

THE ECONOMY AT A GLANCE

HOUSTON



GREATER HOUSTON
PARTNERSHIP.
Making Houston Greater.

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BACK IN THE WINNER’S CIRCLE

Houston employment has finally returned to pre-pandemic levels. Hitting that milestone elevates the region to an elite status. Of the nation’s twenty most populous metros, only seven have recovered all their pandemic job losses. Houston is one of the seven.

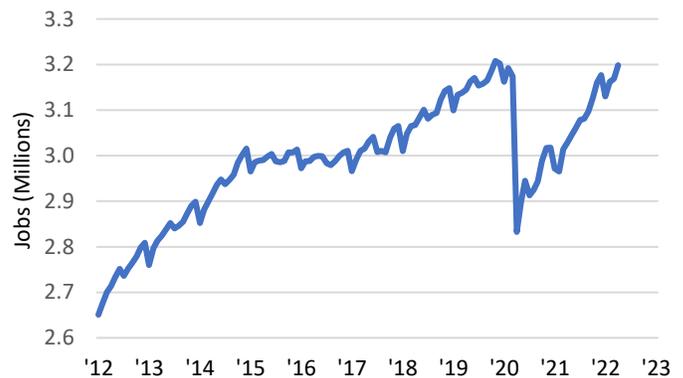
The region’s recovery has been uneven, though. Employment in some sectors is well ahead of where it stood prior to the pandemic. Others sectors are close to full recovery. A few have made little progress.

Economic growth remains strong. At 57.3, the Houston Purchasing Managers Index signals continued expansion. Sales tax collections continue to grow at a double-digit pace. Container traffic at the Port of Houston should set another record this year. Construction activity is well above pre-pandemic levels.

If the current pace of growth holds, Houston could create over 100,000 jobs this year, well above the Partnership’s original forecast of 75,500. But if growth stalls, and that’s possible if the U.S. slips into recession, job growth will be subpar. Other factors could also slow local job growth: inflation, rising interest rates, fallout from the Russia-Ukraine War, a collapse in consumer confidence, and a softening of local housing demand.

Metro Houston added 159,700 jobs in ‘21, the best year on record. The region finished the year 15,200 jobs shy of its February ‘20/pre-COVID level. After seasonal job losses in January, hiring surged. The region added 68,400 jobs February through April, the best start to the year on record, even better than ‘12, ‘13 and ‘14, the heyday of the fracking boom. As of April, non-farm payroll employment stood at 3,198,300, or 6,100 jobs above February ‘20 levels.

METRO HOUSTON EMPLOYMENT



Source: Texas Workforce Commission

Half a dozen factors have driven the recovery:

- **Robust U.S. Growth:** U.S. gross domestic product (GDP) is \$528 billion larger today (adjusted for inflation) than prior to the pandemic.
- **Inventory Rebuilding:** Wholesalers’ sales were 73.3 percent higher in March ‘22 (latest data available) than in April ‘20.
- **Record Exports:** Houston firms shipped \$140.8 billion in products overseas last year, up 9.3 percent from the previous record (\$128.7 billion) set in ‘19.
- **Emergence as a Logistics Center:** Developers have added over 100 million square feet of warehouse space since ‘16. The Port of Houston handled a million more shipping containers in ‘21 than it did in ‘16. Warehousing and transportation was the first sector to fully recover all jobs lost in the pandemic.

- **Population Growth:** Nearly 32,000 people moved to Houston between July 1, 2020 and June 30, 2021. The region ranked fifth in net in-migration over the period.
- **Pent-Up Demand:** Nationwide, retail sales have surged 47.7 percent (adjusted for inflation) since April '20, the lowest point of the COVID-induced recession.

An Uneven Recovery

Some industries have fared better than others. Nine of the 18 major sectors tracked by the Texas Workforce Commission (TWC) have recovered all jobs lost in the pandemic, two have recouped over 90 percent, four just over 50 percent of their losses, and three still struggle to add jobs.

