM peak periods.

Table 11. US 57/US 277 (East), US 57/US 277 (North), and US 57 Characteristics Serving Eagle Pass International Bridge

Performance Indicators	US 57/US 277 (North)	US-57	US 57/US 277 (East)
Distance Analyzed (miles)	6.7	9.1	5.4
Weighted Average Corridor AADT	12,039	9,968	11,823
Weighted Average Corridor Percentage of Trucks	6%	8%	12%
Average Speed AM Peak - into US	26	32	35
Average Speed AM Peak - towards Mexico	26	31	32
Average Speed PM Peak - into US	27	34	36
Average Speed PM Peak - towards Mexico	27	32	33
Killed or Incapacitating Injury / 100m VMT	2.1	1.1	1.6
Minor/Non-Injury Accidents / 100m VMT	13.7	9.2	10.9

Camino Real International Bridge

SL 480/US 277 (East), US 277 (North), and US 57 provide connectivity to the Camino Real International Bridge (see Figure 12).

Figure 12. SL 480/US 277 (East), US 277 (North), and US 57 Provides Connectivity to Camino Real International Bridge

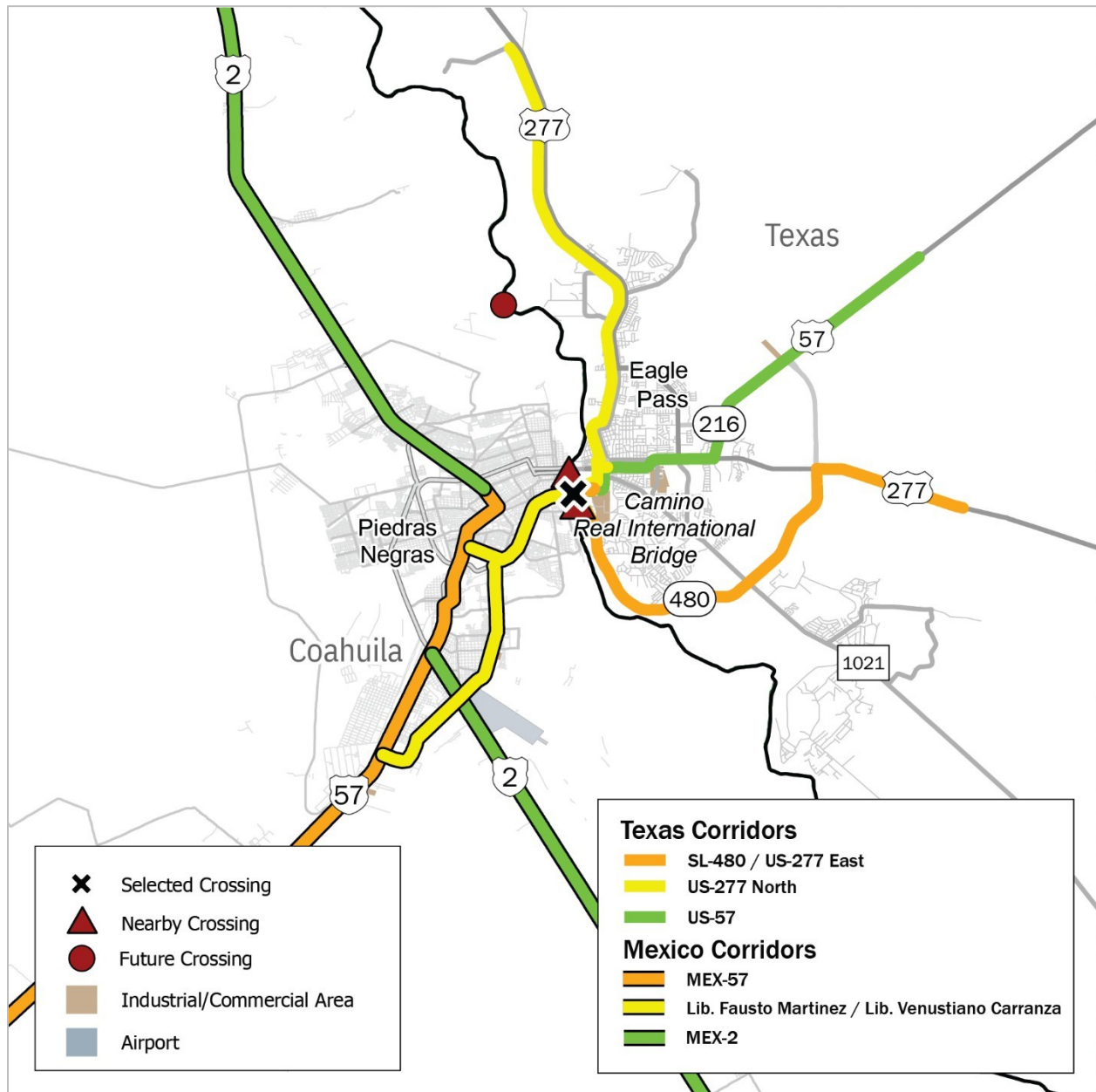


Table 12 summarizes the highway performance metrics calculated for the 11.5-mile segment of US 277 North, 9.6-mile segment of US 57, and 12-mile segment of SL 480/US 277 (East). US 277 North has an average annual daily traffic of 10,547 of which eight percent are trucks. US 57 has an AADT of 10,038 of which nine percent are trucks, and SL 480/US 277 (East) has an AADT of 3,511 of which 35 percent are trucks. Table 12 also shows that the northbound and southbound average speeds on SL 480/US 277 (East) are higher than 50 mph in both the AM and PM peak periods. Finally, this corridor segment also showed a comparatively high minor/non-injury accident rate of 21.5 accidents per 100 million vehicle miles traveled during the analysis period.

Table 12. SL 480/US 277 (East), US 277 (North), and US 57 Characteristics Serving Camino Real International Bridge

Performance Indicators	US 277 North	US 57	SL 480/US 277 (East)
Distance Analyzed (miles)	11.5	9.6	12.0
Weighted Average Corridor AADT	10,547	10,038	3,511
Weighted Average Corridor Percentage of Trucks	8%	9%	35%
Average Speed AM Peak - into US	28	33	53
Average Speed AM Peak - towards Mexico	26	30	52
Average Speed PM Peak - into US	28	33	54
Average Speed PM Peak - towards Mexico	26	30	54
Killed or Incapacitating Injury / 100m VMT	2.7	1.0	5.0
Minor/Non-Injury Accidents / 100m VMT	13.6	8.3	21.5

Laredo Crossings

This Appendix provides the key highway corridors analyzed, and performance indicators calculated for the selected corridors serving each international border crossing in the Laredo region.

Columbia Solidarity Bridge

SH 255 provides the first and last mile connectivity between the Columbia Solidarity Bridge and US 83 North, I-35, and the industrial and commercial areas along FM 1472 (see Figure 13).

Figure 13. SH 255/I-35 (North), SH 255/US 83 (North), and FM 1472/I-35 (South) Provides Connectivity to Columbia Solidarity Bridge

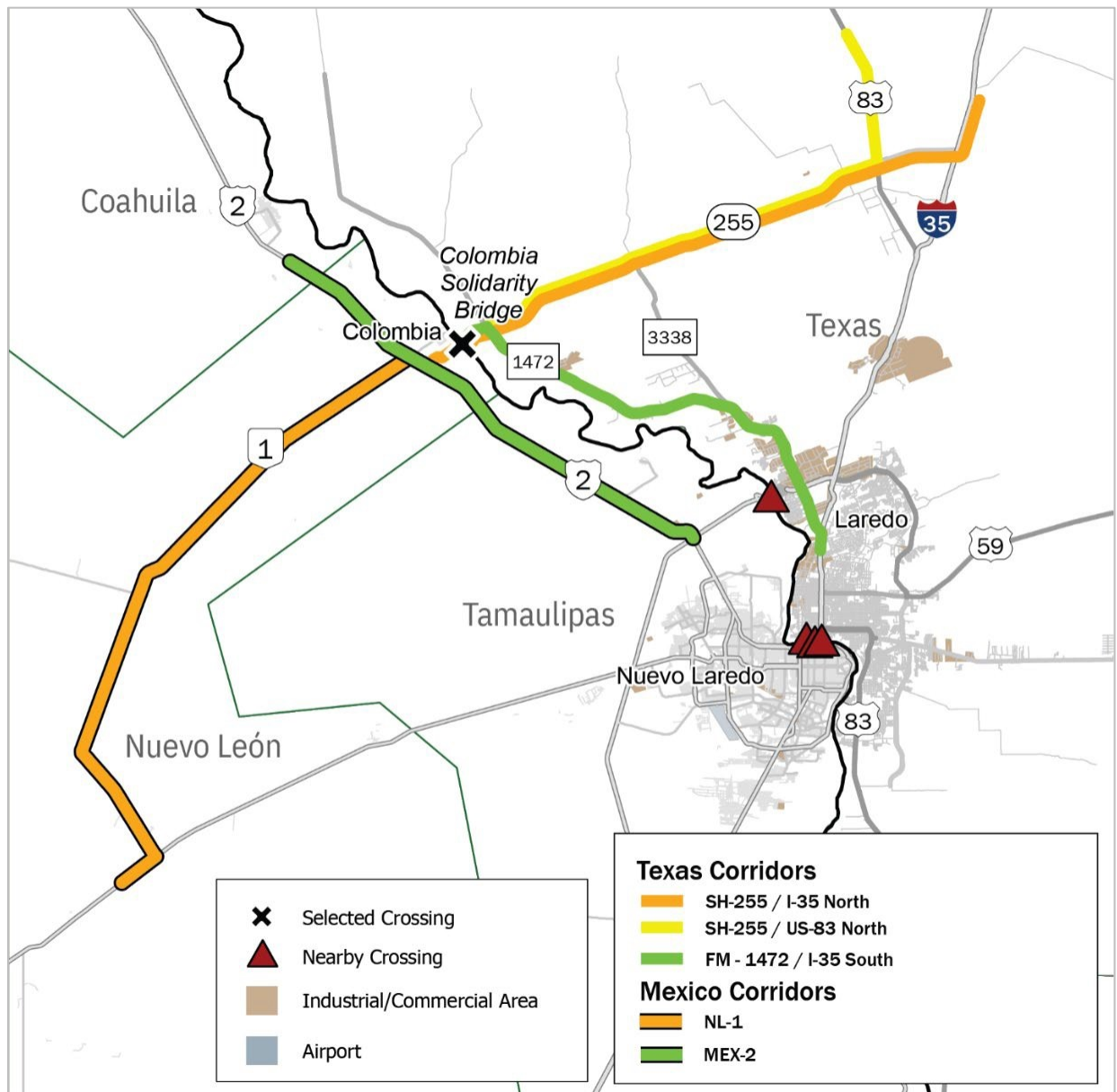


Table 13 summarizes the highway performance metrics calculated for the 25.5-mile segment of SH 255/US 83 (North), 25.1-mile segment of SH 255/I-35 (North), and the 21-mile segment of FM 1472/I-35 (South). It shows that the average annual daily traffic for SH 255/US 83 (North) is 3,699 of which 76 percent are trucks. For SH 255/I-35 (North), the AADT is 3,658 of which 81 percent are trucks, and for FM 1472/I-35 (South) the AADT is 18,010, of which 29 percent are trucks. Finally, FM 1472/I-35 (South) also showed a comparatively high minor/non-injury accident rate of 31.3 accidents per 100 million vehicle miles traveled during the analysis period.

Table 13. SH 255/I-35 (North), SH 255/US 83 (North), and FM 1472/I-35 (South) Characteristics Serving Columbia Solidarity Bridge

Performance Indicators	SH 255/US 83 (North)	SH 255/I-35 (North)	FM 1472/I-35 (South)
Distance Analyzed (miles)	25.5	25.1	21.0
Weighted Average Corridor AADT	3,699	3,658	18,010
Weighted Average Corridor Percentage of Trucks	76%	81%	29%
Average Speed AM Peak - into US	56	58	44
Average Speed AM Peak - towards Mexico	61	61	48
Average Speed PM Peak - into US	56	58	43
Average Speed PM Peak - towards Mexico	61	62	48
Killed or Incapacitating Injury / 100m VMT	3.9	2.5	0.6
Minor/Non-Injury Accidents / 100m VMT	13.7	14.7	31.3

World Trade Bridge

I-69W/US 59 and I-35/I-69W connects the World Trade Bridge to the industrial and commercial areas along US 59 and I-35 (see Figure 14).

Figure 14. I-69W/US 59 and I-35/I-69W Provides Connectivity to World Trade Bridge

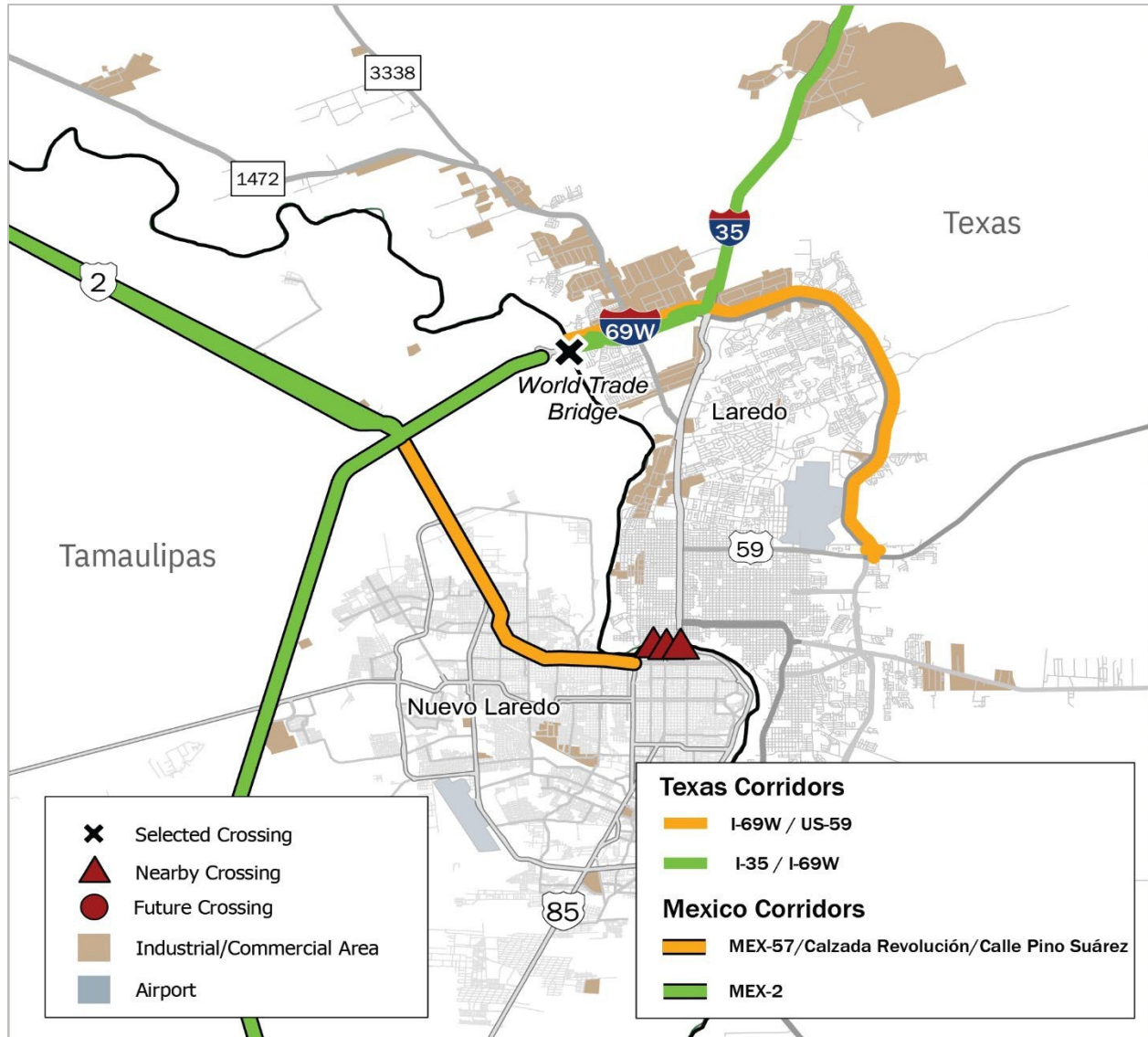


Table 14 summarizes the highway performance metrics calculated for the 22.2-mile segment of I-35/I-69W and the 11.9-mile segment of I-69W/US 59. The AADT for I-35/I-69W is 24,388 of which 55 percent are trucks. The AADT for I-69W/US 59 is 33,434 of which 27 percent are trucks. I-69W/US 59 also showed a comparatively high minor/non-injury accident rate of 51.4 accidents per 100 million vehicle miles traveled during the analysis period.

Table 14. I-69W/US 59 and I-35/I-69W Characteristics Serving World Trade Bridge

Performance Indicators	I-35/I-69W	I-69W/US 59
Distance Analyzed (miles)	22.2	11.9
Weighted Average Corridor AADT	24,388	33,434
Weighted Average Corridor Percentage of Trucks	55%	27%
Average Speed AM Peak - into US	65	47
Average Speed AM Peak - towards Mexico	66	49
Average Speed PM Peak - into US	65	42
Average Speed PM Peak - towards Mexico	66	50
Killed or Incapacitating Injury / 100m VMT	0.3	0.6
Minor/Non-Injury Accidents / 100m VMT	12.5	51.4

Gateway to the Americas Bridge

SH 359, US 59/I-35, and I-35 provides connectivity to Gateway to the Americas Bridge in downtown Laredo (see Figure 15).

Figure 15. SH 359, US 59/I-35, and I-35 Provides Connectivity to Gateway to the Americas Bridge

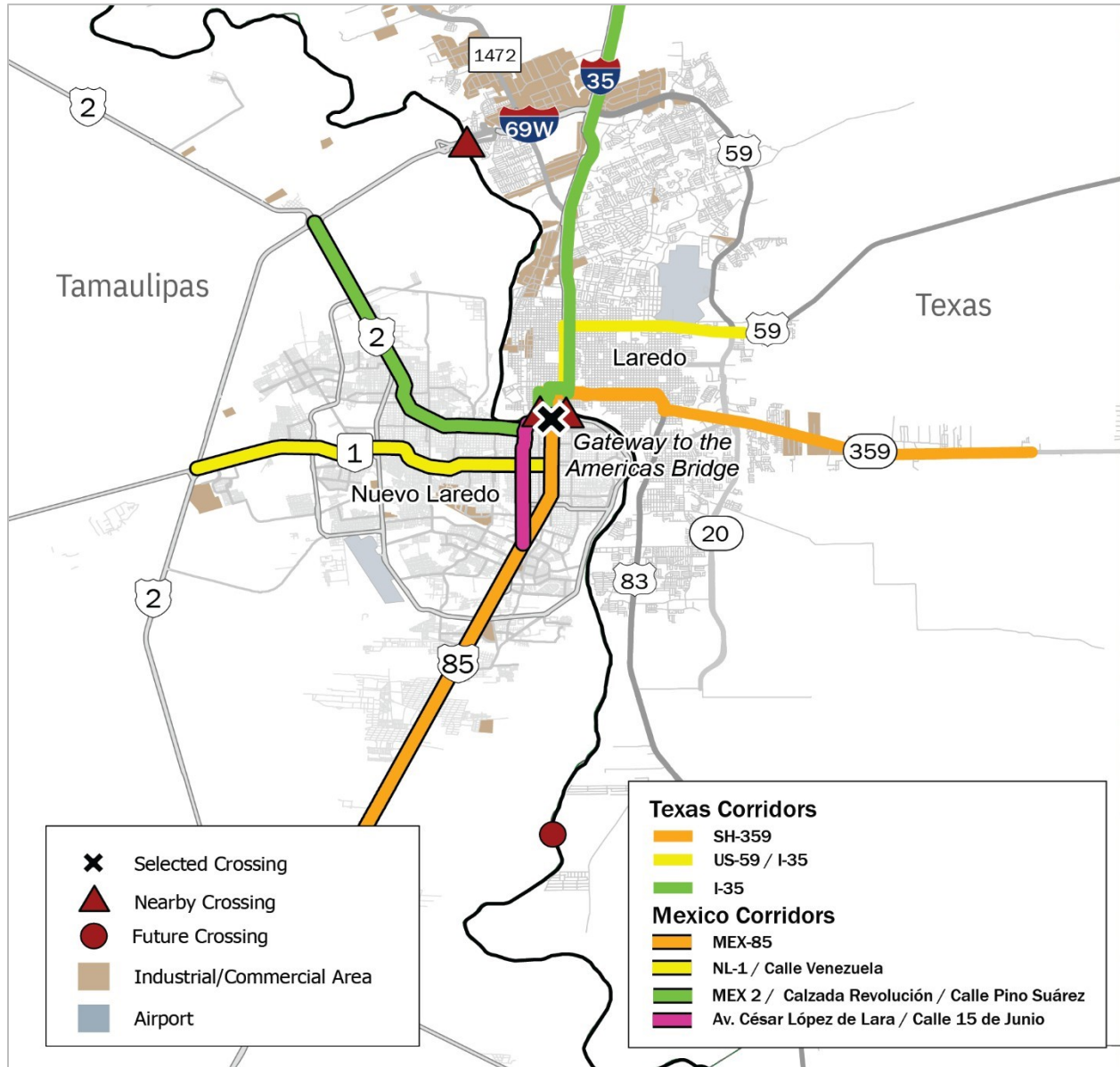


Table 15 summarizes the highway performance metrics calculated for the 26.9-mile segment of I-35, the 6.7-mile segment of US 59/I-35, and the 11.2-mile segment of SH 359. The AADT for I-35 is 34,243 of which 41 percent are trucks. The AADT for US 59/I-35 is 31,832 of which 5 percent are trucks, and the AADT for SH 359 is 22,301 of which 10 percent are trucks. Table 15 also shows that the northbound and southbound average speeds on US 59/I-35 and SH 359 are less than 30 mph in both the AM and PM peak periods. Finally, these corridor segments also showed a very high minor/non-injury accident rate of 110.9 and 118.2 accidents per 100 million vehicle miles traveled for US 59/I-35 and SH 359, respectively during the analysis period.

Table 15. SH 359, US 59/I-35, and I-35 Characteristics Serving Gateway to the Americas Bridge

Performance Indicators	I-35	US 59/I-35	SH 359
Distance Analyzed (miles)	26.9	6.7	11.2
Weighted Average Corridor AADT	34,243	31,834	22,301
Weighted Average Corridor Percentage of Trucks	41%	5%	10%
Average Speed AM Peak - into US	51	24	28
Average Speed AM Peak - towards Mexico	51	26	27
Average Speed PM Peak - into US	51	22	27
Average Speed PM Peak - towards Mexico	47	22	25
Killed or Incapacitating Injury / 100m VMT	0.6	1.7	2.2
Minor/Non-Injury Accidents / 100m VMT	30.3	110.9	118.2

Juarez Lincoln International Bridge

US 59/I-35, US 83/SH 359, US 83, and I-35 provide connectivity to the Juarez Lincoln International Bridge in downtown Laredo (see Figure 16).

Figure 16. US 59/I-35, US 83/SH 359, US 83, and I-35 Provides Connectivity to Juarez Lincoln International Bridge

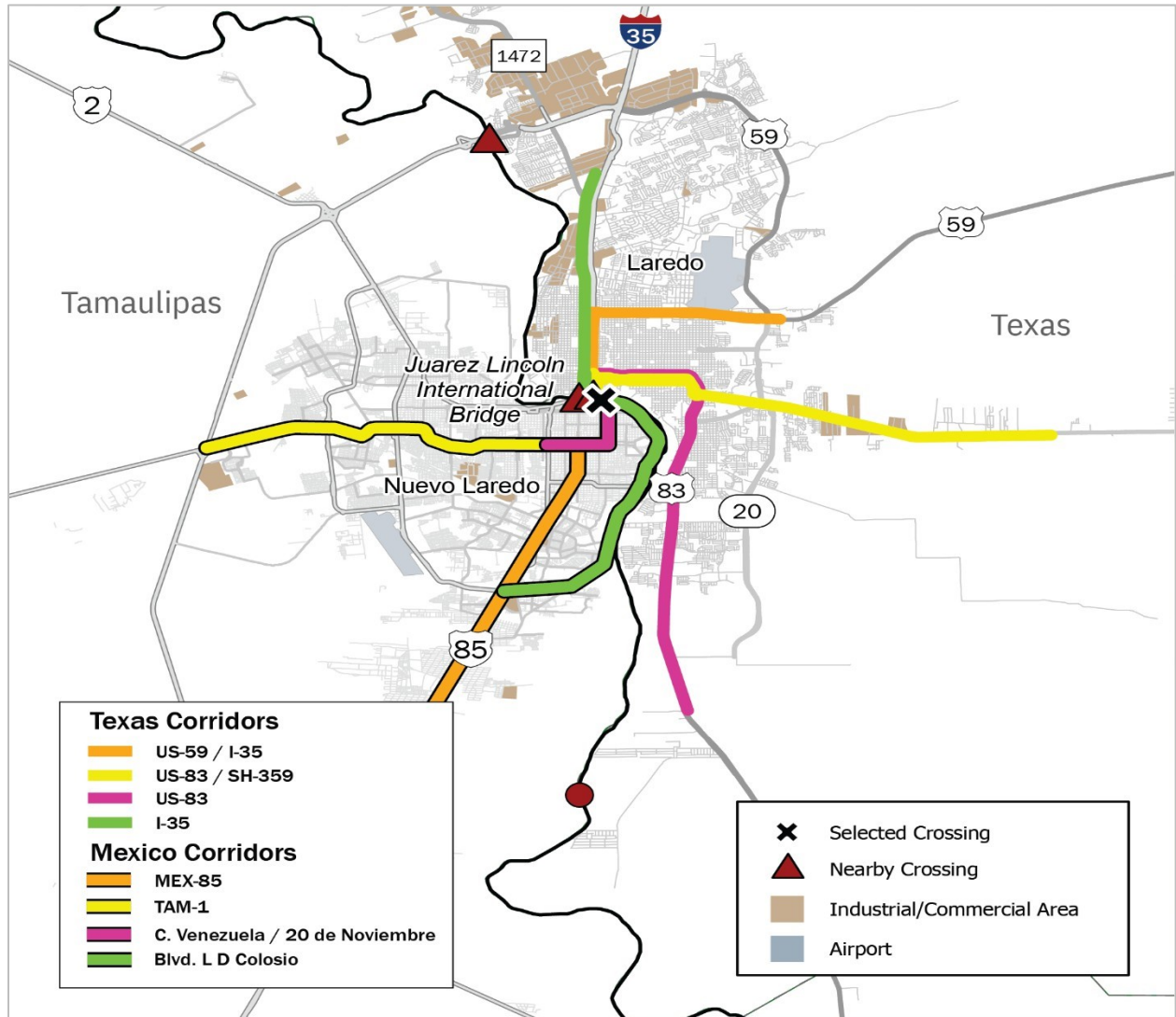


Table 16 summarizes the highway performance metrics calculated for the 5.3-mile segment of I-35, the 5.9-mile segment of US 59/I-35, the 10.2-mile segment of US 83/SH 359, and the 11.3-mile segment of US 83 that provide connectivity to the Juarez Lincoln International Bridge. Table 16 shows the relatively high AADT volumes on the I-35 segment that provides connectivity to the Juarez Lincoln International Bridge. The US 59/I-35, the US 83/SH 359, and the US 83 corridor segment show northbound and southbound average speeds of less than 40 mph in both the AM and PM peak periods. US 59/I-35 and US 83/SH 359 also show high minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period at 100.5 and 112.9 minor/non-injury accidents per 100 million vehicle miles traveled, respectively.

