

# RIO GRANDE VALLEY REGIONAL FREIGHT AND TRADE PLAN



## Why Develop a Regional Freight and Trade Plan for the Rio Grande Valley?

The Rio Grande Valley (RGV) in South Texas is a multimodal freight and international trade hub, and its impact to the state and national economy is growing. TxDOT identified the need for a regional freight and trade transportation plan to promote regional connectivity, efficiency at intermodal facilities and border crossings, and continued economic prosperity for the region, Texas and the nation.

### Freight Activity in the Rio Grande Valley



\$22.7 billion in exports and \$29.6 billion in imports in 2018.<sup>1</sup>



Nearly 1,000,000 trucks and 1,000 trains entered the RGV from Mexico in 2018.<sup>1</sup>

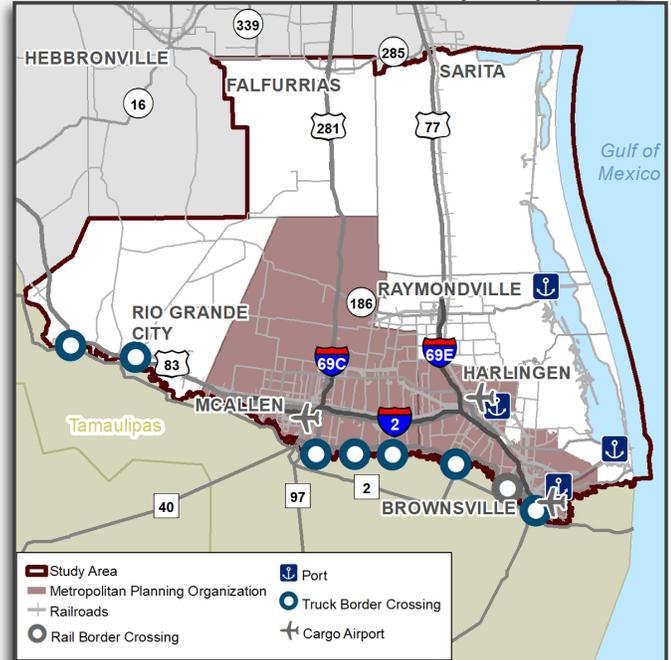


Inbound trucks from Mexico increased by 35% between 2010 and 2018.<sup>1</sup>



The Port of Brownsville handles nearly 11.3 million tons annually. The Port of Harlingen handles 1.7 million tons annually.<sup>2,3</sup>

### Rio Grande Valley Study Area



The Rio Grande Valley study area includes Brooks, Cameron, Hidalgo, Kenedy, Starr, and Willacy counties.

### Freight Challenges in the Rio Grande Valley

- › Lack of connectivity and lack of alternate routes impact regional mobility.
- › Warehousing facilities are often accessed by local roads near neighborhoods that are not designed to carry heavy freight.
- › Lack of redundant crossing locations to relieve burdened infrastructure and poor regional connectivity reduce reliability and increase cost.
- › Oversize and overweight truck traffic in the RGV require targeted strategies to improve mobility, asset condition, and safety in the region.

### PURPOSE AND GOALS

Develop a Rio Grande Valley Regional Freight and Trade Plan that identifies freight and trade activity, opportunities, challenges, and strategies in the RGV. Identify how freight and trade needs and opportunities impact the local, regional, and statewide transportation network and economic competitiveness.

### OBJECTIVES

The Plan will strive to address and support regional and cross-border trade challenges and opportunities through:

Local and Regional Data Collection	Enhanced Regional Freight and Trade Forecasts	Identification of a Regional Multimodal Freight and Trade Transportation Network
Analysis of Local Land Use and Freight Mobility	Identification of Regional, Statewide, National, and International Spheres of Influence	Recommendation of Strategies for Freight and Trade Mobility, Connectivity, and Safety

## What will the Regional Freight and Trade Plan Include?

Key steps in the process include:

- › Identification of needs, issues, and challenges
- › Local and regional data collection and review of existing plans and studies
- › Local and regional transportation network inventory and assessment
- › Needs assessment for current and future freight and trade transportation conditions
- › Recommendations and implementation strategies



## Stakeholder Engagement



Public and private sector stakeholders



Stakeholder meetings and regional listening sessions



Individual and group stakeholder interviews



Focus Groups

## Milestones and Timeline

Milestones	Timeline
Stakeholder outreach plan, review of freight data and studies	Summer 2019 – Fall 2019
Stakeholder interviews, data collection	Fall 2019 – Winter 2020
Regional freight profile, needs assessment, and performance measures	Winter 2020 – Summer 2020
Regional freight recommendations, strategies, and implementation plan	Summer 2020 – Fall 2020
Regional Freight Plan and Executive Summary	Late 2020

FOR MORE INFORMATION, VISIT [WWW.MOVETEXASFREIGHT.COM](http://WWW.MOVETEXASFREIGHT.COM)

1 U.S. Department of Transportation, 2018 - <https://www.bts.gov/transborder>

2 Port of Brownsville, 2019 - <https://www.portofbrownsville.com>

3 Port of Harlingen, 2019 - <http://portofharlingen.com>

4 Texas Department of Transportation, 2019 - <https://cris.dot.state.tx.us/public/Query>

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