RECOVERY STATUS, METRO HOUSTON, MAJOR EMPLOYMENT SECTORS

Industry/Sector	Initial Jobs Lost	Created Since May '20	Jobs Left to Recoup	% to Recoup
Total Payroll Jobs Lost	359,400	365,500	Fully Recovered	
Restaurants, Bars	99,500	103,200	Fully Recovered	
Retail	39,800	57,200	Fully Recovered	
Health Care, Social Assistance	36,800	46,600	Fully Recovered	
Admin Support, Waste Mgmt	28,100	30,800	Fully Recovered	
Wholesale	8,700	9,200	Fully Recovered	
Educational Services	8,200	15,200	Fully Recovered	
Government	7,200	15,200	Fully Recovered	
Transportation, Warehousing	3,300	16,700	Fully Recovered	
Finance, Insurance	1,400	7,100	Fully Recovered	
Prof, Sci, Tech Services	13,200	12,900	300	2.3
Arts, Entertainment, Rec	17,300	15,700	1,600	9.2
Information	4,400	3,300	1,100	25.0
Other Services	30,400	21,700	8,700	28.6
Hotels	11,500	6,900	4,600	40.0
Real Estate, Equip Rentals	6,000	3,600	2,400	40.0
Construction	23,900	9,000	14,900	62.3
Manufacturing	11,300	-2,900	14,200	125.7
Energy	6,300	-3,700	10,000	158.7

Source: Partnership calculations based on Texas Workforce Commission data

As noted in previous issues of *Glance*, energy, manufacturing, and construction delayed Houston's recovery. Lack of access to capital, pressure to shift investments to low-carbon energy sources, and supply chain snafus have stifled the energy sector's recovery. Manufacturing won't recover until upstream energy recovers. Over 80 percent of the sector's job losses are in oil field equipment manufacturing and fabricated metal products (*i.e.*, pipes, valves, flanges, and structural steel).

The slow recovery in construction is a puzzle, however. According to Dodge Data & Analytics, construction activity

is up \$1.8 billion (19.4 percent) in metro Houston through April of this year compared to the the same period in '21 and \$2.7 billion (32.2 percent) over '20. Yet employment still lags.

There's a national shortage of workers across all sectors, but the gap appears to be most acute in construction. "Contractors are eager to hire, but the pool of experienced jobseekers barely exists," notes Ken Simonson with Associated General Contractors of America. In April, there were 449,000 unfilled construction jobs in the U.S., according to the U.S. Bureau of Labor Statistics. That's more than double the 208,00 openings in April '20.

An Exclusive Club

Dallas/Fort Worth was the first of the major U.S. metros to recoup all jobs lost in pandemic, hitting that mark in July '21. Atlanta, Phoenix, Riverside and Tampa followed in October '21, then Denver in November '21. Houston joined the club in April '22. Other metros may join later, but gains have stagnated for Los Angeles, Minneapolis, New York, San Francisco and Washington, DC.

Those metros have several characteristics in common: high costs of living (see story page 4), high tax burdens, key industries conducive to remote work, image problems, elevated levels of crime, and significant population losses. The latter may be a question of chicken or the egg. Has job growth stagnated in those metros because of population loss, or have those metros lost population because of weak job growth? The answer is likely a combination of both.

Labor Shortage

Employers had over 11.4 million job openings in April. That's up from an average of 6.4 million in the five years prior to the pandemic. More than one-third (35 percent) of respondents to an April survey by the National Association for Business Economics expect labor shortages at their firms to continue into '23. Only 11 percent expect any relief this year. In its April survey, the National Federation of Independent Businesses (NFIB) found that 47 percent of its members reported job openings that could not be filled. The lack of available workers, not a weakening economy, may be what holds back future job growth.

In April, Houston’s unemployment rate was 4.1 percent. Any rate below 5.0 percent suggests a tight labor market. Initial claims for unemployment insurance have fallen below pre-pandemic levels, so fewer Houstonians are being thrown back into the market and forced to look for work.

METRO HOUSTON UNEMPLOYMENT



Source: Texas Workforce Commission

In preparing its '22 employment forecast, the Partnership expected half a dozen factors to drive local job growth: a strong U.S. economy, a healthy volume of global trade, energy consumption returning to pre-crisis levels, pent-up consumer demand, local population growth, and the ongoing housing boom. Those assumptions remain valid.

The Partnership also noted the headwinds: elevated inflation, supply chain woes, and worker shortages. What the Partnership didn’t foresee was Russia’s invasion of Ukraine, the Federal Reserve dramatically increasing interest rates, and China continuing to lock down large swaths of its economy to contain outbreaks of the coronavirus.