Table 16. US 59/I -35, US 83/SH 359, US 83, and I -35 Characteristics Serving Juarez Lincoln International Bridge

Performance Indicators	I -35	US 59/I -35	US 83/ SH 359	US 83
Distance Analyzed (miles)	5.3	5.9	10.2	11.3
Weighted Average Corridor AADT	60,090	32,592	24,269	28,140
Weighted Average Corridor Percentage of Trucks	6%	5%	9%	12%
Average Speed AM Peak - into US	46	32	35	39
Average Speed AM Peak - towards Mexico	50	34	35	36
Average Speed PM Peak - into US	46	29	35	35
Average Speed PM Peak - towards Mexico	44	31	34	35
Killed or Incapacitating Injury / 100m VMT	0.6	1.5	1.8	1.2
Minor/Non-Injury Accidents / 100m VMT	53.1	100.5	112.9	78.3

South Region First and Last Mile

The South Region (also referred to as the Rio Grande Valley) encompasses 14 existing border crossings located at the Roma, Rio Grande City, Hidalgo, Pharr, Progreso, and Brownsville ports of entry. This section provides the key highway corridors analyzed, and performance indicators calculated for the selected corridors serving each international border crossing in the Rio Grande Valley region.

Lake Falcon Dam International Crossing

FM 2098 provides first and last mile connectivity between Lake Falcon Dam International Crossing and US 83 (see Figure 17).

Figure 17. FM 2098 Provides Connectivity to Lake Falcon Dam International Crossing

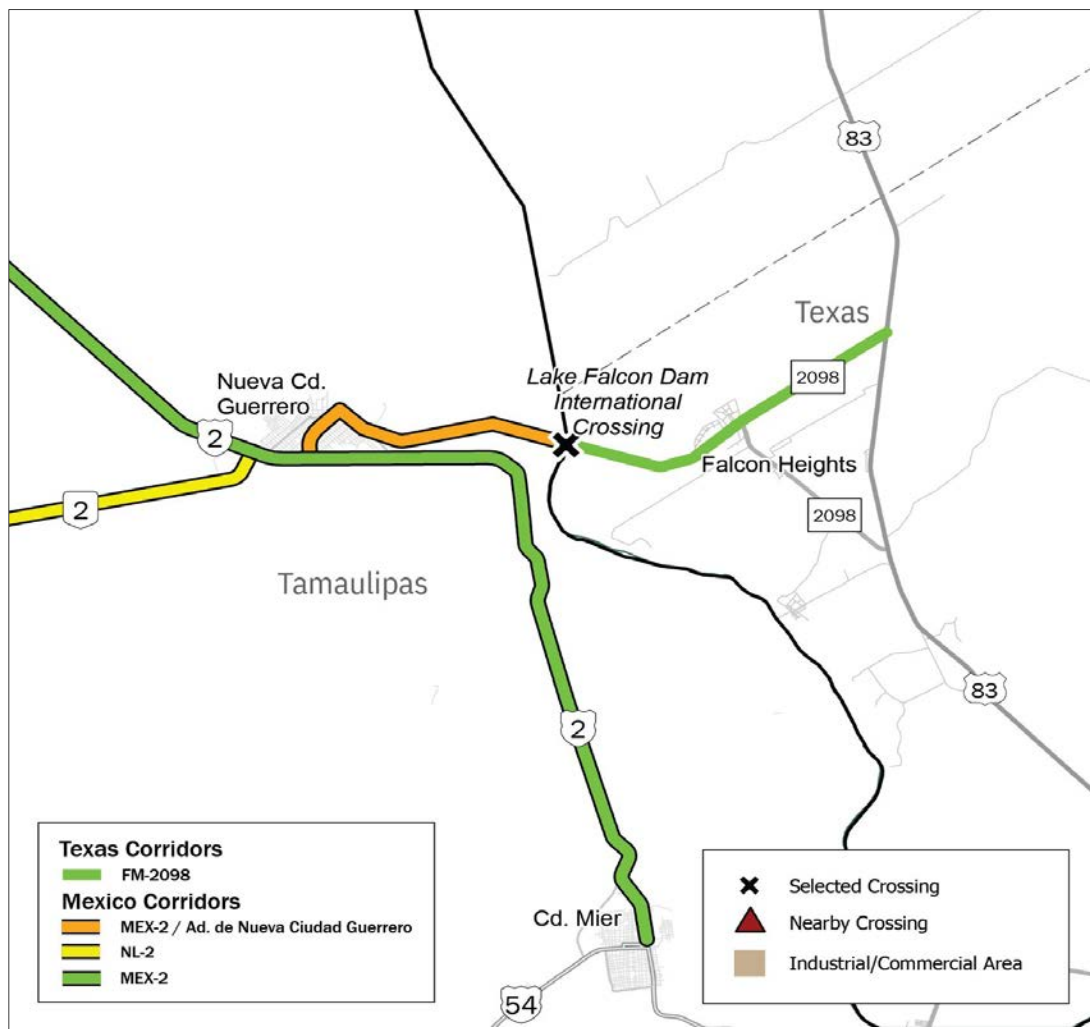


Table 17 summarizes the highway performance metrics calculated for the 5.6-mile segment of FM 2098 that connects to the Lake Falcon Dam International Crossing. Table 17 shows a very modest AADT of 344 vehicles, of which four percent are trucks. Average speed data are not available for FM 2098. Finally, the corridor segment did not experience a fatality or incapacitating injury during the analysis period, but did experience 32.3 minor/non-injury accidents per 100 million vehicle miles traveled.

Table 17. FM 2098 Characteristics Serving Lake Falcon Dam International Crossing

Performance Indicators	FM 2098
Distance Analyzed (miles)	5.6
Weighted Average Corridor AADT	344
Weighted Average Corridor Percentage of Trucks	4%
Average Speed AM Peak - into US	No INRIX
Average Speed AM Peak - towards Mexico	
Average Speed PM Peak - into US	
Average Speed PM Peak - towards Mexico	
Killed or Incapacitating Injury / 100m VMT	0.0
Minor/Non-Injury Accidents / 100m VMT	32.3

Roma Ciudad Miguel Aleman International Bridge

US 83 (North) and US 83 (East) provides connectivity to Roma Ciudad Miguel Alemán International Bridge (see Figure 18).

Figure 18. US 83 (North) and US 83 (East) Provides Connectivity to Roma Ciudad Miguel Alemán International Bridge

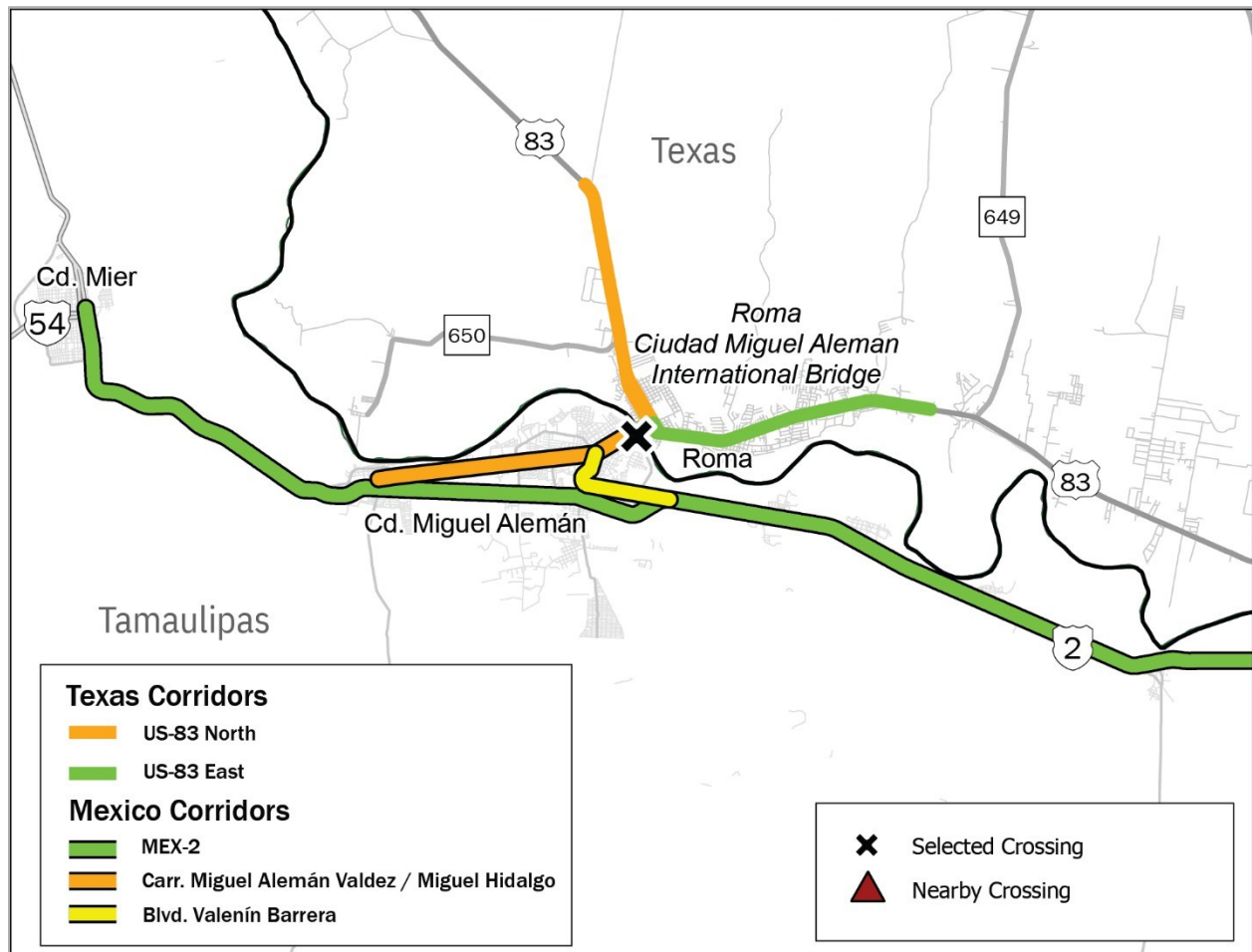


Table 18 summarizes the highway performance metrics calculated for the 4.4-mile segment of US 83 (North) and the 4.5-mile segment of US-83 (East) that provide connectivity to the Roma Ciudad Miguel Alemán International Bridge. Table 18 shows the comparatively high AADT on US 83 (East) relative to US 83 (North). US 83 (North) shows modestly higher average speeds than US 83 (East) in both the AM and PM peak periods. This segment of US 83 (East) also shows relatively higher fatal/incapacitating injury and minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period compared to the US 83 (North) corridor segments analyzed.

Table 18. US 83 (North) and US 83 (East) Characteristics Serving Roma Ciudad Miguel Alemán International Bridge

Performance Indicators	US 83 (North)	US 83 (East)
Distance Analyzed (miles)	4.4	4.5
Weighted Average Corridor AADT	5,567	20,109
Weighted Average Corridor Percentage of Trucks	14%	5%
Average Speed AM Peak - into US	41	35
Average Speed AM Peak - towards Mexico	34	28
Average Speed PM Peak - into US	38	33
Average Speed PM Peak - towards Mexico	32	28
Killed or Incapacitating Injury / 100m VMT	0.0	1.8
Minor/Non-Injury Accidents / 100m VMT	19.7	29.4

Starr Camargo Bridge

US 83 (West) and US 83 (East) provides connectivity to the Starr Camargo Bridge (see Figure 19).

Figure 19. US 83 (West) and US 83 (East) Provides Connectivity to Starr Camargo Bridge

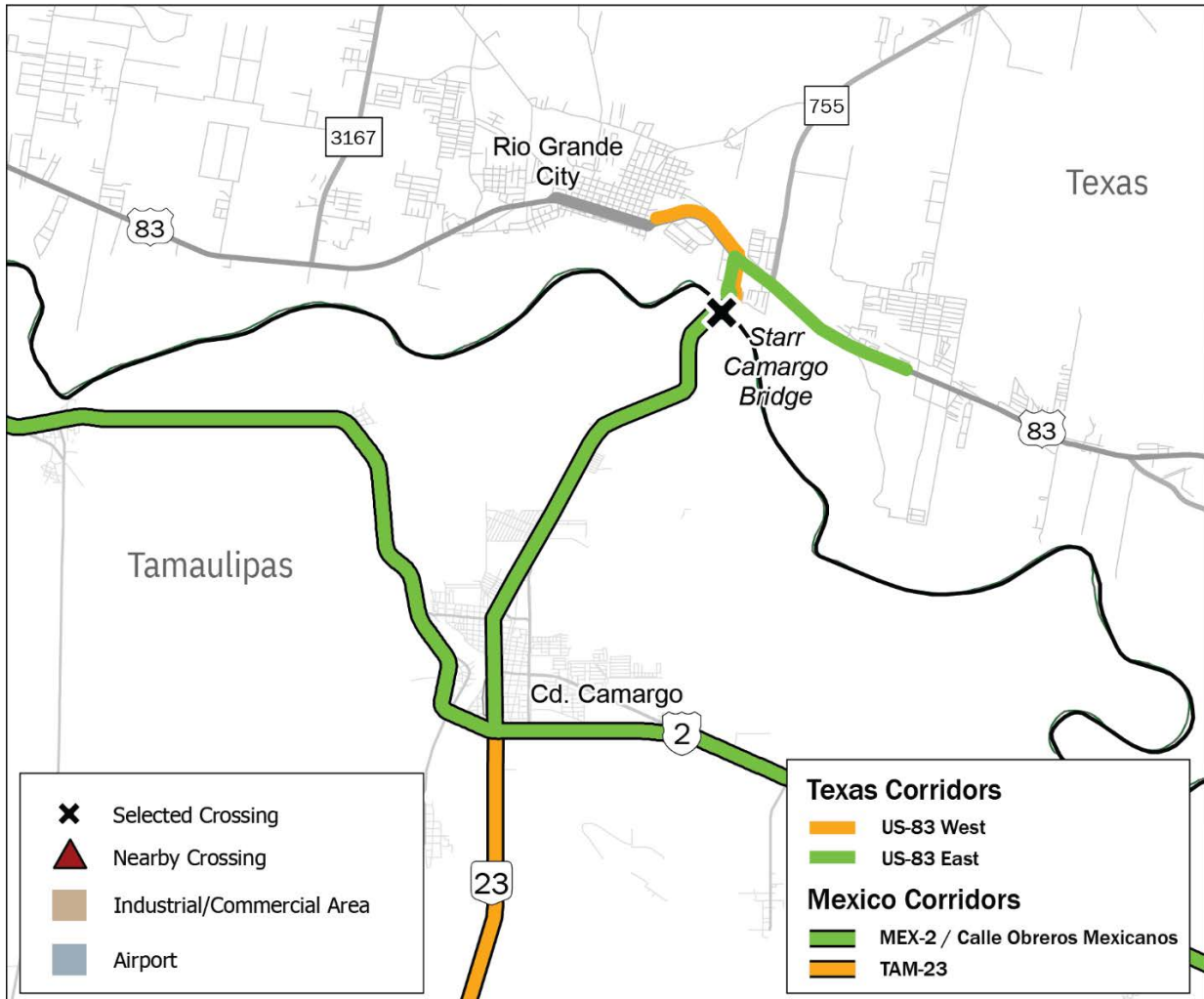


Table 19 summarizes the highway performance metrics calculated for the 1.4-mile segment of US 83 (West) and the 2.4-mile segment of US 83 (East) that provide connectivity to the Starr Camargo Bridge. Table 19 shows an AADT of 22,784 and 27,136 on the US 83 (West) and the US 83 (East) segments, respectively. Both corridor segments show northbound and southbound average speeds of less than 35 mph in both the AM and PM peak periods.

Table 19. US 83 (West) and US 83 (East) Characteristics Serving Starr Camargo Bridge

Performance Indicators	US 83 (West)	US 83 (East)
Distance Analyzed (miles)	1.4	2.4
Weighted Average Corridor AADT	22,784	27,136
Weighted Average Corridor Percentage of Trucks	11%	10%
Average Speed AM Peak - into US	18	23
Average Speed AM Peak - towards Mexico	25	31
Average Speed PM Peak - into US	19	22
Average Speed PM Peak - towards Mexico	22	27
Killed or Incapacitating Injury / 100m VMT	0.0	1.5
Minor/Non-Injury Accidents / 100m VMT	8.3	7.2

Los Ebanos Ferry

FM 886 provides first and last mile connectivity between the Los Ebanos Ferry terminal and US 83 (see Figure 20).

Figure 20. FM 886 Provides Connectivity to Los Ebanos Ferry

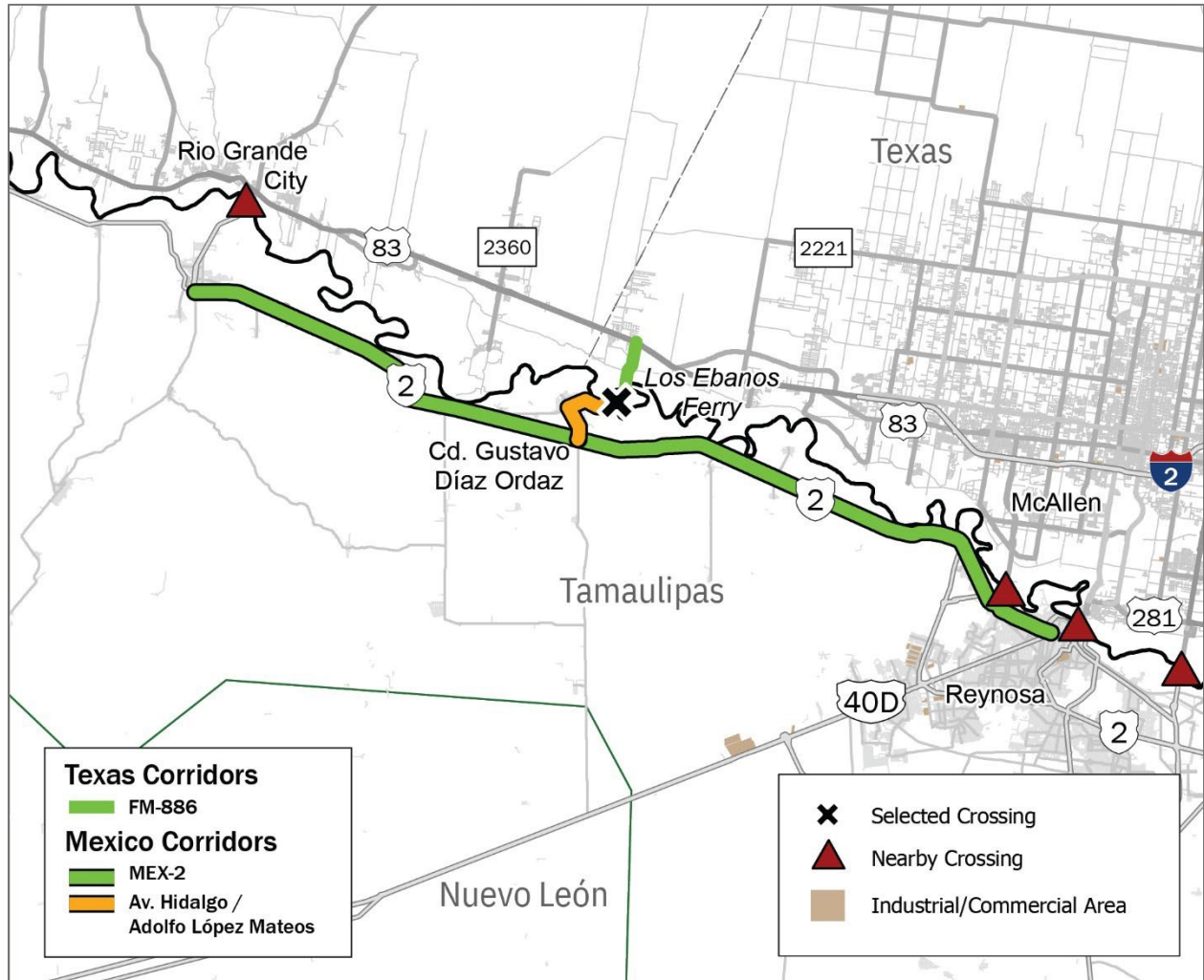


Table 20 summarizes the highway performance metrics calculated for the 2.9-mile segment of US 83 that provides connectivity to the Los Ebanos Ferry. Table 20 shows a relatively modest AADT of 2,017 and a comparatively high number of minor/non-injury accidents per 100 million vehicle miles traveled at 90.5 during the analysis period.

Table 20. FM 886 Characteristics Serving Los Ebanos Ferry

Performance Indicators	US 83
Distance Analyzed (miles)	2.9
Weighted Average Corridor AADT	2,017
Weighted Average Corridor Percentage of Trucks	5%
Average Speed AM Peak - into US	No INRIX
Average Speed AM Peak - towards Mexico	
Average Speed PM Peak - into US	
Average Speed PM Peak - towards Mexico	
Killed or Incapacitating Injury / 100m VMT	0.0
Minor/Non-Injury Accidents / 100m VMT	90.5

Anzalduas International Bridge

FM 396/I-69C, FM 396/US 83, and FM 396/I-2 provides connectivity to the Anzalduas International Bridge (see Figure 21).

Figure 21. FM 396/I-69C, FM 396/US 83, and FM 396/I-2 Provides Connectivity to Anzalduas International Bridge

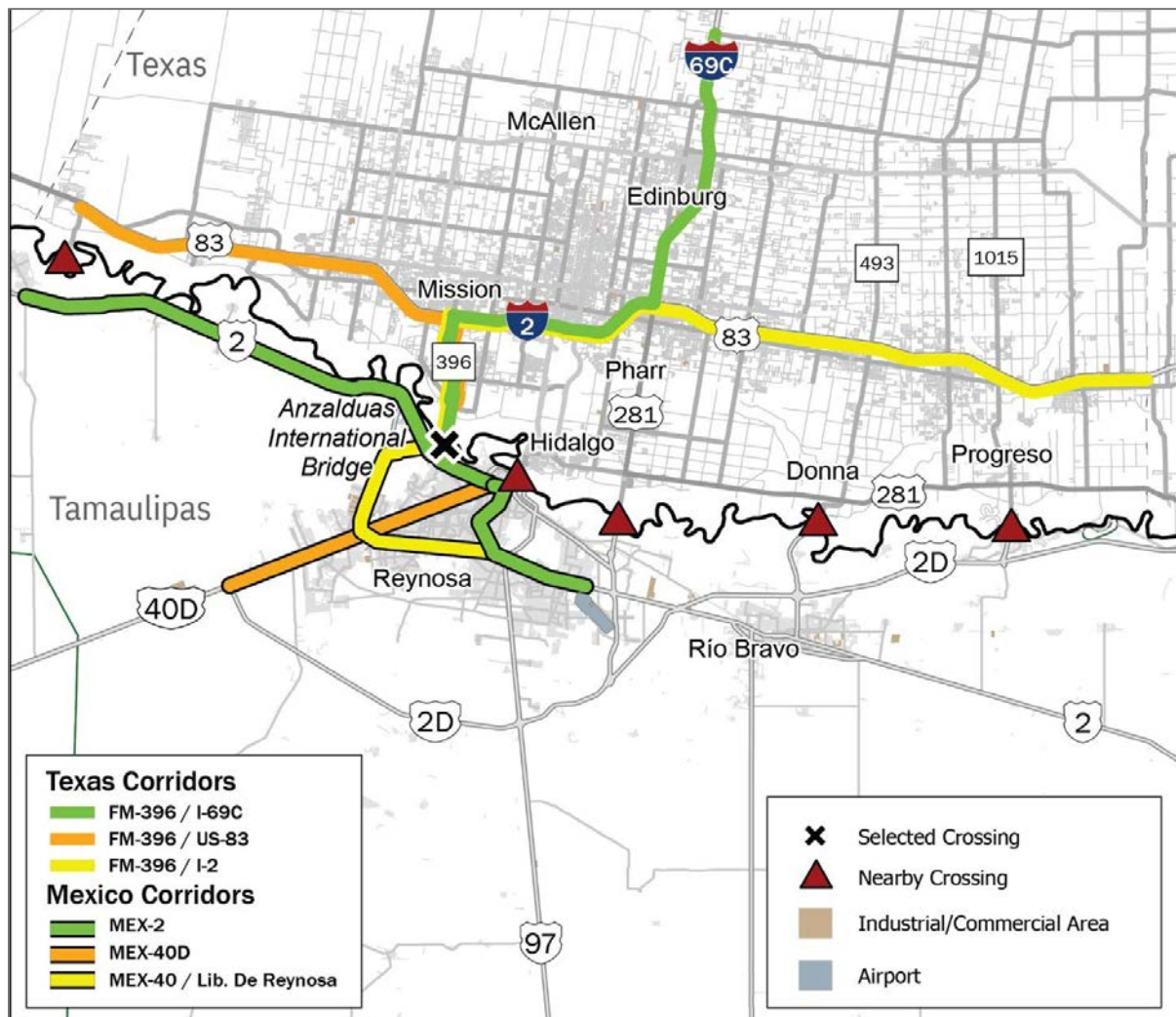


Table 21 summarizes the highway performance metrics calculated for the 21.7-mile segment of FM 396/US 83, the 34.0-mile segment of FM 396/I-2, and the 26.4-mile segment of FM 396/I-69C that provide connectivity to the Anzalduas International Bridge. Table 21 shows the relatively high AADT on the FM 396/I-2 segment that provides connectivity to the Anzalduas International Bridge. Most connecting roads show slightly higher northbound average speeds compared to southbound average speeds in both the AM and PM peak periods.

