



Industry Spotlight

Transportation and Logistics (US Cluster Mapping)

25 Min DT Burleson



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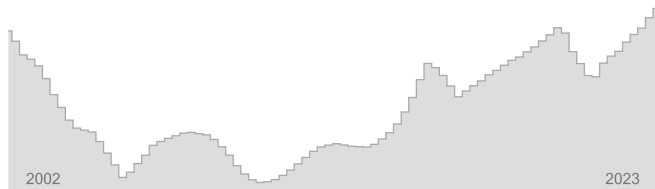
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Spotlight Summary

Transportation and Logistics (US Cluster Mapping)
25 Min DT Burleson – 2023Q2

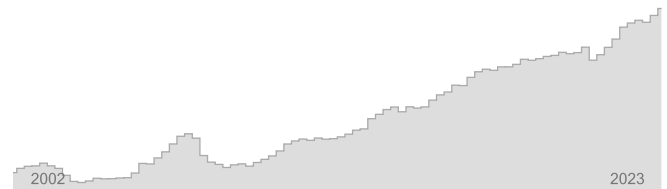
EMPLOYMENT



49,442

Regional employment / **2,049,571** in the nation

WAGES



\$93,573

Avg Wages per Worker / **\$79,019** in the nation

2.1% ↑

Avg Ann % Change Last 10 Years / **+1.6%** in the U.S.



3.9%

% of Total Employment / **1.3%** in the U.S.

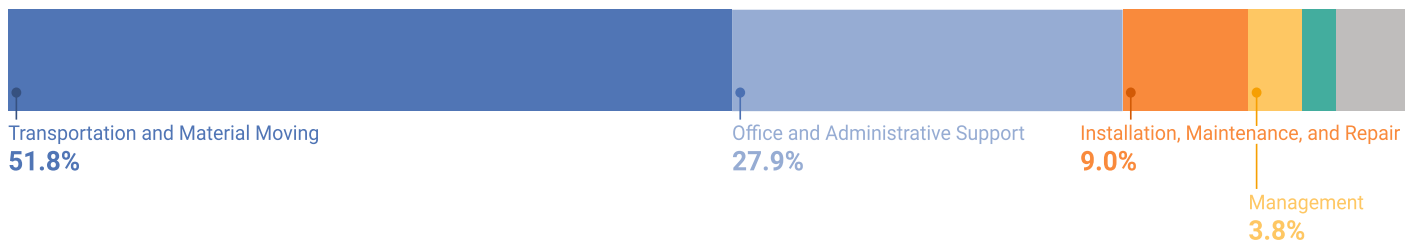


3.6% ↑

Avg Ann % Change Last 10 Years / **+4.0%** in the U.S.



