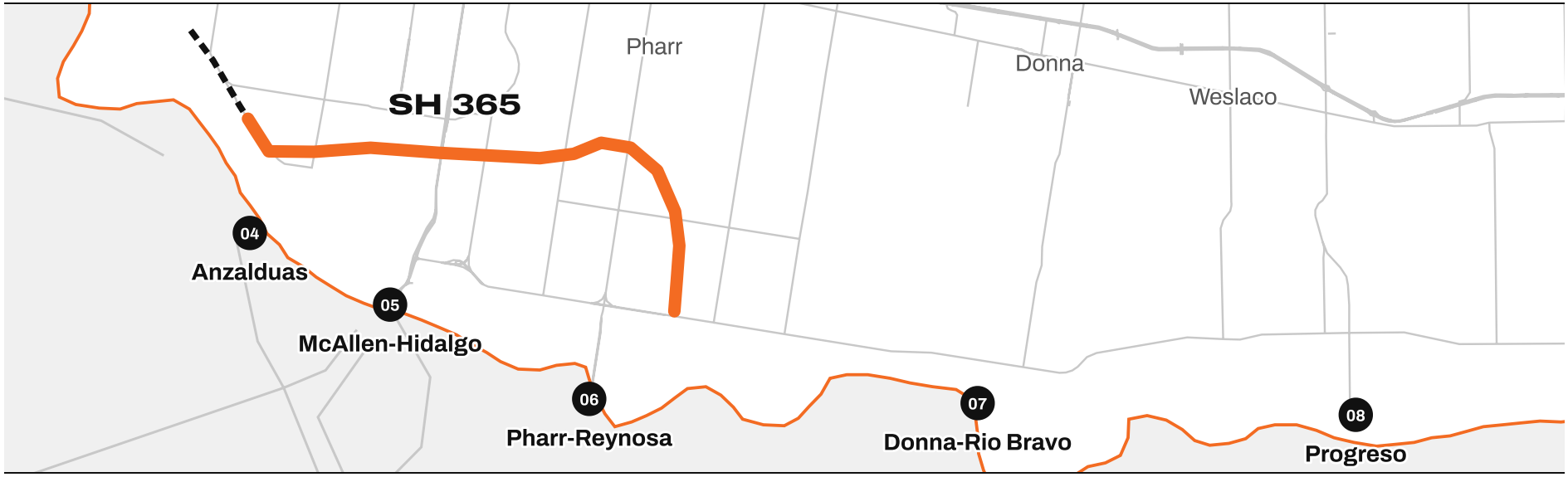
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South Texas Market Intelligence

Rio Grande Valley edition | Trade corridors

SH 365: Linking the Rio Grande Valley's Trade Bridges

Starr, Hidalgo, Cameron and Willacy counties, Texas | November 2026



SH 365 and Hidalgo County's five international crossings (04–08). Orange: toll section under construction; dashed: future segment.