Table 21. FM 396/I -69C, FM 396/US 83, and FM 396/I -2 Characteristics Serving Anzalduas International Bridge

Performance Indicators	FM 396/US 83	FM 396/I-2	FM 396/I -69C
Distance Analyzed (miles)	21.7	34.0	26.4
Weighted Average Corridor AADT	31,399	72,679	59,559
Weighted Average Corridor Percentage of Trucks	7%	7%	11%
Average Speed AM Peak - into US	50	61	54
Average Speed AM Peak - towards Mexico	52	55	53
Average Speed PM Peak - into US	52	59	53
Average Speed PM Peak - towards Mexico	52	54	52
Killed or Incapacitating Injury / 100m VMT	0.1	0.1	0.0
Minor/Non-Injury Accidents / 100m VMT	3.1	2.1	0.7

McAllen Hidalgo International Bridge

SS 115/I-2/I-69C, SS 115/I-2 (East), and SS 115/I-2 (West) provides connectivity to the McAllen Hidalgo International Bridge (see Figure 22).

Figure 22. SS 115/I-2/I-69C, SS 115/I-2 (East), and SS 115/I-2 (West) Provides Connectivity to McAllen Hidalgo International Bridge

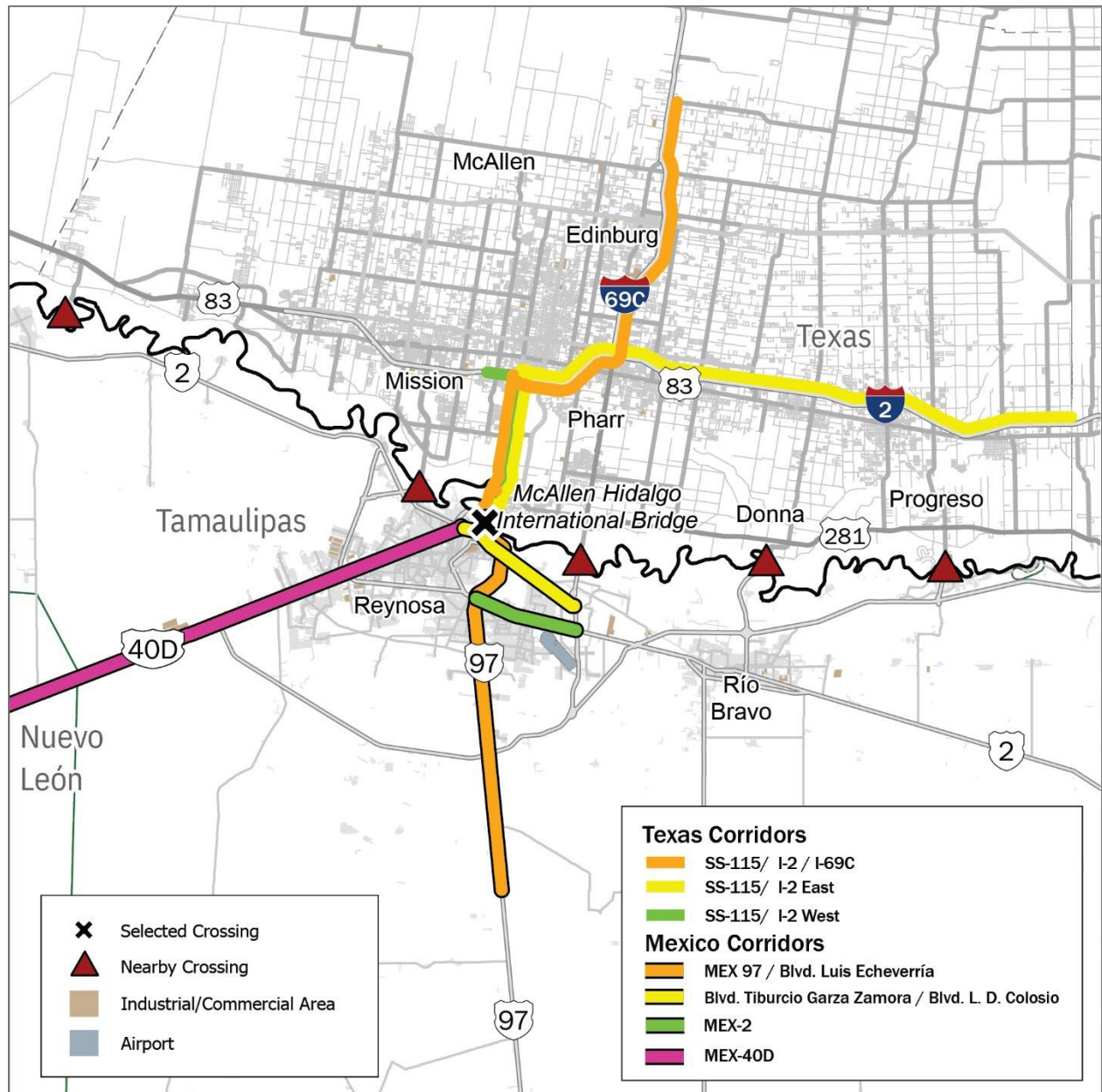


Table 22 summarizes the highway performance metrics calculated for the 8.5-mile segment of SS 115/I-2 (West), the 24.5-mile segment of SS 115/I-2/I-69C, and the 32.2-mile segment of SS 115/I-2 (East) that connects to the McAllen Hidalgo International Bridge. Table 22 shows comparatively high AADTs on SS 115/I-2/I-69C and SS 115/I-2 (East) at 53,714 and 68,704, respectively. Finally, the corridor segments did not exhibit high fatality or incapacitating injuries or minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period.

Table 22. SS 115/I-2/I-69C, SS 115/I-2 (East), and SS 115/I-2 (West) Characteristics Serving McAllen Hidalgo International Bridge

Performance Indicators	SS 115/I-2 (West)	SS 115/I-2/I-69C	SS 115/I-2 (East)
Distance Analyzed (miles)	8.5	24.5	32.2
Weighted Average Corridor AADT	26,840	53,714	68,704
Weighted Average Corridor Percentage of Trucks	9%	13%	8%
Average Speed AM Peak - into US	36	49	56
Average Speed AM Peak - towards Mexico	41	50	56
Average Speed PM Peak - into US	37	46	53
Average Speed PM Peak - towards Mexico	40	49	55
Killed or Incapacitating Injury / 100m VMT	0.0	0.0	0.1
Minor/Non-Injury Accidents / 100m VMT	1.1	0.6	2.2

Pharr International Bridge

US 281/I-69C, SH 336/US 281/I-2 (West), and FM 493/US 281/I-2 (East) provides connectivity to the Pharr International Bridge (see Figure 23).

Figure 23. US 281/I-69C, SH 336/US 281/I-2 (West), and FM 493/US 281/I-2 (East)

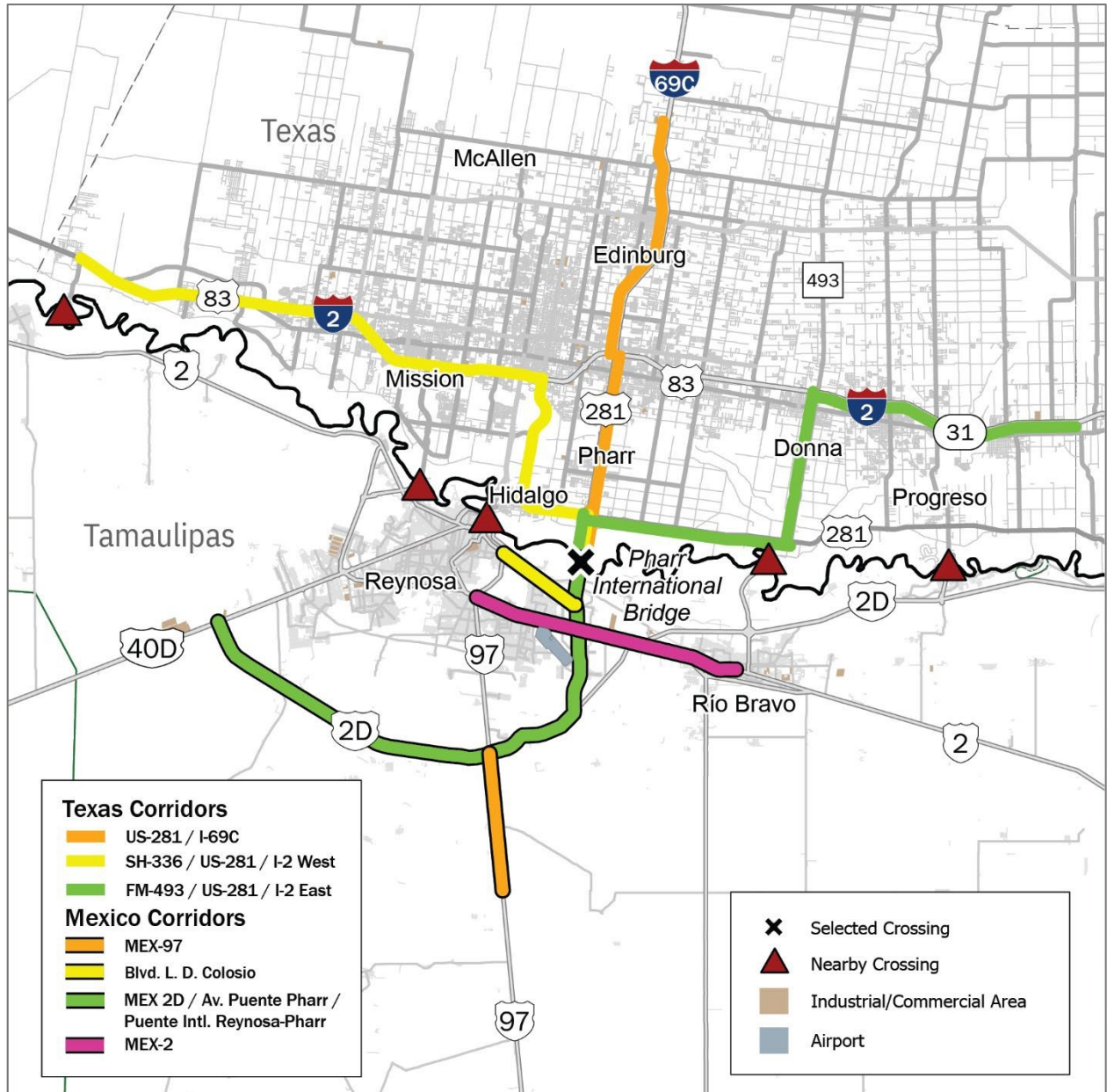


Table 23 summarizes the highway performance metrics calculated for the 16.8-mile segment of SH 336/US 281/I-2 (West), the 21.5-mile segment of US 281/I-69C, and the 35.0-mile segment of FM 493/US 281/I-2 (East) connecting to the Pharr International Bridge. Table 23 shows an AADT of 37,018 on SH 336/US 281/I-2 (West) of which 15 percent are trucks, an AADT of 42,406 on US 281/I-69C of which 26 percent are trucks, and an AADT of 28,435 on FM 493/US 281/I-2 (East) of which 23 percent is trucks. Finally, the corridor segments did not exhibit high fatality or incapacitating injuries or minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period.

Table 23. US 281/I-69C, SH 336/US 281/I-2 (West), and FM 493/US 281/I-2 (East) Characteristics Serving Pharr International Bridge

Performance Indicators	SH 336/US 281/I-2 (West)	US 281/I-69C	FM 493/US 281/I-2 (East)
Distance Analyzed (miles)	16.8	21.5	35.0
Weighted Average Corridor AADT	37,018	42,406	28,345
Weighted Average Corridor Percentage of Trucks	15%	26%	23%
Average Speed AM Peak - into US	45	43	53
Average Speed AM Peak - towards Mexico	48	43	53
Average Speed PM Peak - into US	46	42	54
Average Speed PM Peak - towards Mexico	47	42	53
Killed or Incapacitating Injury / 100m VMT	0.1	0.0	0.2
Minor/Non-Injury Accidents / 100m VMT	2.6	0.4	5.0

Donna Rio Bravo International Bridge

FM 493, FM 493/US 281 (East), and FM 493/US 281 (West) provides connectivity to the Donna Rio Bravo International Bridge (see Figure 24).

Figure 24. FM 493, FM 493/US 281 (East), and FM 493/US 281 (West) Provides Connectivity to Donna Rio Bravo International Bridge

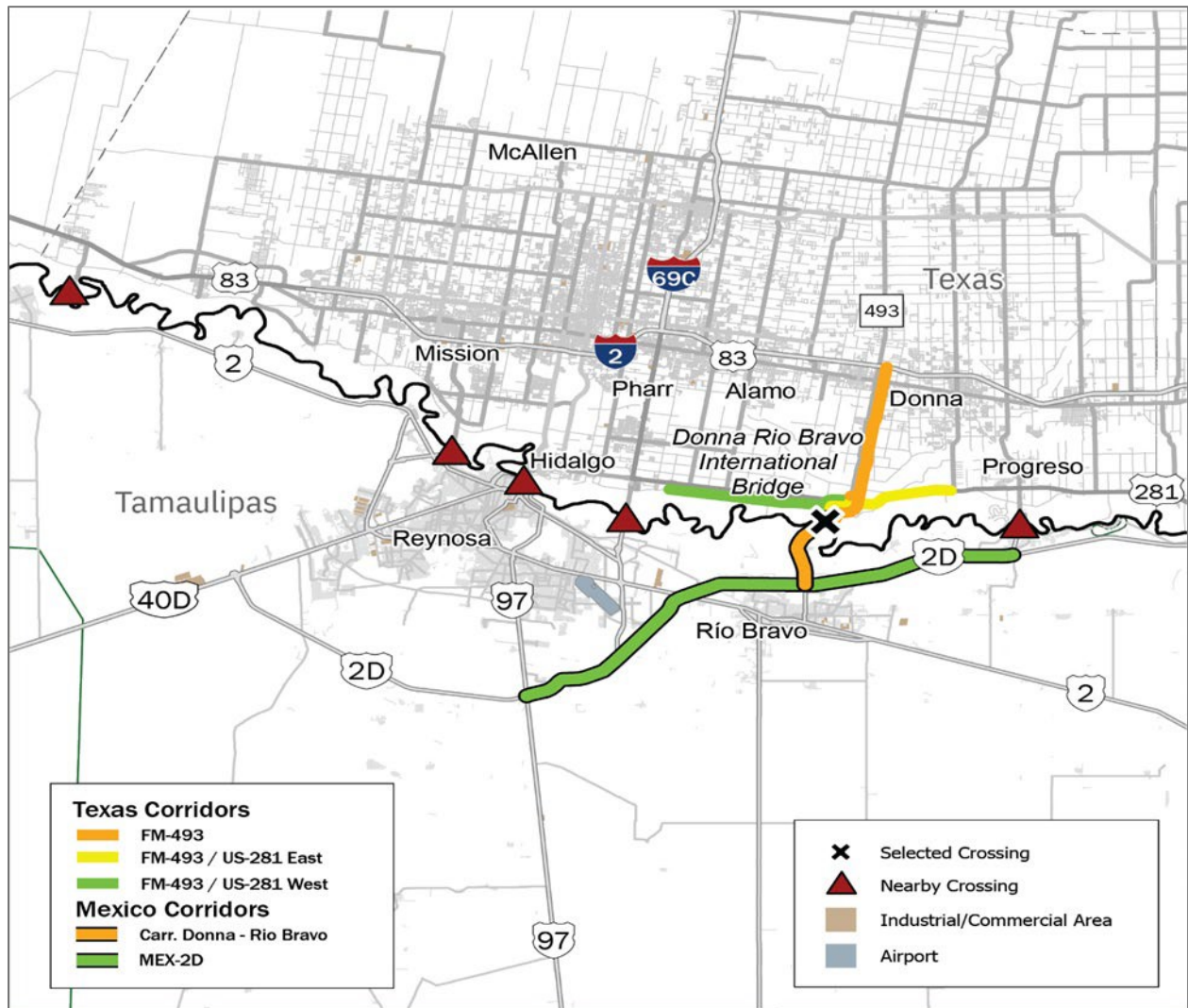


Table 24 summarizes the highway performance metrics calculated for the 8.9-mile segment of FM 493/US 281 (West), the 8.8-mile segment of FM 493, and the 5.8-mile segment of FM 493/US 281 (East) that connect to the Donna Rio Bravo International Bridge. Table 24 shows modest AADTs on these corridor segments, but a high percentage of trucks on FM 493/US 281 (West) at 33 percent and on FM 493/US 281 (East) at 30 percent. Finally, the FM 493/US 281 (West) corridor segment also experienced a comparatively higher number of minor/non-injury accidents per 100 million vehicle miles traveled at 32.6 during the analysis period.

Table 24. FM 493, FM 493/US 281 (East), and FM 493/US 281 (West) Characteristics Serving Donna Rio Bravo International Bridge

Performance Indicators	FM 493/US 281 (West)	FM 493	FM 493/US 281 (East)
Distance Analyzed (miles)	8.9	8.8	5.8
Weighted Average Corridor AADT	5,016	6,764	3,942
Weighted Average Corridor Percentage of Trucks	33%	6%	30%
Average Speed AM Peak - into US	50	38	44
Average Speed AM Peak - towards Mexico	52	41	48
Average Speed PM Peak - into US	52	42	50
Average Speed PM Peak - towards Mexico	54	43	51
Killed or Incapacitating Injury / 100m VMT	2.0	0.5	1.2
Minor/Non-Injury Accidents / 100m VMT	32.6	6.9	15.6

Progreso International Bridge

FM 1015/US 281 (West), FM 1015/US 281 (East), and FM 1015 provides connectivity to the Progreso International Bridge (see Figure 25).

Figure 25. FM 1015/US 281 (West), FM 1015/US 281 (East), and FM 1015 Provides Connectivity to Progreso International Bridge

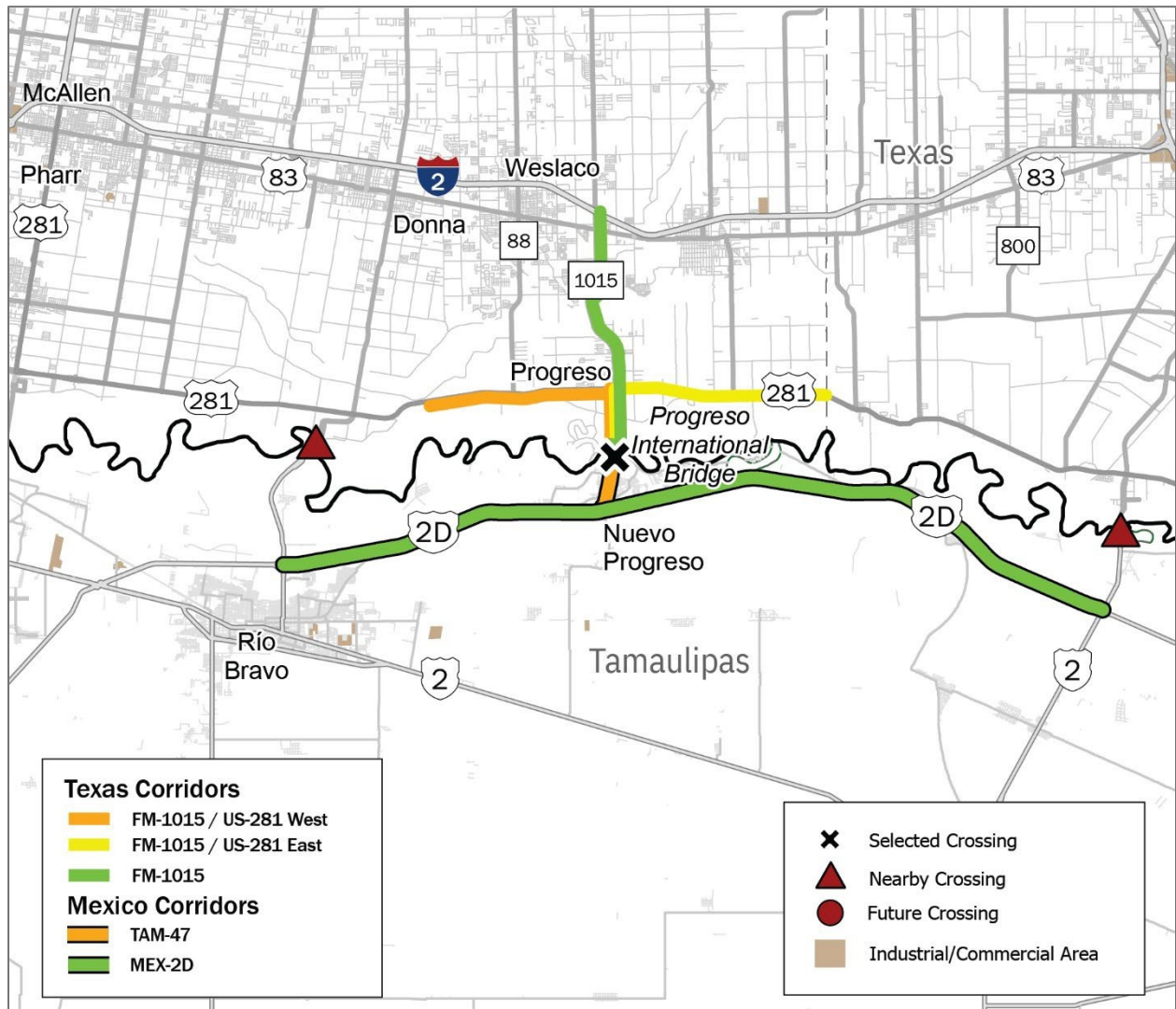


Table 25 summarizes the highway performance metrics calculated for the 6.6-mile segment of FM 1015/US 281 (West), the 7.1-mile segment of FM 1015, and the 7.2-mile segment of FM 1015/US 281 (East) that provide connectivity to the Progreso International Bridge. Table 25 shows modest AADTs on these corridor segments, but a high percentage of trucks on FM 1015/US 281 (West) at 32 percent and on FM 1015/US 281 (East) at 26 percent. Finally, all three corridor segments analyzed experienced a comparatively higher number of minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period.

Table 25. FM 1015/US 281 (West), FM 1015/US 281 (East), and FM 1015 Characteristics Serving Progreso International Bridge

Performance Indicators	FM 1015/ US 281 (West)	FM 1015	FM 1015/ US 281 (East)
Distance Analyzed (miles)	6.6	7.1	7.2
Weighted Average Corridor AADT	5,757	12,166	6,034
Weighted Average Corridor Percentage of Trucks	32%	9%	26%
Average Speed AM Peak - into US	42	37	50
Average Speed AM Peak - towards Mexico	50	38	51
Average Speed PM Peak - into US	43	37	51
Average Speed PM Peak - towards Mexico	51	39	50
Killed or Incapacitating Injury / 100m VMT	1.7	1.1	3.8
Minor/Non-Injury Accidents / 100m VMT	56.3	41.8	58.1

Free Trade International Bridge (Los Indios)

FM 509/US 281 (West), FM 509/US 281 (East), and FM 509 provides connectivity to the Free Trade International Bridge (Los Indios) (see Figure 26).

