THE ECONOMIC ROLE OF FREIGHT IN THE LAREDO DISTRICT

Overview

Employment in the Laredo district totals 214,000 jobs, worth $9.4 billion in income and $14.7 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Laredo district are important components of the Texas economy. Without freight, the Laredo economy would come to a stop.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Laredo district generates 41,000 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 rail, water, and pipeline transportation also have impacts in the district.

Direct Employment by Mode

Moving the Goods, Fueling the Economy

The top five commodities by tonnage moving on the Texas Multimodal Freight Network in the district are:

- Warehousing and distribution (16M Tons)
- Nonmetallic minerals (8M Tons)
- Transportation equipment (7M Tons)
- Food products (7M Tons)
- Chemicals (4M Tons)

Freight Infrastructure in the Laredo District

- 991 Miles on the Texas Highway Freight Network
- Two major (Class I) railroad companies: Kansas City Southern 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 Importance of Freight in the Laredo District**

- **Freight supports** 45% of district jobs
- 1 in 2 jobs
- Freight-supported jobs generate about 55% of district wages
- Freight-dependent businesses generate about 48% of district Gross Regional Product

**Freight Moving in the Laredo District**

57 million tons of freight worth $152 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.

**Movement in Tons and Value**

- Million Tons
  - Inbound: 25%
  -Within: 49%
  - Outbound: 49%
  - 44%
- Billions of $:
  - Inbound: $52
  -Within: $9
  - Outbound: $91
  - 34%

**Economic Impact of Freight in the Laredo District**

- Annual Impact of Direct Freight Employment
  - 77,000 jobs
  - $4.2 billion in income
  - $5.0 billion in Gross Regional Product

- Total Annual Economic Impact of Freight
  (Total impacts of freight employment plus direct impacts of freight-dependent industries)
  - 95,000 jobs
  - $5.2 billion in income
  - $7.0 billion in Gross Regional Product
  - $1.4 billion in Federal, state and local tax revenue

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