



Chapter 10: International Border Crossing Element

10.1 Overview

Hidalgo County bridges have become an increasingly integral component of transportation within the region. The North American Free Trade Agreement (NAFTA) helped catalyze border industrialization and the development of the maquiladora industry, increasing traffic in both directions on international bridges. The bridges connect people and business internationally and thus serve as a driving economic force for the county.

There are six international border crossings within the Hidalgo County Metropolitan Planning Organization (HCMPO) planning area. Five of the border crossings are major international bridges and include Anzaldúas International Bridge, Donna International Bridge, McAllen-Hidalgo-Reynosa International Bridge, Pharr-Reynosa International Bridge, and Progreso International Bridge. The Los Ebanos International Ferry Crossing is an international crossing within the planning area but is more of a tourist attraction than an economically viable crossing.

The HCMPO recognizes the contributions made and opportunities created by international bridges in regard to the economic vitality of the county and region. The HCMPO has made an effort to incorporate these five major bridges and one ferry bridge into transportation planning activities. Partnering with the bridges has helped build a strong relationship with bridge and freight stakeholders, allowing the HCMPO to gather valuable insight needed to make more informed decisions and aid in the development and maintenance of economically viable border crossings.

The following discussion provides crossing information for each of the five international bridges in the HCMPO planning area and includes some available data for the Los Ebanos Ferry. Vehicle crossing information comprises all non-commercial transit through international bridges, including autos, pick-ups, bicycles, motorcycles, RV's, "U-Haul's", etc. Commercial truck crossings and pedestrian crossing counts are also provided, when available. The following crossing counts are provided by U.S. Customs Service at Laredo and El Paso, TX and tabulated by the HCMPO. Caution is recommended if comparing these values with data obtained from Caminos y Puentes Federales (CAPUFE) in Mexico as variation in counts may occur. Comparison figures and tables of cross border traffic counts at each international crossing within the planning area are in section 10.7 of this chapter.

10.2 Anzaldúas International Bridge

Construction of the Anzaldúas International Bridge, which is locally referred to as the Sharyland Bridge or Puente Anzaldúas broke ground on June 12, 2007. The bridge serves as a connection between Mission, Texas and Reynosa, Tamaulipas, Mexico. Prior to the



creation of the bridge, international commuters often had to endure a lengthy commute through the heart of Reynosa, a city that continues to be engulfed by drug-related violence, to cross the McAllen-Hidalgo-Reynosa International Bridge. With the creation of the Anzaldúas Bridge, travelers were given the opportunity to bypass the interior violence in Reynosa by skirting the western edges of the city and utilizing the Anzaldúas crossing while simultaneously reducing travel time by 30-45 minutes.

The bridge's December 15, 2009 grand opening made it the first new land port of entry (LPOE) on the border with Mexico since the year 2000. The Anzaldúas Bridge gained international recognition for becoming the nation's first Leadership in Energy and Environmental Design (LEED) certified LPOE on the southern border. LEED is an internationally recognized green building certification system developed by the U.S. Green Building Council.

The Anzaldúas Bridge currently operates from 6:00 a.m. to 10:00 p.m., 365 days a year and spans 3.2 miles. The bridge provides cross-border commuters with a pedestrian walkway and four lanes, including a Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lane into the United States. SENTRI expedites Customs and Border Protection (CBP) processing for pre-approved, low-risk travelers. A pedestrian walk way and five lanes lead into Reynosa, one of which is an EZ Cross Lane, an electronic toll collection system accessed with a pre-paid card. The bridge has also incorporated two safety bump-out spaces for disabled vehicles. All lanes are elevated to preserve the nearby U.S. Fish and Wildlife Refuge.

10.2.1 Primary Roadways and Land Use

On the U.S. side, the Anzaldúas International Bridge is owned and operated by the Cities of Hidalgo, McAllen, and Mission and is located on FM 396 or Anzaldúas International Highway (previously known as Bryan Road) in Mission, TX. Approximately eight miles separate the bridge from the newly designated Interstate 2 corridor to the north (formerly known as U.S. Highway 83). Interstate 2 is one of two major highways recently designated as part of the future Interstate 69 corridor extending from Mexico to Canada.

The bridge is approximately six miles away from the McAllen Foreign Trade Zone and is accessible by truck and rail. Sea ports along the Gulf of Mexico (Port of Harlingen, Port Mansfield, Port Isabel/San Benito, and Port of Brownsville) are accessible at ranges from eighty to one-hundred miles. Over twenty industrial parks can be found in the Mission, McAllen, Hidalgo area. These are comprised of expanded local companies and the relocation of more than 500 industrial companies, including several Fortune 500 companies to the area. Some industries that have relocated to the area include automotive, aerospace, electronics, appliances, and medical supply.



On the Mexican side, the Mexican Government granted a 30-year concession to Grupo Marhnos in 2007 to build and operate the international bridge. The bridge connects the western outskirts of Reynosa, Tamaulipas, Mexico to the U.S., as well as the six miles of road serving the bridge, MEX 2, and the Viaducto Reynosa. Reynosa is home to thirteen industrial parks comprised of several satellite U.S. companies doing business in Mexico to take advantage of low labor rates and industry incentives.

10.2.2 Border Stations

On the U.S. side, U.S. General Services Administration (GSA) completed construction of the border station facilities before the bridge opened. CBP initiated operations on opening day, December 15, 2009. This noncommercial crossing has four primary and 12 secondary inspection lanes.

10.2.3 Current and Future Bridge Crossing Data

Anzaldúas International Bridge has served only non-commercial vehicular traffic since opening in December 2009. Crossing counts are provided from the Anzaldúas Bridge's opening date through June 2014. Tolls charged for southbound crossings are paid to the bridge operator on the U.S. side and are listed in Table 10-1.

Table 10-1: Current toll schedule for southbound crossings at the Anzaldúas International Bridge.

Customer	Toll
Pedestrians	\$1.00
Autos & Pickups	\$3.00
2 Axle Trucks	\$7.00
3 Axle Trucks	\$10.00
4 Axle Trucks	\$14.00
5 Axle Trucks	\$17.00
6 Axle Trucks	\$20.00
2 Axle Buses	\$7.00
3 Axle Buses	\$9.00
Motorhomes, Machinery, House Trailers, Boat Trailers	\$3.00 per axle
Motorcycles	\$3.00

Northbound Privately Owned Vehicle Crossings

During the first month after opening in December 2009, 48,378 Privately Owned Vehicle (POV) crossings were reported. In 2010, the first full year for which crossing data was available, 989,349 POV crossings were reported. In 2011, the number of northbound POV crossings decreased 2.19% relative to 2010 totaling 967,657. The decrease in northbound



traffic between the years 2010 and 2011 is speculated to be related to a dramatic increase in drug cartel violence in Mexico in the area between the cities of Reynosa and Matamoros as well as a rise in drug seizures at this particular border crossing during this time period.

In 2012, the number of northbound POV crossings increased 11% relative to 2011 to reach 1,073,619. Monthly spikes in traffic during 2012 coincide with Mexican holidays like Holy Week and Christmas and have also been witnessed at other Mexican POEs. During these spikes in travel, the McAllen-Hidalgo-Reynosa International Bridge is backed up with travelers causing vehicular traffic to wait in Reynosa's already congested city streets. Bridge staff have witnessed a shift in traffic from the Hidalgo crossing to the Anzaldúas Bridge, where backed up traffic is able to wait on the three mile long bridge where it is monitored by U.S. officials through cameras. This safety element is believed to cause travelers to detour to the bridge thus increasing traffic at the Anzaldúas Bridge.

In 2013, the number of northbound POV crossings increased 7.6% relative to 2012 to reach 1,156,236. The continued increase is associated with promotion of the bridge through word of mouth and publicity. Data collected between January and June of 2014 shows a higher than average crossing rate per month compared with previous years, which leads the HCMPO to conclude that the increase in northbound POV crossings will continue for the remainder of the 2014 and through the next twenty years.

Northbound Pedestrian Crossings

While pedestrian traffic is not restricted, it is also not promoted due to the unprotected three mile trek across the bridge's pedestrian walkway. The current walkway has no canopy leaving travelers exposed to harmful elements like heat and cartel violence. Pedestrian counts were collected between 2010 and 2012 but represent people who crossed the bridge via bus rather than by foot. The number of northbound pedestrian crossings in 2010 totaled 175 with the number dropping to 46 in 2011. The number of northbound pedestrian crossings decreased 73.9% in 2012 relative to 2011 totaling 12 pedestrian crossings.

Pedestrian crossing data was not available for the years 2013 or 2014 as bus and pedestrian traffic was rerouted to the McAllen-Hidalgo-Reynosa International Bridge to improve the efficiency of the bridges and safety of its travelers. This is not to say that pedestrian travel is not seen on the bridge. As stated by bridge personnel and various media outlets, several illegal immigrants have crossed the border at Anzaldúas in 2014 adding to the influx of thousands of immigrant families and unaccompanied youth into the United States.



Future Northbound Crossings

When the U.S. State Department signed the Anzaldúas International Bridge Presidential Permit, the federal government blocked construction of cargo import facilities until January 1, 2015 or until the Pharr-Reynosa International Bridge reached 15,000 northbound truck crossings per week. CBP has not approved a facility for 2015; therefore the latter must be met. An analysis of crossing data at the Pharr Bridge indicates that current northbound truck crossings average approximately 10,000 per week. Truck crossings at the Pharr Bridge are not predicted to surpass the 15,000 per week threshold within the next twenty years. The HCMPO predicts that the Anzaldúas Bridge will continue serving non-commercial vehicular traffic in the northbound direction but will continue tracking truck crossings at all bridges to better predict when this threshold will be met at the Pharr Bridge.

Southbound Privately Owned Vehicle Crossings

In 2010, 877,497 POVs crossed in the southbound direction at the Anzaldúas International Bridge. The only year in which a decrease in southbound traffic occurred since the Anzaldúas Bridge opened was in 2011, when crossings decreased by 6.3% (824,946) compared to 2010. This decrease was largely due to drug cartel border violence in Mexico in the area between the cities of Reynosa and Matamoros. In recent years, violence has subsided leading to an increase in traffic. In 2012, the number of southbound crossings increased 6.0% to reach 878,222 crossings and in 2013, increased an additional 6.6% to reach 940,363.

Crossing data collected between January and June 2014 remains consistent with previous years. Three out of the seven months collected show higher than average crossing rates compared with previous years, ranging from 3,000 - 10,000 crossings per month. The HCMPO expects an overall increase in POV crossings for this year and continuing through the next twenty years.

Southbound Pedestrian Crossings

A southbound pedestrian count was unavailable for the Anzaldúas International Bridge.

Southbound Truck Crossings

While commercial truck traffic is restricted at the Anzaldúas International Bridge, southbound truck counts were collected between 2009 and 2014. These counts are comprised of non-commercial 2 axle dually trucks, which are used to haul 500-800 pounds of cargo. Data on cargo type was unavailable.



During the first month after opening in December 2009, 40 truck crossings were reported. In 2010, the first full year for which crossing data was available, 988 truck crossings were reported. The number of southbound truck crossings decreased by 45.9% to 677 total crossings in 2011 when compared with 2010. The number of southbound truck crossings increased 14.8% in 2012 to reach a total of 795 truck crossings relative to 2011. Truck crossings increased again in 2013 by 17.7% to reach a total of 967 truck crossings. The 2014 data collected between January and July suggest there will be another increase in truck crossings compared to 2013.

Future Southbound Crossings

On February 26, 2014, the Anzaldúas Bridge received a letter from U.S. State Department and acting Customs and Border Protection Commissioner Thomas S. Winkowski granting approval to cross southbound empty commercial traffic starting January 1, 2015. The Anzaldúas Bridge still requires administrative approval from CBP along with infrastructure improvements and federal personnel to begin crossing commercial traffic. This approval is expected to reduce delays and speed up commercial traffic crossing through the Pharr-Reynosa International Bridge.

The potential impact this may have on toll revenue at the Pharr Bridge remains unknown as this bridge does not track empty trucks separately from trucks carrying cargo. The HCMPO will continue tracking information from both bridges to provide an economic impact analysis. The HCMPO will work with local brokers and economic development corporations as they relocate business and commercial traffic to both sides of the Anzaldúas Bridge by emphasizing its advantages like shorter wait times and less gas consumption.