Map: SVN | Hanna Solutions from HCRMA schematics

17.4
Miles, full corridor
FM 1016 to US 281

12.2
Miles, toll section
under construction

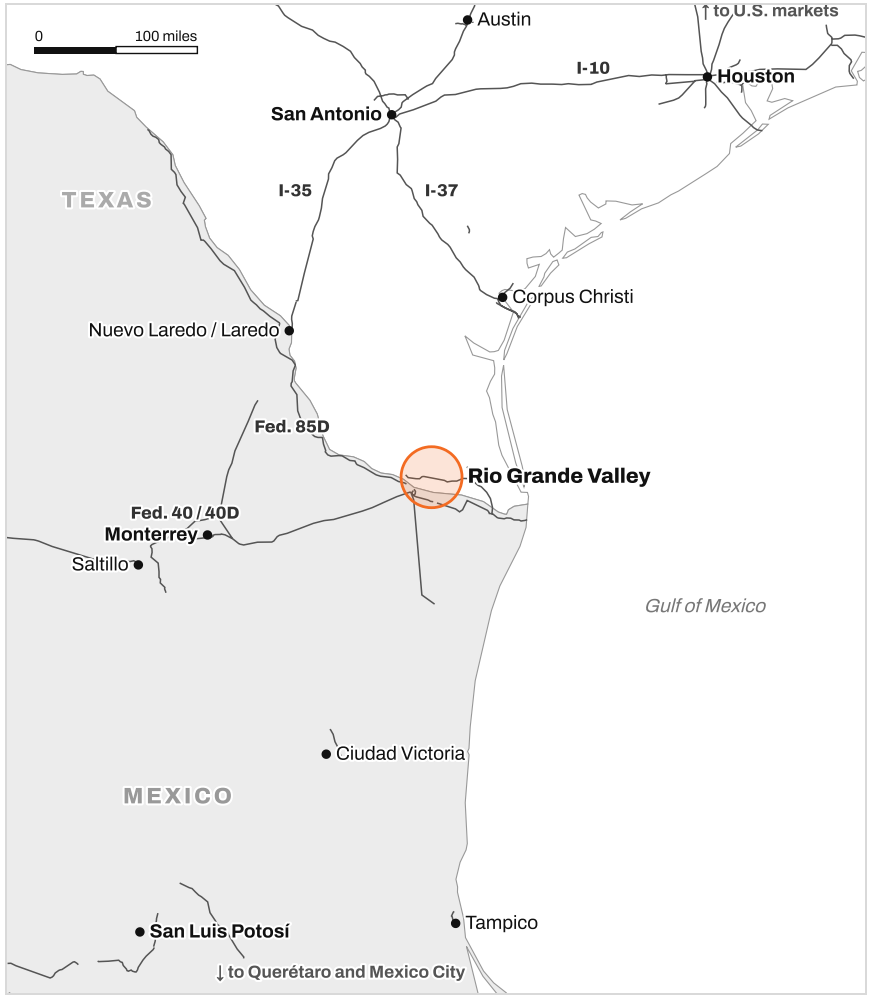
13
Interchanges on
the toll section

2027
Expected completion
of the toll section (HCRMA)

Figures from the Hidalgo County Regional Mobility Authority (HCRMA). Crossing numbers follow the series' west-to-east sequence (01–12).

A local highway serving the nation's largest trade lane

SH 365, now built as the **365 Tollway**, moves trucks between the **Anzalduas** and **Pharr-Reynosa** bridges without using city streets, with planned links east to Donna. Its connections also turn north, to I-69C and the rest of Texas and the U.S. It sits where Mexico's manufacturing corridor meets the U.S. interstate network. [1, 7, 24]



Major highways from Natural Earth 1:10m, generalized. Pharr bridge footprint as presented in Oct. 2026: $26B in U.S. economic output and about 140,000 U.S. jobs. [12, 21]

$872.8B

U.S.–Mexico goods trade, 2025

Mexico was the top U.S. goods trading partner in 2025, ahead of Canada and China. [11]

~$45B

Pharr-Reynosa bridge trade, 2025

About 97% U.S.–Mexico trade, and about 70% of all Rio Grande Valley bridge trade. [12]

37%

Of U.S. fresh produce imports

More than 8.9 billion pounds of fresh produce crossed at Pharr in 2025. [12]

