THE ECONOMIC ROLE OF FREIGHT IN THE LUFKIN DISTRICT

Overview

Employment in the Lufkin district totals 139,000 jobs, worth $5.8 billion in income and $9.5 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the Texas economy. Without freight, the Lufkin district are important components of the

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Lufkin district generates 2,660 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

- **Postal Service**: 490 jobs
- **Water**: 70 jobs
- **Truck**: 1,090 jobs
- **Warehousing and Storage**: 930 jobs
- **Pipeline**: 80 jobs

Total: 2,660 jobs

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

Annual Impact of Direct Freight Employment
- 4,700 jobs
- $314 million in income
- $338 million in Gross Regional Product

Total Annual Economic Impact of Freight
(Total impacts of freight employment plus direct impacts of freight-dependent industries)
- 29,600 jobs
- $1.4 billion in income
- $2.2 billion in Gross Regional Product
- $440 million in Federal, state and local tax

Economic Importance of Freight in the Lufkin District

<table>
<thead>
<tr>
<th>Freight supports</th>
<th>Freight-supported jobs</th>
<th>Freight-dependent businesses</th>
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<tbody>
<tr>
<td>21% of district jobs</td>
<td>24% of district wages</td>
<td>23% of district Gross Regional Product</td>
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Freight Moving in the Lufkin District

21 million tons of freight worth $14.5 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**
  - 1 inlbound
  - 9 within
  - 11 outbound
- **Billions of $**
  - $6 inbound
  - $8 outbound
  - $1 within

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