10.2.4 Anzaldúas International Bridge Sources

The information provided in this section was collected from the following web sites and publications:

- http://www.themonitor.com/news/local/article_a11cc550-7efb-11e2-b62f-001a4bcf6878.html
- http://www.themonitor.com/news/local/anzalduas-wins-approval-for-empty-southbound-commercial-trucks/article_07c5e406-cceb-11e3-90d9-001a4bcf6878.html
- <http://www.usmexicobridge.com/resources/>
- http://ftp.dot.state.tx.us/pub/txdot-info/iro/2011_international_bridges.pdf
- <http://texasbmps.com/lrgv-final-report/>



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10.3 Donna International Bridge

The Donna International Bridge is locally referred to as the Donna/Rio Bravo International Bridge, Puente Rio Bravo-Donna, Puente Revolución Internacional, and Alliance International Bridge. Groundbreaking for the Donna Bridge began in January 2008 on the U.S. side and in April 2008 on the Mexico side. Due to this fragmented groundbreaking, the U.S. portion of the bridge was completed by March 2010 but was unable to open to traffic until December 14, 2010 when the Mexico portion of the bridge was completed. The Donna International Bridge is certified as meeting the requirements of the LEED program.

The Donna Bridge currently operates from 6:00 a.m. to 10:00 p.m., 365 days a year for POVs only with a capacity of 15,000 vehicles per day. The bridge spans approximately 1,000 feet and is 108 feet wide providing cross border commuters with eight lanes (four southbound and four northbound) and a pedestrian walkway. One lane is utilized as a READY lane, a dedicated vehicle lane for travelers entering the U.S. at LPOEs. The READY lane is open from 9:00 a.m. to 2:00 p.m. and expedites crossing for travelers with Radio Frequency Identification (RFID) enabled cards, such as a U.S. passport card or SENTRI card.

10.3.1 Primary Roadways and Land Use

On the U.S. side, the Donna Bridge is owned and operated by the City of Donna and directly connected to FM 493 (International Blvd), which is located five miles from U.S. Highway 281 (Military Highway) and 12 miles from the recently designated Interstate 69. Interstate 69 is a priority freight corridor route. Land surrounding the bridge remains undeveloped but is zoned for industrial and commercial land use in city plans.

On the Mexican side, the Secretaría de Comunicaciones y Transporte (SCT) granted the State of Tamaulipas a concession in March 2008 to construct, operate, and manage the Donna International Bridge. The Donna Bridge leads to the intersection of Puebla and MEX 2, which is located in downtown Río Bravo, Tamaulipas formally Ciudad Río Bravo. Río Bravo is located between two large and well developed “Maquiladora” centers, Reynosa and Matamoros, Tamaulipas. Río Bravo is expected to slowly but surely develop into a popular industrial center as Reynosa and Matamoros expand outwards.



10.3.2 Border Stations

The City of Donna donated land to the federal government on which the GSA constructed a new border station facility on the U.S. side. Construction began in May 2009 and was completed by the opening date of the Donna Bridge. The federal inspection facilities are located on approximately 72 acres, which allow for possible future expansion of the federal inspection facilities.

10.3.3 Current and Future Bridge Crossing Data

The Donna International Bridge has served only non-commercial vehicular traffic, such as POVs and busses since December 2010. Tolls charged for southbound crossings are paid to the City of Donna on the U.S. side and are listed in Table 10-2. Per a legislative decree signed on December 3, 2009, Tamaulipas created a single trust (fideicomiso) to collect and manage all tolls and toll revenue obtained from northbound traffic on the Donna International Bridge.

Table 10-2: Current toll schedule for southbound crossings at the Donna International Bridge.

Category	Rate	AVI Rate*	Extra Axle Fee
Car/Pick up	\$3.00	\$2.25	\$3.50
2 Axle Truck	\$8.00	\$7.00	\$4.00
3 Axle Truck	\$12.00	\$11.00	\$4.00
4 Axle Truck	\$14.00	\$13.00	\$4.00
5 Axle Truck	\$19.00	\$17.00	\$4.00
6 Axle Truck	\$22.00	\$21.00	\$4.00
Wide Load	\$30.00	No Change	N/A
2 Axle Bus	\$8.00	\$7.00	N/A
3 Axle Bus	\$12.00	\$11.00	N/A
Car Pushing/Pulling Car	\$5.00	No Change	N/A
Motorcycle	\$3.00	No Change	N/A
Pedestrian	\$0.50	No Change	N/A
Bikes	\$1.00	No Change	N/A
Recreational Vehicles	\$20.00	No Change	\$3.50

*AVI = Automated Vehicle Identification for use in the READY lane.

Northbound Privately Owned Vehicle Crossings

The Donna International Bridge was operational for only the last two weeks of December in 2010 and reported crossing 22,233 northbound POVs during that time. In 2011, the first full year for which crossing data are available, 368,142 northbound POV crossings were reported. In 2012, the number of northbound POV crossings increased 24.4% relative to 2011 to reach 487,064. In 2013, the number of northbound POV crossings increased 16.4%



relative to 2012 to reach 582,940. Data collected between January and June of 2014 shows a higher than average crossing rate per month compared to previous years, which leads the HCMPO to conclude that the increase in POV crossings will continue for the remainder of the 2014 and through the next twenty years.

Northbound Pedestrian Crossings

The number of northbound pedestrian crossings substantial decreased (65.8%) between 2010 and 2011. In the bridge's opening month of December 2010, 82 pedestrians crossed in the northbound direction. There were 28 northbound pedestrian crossings in 2011. Pedestrian crossing data was not available for the years 2012, 2013, or 2014.

Southbound Privately Owned Vehicle Crossings

In 2011, 310,212 southbound POV crossings were reported. In 2012, this number increased 26.6% to reach 392,584 crossings. In 2013, the number of southbound POV crossings increased 15.3% relative to 2012 totaling 453,011 crossings. Data collected between January and June of 2014 shows a higher than average crossing rate per month compared to previous years, which leads the HCMPO to conclude that the increase in POV crossings will continue for the remainder of the 2014 and through the next twenty years.

Southbound Pedestrian Crossings

A southbound pedestrian count was unavailable for the Donna International Bridge.

Future Northbound and Southbound Crossings

The future of the Donna International Bridge remains uncertain because of funding and maintenance concerns. Despite the steady increase in crossings, the number of crossings at the Donna Bridge is significantly lower than at other bridges located in Hidalgo County. The low number of traffic crossings has made it difficult for the City of Donna to raise enough revenue to cover maintenance, operational costs, and debt accumulated through the creation of the bridge. The Donna Bridge has found it difficult to attract commercial traffic since its opening in late 2010 because of its close proximity to other well established bridges and the undeveloped tracks of land both north and south of the POE.

These issues led the City of Donna to establish a yearlong marketing campaign in 2013 to attempt to attract business and traffic to the area. Unfortunately, this campaign did not increase the number of crossings at the Donna Bridge. In June 2014, Donna leaders voted to solicit qualifications from engineering and architectural firms for the design and possible construction of a roadway and federal commercial inspection facilities on the southbound side of the Donna Bridge. As stated by City of Donna Officials, future toll fees collected



through the newly attracted commercial traffic will be used to cover maintenance, operational costs, and off-site work in the area, including utilities, water, sewer, drainage, and creating a roadway where the inspection station will be built. These planned improvements have been the subject of various committee discussions but have not been firmly approved by city officials or TxDOT. Thus, an allocation of funding has not been officially incorporated in HCMPO planning and funding documents.

The City of Donna has taken steps to lobby and meet with CBP representatives in Washington to expedite federal approval and funding for the construction of a commercial inspection facility that would be staffed by the U.S. State Department and CBP. Donna has provided ideas for a project in which a U.S. inspection station is created at their bridge with the ability to stream video of U.S. Customs conducting x-ray examination of commercial vehicles. The video can then be viewed by Mexican Customs to eliminate the need for scanning and inspection on both sides of the border. City officials agree that this is a step in the right direction and provides a clearer vision for future management of the bridge. Most recently, the Donna Bridge has secured CBP funds to go towards a commercial inspection facility in FY 2017. The HCMPO will continue to follow progress at the Donna Bridge and assist in its future planning, along with the other POEs in the planning area.

10.3.4 Donna International Bridge Sources

Information provided in this section was collected from the following web sites and publications:

- http://www.themonitor.com/mvvc/community/donna-leaders-seek-plans-for-bridge-inspection-station/article_e68820d8-06bf-11e4-ae22-001a4bcf6878.html
- <http://texasbmps.com/lrgv-final-report/>

10.4 McAllen-Hidalgo-Reynosa International Bridge

Prior to 1926, a primitive ferry service connected the cities of McAllen-Hidalgo and Reynosa. Construction of a bridge at the current location began in 1926 and consisted of a two lane suspension bridge. The bridge was later damaged by floods in 1933 and although rebuilt and strengthened, was destroyed once more in 1939 only to be reconstructed the following year. It was eventually purchased by the City of McAllen in 1960 and named the McAllen-Hidalgo-Reynosa International Bridge. The Hidalgo Bridge is now jointly operated by the Cities of McAllen, Hidalgo, and other Mexican interests. The bridge consists of two separate concrete bridges that operate 24 hours a day, 365 days a year for commercial, pedestrian, and POV traffic.

Following McAllen's 1965 construction of a concrete four-lane bridge spanning 524 feet, the original suspension bridge was removed for salvage in 1971. In 1987, a second four



lane bridge spanning 852 feet was constructed to expedite traffic flow by serving only northbound traffic, leaving the old four lane bridge to serve only southbound traffic. While the bridge itself is located in Hidalgo, TX, it is owned and operated on the American side by the City of McAllen and locally referred to as the Hidalgo Bridge, Puente Reynosa, and Puente Reynosa-McAllen.

The bridge consists of two separate concrete bridges, each dedicated to traffic travelling in one direction. Pedestrian and POV travel is allowed both north and southbound but to better facilitate travel, a dedicated northbound SENTRI commuter lane became operational in August 2006. Inspection time in the SENTRI lane was reduced from 30-40 seconds to 10 seconds. Commercial vehicles are permitted to travel southbound but as of September 1, 1996, all northbound commercial vehicles were redirected from this crossing to the Pharr-Reynosa International Bridge, located about seven miles from the Hidalgo port of entry.

10.4.1 Primary Roadways and Land Use

The U.S. side of the McAllen-Hidalgo-Reynosa International Bridge is owned and operated by the City of McAllen but located in the City of Hidalgo on FM 115 (International Blvd.), which connects directly to Interstate 69 (formerly known as U.S. 281). Interstate 69 is a priority freight corridor route recently designated as part of the future Interstate 69 corridor that will extend from Mexico to Canada. Highly developed, prime retail, commercial, and industrial land surrounds the POE, facilitating trade between Mexico and the United States. The development has helped to make the City of McAllen one of the leading retail trade areas in the Lower Rio Grande Valley and helped the city recover from the 2008 recession faster than many other cities, both in the Rio Grande Valley and nationally.

The bridge is approximately four miles away from the McAllen Foreign Trade Zone. Sea ports along the Gulf of Mexico (Port of Harlingen, Port Mansfield, Port Isabel/San Benito and Port of Brownsville) are accessible from the Hidalgo Bridge within a distance of fifty to one-hundred miles. Over twenty industrial parks can be found in the Mission, McAllen, Hidalgo area and are comprised of expanded local companies and the relocation of more than 500 industrial companies, including several Fortune 500 companies.

The Mexican side of the bridge is owned by the Government of Mexico and operated by CAPUFE. It is located near El Maestro-Centro off of MEX 97 in Reynosa, Tamaulipas, which is home to a large maquiladora industrial center. Several satellite U.S. companies do business in Mexico to take advantage of low labor rates and industry incentives.

**10.4.2 Border Stations**

On the U.S. side, the border station is owned by the City of McAllen. It was completed in 1982 and is leased by GSA. The border station on the Mexican side has been in operation since 1965 and was remodeled in 1988. The northbound lanes consist of 12 inspections stations, which are manned by federal agencies including CBP, Immigration and Customs Enforcement (ICE), U.S. Department of Agriculture (USDA), and Border Patrol.

10.4.3 Current and Future Bridge Crossing Data

The McAllen-Hidalgo-Reynosa International Bridge serves only pedestrian and POV traffic. Since 1996, all northbound commercial traffic has been diverted from the Hidalgo Bridge to the Pharr-Reynosa International Bridge. Northbound crossing data for the bridge is available for the years 2000-2014.

Southbound crossing data for the bridge is available for the years 1999-2014. Southbound crossing data includes crossings at the Hidalgo Bridge and the Los Ebanos Ferry, both of which connect McAllen and Reynosa. Disaggregated data for southbound traffic at their individual crossings were not available. Tolls charged for southbound crossings are paid to the City of McAllen on the U.S. side and are listed in Table 10-3.