1.2M+

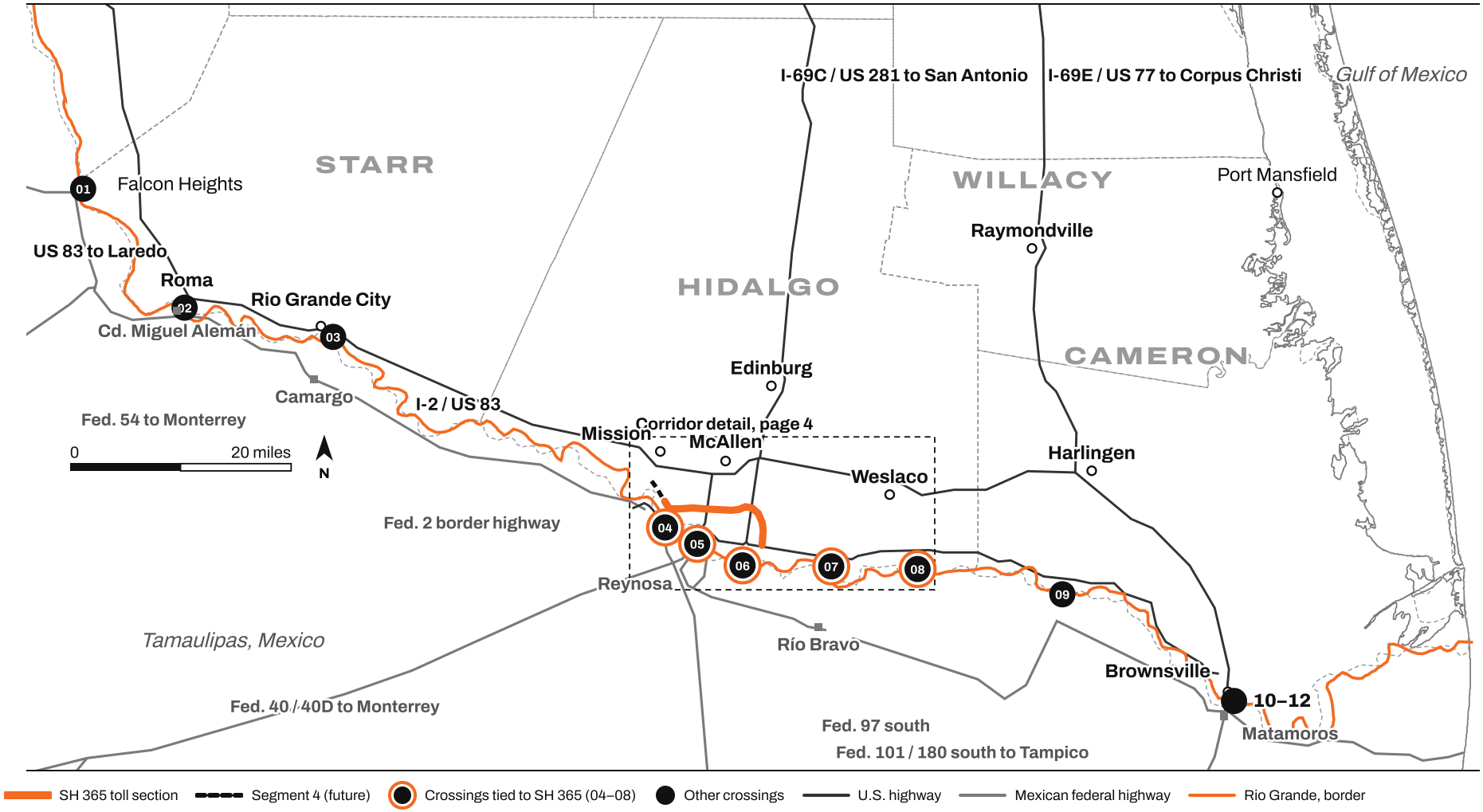
Trucks per year at Pharr

About 1.2 to 1.3 million, northbound and southbound combined. Manufactured goods make up about 75% of cargo value. [13]

> **The corridor's value is national because the freight is national. Faster, safer bridge-to-bridge movement in Hidalgo County supports U.S. supply chains well beyond the Rio Grande Valley.**

