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

THE ECONOMIC ROLE OF FREIGHT IN THE BRYAN DISTRICT

Overview

Employment in the Bryan district totals 260,000 jobs, worth $11.5 billion in income and $18.6 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Bryan district are important components of the Texas economy. Without freight, the Bryan economy would come to a stop.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Bryan district generates 3,380 jobs. Warehousing and Storage is the largest employer in freight transportation in the district, followed by trucking. Other freight modes and handling activities, including couriers and messengers, support activities to transportation and warehousing, and the U.S. Postal Service also have impacts in the district.

Direct Employment by Mode

- Postal Service: 660
- Truck: 980
- Couriers and Messengers: 210
- Warehousing and Storage: 1,530
- Total: 3,380

Freight Infrastructure in the Bryan District

- 954 Miles on the Texas Highway Freight Network
- Two major (Class I) railroad companies: BNSF Railway Company and Union Pacific Railroad Company
- Three short line railroads

Moving the Goods, Fueling the Economy

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

- Coal (14M Tons)
- Nonmetallic minerals (10M Tons)
- Waste or scrap materials (3M Tons)
- Farm products (3M Tons)
- Petroleum or coal products (3M Tons)
Economic Importance of Freight in the Bryan District

Freight supports

- **18%** of district jobs
- **1 in 6** jobs

Freight-supported jobs generate about

- **14%** of district wages

Freight-dependent businesses generate about

- **17%** of district Gross Regional Product

Freight Moving in the Bryan District

40 million tons of freight worth $15.7 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: 64%
  - Outbound: 25%
  - Within: 11%

- **Billions of $**
  - Inbound: $8.2
  - Outbound: $7.0
  - Within: $0.5

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