

LAREDO DISTRICT PROFILE

TEXAS FREIGHT MOBILITY PLAN 2018



INTRODUCTION

Located along the Rio Grande River, the Laredo District encompasses eight counties. The district's population is concentrated in the Laredo metropolitan area and the micropolitan areas of Del Rio and Eagle Pass. The Laredo World Trade Bridge, at the southern terminus of I-35, is the largest land port of entry in Texas as well as on the southern U.S. border, and it's the second largest commercial land port of entry in the U.S. (after Detroit).

POPULATION AND EMPLOYMENT

From 2000 to 2010, the district's population increased by 20.6% while employment increased by 23.6%. The district's population and employment is heavily concentrated in Webb County, which is home to 63% of the district's residents and 65% of employment. Webb County is also projected to have significant growth with nearly 400,000 residents by 2030.

County	POPULATION			EMPLOYMENT		
	2010 Census	2000 Census	Growth Rate	2010 Employment	2000 Employment	Growth Rate
Dimmit	9,996	10,248	-2.5%	3,083	2,650	16.3%
Duval	11,782	13,120	-10.2%	3,051	3,411	-10.6%
Kinney	3,598	3,379	6.5%	784	636	23.3%
La Salle	6,886	5,866	17.4%	1,827	1,257	45.3%
Maverick	54,258	47,297	14.7%	16,188	11,661	38.8%
Val Verde	48,879	44,856	9.0%	16,870	13,925	21.1%
Webb	250,304	193,117	29.6%	85,404	69,021	23.7%
Zavala	11,677	11,600	0.7%	2,952	2,767	6.7%
TOTAL	397,380	329,483	20.6%	130,159	105,328	23.6%

The district benefits from the increasing trade between the United States and Mexico, and a large portion of the freight passes through the district with Laredo serving as a major trucking logistics hub.

FREIGHT TRANSPORTATION ASSETS

With its location on the U.S.-Mexico border, the district plays a strategic role in international trade with eight vehicular international crossings and one rail crossing in the area. Four of the eight crossings allow commercial traffic.

I-35 begins in downtown Laredo and serves as the main connection from the district to the rest of Texas and the United States. I-35 also serves as Mexico's most important road link to the rest of North America. Laredo's four international crossings provide vital links for commercial, passenger, and pedestrian traffic to Mexico. Additional international crossings to Mexico are located in Eagle Pass and Del Rio. Other important roads in the district include US 59 (the future I-69W), connecting to Houston and East Texas, US 90 and US 277, connecting to I-10 and West Texas, and US 83,

connecting the district to the Rio Grande Valley.

The district is well served by rail lines with both Union Pacific and KCS having connections to the Mexico rail crossing in Laredo. Union Pacific has additional lines within the district that connect to the rail crossing to Mexico in Eagle Pass and that run from San Antonio to El Paso.

Laredo International Airport handles air cargo in the district and plays a key role in air cargo trade with Mexico. Since 2015, the airport has been unique in offering Mexican pre-clearance customs whereby cargo cleared at the airport will, upon arrival in Mexico, be immediately released to the owner without having to pause at a Mexican airport bonded facility. Pre-clearance is important to the manufacturing sector that relies on "just-in-time" delivery of its inventory. Air cargo destined to Mexico from all over the world can be routed to Laredo International Airport to be cleared by Mexican customs.

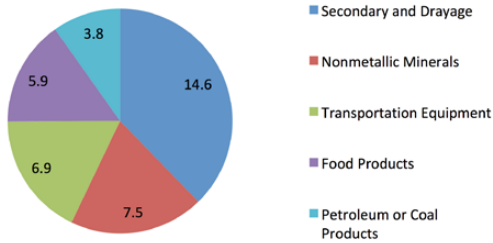
FREIGHT GENERATORS AND COMMODITIES

The freight generators in the district are clustered in

the main population centers of Laredo, Eagle Pass, and Del Rio with scattering in the small towns. Almost all the generators are located along I-35, US 59, or other US highways and in the district. The commodity mix of the district is led by secondary and drayage, with nonmetallic

Top 5 Commodities by Tonnage, 2016

(in million tons)



minerals, transportation equipment, food products, and petroleum or coal products.

