THE ECONOMY AT A GLANCE
HOUSTON

A publication of the Greater Houston Partnership

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Mid-Year Report

Houston's economy performed well in the first half of '23, but signs of a slowdown are emerging. Job growth continues but at a slower pace. Claims for unemployment benefits have ticked up. The unemployment rate remains low, however. Port tonnage has plateaued but container volumes continue to set records. Crude prices have softened leading to a downturn in drilling activity, but there are no signs yet of layoffs in the industry. The office market remains in the doldrums. Warehouse construction may have peaked. Retail leasing activity is holding steady. The single-family housing market has stabilized, but apartment developers continue to overbuild. Vehicle sales are the highest in years. And airport traffic is near pre-pandemic levels. In the following pages, the Partnership offers its insights into Houston's economy at mid-year.

EMPLOYMENT

Metro Houston created a net 18,500 jobs from January through May. In non-boom/non-bust years, the region typically adds 12,000 to 25,000 jobs in the first five months of the year. The gains in '23 reflect an economy that's neither in a boom nor bust cycle.

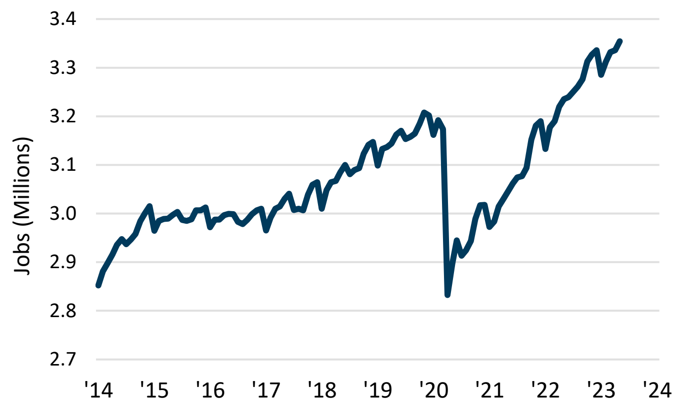
JOB GAINS/LOSSES THROUGH MAY, METRO HOUSTON

Year	Jobs '000s	Year	Jobs '000s	Year	Jobs '000s
'00	12,300	'08	1,800	'16	-13,100
'01	1,400	'09	-82,200	'17	19,900
'02	-5,000	'10	21,200	'18	20,100
'03	-20,700	'11	23,400	'19	14,800
'04	-1,900	'12	41,800	'20	-305,100
'05	19,700	'13	28,900	'21	27,500
'06	25,000	'14	37,200	'22	45,100
'07	29,500	'15	-17,700	'23	18,500

Note: Boom years blue, normal years green, bust years yellow.
Source: Partnership calculations based on Texas Workforce Commission data

Metro Houston employment hit 3,354,300 in May '23, an all-time high. Since the economy reopened in May '20, the region has added 521,800 jobs, recovering 145.2 percent of the 359,300 jobs lost early in the pandemic. At the current pace of growth, local employment should top 3.4 million later this year.

METRO HOUSTON PAYROLL EMPLOYMENT



Source: Texas Workforce Commission

The Texas Workforce Commission (TWC) typically reports job losses for the region every January. Workers hired for the holiday season are released. Layoffs on hold until the new year finally take place. And TWC makes annual adjustments to its employment database. As of May, four sectors had yet to recoup January's losses or have reported additional layoffs since—construction (-7,400 jobs), retail (-7,200), transportation and warehousing (-5,200), and finance (-2,000). Interest rates are weighing on finance and construction. The retail losses reflect seasonal patterns. It's unclear what's impacting transportation and warehousing.

CIVILIAN LABOR FORCE

Metro Houston added over 49,200 workers to its labor force through May and 88,000 over the past 12 months. The surge includes young adults seeking their first job, Houstonians who were on hiatus re-entering the labor market, and new residents to the region. In May '23, Houston's workforce hit a record 3,587,296. The metro area now has a larger workforce than 35 states and the District of Columbia.

UNEMPLOYMENT

Houston's unemployment rate fell as low as 3.9 percent in April '23 but jumped to 4.4 percent in May. A year ago, it was 4.3 percent.

The rate always rises in the spring as students look for summer jobs, recent grads enter the workforce, and educators pursue new options as the school year ends. In a few months, those students return to school, the grads find work, educators sign new contracts, and the unemployment rate declines. Between June and December, the rate often falls by 0.5 and 1.0 percentage points. Given the health of Houston's economy, that's sure to happen again this year.

METRO HOUSTON UNEMPLOYMENT RATE

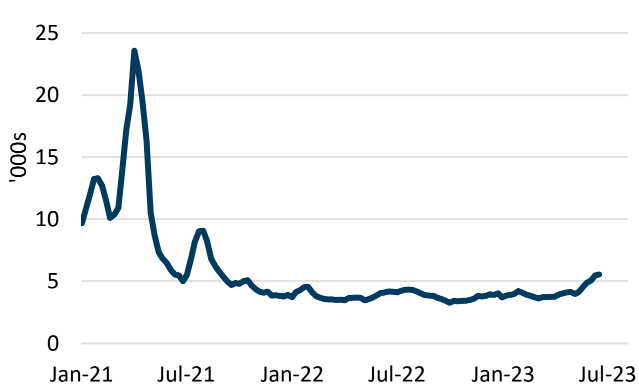
Source: Texas Workforce Commission

INITIAL CLAIMS

Initial claims for unemployment benefits, a proxy for layoffs, have crept up. In January, they averaged 3,982 a week. Late May and early June, they averaged 5,245.