TOP OCCUPATION GROUPS



TOP INDUSTRIES

Avg Ann % Change in Employment, Last 10 Years

1.8% ↑



Scheduled Passenger Air Transportation

2.5% ↑



General Freight Trucking, Long-Distance, Truckload

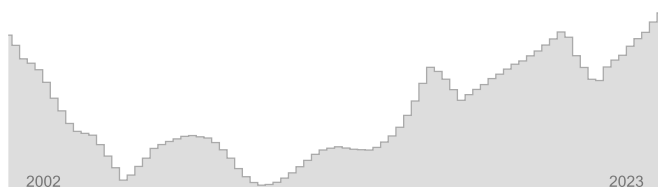
5.1% ↑



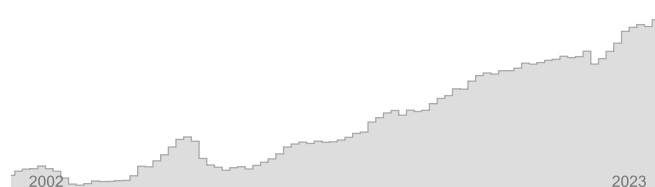
Freight Transportation Arrangement

Industry Snapshot

EMPLOYMENT



WAGES

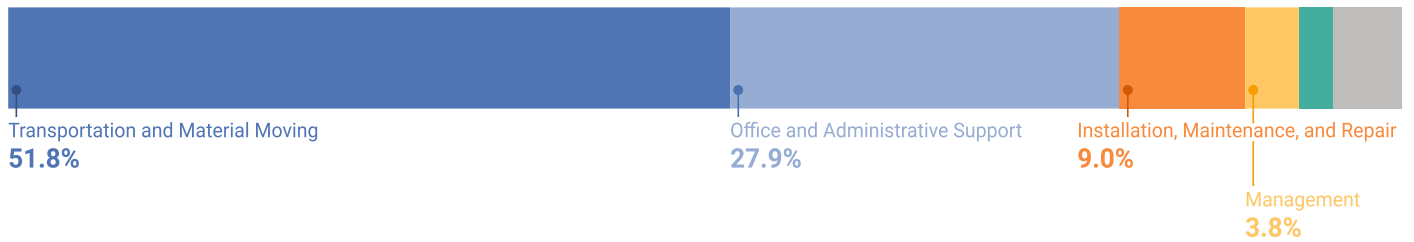


6-Digit Industry	Empl	Avg Ann Wages	LQ	5yr History	Annual Demand	Forecast Ann Growth
Scheduled Passenger Air Transportation	28,484	\$105,677	7.93		3,877	1.3%
General Freight Trucking, Long-Distance, Truckload	6,570	\$71,460	1.38		849	1.3%
Freight Transportation Arrangement	3,858	\$74,359	1.75		494	1.8%
Other Airport Operations	2,495	\$37,599	2.25		312	1.2%
Other Support Activities for Air Transportation	1,939	\$96,591	1.88		242	1.3%
Specialized Freight (except Used Goods) Trucking, Long-Distance	1,783	\$83,707	1.69		230	1.3%
Air Traffic Control	1,086	\$156,921	7.29		136	1.2%
Support Activities for Rail Transportation	864	\$82,815	3.04		102	1.2%
All Other Support Activities for Transportation	781	\$73,419	5.51		106	1.2%
Nonscheduled Chartered Passenger Air Transportation	508	\$127,947	1.62		64	1.4%
Remaining Component Industries	1,073	\$71,697	0.86		142	1.4%
Transportation and Logistics (US Cluster Mapping)	49,442	\$93,573	3.12		6,413	1.3%

Employment is one of the broadest and most timely measures of a region's economy. Fluctuations in the number of jobs shed light on the health of an industry. A growing employment base creates more opportunities for regional residents and helps a region grow its population.

Since wages and salaries generally compose the majority of a household's income, the annual average wages of a region affect its average household income, housing market, quality of life, and other socioeconomic indicators.

