THE ECONOMIC ROLE OF FREIGHT IN THE CORPUS CHRISTI DISTRICT

Overview

Employment in the Corpus Christi district totals 331,000 jobs, worth $17 billion in income and $32 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Corpus Christi district are important components of the Texas economy. Without freight, the Corpus Christi economy would come to a stop.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Corpus Christi district generates 5,330 jobs. Warehousing and Storage is the largest employer in freight transportation in the district, followed by trucking. Other freight modes and handling activities, including water, couriers and messengers, support activities to transportation and warehousing, the U.S. Postal Service, and rail, and pipeline transportation also have impacts in the district.

Direct Employment by Mode

Note: Water employment may be underrepresented due to census employment data that are suppressed to protect against identifying specific establishments located in less populous areas.
Economic Impact of Freight in the Corpus Christi District

Annual Impact of Direct Freight Employment
- 9,500 jobs
- $649 million in income
- $673 million in Gross Regional Product

Total Annual Economic Impact of Freight
(Total impacts of freight employment plus direct impacts of freight-dependent industries)
- 50,000 jobs
- $3.3 billion in income
- $10.2 billion in Gross Regional Product
- $1.7 billion in Federal, state and local tax revenue

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

Economic Importance of Freight in the Corpus Christi District

Freight supports 15% of district jobs

or

1 in 7 jobs

Freight-supported jobs generate about 20% of district wages

Freight-dependent businesses generate about 32% of district Gross Regional Product

Freight Moving in the Corpus Christi District

139 million tons of freight worth $60 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

<table>
<thead>
<tr>
<th>Freight Type</th>
<th>Million Tons</th>
<th>Billions of $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inbound</td>
<td>54</td>
<td>$19</td>
</tr>
<tr>
<td>Outbound</td>
<td>48</td>
<td>$33</td>
</tr>
<tr>
<td>Within</td>
<td>18</td>
<td>$8</td>
</tr>
<tr>
<td>Total</td>
<td>139</td>
<td>$60 billion</td>
</tr>
</tbody>
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