Table 10-3: Current toll schedule for southbound crossings at the McAllen-Hidalgo-Reynosa International Bridge.

Customer	Toll
Pedestrians	\$1.00
Autos & Pickups	\$3.00
2 Axle Trucks	\$7.00
3 Axle Trucks	\$10.00
4 Axle Trucks	\$14.00
5 Axle Trucks	\$17.00
6 Axle Trucks	\$20.00
2 Axle Buses	\$7.00
3 Axle Buses	\$9.00
Motorhomes, Machinery, House Trailers, Boat Trailers	\$3.00 per axle
Motorcycles	\$3.00

Northbound Privately Owned Vehicle Crossings

The number of annual northbound POV crossings peaked in 2000 at 6,772,907 crossings. Between 2003 and 2009, the number of northbound POV crossings remained fairly constant, fluctuating between 4,772,472 and 5,802,059 crossings per year. A sharp



decrease occurred between 2010 and 2013 when the number of northbound POV crossings decreased 25.87% from 3,142,158 in 2010 to 2,329,078 in 2013. Data collected in 2014 from January to June shows a drop of about 10,000-20,000 crossings per month compared to previous years, which leads the HCMPO to conclude that decreases in POV crossings will continue through the next twenty years.

A decrease in northbound POVs since 2010 has been seen at all Mexican POEs and is largely due to an increase in drug cartel violence along the border. In the case of the Hidalgo Bridge, the decrease in crossings is largely due to traveler's preference for the Anzaldúas International Bridge located nine miles to the west. The Anzaldúas Bridge is known for its shorter wait times and is considered safer due to CBP supervision along the bridge.

Northbound Pedestrian Crossings

The McAllen-Hidalgo-Reynosa International Bridge is the most popular pedestrian crossing within the Rio Grande Valley averaging about two million pedestrian crossings per year. All Hidalgo County POEs have rerouted pedestrian traffic to the McAllen-Hidalgo-Reynosa International Bridge with the exception of the Progresso and Pharr Bridges. Pedestrian counts were collected between 2010 and 2014.

Northbound Pedestrian Crossings peaked at 2,540,810 in 2000 dropping slightly in 2001 to 2,506,876. Between 2002 and 2010, the number of northbound pedestrian crossings fluctuated between 1,727,701 (2005) and 2,153,723 (2009) with an average just under two million. Peak crossings occurred during 2009 and 2010 at 2,153,723 and 2,140,426, respectively. During 2011, 2012 and 2013, the number of northbound pedestrian crossings fell below two million. However, the number of monthly northbound pedestrian crossings collected between January and June of 2014 are slightly higher than the 2013 monthly counts. Based on 2014 data, the HCMPO believes an increase in northbound pedestrian crossings will be seen at the completion of this year and through 2015.

Future Northbound Crossings

McAllen-Hidalgo-Reynosa International Bridge northbound crossings have helped this region financially through the promotion of cross border trade. Northbound crossings are expected to increase steadily and substantially over the next 25 years. Crossings are comprised of both business and leisurely visits. On weekdays, the majority of crossings are business oriented and are comprised of maquiladora workers. The number of crossings is expected to increase as more companies relocate to the area.

Weekend and holiday crossings include a large portion of leisurely international visits. International visitors cross to take advantage of tax-free shopping. International visitors



often spend hundreds of dollars on hotels, restaurants, and shopping malls, providing a boost to the City of McAllen's economy.

Southbound Privately Owned Vehicle Crossings

The annual southbound POV crossings for 1999 totaled 5,948,117 and decreased over the next two years totaling 5,932,488 in 2000 and 5,870,400 in 2001. In 2002, the bridge peaked at 6,270,141 POV crossings. The annual number of southbound POV crossings decreased every year after a peak in 2002, with the most substantial decrease occurring in 2013 in which only 2,946,099 southbound POVs crossed. Current crossings data for 2014 shows a continued decrease in crossings compared to previous years, which is forecasted to continue through the next twenty years.

Southbound Pedestrian Crossings

The number of annual southbound pedestrian crossings at the McAllen-Hidalgo-Reynosa Bridge and the Los Ebanos Ferry has increased sustainably since 1999 when crossings totaled 1,277,873. Between 2000 and 2005, crossings increased slowly but consistently fluctuating between 1,310,776 and 1,390,832 crossings per year. Between 2005 and 2006, crossings increased 12.4% to reach 1,564,630. In 2007, crossings peaked at 1,683,087 only to drop 10.44% in 2008 totaling 1,507,222 crossings.

An increase of 5.68% occurred between 2008 and 2009 with 2009 crossings totaling 1,592,923. Between 2010 and 2013, the number of southbound pedestrian crossings remind fairly constant, fluctuating between 1,482,918 and 1,534,765. Based on data collected between January and June of 2014, the HCMPO believes the number of southbound crossings will remain constant with those seen between 2010 and 2013 through the next twenty years.

Future Southbound Crossings

McAllen-Hidalgo-Reynosa International Bridge southbound crossings counts comprise crossings for both business and leisurely visits. The majority of crossings are business oriented, comprised of maquiladora workers and managerial staff. Many local businesses take advantage of a twin plant model with labor intensive work done in Mexico, where labor is cheaper with support facilities located on the U.S. side. Managerial staff will travel to plants on both sides of the border to insure the quality of products on a regular basis.

10.5 Pharr-Reynosa International Bridge

Construction of the Pharr-Reynosa International Bridge broke ground in November 1995 and the Pharr Bridge was opened on January 10, 1996. On September 1, 1996, all



commercial traffic bound for the McAllen-Hidalgo-Reynosa International Bridge was directed to the Pharr-Reynosa International Bridge. Redirection of truck traffic relieved commercial traffic congestion on the McAllen-Hidalgo-Reynosa Bridge as well as the negative impacts of truck traffic to the downtown area of Reynosa, Tamaulipas, Mexico.

The bridge is 3.2 miles in length, making it the longest commercial bridge in the world connecting two countries. The length allowed the bridge to be built at a high elevation to mitigate damage to the bridge from flooding and protect the surrounding wetlands and farmlands. Local residents refer to the bridge as “Puente Internacional de Reynosa-Pharr”, “Nuevo Amanecer” and “The Intelligent Bridge”. The latter being the most notable due to the state-of-the-art technology employed by the bridge including the use of GAMA Rays and a Fast and Secure Trade (FAST) program.

The Pharr Bridge currently operates from 6:00a.m. to 12:00a.m., 365 days a year for POVs and from 7:00a.m. to 10:00p.m., Monday through Friday and 8:00a.m. to 4:00p.m., Saturday and Sunday for commercial/cargo vehicles. The facility is used for vehicular, pedestrian, and commercial crossings and contains four travel lanes (three northbound and one southbound) with a pedestrian walkway on the northbound side. There are 10 tolled entry lanes, one of which was established as a FAST lane in late 2004 and is operated by both U.S. and Mexican Customs, allowing for accelerated inspection of documents and cargo, reducing crossing times at the U.S.-Mexico border.

10.5.1 Primary Roadways and Land Use

On the U.S. side, the Pharr-Reynosa International Bridge is owned and operated by the City of Pharr and is located on Spur 600, just south of U.S. 281/Military Road and approximately 10 miles away from the U.S. 281 (Interstate 69-Central)/U.S. 83 (Interstate 2) Interchange. The bridge is approximately 10 miles away from the McAllen Foreign Trade Zone. These roads allow traffic using the Pharr-Reynosa International Bridge to bypass the heavily urbanized areas of McAllen, Hidalgo, and the industrial city of Reynosa, Mexico.

On the Mexican side, the bridge is jointly owned by the Mexican government, through Fideicomiso de Apoyo al Rescate de Autopistas Concesionadas (FARAC) and El Fondo Nacional de Infraestructura (FONADIN). The bridge is operated by Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE). In Mexico, the Pharr-Reynosa International Bridge is accessible via a direct connector road leading to Mexico’s Highway 2, which connects Reynosa to Matamoros and provides access to the Reynosa airport.

The daily commercial and non-commercial traffic through the Pharr-Reynosa International Bridge averages 1,600-2,200 and 3,000-3,500 vehicles, respectively. The bridge is the busiest commercial POE in the county; it is the seventh busiest truck-crossing port in the



country and second busiest bridge processing produce goods. In 2014, it ranked thirtieth in trade among the nation's ports, up 11% from 2013 and ranks fourth in trade along the Southern Border with Mexico. In January 2014, Corpus Christi Port Commissioners inked a memorandum with the City of Pharr and the Pharr-Reynosa International Bridge agreeing to promote business and marketing opportunities along the sea-to-land corridor that links the Coastal Bend with the Mexican port cities of Matamoros and Mazatlán.

Currently, many of the goods crossing northbound through the Pharr-Reynosa International Bridge into the U.S. include produce and construction and manufacturing goods, primarily fruit, televisions, computer monitors, car parts, and phone equipment. The goods crossing southbound into Mexico include petroleum, car parts, computer chips, and wire; however, energy analysts predict that the ratio of goods crossing will change once Mexico finalizes its energy reform. In December 2013, Mexico's Congress passed an energy reform bill that ended a decade's long state monopoly of the nation's oil and gas industry. The move may clear the way for private investment in Mexico, which could include the country in the international energy market and lead to increased utilization of the Pharr Bridge.

10.5.2 Border Stations

On the U.S. Side, the LPOE Pharr Border Station is owned by the U.S. GSA and was opened to traffic in April 1996. A toll collection system, funded by a Federal Coordinated Border Infrastructure (CBI) program grant was added to the facility in 2004. On the Mexican side, the border station is equipped with traffic signals for use in random checks to help speed up movement of vehicular traffic.

Improvements were made to the U.S. Border Station in January 2009, which include the widening of northbound approaches from the bridge to the truck and vehicle booths and the completion of the dedicated FAST lane on the bridge. In 2013, the bridge expanded the number of cold storage facilities to three to accommodate the increase in produce arriving from Mexico, with current plans to increase the number of cold storage facilities to six. In the future, the bridge plans to expand the inspection area for imported goods, include 13 security cameras on the U.S. side, install intelligent transportation system (ITS) fiber-optic cables, expand the administration building, and increase the number of travel lanes.

10.5.3 Current and Future Bridge Crossing Data

The Pharr-Reynosa International Bridge serves commercial and non-commercial vehicular traffic as well as pedestrian traffic, as approved by the Presidential Permit of December 20, 1978. Crossing counts are available for the period between January 2000 and June 2014.



Tolls charged for southbound crossings are paid to the City of Pharr on the U.S. side and are listed in Table 10-4.

Table 10-4: Current toll schedule for southbound crossings at the Pharr-Reynosa International Bridge.

Customer	Toll
Cars	\$3.25
2 Axle Trucks	\$11.25
3 Axle Trucks	\$15.25
4 Axle Trucks	\$17.20
5 Axle Trucks	\$22.25
6 Axle Trucks	\$25.25
Wide Load (special crossing)	\$33.25
Other fees include:	
Bikes (Motorcycles)	\$3.25
2 or 3 Axle Motorhome	\$20.50

Northbound Commercial Truck Crossings

Northbound truck crossing counts include all commercial traffic (trucks carrying full and empty containers). Between 2000 and 2013, the overall number of truck crossings increased by 39.5%, averaging 443,247 truck crossings per year. There was a notable, 13.8% decrease in truck crossings between 2007 and 2009. Between 2009 and 2013, truck crossings increased by 22%.

Between 2000 and 2008, truck crossings reached a monthly average of 36,000 crossings. From 2009 to 2011, average monthly truck crossings increased to 37,000. In 2012 and 2013, average monthly truck crossings were 40,000 and 43,000, respectively. Currently, average monthly crossings between January and June 2014 are 45,000 with a weekly average of 10,000 truck crossings.

Northbound Privately Owned Vehicle Crossings

POV crossings hovered near two million crossings per year between 2000 and 2008, with a peak of 2,245,288 occurring in 2002 and a low of 1,707,995 occurring in 2006 during this time period. In 2008, the total POV crossings increased to just over two million, and then abruptly decreased between 2009 and 2011. The bridge reached its lowest non-commercial vehicle crossings of 1,248,316 in 2011. Since 2011, crossings have increased slightly by 1.6% in 2012 and an additional 1.1% in 2013. As of June 2014, the total number of non-commercial vehicle crossings has decreased by 2.3% compared to 2013.



Northbound Pedestrian Crossings

The Pharr-Reynosa International Bridge experiences heavy traffic from commercial and non-commercial vehicles and pedestrian traffic has shown a general increase over the last decade. In 2000, the total number of pedestrian crossings totaled to 31,566 and by 2006 had increased substantially to just over 90,000. In 2008, the bridge hit a peak of 179,586 pedestrian crossings, after which the total decreased to 103,000 in 2009. Since 2009, the pedestrian crossings totals have increased to just fewer than 164,000 in 2013.