Where SH 365 sits in the border network

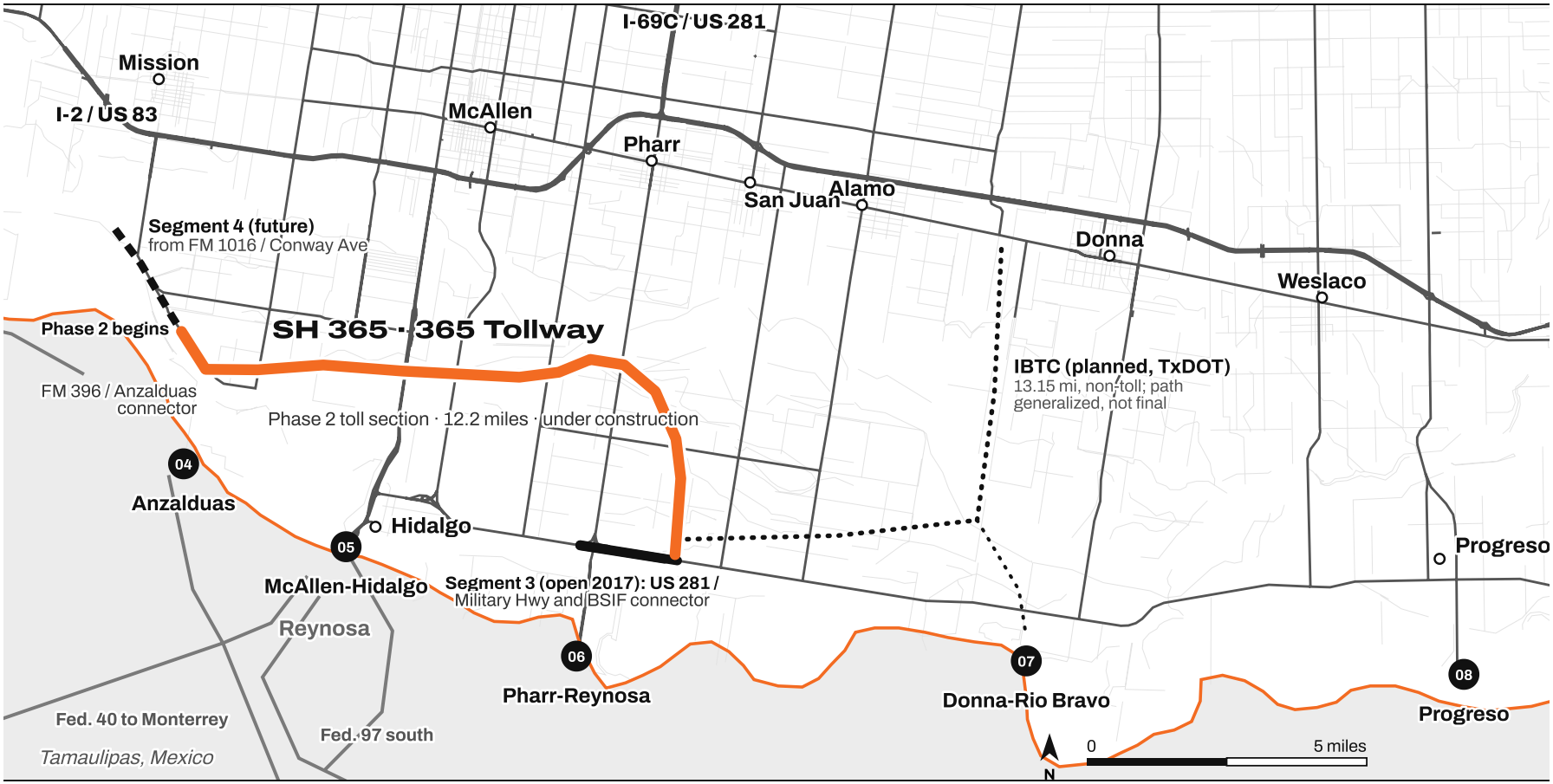
The corridor ties together Hidalgo County's five crossings, at the center of the Rio Grande Valley's 12 international roadway crossings. On the Mexican side, federal highways from Monterrey, the interior and the Gulf coast converge on these bridges. [1, 21, 22]



Crossing numbers follow the series' west-to-east sequence. Crossing coordinates [22]; border, coast and counties [21]; highways from Natural Earth 1:10m, generalized. SH 365 traced from HCRMA schematics [8]. For orientation only.

The corridor on the ground

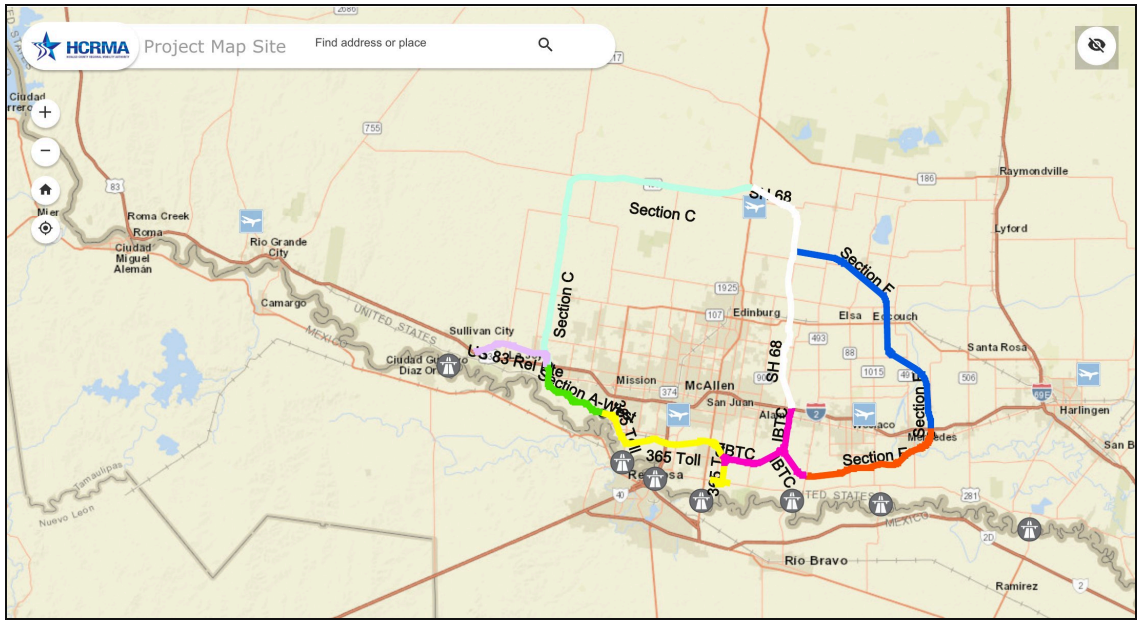
SH 365 runs through the Rio Grande floodway south of Mission, McAllen and Pharr, parallel to I-2. Phase 2 is a 12.2-mile toll road with 13 interchanges, from the Anzalduas connector at FM 396 to US 281 / Military Highway at the Pharr bridge. [1, 5, 8]