Figure 26. FM 509/US 281 (West), FM 509/US 281 (East), and FM 509 Provides Connectivity to Free Trade International Bridge (Los Indios)

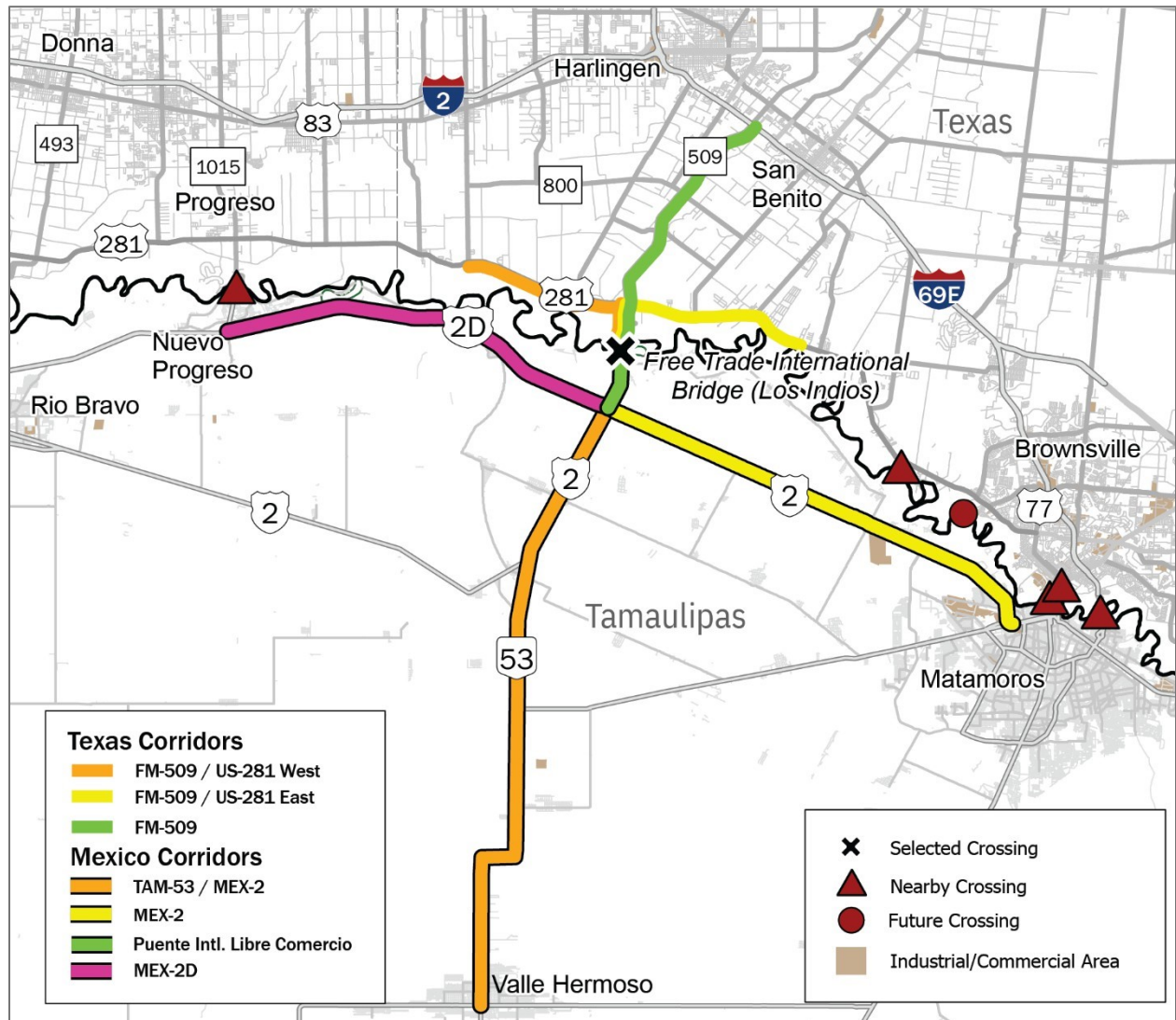


Table 26 summarizes the highway performance metrics calculated for the 7.3-mile segment of FM 509/US 281 (West), the 10.1-mile segment of FM 509, and the 8.0-mile segment of FM 509/US 281 (East) that provide connectivity to the Free Trade International Bridge (Los Indios). Table 26 shows modest AADTs on these corridor segments, but a high percentage of trucks on FM 509/US 281 (West) at 30 percent and on FM 509 at 20 percent. Finally, the corridor segments analyzed on FM 509/US 281 (West) and FM 509/US 281 (East) experienced a comparatively higher number of minor/non-injury accidents per 100 million vehicle miles traveled during the analysis period at 40.5 and 87.1, respectively.

Table 26. FM 509/US 281 (West), FM 509/US 281 (East), and FM 509 Characteristics Serving Free Trade International Bridge (Los Indios)

Performance Indicators	FM 509/US 281 (West)	FM 509	FM 509/US 281 (East)
Distance Analyzed (miles)	7.3	10.1	8.0
Weighted Average Corridor AADT	4,105	4,533	4,746
Weighted Average Corridor Percentage of Trucks	30%	20%	8%
Average Speed AM Peak - into US	46	51	44
Average Speed AM Peak - towards Mexico	50	52	48
Average Speed PM Peak - into US	50	55	48
Average Speed PM Peak - towards Mexico	52	53	49
Killed or Incapacitating Injury / 100m VMT	3.9	0.6	4.7
Minor/Non-Injury Accidents / 100m VMT	40.5	16.1	87.1

Brownsville Matamoros Express Bridge

Sam Perl Blvd/SH 4/SH 48, Sam Perl Blvd/SH 4/I-69E, and Mexico Blvd/US 77/US 281 (West) provides connectivity to Brownsville Matamoros Express Bridge (see Figure 27).

Figure 27. Sam Perl Blvd/SH 4/SH 48, Sam Perl Blvd/SH 4/I-69E, and Mexico Blvd/US 77/US 281 (West) Provides Connectivity to Brownsville Matamoros Express Bridge

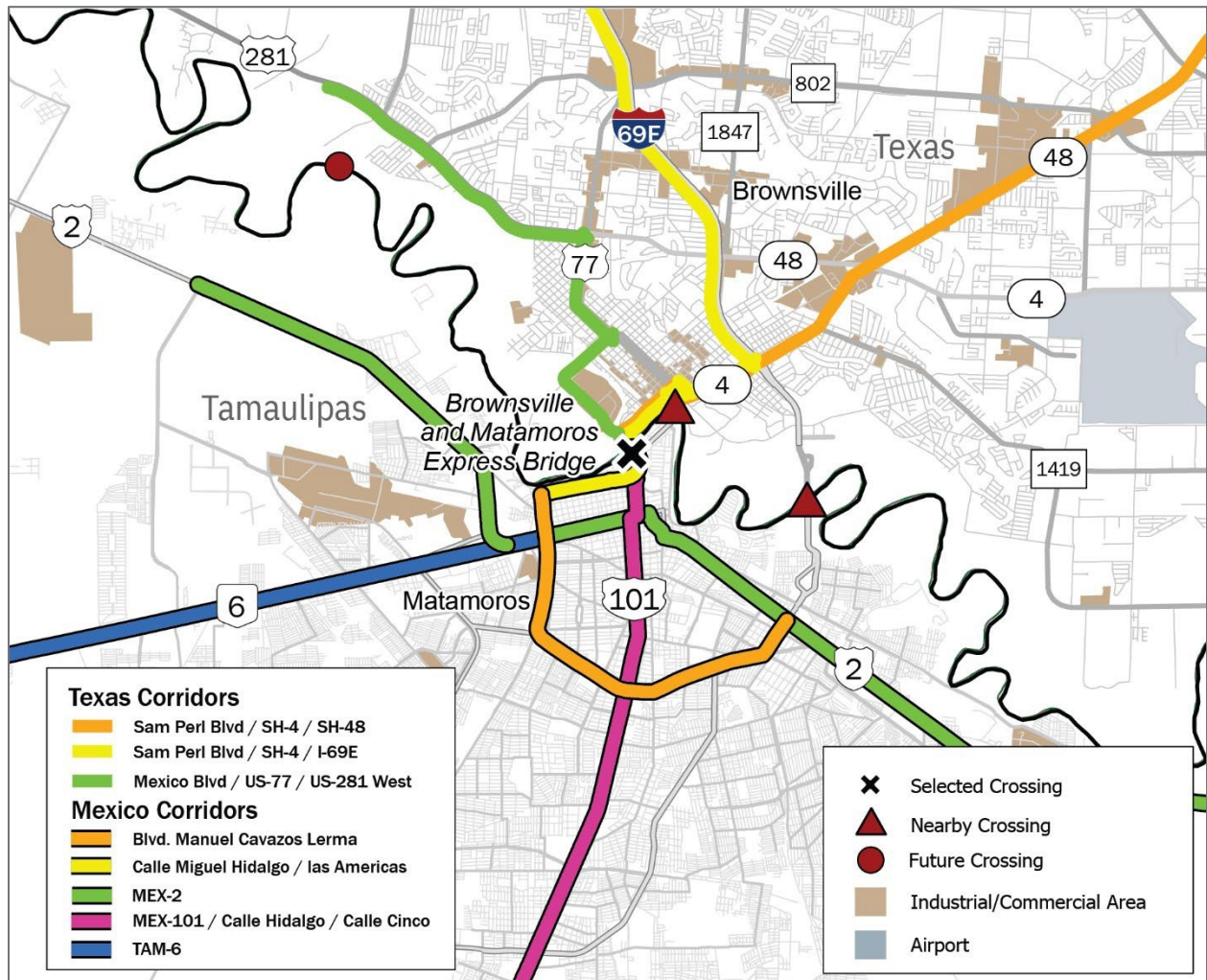


Table 28 summarizes the highway performance metrics calculated for the 6.1-mile segment of Mexico Blvd/US 77/US 281 (West), the 12.8-mile segment of Sam PerI Blvd/SH 4/I-69E, the 9.8-mile segment of Sam PerI Blvd/SH 4/SH 48 that provide connectivity to the Brownsville Matamoros Express Bridge. Table 28 shows the relatively high AADT on the segment of Sam PerI Blvd/SH 4/I-69E that provides connectivity to Brownsville Matamoros Express Bridge. Both corridor segments of Mexico Blvd/US 77/US 281 (West) and Sam PerI Blvd/SH 4/I-69E show northbound and southbound average speeds of less than 30 mph in both the AM and PM peak period.

Table 28. Sam PerI Blvd/SH 4/SH 48, Sam PerI Blvd/SH 4/I-69E, and Mexico Blvd/US 77/US 281 (West) Characteristics Serving Brownsville Matamoros Express Bridge

Performance Indicators	Mexico Blvd/US 77/US 281 (West)	Sam PerI Blvd/SH 4/I-69E	Sam PerI Blvd/SH 4/SH 48
Distance Analyzed (miles)	6.1	12.8	9.8
Weighted Average Corridor AADT	13,272	54,430	19,331
Weighted Average Corridor Percentage of Trucks	3%	5%	4%
Average Speed AM Peak - into US	24	40	25
Average Speed AM Peak - towards Mexico	28	38	22
Average Speed PM Peak - into US	24	41	26
Average Speed PM Peak - towards Mexico	28	38	21
Killed or Incapacitating Injury / 100m VMT	0.0	0.0	0.2
Minor/Non-Injury Accidents / 100m VMT	1.6	0.3	9.4

Gateway International Bridge

SH 4/I-69E, SH 4/SH 48, and SH 4/FM 2519 provides connectivity to Gateway International Bridge (see Figure 29).

Figure 29. SH 4/I-69E, SH 4/SH 48, and SH 4/FM 2519 Provides Connectivity to Gateway International Bridge

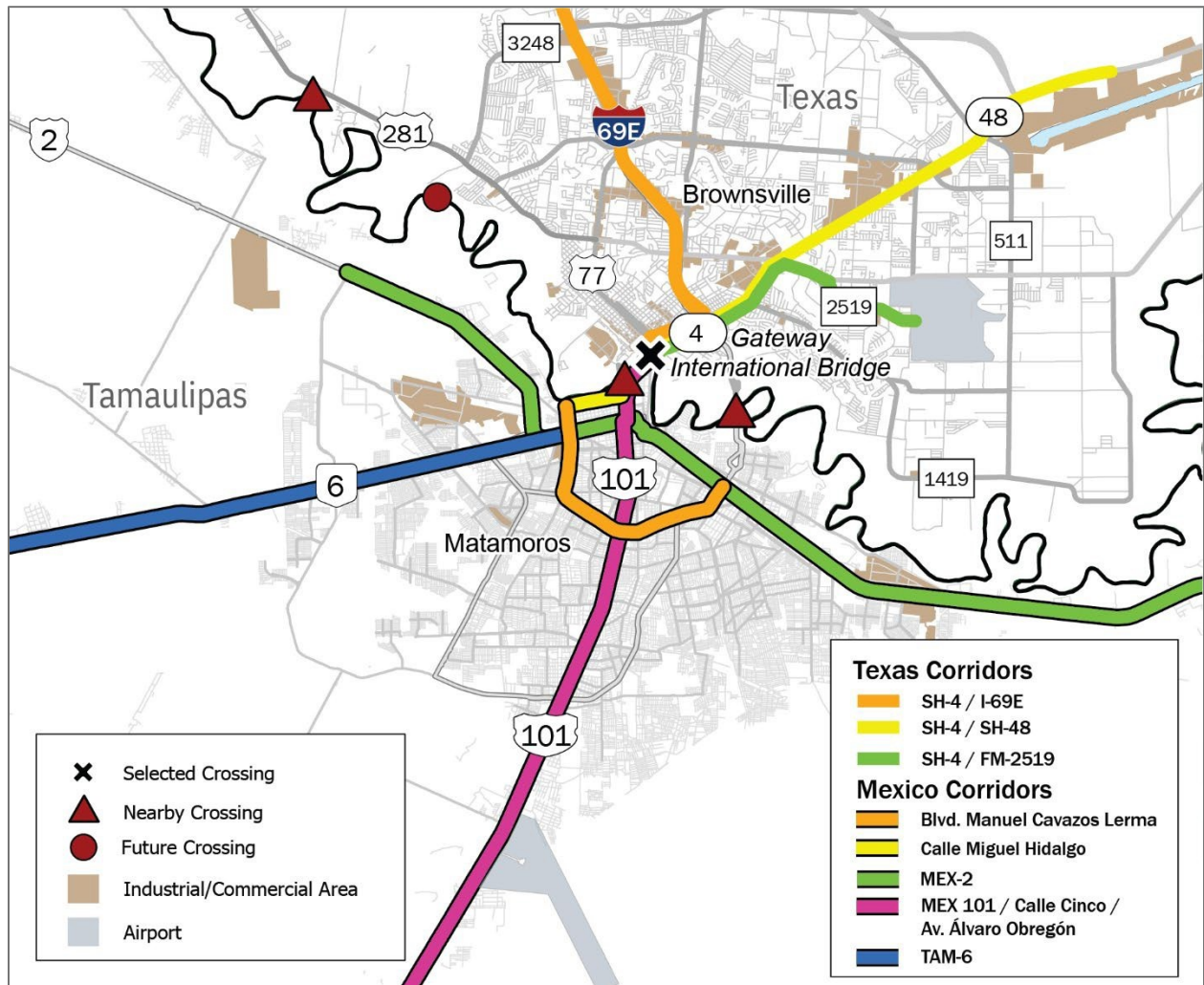


Table 29 summarizes the highway performance metrics calculated for the 11.1-mile segment of SH 4/I-69E, the 8.8-mile segment of SH 4/SH 48, and the 5.0-mile segment of SH 4/FM 2519 that provide connectivity to Gateway International Bridge. Table 29 shows the relatively high AADT on the segment of SH 4/I-69E that provides connectivity to Gateway International Bridge. Both corridor segments of SH 4/SH 48 and SH 4/FM 2519 show northbound and southbound average speeds of less than 30 mph in both the AM and PM peak period. Finally, the corridor segment of SH 4/SH 48 shows comparatively higher minor/non-injury accidents per 100 million vehicle miles traveled at 10.1 during the analysis period compared to the SH 4/I-69E and SH 4/FM 2519 corridor segments analyzed.

Table 29. SH 4/I-69E, SH 4/SH 48, and SH 4/FM 2519 Characteristics Serving Gateway International Bridge

Performance Indicators	SH 4/I-69E	SH 4/SH 48	SH 4/FM 2519
Distance Analyzed (miles)	11.1	8.8	5.0
Weighted Average Corridor AADT	59,090	20,406	20,719
Weighted Average Corridor Percentage of Trucks	5%	4%	4%
Average Speed AM Peak - into US	44	26	21
Average Speed AM Peak - towards Mexico	44	23	18
Average Speed PM Peak - into US	45	26	22
Average Speed PM Peak - towards Mexico	44	22	18
Killed or Incapacitating Injury / 100m VMT	0.0	0.3	0.0
Minor/Non-Injury Accidents / 100m VMT	0.3	10.1	1.9

Veterans International Bridge at Los Tomates

SH 4/I-69E/FM 2519, SH 4/I-69E/SH 48, and I-69E provides connectivity to Veterans International Bridge at Los Tomates (see Figure 30).

Figure 30. SH 4/I-69E/FM 2519, SH 4/I-69E/SH 48, and I-69E Provides Connectivity to Veterans International Bridge at Los Tomates

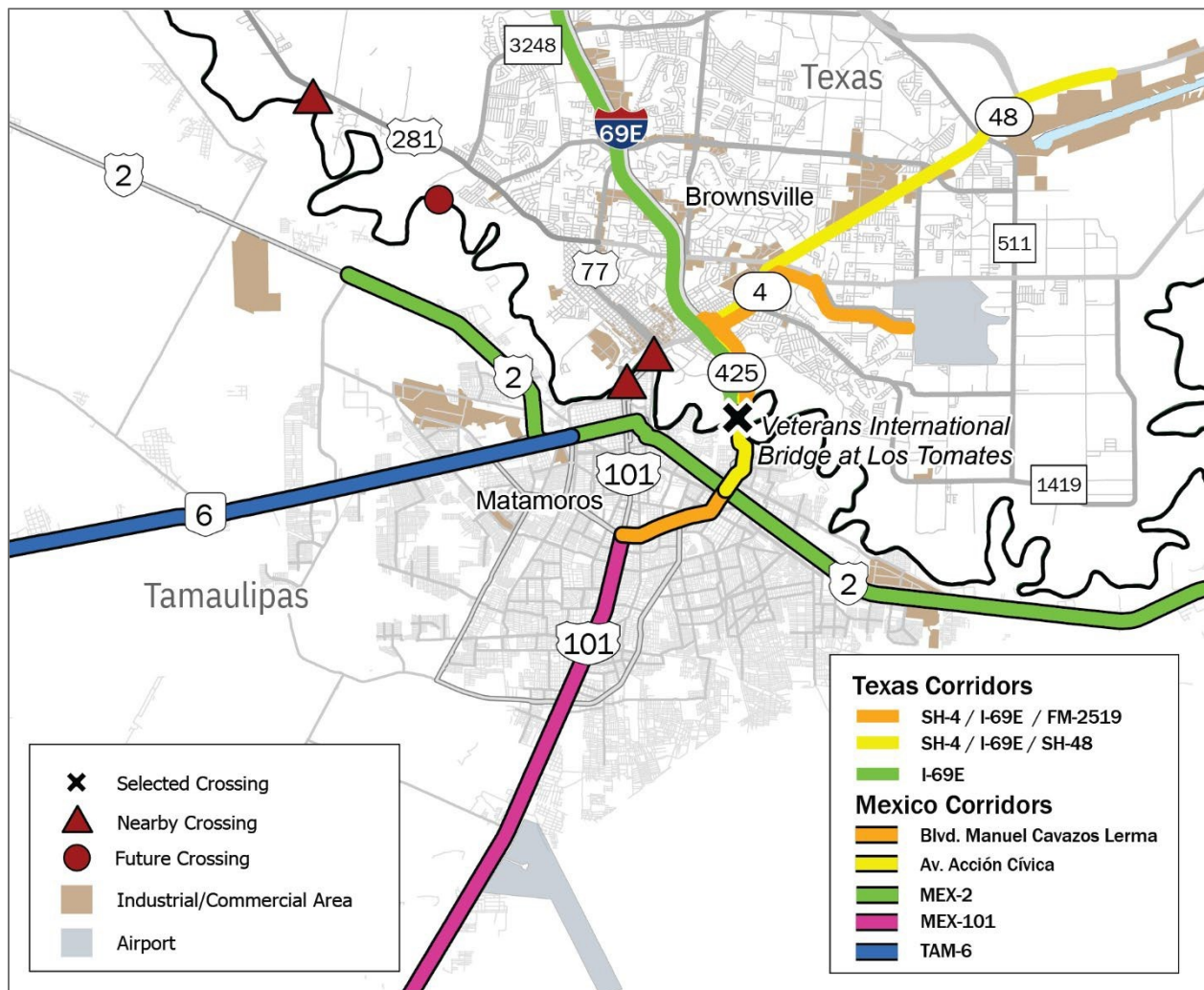


Table 30 summarizes the highway performance metrics calculated for the 11.8-mile segment of I-69E, the 9.6-mile segment of SH 4/I-69E/SH 48, and the 5.8-mile segment of SH 4/I-69E/FM 2519 that connects to the Veterans International Bridge at Los Tomates. Table 30 shows the relatively high AADT on the segment of I-69E that provides connectivity to Veterans International Bridge at Los Tomates.

Both corridor segments of SH 4/I-69E/SH 48 and SH 4/I-69E/FM 2519 show northbound and southbound average speeds of 30 mph or less in both the AM and PM peak period. Finally, the corridor segment of SH 4/I-69E/SH 48 shows comparatively higher minor/non-injury accidents per 100 million vehicle miles traveled at 6.9 during the analysis period compared to the I-69E and SH 4/I-69E/FM 2519 corridor segments analyzed.

Table 30. SH 4/I-69E/FM 2519, SH 4/I-69E/SH 48, and I-69E Serving Veterans International Bridge at Los Tomates

Performance Indicators	I-69E	SH 4/I-69E/ SH 48	SH 4/I-69E/ FM 2519
Distance Analyzed (miles)	11.8	9.6	5.8
Weighted Average Corridor AADT	58,762	21,100	21,829
Weighted Average Corridor Percentage of Trucks	7%	6%	7%
Average Speed AM Peak - into US	63	30	25
Average Speed AM Peak - towards Mexico	64	27	22
Average Speed PM Peak - into US	64	30	26
Average Speed PM Peak - towards Mexico	64	27	23
Killed or Incapacitating Injury / 100m VMT	0.0	0.2	0.0
Minor/Non-Injury Accidents / 100m VMT	0.3	6.9	0.9

Texas-Mexico Border Region Connectivity Plan

Planned Improvements on First and Last Mile Corridors
Analyzed

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Introduction

This section outlines planned infrastructure and operational improvements for key first and last mile corridors supporting cross-border connectivity between Texas and Mexico. These corridors serve as critical links between international ports of entry and regional freight networks, playing a vital role in facilitating efficient trade and economic activity. The proposed improvements aim to enhance safety, reduce congestion, support multimodal mobility, and strengthen the overall reliability of the transportation system serving binational freight movements. This summary complements the broader border connectivity plan by identifying corridor-specific strategies that address current challenges and demands.

Santa Teresa and El Paso Crossings - Planned Improvements

Planned Investments (Fully Funded)

Table 31 lists the fully funded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the El Paso region. Table 31 also shows the **international bridge that will benefit directly from the planned investment**. Visit TxDOT's [Project Tracker](#) for a detailed view of each project, searchable by the Control Section Job (CSJ) number.

