



Legislative Issues

McAllen Chamber of Commerce



Anzalduas Land Port of Entry Expansion Project

Background

The Anzalduas International Bridge (Anzalduas) is a crucial international crossing on the U.S.-Mexico border in South Texas owned and operated by the cities of McAllen, Mission and Hidalgo. Anzalduas' strategic location puts it at a major crossroads for manufacturing, trade and travel in Mexico and the U.S. Anzalduas is poised to facilitate millions of dollars in trade daily because Anzalduas connects North America's most powerful manufacturers, goods and people.

Mexico is the No. 1 or No. 2 foreign trade partner of nearly half of the country's states and nearly all that trade comes over land ports of entry (POE). Across the river from Anzalduas in Mexico, there are 250 maquiladora manufacturing facilities producing cell phone parts, home appliances, medical equipment and many electronics. In addition, Anzalduas lies two hours north on a direct route from Monterrey, Mexico's manufacturing leader.

Anzalduas directly connects McAllen's 775-acre Foreign Trade Zone and its 400 companies to Mexico, along with Sharyland Plantation, a 1,000-acre mix-use development that is home to Motorola, GE Engines, Panasonic and T-Mobile, among others. Anzalduas is also the preferred route for tourists and other travelers to shop in McAllen, a billion-dollar industry for the city.ⁱ What happens at Anzalduas impacts manufacturing, logistics, agricultural supplies and retail sales around the country.

The Port of Hidalgo, which encompasses three bridges [Pharr, Hidalgo and Anzalduas] in the McAllen area, is the second-busiest land port in the country for the importation of fruit and vegetables into the United States. As trade and its importance grows, so must bridge capacity, capability and infrastructure.

Currently in Hidalgo County, the Pharr-Reynosa International Bridge is the only bridge connecting Hidalgo County to the Reynosa, Mexico area that can handle commercial traffic. Its average of 9,500 commercial trucks per week has bogged down the Pharr International Bridge, and many endure long hours waiting in lines that frustrate businesses and drive down economic potential.ⁱⁱ TXDOT completed a study in 2010 that showed the Pharr-Reynosa Bridge experiences wait times of nearly 100 minutes during peak traffic times.ⁱⁱⁱ

Northbound and Southbound Expansion

The Anzalduas Land Port of Entry Expansion Project will expand the current facility operations to include full commercial capabilities for both north and southbound commercial vehicles. The northbound and southbound facilities will be an investment by the Anzalduas Bridge Board and the City of McAllen. Having an additional option for northbound and southbound commercial crossings will create substantial fuel savings for regular users, cut congestion at other bridges, and reduce the area's environmental footprint by being more efficient. The funding cost for this project is estimated to be \$53.7 million.

There are many benefits for the region by having this facility, but the top five identified benefits include:

- Reduction of commercial vehicle congestion and wait times at the Pharr-Reynosa LPOE
- Reduction of border crossing times at the Anzalduas LPOE
- Improved inspection systems (x-ray and non-intrusive technologies)
- Improved distribution of personnel at Pharr and Anzalduas LPOE
- Enhanced regional competitiveness due to an increase in commercial crossing options in the region

ⁱ McAllen Chamber of Commerce

ⁱⁱ Texas Center for Border Economic and Enterprise Development

ⁱⁱⁱ TXDOT/Texas Transportation Institute, 2010