

A LOGISTICS NEWSLETTER

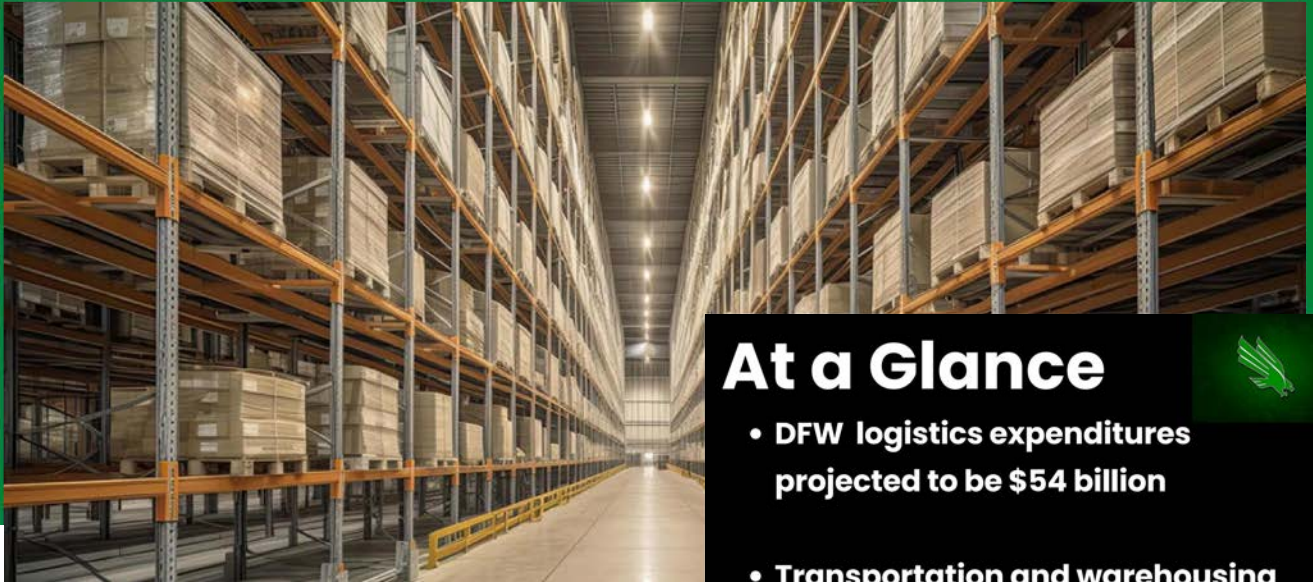
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JIM MCNATT
INSTITUTE FOR
LOGISTICS RESEARCH

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The \$54 Billion Machine Moving DFW

The 16 counties in the DFW metroplex generated \$657.6 billion in economic output in 2024 based on the information provided by the Bureau of Economic Analysis (BEA) earlier this year (see Table 1).¹ If we use the Council of Supply Chain Management Professionals' benchmark—where 2024 US logistics costs accounted for 8.3% of GDP—the region's total logistics expenses reach about \$54.6 billion. That's before accounting for how much higher logistics expenditures are for this market as DFW ranks third nationally in the amount of freight tonnage transported, third in industrial real estate, and logistics growth continues.

At a Glance



- DFW logistics expenditures projected to be \$54 billion
- Transportation and warehousing outran the economy
- DFW is third, nationally in industrial real-estate and freight tonnage
- There are 41 square miles of industrial space under roof



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The BEA reported in their February 2026 release the transportation and warehousing spend on transportation and warehousing. For the 16 counties in the DFW metroplex, the 2024 expenditures were \$34 billion (See Table 2). However, this figure only includes transportation and warehousing and does not include all logistics costs incurred by US businesses.

In their 2026 State of Logistics Report, CSCMP estimated logistics expenditures were the equivalent of 8.3 percent of the 2024 US gross domestic product (GDP).² This figure represents national expenditures for transportation, warehousing, inventory carrying costs, and administration. If this percentage is applied to the 2024 GDP for the 16 counties in the DFW metroplex, \$657 billion, then logistics expenditures for the region would be the equivalent to \$54.6 billion. DFW is a major logistics hub and inland port. The region DFW ranks third nationally in freight tonnage³ and third in industrial real estate.⁴ Further supporting the application of the CSCMP percentage is the amount of air cargo processed in the region.