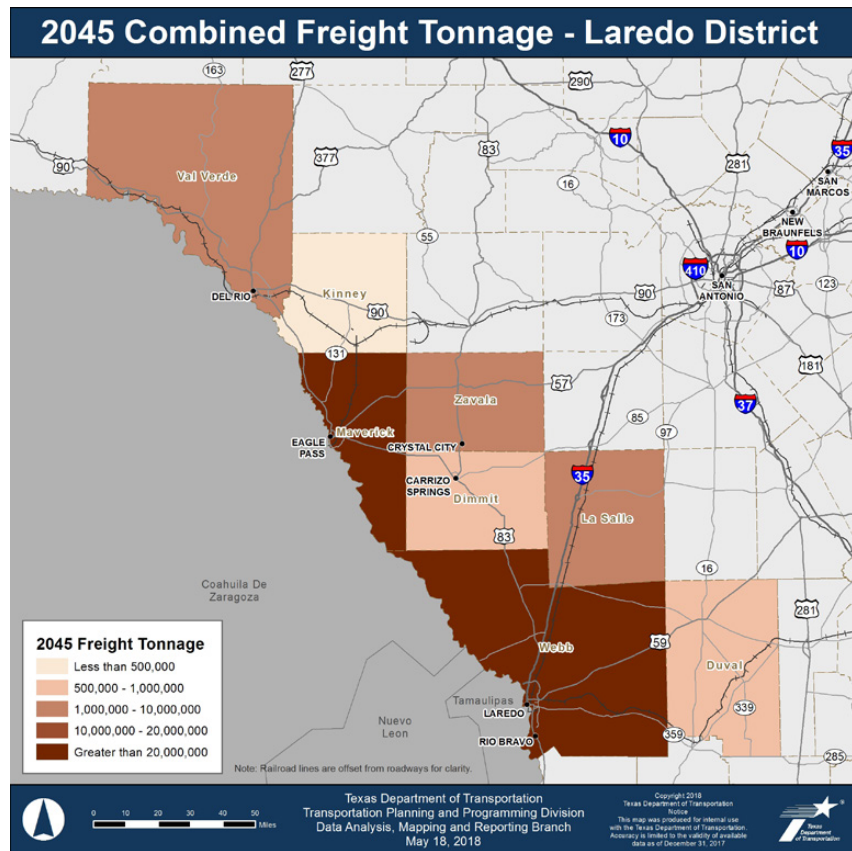
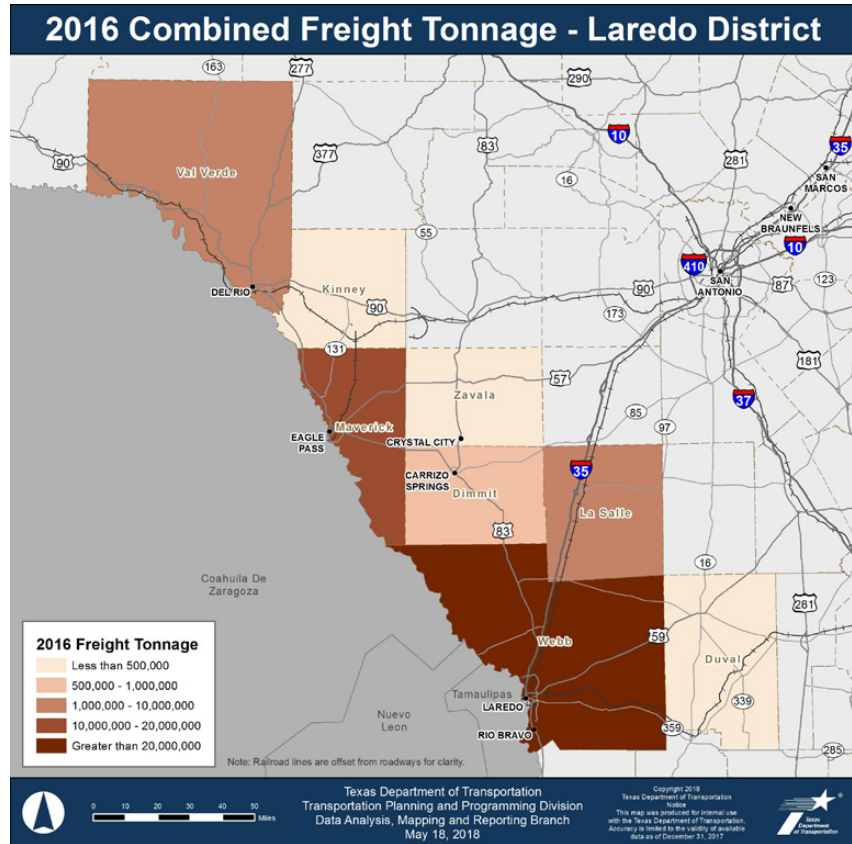
FREIGHT FORECASTS

The Laredo District's freight activity is concentrated in Webb, Maverick, and Val Verde counties.