Future Northbound Crossings

When the U.S. State Department signed the Anzaldúas Bridge's Presidential Permit, the federal government blocked construction of cargo import facilities at the Anzaldúas Bridge until January 1, 2015 or until the Pharr Bridge reached 15,000 northbound truck crossings per week. An analysis of the Pharr Bridge crossing data indicates that the current northbound truck crossing average is 10,000 per week. Commercial truck crossings are not predicted to surpass the 15,000 threshold until sometime between 2017 and 2019. Therefore, the HCMPO predicts that the Pharr Bridge will continue to serve northbound commercial truck traffic for the next five years or until CBP identifies the need for the mentioned facilities at the Anzaldúas Bridge. The HCMPO will continue to track truck crossings as to better predict when this threshold will be met.

Southbound Commercial Truck Crossings

Southbound truck crossing information is comprised of all commercial traffic, including trucks carrying full and empty containers. Between 2000 and 2013, the overall number of truck crossings increased by 91.7%. While there is an overall increasing trend for truck traffic between 2000 and 2013, between 2008 and 2009, there was a notable 10.6% decrease in truck crossings. Truck crossings recovered and increased by 21.3% between 2009 and 2013.

Between 2000 and 2013, an annual average of just fewer than 388,000 southbound trucks crossed the Pharr International Bridge. Between 2000 and 2008, southbound monthly truck crossings averaged 29,000. From 2009 to 2011, monthly average truck crossings increased to 36,000. In 2012 and 2013, monthly average truck crossings continued to increase to approximately 39,000 and 41,000, respectively.

Southbound Privately Owned Vehicle Crossings

Between 2000 and 2007, an annual average of over 1.5 million POVs crossed the Pharr Bridge. In 2008, the total POV crossings increased to 1.6 million and then decreased



dramatically between 2009 and 2013. The lowest number of non-commercial vehicle crossings occurred in 2013 with 925,913 crossings.

Southbound Pedestrian Crossings

A southbound pedestrian count was unavailable for the Pharr-Reynosa International Bridge.

Future Southbound Crossings

On February 26, 2014, the Anzaldúas Bridge received a letter from the U.S. State Department and acting Customs and Border Protection Commissioner Thomas S. Winkowski, granting approval to cross southbound empty commercial traffic starting January 1, 2015. This approval will reduce the number of southbound trucks crossing the Pharr Bridge and is expected to reduce delays and speed up commercial traffic crossing through the Pharr Bridge. The potential impact on the Pharr Bridge's crossing numbers and toll revenue remains unknown, as the Pharr Bridge does not track empty trucks separately from trucks carrying cargo.

10.5.4 Pharr-Reynosa International Bridge Sources

The information provided in this section was collected from the following web sites and publications:

- http://www.themonitor.com/news/local/article_0fc6f34e-359c-598b-abfc-64f8b1234b4d.html?mode=jqm
- <http://www.stma-tx.org/meetings/20130924/STMA-Presentation-Pharr-Bridge-Overview.pdf>
- <http://pharr-tx.gov/departments/pharr-reynosa-intl-bridge/>
- http://ftp.dot.state.tx.us/pub/txdot-info/iro/2011_international_bridges.pdf
- <http://www.capufe.gob.mx/portal/wwwCapufe/ParaViajar/Tarifas/Tarifas11022011.pdf>
- <http://texasbmps.com/lrgv-final-report/>

All information within this section of the MTP was confirmed with:

Luis A. Bazán
Industrial Development Manager
Pharr International Bridge/EDC



10.6 Progreso International Bridge

The Progreso International Bridge, locally referred to as the B&P Bridge, Puente Las Flores, and Puente Internacional Nuevo Progreso-Progreso, was originally constructed in 1951. It connects the cities of Progreso Lakes, TX and Nuevo Progreso, Tamaulipas, Mexico. The Texas Department of Transportation (TxDOT) refers to the bridge as the Weslaco-Progreso International Bridge, while the Federal Highway Administration (FHWA) refers to the bridge as the Progreso International Bridge.

Weslaco was added to the bridge name in 2006 when the City of Weslaco entered into a right of first refusal with the bridge owner. Right of first refusal (ROFR or RFR) is a contractual right that gives its holder the option to enter a business transaction with the owner, according to specified terms, before the owner is entitled to enter into that transaction with a third party. CBP refers to the bridge as the Progreso International Bridge and as such, this name will be used to identify the bridge in this document, the 2015-2040 Metropolitan Transportation Plan.

Exportation of agriculture products (corn, grain, sorghum, cotton seed, and beans) through the bridge has increased steadily along with traffic flow since the bridge's opening. This is largely due to construction of the first grain elevator at the bridge in 1981, by Cargill Inc. and the four more built over the past of 30 years. This and the signing of NAFTA in 1993 continued to exacerbate traffic congestion at the bridge leading to a need for reconstruction as stated by the State of Texas.

TxDOT invested \$10 million from 1993 through the end of 1997 to update connecting corridors and over \$5 million more in 1998 and 1999 to create additional bridge lanes and a separate bridge to handle commercial traffic. The replacement bridges were built in phases as the old one was simultaneously demolished. The replacement bridges became operational in August 2003.

The bridge currently operates 24 hours a day, 365 days a year for POVs only. For commercial/cargo vehicles, the bridge operates from 8:00 a.m. to 5:00 p.m., Monday through Friday and from 10:00 a.m. to 12:00 p.m. on Saturdays. The crossing consists of two separate bridges both spanning 628 feet.

The main bridge provides two wide, covered pedestrian walkways, one northbound and one southbound and four travel lanes (two lanes in each direction) to accommodate passenger and commercial vehicles. The second bridge, a truck bridge, is located to the east of the main bridge and consists of two lanes to handle heavy northbound truck traffic. A lack of Mexican inspection facilities has delayed the usage of this bridge by southbound commercial truck traffic, which currently enters through the main bridge.



10.6.1 Primary Roadways and Land Use

On the U.S. side, the Progreso International Bridge is owned and operated by the B&P Bridge Company of Weslaco and located on FM 1015 (Bill Summers International Blvd.) about 30 miles south of Interstate 69, formerly known as U.S. 281/Military Highway, a priority freight corridor route. Land adjacent to the crossing in the United States is dedicated to grain shippers and expansion of border crossing facilities. Recent investments have been made to develop cold/dry storage facilities and packing facilities. The southbound area near the tollbooth entrance currently serves as a paid parking lot for tourists walking across the bridge into Nuevo Progreso. Parking costs are minimal and the lot is paved with a guard on duty during all daylight hours.

The Mexican side of the bridge is owned by the Mexican Government and operated by Caminos Y Puentes Federales de Ingresos Y Servicios Conexos (CAPUFE). The bridge is located on Benito Juárez north of MEX 2 in Nuevo Progreso, Tamaulipas, Mexico. The area is currently comprised of commercial and tourist areas with an abundance of stores carrying traditional Mexican goods. The majority of southbound traffic visits the pharmacies, dentists, cosmetic treatment centers, and liquor stores in this area because of convenience and lower costs compared to the U.S. Development in this area is expect to continue with the addition of import and export facilities.

10.6.2 Border Stations

On the U.S. side, the original facility was completed in 1983 and leased to the U.S. GSA by the B&P Bridge Company. GSA has not planned an expansion of the facility at this time but rather an upgrade of electrical wiring, plumbing, and lighting if a long-term succeeding lease with the lessor is granted. Temporary modular facilities for truck inspections by the Federal Motor Carrier Safety Administration have been erected adjacent to the import lot, which includes x-ray equipment for the inspection of cargo entering Mexico. The border station on the Mexican side has been in operation since 1951.

10.6.3 Current and Future Bridge Crossing Data

The Progreso International Bridge serves commercial and non-commercial vehicular traffic as well as pedestrian traffic. Northbound crossing counts are available from January 2000 through June 2014. Southbound crossing counts are available from January 1999 through June 2014. Tolls charged for southbound crossings are paid to the B&P Bridge Company on the U.S. side (Table 10-5). Tolls charged for northbound crossings are paid to Mexico and collected on the Mexican side (Table 10-5).



Table 10-5: Current toll schedule for both northbound and southbound crossings at the Progreso International Bridge.

Mode	Southbound Toll Rate (In U.S. Dollars)	Northbound Toll Rate (In U.S. Dollars)
Pedestrian or Bicycle	0.50	0.25
Non-commercial Vehicle	2.00	N/A
Motorcycle N/A 1.05	N/A	1.05
Non-commercial Auto or Pickup	N/A	2.10
Extra Axle for Non-commercial Vehicle	N/A	1.21
Commercial Vehicle	3.50 per axle	N/A
Passenger Bus (2, 3, and 4 Axles)	N/A	4.33
Commercial Truck (2, 3, and 4 Axles)	N/A	4.33
Commercial Truck (5 and 6 Axles)	N/A	9.27
Commercial Truck (7, 8, and 9 Axles) N/A 14.50	N/A	14.50
Extra Axle for Commercial Vehicle	N/A	2.42

Note: Exchange rate = MXN 12.40 per US \$1

Northbound Commercial Truck Crossings

The number of northbound commercial truck crossings increased 288.5% between 2000 and 2012. Northbound commercial truck crossings decreased 7.3% between the 2009 peak year and 2011 but recovered between 2011 and 2012, increasing by 4.0% to reach 44,300 in 2012. Crossings decreased 3.47% to 42,761 between 2012 and 2013.

Monthly average truck crossing counts between January and June 2014 are lower than in previous years but are expected to increase between August and the end of the year. This increase is expected to continue through the next twenty five years. The HCMPO predicts that commercial traffic will continue to take advantage of the northbound truck bridge, which is located to the east of the main bridge and consists of two lanes to handle heavy northbound truck traffic.

Northbound Privately Owned Vehicle Crossings

The number of northbound POV crossings at the Progreso International Bridge increased between 2000 and 2002 to reach a peak of 1,203,577 crossings in 2002. Between 2003 and 2011, annual crossing counts continually decreased to reach the lowest recorded number of crossings, 447,241 in 2011. From 2011 to 2013 an increase in crossings was recorded. Crossings increased 4.31% to 466,534 between 2011 and 2012 and continued to increase 6.47% to 496,731 between 2012 and 2013. POV crossing data is available from January through June of 2014 and shows a substantial increase in crossings in comparison to 2013;



therefore the HCMPO predicts that crossings will continue to increase through the next twenty years.

Northbound Pedestrian Crossings

Northbound pedestrian crossings at the Progreso International Bridge largely consist of United States tourists returning from their trips into Mexico. Pedestrian counts were collected between January 2000 and June 2014 and represent people crossing the bridge by foot and bus. The number of northbound pedestrian crossings between 2000 and 2003 remained constant, fluctuating between 1,252,888 and 1,284,502. In 2004, the bridge hit its second highest number of crossings at 1,418,693, only to decrease over the course of 2005 and 2006. In 2007, the bridge hit its peak of 1,456,657 pedestrian crossings and then decreased substantially by 25.6% to 1,083,705 in 2008.

Pedestrian crossings slightly increased in 2009 to 1,098,611 but stayed below the one million crossings threshold from 2010 to 2013 averaging 800,286 per year. Data collected between January and June 2014 shows a decrease in crossings compared to previous years, which is expected to continue through the next twenty five years. This decrease is largely the result of militarization of the border at the bridge due to constant drug violence on the Mexican side of the border.

Southbound Commercial Truck Crossings

The number of southbound commercial truck crossings decreased between 1999 and 2003 to 22,041 crossings, the lowest number of crossings to date. In 1999, 27,627 crossings were reported. Between 2003 and 2004 an increase of 8.36% to 23,884 was reported. Crossings continued to increase through 2007, to reach a peak of 35,629.

A decrease in crossings was reported from 2008 to 2011 with 33,394 crossings reported in 2011. From 2011 to 2012 crossings increased by 3.51% to 34,567, the third highest annual number of crossings reported. A decrease of 5.69% to 32,598 was reported from 2012 to 2013. Data collected between January and June of 2014 reflects a continued decrease in commercial southbound traffic, which is predicted to continue through the next twenty years.

Southbound Privately Owned Vehicle Crossings

The number of southbound POV crossings at the Progreso International Bridge reached 1,180,070 in 1999, which was the second highest peak to date. A decrease of 6.25% to 1,106,282 was reported in 2000. A slight increase of 0.69% to 1,113,980 was reported in 2001.