While the U.S. is unlikely to slip into recession this year (see GHP’s [April 6 webinar](#)), the nation will experience slower growth, which is what the Fed is trying to achieve. And the recent slip in consumer confidence is worrisome. But local job growth should remain strong through the end of the year.

TAKE THE GOOD WITH THE BAD

Over the past few months, the U.S. Census Bureau has released population estimates for all U.S. cities, counties, and metro areas. The data shows that in some ways Houston has bucked national trends. In others, Houston has followed along.

The nine-county Houston-The Woodlands-Sugar Land Metro Area added 69,000 residents last year. That bucked a national trend. Of the nation’s 384 metros, less than 40 percent added population.

June 2022 Economy at a Glance ©2022, Greater Houston Partnership

Harris County, the most populous county in the metro Houston area, lost 4,400 residents. That follows a national trend. Of the nation’s 3,143 counties and parishes, close to 42 percent lost population.

The City of Houston, the nation’s fourth most populous city, lost 11,777 residents in '21. That follows a national trend. Of the nation’s 250 most populous cities, 56.0 percent lost population last year. For the nation’s largest cities, the losses were staggering, with New York, Los Angeles and Chicago suffering a combined exodus of nearly 400,000 residents.

ANNUAL ESTIMATES OF RESIDENT POPULATION

Rank	City	Population Estimate*		Change, '20 - '21	
		'20	'21	Numeric	Percent
1	New York	8,772,978	8,467,513	-305,465	-3.5
2	Los Angeles	3,889,834	3,849,297	-40,537	-1.0
3	Chicago	2,741,730	2,696,555	-45,175	-1.6
4	Houston	2,300,027	2,288,250	-11,777	-0.5
5	Phoenix	1,611,345	1,624,569	13,224	0.8
6	Philadelphia	1,601,005	1,576,251	-24,754	-1.5
7	San Antonio	1,438,227	1,451,853	13,626	0.9
8	San Diego	1,385,394	1,381,611	-3,783	-0.3
9	Dallas	1,303,234	1,288,457	-14,777	-1.1
10	San Jose	1,010,908	983,489	-27,419	-2.7
11	Austin	963,121	964,177	1,056	0.1
12	Jacksonville	950,463	954,614	4,151	0.4
13	Fort Worth	922,592	935,508	12,916	1.4
14	Columbus	905,860	906,528	668	0.1
15	Indianapolis	887,382	882,039	-5,343	-0.6
16	Charlotte	876,747	879,709	2,962	0.3
17	San Francisco	870,014	815,201	-54,813	-6.3
18	Seattle	738,172	733,919	-4,253	-0.6
19	Denver	717,630	711,463	-6,167	-0.9
20	Oklahoma City	682,760	687,725	4,965	0.7

* Population as of July 1 each year
Source: U.S. Census Bureau

Several factors have contributed to the city population losses: a drop in birth rates during the pandemic, a rise in the number of deaths, and a surge in migration to the suburbs, a trend that’s been underway for several decades. It accelerated over the last few years as families sought more affordable housing, better schools, and less-dense living conditions in the suburbs during the pandemic. As more employers embrace hybrid work arrangements, employees no longer need to live within a reasonable commuting distance of one’s work, and that will continue to drive population to the suburbs.

A Closer Look

There are over 100 cities and municipalities in metro Houston, 19 with 20,000 or more residents. Of this lot, nine lost population, albeit some of the losses were small.

POPULATION, 20 LARGEST HOUSTON METRO CITIES

Rank	City	Population Estimate*		Change, '20 - '21	
		'20	'21	#	%
1	Houston	2,300,027	2,288,250	-11,777	-0.5
2	Pasadena	151,347	148,626	-2,721	-1.8
3	Pearland	126,086	125,990	-96	-0.1
4	League City	114,686	115,595	909	0.8
5	Sugar Land	110,775	109,373	-1,402	-1.3
6	Conroe	90,358	94,400	4,042	4.5
7	Baytown	83,495	82,480	-1,015	-1.2
8	Missouri City	74,380	74,850	470	0.6
9	Texas City	52,259	54,247	1,988	3.8
10	Galveston	53,520	53,219	-301	-0.6
11	Friendswood	41,158	41,004	-154	-0.4
12	Rosenberg	38,489	39,468	979	2.5
13	La Porte	35,295	35,964	669	1.9
14	Deer Park	34,343	33,676	-667	-1.9
15	Lake Jackson	28,166	27,879	-287	-1.0
16	Alvin	27,184	27,576	392	1.4
17	Fulshear	17,775	25,169	7,394	41.6
18	Katy	22,588	24,005	1,417	6.3
19	Dickinson	21,461	21,697	236	1.1
20	Angleton	19,433	19,401	-32	-0.2

* Population as of July 1 each year

Source: U.S. Census Bureau

Though not among the top 20, two cities experienced rapid growth. Manvel added 2,056 residents, a 20.0 percent jump in population, and Iowa Colony added 2,270, a 26.4 percent increase.