SH 365 alignment and U.S. roads traced from the HCRMA SH 365 schematic vicinity map (Oct. 2014) and fitted to the border and published bridge coordinates; the traced toll section measures 12.1 miles against HCRMA's published 12.2 miles. Mexican highways generalized. For orientation; not survey-grade. [8, 21, 22]

West to east, and north: the Hidalgo County Loop

SH 365 is the southern spine of HCRMA's master plan, a loop around the urbanized core of Hidalgo County. The plan was adopted around 2010–2011 as a 40-year strategy. [10, 24]



Source: HCRMA Project Map Site (screen capture). Labels and colors are HCRMA's. [25]

How SH 365 connects north

- **West:** Segment 4 and Section A West tie to I-2 / US 83 at La Joya; Section C continues north to I-69C. [3, 24]
- **Center:** US 281 at Pharr becomes I-69C, north to Edinburg and San Antonio.
- **East:** the IBTC links to SH 68, a planned 22-mile road from I-2 at Alamo / Donna north to I-69C north of Edinburg. [3, 7]
- From there, I-69C and I-69E carry freight to the rest of Texas and the national interstate network.

Border freight gets a route north on dedicated corridors around the urban core, not only a route between bridges.

LOOP COMPONENT	LIMITS	STATUS	HCRMA COST ESTIMATE
US 83 Relief Route	Bypass of the La Joya / Peñitas area (TxDOT)	Completed [3]	—
365 Tollway	FM 1016 (Conway) to US 281 / Pharr bridge; Segment 4 future	Under construction [1]	See page 8
IBTC and SH 68	SH 365 to I-2 at Alamo / Donna, then north to I-69C north of Edinburg (TxDOT)	Planned [3, 7]	—
Section A West	Los Ebanos to I-2 at La Joya	Pre-development [3, 24]	—
Sections C, E and F	C: I-2 to I-69C (northwest). E: I-2 to SH 68 (east). F: northeast leg	Environmental phase [3]	C $1.24B · E $934.1M · F $528.6M [3]

Costs are HCRMA planning estimates (Nov. 2025 board packet), not funded budgets. In Nov. 2025 the HCRMA board moved to procure environmental and engineering services for Sections A West, C, E and F. [3]

Defining the bridge network

Hidalgo County's five crossings have operated largely as separate gateways. SH 365 and its planned links connect them into one system, so freight can be routed to the crossing that fits the cargo and has capacity. [1, 16]