This also reflects a seasonal pattern. Claims creep up in the summer as educators whose contracts have expired file for benefits. This summer's filings, though elevated compared to last year, represent less than 0.2 percent of the region's roughly 3.6 million workers.

INITIAL BENEFITS CLAIMS, METRO HOUSTON



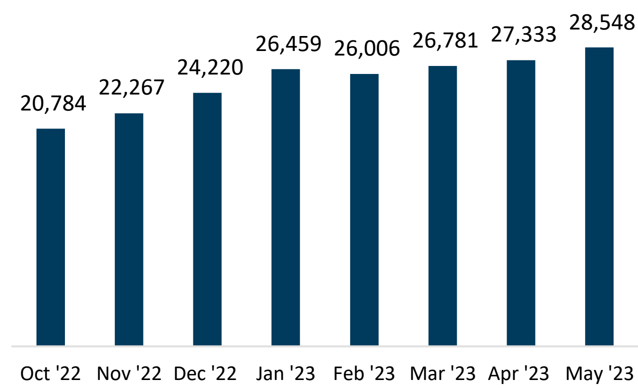
Source: Texas Workforce Commission

The sectors with the most claims in recent weeks are elementary and secondary education, machine repair and maintenance, oil pipeline construction, and temporary help services.

CONTINUED CLAIMS

Continued claims filed by workers unemployed for at least a week after their initial claim are trending up as well, which suggests that workers who lose their jobs are experiencing some difficulty in finding new employment. Those claims remain low, however.

CONTINUED CLAIMS, GULF COAST WDA*



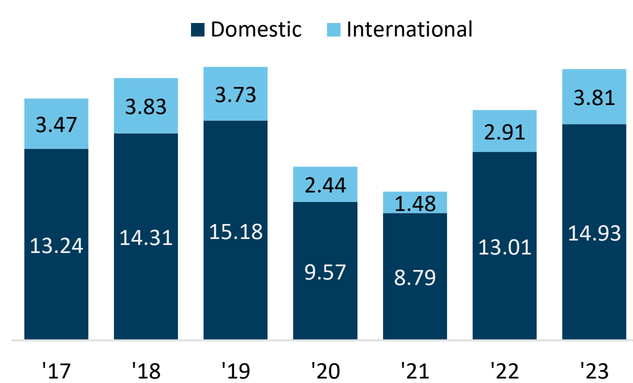
* The Gulf Coast Workforce Development Area includes metro Houston plus Colorado, Matagorda, and Wharton Counties.

Source: Texas Workforce Commission

AVIATION

Traffic through Houston's airports is nearing pre-pandemic levels. Through April, domestic traffic is off only 1.6 percent, international 0.4 percent, and total traffic 1.4 percent compared to April '19. Passenger volumes will likely return to pre-pandemic levels this summer.

HOUSTON AIR PASSENGERS, APRIL YTD*, MILLIONS



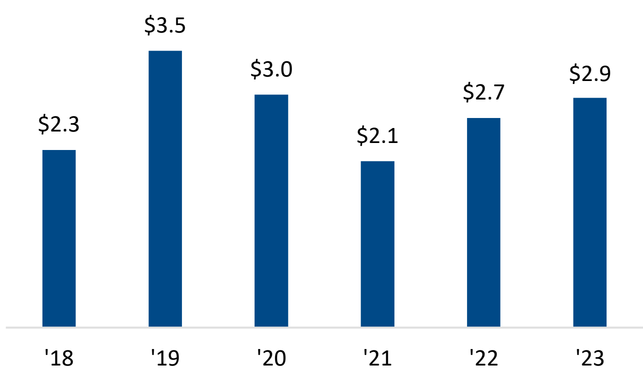
Source: Houston Airport System

George Bush Intercontinental Airport (IAH) is currently undergoing $1.2 billion in renovations. The project includes the reconstruction of the Mickey Leland International Terminal (MLIT), which consolidates the existing D and E terminals into a centralized ticketing, departures, and arrivals hall for international flights. The MLIT is slated to open in '24. The project also includes demolishing the existing Terminal D/E parking garage.

CONSTRUCTION

Nominally, City of Houston building permits are up $435 million (14.1 percent) May YTD compared to last year. Adjusted for inflation, they are 17.0 percent below pre-pandemic levels.

CITY OF HOUSTON BUILDING PERMITS
April YTD, '18 Constant Dollars, Billions*



Source: Partnership calculations based on City of Houston reports and adjusted using the Consumer Price Index (CPI)

Contract awards, an indicator of future activity, suggest construction continues to soften. For the nine-county metro area, they're down $2.8 billion (18.5 percent) from last year before adjusting for inflation. If not for a significant increase in non-building (i.e. infrastructure) projects, awards would have fallen even further.