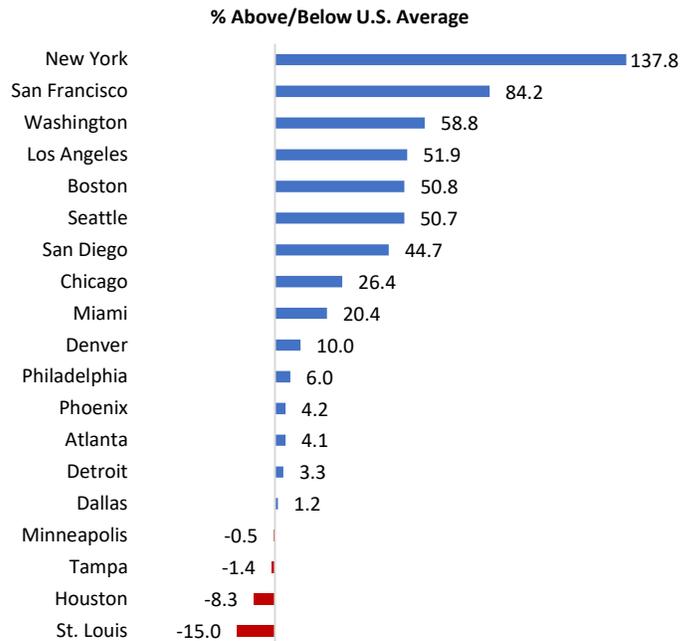
Among Texas' five most populous cities, two lost population, Dallas (-14,777) and Houston (-11,777), two recorded significant gains, San Antonio (+13,626) and Fort Worth (+12,916), and one, Austin (+1,056) was essentially flat. The City of Austin's gain accounted for less than 2.0 percent of that region's net add of 53,301 residents.

YES, BUT COMPARED TO OTHER METROS

Houston's living costs are 8.3 percent below the nationwide average and 36.2 percent below the average of the nation's 20 most populous metropolitan areas, ranking it third most affordable among its peers. Those results come from the most recent survey conducted by the Washington-based Council for Community and Economic Research.

The survey, conducted three times each year, measures regional differences in the cost of consumer goods and services purchased by typical professional and managerial households across the country. The composite index is based on six component categories: housing, utilities, grocery items, transportation, health care, and miscellaneous goods and services.

COST OF LIVING COMPARISON 20 MOST POPULOUS U.S. METROS*



Note: Riverside, California is a top 20 metro but did not submit COLI data.

Source: Council for Community and Economic Research Cost of Living Index, Q1/22

ACCORDING TO THE FED

Texas factory activity expanded at a robust pace in May. However, activity in the state's service and retail sectors softened somewhat.

That's the conclusion of the Texas Manufacturing, Texas Service Sector, and Texas Retail Outlook Surveys conducted in May by the Federal Reserve Bank of Dallas. The bank runs the surveys each month to obtain a timely assessment of the state's economic activity.

Highlights of the May Surveys: Respondents to all three surveys generally report business conduction are stable or improving. The majority report both input prices and the prices they charge have increased since April. Fewer reported an overall increase in monthly sales. Employment is stable to slightly increasing in all three sectors. Full details can be found at the website of the [Dallas Fed](https://www.dallasfed.org/).