The Federal Aviation Administration ranked DFW International Airport 11th in air cargo tonnage in 2025 and Perot Field 20th with a combined landed tonnage exceeding 5.6 million pounds.⁵ As a result, applying the CSCMP figure provides a more comprehensive and complete estimate of logistics expenditures for the metroplex than just the BEA figure for transportation and warehousing.

The BEA report further indicates that logistics expenditures are growing at a faster rate than the broader DFW economy. Comparing 2020 to 2024, DFW GDP experienced a 22 percent increase (with a CAGR of 5.2%) while transportation and warehousing increased 37 percent (with a CAGR of 7%). A 15-point percentage over this time.

Table 1: GDP by County

in Thousands \$

County	2020	2021	2022	2023	2024	CAGR 2020-2024
Collin, TX	71,122,774	77,635,148	84,571,121	90,073,638	94,982,449	7.5%
Cooke, TX	2,058,765	2,192,222	2,461,366	2,668,373	2,896,103	8.9%
Dallas, TX	264,628,270	285,808,012	297,132,937	307,782,655	311,747,303	4.2%
Denton, TX	40,136,616	43,966,396	47,637,898	49,285,778	50,216,254	5.8%
Ellis, TX	6,378,117	6,838,686	7,488,713	7,676,693	8,231,178	6.6%
Erath, TX	1,583,827	1,567,831	1,712,605	1,762,741	1,897,376	4.6%
Fannin, TX	938,240	977,276	1,029,963	1,085,691	1,148,993	5.2%
Grayson, TX	4,941,951	5,337,561	5,558,816	6,231,562	6,585,066	7.4%
Hood, TX	2,222,694	2,367,617	2,571,372	2,703,376	2,770,835	5.7%
Hunt, TX	4,193,204	4,580,670	4,566,803	5,004,495	5,274,871	5.9%
Johnson, TX	5,750,468	6,242,007	6,541,466	6,752,147	7,126,899	5.5%
Kaufman, TX	3,967,148	4,417,682	4,637,728	4,928,803	5,252,297	7.3%
Navarro, TX	1,549,013	1,614,800	1,687,056	1,830,392	1,865,767	4.8%
Palo Pinto, TX	999,801	984,306	995,584	1,018,723	1,013,703	0.3%
Parker, TX	4,434,402	4,830,253	5,358,861	5,553,287	5,842,457	7.1%
Rockwall, TX	4,573,718	4,810,500	5,437,845	5,709,112	6,209,706	7.9%
Somervell, TX	1,202,975	1,225,684	1,283,535	1,329,548	1,329,236	2.5%
Tarrant, TX	114,314,852	123,805,218	128,362,818	135,192,208	139,883,117	5.2%
Wise, TX	2,824,421	3,020,874	3,241,653	3,498,657	3,339,833	4.3%
TOTAL:	537,821,256	582,222,743	612,278,140	640,087,879	657,613,443	5.2%

Table 2: GDP Spend on Transportation & Warehousing

in Thousands \$

County	2020	2021	2022	2023	2024	CAGR 2020-2024
Collin, TX	\$ 512,497	\$ 608,805	\$ 808,635	\$ 809,477	\$ 858,683	14%
Cooke, TX	\$ 53,325	\$ 59,621	\$ 65,185	\$ 65,321	\$ 61,919	4%
Dallas, TX	\$ 11,956,413	\$ 11,782,218	\$ 11,863,939	\$ 12,412,467	\$ 13,734,971	4%
Denton, TX	\$ 1,471,285	\$ 1,659,841	\$ 1,918,463	\$ 1,900,872	\$ 1,925,785	7%
Ellis, TX	\$ 376,626	\$ 450,588	\$ 489,320	\$ 462,975	\$ 455,845	5%
Fannin, TX	\$ 15,997	\$ 16,459	\$ 17,907	\$ 16,682	\$ 14,437	-3%
Grayson, TX	\$ 96,722	\$ 115,869	\$ 122,961	\$ 133,565	\$ 127,125	7%
Hood, TX	\$ 33,613	\$ 42,925	\$ 53,582	\$ 51,461	\$ 51,645	11%
Hunt, TX	\$ 42,982	\$ 48,429	\$ 53,587	\$ 46,421	\$ 41,136	-1%
Johnson, TX	\$ 315,808	\$ 362,289	\$ 452,566	\$ 499,160	\$ 525,562	14%
Kaufman, TX	\$ 345,370	\$ 459,335	\$ 537,169	\$ 537,830	\$ 587,691	14%
Navarro, TX	\$ 47,426	\$ 56,164	\$ 61,137	\$ 75,900	\$ 57,111	5%
Palo Pinto, TX	\$ 22,065	\$ 24,866	\$ 25,188	\$ 21,710	\$ 17,237	-6%
Parker, TX	\$ 122,339	\$ 127,696	\$ 150,708	\$ 156,643	\$ 147,574	5%
Rockwall, TX	\$ 111,665	(D)	\$ 143,202	\$ 139,770	\$ 131,654	4%
Somervell, TX	\$ 26,738	\$ 33,216	\$ 40,985	\$ 36,658	\$ 36,554	8%
Tarrant, TX	\$ 9,193,009	\$ 11,672,914	\$ 13,169,537	\$ 14,204,353	\$ 15,161,134	13%
Wise, TX	\$ 125,231	(D)	\$ 151,873	\$ 153,136	\$ 148,582	4%
Total	\$ 24,869,111	\$ 27,521,235	\$ 30,125,944	\$ 31,724,401	\$ 34,084,645	7%