Table 31. Planned Improvements/Investments (Fully Funded in the TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
2121-01-094	IH 10	Capacity Enhancement	EXPAND FROM 4 TO 6 LANES; RAMP RECONFIGURATIONS; RECONSTRUCT EXISTING FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS	Santa Teresa, Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
3592-01-009	SH 178	Capacity Enhancement	INTERCHANGE IMPROVEMENTS TO INCLUDE GRADE SEPARATION(S), REBUILD I-10 OVERPASS, U-TURNS, 4DCS	Santa Teresa
2552-02-035	SL 375	Capacity Enhancement	SL 375 INTERCHANGE (AT SGT MAJOR): OPERATIONAL IMPROVEMENTS FOR THE INTERSECTIONS OF SERGEANT MAJOR BLVD AT LOOP 375 NORTHBOUND AND SOUTHBOUND RAMPS.	Bridge of the Americas, Ysleta Bridge
2552-02-038	SL 375	Capacity Enhancement	Operational improvements to Sergeant Major Boulevard (Sgt Major Blvd) at State Loop 375 (LP 375) interchange with bridge replacement at Loop 375	Bridge of the Americas, Ysleta Bridge
2552-04-047	SL 375	Capacity Enhancement	WIDEN FROM 4 TO 6 LANES DIVIDED	Ysleta Bridge

CSJ	Highway	Project Type	Project Description	Crossing
2552-03-049	SL 375	Capacity Enhancement	WIDEN FROM 4 TO 6 LANES DIVIDED	Ysleta Bridge
2121-01-100	IH 10	Safety Improvement	WRONG WAY DRIVER ADVANCED TECHNOLOGIES	Santa Teresa, Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-174	IH 10	Safety Improvement	INSTALLATION OF CONCRETE TRAFFIC BARRIER	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0001-04-107	US 85	Safety Improvement	IMPROVE TRAFFIC SIGNALS, INSTALL FLASHING YELLOW ARROW	Paso del Norte Bridge
0374-02-114	US 62	Safety Improvement	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-115	US 62	Safety Improvement	INSTALL RAISED MEDIAN	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-122	US 62	Safety Improvement	INSTALL RAISED MEDIANS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-179	IH 10	Safety Improvement	SAFETY LIGHTING	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-125	US 62	Safety Improvement	IMPROVE TRAFFIC SIGNALS, INSTALL FLASHING YELLOW ARROW, INSTALL SIDEWALKS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-03-166	IH 10	Safety Improvement	OPERATIONAL IMPROVEMENTS AT SIGNALIZED INTERSECTIONS	Paso del Norte Bridge, Bridge of the Americas
2121-03-168	IH 10	Safety Improvement	INSTALL OVERHEAD SIGNS	Paso del Norte Bridge, Bridge of the Americas

CSJ	Highway	Project Type	Project Description	Crossing
2552-04-052	SL 375	Safety Improvement	WRONG WAY DRIVER ADVANCED TECHNOLOGIES (Improvements along LP 375 from San Marcial St to Santa Fe St, including the installation of wrong way detection sys, reconfiguration of exit ramps for Oregon and Campbell, and raised medians/stripping on Oregon)	Paso del Norte Bridge, Good Neighbor Bridge (Stanton)
2121-04-126	IH 10	Safety Improvement	CHANNELIZATION	Paso del Norte Bridge, Bridge of the Americas, Ysleta Bridge
2121-04-125	IH 10	Safety Improvement	CHANNELIZATION	Paso del Norte Bridge, Bridge of the Americas, Ysleta Bridge
2552-04-050	SL 375	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Good Neighbor Bridge (Stanton), Bridge of the Americas, Ysleta Bridge
2552-04-054	SL 375	Safety Improvement	SAFETY LIGHTING	Good Neighbor Bridge (Stanton), Bridge of the Americas, Ysleta Bridge
0167-01-123	US 54	Safety Improvement	IMPROVE TRAFFIC SIGNALS, INSTALL FLASHING YELLOW ARROW	Bridge of the Americas, Ysleta Bridge
2552-04-048	SL 375	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Ysleta Bridge
2552-04-049	SL 375	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Ysleta Bridge
2552-03-067	SL 375	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Ysleta Bridge
2552-04-055	SL 375	Safety Improvement	SAFETY LIGHTING	Ysleta Bridge
2552-04-058	SL 375	Safety Improvement	SAFETY LIGHTING	Ysleta Bridge
2552-03-061	SL 375	Safety Improvement	SAFETY LIGHTING	Ysleta Bridge
0002-05-047	IH 10	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Fort Hancock El Porvenir Bridge
2121-06-047	IH 10	Safety Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE), INSTALL CHEVRONS (CUR VE)	Fort Hancock El Porvenir Bridge

CSJ	Highway	Project Type	Project Description	Crossing
2121-06-055	IH 10	Safety Improvement	INSTALL LED FLASHING CHEVRONS (CURVE)	Fort Hancock El Porvenir Bridge
2121-06-048	IH 10	Safety Improvement	WRONG WAY DRIVER ADVANCED TECHNOLOGIES	Fort Hancock El Porvenir Bridge
0002-04-035	SH 20	Safety Improvement	CONSTRUCT PAVED SHOULDERS (1 - 4 FT)	Fort Hancock El Porvenir Bridge
2121-06-050	IH 10	Safety Improvement	INSTALL MEDIAN CABLE BARRIER	Fort Hancock El Porvenir Bridge
0002-12-026	US 62	Operational Improvement	INTERSECTION OPERATIONAL IMPROVEMENTS AT MONTANA AVE/PAISANO DR	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-124	US 62	Operational Improvement	INSTALLATION OF CLOSED CIRCUIT TELEVISION (CCTV) AND DYNAMIC MESSAGE SIGNS (DMS)	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2552-03-066	SL 375	Operational Improvement	LP 375 (AMERICAS) RAMPS RECONFIGURATION AND FRONTAGE ROAD EXTENSION W/GRADE SEPARATION AT RAILROAD CROSSING	Ysleta Bridge
2121-06-057	IH 10	Operational Improvement	INTELLIGENT TRANSPORTATION SYSTEM WORK	Fort Hancock El Porvenir Bridge
0002-05-051	IH 10	Operational Improvement	INTELLIGENT TRANSPORTATION SYSTEM WORK	Fort Hancock El Porvenir Bridge
2121-06-058	IH 10	Operational Improvement	INTELLIGENT TRANSPORTATION SYSTEM WORK	Fort Hancock El Porvenir Bridge
2121-02-178	IH 10	Maintenance	MILL AND FILL / SAFETY ENHANCEMENTS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-171	IH 10	Maintenance	GREEN RIBBON LANDSCAPE IMPROVEMENT TO INCLUDE DESERT VEGETATION AT THE INTERSECTIONS OF MESA ST, AND SUNLAND PARK DR	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-162	IH 10	Maintenance	REPLACE BRIDGE AND APPROACH RAILING	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-182	IH 10	Maintenance	BRIDGE REHABILITATION NBI#240720212102207	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas

CSJ	Highway	Project Type	Project Description	Crossing
2121-02-183	IH 10	Maintenance	BRIDGE REHABILITATION NBI#240720212102282	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0924-06-579	N CAMPBELL ST	Maintenance	REHABILITATE BRIDGE AND APPROACHES	Paso del Norte Bridge, Good Neighbor Bridge (Stanton)
0167-01-120	US 54	Maintenance	MILL AND INLAY (FRONTAGE ROAD)	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas, Ysleta Bridge
0374-02-120	US 62	Maintenance	MILL AND INLAY	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-181	IH 10	Maintenance	MILL AND INLAY	Paso del Norte Bridge
2121-03-060	IH 10	Maintenance	CONSTRUCT ASPHALT CONCRETE PVMNT MILL AND INLAY, HOTMIX ASPHALT CONCRETE, FLEX PAVE STRUCT REPAIR, FLUME INSTALL, RCP AND INLET DRAINAGE STRUCTS, BRIDGE JOINTS, BRIDGE ASPHALT REPAIR, STRIPING/DELINEATION, ITS NEW/MAINT, ILLUM MAINT, SAFTY FEN	Paso del Norte Bridge, Bridge of the Americas
2121-04-128	IH 10	Maintenance	FY 2024 AESTHETICS	Paso del Norte Bridge, Bridge of the Americas
2121-03-169	IH 10	Maintenance	BRIDGE REHABILITATION NBI#240720212103164	Paso del Norte Bridge, Bridge of the Americas
2121-03-170	IH 10	Maintenance	BRIDGE REHABILITATION NBI#240720212103163	Paso del Norte Bridge, Bridge of the Americas
2121-03-171	IH 10	Maintenance	FY 2024 GREEN RIBBON PROGRAM / AESTHETICS	Paso del Norte Bridge, Bridge of the Americas
2121-01-105	IH 10	Maintenance	MILL AND INLAY	Paso del Norte Bridge, Bridge of the Americas
0002-12-027	US 62	Maintenance	MILL AND INLAY	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas

CSJ	Highway	Project Type	Project Description	Crossing
2121-04-129	IH 10	Maintenance	FY 2025 METAL BEAM GUARD FENCE (MBGF)	Paso del Norte Bridge, Bridge of the Americas, Ysleta Bridge
0167-03-003	US 62	Maintenance	MILL AND INLAY	Good Neighbor Bridge (Stanton)
2552-04-046	SL 375	Maintenance	REWORK & CEMENT TREAT BASE & HMA OVERLAY	Good Neighbor Bridge (Stanton), Bridge of the Americas, Ysleta Bridge
2552-04-059	SL 375	Maintenance	REWORK & CEMENT TREAT BASE & HMA OVERLAY	Good Neighbor Bridge (Stanton), Bridge of the Americas, Ysleta Bridge
2552-03-065	SL 375	Maintenance	MILL AND INLAY (FRONTAGE ROAD)	Ysleta Bridge
2552-03-059	SL 375	Maintenance	RESURFACING FRONTAGE ROADS	Ysleta Bridge
2552-03-071	SL 375	Maintenance	MILL AND INLAY WITH SPOT REPAIR	Ysleta Bridge
0002-05-050	IH 10	Maintenance	REPLACE SUBSTANDARD METAL BEAM GUARD FENCE (MBGF)	Fort Hancock El Porvenir Bridge
2121-06-049	IH 10	Maintenance	REPLACE SUBSTANDARD METAL BEAM GUARD FENCE (MBGF)	Fort Hancock El Porvenir Bridge
2121-06-054	IH 10	Maintenance	DIAMOND GRINDING	Fort Hancock El Porvenir Bridge
0002-04-038	SH 20	Maintenance	REPLACE BRIDGE RAIL	Fort Hancock El Porvenir Bridge
0001-04-096	US 85	Pedestrian / Bike	PEDESTRIAN SAFETY IMPROVEMENTS	Paso del Norte Bridge
0374-02-119	US 62	Pedestrian / Bike	INSTALL SAFETY LIGHTING AND SIDEWALKS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-03-167	IH 10	Pedestrian / Bike	INSTALL SIDEWALKS	Paso del Norte Bridge, Bridge of the Americas
0167-01-135	US 54	Pedestrian / Bike	IMPROVE TRAFFIC SIGNALS, INSTALL PAVEMENT MARKINGS, INSTALL PEDESTRIAN CROSSWALKS	Bridge of the Americas, Ysleta Bridge
2552-03-070	SL 375	Pedestrian / Bike	INSTALL SIDEWALKS	Ysleta Bridge

Planned Investments (Partially Funded and Unfunded)

Table 32 lists the partially funded and unfunded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the El Paso region. Table 32 also shows the international bridge that will benefit directly from the planned investment.

Table 32. Planned Improvements/Investments (Partially Funded/Unfunded in TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
2121-02-167	IH 10	Connectivity	I-10 FR Ext PH I (Executive to Sunland Park)-Construct 2-lane Westbound Frontage Roads, Frontage Road Improvements.	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-177	IH 10	Connectivity	Construct 2-lane Eastbound Frontage Road and Ramp Improvements	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-126	US 62	Connectivity	CONSTRUCTION OF BRIDGE OVERPASS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-04-115	IH 10	Connectivity	CONSTRUCT FRONTAGE ROADS 2 LANES EACH DIRECTION	Marcelino Serna Bridge
2121-05-056	IH 10	Connectivity	CONSTRUCT FRONTAGE ROADS 2 LANES EACH DIRECTION	Marcelino Serna Bridge
2121-02-160	IH 10	Capacity Enhancement	EXPAND FROM 6 TO 8 LANES	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-100	US 62	Capacity Enhancement	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II-Construct 6 lane expy and build 2 lane FRs from Tierra Este Road. to Zaragoza Rd. Reconst. 6 lane main lanes from Global Reach to Lee Trevino. Reconstruct. FR Global Reach to Tierra Este.	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-168	IH 10	Capacity Enhancement	ADD 1 LANE EACH DIRECTION, ADD 1 ADAPTIVE/TRANSIT LANE EACH DIRECTION, ADD CD LANES, FRONTAGE ROAD IMPROVEMENTS, RAMP IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND BIKE/PED AMENITIES.	Paso del Norte Bridge

CSJ	Highway	Project Type	Project Description	Crossing
2121-03-159	IH 10	Capacity Enhancement	Add 1 lane each direction, add 1 adaptive lane each direction, add frontage roads each direction, ramp and operational improvements, and bike/PED amenities.	Paso del Norte Bridge, Bridge of the Americas
2121-03-162	IH 10	Capacity Enhancement	ADD 1 LANE EACH DIRECTION, ADD 1 ADAPTIVE LANE EACH DIRECTION, FRONTAGE ROAD IMPROVEMENTS, RAMP IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND BIKE/PED AMENITIES.	Paso del Norte Bridge, Bridge of the Americas
0374-02-102	US 62	Capacity Enhancement	WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED AND CONSTRUCT OVERPASS	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
0374-02-116	US 62	Capacity Enhancement	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, str	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-166	IH 10	Capacity Enhancement	WIDEN FROM 3/5 TO 5/7 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	Bridge of the Americas
2121-02-186	IH 10	Capacity Enhancement	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	Bridge of the Americas
2121-02-184	IH 10	Capacity Enhancement	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	Bridge of the Americas

CSJ	Highway	Project Type	Project Description	Crossing
2121-02-185	IH 10	Capacity Enhancement	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	Bridge of the Americas
1046-03-005	SS 601	Capacity Enhancement	CONSTRUCT NORTHBOUND-WESTBOUND AND EASTBOUND-SOUTHBOUND DIRECT CONNECTORS ON SPUR 601 AT LOOP 375	Bridge of the Americas, Ysleta Bridge
2121-03-165	IH 10	Safety Improvement	SAFETY LIGHTING	Paso del Norte Bridge, Bridge of the Americas
2121-04-117	IH 10	Operational Improvement	RAMP AND OPERATIONAL IMPROVEMENTS, EASTLAKE AND HORIZON INTERCHANGE RECONST.	Paso del Norte Bridge, Bridge of the Americas, Ysleta Bridge
2121-02-158	IH 10	Maintenance	E-3 RAIL REPLACEMENT	Paso del Norte Bridge, Good Neighbor Bridge (Stanton), Bridge of the Americas
2121-02-157	IH 10	Maintenance	INSTALL OVERHEAD SIGN BRIDGES	Paso del Norte Bridge

Presidio Crossing - Planned Improvements

Planned Investments (Fully Funded)

Table 33 lists the fully funded investments included in TxDOT Connect as of November 18, 2024 on **the highway connectors to the Presidio Ojinaga International Bridge**. Visit **TxDOT's** Project Tracker for a detailed view of each project, searchable by Control Section Job (CSJ) number.

Table 33. Planned Improvements/Investments (Fully Funded in the TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
0104-09-034	US 67	Safety Improvement	INSTALL CONTINUOUS TURN LANE	Presidio Ojinaga International Bridge
0104-11-009	BU 67A	Safety Improvement	INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)	Presidio Ojinaga International Bridge
0104-09-036	US 67	Operational Improvement	INSTALL ADVANCE WARNING SIGNS (CURVE)/CHEVRONS (CURVE)	Presidio Ojinaga International Bridge
0104-11-008	BU 67A	Maintenance	ROADWAY REHABILITATION	Presidio Ojinaga International Bridge
0104-09-031	US 67	Maintenance	SEAL COAT	Presidio Ojinaga International Bridge
0104-09-035	US 67	Maintenance	SEAL COAT	Presidio Ojinaga International Bridge
0957-08-028	FM 170	Maintenance	SEAL COAT	Presidio Ojinaga International Bridge

Del Rio/Eagle Pass Crossings - Planned Improvements

Planned Investments (Fully Funded)

Table 34 lists the fully funded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Del Rio/Eagle Pass region. Table also shows the **international bridge that will benefit directly from the planned investment**. Visit TxDOT’s Project Tracker for a detailed view of each project, searchable by Control Section Job (CSJ) number.

Table 34. Planned Improvements/Investments (Fully Funded in the TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
0299-01-074	US 277	Capacity Enhancement	WIDEN HIGHWAY TO ADD SUPER 2 PASSING LANE	Del Rio International Bridge
0300-01-105	US 277	Capacity Enhancement	WIDEN HIGHWAY TO ADD SUPER 2 PASSING LANE	Camino Real International Bridge
0022-10-076	US 90	Safety Improvement	INSTALL ADVANCED WARNING SIGNALS	Del Rio International Bridge
0022-10-075	US 90	Safety Improvement	INTERCONNECT SIGNALS	Del Rio International Bridge
0023-01-096	US 90	Safety Improvement	INSTALL RAISED MEDIAN	Del Rio International Bridge
0299-01-073	US 277	Safety Improvement	INTERCONNECT SIGNALS	Del Rio International Bridge
0300-01-108	US 57	Safety Improvement	INTERCONNECT TRAFFIC SIGNALS	Eagle Pass International Bridge, Camino Real International Bridge
0299-14-032	SL 480	Safety Improvement	INSTALL ILLUMINATION	Camino Real International Bridge
0300-01-109	US 57	Operational Improvement	TRAFFIC SIGNAL IMPROVEMENTS ON MONROE ST	Eagle Pass International Bridge, Camino Real International Bridge
0022-09-053	US 90	Maintenance	Overlay existing roadway width which includes pavement markings, & milled rumble strips edge line and center line.	Lake Amistad Dam Crossing
0022-09-055	US 90	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY WITH SPOT BASE REPAIR	Lake Amistad Dam Crossing
0022-10-077	US 90	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	Del Rio International Bridge
				Del Rio International Bridge
0299-01-078	US 277	Maintenance	RESURFACE OF EXISTING ROADWAY SEALCOAT AND PAVEMENT MARKING	

CSJ	Highway	Project Type	Project Description	Crossing
0299-13-032	BU 277N	Maintenance	Planing existing roadway width which includes pavement markings, & milled rumble strips edge line and center line.	Eagle Pass International Bridge, Camino Real International Bridge
0299-13-035	BU 277N	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/ INLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0299-13-034	BU 277N	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0276-01-044	US 57	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0276-01-046	US 57	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0276-01-041	US 57	Maintenance	RESURFACE OF EXISTING HIGHWAY OVERLAY	Eagle Pass International Bridge, Camino Real International Bridge
0299-14-033	SL 480	Maintenance	RESURFACE OF EXISTING HIGHWAY SEAL COAT	Eagle Pass International Bridge, Camino Real International Bridge
0299-14-037	SL 480	Maintenance	RESURFACE OF EXISTING ROADWAY OVERLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0299-14-035	SL 480	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF & PAVEMENT MARKING	Eagle Pass International Bridge, Camino Real International Bridge
0299-04-083	US 277	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKING	Camino Real International Bridge
0161-03-024	SS 239	Pedestrian / Bike	INSTALL SIDEWALKS AND ILLUMINATION	Del Rio International Bridge
0022-10-073	US 90	Pedestrian / Bike	ADA/PEDESTRIAN IMPROVEMENTS AT VARIOUS LOCATION ALONG US 90	Del Rio International Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0161-03-023	UP 277	Pedestrian / Bike	INSTALL SIDEWALKS AND ILLUMINATION	Del Rio International Bridge
0161-03-025	SS 239	Pedestrian / Bike	Sidewalk/ ADA Curb Ramp Installation	Del Rio International Bridge
0299-01-076	US 277	Pedestrian / Bike	SIDEWALK/ADA CURB RAMP INTALLATION	Del Rio International Bridge

Planned Investments (Partially Funded and Unfunded)

Table 35 lists the partially funded and unfunded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Del Rio/Eagle Pass region. Table also shows the international bridge that will benefit directly from the planned investment.

Table 35. Planned Improvements/Investments (Partially Funded/Unfunded in TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
0023-01-101	US 90	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (US 90 CORRIDOR)	Del Rio International Bridge
0299-01-077	US 277	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (PORTS-TO-PLAINS)	Del Rio International Bridge
0299-04-084	US 277	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (PORTS-TO-PLAINS)	Eagle Pass International Bridge, Camino Real International Bridge
0276-01-045	US 57	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (US 57 CORRIDOR)	Eagle Pass International Bridge, Camino Real International Bridge
0300-01-110	US 277	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (PORTS-TO-PLAINS)	Eagle Pass International Bridge, Camino Real International Bridge
0022-09-056	US 90	Safety Improvement	SAFETY ILLUNINATION INCLUDE OFF-RAMPS	Lake Amistad Dam Crossing

Laredo Crossings - Planned Improvements

Planned Investments (Fully Funded)

Table 36 lists the fully funded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Laredo region. Table 36 also shows the **international bridge that will benefit directly from the planned investment**. Visit TxDOT's [Project Tracker](#) for a detailed view of each project, searchable by Control Section Job (CSJ) number.

Table 36. Planned Improvements/Investments (Fully Funded in the TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
3483-02-002	SH 84	Connectivity	CONSTRUCTION OF NEW ROADWAY 4-LANE DIVIDED HIGHWAY HACHAR-REUTHINGER	World Trade Bridge
2150-04-076	FM 1472	Capacity Enhancement	WIDENING OF PAVEMENT TO PROVIDE ADDITIONAL TRAVEL LANE	Colombia Solidarity Bridge
0037-10-040	US 83	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (PORTS-TO-PLAINS)	Colombia Solidarity Bridge
0086-14-084	IH 69W	Capacity Enhancement	Widen Interstate to 6 lanes.	World Trade Bridge
0018-05-094	IH 35	Capacity Enhancement	WIDEN FREEWAY FROM 4-LANE TO 6-LANE WITH OVERPASS AT UPRR & DIRECT CONNECTOR TO US 83	World Trade Bridge, Gateway to the Americas Bridge
0086-14-089	US 59	Capacity Enhancement	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT SHILOH DR TO INTERNATIONAL BLVD	World Trade Bridge
0086-14-088	US 59	Capacity Enhancement	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT UNIVERSITY BLVD TO SHILOH DR	World Trade Bridge
0086-14-087	US 59	Capacity Enhancement	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT 0.4 MI N OF AIRPORT TO 0.36 MI S OF UNIVERSITY BLVD	World Trade Bridge
0086-14-086	US 59	Capacity Enhancement	CONVERTING A 6-LANE NON-FREEWAY FACILITY TO A 6-LANE FREEWAY FACILITY WITH AUXILIARY LANES AND FRONTAGE ROADS	World Trade Bridge
0037-10-041	US 83	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED	World Trade Bridge, Gateway to the Americas Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0086-14-076	US 59	Capacity Enhancement	CONSTRUCTION OF INTERCHANGE AT SHILOH DR	World Trade Bridge
0086-14-079	US 59	Capacity Enhancement	CONSTRUCTION OF INTERCHANGE AT UNIVERSITY BLVD	World Trade Bridge
0086-14-077	US 59	Capacity Enhancement	CONSTRUCTION OF INTERCHANGE AT AIRPORT	World Trade Bridge
0086-14-075	US 59	Capacity Enhancement	CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD	World Trade Bridge
0086-14-078	US 59	Capacity Enhancement	CONSTRUCTION OF INTERCHANGE AT JACAMAN RD	World Trade Bridge
0018-06-198	IH 35	Capacity Enhancement	Widen Interstate to 6 lane.	Gateway to the Americas Bridge
0086-01-073	SH 359	Capacity Enhancement	WIDEN ROADWAY FROM 3 LANE TO 5 LANE UNDIVIDED HWY	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0018-06-185	IH 35	Capacity Enhancement	NEW DIRECT CONNECTORS (#3, #4 AND #6) NORTHBOUND AND SOUTHBOUND IH35 TO US59 EB	Gateway to the Americas Bridge
0018-06-183	IH 35	Capacity Enhancement	New direct connector (#5) west I-69W to south IH 35.	Gateway to the Americas Bridge
0018-06-184	IH 35	Capacity Enhancement	New direct connector (#8) east I-69W to south IH 35.	Gateway to the Americas Bridge
0018-06-136	IH 35	Capacity Enhancement	WIDEN OF INTERSTATE TO 6-LANE AND RR GRADE SEPARATION	Gateway to the Americas Bridge
2150-04-081	FM 1472	Safety Improvement	UPGRAGE TRAFFIC SIGNAL	Colombia Solidarity Bridge
2150-04-083	FM 1472	Safety Improvement	INTERCONNECT TRAFFIC SIGNALS	Colombia Solidarity Bridge
2150-04-087	FM 1472	Safety Improvement	INSTALLATION OF TRAFFIC SIGNAL AT FM 3338 INTERSECTION	Colombia Solidarity Bridge
2150-04-088	FM 1472	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Colombia Solidarity Bridge
0086-14-097	US 59	Safety Improvement	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS	World Trade Bridge
0086-14-098	US 59	Safety Improvement	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS	World Trade Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0086-14-094	US 59	Safety Improvement	INSTALLATION OF CONCRETE MEDIAN BARRIER	World Trade Bridge
0086-14-103	US 59	Safety Improvement	INSTALLATION OF CONCRETE BARRIER WITH TRAFFIC PAD	World Trade Bridge
0018-06-201	IH 35	Safety Improvement	WRONG WAY DRIVER ADVANCED TECH	Gateway to the Americas Bridge
0542-01-097	BU 59Z	Safety Improvement	INSTALL TRAFFIC SIGNAL AND RAISED MEDIAN	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0542-01-098	BU 59Z	Safety Improvement	UPGRADE TRAFFIC SIGNAL	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0542-01-096	BU 59Z	Safety Improvement	Installation of a concrete raised median.	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-093	SH 359	Safety Improvement	INSTALL RAISED MEDIAN	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-098	SH 359	Safety Improvement	INTERCONNECT TRAFFIC SIGNALS	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-094	SH 359	Safety Improvement	INSTALL RAISED MEDIAN	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0038-01-101	US 83	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Juarez Lincoln International Bridge
0038-01-100	US 83	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Juarez Lincoln International Bridge
0038-01-099	US 83	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Juarez Lincoln International Bridge
0038-01-096	US 83	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Juarez Lincoln International Bridge
0038-01-102	US 83	Safety Improvement	INSTALL TRAFFIC SIGNAL	Juarez Lincoln International Bridge
0038-01-095	US 83	Safety Improvement	FOR THE EXTENSION OF EXISTING LEFT TURN LANE AND REALIGNMENT OF MAINLANES ON US 83 SOUTHBOUND	Juarez Lincoln International Bridge
0038-01-098	US 83	Safety Improvement	TRAFFIC SIGNAL IMPROVEMENTS	Juarez Lincoln International Bridge
0038-01-097	US 83	Safety Improvement	INSTALL CABLE BARRIER SYSTEM	Juarez Lincoln International Bridge
2150-04-078	FM 1472	Operational Improvement	INTERSECTION IMPROVEMENTS WITH RIGHT TURN LANE	Colombia Solidarity Bridge

CSJ	Highway	Project Type	Project Description	Crossing
2150-04-084	FM 1472	Operational Improvement	INSTALL TRAFFIC SIGNAL AT VIDAL CANTU RD	Colombia Solidarity Bridge
2150-03-032	FM 1472	Operational Improvement	INSTALL PAVEMENT MARKINGS, AND CENTERLINE RUBLE STRIPS	Colombia Solidarity Bridge
2150-04-095	FM 1472	Operational Improvement	INSTALL PAVEMENT MARKINGS AND CENTERLINE RUMBLE STRIPS	Colombia Solidarity Bridge
0018-06-215	IH 35	Operational Improvement	INSTALL SAFETY ILLUMINATION ON IH 35	World Trade Bridge, Gateway to the Americas Bridge
0086-14-106	IH 69W	Operational Improvement	INSTALL TRAFFIC SIGNAL ON I-69W FRONTAGE ROAD AT RIVERBANK DR	World Trade Bridge
0542-01-099	BU 59Z	Operational Improvement	INSTALL SAFETY ILLUMINATION ON BU 59Z	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0542-01-102	BU 59Z	Operational Improvement	INSTALLATION OF NEW TRAFFIC SIGNAL	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-101	SH 359	Operational Improvement	INTALL TRAFFIC SIGNAL ON SH 359	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-102	US 83	Operational Improvement	INSTALL TRAFFIC SIGNAL, CURB RAMPS AND PEDERSTRIAN CROSSING ON US 83 GUADALUPE STREET	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0086-01-100	SH 359	Operational Improvement	INSTALL SAFETY ILLUMINATION ON SH 359	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
3586-02-007	SH 255	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKING	Colombia Solidarity Bridge
3586-02-006	SH 255	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKINGS	Colombia Solidarity Bridge
3586-02-009	SH 255	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKING	Colombia Solidarity Bridge
2150-03-028	FM 1472	Maintenance	RESURFACE OF EXISTING HIGHWAY SEALCOAT AND PAVEMENT MARKING	Colombia Solidarity Bridge

