THE ECONOMIC ROLE OF FREIGHT IN THE PHARR DISTRICT

Overview

Employment in the Pharr district totals 606,000 jobs, worth $24 billion in income and $36 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Pharr district are important components of the Texas economy. Without freight, the Pharr economy would be less robust.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Pharr district generates 41,970 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

- Truck: 30,200
- Pipeline: 120
- Couriers and Messengers: 2,020
- Warehousing and Storage: 7,780
- Postal Service: 1,290
- Rail: 70
- Water: 490

Total: 41,970

Freight Infrastructure in the Pharr District

- 779 Miles on the Texas Highway Freight Network
- Two major (Class I) railroad companies: Kansas City Southern Railway Company and Union Pacific Railroad Company
- Three short line railroads
- Two major cargo handling airports
- Two deep water ports: Brownsville and Calhoun
- One rail and seven truck border crossings
- Shallow draft port facilities on the Gulf Intracoastal Waterway

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

**Annual Impact of Direct Freight Employment**
- 80,000 jobs
- $3.7 billion in income
- $4.5 billion in Gross Regional Product

**Total Annual Economic Impact of Freight**
*(Total impacts of freight employment plus direct impacts of freight-dependent industries)*
- 123,000 jobs
- $5.5 billion in income
- $7.9 billion in Gross Regional Product
- $1.5 billion in Federal, state and local tax revenue

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**Economic Importance of Freight in the Pharr District**

- **20%** of district jobs
- **23%** of district wages
- **22%** of district Gross Regional Product

**Freight supports**

- 1 in 5 jobs

**Freight-supported jobs** generate about

**Freight-dependent businesses** generate about

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**Freight Moving in the Pharr District**

47 million tons of freight worth $46 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.

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**Movement in Tons and Value**

<table>
<thead>
<tr>
<th>Million Tons</th>
<th>Billions of $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inbound</td>
<td>$3</td>
</tr>
<tr>
<td>Within</td>
<td>$19</td>
</tr>
<tr>
<td>Outbound</td>
<td>$24</td>
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<tr>
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