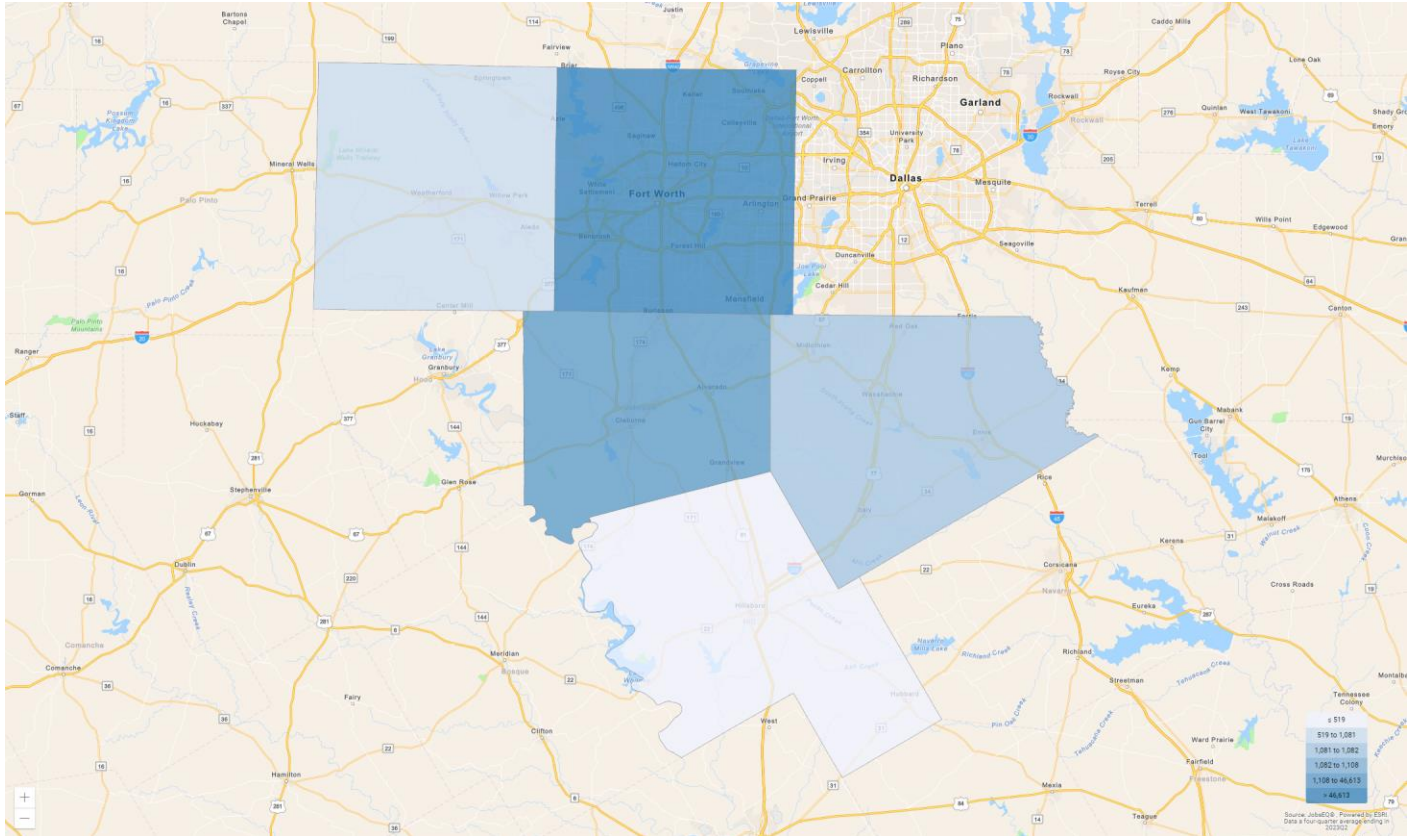
Staffing Pattern



6-digit Occupation	Empl	Avg Ann Wages	Annual Demand
Reservation and Transportation Ticket Agents and Travel Clerks	7,209	\$52,200	959
Heavy and Tractor-Trailer Truck Drivers	5,850	\$50,700	802
Flight Attendants	5,669	\$65,500	946
Airline Pilots, Copilots, and Flight Engineers	4,123	\$224,200	592
Laborers and Freight, Stock, and Material Movers, Hand	4,044	\$39,700	648
Aircraft Mechanics and Service Technicians	2,777	\$83,600	264
Industrial Truck and Tractor Operators	1,770	\$51,400	233
Customer Service Representatives	1,604	\$48,200	234
Cargo and Freight Agents	1,437	\$44,500	195
First-Line Supervisors of Office and Administrative Support Workers	1,206	\$68,900	141
Remaining Component Occupations	13,736	\$63,400	1,745
Total	49,424		

 The mix of occupations points to the ability of a region to support an industry and its flexibility to adapt to future demand. Industry wages are a component of the cost of labor for regional employers.

Geographic Distribution



Region	Empl
Tarrant County, Texas	46,614
Johnson County, Texas	1,109
Ellis County, Texas	1,081

Region	Empl
Parker County, Texas	519
Hill County, Texas	119

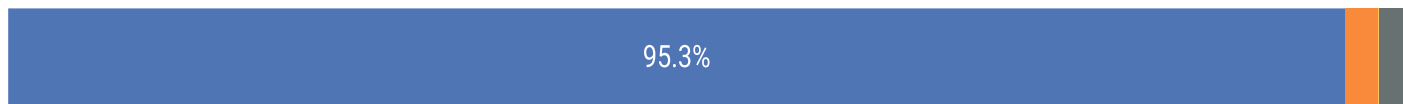
Source: JobsEQ®

💡 The geographic distribution of industry employment by place of work illustrates the impact on labor force demand and commuting patterns.