TEXAS BUSINESS INDICATORS

% Respondents Reporting Changes, May '22 Compared to April			
	Increasing	No Change	Decreasing
Manufacturing			
Production	33.8	51.2	15.0
Employment	31.4	58.1	10.5
Input Prices	69.2	23.4	7.4
Selling Prices	48.6	44.6	6.8
General Activity	14.5	63.7	21.8
Services			
Revenues	27.7	50.9	21.4
Employment	18.3	71.5	10.2
Input Prices	57.0	39.5	3.5
Selling Prices	36.4	59.8	3.8
General Activity	21.0	59.5	19.5
Retail			
Sales	18.6	50.9	30.5
Employment	12.9	75.0	12.1
Input Prices	60.3	29.5	10.2
Selling Prices	54.3	33.9	11.8
General Activity	17.7	61.4	20.9

Source: Federal Reserve Bank of Dallas

GLOBAL HOUSTON RECAP

The following is extracted from *Global Houston 2022*, the Partnership's analysis of the region's ties to the world economy. The Partnership released the study May 20 at its annual Global Houston event. A full copy of the study can be found at <https://www.houston.org/business-resources>.

Exports

COVID had a short-lived impact on Houston's exports. Shipments fell 30.1 percent in the first half of '20, began to improve in the second half of '20, and were fully recovered by mid-'21. Houston exported over \$41.0 billion in goods in Q4/21, the best quarter on record. That capped off a record year for Houston. Exports topped \$140 billion, well above the previous record of \$128.7 billion set in '18.

Customs District Traffic

The Houston/Galveston Customs District set a tonnage record in '21. The eight ports that comprise the district handled over 351.5 million metric tons of goods and commodities, up 3.1 percent over the previous year. Those shipments were valued at \$273.1 billion, up 40.5 percent from the previous year.

Container Traffic

Container traffic through the Port of Houston fell during the early stages of the pandemic. March through June of '20 saw volumes down 11.5 percent compared with the

same period the year before. Shipments began to pick up as the global economy reopened. By June '21, volume exceeded pre-pandemic levels. The port of Houston handled 2.7 million loaded containers TEUs (twenty-foot-equivalent units) in '21, up from 10.2 percent from '20. Houston should easily surpass 3.0 million TEUs this year, which would be another record for the region.

International Air Travel

International travel continues to improve. The Biden Administration has eased restrictions on foreign travelers entering the U.S. Other countries have since followed suit. And international carriers are slowly adding capacity back into their systems. As of March '22, international passenger traffic was only 27.2 percent below pre-pandemic levels. That gap is expected to narrow in the coming months.

International Migration

COVID choked off the flow of foreign investment into Houston. In '20, only 13 foreign-owned firms announced plans to expand or relocate to the region. Houston typically tracks 40 or more such announcements a year. In '18, one of the best years on record, the region logged 85 such announcements. Last year saw marginal improvement with 26 foreign-owned firms selecting Houston for their expansions.

The worst of the COVID pandemic appears to be over. Businesses are shifting from preservation to expansion mode. '21 was the best year on record for job growth in Houston and the region ranked third among U.S. metros for population growth. That should catch the attention of foreign investors.

International Migration

Weak growth in Houston meant the job opportunities for migrants were limited. Restructuring of the oil and gas industry reduced the flow of ex-pat workers to the region. Restrictions on international air travel kept many away during the pandemic. Immigration added only 12,500 new residents to Houston's population in '21. That's one-third the annual average of the previous ten years.

Houston should begin to see an uptick in international migration. The Biden Administration has eased restrictions on travel to the United States, Houston's economy continues to grow, local firms can't find enough workers, and there is a construction boom underway—all factors that support a return to trend in international migration this year.

KEY ECONOMIC INDICATORS



Aviation — The Houston Airport System (HAS) handled 4.4 million passengers in April '22, up 1.0 million (30.6 percent) from April '21. Domestic traffic was up 25.6 percent (3.6 million passengers April '22 vs 2.9 million April '21), and international traffic was up 58.4 percent (821,000 April '22 vs. 518,000 April '21).



Construction — City of Houston building permits totaled \$2.4 billion through April of this year, up from \$1.8 billion during the comparable period in '21. Dodge Data & Analytics reports that constructions contracts awarded in the nine-county metro area topped \$11.1 billion through April, up from \$9.3 billion for the same period in '21. The Dodge data includes commerce and residential construction as well as infrastructure work. Contractors expect activity to remain high over the next six months.



Crude Oil — The closing spot price for West Texas Intermediate (WTI), the U.S. benchmark for light, sweet crude, averaged \$109.95 per barrel in May '22, up from \$65.17 in May '21, according to the U.S. Energy Information Administration (EIA.) The future price of oil depends on the degree to which existing sanctions imposed on Russia, any potential future sanctions, and independent corporate actions affect Russia's oil production or the sale of Russia's oil in the global market. As of early June, EIA forecasts WTI to average \$102.47 per barrel this year and \$93.24 next.