CONSTRUCTION AWARDS, METRO HOUSTON, MAY YTD

	$ Billions		Change, 22 – 23	
	23 YTD	22 YTD	$ Billions	%
Non-Residential	4.34	5.29	-0.95	-18.0
Residential	4.91	6.90	-1.98	-28.7
Non-Building	3.98	2.83	+1.15	+40.6
Total	12.23	15.02	-2.78	-18.5

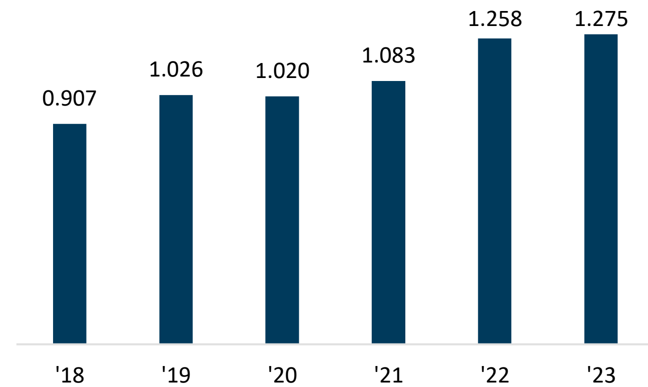
Source: Dodge Data & Analytics

Higher interest rates, tighter lending standards, a glutted office market, softening in the industrial market, and fear of a recession are weighing on construction. As noted earlier, the sector has shed 7,400 jobs since the first of the year.

CONTAINER TRAFFIC

The Port of Houston handled nearly 1.3 million loaded containers over the first five months of '22, up 1.4 percent compared to the same period last year. The port is on track to handle over 3.2 million containers this year, which would be a record for the region.

PORT OF HOUSTON CONTAINER TRAFFIC
Loaded Containers, Millions, May YTD



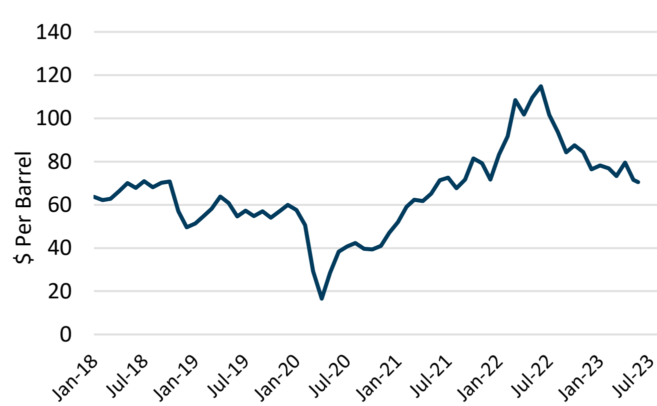
Source: Port of Houston Authority

Imports accounted for 55.3 percent of loaded containers handled by the port, exports for 44.7 percent. The top containerized imports by value were industrial machinery, electrical machinery, furniture, autos and auto parts, and plastics. The top five containerized exports by value were industrial machinery, plastics, autos and auto parts, meat, and cotton.

ENERGY

Russia's invasion of Ukraine, Western sanctions on the pariah nation, and growing energy demand drove the price of crude briefly above $120 per barrel last year. This year, crude has averaged $75 per barrel, still above the breakeven price for drilling a new well in the U.S.

CLOSING PRICE, SPOT MARKET, WTI



Source: U.S. Energy Information Administration

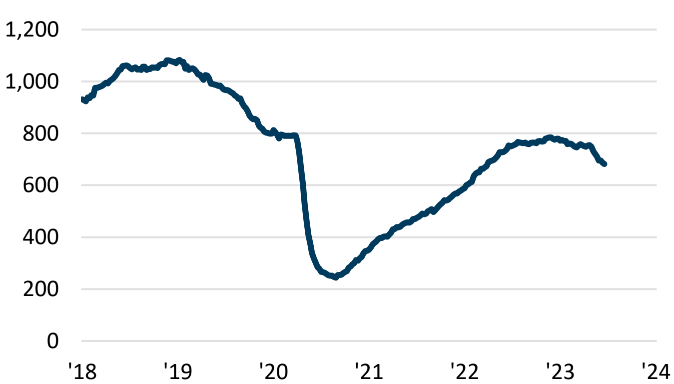
Prices have softened for multiple reasons:

- Weaker growth than expected in China following the lifting of the nation's severe COVID restrictions,
- Concerns about recessions in the U.S. and Europe and the subsequent impact on energy demand,
- The assistance of commodity traders showing no reluctance to deal in Russian crude, and
- The willingness of countries such as India to purchase record volumes of Russian crude at substantial discounts, forcing Mid-East producers to find other markets.

Following the Organization for Petroleum Exporting Countries (OPEC) June meeting, Saudi Arabia announced plans to reduce its daily production by one million barrels to help boost flagging oil prices. OPEC+ (the formal cartel plus ten additional nations) had already cut 3.7 million barrels per day, about 3.6 percent of global demand, to try and maintain prices. That's had no discernible impact. The Monday after the Saudi announcement, WTI closed at $71.91 per barrel on the NYMEX, up only 49 cents from where it traded a month prior. On the last day of June '23, WTI closed at $70.41, down from $107.76 the last day of June '22.