Plus Shipping and Handling

DFW's economy grew from 537.8 billion in 2020 to \$657 billion in 2024. Growth on that scale results in increased demand for goods, holding more inventory, and freight flowing through the region. The demand for freight transportation is derived from the demand for goods, and a \$657.6 billion economy generates considerable demand for transportation. This demand shows up in the numbers with over 860 million tons flowing into or out of the region in 2024, and a CAGR of 7% growth during the 2020 to 2024 timeframe for transportation and warehousing expenditures. DFW is clearly becoming established as North America's distribution center..

Filling In the Map

The regional growth in GDP does reflect some interesting geographic trends. Tarrant County accounted for nearly two-thirds of the region's \$9.2 billion increase in transportation and warehousing expenditures.

Tarrant County did nearly two-thirds of the lifting behind DFW's \$9.2 billion increase in transportation-and-warehousing expenditures, climbing from \$9.2 billion to \$15.2 billion. Dallas County added about \$1.7 billion, reaching \$13.7 billion in 2024. Beyond Dallas and Tarrant Counties, the dollar gains are smaller and the percentages are larger: Collin County rose from \$512 million to \$859 million; Kaufman County from \$345 million to \$588 million. Both grew by roughly two-thirds in four years.



Objects In Mirror

DFW moved 860.4 million tons of inbound and outbound freight in 2024, ranking third among the major U.S. markets. Houston remains comfortably out front at 1.28 billion tons, but the distance between second and third is more interesting. Los Angeles led DFW by 146.4 million tons in 2020. Four years later, the gap was 39.3 million. DFW added nearly 87 million tons over the period while Los Angeles lost nearly 20 million, wiping out almost three-quarters of the difference. What is especially interesting is Houston and Los Angeles are major seaports while the DFW region is an inland port with no waterways.

Over 1 Billion Square Feet

The 1.14 billion square feet reported by Colliers⁴ is difficult to visualize. Forty-one square miles might be easier, but not by much. DFW's 1.14 billion square feet of industrial space could entirely cover DFW International Airport and still leave nearly another 14 square miles under roof. Another way to perhaps provide a better visualization is to state in terms of the number of football fields with the Fall season almost here. If stated in terms of the number of football fields, the 1.14 billion square feet would equate to about 19,700 football fields. A major logistics hub needs somewhere to manufacture, assemble, and store inventory. Of the industrial real estate about four-fifths – 908 million square feet – is warehouse and distribution space, with manufacturing and flex making up the rest. The industrial real estate market continues to grow with the economy and freight volumes: Colliers indicated in their Q1 2026 report that another 34.3 million square feet was under construction.

And That's Not the Whole Bill

DFW's \$34.1 billion transportation-and-warehousing figure from the BEA does not account for all logistics expenditures. CSCMP's broader measure of business logistics costs reaches into inventory carrying cost, shipper and carrier administration, warehouse management, and other costs spread across the economy. Including those pieces, the difference between the BEA figure of \$34.1 billion and the \$54.6 billion benchmark can be further explained.