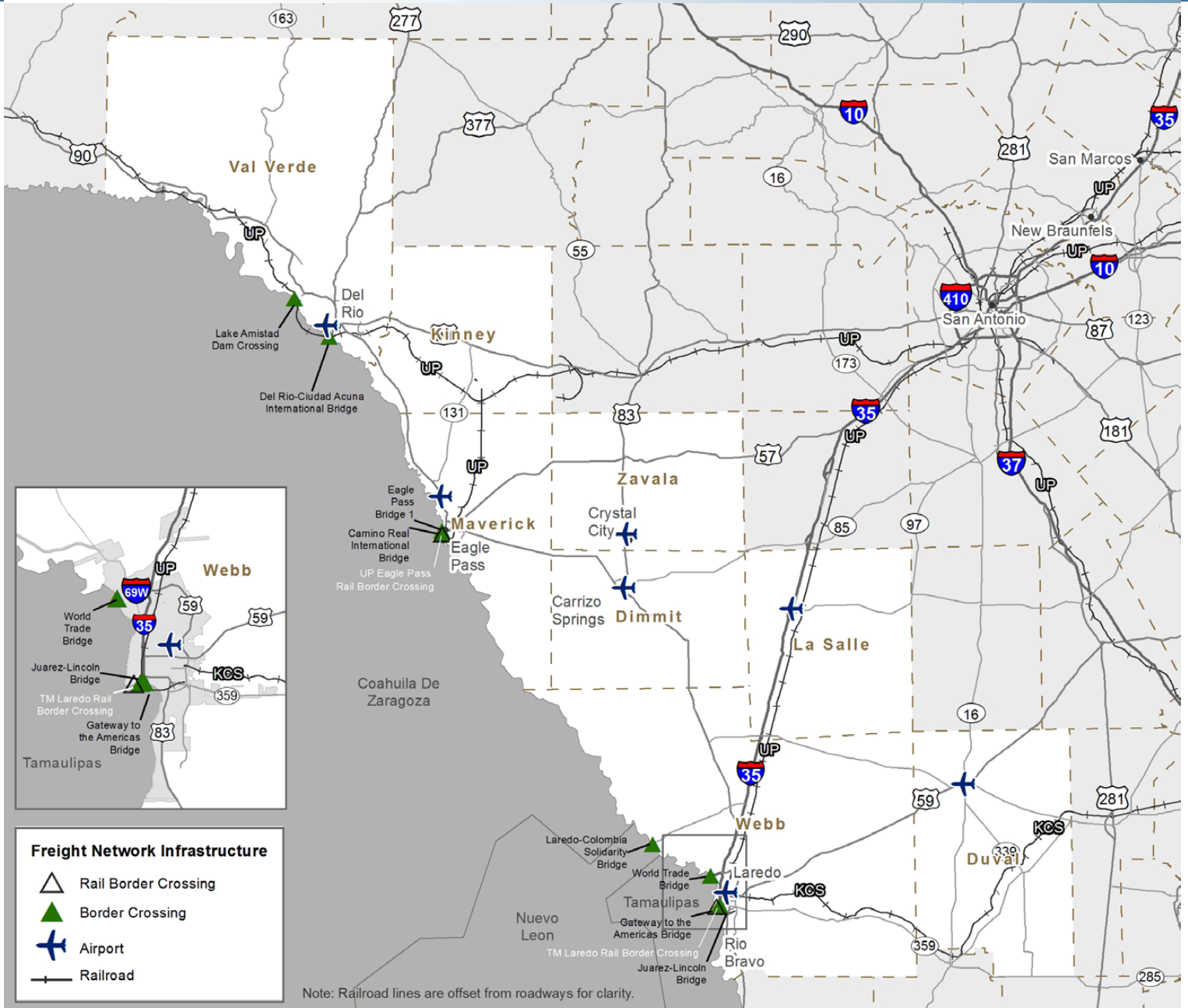
Combined Freight Tonnage 2016–2045

County	2016 Tonnage	2045 Tonnage	% Change 2016-2045
Dimmit	929,149	852,115	-8%
Duval	301,667	653,276	117%
Kinney	72,098	93,592	30%
La Salle	3,035,887	3,669,656	21%
Maverick	12,380,768	23,395,644	89%
Val Verde	1,071,808	2,934,691	174%
Webb	34,997,662	79,662,768	128%
Zavala	496,086	1,038,613	109%
TOTAL	53,285,125	112,300,355	111%