POV crossings continued to increase into 2002, peaking at 1,191,245. From 2002 to 2006, the number of crossings stayed fairly consistent at an annual average of just over one million. A decrease of 5.54% to 946,876 was reported in 2007. A steady decrease in crossings continued from 2007 to 2011 totaling 439,281 crossings in 2011, the lowest number of crossings to date. From 2012 to 2013 an increase in crossings was reported with crossing numbers reaching 441,082 and 467,743, respectively. Data collected from January through August of 2014 shows an increase in crossings, which is expected to continue through the next twenty years.

Southbound Pedestrian Crossings

A large volume of pedestrians cross into Mexico at the Progreso International Bridge because of the covered pedestrian walkway and accessibility to the paved and guarded parking lot. The parking lot allows travelers to park their cars on the U.S side and walk across to an abundance of stores carrying traditional Mexican goods. Pedestrian counts were collected between January 1999 and June 2014. These counts represent people crossing the bridge by foot and bus.

The highest number of recorded southbound pedestrian crossings was 1,305,212 and was reached in 1999. Between 2000 and 2007, the number of crossings remained below the 1999 high, fluctuating between 1,229,698 (2003) and 1,299,493 (2004). Between 2007 and 2008, the number of southbound pedestrians crossing at the Progreso Bridge fell 34.7%. From 2008 through 2013, average annual crossings remained below one million, fluctuating between 692,719 (2011) and 908,306 (2009). Crossings data collected between January and June 2014 shows a decrease in crossings compared to previous years, which is expected to continue though the next twenty years.

Future Northbound and Southbound Crossings

The decrease in total crossings at the Progreso International Bridge is largely due to the cartel violence along the bridge, which reached its peak during 2011 and 2012 and accounts for the dramatic decrease in total crossings during this period. In recent years, cartel violence has subsided and international crossers are more comfortable crossing once again. However, in spite of the reduction in violence, total bridge crossings have not recovered to reach past record numbers.

B&P Bridge Company concludes that the reduction in all types of traffic has continued for multiple reasons. Commercial truck traffic has not increased compared to other bridges in the region, despite the construction of a commercial truck only bridge because of the lack of infrastructure on the Mexican side. In an effort to increase commercial truck traffic, B&P Bridge Company has invested in the areas surrounding the bridge by creating a four acre



import lot and bringing in more CBP officers to expedite the movement of commercial trucks.

POV and pedestrian traffic has decreased due to the militarization of the border at the bridge and because surrounding areas on both sides of the border are highly vulnerable to flooding. These issues force the closure of many roads leading to the bridge. Until these types of problems are addressed, B&P Bridge Company does not expect the number of crossings to increase.

10.7 Cross Border Traffic Counts

The following figures and tables provide a comparison of traffic counts, both northbound and southbound between the six international border crossings within the HCMPO planning area. The five border crossing bridges include Anzaldúas International Bridge, Donna International Bridge, McAllen-Hidalgo-Reynosa International Bridge, Pharr-Reynosa International Bridge, and Progreso International Bridge. The Los Ebanos International Ferry Crossing is the sixth international crossing within the planning area but is more of a tourist attraction than an economically viable crossing. Southbound crossing counts are unavailable for the Los Ebanos Ferry.

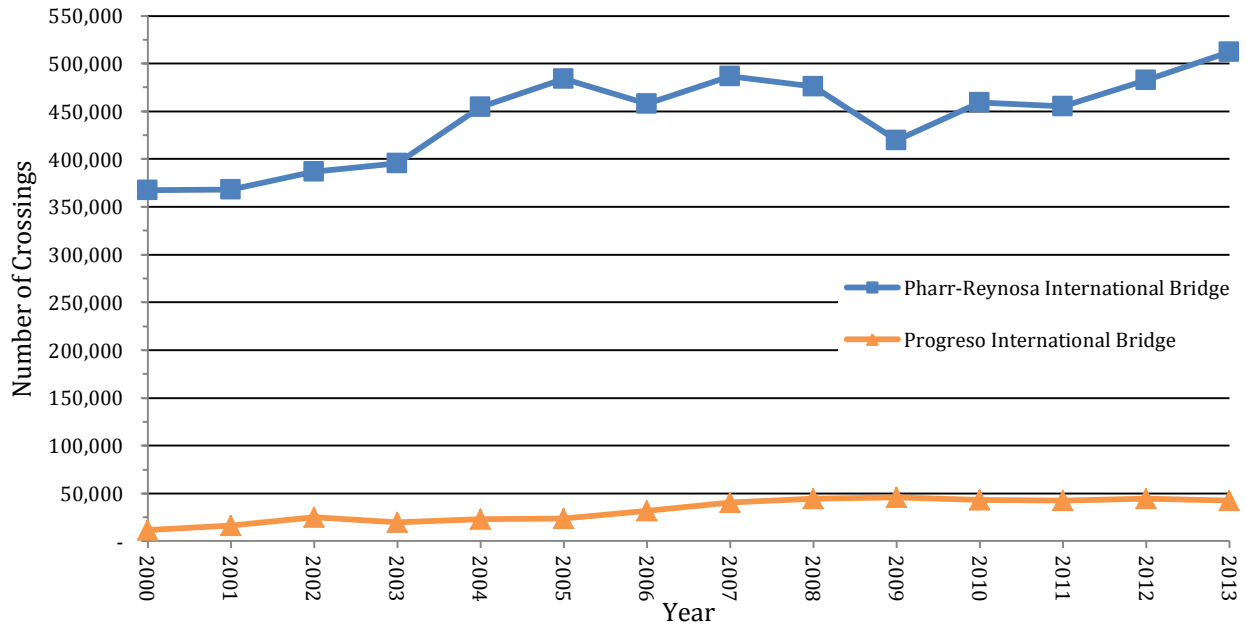


Figure 10-1: The total number of northbound commercial truck crossings per year at the Pharr-Reynosa and Progreso International Bridges between the years 2000 and 2013. These bridges are the only two that cross commercial trucks in the northbound direction.

Table 10-6: The total number of northbound commercial truck crossings, separated by year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge	Los Ebanos Ferry
2000	-	-	-	367,217	11,401	-
2001	-	-	-	367,991	16,649	-
2002	-	-	-	387,157	24,834	-
2003	-	-	-	395,785	19,746	-
2004	-	-	-	454,351	23,064	-
2005	-	-	-	483,889	23,807	-
2006	-	-	-	457,825	31,533	-
2007	-	-	-	486,756	40,796	-
2008	-	-	-	476,000	44,440	-
2009	-	-	-	419,426	45,980	-
2010	-	-	-	459,330	43,327	-
2011	-	-	-	454,929	42,605	-
2012	-	-	-	482,424	44,300	-
2013	-	-	-	512,372	42,761	-

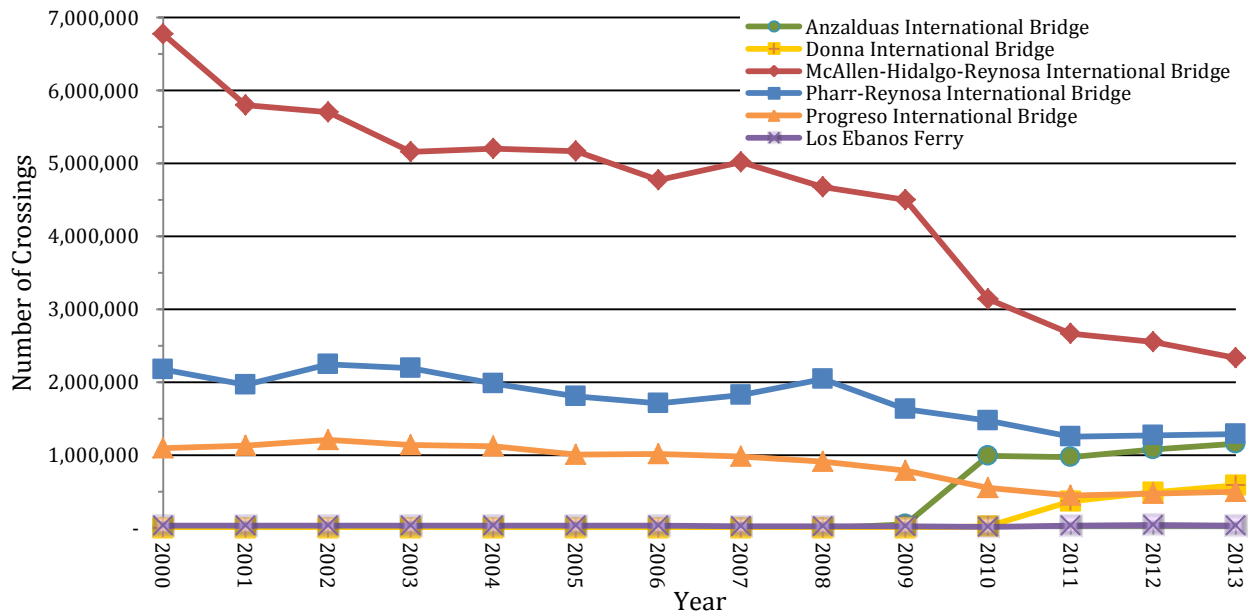


Figure 10-2: The total number of northbound privately owned vehicle crossings per year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzaldúas and Donna International Bridges did not open and start crossing privately operated vehicles until 2009 and 2010, respectively.

Table 10-7: The total number of northbound privately owned vehicle crossings, separated by year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge	Los Ebanos Ferry
2000	-	-	6,772,907	2,174,479	1,094,490	32,053
2001	-	-	5,802,059	1,958,809	1,130,740	32,570
2002	-	-	5,704,586	2,245,288	1,203,577	33,845
2003	-	-	5,156,387	2,188,233	1,137,554	34,196
2004	-	-	5,200,847	1,982,827	1,120,869	32,985
2005	-	-	5,168,341	1,801,505	1,003,789	32,935
2006	-	-	4,772,472	1,707,995	1,010,676	28,980
2007	-	-	5,015,813	1,819,592	983,077	25,750
2008	-	-	4,678,645	2,042,242	909,686	19,844
2009	48,378	-	4,502,411	1,627,049	790,811	25,985
2010	989,349	22,233	3,142,158	1,472,617	545,793	11,171
2011	967,657	368,142	2,662,030	1,248,316	447,241	28,884
2012	1,073,619	487,064	2,552,452	1,268,415	466,534	40,434
2013	1,156,236	582,940	2,329,078	1,282,942	496,731	33,442

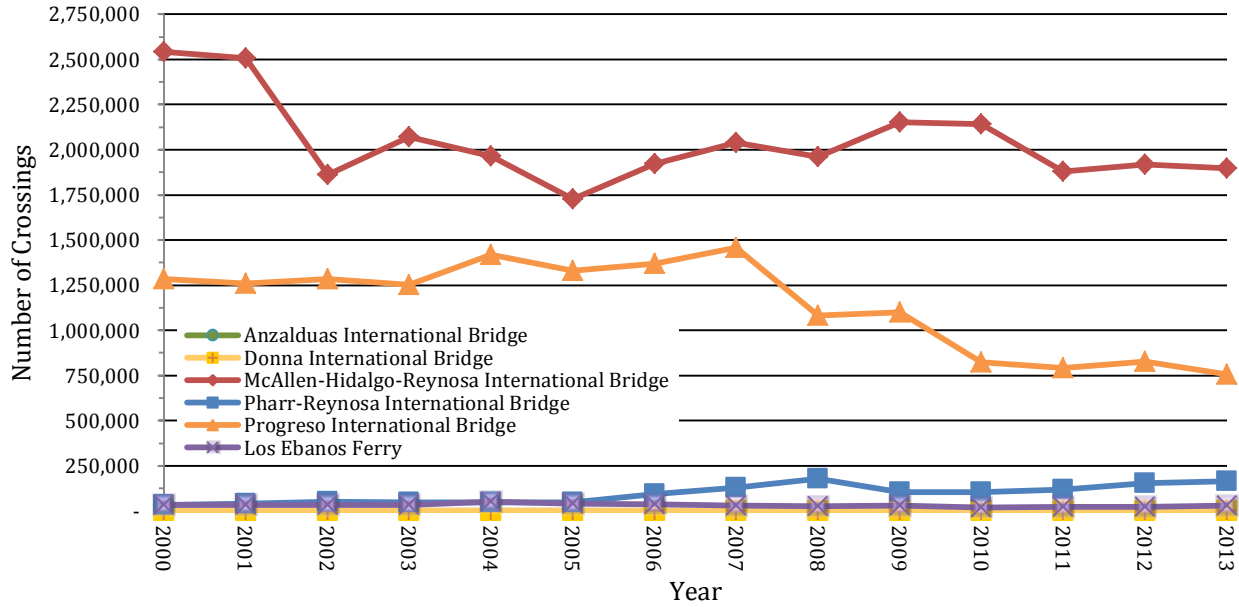


Figure 10-3: The total number of northbound pedestrian crossings per year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzaldúas, Donna, and Pharr-Reynosa International Bridges are primarily vehicle crossings and cross very low numbers of pedestrians compared to other bridges.