CSJ	Highway	Project Type	Project Description	Crossing
2150-04-080	FM 1472	Maintenance	REHABILITATION OF EXISTING ROADWAY CONSISTING OF CONC PVMT, STR, PVMT MARKINGS, AND SIGNS	Colombia Solidarity Bridge
2150-04-082	FM 1472	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY W/30% SBR	Colombia Solidarity Bridge
0018-04-064	IH 35	Maintenance	REPLACEMENT OF BRIDGE RAIL ALONG IH 35 NB&SB ML	Colombia Solidarity Bridge, World Trade Bridge, Gateway to the Americas Bridge
0018-04-066	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	Colombia Solidarity Bridge, World Trade Bridge, Gateway to the Americas Bridge
0018-04-065	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	Colombia Solidarity Bridge, World Trade Bridge, Gateway to the Americas Bridge
0018-04-067	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY SEALCOAT AND PAVEMENT MARKING	Colombia Solidarity Bridge, World Trade Bridge, Gateway to the Americas Bridge
0018-04-063	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-05-085	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-06-207	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/ INLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	World Trade Bridge, Gateway to the Americas Bridge
0018-05-104	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY SMA MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-05-090	IH 35	Maintenance	REHABILITATION OF EXISTING ROADWAY TREAT EXIST SUBGRADE, TREAT FLEXBASE, HMA SUPERPAVE TYC, MBGF, & PAVEMENT MARKINGS WITH 2" HMA OVERLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-06-175	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY SMA MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-05-105	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY SMA MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-05-103	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0018-06-212	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	World Trade Bridge, Gateway to the Americas Bridge
0086-14-105	US 59	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/ INLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	World Trade Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0037-10-038	US 83	Maintenance	RESURFACE OF EXISTING ROADWAY SEALCOAT AND PAVEMENT MARKING	World Trade Bridge, Gateway to the Americas Bridge
0018-06-192	IH 35	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY	Gateway to the Americas Bridge
0018-06-181	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING & ENTR/EXIT RAMPS, CONCRETE BARRIER REPAIR,	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0018-06-193	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING	Gateway to the Americas Bridge
0018-06-219	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/ INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING & ENTR/EXIT RAMPS	Gateway to the Americas Bridge
0542-01-093	BU 59Z	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY W/10% SBR	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0038-01-090	US 83	Maintenance	Planing existing roadway width which includes pavement markings, & milled rumble strips edge line and center line.	Juarez Lincoln International Bridge
0038-01-089	US 83	Maintenance	RESURFACE OF EXISTING ROADWAY OVERLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	Juarez Lincoln International Bridge
0038-01-087	US 83	Maintenance	RESURFACE OF EXISTING ROADWAY SEALCOAT AND PAVEMENT MARKING	Juarez Lincoln International Bridge
0086-01-099	SH 359	Pedestrian / Bike	SIDEWALK AND ILLUMINATION	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0038-01-103	US 83	Pedestrian / Bike	INATALLATION OF NEW SIDEWALK	Juarez Lincoln International Bridge
0018-06-181	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING & ENTR/EXIT RAMPS, CONCRETE BARRIER REPAIR,	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0018-06-193	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING	Gateway to the Americas Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0018-06-219	IH 35	Maintenance	RESURFACE OF EXISTING ROADWAY MILL/ INLAY, SPOT BASE REPAIR, MBGF, PAVEMENT MARKING & ENTR/EXIT RAMPS	Gateway to the Americas Bridge
0542-01-093	BU 59Z	Maintenance	RESURFACE OF EXISTING HIGHWAY MILL/INLAY W/10% SBR	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0038-01-090	US 83	Maintenance	Planing existing roadway width which includes pavement markings, & milled rumble strips edge line and center line.	Juarez Lincoln International Bridge
0038-01-089	US 83	Maintenance	RESURFACE OF EXISTING ROADWAY OVERLAY, SPOT BASE REPAIR, MBGF, AND PAVEMENT MARKING	Juarez Lincoln International Bridge
0038-01-087	US 83	Maintenance	RESURFACE OF EXISTING ROADWAY SEALCOAT AND PAVEMENT MARKING	Juarez Lincoln International Bridge
0086-01-099	SH 359	Pedestrian / Bike	SIDEWALK AND ILLUMINATION	Gateway to the Americas Bridge, Juarez Lincoln International Bridge
0038-01-103	US 83	Pedestrian / Bike	INATALLATION OF NEW SIDEWALK	Juarez Lincoln International Bridge

Planned Investments (Partially Funded and Unfunded)

Table 37 lists the partially funded and unfunded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Laredo region. Table 37 also shows the international bridge that will benefit directly from the planned investment.

Table 37. Planned Improvements/Investments (Partially Funded/Unfunded in TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
2150-04-093	FM 1472	Connectivity	PLANNING STUDY FOR DESIGN CONCEPT ALTERNATIVE SOLUTIONS ALONG THE FM 1472 CORRIDOR (SEGMENT-2)	Colombia Solidarity Bridge
2150-04-092	FM 1472	Connectivity	PLANNING STUDY FOR DESIGN CONCEPT ALTERNATIVE SOLUTIONS ALONG THE FM 1472 CORRIDOR (SEGMENT-1)	Colombia Solidarity Bridge
3532-02-013	FM 3338	Connectivity	NEW ROADWAY WITH REALIGNMENT OF FM 3338	Colombia Solidarity Bridge
2150-04-086	FM 1472	Capacity Enhancement	WIDEN OF EXISTING ROADWAY TO ADD 4-LANE DIVIDED	Colombia Solidarity Bridge
0018-04-061	IH 35	Capacity Enhancement	WIDEN INTERSTATE TO 6-LANE SEGMENT-5	Colombia Solidarity Bridge, World Trade Bridge, Gateway to the Americas Bridge
0037-10-044	US 83	Capacity Enhancement	WIDEN EXISTING ROADWAY TO 4-LANE DIVIDED (PORTS-TO-PLAINS)	Colombia Solidarity Bridge
0018-05-089	IH 35	Capacity Enhancement	IH-35 RECONSTRUCTION & INTERCHANGES(RECONSTRUCTED/NEW) @UNIROYAL DR & SH 84	World Trade Bridge, Gateway to the Americas Bridge
0018-06-218	IH 35	Capacity Enhancement	NEW INTERCHAGE AT VALLECILLO ROADWAY	World Trade Bridge, Gateway to the Americas Bridge
0018-05-098	IH 35	Capacity Enhancement	WIDEN OF CARRIERS DRIVE BRIDGE ON IH 35	World Trade Bridge, Gateway to the Americas Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0018-04-058	IH 35	Capacity Enhancement	WIDEN INTERSTATE TO 6-LANE SEGMENT-5	World Trade Bridge, Gateway to the Americas Bridge
0018-06-186	IH 35	Capacity Enhancement	NEW DIRECT CONNECTOR (NO.4) WESTBOUND US 59 TO NORTHBOUND IH 35	World Trade Bridge, Gateway to the Americas Bridge
0018-06-187	IH 35	Capacity Enhancement	NEW DIRECT CONNECTOR NO#6 NORTHBOUND IH35 TO EASTBOUND US59	Gateway to the Americas Bridge
0038-01-094	US 83	Capacity Enhancement	WIDENING OF HIGHWAY	Juarez Lincoln International Bridge

Rio Grande Valley Crossings - Planned Improvements

Planned Investments (Fully Funded)

Table 38 lists the fully funded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Rio Grande Valley region. Table 38 also shows the international bridge that will benefit directly from the planned investment. Visit TxDOT's [Project Tracker](#) for a detailed view of each project, searchable by Control Section Job (CSJ) number.

Table 38. Planned Improvements/Investments (Fully Funded in the TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
3632-01-002	SL 195	Connectivity	CONSTRUCT RIO GRANDE CITY/ROMA RELIEF ROUTE	Roma Ciudad Miguel Aleman International Bridge, Starr Camargo Bridge
3632-01-001	SL 195	Connectivity	CONSTRUCT RIO GRANDE CITY/ROMA RELIEF ROUTE	Starr Camargo Bridge
0921-02-379	TL 2	Connectivity	INBOUND COMMERCIAL INSPECTION PREPRIMARY INSPECTION PRE-CLEARED CARGO TRAFFIC	Anzalduas International Bridge
0921-02-433	Various	Connectivity	PHARR BRIDGE AGRICULTURAL LAB	Pharr International Bridge
0921-02-383	TL 23	Connectivity	CONSTRUCT SECOND EXIT TO BORDER SAFETY INSPECTION FACILITY FOR THE FREE AND SECURE (FAST) PROGRAM	Pharr International Bridge
0921-02-425	TL 23	Connectivity	DOCK EXPANSION - PHASE II (COLD UNITS)	Pharr International Bridge
0921-02-424	TL 23	Connectivity	DOCK EXPANSION - PHASE I	Pharr International Bridge
3629-01-001	SH 68	Connectivity	Construct New 4 Lane Divided Rural Highway Facility	Pharr International Bridge, Donna Rio Bravo International Bridge
3100-02-002	SS 81	Connectivity	PHASE I, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)	Pharr International Bridge, Donna Rio Bravo International Bridge
3629-02-002	SH 68	Connectivity	PHASE I, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)	Pharr International Bridge, Donna Rio Bravo International Bridge
3098-01-022	FM 3072	Connectivity	PHASE I, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)	Pharr International Bridge, Donna Rio Bravo International Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0921-02-394	TL0007	Connectivity	CONSTRUCTION OF ROADWAY AND COMMERCIAL FACILITIES, NORTHBOUND LOADED/EMPTY AND SOUTHBOUND LOADED TRUCKS	Donna Rio Bravo International Bridge
0220-04-050	US 281	Capacity Enhancement	WIDEN FROM 2 TO 4 LANE RURAL	Free Trade International Bridge (Los Indios)
0220-05-076	SH 48	Capacity Enhancement	WIDEN TO 6 LANE W/RAISED MEDIAN	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-02-073	US 83	Safety Improvement	SAFETY LIGHTING	Anzalduas International Bridge, Pharr International Bridge
0039-02-077	US 83	Safety Improvement	Install Median Barrier	Anzalduas International Bridge, Pharr International Bridge
0039-18-125	IH 2	Safety Improvement	Improve Traffic Signals	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0255-07-147	IH 69C	Safety Improvement	Improve Traffic Signals	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0255-07-150	IH 69C	Safety Improvement	Install Safety Lighting	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0255-09-104	UP 281	Safety Improvement	Improve Traffic Signals	McAllen Hidalgo International Bridge
1804-01-084	SS 115	Safety Improvement	Installation of Cable Barrier	McAllen Hidalgo International Bridge
0921-02-423	TL 23	Safety Improvement	CONSTRUCT COMMERCIAL VEHICLE PARKING SITE	Pharr International Bridge
0255-09-102	UP 281	Safety Improvement	INSTALL INTERSECTION FLASHING BEACON	Pharr International Bridge
0255-09-106	UP 281	Safety Improvement	Installation of Cable Barrier	Pharr International Bridge
1065-01-018	FM 509	Safety Improvement	SAFETY LIGHTING	Free Trade International Bridge (Los Indios)
0220-04-059	US 281	Safety Improvement	Install Traffic Signal at US 281 & Calle Pluton/Capt. Basler	Brownsville and Matamoros Express Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0039-10-087	BU 77Z	Safety Improvement	Improve Traffic Signals	Brownsville and Matamoros Express Bridge
0039-09-064	IH 69E	Safety Improvement	Milled Edgeline Rumble Strips	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0220-05-080	SH 48	Safety Improvement	INSTALL RAISED MEDIAN	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0220-07-072	SH 48	Safety Improvement	Safety Lighting	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-08-105	IH 69E	Safety Improvement	Milled Edgeline Rumble Strips	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-18-128	IH 2	Operational Improvement	Striping (Frontage Rds.)	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0863-01-082	FM 493	Operational Improvement	Improve Traffic Signals	Pharr International Bridge, Donna Rio Bravo International Bridge
0255-09-101	UP 281	Operational Improvement	IMPROVE TRAFFIC SIGNALS	Pharr International Bridge
1228-04-017	FM 1015	Operational Improvement	Improve Traffic Signal	Progreso International Bridge
1228-04-018	FM 1015	Operational Improvement	Improve Traffic Signal	Progreso International Bridge
0220-05-081	SH 48	Operational Improvement	INSTALL TRAFFIC SIGNAL	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-01-099	US 83	Maintenance	OVERLAY	Starr Camargo Bridge
3097-02-016	FM 396	Maintenance	SEAL COAT	Anzalduas International Bridge
3097-02-019	FM 396	Maintenance	Seal Coat	Anzalduas International Bridge
0039-17-211	IH 2	Maintenance	Channel Repair/Erosion Countermeasures	Anzalduas International Bridge, Pharr International Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0039-17-210	IH 2	Maintenance	Routine Maintenance of Bridge Structures, CNC STR Repair (Standard)	Anzalduas International Bridge, Pharr International Bridge
0039-18-124	IH 2	Maintenance	OVERLAY	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0039-18-123	IH 2	Maintenance	SEAL COAT	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0039-18-122	IH 2	Maintenance	Overlay	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0039-18-126	IH 2	Maintenance	Overlay	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0255-08-111	IH 69C	Maintenance	OVERLAY - Frontage Roads	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0255-07-149	IH 69C	Maintenance	Overlay (Frontage Roads)	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0255-08-108	IH 69C	Maintenance	OVERLAY - Main Lanes	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0255-07-152	IH 69C	Maintenance	Overlay	Anzalduas International Bridge, McAllen Hidalgo International Bridge
0255-08-112	IH 69C	Maintenance	Overlay	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0255-07-154	IH 69C	Maintenance	Overlay	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
1228-03-050	FM 1015	Maintenance	Rehabilitation	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge, Progreso International Bridge
1804-01-078	SS 115	Maintenance	LANDSCAPE IMPROVEMENTS	McAllen Hidalgo International Bridge
1804-01-082	SS 115	Maintenance	Overlay	McAllen Hidalgo International Bridge
1804-01-083	SS 115	Maintenance	Overlay	McAllen Hidalgo International Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0255-09-105	US 281	Maintenance	Seal Coat	Pharr International Bridge
0863-01-071	FM 493	Maintenance	OVERLAY	Pharr International Bridge, Donna Rio Bravo International Bridge
0220-01-037	US 281	Maintenance	Seal Coat	Pharr International Bridge
0039-17-198	IH 2	Maintenance	OVERLAY	Pharr International Bridge
0621-01-118	SH 336	Maintenance	Routine Maintenance of Bridge Structures, CNC STR Repair (Standard)	Pharr International Bridge
0621-01-119	SH 336	Maintenance	Channel Repair/Erosion Countermeasures	Pharr International Bridge
0220-01-036	US 281	Maintenance	Seal Coat	Pharr International Bridge, Donna Rio Bravo International Bridge, Progreso International Bridge
0220-01-038	US 281	Maintenance	Overlay	Pharr International Bridge, Donna Rio Bravo International Bridge, Progreso International Bridge
0863-01-080	FM 493	Maintenance	Seal Coat	Donna Rio Bravo International Bridge
1228-04-015	FM 1015	Maintenance	Rehabilitation	Progreso International Bridge
1228-03-051	FM 1015	Maintenance	Rehabilitation	Progreso International Bridge
1065-01-019	FM 509	Maintenance	Seal Coat	Free Trade International Bridge (Los Indios)
0220-03-037	US 281	Maintenance	Bridge Maintenance	Free Trade International Bridge (Los Indios)
0039-16-073	IH 69E	Maintenance	Overlay	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-09-065	IH 69E	Maintenance	Overlay	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-16-072	IH 69E	Maintenance	Routine Maintenance of Bridge Structures, Drain Inlet Cleaning	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-08-108	IH 69E	Maintenance	Overlay	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates

CSJ	Highway	Project Type	Project Description	Crossing
0220-07-063	SH 48	Maintenance	OVERLAY	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
1504-01-037	SH 4	Maintenance	Rehabilitate Roadway	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-16-069	IH 69E	Maintenance	OVERLAY	Veterans International Bridge at Los Tomates
0038-06-051	US 83	Pedestrian / Bike	Construct Sidewalk and Ramps	Roma Ciudad Miguel Aleman International Bridge
0039-16-071	IH 69E	Pedestrian / Bike	Install Pedestrian Signal	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0039-08-109	IH 69E	Pedestrian / Bike	Preliminary engineering, environmental assessment, utilities relocation planning for a 10' multi-use path from WRT existing terminus to Brownsville Sports Park (approximately 0.95 miles)	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates

Planned Investments (Partially Funded and Unfunded)

Table 39 lists the partially funded and unfunded investments included in TxDOT Connect as of November 18, 2024 on the highway connectors to the international bridges analyzed in the Rio Grande Valley region. Table 39 also shows the international bridge that will benefit directly from the planned investment.

Table 39. Planned Improvements/Investments (Partially Funded/Unfunded in TxDOT Connect)

CSJ	Highway	Project Type	Project Description	Crossing
3632-01-003	SL 195	Connectivity	CONSTRUCT RIO GRANDE CITY/ROMA RELIEF ROUTE	Roma Ciudad Miguel Aleman International Bridge
3629-01-002	SH 68	Connectivity	DIVIDED RURAL HIGHWAY FACILITY (FRONTAGE ROADS)	Pharr International Bridge, Donna Rio Bravo International Bridge
3629-01-003	SH 68	Connectivity	DIVIDED RURAL HIGHWAY FACILITY (PROPOSED MAIN LANES)	Pharr International Bridge, Donna Rio Bravo International Bridge
0038-06-050	US 83	Capacity Enhancement	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIVIDED)	Roma Ciudad Miguel Aleman International Bridge
0038-07-077	US 83	Capacity Enhancement	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIVIDED)	Roma Ciudad Miguel Aleman International Bridge
0039-01-098	US 83	Capacity Enhancement	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIVIDED)	Starr Camargo Bridge
0039-02-074	US 83	Capacity Enhancement	CONSTRUCT OVERPASS	Los Ebanos Ferry
0621-01-111	SH 336	Capacity Enhancement	Reconstruct and Widen from 4 Lanes to 6 Lanes, Rural	Anzalduas International Bridge, McAllen Hidalgo International Bridge, Pharr International Bridge
0220-05-082	US 281	Capacity Enhancement	Reconstruct and Widen from 4 Lanes to 6 Lanes, Rural	Brownsville and Matamoros Express Bridge
0220-04-056	US 281	Capacity Enhancement	Reconstruct and Widen from 4 Lanes to 6 Lanes, Rural	Brownsville and Matamoros Express Bridge
0039-10-085	SH 4	Capacity Enhancement	Reconstruct and Widen from 4 Lanes to 6 Lanes, Rural	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
0038-07-085	US 83	Safety Improvement	Improve Traffic Signals	Roma Ciudad Miguel Aleman International Bridge

CSJ	Highway	Project Type	Project Description	Crossing
0220-01-040	US 281	Safety Improvement	Improve Traffic Signals	Pharr International Bridge, Donna Rio Bravo International Bridge
0220-01-039	US 281	Safety Improvement	Replace Overhead Flashing Beacon W/Traffic Signal	Pharr International Bridge, Donna Rio Bravo International Bridge
1228-03-059	FM 1015	Safety Improvement	Improve Traffic Signals	Progreso International Bridge
1228-03-055	FM 1015	Safety Improvement	Safety Lighting	Progreso International Bridge
0698-03-108	FM 1015	Safety Improvement	Safety Lighting	Progreso International Bridge
0220-03-038	US 281	Safety Improvement	Safety Lighting	Free Trade International Bridge (Los Indios)
0039-10-083	SH 4	Safety Improvement	INSTALL RAISED MEDIAN	Brownsville and Matamoros Express Bridge, Gateway International Bridge, Veterans International Bridge at Los Tomates
3097-02-020	FM 396	Operational Improvement	Construct Direct Connectors (NB & SB)	Anzalduas International Bridge, Pharr International Bridge
0039-02-075	US 83	Operational Improvement	Construct Overpass at US 83 & N Coyote Blvd	Anzalduas International Bridge, Pharr International Bridge
0039-02-076	US 83	Operational Improvement	Construct Overpass at US 83 & 1.92 Miles West of FM 2221	Anzalduas International Bridge, Pharr International Bridge
0921-26-115	TL0026	Maintenance	Restoration of the Roma-Miguel Aleman International Suspension Bridge	Roma Ciudad Miguel Aleman International Bridge
1804-01-087	SS 115	Maintenance	Routine Maintenance of Bridge Structures, CNC STR Repair (Standard)	McAllen Hidalgo International Bridge

Texas-Mexico Border Region Connectivity Plan

First and Last Mile White Paper

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Introduction

Transportation infrastructure and operations at the U.S.-Mexico border are essential for trade, economic growth, regional development, and international relations. Efficient transportation is vital for maintaining the competitiveness of both countries and ensuring the prosperity of the border region. It also plays a key role in addressing various social, environmental, and security considerations.

The organic development of border cities since the mid-nineteenth century resulted in many border crossings located centrally to urban centers. Local and regional demands compete for local infrastructure, resulting in much of the delay on access roads to the international crossings or on the connectors to major corridors.

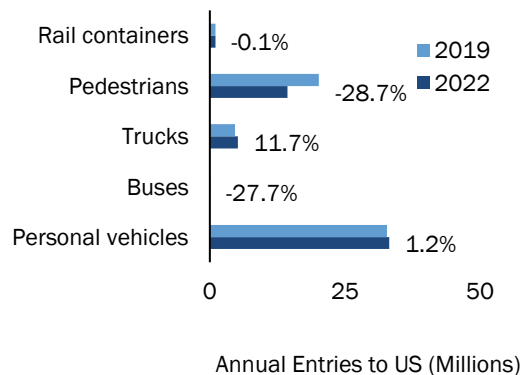
Study Objectives

Road-based transportation is the primary mode for personal travel and freight across the U.S.-Mexico border.

A key objective of this study is to identify key connectors to the international border crossings (with a specific focus on the first and last mile connections), assess the performance of these connectors, and identify potential improvements to enhance connectivity and resiliency.

For pedestrians, bikes, and transit, the objective is to identify the lack of infrastructure to major destinations in the community, e.g., transit centers or similar intermodal facilities, and network gaps.

For rail and ports, the objectives were to identify the existing infrastructure connectivity challenges and the need for additional short line rail to serve new or upcoming industrial areas.



Post Pandemic Change

There has been a modest increase in northbound POV crossings at the Texas-Mexico border in 2022 compared to 2019, while northbound pedestrian and bus crossings have reduced by around 28 percent.






































Northbound rail freight containers have remained constant, while northbound truck crossings have increased 12 percent; from 4.7 million trucks in 2019 to 5.2 million in 2022. This increase in truck traffic is potentially attributable to pandemic induced changes in global supply chains to increase resiliency. Mexico has benefited from the regionalization of supply chains serving U.S. markets and an associated increase in nearshoring.

Modes Processed by Border Crossing

Table 40 provides the modes processed at each of the international crossings along the Texas-Mexico border.

Table 40. Modes Processed at Texas-Mexico International Crossings

International Crossing	Modes Processed				
BNSF El Paso Railroad Bridge					
Paso del Norte Bridge					
Good Neighbor Bridge (Stanton)					
UP El Paso Railroad Bridge					
Bridge of the Americas					
Ysleta Bridge					
Marcelino Serna Bridge					
Fort Hancock El Porvenir Bridge					
Presidio Ojinaga International Bridge					
South Orient Railroad Bridge*					
Boquillas Crossing					
Lake Amistad Dam Crossing					
Del Rio International Bridge					
Eagle Pass International Bridge					
Camino Real International Bridge					
UP Eagle Pass Railroad Bridge					
Colombia Solidarity Bridge					
World Trade Bridge					
CPKC Laredo Railroad Bridge					

International Crossing	Modes Processed				
Gateway to the Americas Bridge					
Juarez Lincoln International Bridge					
Lake Falcon Dam International Crossing					
Roma Ciudad Miguel Aleman International Bridge					
Starr Camargo Bridge					
Los Ebanos Ferry					
Anzalduas International Bridge					
McAllen Hidalgo International Bridge					
Pharr International Bridge					
Donna Rio Bravo International Bridge					
Progreso International Bridge					
Free Trade International Bridge (Los Indios)					
West Rail Bridge					
Brownsville and Matamoros Express Bridge					
Gateway International Bridge					
Veterans International Bridge at Los Tomates					

*The South Orient Railroad Bridge is not active at this time.

Crossing Demand (2022)

The baseline crossing data were obtained via the Texas Department of Transportation (TxDOT) from Customs and Border Protection (CBP) for three years. Figure 31 to Figure 36 shows the latest year of data (i.e., 2022) for northbound POV, truck, rail cars, trains, buses, and pedestrians, respectively.

