THE ECONOMIC ROLE OF FREIGHT IN THE EL PASO DISTRICT

Overview

Employment in the El Paso district totals 454,000 jobs, worth $22 billion in income and $34 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the El Paso district are important components of the Texas economy. Without freight, the El Paso economy would come to a stop.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the El Paso district generates 50,900 jobs. Trucking is the largest employer in freight transportation in the district, followed by Warehousing and Storage. Other freight modes and handling activities, including couriers and messengers, support activities to transportation and warehousing, the U.S. Postal Service, and water, air and rail transportation also have impacts in the district.

Direct Employment by Mode

Freight Infrastructure in the El Paso District

- 759 Miles on the Texas Highway Freight Network
- Two major (Class I) railroad companies: BNSF Railway Company and Union Pacific Railroad Company
- One short line railroad
- One major cargo handling airport
- Two rail and four truck international border crossings

The information provided comes from the TxDOT Economic Role of Freight in Texas Study and represents year 2018.
Economic Impact of Freight in the El Paso District

Annual Impact of Direct Freight Employment
- 95,000 jobs
- $5.1 billion in income
- $6.3 billion in Gross Regional Product

Total Annual Economic Impact of Freight
(Total impacts of freight employment plus direct impacts of freight-dependent industries)
- 118,000 jobs
- $6.4 billion in income
- $9.5 billion in Gross Regional Product
- $1.7 billion in Federal, state and local tax revenue

Economic Importance of Freight in the El Paso District

Freight supports 26% of district jobs

Freight-supported jobs generate about 29% of district wages

Freight-dependent businesses generate about 27% of district Gross Regional Product

Freight Moving in the El Paso District

78 million tons of freight worth $72 billion originated in, was destined for, or moved within the district. Inbound freight represents imports into the district; outbound freight represents exports from the district; and, within movements represents freight that both originate and terminate in the district.