Table 3: DFW Third Largest Freight Market in the US
in Ktons

Location	2020	2021	2022	2023	2024	CAGR 2020-2024
Houston TX	1,150,398	1,158,094	1,219,923	1,265,753	1,281,527	2%
Los Angeles CA	919,834	938,690	929,641	899,176	899,722	0%
Dallas-Fort Worth	773,442	789,335	828,772	854,076	860,399	2%
Chicago IL	700,055	693,939	707,307	708,731	713,861	0%
New Orleans	470,738	472,291	488,069	508,291	515,960	2%
Minneapolis-St. Paul	488,431	494,650	499,169	524,845	501,462	1%
Atlanta GA	421,256	426,973	439,919	442,746	441,053	1%
New York (NJ Part)	425,081	450,790	456,775	452,108	435,772	0%
New York (NY Part)	425,270	426,242	431,103	427,984	422,220	0%
San Francisco CA	434,730	445,014	436,743	421,531	419,053	-1%
Miami FL	384,482	402,212	413,273	408,996	404,052	1%
Detroit MI	403,843	427,427	398,213	427,884	396,343	0%
Seattle WA	376,338	374,973	390,635	374,430	393,647	1%
San Antonio TX	353,414	357,343	369,341	377,366	380,619	1%
Baton Rouge LA	319,873	319,800	332,950	342,931	348,004	2%
Austin TX	317,765	328,565	336,192	344,756	346,030	2%
Nashville TN	284,719	292,087	294,876	296,527	300,225	1%
Boston MA	274,941	271,096	265,664	284,374	281,531	0%
Cleveland OH	268,903	270,111	276,439	278,427	272,945	0%
Beaumont TX	104,928	107,243	112,239	116,086	118,228	2%
TOTAL:	9,298,443	9,446,874	9,627,242	9,757,018	9,732,655	1%

Whether 7% Sticks

Transportation-and-warehousing output grew at an 7 percent annual rate from 2020 to 2024, against 5.2 percent for GDP. The next county release will show whether that spread is settling in as part of the DFW economy, or 2020-2024 was an unusually strong run.

What We're Watching

One More Thing: Intermodal Rail Keeps Rolling

Last issue, we wrote that rising truckload rates were giving shippers another reason to look at intermodal rail. July was kind enough to keep the argument alive: U.S. intermodal volume set another monthly record in July, following June's record, and year-to-date volume is now the highest on record. The Association of American Railroads (AAR) points to stronger demand for goods and improved rail service, along with higher trucking costs and fewer available drivers—the same pressures we were watching last month. With two record-setting months now in hand, the case for a sustained intermodal shift looks stronger than it did a few weeks ago.

- 1. DFW logistics expenditures projected to be \$54 billion.** DFW's transportation-and-warehousing expenditures reached \$34.1 billion in 2024 based on the BEA data (see Table 2), but broader business logistics expenses also include inventory carrying, administrative, and other costs outside the expenditures captured by BEA.
- 2. Transportation and warehousing outran the economy.** The regional figure grew 37 percent from 2020 to 2024, compared with 22 percent for GDP.
- 3. DFW is third, nationally in freight tonnage.** The region moved 860.4 million tons of freight in 2024 (see Table 3). Houston remains well ahead, but DFW finished 2024 only 39.3 million tons behind Los Angeles, CA.
- 4. There are 41 square miles of industrial space under roof.** DFW's 1.14 billion square feet of industrial space (source: Colliers) could cover DFW Airport with 14 extra square miles to spare. In the other standard American unit of area, that's about 19,700 football fields.



**Business Leadership Building,
Suite 150**

1155 Union Circle #311396
Denton, Texas 76203-5017
JMI@unt.edu
940-369-8666

Student Researchers: Nicholas
Lignon, Cadence Darche, and
Marley Johnson

Director: Dr. Terrance Pohlen
Associate Director: Ila Manuj



Footnotes:

1. Bureau of Economic Analysis, Gross Domestic Product by County and Personal Income by County, 2024, released February 5, 2025, <https://www.bea.gov/data/gdp/gdp-by-county>
2. Council of Supply Chain Management Professionals, State of Logistics 2026: Forged in Disruption: 37th Annual State of Logistics Report, prepared by Kearney and presented by Penske Logistics (Lombard, IL: CSCMP, 2026), page 84.
3. Bureau of Transportation Statistics & Federal Highway Administration. (2026). Freight Analysis Framework (FAF 6) [Data set]. U.S. Department of Transportation. <https://www.bts.gov/faf>
4. Colliers. (2026). Dallas-Fort Worth industrial market report Q1 2026. colliers.com
5. Federal Aviation Administration. (2026). Preliminary calendar year 2025 passenger boarding and all-cargo data [Data set]. U.S. Department of Transportation. Retrieved August 25, 2026, from the [FAA Passenger Boarding and All-Cargo Stats](#) page.

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