Table 10-8: The total number of northbound pedestrian crossings, separated by year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge	Los Ebanos Ferry
2000	-	-	2,540,810	31,566	1,284,502	32,053
2001	-	-	2,506,876	40,043	1,259,126	32,570
2002	-	-	1,861,923	50,501	1,283,974	33,845
2003	-	-	2,069,885	46,807	1,252,888	34,196
2004	-	-	1,963,633	47,837	1,418,693	51,127
2005	-	-	1,727,701	46,483	1,330,403	38,759
2006	-	-	1,922,109	91,938	1,370,863	36,989
2007	-	-	2,038,149	130,511	1,456,657	28,275
2008	-	-	1,959,624	179,586	1,083,705	25,143
2009	0	-	2,153,723	102,984	1,098,611	28,381
2010	175	82	2,140,426	104,740	824,953	19,344
2011	46	28	1,879,014	119,143	791,102	24,244
2012	12	0	1,919,346	154,127	827,708	22,640
2013	0	0	1,898,311	163,684	757,381	28,465

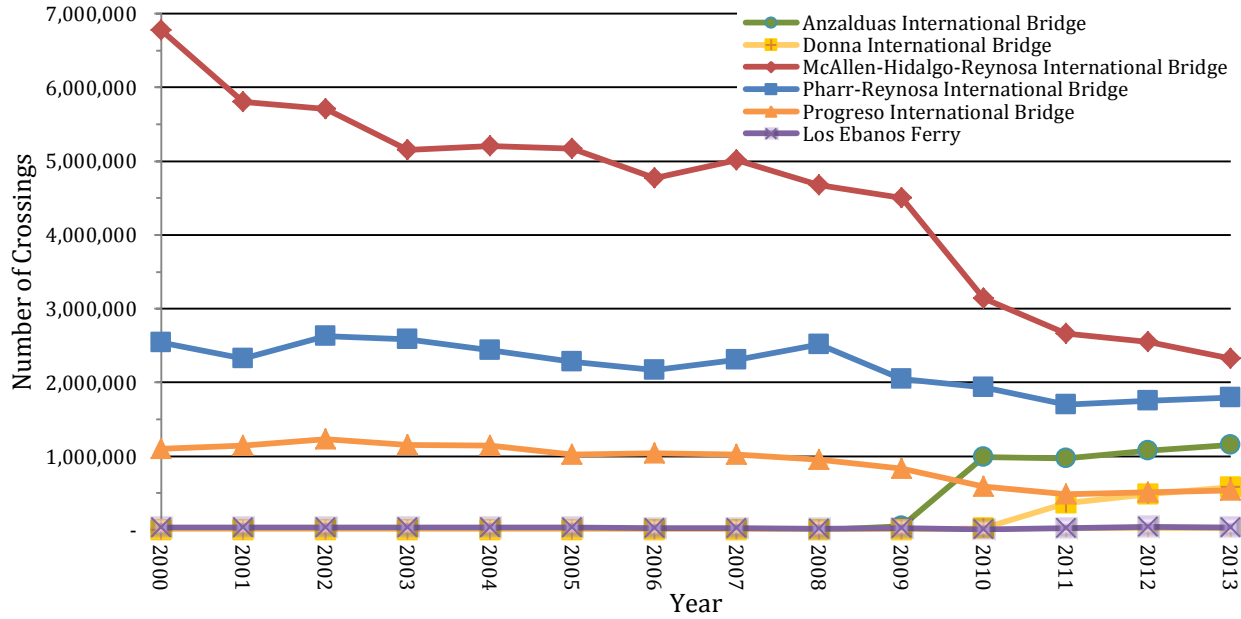


Figure 10-4: The total number of northbound vehicle crossings per year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzaldúas and Donna International Bridges did not open and start crossing vehicles until 2009 and 2010, respectively and the Los Ebanos Ferry crosses only a limited number of vehicles per year, being primarily a pedestrian tourist crossing.

Table 10-9: The total number of northbound vehicle crossings, separated by year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge	Los Ebanos Ferry
2000	-	-	6,772,907	2,541,696	1,105,891	32,053
2001	-	-	5,802,059	2,326,800	1,147,389	32,570
2002	-	-	5,704,586	2,632,445	1,228,411	33,845
2003	-	-	5,156,387	2,584,018	1,157,300	34,196
2004	-	-	5,200,847	2,437,178	1,143,933	32,985
2005	-	-	5,168,341	2,285,394	1,027,596	32,935
2006	-	-	4,772,472	2,165,820	1,042,209	28,980
2007	-	-	5,015,813	2,306,348	1,023,873	25,750
2008	-	-	4,678,645	2,518,242	954,126	19,844
2009	48,378	-	4,502,411	2,046,475	836,791	25,985
2010	989,349	22,233	3,142,158	1,931,947	589,120	11,171
2011	967,657	368,142	2,662,030	1,703,245	489,846	28,884
2012	1,073,619	487,064	2,552,452	1,750,839	510,834	40,434
2013	1,156,236	582,940	2,329,078	1,795,314	539,492	33,442

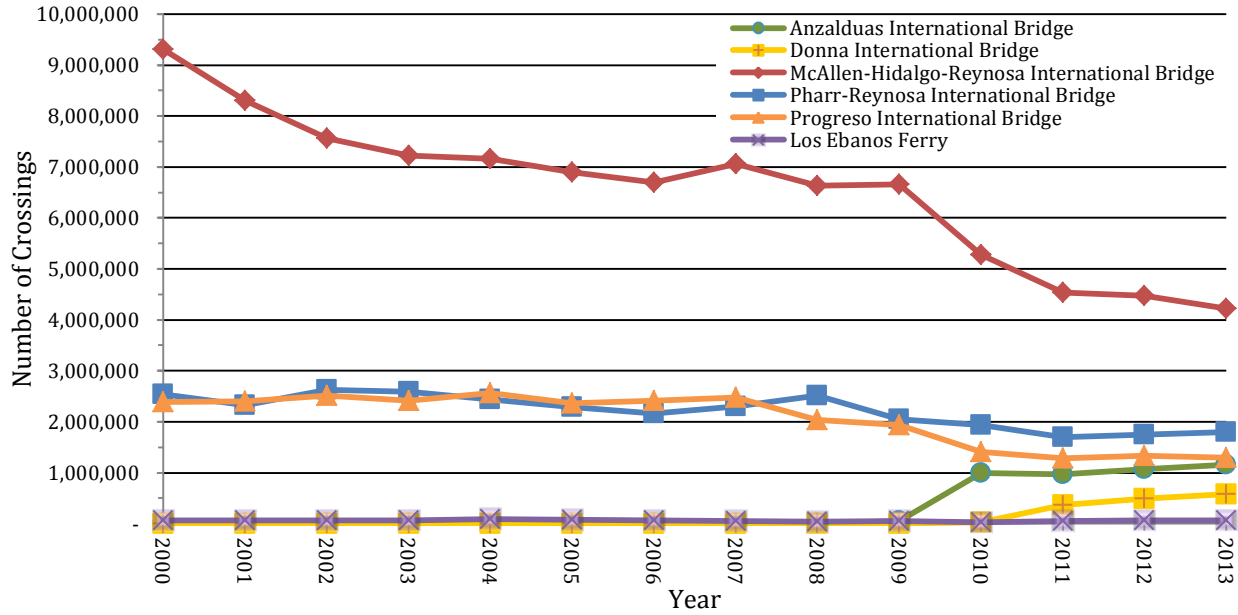


Figure 10-5: The total number of northbound crossings per year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzalduás, Donna, and Pharr-Reynosa International Bridges are primarily vehicle crossings and as a result, the total crossings data is essentially the same as the total vehicle crossings data. Other bridges cross large volumes of both vehicles and pedestrians.

Table 10-10: The total number of northbound crossings, separated by year at each of the six international border crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzalduás International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge	Los Ebanos Ferry
2000	-	-	9,313,717	2,541,696	2,390,393	64,106
2001	-	-	8,308,935	2,326,800	2,406,515	65,140
2002	-	-	7,566,509	2,632,445	2,512,385	67,690
2003	-	-	7,226,272	2,584,018	2,410,188	68,392
2004	-	-	7,164,480	2,437,178	2,562,626	84,112
2005	-	-	6,896,042	2,285,394	2,357,999	71,694
2006	-	-	6,694,581	2,165,820	2,413,072	65,969
2007	-	-	7,053,962	2,306,348	2,480,530	54,025
2008	-	-	6,638,269	2,518,242	2,037,831	44,987
2009	48,378	-	6,656,134	2,046,475	1,935,402	54,366
2010	989,524	22,315	5,282,584	1,931,947	1,414,073	30,515
2011	967,703	368,170	4,541,044	1,703,245	1,280,948	53,128
2012	1,073,631	487,064	4,471,798	1,750,839	1,338,542	63,074
2013	1,156,236	582,940	4,227,389	1,795,314	1,296,873	61,907

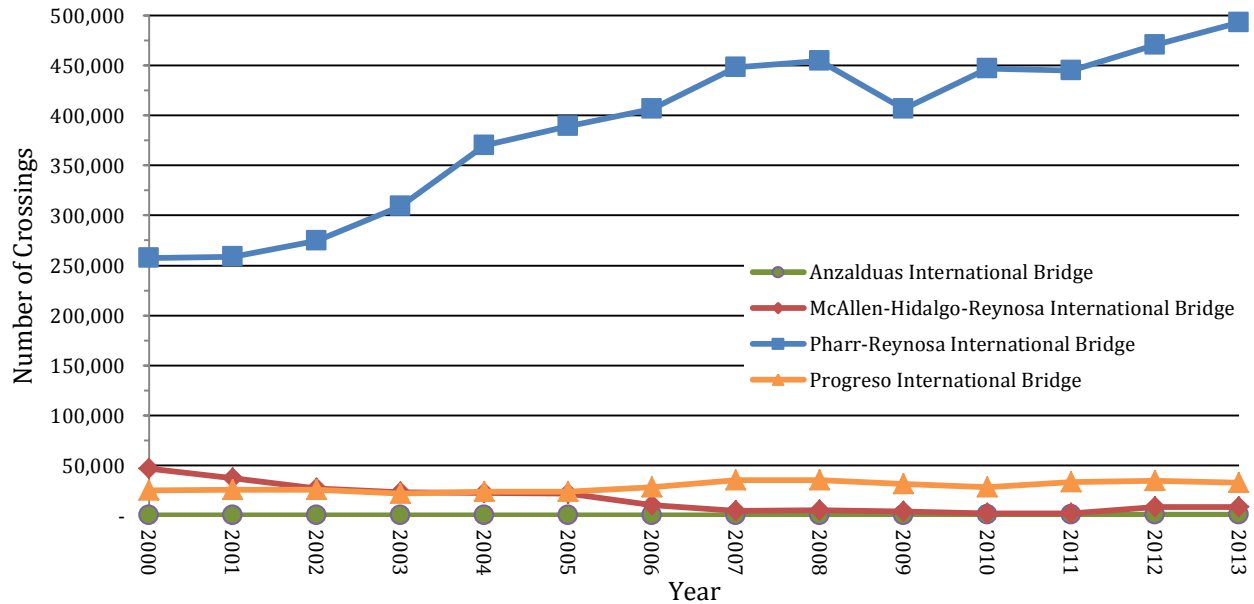


Figure 10-6: The total number of southbound commercial truck crossings per year at the Anzaldúas, McAllen-Hidalgo-Reynosa, Pharr-Reynosa, and Progreso International Bridges between the years 2000 and 2013. These bridges are the only bridges within the planning area that cross commercial trucks in the southbound direction.