	CROSSING	ROLE TODAY	TIE TO THE SH 365 CORRIDOR
04	**Anzalduas International Bridge** Mission	Southbound cargo. Dual U.S.–Mexico inspections of southbound cargo, with officers from both countries on the U.S. side, were targeted by CBP for the end of September 2026; local expectation is by year-end. Mexico has not announced construction or completion of its northbound cargo inspection facilities. [23]	DIRECT West end of the toll section, with a connector at FM 396 (Anzalduas Highway). [1, 8]
05	**McAllen-Hidalgo International Bridge** Hidalgo	Passenger vehicles and pedestrians. [17]	DIRECT SP 115 (23rd Street) and SH 336 (10th Street) cross the corridor in south McAllen. [8]
06	**Pharr-Reynosa International Bridge** Pharr	Primary commercial crossing in Hidalgo County and the No. 1 U.S. land crossing for produce. A second span is expected to open with a ribbon-cutting in November 2026. [12, 17, 20]	DIRECT East end of the corridor, via the non-tolled US 281 / BSIF connector completed in 2017. [3, 15]
07	**Donna-Rio Bravo International Bridge** Donna	Passenger vehicles and limited commercial traffic. [17]	PLANNED The International Bridge Trade Corridor (IBTC) is planned to link SH 365 toward I-2, the proposed SH 68 and the Donna bridge. [7]
08	**Progreso International Bridge** Progreso	Part of HCRMA's designated overweight permit network via FM 1015. Confirm current truck access with CBP. [6]	EXISTING ROUTE US 281 / Military Highway east from the Pharr connector to FM 1015. [6]

Specialization

Pharr handles produce and full commercial traffic; Anzalduas handles southbound cargo, with dual inspections planned. A connected corridor lets each bridge play to its strength. [12, 23]

Redundancy

With direct links to more than one commercial crossing, carriers gain an alternate route when one port is congested or closed. Resilience depends on redundant pathways. [12]

Growth headroom

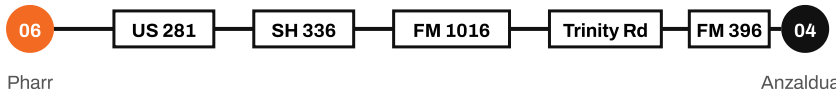
A TxDOT study projects commercial vehicle traffic in the Rio Grande Valley / Tamaulipas border region could nearly triple by 2050. [18]

From city streets to a dedicated freight route

Today, overweight trucks permitted to move between the Pharr and Anzalduas bridges must use a chain of five surface roads. SH 365 is designed to replace that with one controlled-access, overweight-rated corridor. [6, 16]

TODAY: DESIGNATED OVERWEIGHT ROUTE

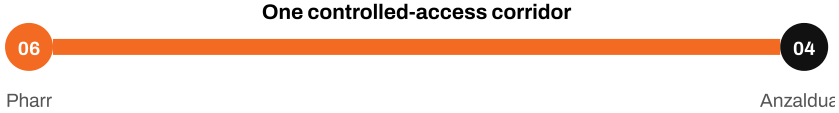
Pharr bridge to Anzalduas bridge



Five surface roads through urban areas, shared with local traffic.
Permitted trucks are capped at 55 mph on these routes. [6]

WITH SH 365

Pharr bridge to Anzalduas bridge



Floodway alignment away from city streets; up to 70 mph on main lanes.
Built to separate overweight trucks from passenger traffic. [2, 5, 16]

25 min

Up to this much time saved on cross-county trips, per HCRMA's estimate for the full corridor. [2]

125,000 lb

Maximum gross weight under HCRMA overweight permits on designated routes. [6]

$0.20

Published toll per mile, per axle. All-electronic: FUEGO and other tags, or pay by mail. [5]

$12.20

Illustrative toll for a 5-axle truck over 12.2 miles at the published rate (12.2 × 5 × $0.20). Actual tolls may differ by entry and exit point.

The efficiency gain is not only speed. Moving heavy trucks off urban streets lowers conflict with local traffic and makes bridge-to-bridge trips more predictable for shippers.

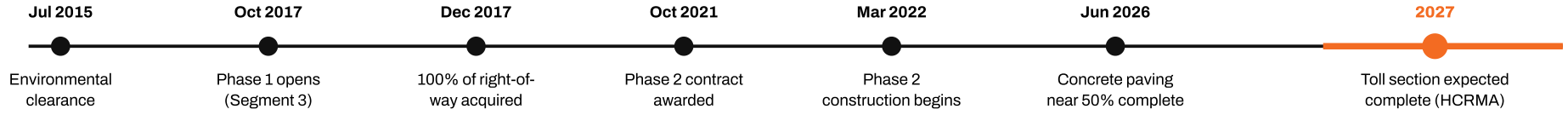
Overweight permit routes on the tollway itself will be set by HCRMA; confirm before planning operations around them.