The Baker Hughes count of active domestic rotary rigs slumped to 674 the last week of June '23, down 76 rigs (10.1 percent) from the same week in June '22. The rig count has declined steadily since late '22. It had never fully recovered its pandemic losses. The most recent losses were gradual at first, three to four per week, but since early May they have accelerated, with some weeks seeing as many as 17 rigs pulled from service.

U.S. ACTIVE RIG COUNT



Source: Baker Hughes

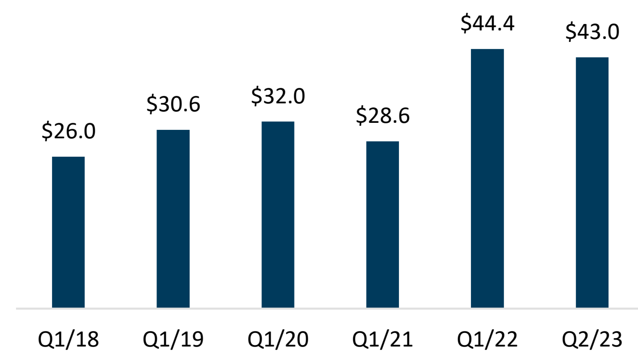
The decline in the rig count has yet to impact oil patch employment. In Houston, the oil and gas industry has added 1,400 jobs since the first of the year. Employment in oil field equipment and fabricated metal products (pipes, valves, flanges) has remained flat since January. With the tight labor market, firms are hoarding workers so they won't be short when drilling activity picks up later this year or early next.

The U.S. Energy Information Administration (EIA) forecasts WTI to trade between $73 and $76 per barrel through the end of '23 and average $79 in '24. The break-even point for a new well in the southwestern U.S. is $56 to $66 per barrel, according to the Federal Reserve Bank of Dallas.

EXPORTS

Metro Houston exports slipped marginally in Q1/23, mainly due to declining commodity prices, not a slump in demand for the chemicals, plastics, and machinery Houston ships overseas.

METRO HOUSTON EXPORTS, BILLIONS



* Origin of Movement Series

Source: U.S. Census Bureau

Export data comes from the U.S. Census Bureau's Origin of Movement (OM) series, which reflects where a good or commodity began its export journey, not the port from where it was shipped.

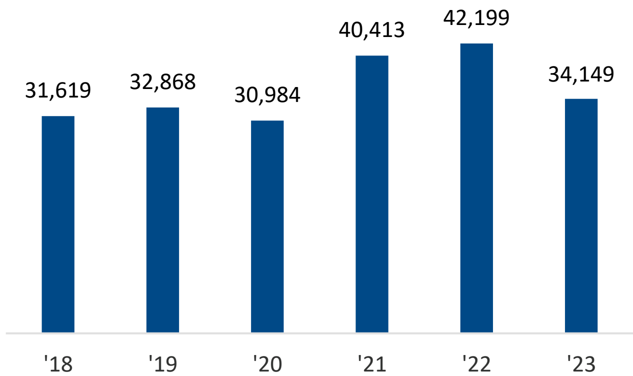
Houston's top exports should be no surprise. They are chemicals, computers and peripheral equipment, crude, fabricated metal products, fuels and refined products plastics, oil field equipment, synthetic rubber, and exploration and production activities.

The top export destinations for Houston's exports are Brazil, Canada, China, Japan, Mexico, Netherlands, Singapore, and South Korea.

HOME SALES

Brokers closed on just over 34,000 single-family homes in the first five months of '23, down from the frenetic pace of the past two years but still above pre-pandemic levels.

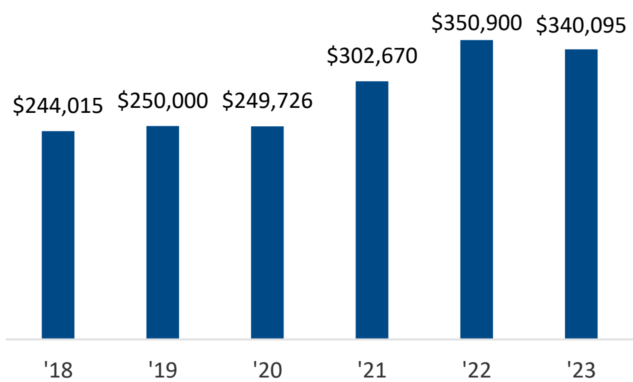
SINGLE-FAMILY CLOSINGS, HOUSTON AREA, MAY YTD



Source: Houston Association of Realtors

Homes typically appreciate at a 3.0 to 4.0 percent annual rate in Houston. That surged to 18.2 percent in February '22. The rate of appreciation has trended down since then and turned marginally negative in February of this year. Prices on existing homes are down roughly 3.0 percent from last year's record high.