Foreign Trade — The Houston-Galveston Customs District handled foreign trade valued at \$121.1 billion through April of this year, up 64.4 percent from \$74.1 billion over the same period in '21. Exports YTD totaled \$80.1 billion, up 65.5 percent from \$48.4 billion last year. Imports YTD totaled \$41.8 billion, up 62.2 percent from \$25.8 billion last year.



Home Sales — Single-family home sales fell 0.9 percent in May '22, marking the second consecutive monthly year-over-year decline with 9,627 units sold compared to 9,714 in May of '21. On a year-to-date basis, however, the market is running 4.4 percent ahead of 2021's record-setting volume.



Inflation — Prices in Houston rose 8.5 percent in the 12 months ending April '22, the largest percent increase since December '81. The index for all items less food and energy rose 6.9 percent. Energy prices jumped 25.3 percent, the result of an increase in the price of gasoline, while food prices advanced 8.7 percent.



Natural Gas — In May, the Henry Hub natural gas spot price averaged \$8.14 per million British thermal units (MMBtu), which was up from \$2.91/MMBtu in May of last year. Natural gas prices are rising mainly because of three factors: natural gas inventories that are below the five-year average, steady demand for U.S. liquefied natural gas (LNG) exports, and high demand for natural gas from the electric power sector given limited opportunities for natural gas-to-coal switching. In 2023, EIA expects the Henry Hub price will average \$4.74/MMBtu amid rising natural gas production.



Rig Count — The Baker Hughes count of active domestic rotary rigs stood at 727 the week ending June 3, up from 456 the same week in June '21, according to data recently released by the company. Even though the total rig count has climbed for a record 22 months in a row through May, weekly increases have mostly been in single digits and oil production is still below pre-pandemic levels. The industry remains focused on returning money to investors and paying down debt rather than boosting output.



Vehicle Sales — Local dealers sold 31,209 vehicles in April '22, a 5.4 percent jump from the 29,606 sold in April '21. Truck/SUVs accounted for 76.0 percent of total sales, autos for 24.0 percent. The average truck/SUV sold for \$51,941 in April, the average auto for \$40,941. Car sales remain depressed as semiconductor shortages weigh on U.S. autos markets.

Elizabeth Balderrama, Heath Duran, Annaissa Flores, Patrick Jankowski, Roel Martinez and contributed to this issue of Houston, The Economy at a Glance.

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The Key Economic Indicators are **updated whenever any data change** — typically, ten or so times per month. If you would like to receive these updates by e-mail, usually accompanied by commentary, click [here](#).

HOUSTON MSA NONFARM PAYROLL EMPLOYMENT (000)

