THE ECONOMIC ROLE OF FREIGHT IN THE WACO DISTRICT

Overview

Employment in the Waco district totals 422,000 jobs, worth $23 billion in income and $37 billion in Gross Regional Product. The distribution of raw materials, intermediate, and final goods to, from, and within the Waco district are important components of the Texas economy. Without freight, the Waco economy would not be as robust.

Jobs in the Freight Transportation Industry

The transportation and handling of freight in the Waco district generates 6,680 jobs. Warehousing and Storage is the largest employer in freight transportation in the district, followed by Trucking. Other freight modes and handling activities, including the U.S. Postal Service, also have impacts in the district.

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 (37M Tons)
- Clay, concrete, glass, stone (7M Tons)
- Waste or scrap materials (4M Tons)
- Warehousing and distribution (4M Tons)
- Farm products (3M Tons)

Freight Infrastructure in the Waco District

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

Direct Employment by Mode

- Postal Service: 1,070
- Truck: 1,840
- Warehousing and Storage: 3,770

Total: 6,680 jobs

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

Freight supports

**14%**

of district

jobs

or

1 in 7 jobs

Freight-supported jobs generate about

**13%**

of district

wages

Freight-dependent businesses generate about

**15%**

of district

Gross Regional Product

Freight Moving in the Waco District

65 million tons of freight worth $31 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>Movement</th>
<th>Million Tons</th>
<th>Billions of $</th>
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</thead>
<tbody>
<tr>
<td>Inbound</td>
<td>26%</td>
<td>$15</td>
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<tr>
<td>Within</td>
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<tr>
<td>14%</td>
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</tbody>
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Annual Impact of Direct Freight Employment

- 10,800 jobs
- $625 million in income
- $734 million in Gross Regional Product

Total Annual Economic Impact of Freight

(Total impacts of freight employment plus direct impacts of freight-dependent industries)

- 59,000 jobs
- $2.9 billion in income
- $5.5 billion in Gross Regional Product
- $824 million in Federal, state and local tax

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