MEDIAN HOME PRICE, MONTH OF MAY
Single-Family, Metro Houston



Source: Houston Association of Realtors

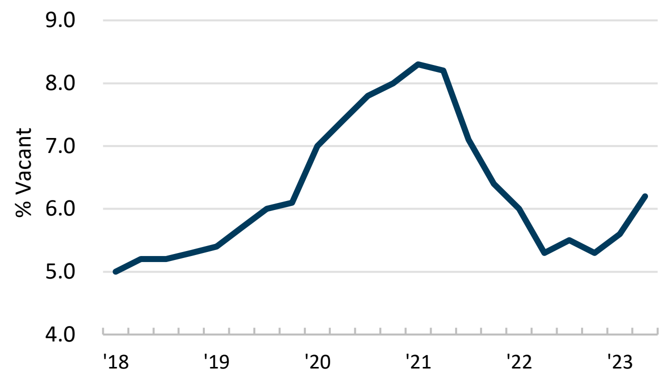
Inventory expanded to a 2.8-month supply in May, up from 1.5 months May of last year. That's how long it would take to exhaust May listings at the current rate of sales. A 4.0- to 6.0-month supply reflects a balanced market where neither the buyer nor the seller has the upper hand.

INDUSTRIAL LEASING

The market for industrial/warehouse space in Houston is plateauing. The vacancy rate for space immediately available (direct and sublet) ticked up in Q2/23. Overall space for lease (existing and soon-to-hit-the-market) is at its highest level since Q1/21. And gross absorption has trended down since Q3/21.

Houston's industrial vacancy rate peaked in Q1/21, then leasing activity surged as retailers, wholesalers, and manufacturers opened distribution centers to be closer to their Houston customers. The rate trended down through Q4/22 but recently turned up. It was 6.2 percent in Q2/23, up from 5.3 percent in Q2/22.

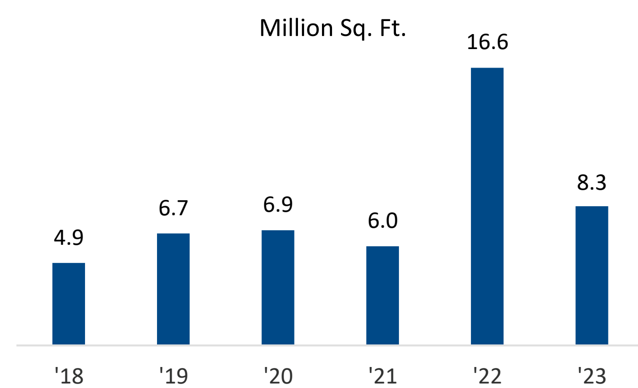
VACANCY RATE, EXISTING SPACE, INDUSTRIAL MARKET



Source: Partnership analysis of CoStar data

Industrial activity appears to have peaked, with fewer lease agreements signed in Q2/23 (429) than Q2/22 (583) and a smaller amount of space taken off the market. In Q2/23, the market absorbed only 3.7 million square feet (msf) of space and only 8.3 msf over the first six months. CoStar forecasts 18.6 msf to be absorbed this year. More than 28.9 msf is under construction, so vacancies will likely rise throughout the year, putting downward pressure on lease rates.

INDUSTRIAL SPACE ABSORBED, Q2 YTD
Houston Market



Source: Partnership analysis of CoStar data

INFLATION

Inflation, as measured by the Consumer Price Index for all Urban Consumers (CPI-U), rose 4.1 percent nationwide in the 12 months ending May '23. That's an improvement over May of '22 when the U.S. annual inflation rate came in at 8.5 percent.

U.S. INFLATION

Source: U.S. Bureau of Labor Statistics

CUSTOMS DISTRICT TRAFFIC

The Houston-Galveston Customs District handled 130.2 million metric tons of cargo through April of this year (most current data available), a 5.4 percent jump over the same period in '22. This was valued at over $115.0 billion, a 2.2 percent dip from last year.

HOUSTON/GALVESTON CUSTOMS DISTRICT TRAFFIC

	April YTD		Δ '23 v '22	
	'23	'22	#	%
Total				
$ Value	115.0	117.6	-2.6	-2.2
Tonnage	130.2	123.5	+6.7	+5.4
Exports				
$ Value	81.3	78.1	-3.2	-3.9
Tonnage	103.7	96.3	+7.5	+7.8
Imports				
$ Value	40.3	39.1	+1.2	+3.1
Tonnage	26.4	27.2	-0.8	-2.9

Source: WISERTrade

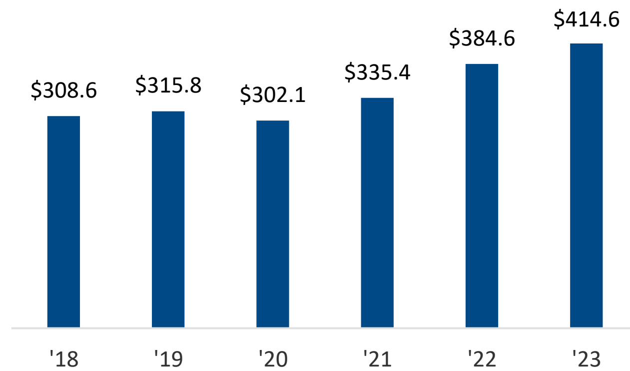
Measured by weight, exports of crude, refined products, chemicals, and plastics are all up over last year. But measured by value, they're all down, a reflection of lower commodity prices. Exports of industrial machinery are down in both weight and value, most likely due to higher interest rates and customers' concerns about a potential economic slowdown.

In order, the top 10 destinations for Houston exports YTD are the Netherlands, Mexico, China, South Korea, United Kingdom, Singapore, Brazil, Japan, France, and Chile.