	Mar 22	Feb 22	Mar 21	Change from		% Change from	
				Feb 22	Mar 21	Feb 22	Mar 21
Total Nonfarm Payroll Jobs	3,164.2	3,162.5	3,013.8	1.7	150.4	0.1	5.0
<i>Total Private</i>	<i>2,729.7</i>	<i>2,727.9</i>	<i>2,590.5</i>	<i>1.8</i>	<i>139.2</i>	<i>0.1</i>	<i>5.4</i>
<i>Goods Producing</i>	<i>503.9</i>	<i>498.3</i>	<i>481.9</i>	<i>5.6</i>	<i>22.0</i>	<i>1.1</i>	<i>4.6</i>
<i>Service Providing</i>	<i>2,660.3</i>	<i>2,664.2</i>	<i>2,531.9</i>	<i>-3.9</i>	<i>128.4</i>	<i>-0.1</i>	<i>5.1</i>
<i>Private Service Providing</i>	<i>2,225.8</i>	<i>2,229.6</i>	<i>2,108.6</i>	<i>-3.8</i>	<i>117.2</i>	<i>-0.2</i>	<i>5.6</i>
Mining and Logging	66.8	65.3	60.6	1.5	6.2	2.3	10.2
Oil & Gas Extraction	31.5	31.0	29.4	0.5	2.1	1.6	7.1
Support Activities for Mining	33.0	32.0	29.8	1.0	3.2	3.1	10.7
Construction	218.5	215.3	209.2	3.2	9.3	1.5	4.4
Manufacturing	218.6	217.7	212.1	0.9	6.5	0.4	3.1
Durable Goods Manufacturing	135.5	136.0	128.3	-0.5	7.2	-0.4	5.6
Nondurable Goods Manufacturing	83.1	81.7	83.8	1.4	-0.7	1.7	-0.8
Wholesale Trade	165.3	166.5	158.1	-1.2	7.2	-0.7	4.6
Retail Trade	319.2	318.1	299.4	1.1	19.8	0.3	6.6
Transportation, Warehousing and Utilities	168.9	169.6	160.6	-0.7	8.3	-0.4	5.2
Utilities	17.3	17.2	17.6	0.1	-0.3	0.6	-1.7
Air Transportation	18.8	18.7	17.7	0.1	1.1	0.5	6.2
Truck Transportation	28.3	28.3	26.8	0.0	1.5	0.0	5.6
Pipeline Transportation	12.5	12.4	11.9	0.1	0.6	0.8	5.0
Information	31.4	31.5	27.9	-0.1	3.5	-0.3	12.5
Telecommunications	12.3	12.2	12.0	0.1	0.3	0.8	2.5
Finance & Insurance	110.8	110.4	106.2	0.4	4.6	0.4	4.3
Real Estate & Rental and Leasing	60.2	60.5	60.3	-0.3	-0.1	-0.5	-0.2
Professional & Business Services	504.4	513.7	493.6	-9.3	10.8	-1.8	2.2
Professional, Scientific & Technical Services	244.0	246.2	236.6	-2.2	7.4	-0.9	3.1
<i>Legal Services</i>	<i>29.4</i>	<i>29.6</i>	<i>28.2</i>	<i>-0.2</i>	<i>1.2</i>	<i>-0.7</i>	<i>4.3</i>
<i>Accounting, Tax Preparation, Bookkeeping</i>	<i>27.1</i>	<i>27.1</i>	<i>26.5</i>	<i>0.0</i>	<i>0.6</i>	<i>0.0</i>	<i>2.3</i>
<i>Architectural, Engineering & Related Services</i>	<i>67.4</i>	<i>67.3</i>	<i>64.7</i>	<i>0.1</i>	<i>2.7</i>	<i>0.1</i>	<i>4.2</i>
<i>Computer Systems Design & Related Services</i>	<i>37.9</i>	<i>38.1</i>	<i>35.6</i>	<i>-0.2</i>	<i>2.3</i>	<i>-0.5</i>	<i>6.5</i>
Admin & Support/Waste Mgt & Remediation	217.0	224.1	214.3	-7.1	2.7	-3.2	1.3
<i>Administrative & Support Services</i>	<i>207.6</i>	<i>212.4</i>	<i>203.0</i>	<i>-4.8</i>	<i>4.6</i>	<i>-2.3</i>	<i>2.3</i>
<i>Employment Services</i>	<i>83.9</i>	<i>85.8</i>	<i>80.3</i>	<i>-1.9</i>	<i>3.6</i>	<i>-2.2</i>	<i>4.5</i>
Educational Services	72.6	71.7	62.7	0.9	9.9	1.3	15.8
Health Care & Social Assistance	353.1	353.7	340.3	-0.6	12.8	-0.2	3.8
Arts, Entertainment & Recreation	31.4	30.8	27.3	0.6	4.1	1.9	15.0
Accommodation & Food Services	297.2	293.2	264.7	4.0	32.5	1.4	12.3
Other Services	111.3	109.9	107.5	1.4	3.8	1.3	3.5
Government	434.5	434.6	423.3	-0.1	11.2	0.0	2.6
Federal Government	31.8	31.8	30.6	0.0	1.2	0.0	3.9
State Government	95.7	95.5	92.6	0.2	3.1	0.2	3.3
<i>State Government Educational Services</i>	<i>55.7</i>	<i>55.6</i>	<i>52.9</i>	<i>0.1</i>	<i>2.8</i>	<i>0.2</i>	<i>5.3</i>
Local Government	307.0	307.3	300.1	-0.3	6.9	-0.1	2.3
<i>Local Government Educational Services</i>	<i>215.5</i>	<i>215.8</i>	<i>207.1</i>	<i>-0.3</i>	<i>8.4</i>	<i>-0.1</i>	<i>4.1</i>

SOURCE: Texas Workforce Commission