THE ECONOMIC ROLE OF FREIGHT IN THE PARIS DISTRICT

Overview

Employment in the Paris district totals 196,000 jobs, worth $8 billion in income and $14 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Paris district are important components of the Texas economy. Without freight, the Paris economy would come to a stop.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Paris district generates 3,190 jobs. Trucking is the largest employer in freight transportation in the district, followed by Warehousing and Storage. Other freight modes and handling activities include couriers and messengers and warehousing, and the U.S. Postal Service also have impacts in the district.

Direct Employment by Mode

- Truck: 1,070
- Warehousing and Storage: 1,370
- Couriers and Messengers: 110
- Postal Service: 640

Freight Infrastructure in the Paris District

- 564 Miles on the Texas Highway Freight Network
- Three major (Class I) railroad companies: BNSF Railway Company, Kansas City Southern Railway Company; and Union Pacific Railroad Company
- Four 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:

- Nonmetallic minerals: 6M Tons
- Waste or scrap materials: 5M Tons
- Farm products: 3M Tons
- Food products: 2M Tons
- Clay, concrete, glass, stone: 2M Tons

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

Freight supports

25%

of district jobs

or

1 in 4 jobs

Freight-supported jobs generate about

27%

of district wages

Freight-dependent businesses generate about

30%

of district Gross Regional Product

Freight Movement in the Paris District

23 million tons of freight worth $19 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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Economic Impact of Freight in the Paris District

Annual Impact of Direct Freight Employment

- 5,000 jobs
- $252 million in income
- $294 million in Gross Regional Product

Total Annual Economic Impact of Freight
(Total impacts of freight employment plus direct impacts of freight-dependent industries)

- 48,000 jobs
- $2.2 billion in income
- $4.2 billion in Gross Regional Product
- $798 million in Federal, state and local tax revenue

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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: 1</td>
<td>$9</td>
</tr>
<tr>
<td>Within: 10</td>
<td>$10</td>
</tr>
<tr>
<td>Outbound: 12</td>
<td>$10</td>
</tr>
</tbody>
</table>

- 44% Outbound
- 51% Outbound
- 52% Inbound
- 3% Within
- 4% Within

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