SALES TAX COLLECTIONS

Sales and use tax collections in the 12 most populous Houston-area cities totaled $414.6 million through April, up from $384.6 million in the comparable period in '22. Collections are a proxy for general economic activity in the region. Both businesses and consumers pay sales taxes on their purchases, and the pace of collections tends to track the business cycle. Receipts have begun to moderate in recent months, reflecting slower economic growth, pressures from higher interest rates, and reduced federal government fiscal stimulus.

SALES TAX COLLECTIONS, MAY YTD
12-Most Populous Houston-Area Cities, Millions

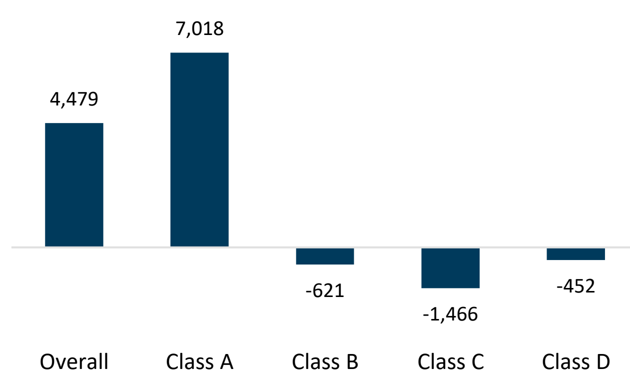


Source: Partnership calculations based on Texas Comptroller data

MULTIFAMILY

Houston's multifamily market has logged an uneven performance this year. The region continues to absorb Class A units, *i.e.,* the newest apartments with the highest levels of amenities. Class B absorption tracked negative earlier in the year but has since turned the corner. Class C and D properties continue to shed tenants. The latter are weighing down overall absorption.

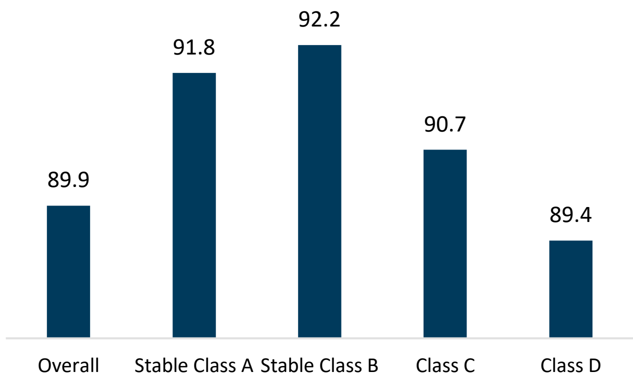
APARTMENT UNITS ABSORBED, JUNE YTD



Source: MRI Apartment Data

Negative absorption has been pressing on occupancy levels. Stable Class A peaked at 93.5 percent and Class B at 93.1 percent in September '22. Class C peaked at 93.3 percent in December '21, Class D at 90.9 in April '22. All have trended down since their peak.

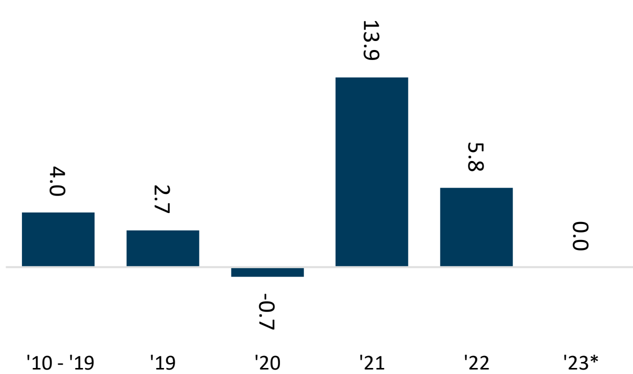
HOUSTON APARTMENT OCCUPANCY BY CLASS - %



Source: MRI Apartment Data

Rents typically appreciate 4.0 percent per year in Houston. That soared to double digits as the region emerged from the pandemic. Overbuilding, smaller job gains, and other factors have flattened growth this year. The average rent for a Class A unit was $1,783 in June ’23 compared to $1,782 in June of last year, and for Class B, $1,276 compared to $1,254.

AVG ANNUAL % CHANGE, METRO APARTMENT RENTS



*12 months ending June ’23
Source: MRI Apartment Data

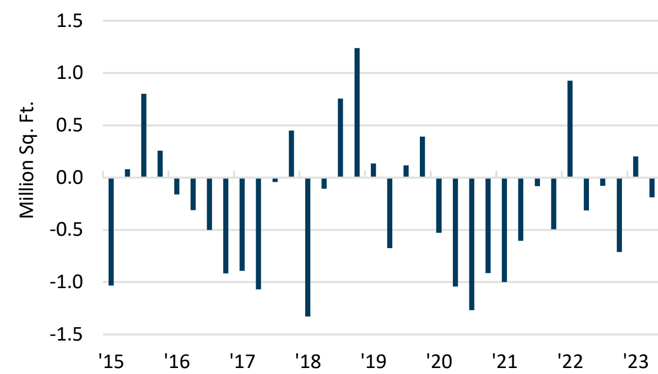
As of early July, there were 21,377 units under construction. At the current rate of Class A absorption, that’s equivalent to a 21-month supply. Another 31,289 units are proposed for the Houston market.