Project status and timeline

The corridor is being delivered in three phases by the Hidalgo County Regional Mobility Authority (HCRMA), in partnership with TxDOT. [1, 3]

PHASE	SCOPE	TYPE	COST	STATUS
Phase 1 Segment 3	US 281 / Military Highway improvements and the Border Safety Inspection Facility (BSIF) connector at the Pharr bridge	Non-toll	About $19.3M [3]	OPEN Opened to traffic October 2017 [3]
Phase 2 Segments 1 & 2	12.2-mile toll road from 0.8 mile west of FM 396 to US 281 / BSIF connector; 13 interchanges; two lanes each direction [1, 4, 15]	Toll	$295.9M low bid by Pulice Construction (2021); HCRMA lists a $320M investment [2, 4]	UNDER CONSTRUCTION HCRMA expected completion: 2027 [1]
Phase 3 Segment 4	FM 1016 (Conway Avenue) to 0.8 mile west of FM 396, completing the 17.4-mile corridor [15]	Future toll	About $141M estimated; funding not yet determined [10]	FUTURE No completion date set [10]

Key milestones



Sources: HCRMA project page and annual reports; Pulice Construction (June 2026). [1, 3, 4, 9]

Schedule has shifted; treat 2027 as a target

In 2021, HCRMA projected toll operations for September 2025. Its November 2025 report moved that to January 2027, and its project page now lists 2027 for completion. [1, 3, 4]

How tolling will work

All-electronic, with no toll booths. The Cameron County Regional Mobility Authority will provide tolling services, including its FUEGO tag. [3, 5]

What it means for the Rio Grande Valley and for commercial real estate

A four-county view

Hidalgo	Hosts the corridor and all five crossings it ties together, from Mission to Progreso. [1]
Starr	The corridor's future west end at FM 1016 sits closest to US 83 toward Rio Grande City and Roma, home to Starr County's three crossings.
Cameron	Shares the I-2 / I-69E network with Hidalgo County. The Pharr bridge promotes faster connectivity to the Port of Brownsville. [20]
Willacy	I-69E through Raymondville is a main northbound route for freight leaving the Rio Grande Valley toward Corpus Christi and Houston.

What to watch

- Final opening date and toll pricing versus free alternatives.
- Start of dual southbound inspections at Anzalduas, and any announcement on Mexico's northbound facilities. [23]
- TxDOT timing for the IBTC; Phase 3 funding. [7, 10]
- Access is at interchanges, with frontage roads only in select locations. [1]

Where commercial real estate demand may follow

SVN | Hanna Solutions observations; not projections or guarantees.

Industrial and logistics	Sites with direct access to SH 365 interchanges between Anzalduas and Pharr, including areas near the McAllen Foreign Trade Zone, which the corridor is designed to serve. [19]
Cold chain	The Pharr bridge ecosystem already includes 35 cold storage facilities of about 2M square feet ($700M invested) and 4M to 5M square feet of dry warehousing ($500M). [12]
Cargo growth near Anzalduas	Dual southbound inspections, and any future northbound capacity, would strengthen south Mission and McAllen as a commercial gateway. Northbound timing depends on Mexico's facilities, which have not been announced. [23]
Truck services	Staging, parking, fuel and maintenance near the bridges and interchanges. Pharr is investing $11.9M in commercial vehicle staging and parking. [12]

Evaluating a site near the SH 365 corridor?

SVN | Hanna Solutions Commercial Real Estate helps owners, investors and businesses assess access, visibility, timing and development potential along the Rio Grande Valley's trade corridors.

Mark Hanna, CCIM | mark.hanna@svn.com

Methodology and primary references

A transparent basis for every figure in this report.

Geography

Starr, Hidalgo, Cameron and Willacy counties, Texas. SH 365 lies entirely in Hidalgo County; the other counties are addressed through the shared highway and border-crossing network.

Naming

HCRMA now calls the project the 365 Tollway (formerly State Highway 365). Crossing names and numbers follow this series' transportation infrastructure edition (November 2026).

Maps

SH 365 was traced from the vicinity map on HCRMA's official 2014 schematic and fitted to the international border and published bridge coordinates. The traced toll section measures 12.1 miles against HCRMA's 12.2 miles. The IBTC path is generalized pending TxDOT design.

Research standard

Project facts come from HCRMA and its official schematics; trade figures from the Congressional Research Service and figures presented publicly in Pharr, labeled as such.