Table 10-11: The total number of southbound commercial truck crossings, separated by year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge
2000	-	-	46,933	257,228	25,116
2001	-	-	37,244	258,386	25,670
2002	-	-	27,201	274,968	26,024
2003	-	-	23,154	309,079	22,041
2004	-	-	22,515	369,930	23,884
2005	-	-	22,068	388,973	23,974
2006	-	-	10,115	406,304	28,233
2007	-	-	4,567	448,318	35,629
2008	-	-	5,430	454,686	35,525
2009	40	-	4,107	406,494	31,345
2010	988	-	1,989	446,638	28,064
2011	677	-	1,840	444,571	33,394
2012	795	-	8,655	470,716	34,567
2013	967	-	8,776	493,105	32,598

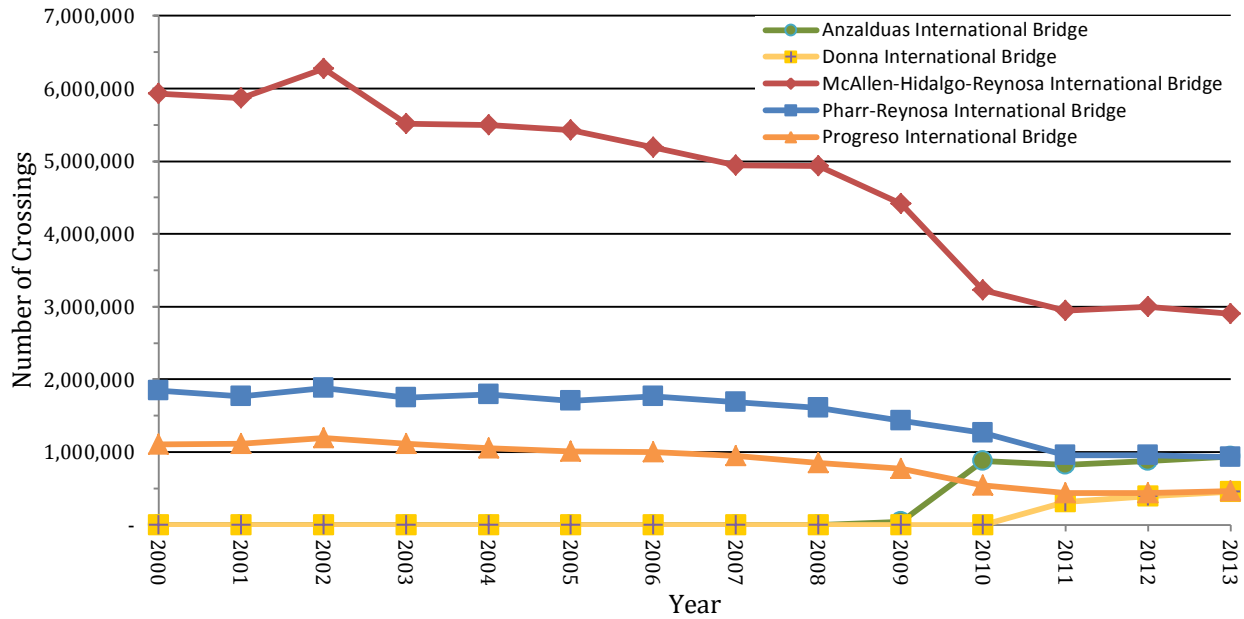


Figure 10-7: The total number of southbound privately owned vehicle crossings per year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzaldúas and Donna International Bridges did not start crossing privately operated vehicles southbound until 2009 and 2011, respectively.

Table 10-12: The total number of southbound privately owned vehicle crossings, separated by year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge
2000	-	-	5,932,488	1,841,749	1,106,282
2001	-	-	5,870,400	1,768,363	1,113,980
2002	-	-	6,270,141	1,879,256	1,191,245
2003	-	-	5,516,937	1,749,112	1,112,599
2004	-	-	5,498,901	1,796,418	1,056,736
2005	-	-	5,430,415	1,700,493	1,009,753
2006	-	-	5,188,916	1,767,275	1,002,478
2007	-	-	4,941,153	1,685,309	946,876
2008	-	-	4,930,360	1,607,339	851,227
2009	38,836	-	4,411,201	1,434,279	773,382
2010	877,497	-	3,227,269	1,265,057	538,339
2011	824,946	310,212	2,946,099	959,313	439,281
2012	878,222	392,584	3,002,446	953,948	441,082
2013	940,363	453,011	2,900,379	925,913	467,743

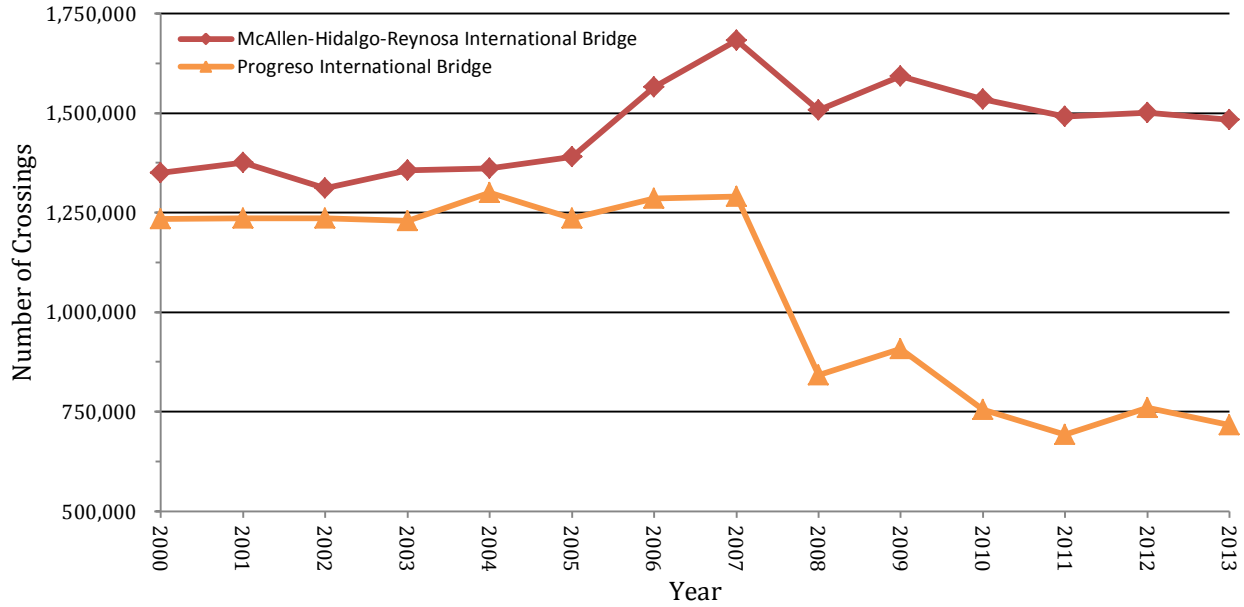


Figure 10-8: The total number of southbound pedestrian crossings per year at the McAllen-Hidalgo-Reynosa and Progreso International Bridges between 2000 and 2013. Southbound pedestrian crossing counts are not available for the Anzaldúas, Donna, and Pharr-Reynosa International Bridges.

Table 10-13: The total number of southbound pedestrian crossings, separated by year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge
2000	-	-	1,350,631	-	1,234,158
2001	-	-	1,376,333	-	1,235,699
2002	-	-	1,310,776	-	1,236,325
2003	-	-	1,355,532	-	1,229,698
2004	-	-	1,361,513	-	1,299,493
2005	-	-	1,390,832	-	1,235,913
2006	-	-	1,564,630	-	1,285,349
2007	-	-	1,683,087	-	1,289,909
2008	-	-	1,507,222	-	842,095
2009	-	-	1,592,923	-	908,306
2010	-	-	1,534,765	-	755,193
2011	-	-	1,491,694	-	692,719
2012	-	-	1,500,682	-	759,259
2013	-	-	1,482,918	-	717,274

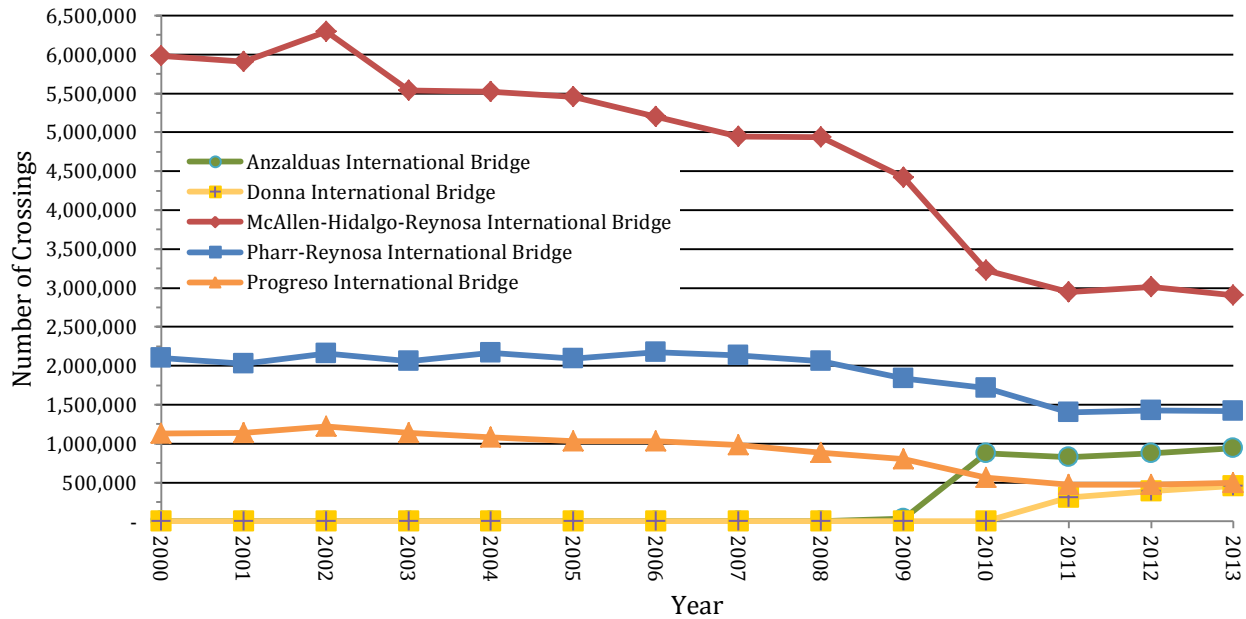


Figure 10-9: The total number of southbound vehicle crossings per year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. The Anzalduás and Donna International Bridges did not open and start crossing vehicles southbound until 2009 and 2011, respectively.

Table 10-14: The total number of southbound vehicle crossings, separated by year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzalduás International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge
2000	-	-	5,979,421	2,098,977	1,131,398
2001	-	-	5,907,644	2,026,749	1,139,650
2002	-	-	6,297,342	2,154,224	1,217,269
2003	-	-	5,540,091	2,058,191	1,134,640
2004	-	-	5,521,416	2,166,348	1,080,620
2005	-	-	5,452,483	2,089,466	1,033,727
2006	-	-	5,199,031	2,173,579	1,030,711
2007	-	-	4,945,720	2,133,627	982,505
2008	-	-	4,935,790	2,062,025	886,752
2009	38,876	-	4,415,308	1,840,773	804,727
2010	878,485	-	3,229,258	1,711,695	566,403
2011	825,623	310,212	2,947,939	1,403,884	472,675
2012	879,017	392,584	3,011,101	1,424,664	475,649
2013	941,330	453,011	2,909,155	1,419,018	500,341

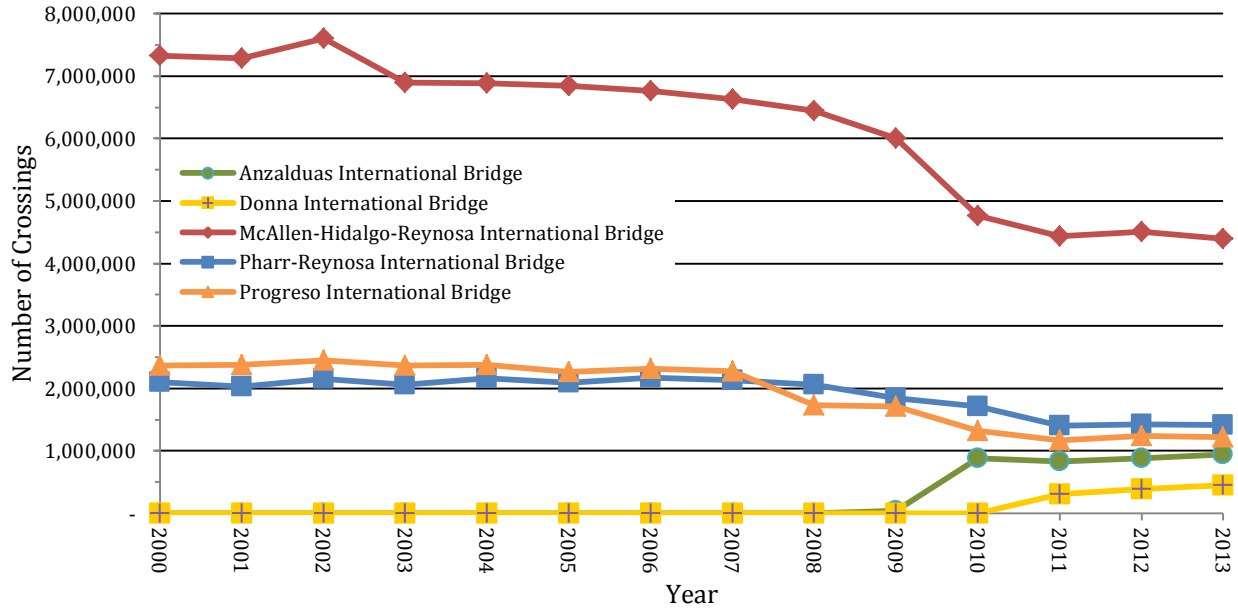


Figure 10-10: The total number of southbound crossings per year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013. Southbound pedestrian crossing counts are not available for the Anzaldúas, Donna, and Pharr-Reynosa International Bridges. As a result, the total crossings data is the same as the total vehicle crossings data for these bridges. The McAllen-Hidalgo-Reynosa and Progreso International Bridges cross large volumes of both vehicles and pedestrians.