OFFICE LEASING

Office leasing continues to struggle. Houston recorded 189,056 square feet of negative absorption in Q2/23 and 698,786 so far this year. Negative absorption occurs when more space is vacated than occupied.

The trend began in Houston long before the pandemic. The first significant negative absorption (1.0 msf) occurred in Q1/15 at the beginning of the Fracking Bust. The Houston market has logged negative absorption in 23 of the last 40 quarters and 13 of the last 20. Since Q1/15, over 8.6 msf have been tossed back on the market.

ABSORPTION, HOUSTON OFFICE MARKET



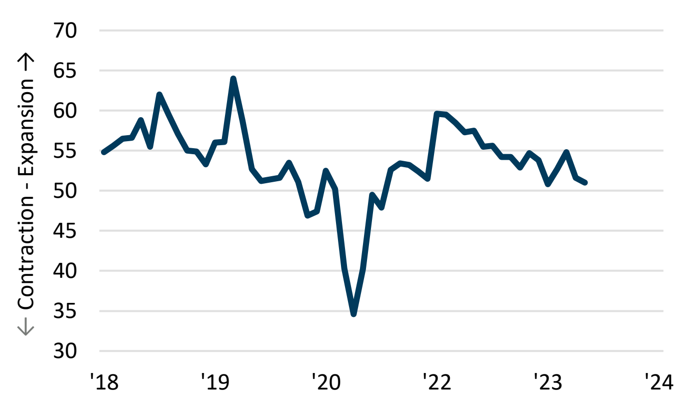
Source: Partnership analysis of CoStar data

Depending on how one measures, Houston has 49.1 msf or 71.7 msf of vacant or available office space. A normal market would have 25.0 to 32.0 msf available.

PURCHASING MANAGERS INDEX

Economic activity in metro Houston expanded at a slower pace in May, according to the most recent Houston Purchasing Managers Index (PMI) prepared by the Institute for Supply Management-Houston. The PMI slipped to 51.0, down from 51.6 in April and 57.5 in May of last year. Readings over 50 indicate expansion in Houston’s economy, below 50, contraction. Houston’s manufacturing sector continues to report a significant rate of contraction while nonmanufacturing continues to expand but at a modestly slower rate.

HOUSTON PURCHASING MANAGERS INDEX



Source: Institute for Supply Management-Houston

Two of the three underlying indicators with the strongest positive correlation with the economy (sales/new orders and employment) point to modest to strong economic expansion. The third (lead times) points to contraction.

- The sales/new orders index rose 5.3 points to 54.9.
- The employment index fell 2.0 points to 51.1.
- The lead times index fell 6.9 points to 46.9.

Regarding the two major subcomponents:

- The Houston Manufacturing PMI rose 2.1 points to 47.4, continuing to provide a strong indication of potential economic contraction.
- The Houston Nonmanufacturing PMI fell 0.4 points to 52.4, showing slower expansion for the industries in this sector.

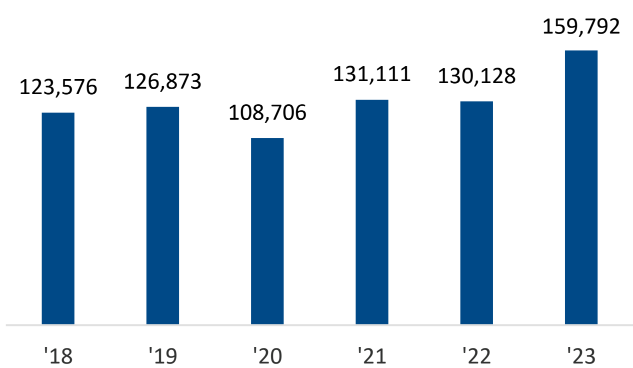
On an industry specific basis:

- Professional services and health care reported strong expansion.
- Trade, transportation and warehousing, oil and gas, and construction reported modest expansion.
- Manufacturing, leisure and hospitality, and real estate continue to report low to moderate contraction.

VEHICLES

Houston-area dealers sold 159,792 new cars, trucks, and SUVs in the first five months of '23, a 22.9 percent jump from the 130,128 sold over the comparable period in '22, according to TexAuto Facts, published by InfoNation, Inc.

METRO HOUSTON NEW VEHICLE SALES



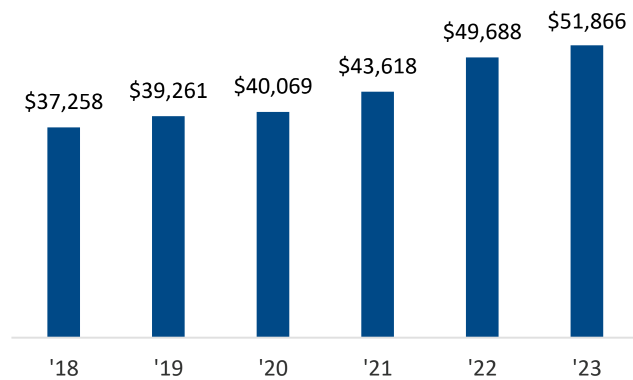
Source: TexAuto Facts Report by InfoNation

In May, new vehicle prices fell below $52,000 for the first time since November '22 but remain elevated compared to May of last year.