Limits of this briefing

Schedules, costs, toll rates, permit routes and bridge access can change. The corridor diagram is schematic and not to scale. Commercial real estate observations are not projections. This is not an engineering, legal or operational advisory; confirm details with HCRMA, TxDOT and CBP.

1 HCRMA. 365 Tollway (Segments 1 & 2), project page, updated May 2026. https://www.hcrma.net/projects/365-tollway-segments-1-2/

2 HCRMA. Projects overview and news (17.4-mile corridor; trip-time estimate; investment; Phase II groundbreaking, June 2022). https://www.hcrma.net/projects/

3 HCRMA. 2025 Annual Project Report and November 18, 2025 board packet. https://www.hcrma.net/reports/

4 HCRMA. 2021 Annual Project Report (Phase 2 bid; 2+2 lane configuration). https://www.hcrma.net/reports/HCRMA%202021%20Annual%20Project%20Report.pdf

5 HCRMA. Tolling program and FAQ. https://www.hcrma.net/programs/tolling/

6 HCRMA. Overweight / Oversize Permit and designated routes. https://www.hcrma.net/programs/overweight-truck-corridor/

7 HCRMA. International Bridge Trade Corridor (IBTC) / SH 68. https://www.hcrma.net/projects/international-bridge-trade-corridor-ibtc-sh-68/

8 HCRMA / TxDOT. SH 365 schematic, Sta. 509+25 to 991+00 (Oct. 2014); US 281 schematic (Jan. 2015); SH 365 Seg. 3 BSIF connector schematic (Mar. 2014).

9 Pulice Construction. 365 Tollway project nears 50% concrete paving completion, June 4, 2026. https://www.pulice.com/en/news/highways/2026/

10 RGV Business Journal. Hidalgo County loop advances as major tollway, trade corridor projects move forward, Dec. 2025. https://www.rgvbusinessjournal.com

11 Congressional Research Service. U.S.-Mexico Trade Relations (IF11175), 2026, using U.S. Census Bureau data. https://crsreports.congress.gov

12 Rio Grande Guardian. Wood: Pharr is a 'Shining Example' of North American Economic Resiliency (City of Pharr Gateway Forum), Oct. 14, 2026. https://riograndeguardian.com

13 Texas Border Business. Pharr International Bridge reports rising trade and nearing expansion completion, 2026. https://texasborderbusiness.com

14 RGV Business Journal, May 22, 2026, and Rio Grande Guardian (City of McAllen, Superintendent of Bridges), 2026: Anzalduas commercial expansion. https://www.rgvbusinessjournal.com

15 HCRMA. Program Management Report, July 2025 (segment limits). https://hcrma.net/reports/

16 HCRMA. Strategic priorities exhibit (365 Tollway as overweight-rated facility between Anzalduas, Hidalgo and Pharr bridges), 2018.

17 RGV Business Journal. Pharr and Brownsville bridges marked vulnerable as trade with Mexico hits record levels, Mar. 2026. Pharr second span: see [12].

18 Rio Grande Guardian. Anzalduas International Bridge Board, San Luis Potosí strengthen economic ties (citing TxDOT), 2024.

19 HCRMA. 365 Tollway Toll Collection System solicitation, project description, 2022 (via ConstructConnect).

20 City of Pharr. Pharr International Bridge. https://bridge.pharr-tx.gov

21 Base geography: GSHHG / WDB II border and coastline (full resolution); U.S. county boundaries; Natural Earth 1:10m and 1:50m (highways, countries, states). https://www.naturalearthdata.com

22 Wikipedia, List of crossings of the Rio Grande (crossing coordinates). https://en.wikipedia.org/wiki/List_of_crossings_of_the_Rio_Grande

23 Local stakeholder input to SVN | Hanna Solutions, Nov. 2026: CBP end-of-September 2026 target and current expectations for dual southbound inspections at Anzalduas; status of Mexico's northbound facilities.

24 Rio Grande Guardian. Alfaro: Completion of the Hidalgo County Loop is still 25 years away, 2024. https://riograndeguardian.com

25 HCRMA. Project Map Site (Hidalgo County Loop), accessed Nov. 2026.

SVN HANNA SOLUTIONS COMMERCIAL REAL ESTATE

Mark Hanna, CCIM

Managing Director

SVN | Hanna Solutions Commercial Real Estate

McAllen, Texas | mark.hanna@svn.com

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