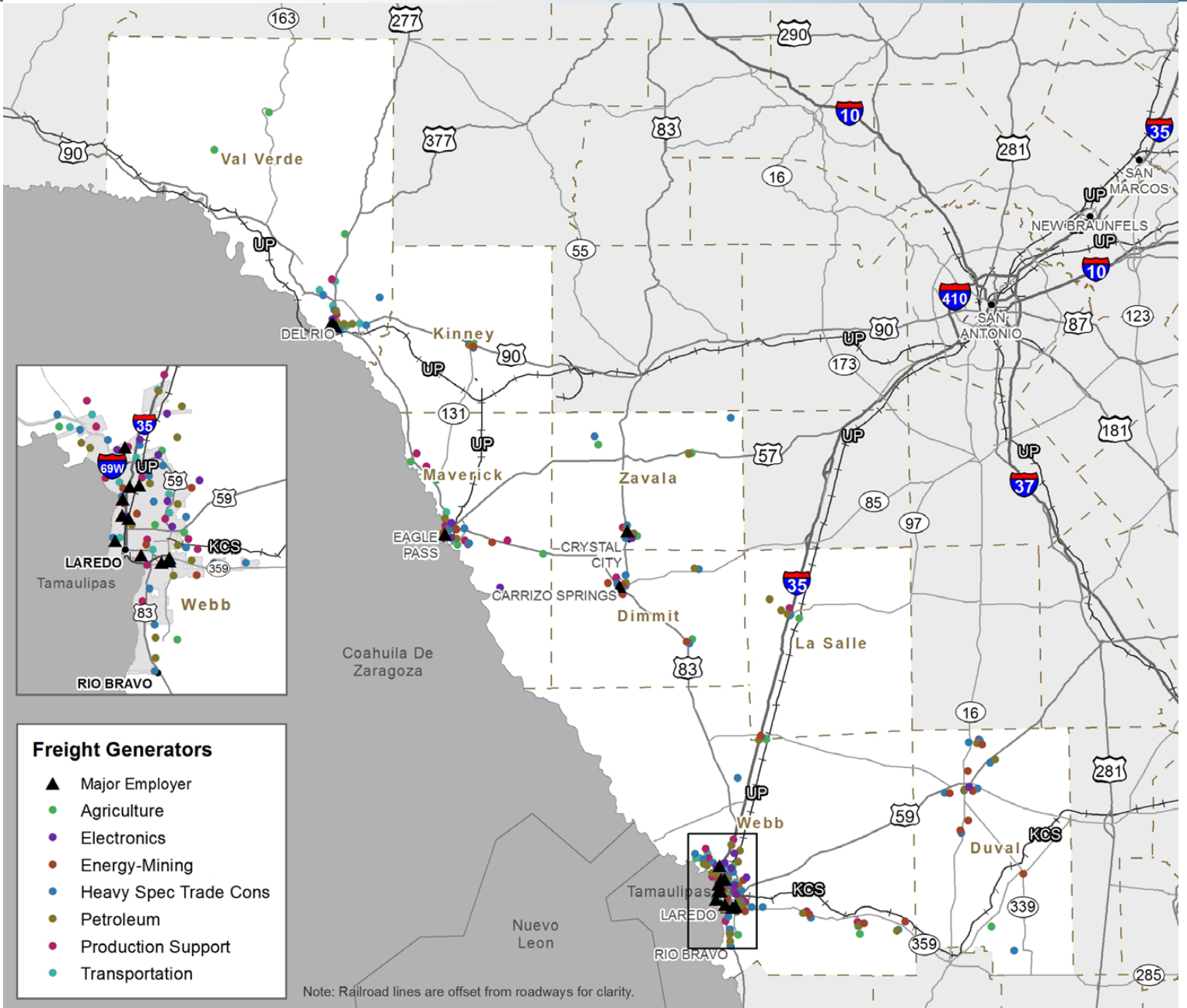
The more than doubling of freight tonnage in the district in four of the counties from 2016 to 2045 illustrates not only the importance freight movement has to the local economy but the need to plan to accommodate this growth on the roads, rail, and at border crossings.