Table 10-15: The total number of southbound crossings, separated by year at each of the five international bridge crossings within the Hidalgo County Metropolitan Planning Organization planning area between 2000 and 2013.

Year	Anzaldúas International Bridge	Donna International Bridge	McAllen-Hidalgo-Reynosa International Bridge	Pharr-Reynosa International Bridge	Progreso International Bridge
2000	-	-	7,330,052	2,098,977	2,365,556
2001	-	-	7,283,977	2,026,749	2,375,349
2002	-	-	7,608,118	2,154,224	2,453,594
2003	-	-	6,895,623	2,058,191	2,364,338
2004	-	-	6,882,929	2,166,348	2,380,113
2005	-	-	6,843,315	2,089,466	2,269,640
2006	-	-	6,763,661	2,173,579	2,316,060
2007	-	-	6,628,807	2,133,627	2,272,414
2008	-	-	6,443,012	2,062,025	1,728,847
2009	38,876	-	6,008,231	1,840,773	1,713,033
2010	878,485	-	4,764,023	1,711,695	1,321,596
2011	825,623	310,212	4,439,633	1,403,884	1,165,394
2012	879,017	392,584	4,511,783	1,424,664	1,234,908
2013	941,330	453,011	4,392,073	1,419,018	1,217,615



10.8 Impacts of the North American Free Trade Agreement

International border crossings increased tremendously along the U.S., Texas-Mexico border after the implementation of the North American Free Trade Agreement (NAFTA) (Figure 10-11) in January 1994. NAFTA removed barriers to trade and investment between the United States, Canada, and Mexico. Under NAFTA, all non-tariff barriers to agricultural trade between the United States and Mexico were eliminated. In addition, many other tariffs were eliminated immediately, with others being phased out over time with full implementation beginning January 1, 2008.



Figure 10-11: The North American Free Trade Agreement logo depicting the United States, Mexican, and Canadian flags

The manufacturing sector has seen a remarkable increase in growth since the implementation of NAFTA. The Lower Rio Grande Valley has experienced faster economic growth than any other U.S.-Mexico border area. Of all the trade that occurs between the two nations, 12.8% is transported through the Lower Rio Grande Valley. According to the U.S. Department of Commerce-Bureau of Economic Analysis, 38.5% of the \$148.4 billion in trade that crosses the South Texas border crosses through the Rio Grande Valley.

Since the implementation of NAFTA, maquiladoras have become more prevalent in Hidalgo County. Maquiladoras are Mexican factories that take in imported raw materials from the U.S., produce goods in Mexico, and export those goods back to the U.S. This arrangement allows maquiladoras to take advantage of U.S. raw materials and markets as well as lower production costs and a large labor supply in Mexico. Typically, warehousing facilities are on the American side and manufacturing facilities are on the Mexican side of the border. The proliferation of maquiladoras has allowed for the rapid growth of non-border metropolitan areas in Mexico, such as Toluca, León and Puebla.

Currently, there are around 3,000 maquiladoras on the U.S.-Mexico border with over one million workers. Well established Fortune 500 companies, such as General Electric, General Motors, TRW Automotive, Black & Decker, Bissell, Whirlpool and Maytag are among the companies cutting production costs by utilizing maquiladora type programs. There were 142 maquiladoras in Hidalgo County in 2009 and the number is estimated to have remained constant through 2014. The cities of Matamoros (across from Brownsville, TX) and Reynosa (across from Mission, McAllen, and Pharr, TX) are important maquiladora centers along the Texas-Mexico border.

Border cities can set up Foreign Trade Zones (FTZ) or “free ports” that are regulated by U.S. Customs and Border Protection (CBP). Raw materials and/or finished goods may be



brought into the zone from another country, duty-free and then may be stored, assembled, repackaged, graded, manufactured, or re-exported without payment of U.S. Customs duties. This arrangement has prompted an increase in border traffic in Texas, primarily with trucks. The McAllen FTZ is currently the largest FTZ in operation within the Hidalgo County Metropolitan Planning Organization (HCMPO) planning area. Other FTZs within the planning area include the Weslaco FTZ and Edinburg FTZ, both of which are located near General Aviation airports that cater to cargo transport.

10.8.1 Presidential Permit

Since May 1995, sponsors for new bridge construction over the Rio Grande must get approval from the Texas Transportation Commission before requesting a Presidential Permit to build. Before granting approval to request a Presidential Permit, the Commission will conduct a review. Upon completion of the review and approval a presidential permit may be requested, which is the first step in the federal process to begin construction of an international bridge.

The Commission review will include determining if the bridge is consistent with state and regional transportation plans, the bridge's economic impact on the region, the environmental impact of the bridge, traffic congestion, and the free flow of trade. The Commission consults with the Texas Department of Public Safety, Texas Natural Resource Conservation Commission, Texas Historical Commission, Texas Department of Agriculture, Texas Alcoholic Beverage Commission, Texas Department of Commerce, and any other appropriate agency to determine the bridge's possible impacts. This review process may take several months.

After approval to apply for a Presidential Permit is granted by the Texas Transportation Commission, federal law requires a second review process before the President of the United States can issue a permit for construction. This review involves federal agencies located in the U.S. Departments of Justice, Treasury, and Agriculture, the Food and Drug Administration, Department of Transportation, Federal Railroad Administration, U.S. Coast Guard, Department of Commerce, Environmental Protection Agency, Department of the Interior, and the Department of Defense. The process may take several years.

The highway construction projects on state roads leading to and from the bridges are planned and designed by the staff of four TxDOT Districts (Pharr, Laredo, Odessa, and El Paso). Road construction expenditures during the 1990s for new road construction and improvements to existing roads leading to and from the international bridges totaled \$580 million. With the rapid growth of maquiladoras in the region, the need for better transportation infrastructure for goods to go across and easy routes for access to border



towns is important. International Bridges and roadway improvements to and from the bridges in both the United States and Mexico have helped address needs in both countries.

10.9 Interstate 69 and Interstate 2

In 1991, Congress reached a consensus that Interstate 69 (I-69) was a high priority, much needed corridor providing for continuity of the nation's interstate system. In 1994, the Alliance for I-69 Texas, a non-profit made up of local governments, economic development groups, port authorities, and private sector associate members was successful in securing funding and legislation to pursue the development of I-69. On May 30, 2013, final federal approval was announced giving TxDOT the approval to begin officially signing U.S. 281 as Interstate 69 Central (I-69C) and U.S. 83 as Interstate 2 (I-2). Unveiling ceremonies were held on July 15, 2013 officially recognizing the long awaited Rio Grande Valley Interstate system.

Composed of the existing U.S. 281 freeway, I-69C stretches for 13.5 miles from its southern most point at the I-69C/I-2 Interchange in the City of Pharr through Hidalgo County to its northern most point at FM 2812 (Figure 10-12). I-69C will eventually stretch further north to the city of George West. I-2, which is composed of the existing U.S. 83 freeway, stretches for 46.8 miles from its easternmost point at the newly designated Interstate 69 East (I-69E) in the City of Harlingen westward to the City of Palmview, just west of CR 2070, Showers Road (Figure 10-12).

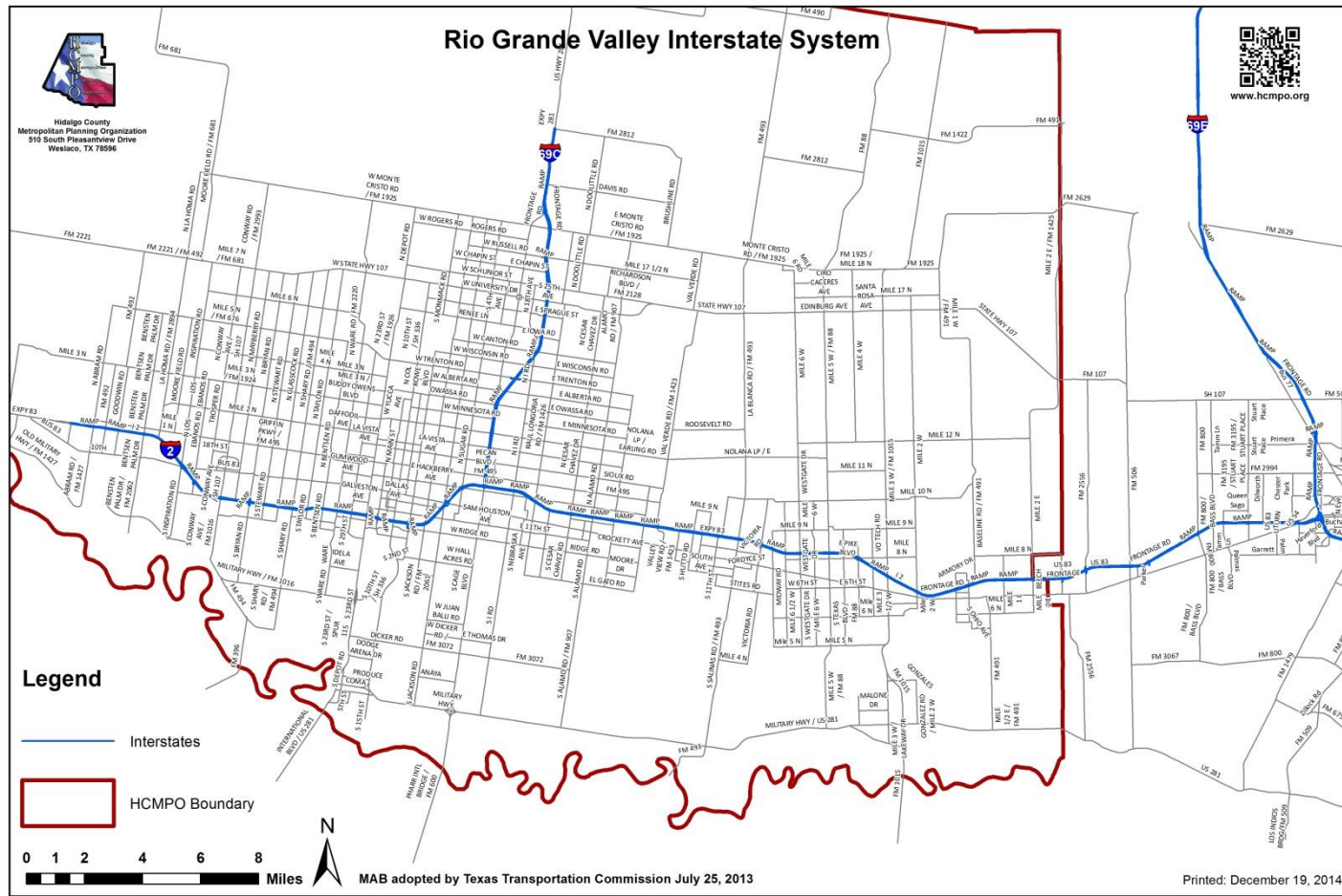


Figure 10-12: The Rio Grande Valley Interstate designations on existing roadways. Interstate 69 Central replaces portions of U.S. 281 from the Pharr Interchange, north past the City of Edinburg. It will be extended further north in the future. Interstate 2 replaces portions of U.S. 83 from the Harlingen Interchange, west to the City of Palmview. Interstate 69 East replaces portions of U.S. 77 from the Harlingen Interchange, north through Cameron County. A larger print of this map is in Appendix A.