Employment Distribution by Type

The table below shows the employment mix by ownership type for Transportation and Logistics (US Cluster Mapping) for the 25 Min DT Burleson. Four of these ownership types — federal, state, and local government and the private sector — together constitute “Covered Employment” (employment covered by the Unemployment Insurance programs of the United States and reported via the Quarterly Census of Employment and Wages).

“Self-Employment” refers to unincorporated self-employment and represents workers whose primary job is self-employment (that is, these data do not include workers whose primary job is a wage-and-salary position that is supplemented with self-employment).



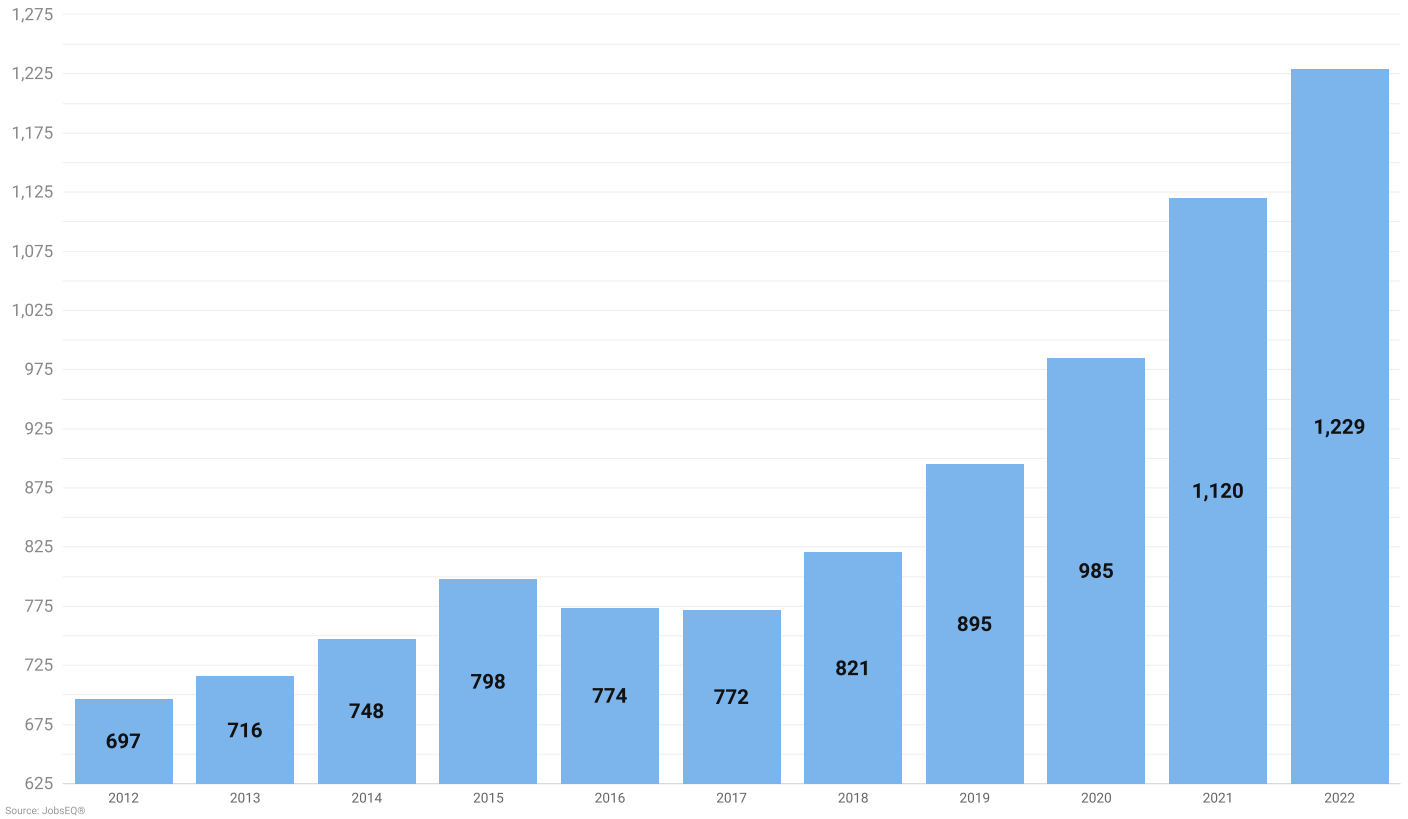
	Empl	%
Private	47,139	95.3%
Self-Employment	1,188	2.4%
Local Government	70	0.1%
Federal Government	1,044	2.1%