Figure 31 – Northbound Passenger Only Vehicle Crossings (2022)

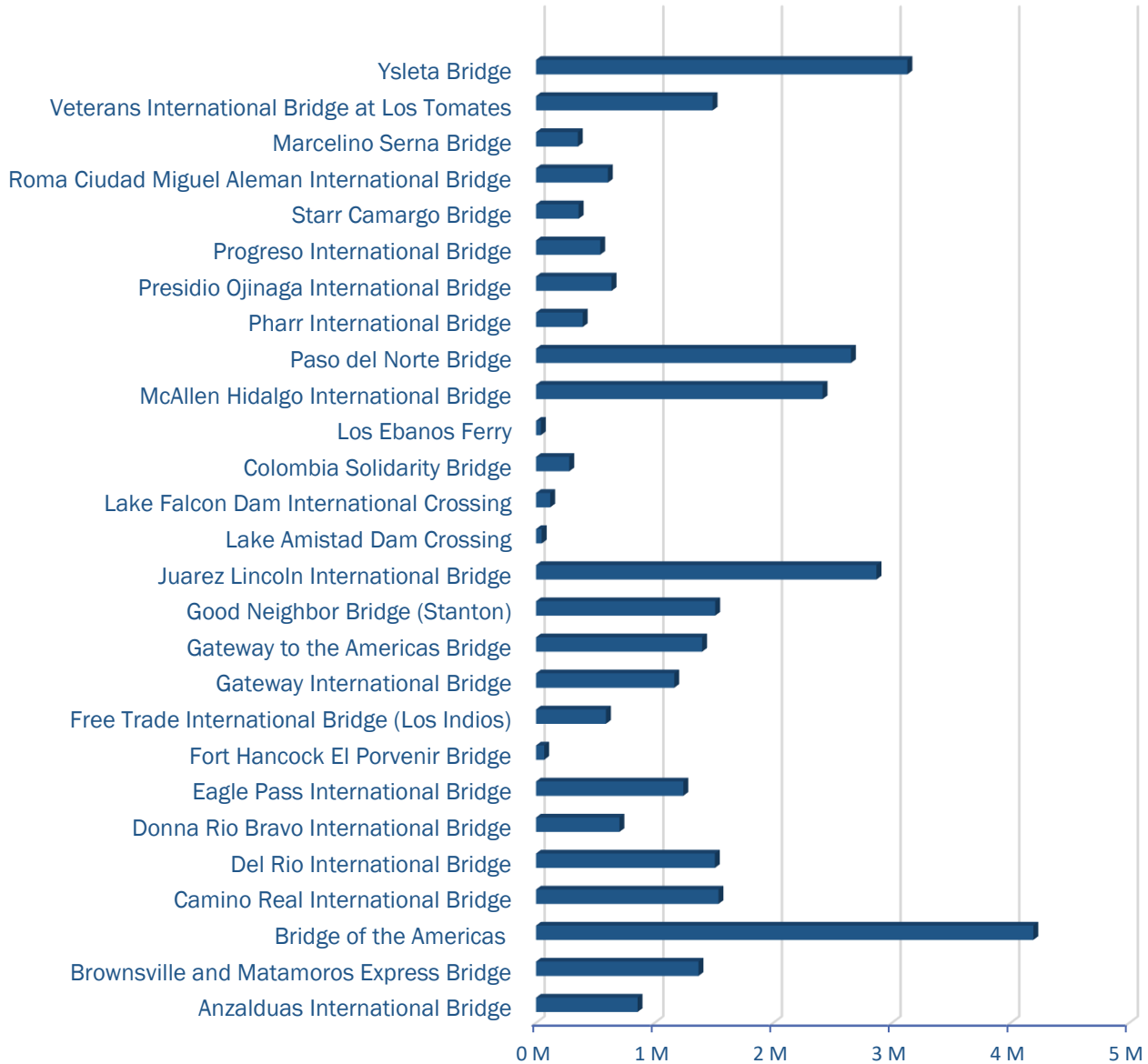


Figure 32 – Northbound Truck Crossings (2022)

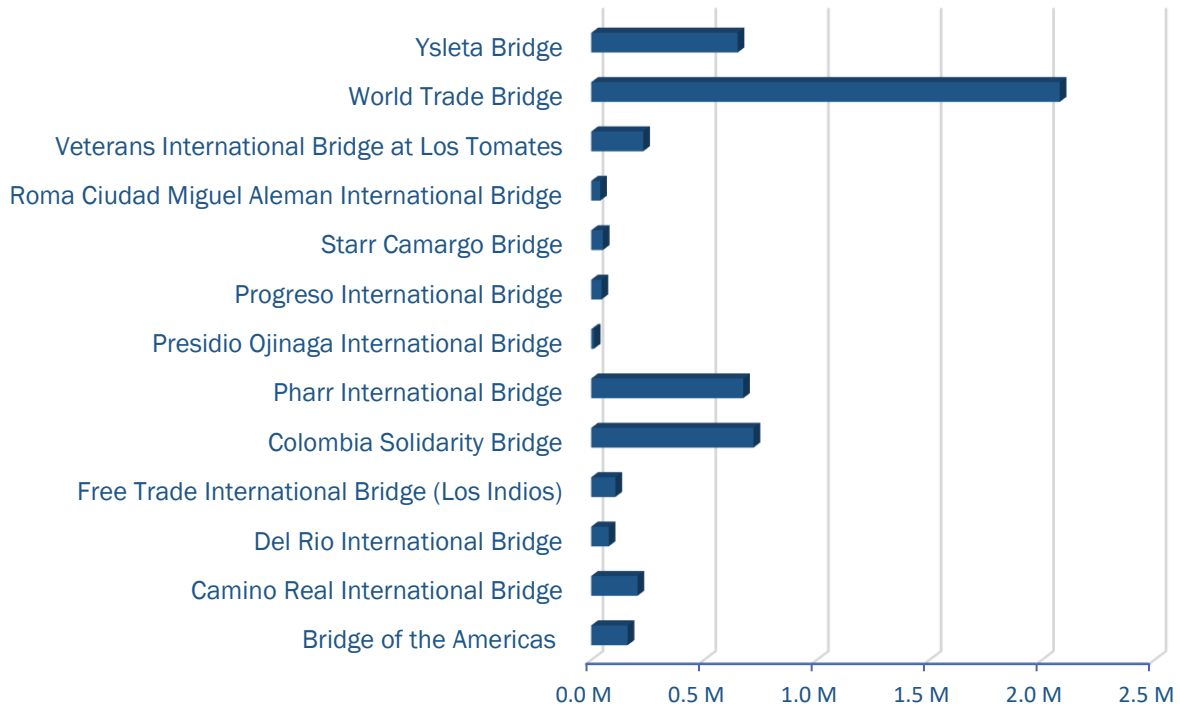


Figure 33 – Northbound Rail Car Crossings (2022)

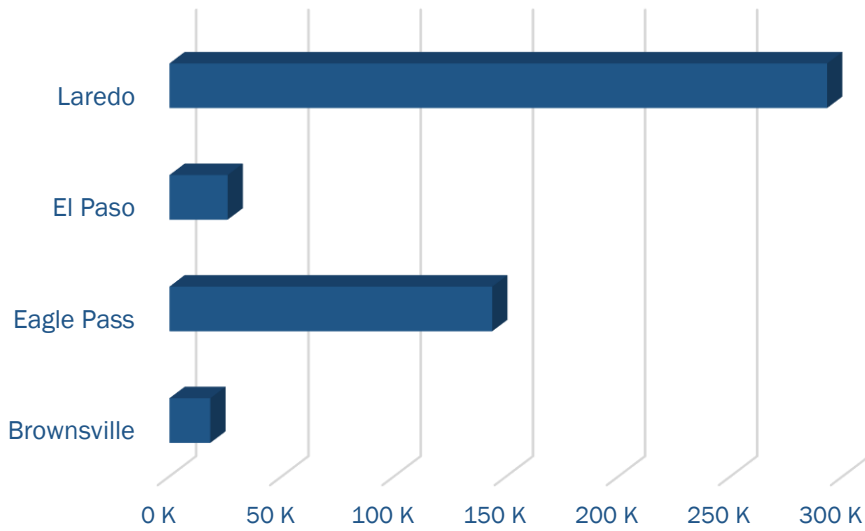


Figure 34 – Northbound Train Crossings (2022)

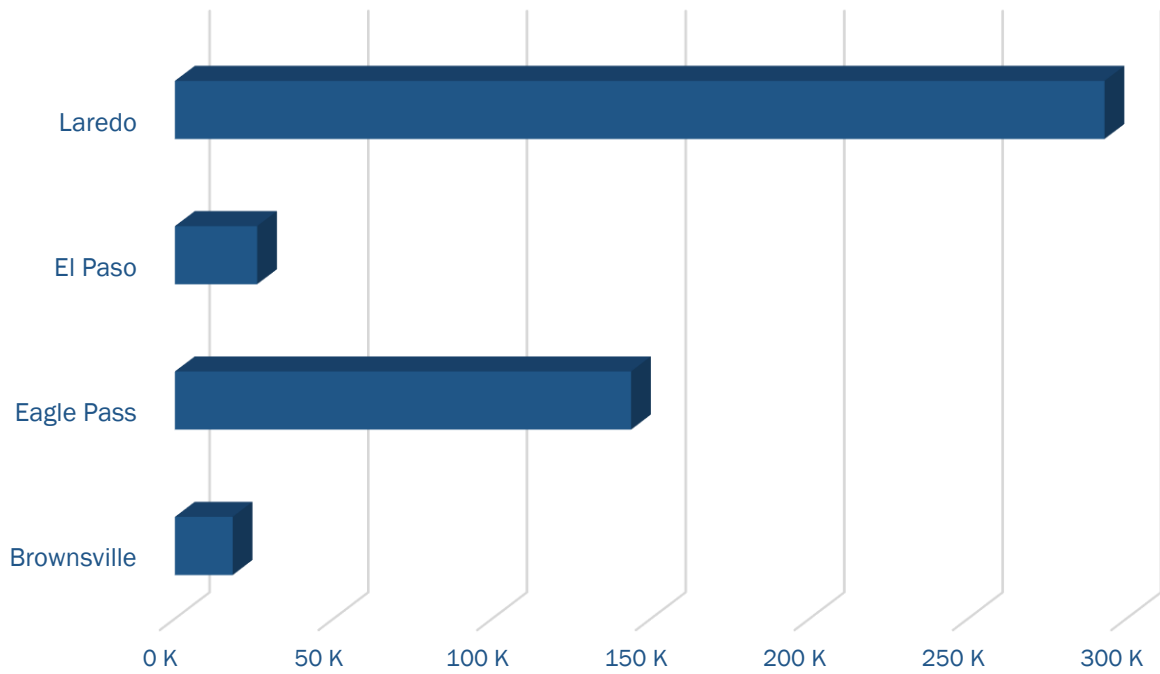


Figure 35 – Northbound Bus Crossings (2022)

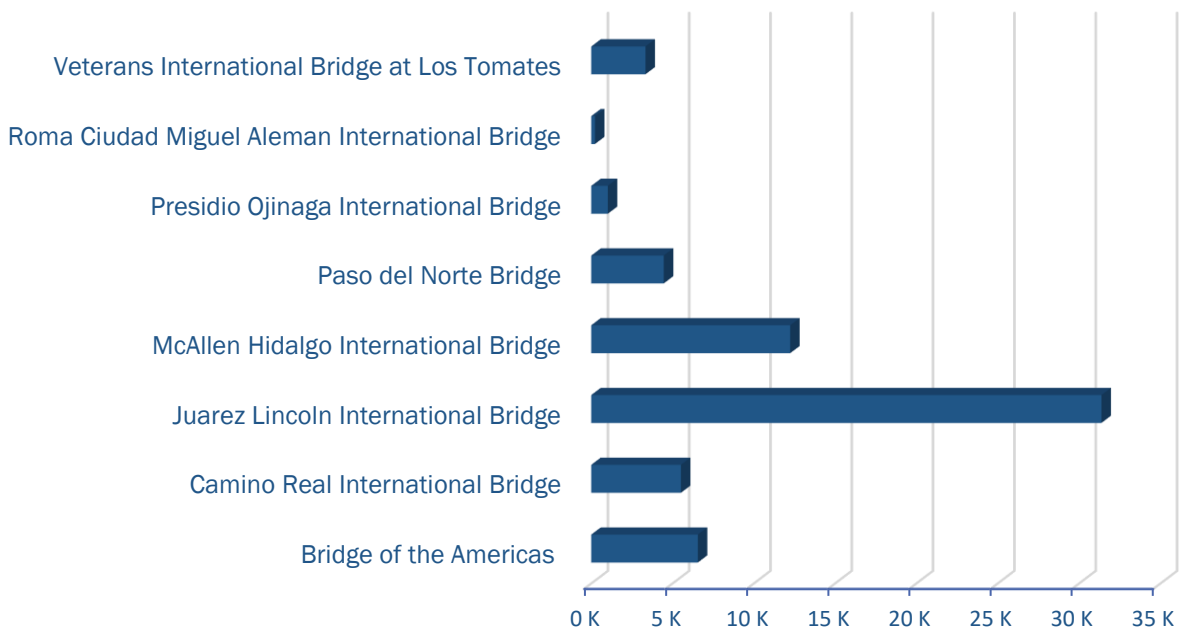
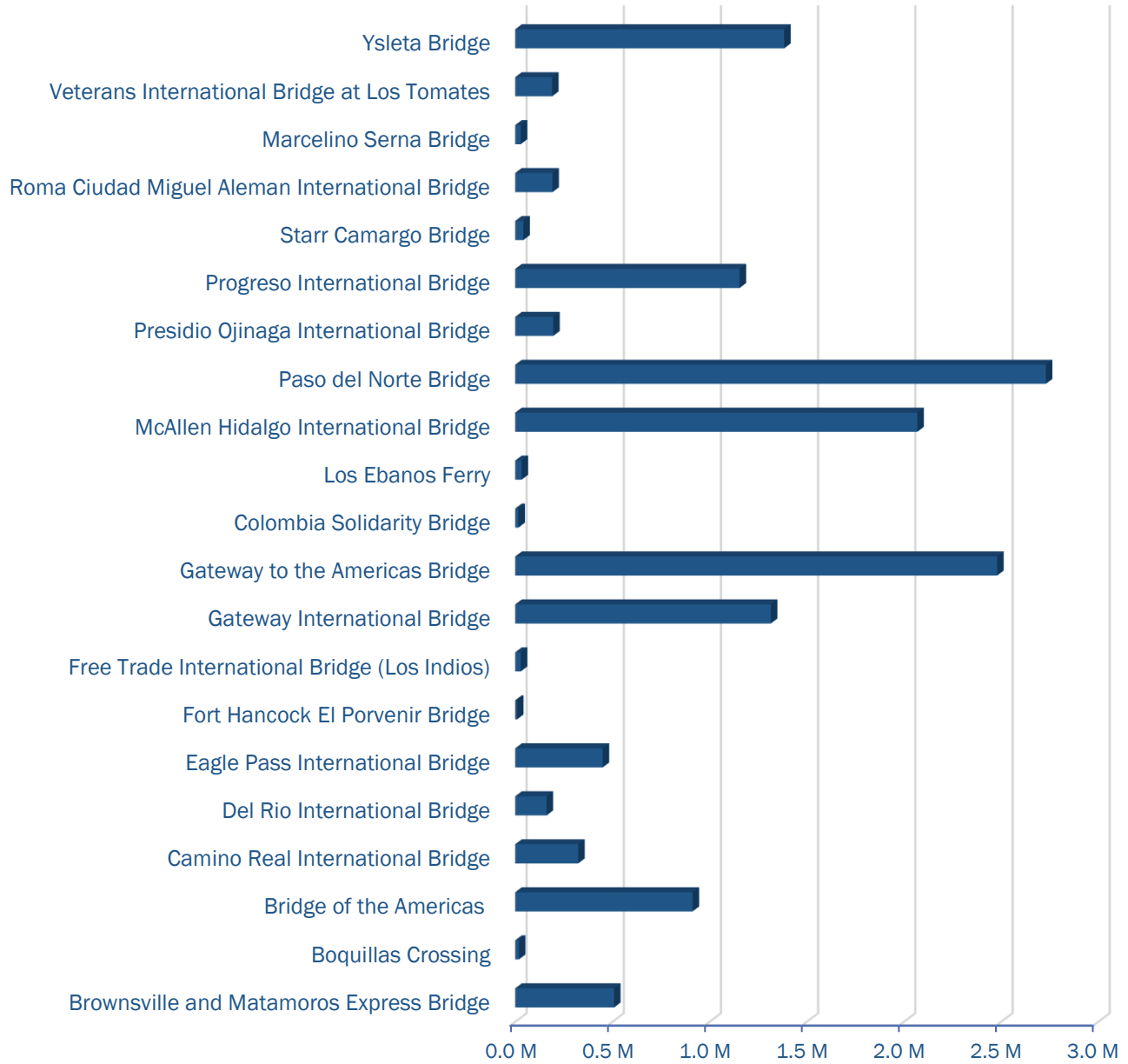


Figure 36 – Northbound Pedestrian Crossings (2022)



First and Last Mile Connectivity Needs/Challenges

The study used several data sources and quantified a number of performance metrics to identify first and last mile connectivity challenges on key highway corridors serving international crossings along the Texas-Mexico border. Multi-modal connectivity needs/challenges are being identified through selected interviews with **stakeholders. Finally, planned improvements to address connectivity challenges were identified from TxDOT's Project Tracker, planning, and legislative studies.** This section of the White Paper discusses the data sources and methodology used for identifying the needs/challenges and planned improvements.

Data sources

Border crossing demand by mode from the U.S. Customs and Border Protection (CBP). These data include disaggregated monthly data by privately owned vehicles (POVs), trucks, buses, In developing the analysis, a variety of data sources were collected and reviewed, namely:

- rail, and pedestrians.
- TxDOT roadway inventory – a geospatial representation of the road network. The dataset includes many descriptive and quantitative measures, such as the roadway configuration, demand, growth, capacity, and speeds.
- TxDOT rail inventory - a comprehensive network of Texas railroads, including active, inactive, abandoned, and pulled rail lines.
- Geographic representation of key intermodal facilities, including pipeline terminals, airports, public transit stations, intercity bus terminals, and rail yards.
- Access to the INRIX IQ Roadway Analytics Platform. The online platform provides detailed information pertaining to highway speeds and bottlenecks.
- Accident statistics from the TxDOT Crash Records Information System (CRIS), which includes almost 200 variables for each accident, including their geolocation.
- Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Bike and Pedestrian network map in GIS format, last updated in 2021.
- Pedestrian Access Inventory (PAI), now known as the Texas Comprehensive Accessibility Program (TCAP). **A geospatial representation of 'on-system' pedestrian provision, including a view on the quality of the provision (acceptable/poor).** The dataset is non-exhaustive, missing for example, border geographies north-west of Del Rio, and in most instances, does not cover border access directly.

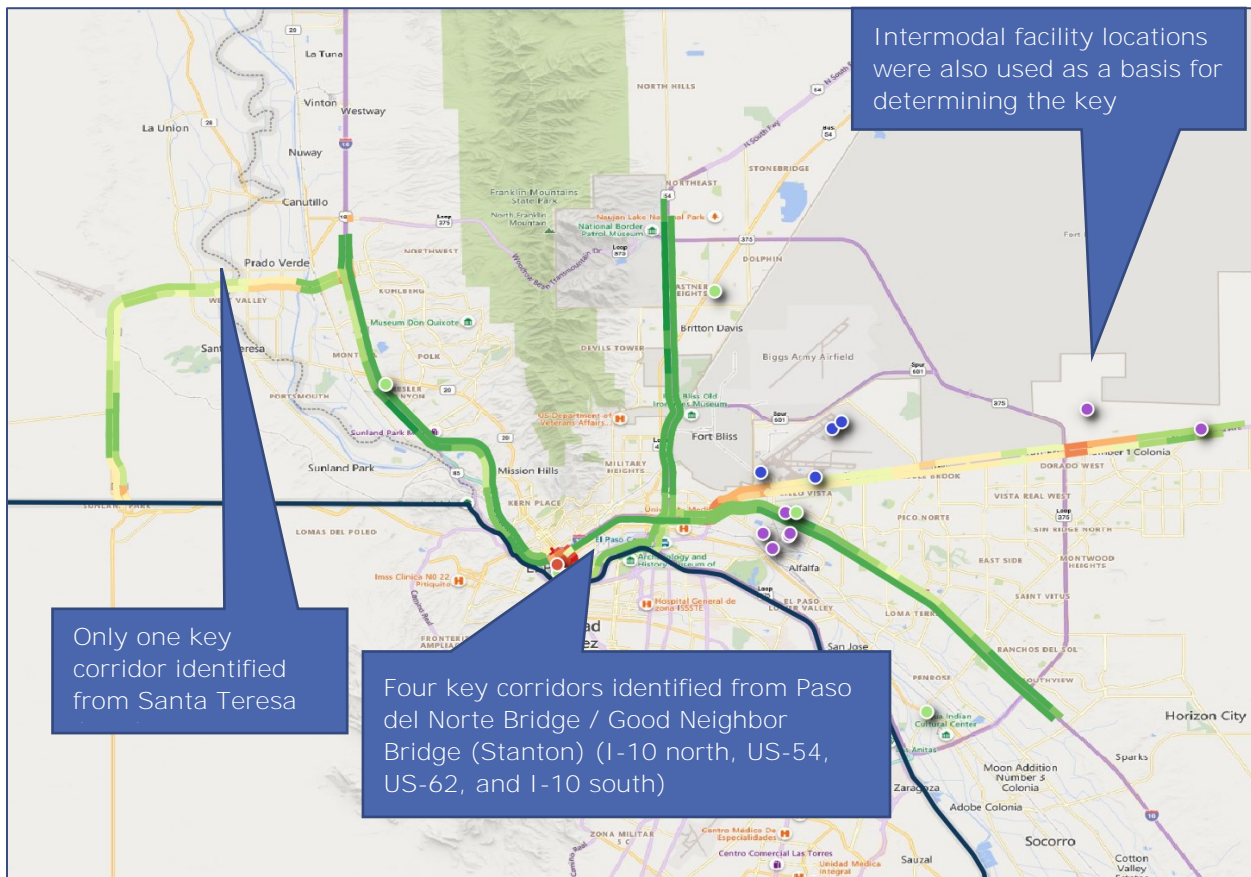
In addition to these databases, the study reviewed several planning and legislative studies to identify planned improvements to address connectivity needs and challenges. A list of these planning and legislative studies is provided in Supplement A.

Methodology

Identify Key Highway Corridors

An initial manual screening was undertaken to identify the key corridors in terms of traffic volumes. These corridors tend to be the major functional classifications and are intuitively the strategic links (e.g., interstates, US highways, etc.) or connections to the intermodal facilities. As illustrated in Figure 37, for example, there was only one relevant major connection (e.g., NM 136 that links the Santa Teresa port of entry (POE) to I-10), and in other instances, there are up to four key connectors such as the case of the Paso del Norte/Good Neighbor Bridge (Stanton) (e.g., Paso del Norte to I-10 north, US-54, US-62, and I-10 south).

Figure 37 – Example of Key Corridor Screening (Santa Teresa and Paso del Norte/Good Neighbor Bridge (Stanton))



Define Highway Corridor Performance Indicators

TxDOT defined performance indicators for each of the identified highway corridors as follows:

- Capacity - The weighted average number of lanes and the minimum number of lanes combined with posted speed limits provide indicators of capacity and bottlenecks for each of the corridors.
- Traffic volumes - The average annual daily traffic (AADT) weighted by segment length provides an indicator of the demand using each corridor (independent of the border demand).
- Truck traffic Volumes – The average annual daily truck traffic (AADTT) weighted by segment length provides an indicator of the truck demand using each corridor (independent of the border demand).
- Volume to capacity (V/C) ratios - The volumes and segment capacities indicate, on average, how congested a corridor is and allow corridors to be compared on a like-for-like basis.
- Speed - Peak hour speeds from the INRIX IQ Roadway Analytics Platform provide an indication of typical averages.
- Safety - Corridor safety is estimated by combining vehicle-miles traveled (VMT) with eight years of accident data by severity extracted from the Crash Record Information System (CRIS).

Quantify Highway Corridor Performance Indicators

The study quantified the performance indicators for each of the identified highway corridors as follows:

- Capacity - The average number of lanes and the minimum number of lanes were extracted from the roadway inventory for each route. The capacity of each route was estimated by multiplying the number of lanes by 1,800 passenger car equivalents (PCEs)/hour (hr) for segments with speeds lower than 45mph and 2,000 PCEs/h for segments with speeds higher than 45mph.
- Traffic volumes - The AADT for each corridor was calculated by weighing the roadway inventory segment AADT by the length of the segment. An example of the output weighted AADT for the four routes to/from the Juarez-Lincoln Bridge is shown below in Figure 38, with the AADT and percentage trucks shown for all routes analyzed in Figure 39.
- Truck traffic volumes – The AADTT for each corridor was calculated by weighing the roadway inventory segment AADTT by the length of the segment.
- Volume/capacity ratios - The V/C ratio for each route was estimated by converting the AADT for each segment to a peak hour estimate using the roadway inventory K (peak) and D (directional) factors. These peak hour demand estimates are divided by the hourly capacity estimates for each segment and then weighted for the corridor based on the segment length.
- Speeds - Corridor speeds were extracted from the INRIX IQ Roadway Analytics Platform. **The process involves identifying each 'link' that constitutes the key corridors by direction. The platform was then queried for a neutral month in 2022 (October) for weekday and weekend periods by hour. The outputs of which can be represented by hour of day and direction as illustrated in Figure 40.**

In the given example, the downtown roads towards the Gateway to the Americas International Bridge have speeds less than 20mi/h, whereas speeds on the I-35 are generally above 50mi/h during the AM peak. Similar data extractions have been produced for each of the routes for both the AM and PM peak periods.