Freight Network Infrastructure - LAREDO DISTRICT



Freight Generators - LAREDO DISTRICT



LAREDO BORDER CROSSINGS

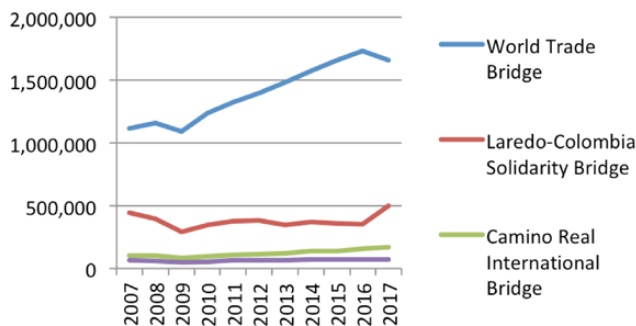
Border crossings, or ports of entry, are perhaps Texas' most strategic asset. The border crossings in Laredo are vital to both the Texas and the nation's economy. Nearly 73.5 million tons of highway and rail freight crossed the Texas-Mexico border in 2016, valued at more than \$318.8 billion. More than 211 million tons of highway and rail freight are projected to cross the international border in 2045. The border crossings in the Laredo District accounted for 56 percent of daily truck volume and 40 percent of all rail traffic between Texas and Mexico.

Laredo is the key trade gateway to Mexico for both Texas and the rest of North America and serves as a major hub for trucking logistics. In 2017, the greatest movement of trucks within the district occurred at the following crossings:

City	Trucks	Bridge
Laredo	1,662,680	World Trade Bridge
Laredo	496,945	Laredo-Colombia Solidarity Bridge
Eagle Pass	169,383	Camino Real International Bridge
Del Rio	74,207	Del Rio-Ciudad Acuna Intl. Bridge
TOTAL	2,403,215	

The World Trade Bridge dominated goods movement with more than 1.6 million truck crossings in 2017. This amounts to two-thirds of total cross-border truck movement in the district and 40 percent of cross-border truck movement in Texas. The World Trade Bridge has been and will continue to be the largest and most important gateway between Texas and Mexico.

Annual Northbound Commercial Trucks in Laredo District, 2007–2017



Laredo also hosts the most significant international rail border crossing between Texas and Mexico, the Webb to Tamaulipas crossing, where more than 20 percent of all rail crossings between Texas and Mexico occurred in 2016.

NATIONAL IMPACT of Truck Flow through Laredo

Freight moving into the U.S. through Laredo is able to reach points throughout the U.S. and Canada in less than 7 days.

2,000 TRUCKS

After 24 hours



After 48 hours



After 72 hours



After 5 days



After 7 days



Maps courtesy of the American Transportation Research Institute.

FAST FACTS

Laredo District (LRD)

DISTRICT ENGINEER

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COUNTIES

Dimmit, Duval, Kinney, La
Salle, Maverick, Val Verde,
Webb and Zavala

POPULATION

397,380

AREA (square miles)

15,052

WEB

[txdot.gov/inside-tdot/
district/laredo.html](http://txdot.gov/inside-tdot/district/laredo.html)

INTEGRATING FREIGHT INTO THE TRANSPORTATION PLANNING PROCESS

Congress recognized the importance of freight considerations in the transportation planning process through enactment of surface transportation legislation in SAFTEA-LU, MAP-21, and the recently enacted FAST Act. Recognizing that state DOTs and MPOs are largely responsible for planning, programming, and delivering transportation projects, the FAST Act mandates the creation of freight advisory groups and the development of statewide freight and investment plans.

The National Academies' Strategic Highway Research Program 2 (SHRP 2) commissioned the development of a guide to integrate freight considerations into highway planning with the objective of making "highway capacity planning more effective through better engagement of the freight industry."

Integrating Freight Considerations into the Highway Capacity Planning Process provides guidance on market-based freight-planning factors and engaging freight stakeholders.

Key elements of the engagement process include:

- › Utilization of freight advisory committees;
- › Interviews and surveys;
- › Focus groups;
- › Corridor planning;
- › NEPA analysis.

In addition, the guide provides a toolkit that covers:

- › How to initiate a freight advisory committee; steps include defining the mission, determining the governance structure, developing a potential list of members, and identifying meeting venues.
- › How to sustain a freight advisory committee; steps include limiting meeting times, providing refreshments, identifying critical projects, identifying speakers, and communication plans.
- › How to leverage existing contacts in your state; steps include outreach to MPOs, DOTs, chambers of commerce, and trucking associations.
- › How to find and collaborate with a freight champion; steps include identifying persons from either the public or private sector.
- › How to attract and maintain freight stakeholder participation; steps include addressing concerns about confidentiality, focusing on short-term projects, and addressing disparate time frames.
- › How to use freight data to support freight outreach; steps include identification of sources, use of proprietary and nonproprietary data, and promoting freight-specific data.

The guide was developed primarily through interviews and case studies collected through discussions with public- and private-sector freight stakeholders across the United States.



For more information:

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