Source: JobsEQ®

 Strong entrepreneurial activity is indicative of growing industries. Using self-employment as a proxy for entrepreneurs, a higher share of self-employed individuals within a regional industry points to future growth.

Establishments

In 2022, there were 1,229 Transportation and Logistics (US Cluster Mapping) establishments in the 25 Min DT Burleson (per covered employment establishment counts), an increase from 697 establishments ten years earlier in 2012.





 New business formations are an important source of job creation in a regional economy, spurring innovation and competition, and driving productivity growth. Establishment data can provide an indicator of growth in businesses by counting each single location (such as a factory or a store) where business activity takes place, and with at least one employee.

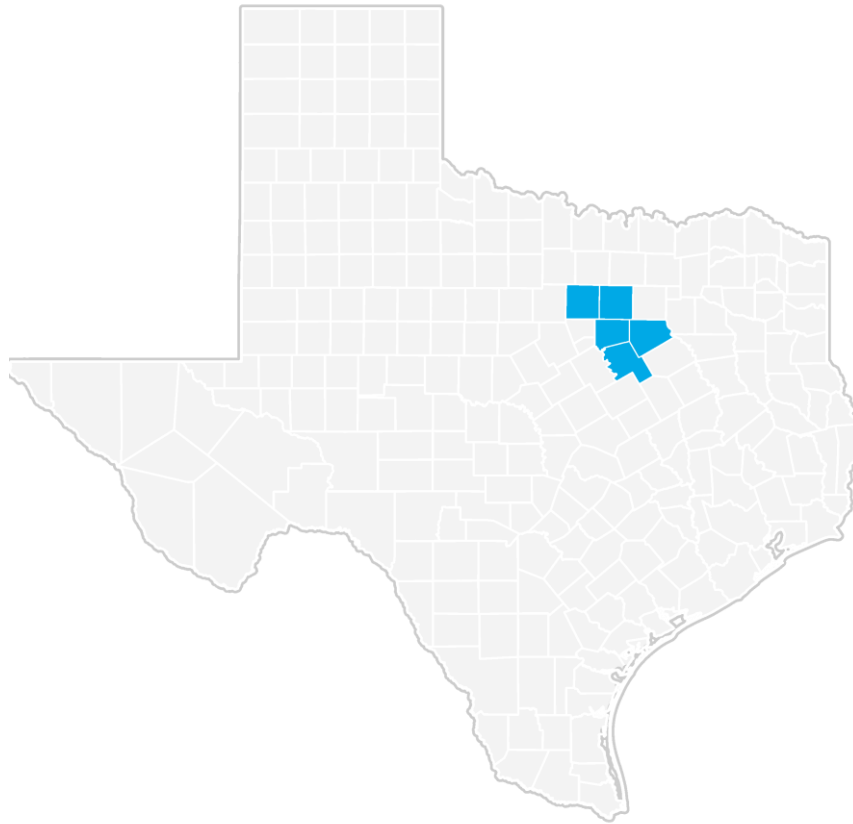
Postsecondary Programs Linked to Transportation and Logistics (US Cluster Mapping)