Figure 38 – Example Weighted AADT for the Four Key Routes Identified To/From Juarez Lincoln Bridge

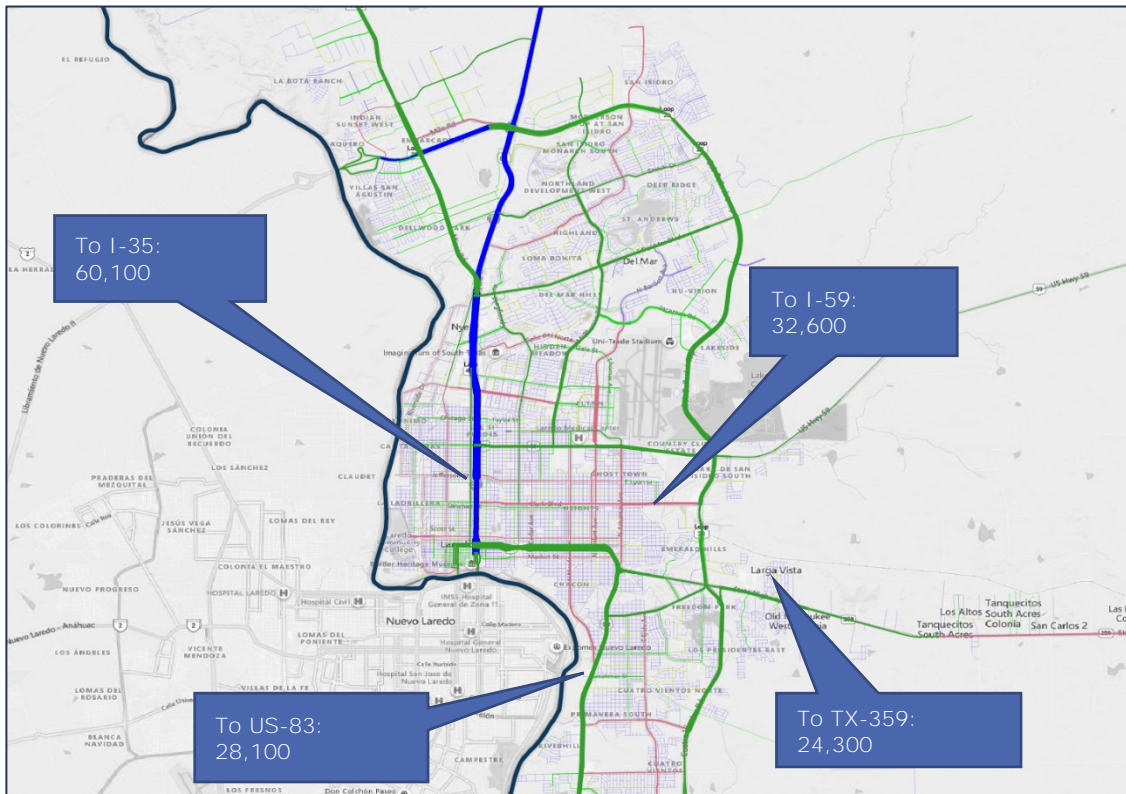


Figure 39 – Key Corridor AADT and Percentage Trucks

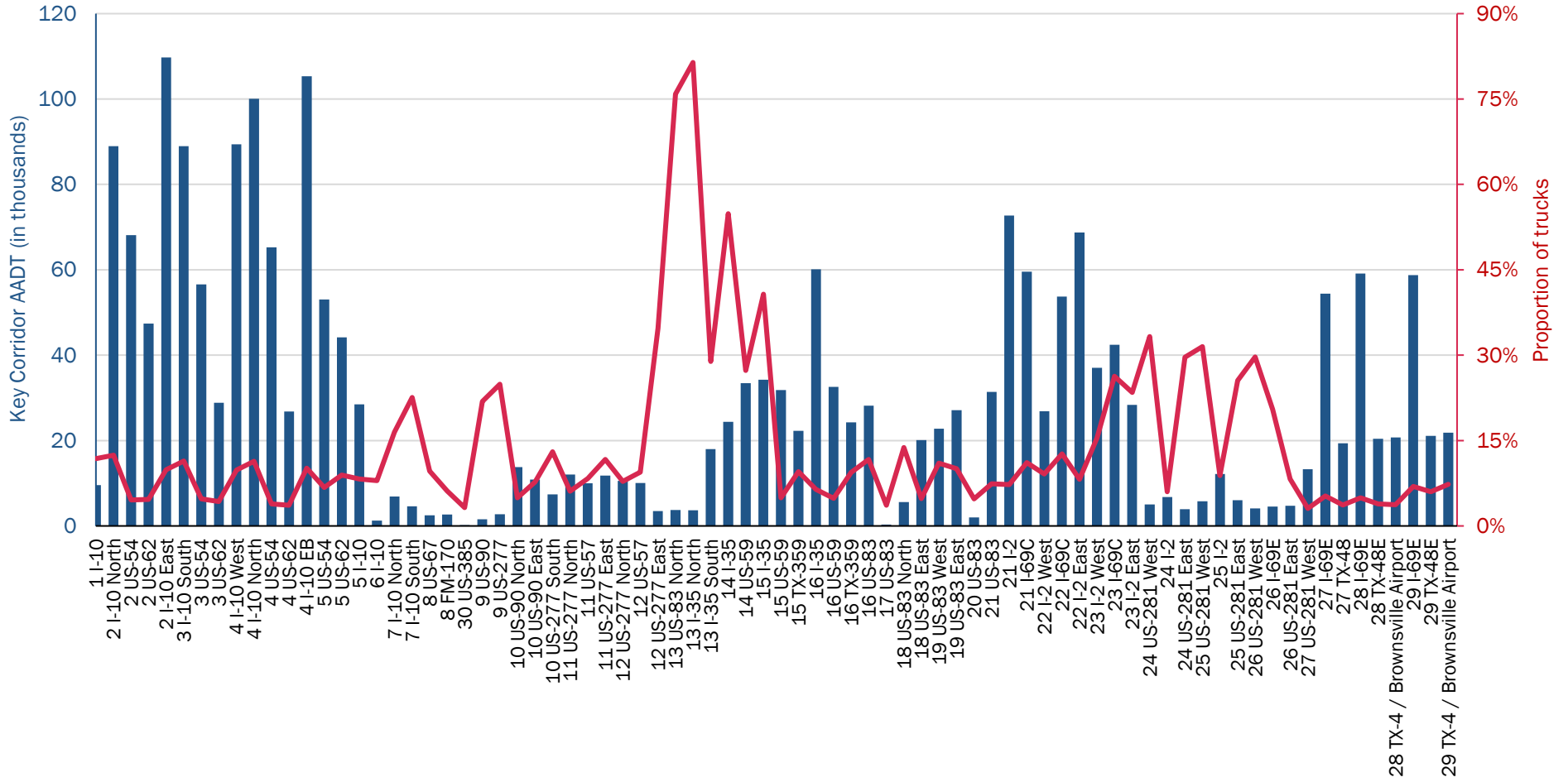
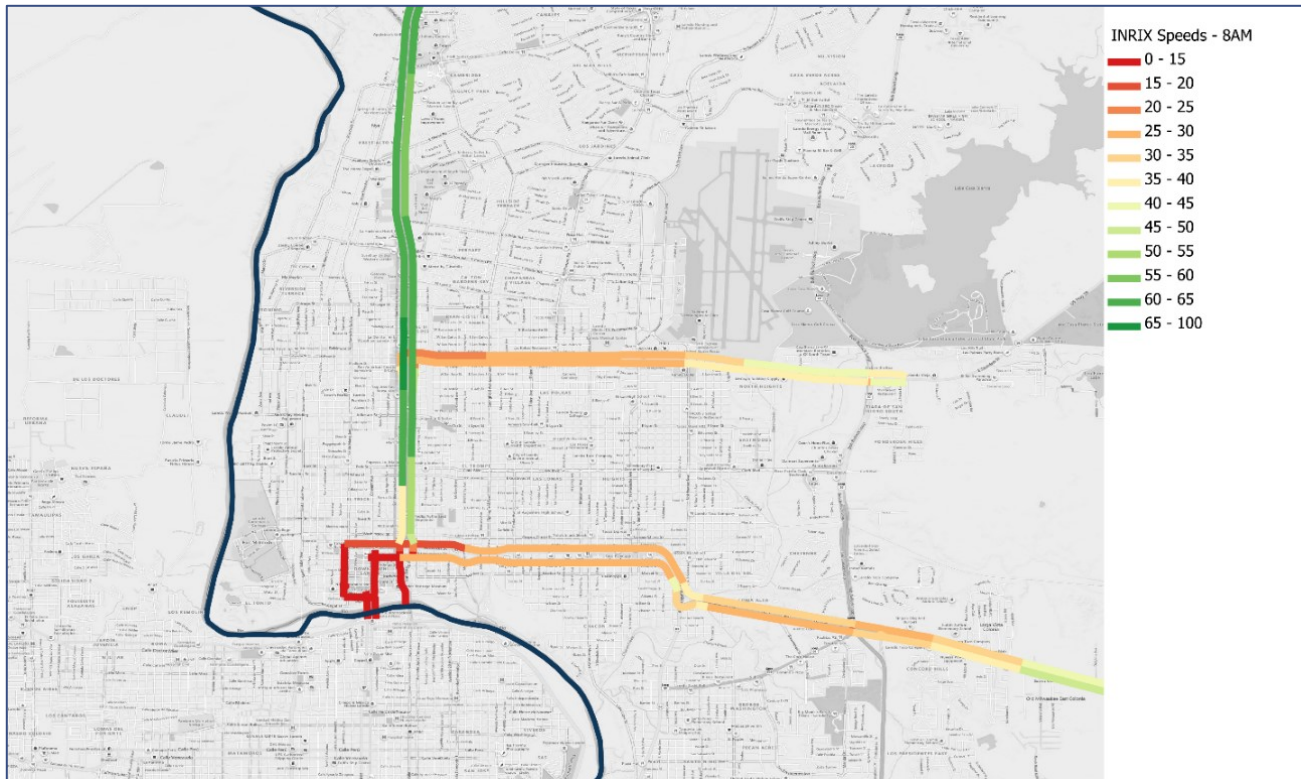
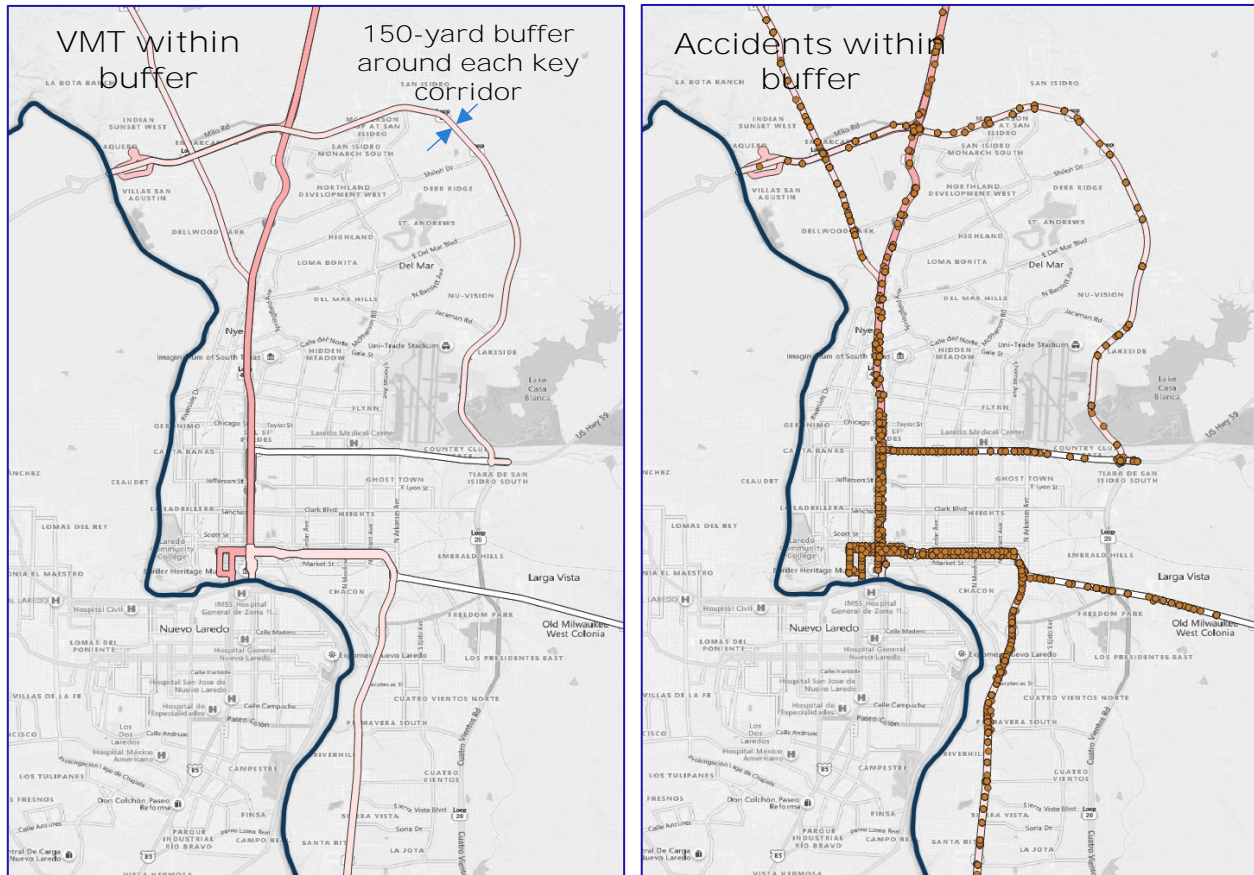


Figure 40 – Example of INRIX AM Peak Speeds For Key Routes To/From Gateway to the Americas International Bridge (Laredo)



- Safety - Safety statistics were developed for each route by combining estimates of vehicle-miles traveled (VMT) from the roadway inventory with eight years of accident data extracted from CRIS. Each observed accident includes coordinates indicating where it occurred. As such, the accidents were not directly attributable to a given corridor. To allocate an accident to (one or more) corridors, a 150-yard buffer around each corridor was developed. Each buffer was used to select corridor accidents, including the main-lanes, frontage roads, and side-road approaches. To ensure consistency in the estimates of VMT, the same buffers were used to identify traffic links and their associated volumes – see Figure 41.

Figure 41 – Attribution of Accidents to Key Corridors
(Left Graphic Shows VMT and Right Graphic Shows Accident Locations)



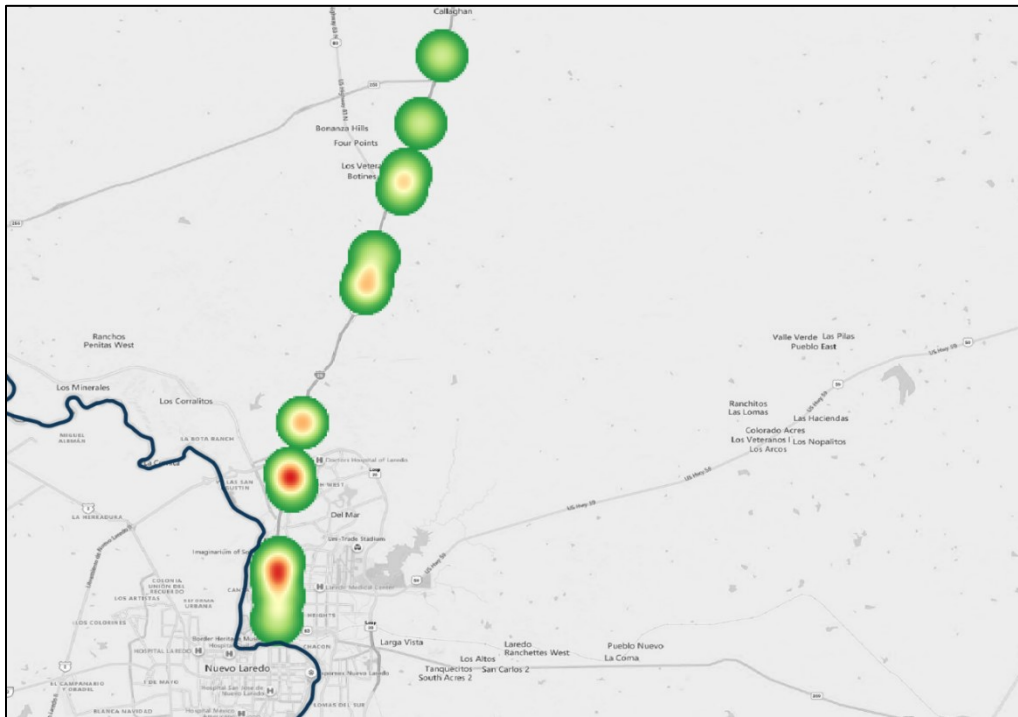
The accidents were then categorized into fatal/incapacitating injuries and minor/non-injuries based on each accident’s Severity Code as shown in Table 41.

Table 41 - Categorization of Accident Severities

Severity ID	Type	Fatal/Incapacitated Analysis Category	Minor/Non-injury Analysis Category
1	Suspected Serious Injury	✓	
2	Suspected Minor Injury		✓
3	Possible Injury		✓
4	Fatal Injury	✓	
5	Not Injured		✓
0	Unknown		✓

The final output is an estimate of the number of accidents (by severity) on each of the corridors, with heatmaps indicating hotspots of fatal/incapacitated and minor/non-injury accidents (see Figure 42Error! Reference source not found.).

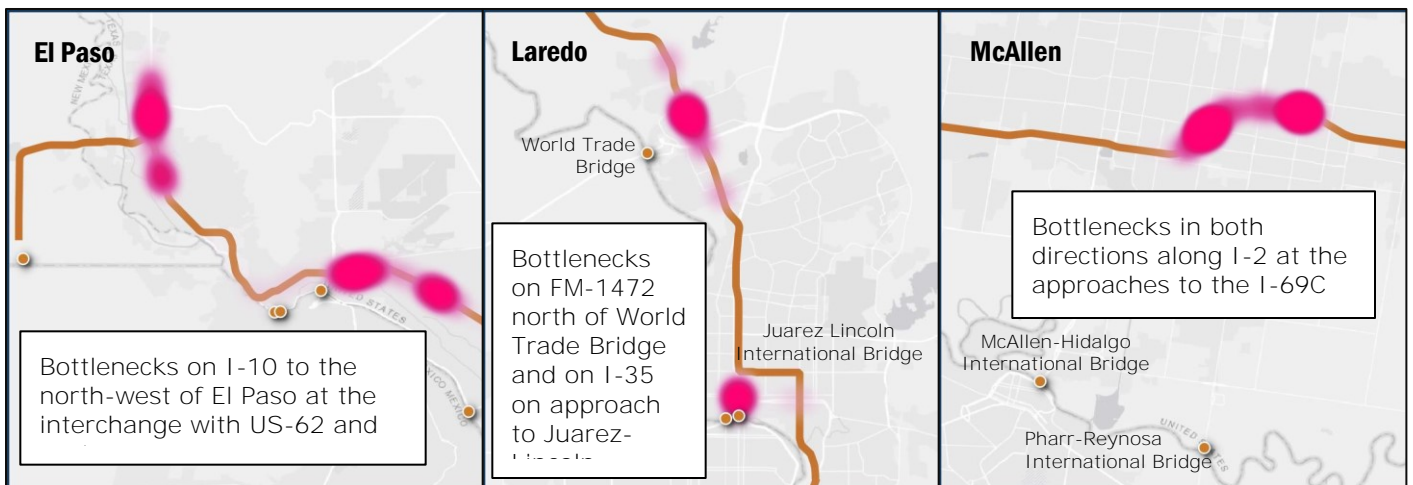
Figure 42 – Example of Fatal Accident Densities Along I-35 From Gateway to the Americas Bridge



Identify Highway Corridor Bottlenecks

The INRIX Roadway Analytics platform was queried for January to November 2023 to identify bottlenecks affecting the main connections between each of the border crossings (excluding Boquillas). The platform was used to identify bottlenecks. A bottleneck was defined as a condition where speeds drop to 65 percent of the free-flow speed and results in 120 seconds of delay. As long as the speed remains below 75 percent of the reference speed, the bottleneck is not considered cleared. **Bottlenecks are ranked by their 'Prioritization Factor', which is defined as:** duration x length x occurrences. This metric accounts for physically and temporally long queues which occur frequently. Figure 43 shows the highest priority bottleneck locations in El Paso, Laredo, and McAllen.

Figure 43 – Priority Bottleneck Locations in El Paso, Laredo, and McAllen



Multi-Modal (Non-Highway) Connectivity Needs/Challenges

Multi-modal (non-highway) connectivity needs/challenges are being identified through interviews with key stakeholders. The identified 14 stakeholder agencies that can provide insight into freight rail, transit, **bicycle/pedestrian, and airport connectivity challenges in TxDOT's three border districts.** Table 42 below lists the agencies identified. The is in the process of scheduling one-hour Teams meetings with agency staff to identify connectivity issues around border crossings by identifying conflict points including:

- safety,
- congestion that negatively impacts economic activities,
- multi-modal bottlenecks, and
- network gaps.

Appendix B contains the meeting notes of the completed interviews as of December 15, 2023.

Table 42. Identified Stakeholder Agencies To Identify Multi-Modal Connectivity Needs/Challenges

Stakeholder Agency
BNSF Railway Company
City of El Paso, Sun Metro
El Metro Transit
El Paso Metropolitan Planning Organization
Kansas City Southern Railway Company
Laredo and Webb County Area Metropolitan Planning Organization
Union Pacific Railroad
Valley Metro
Lower Rio Grande Valley MPO
TxDOT Laredo District
TxDOT El Paso District
TxDOT Pharr District
TxDOT Rail Division
TxDOT Public Transit
City of McAllen*
McAllen Airport*
New Mexico DOT*
City of Laredo*
City of El Paso*
General Services Administration*

* Subsequently added per stakeholders interviewed.

Supplement A – Resources Reviewed to Identify Planned Improvements

Table 43 lists the resources reviewed to identify planned improvements to address the connectivity needs and challenges that emerged from the data analysis (in the case of highways) and stakeholder interviews completed thus far (in the case of the non-highway modes).

Table 43. Resources Reviewed to Identify Planned Improvements

Resource	Available at:
TxDOT Project Tracker	https://apps3.txdot.gov/apps-q/project_tracker/
Texas-Mexico International Border Crossings Guide (2021)	https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/texas-mexico-border-crossings-guide-2021.pdf
International Trade Corridor Plan (2022)	https://ftp.dot.state.tx.us/pub/txdot-info/iro/border-trade-report.pdf
Texas-Mexico Border Transportation Master Plan (2021)	https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf
International Bridge Trade Corridor (IBTC)	https://www.hcrma.net/downloads/ibtc/IBTC%20PH%20English%20Fact%20Sheet%20v2.pdf
City of El Paso – Vision Zero Program	https://experience.arcgis.com/experience/5ebd2c1fd4c0427787078ffc122442f/page/High-Injury-Network/
RMS 2050 MTP (El Paso MPO)	https://www.elpasompo.org/media/MTP/RMS2050MTP/FinalMTP_4Nov22/RMS_2050_MTP_Chapter_4.pdf
Local News Article	https://www.elpasotimes.com/story/news/local/el-paso/2022/08/29/more-federal-funding-on-the-way-for-sun-metro-ysleta-port-of-entry/65420010007/
Destino 2045 MTP - Multimodal Needs Assessment	https://www.elpasompo.org/media/MTP/Destino2045MTP/CompleteMultimodalNeedAssesment.pdf
Press Release	https://escobar.house.gov/news/documentsingle.aspx?DocumentID=1012
Presidio Freight and Trade Transportation Plan	https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/pfttp.pdf
US 67 Corridor Master Plan	https://maps.viewprogis.com/vp/us67#
Laredo International Bridge System Master Plan	https://www.cityoflaredo.com/home/showpublisheddocument/2110/638108716535100000
City of Laredo	https://www.cityoflaredo.com/home/showpublisheddocument/40/638088789966870000
2021 Active Transportation Plan (Laredo)	https://www.laredompo.org/active-transportation-plan/#:~:text=The%20Active%20Transportation%20Plan%20includes,Bicycle%20Network
Bridge I – SENTRI and EXPRESS Lane Only	https://www.cbp.gov/newsroom/local-media-release/cbp-announces-modifications-expand-sentri-only-vehicular-traffic
Omnibus – Mexicanos	https://www.eleconomista.com.mx/estados/Primeros-buses-cruzan-Puente-Colombia-20160313-0019.html
Rio Grande Valley Freight and Trade Transportation Plan	https://ftp.txdot.gov/pub/txdot/get-involved/phr/rgv-freight-plan/020921-rgv-freight-trade-transportation-plan.pdf
Rio Grande Valley MPO	https://experience.arcgis.com/experience/81bd05922abc4b27818055ce91c55a7c/?data_id=364ed86979e246f48f6a9d801631df97-18a715e157c-layer-32%3A5876
2045 Metropolitan Transportation Plan (McAllen)	https://www.rgvmpo.org/home/showpublisheddocument/22/637889880455670000
Local News Article	https://myrgv.com/local-news/2023/05/19/partial-funding-secured-for-commercial-expansion-of-donna-rio-bravo-international-bridge/

Resource	Available at:
Local News Article	https://riograndeguardian.com/morales-international-bridge-trade-corridor-will-be-a-huge-boost-for-the-donna-economy/en/article/rio-bravo-donna-bridge-to-launch-commercial-empty-truck-crossings
Brownsville Sidewalks & Trails Masterplan	https://www.brownsvilletx.gov/DocumentCenter/View/12794/Sidewalk-and-Trails-Master-Plan-2021
Brownsville Mobility Plan	https://www.brownsvilletx.gov/DocumentCenter/View/13680/BTX-Mobility-Plan
Brownsville Crash Map	https://www.cameroncountytexas.gov/wp-content/uploads/2022/09/2022-09-14-CC-Safety-Travel-Plan-Final.pdf
Local News Article	https://apnews.com/article/business-mexico-united-states-harlingen-644b14810f594d5c8bc77172935c159e
Local News Article	https://www.abc27.com/news/cargo-inspections-to-be-expanded-at-los-indios-international-bridge-in-south-texas/
Local News Article	https://myrgv.com/publications/the-brownsville-herald/2023/11/27/cbp-cameron-county-partner-for-improvements-at-los-indios-free-trade-bridge
Local News Article	https://apnews.com/article/business-mexico-united-states-harlingen-644b14810f594d5c8bc77172935c159e
Local News Article	https://www.valleycentral.com/news/local-news/lane-expansion-project-at-veterans-international-bridge-over-budget/