Program	Awards
Lincoln College of Technology-Grand Prairie	
Medium/Heavy Vehicle and Truck Technology/Technician	121
M T Training Center	
Truck and Bus Driver/Commercial Vehicle Operator and Instructor	249
Miller-Motte College-Edge Tech Academy	
Truck and Bus Driver/Commercial Vehicle Operator and Instructor	73
Tarrant County College District	
Aircraft Powerplant Technology/Technician	111
Airframe Mechanics and Aircraft Maintenance Technology/Technician	125
Airline/Commercial/Professional Pilot and Flight Crew	67
Sign Language Interpretation and Translation	57
Transportation/Mobility Management	50
Texas Christian University	
Logistics, Materials, and Supply Chain Management	66
The University of Texas at Arlington	
Business Administration and Management, General	966

Source: [JobsEQ®](#)

-  The number of graduates from postsecondary programs in the region identifies the pipeline of future workers as well as the training capacity to support industry demand.
-  Among postsecondary programs at schools located in the 25 Min DT Burleson, the sampling above identifies those most linked to occupations relevant to Transportation and Logistics (US Cluster Mapping). For a complete list see JobsEQ®, <http://www.chmuraecon.com/jobseq>

25 Min DT Burleson Regional Map



Data Notes

- Industry employment and wages (including total regional employment and wages) are as of 2023Q2 and are based upon BLS QCEW data, imputed by Chmura where necessary, and supplemented by additional sources including Census ZBP data. Employment forecasts are modeled by Chmura and are consistent with BLS national-level 10-year forecasts.
- Occupation employment is as of 2023Q2 and is based on industry employment and local staffing patterns calculated by Chmura and utilizing BLS OEWS data. Wages by occupation are as of 2023, utilizing BLS OEWS data and imputed by Chmura.
- GDP is derived from BEA data and imputations by Chmura. Productivity (output per worker) is calculated by Chmura using industry employment and wages as well as GDP and BLS output data. Supply chain modeling including purchases by industry are developed by Chmura.
- Postsecondary awards are per the NCES and are for the 2021-2022 academic year.
- Establishment counts are per the BLS QCEW data.
- Figures may not sum due to rounding.

Industry Definition

Transportation and Logistics (US Cluster Mapping) is defined as the following NAICS industries:

Code	Description
481111	Scheduled Passenger Air Transportation
481112	Scheduled Freight Air Transportation
481211	Nonscheduled Chartered Passenger Air Transportation
481212	Nonscheduled Chartered Freight Air Transportation
481219	Other Nonscheduled Air Transportation
484121	General Freight Trucking, Long-Distance, Truckload
484230	Specialized Freight (except Used Goods) Trucking, Long-Distance
485210	Interurban and Rural Bus Transportation
485510	Charter Bus Industry
488111	Air Traffic Control
488119	Other Airport Operations
488190	Other Support Activities for Air Transportation
488210	Support Activities for Rail Transportation
488490	Other Support Activities for Road Transportation
488510	Freight Transportation Arrangement
488991	Packing and Crating
488999	All Other Support Activities for Transportation

Region Definition

25 Min DT Burleson is defined as the following counties:

Ellis County, Texas

Hill County, Texas

Johnson County, Texas

Parker County, Texas

Tarrant County, Texas

FAQ

What is (LQ) location quotient?

Location quotient is a measurement of concentration in comparison to the nation. An LQ of 1.00 indicates a region has the same concentration of an industry (or occupation) as the nation. An LQ of 2.00 would mean the region has twice the expected employment compared to the nation and an LQ of 0.50 would mean the region has half the expected employment in comparison to the nation.

What is annual demand?

Annual demand is a of the sum of the annual projected growth demand and separation demand. Separation demand is the number of jobs required due to separations—labor force exits (including retirements) and turnover resulting from workers moving from one occupation into another. Note that separation demand does not include all turnover—it does not include when workers stay in the same occupation but switch employers. Growth demand is the increase or decrease of jobs expected due to expansion or contraction of the overall number of jobs.

What is the difference between industry wages and occupation wages?

Industry wages and occupation wages are estimated via separate data sets, often the time periods being reported do not align, and wages are defined slightly differently in the two systems (for example, certain bonuses are included in the industry wages but not the occupation wages). It is therefore common that estimates of the average industry wages and average occupation wages in a region do not match exactly.