- The average retail price in May was $51,866, up 4.4 percent from $49,688 last year.
- The average for a new car was $42,291, up 1.8 percent from $41,545 in May '22.
- The average for a new truck/SUV was $54,852, up 5.4 percent from $52,034 in May '22.

Trucks and sport utility vehicles dominate the market, accounting for 77.8 percent of all new vehicles sold in May, cars for 22.2 percent.

AVERAGE MAY SALES PRICE, ALL VEHICLE TYPES



Source: TexAuto Facts Report by InfoNation

SAVE THE DATE

Mark your calendars for Wednesday, August 2, when the Partnership releases *Houston Facts*, its catalog of answers to the most frequently asked questions about Houston. The publication covers in detail Houston demographics, the local economy, key industrial sectors, government, education, infrastructure, communications and media, and life in Houston.

Members of the Partnership's Research team will share highlights from the publication at the event and respond to questions from the audience. The presentation will be at noon in Partnership Tower. To register, go to the events page of the Partnership's website or click here.

Patrick Jankowski, Clara Richardson, and Leta Wauson contributed to this issue of Houston: The Economy at a Glance.

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The Partnership also posts short videos updating viewers on the latest U.S. and local economic trends. You can find those videos on the Partnership's LinkedIn page.

HOUSTON MSA NONFARM PAYROLL EMPLOYMENT (000)

	May 23	April 23	May 22	Change from April 23	Change from May 22	% Change from April 23	% Change from May 22
Total Nonfarm Payroll Jobs	**3,354.3**	**3,335.8**	**3,235.2**	**18.5**	**119.1**	**0.6**	**3.7**
Total Private	***2,903.6***	***2,884.9***	***2,803.1***	***18.7***	***100.5***	***0.6***	***3.6***
Goods Producing	***516.8***	***515.1***	***510.4***	***1.7***	***6.4***	***0.3***	***1.3***
Service Providing	***2,837.5***	***2,820.7***	***2,724.8***	***16.8***	***112.7***	***0.6***	***4.1***
Private Service Providing	***2,386.8***	***2,369.8***	***2,292.7***	***17.0***	***94.1***	***0.7***	***4.1***
Mining and Logging	69.2	69.0	65.2	0.2	4.0	0.3	6.1
Oil & Gas Extraction	29.4	29.3	28.6	0.1	0.8	0.3	2.8
Support Activities for Mining	38.0	37.8	35.2	0.2	2.8	0.5	8.0
Construction	217.2	216.7	222.6	0.5	-5.4	0.2	-2.4
Manufacturing	230.4	229.4	222.6	1.0	7.8	0.4	3.5
Durable Goods Manufacturing	141.5	140.7	136.1	0.8	5.4	0.6	4.0
Nondurable Goods Manufacturing	88.9	88.7	86.5	0.2	2.4	0.2	2.8
Wholesale Trade	177.7	176.1	168.4	1.6	9.3	0.9	5.5
Retail Trade	319.2	317.6	311.8	1.6	7.4	0.5	2.4
Transportation, Warehousing and Utilities	192.0	189.9	180.4	2.1	11.6	1.1	6.4
Utilities	20.2	20.2	19.3	0.0	0.9	0.0	4.7
Air Transportation	20.5	20.3	20.1	0.2	0.4	1.0	2.0
Truck Transportation	31.0	30.9	30.1	0.1	0.9	0.3	3.0
Pipeline Transportation	12.9	12.9	12.2	0.0	0.7	0.0	5.7
Information	33.4	33.1	32.7	0.3	0.7	0.9	2.1
Telecommunications	11.9	11.8	11.7	0.1	0.2	0.8	1.7
Finance & Insurance	114.4	114.5	112.8	-0.1	1.6	-0.1	1.4
Real Estate & Rental and Leasing	69.4	68.6	64.9	0.8	4.5	1.2	6.9
Professional & Business Services	560.1	557.9	536.8	2.2	23.3	0.4	4.3
Professional, Scientific & Technical Services	275.1	274.0	255.8	1.1	19.3	0.4	7.5
Legal Services	*32.2*	*32.0*	*30.7*	*0.2*	*1.5*	*0.6*	*4.9*
Accounting, Tax Preparation, Bookkeeping	*28.5*	*29.5*	*27.2*	*-1.0*	*1.3*	*-3.4*	*4.8*
Architectural, Engineering & Related Services	*77.6*	*75.9*	*67.9*	*1.7*	*9.7*	*2.2*	*14.3*
Computer Systems Design & Related Services	*43.6*	*43.6*	*41.4*	*0.0*	*2.2*	*0.0*	*5.3*
Admin & Support/Waste Mgt & Remediation	238.3	237.3	236.8	1.0	1.5	0.4	0.6
Administrative & Support Services	*224.8*	*223.7*	*224.1*	*1.1*	*0.7*	*0.5*	*0.3*
Employment Services	*86.4*	*85.8*	*90.5*	*0.6*	*-4.1*	*0.7*	*-4.5*
Private Educational Services	73.2	72.5	68.6	0.7	4.6	1.0	6.7
Health Care & Social Assistance	373.8	371.5	353.5	2.3	20.3	0.6	5.7
Arts, Entertainment & Recreation	40.3	38.4	38.5	1.9	1.8	4.9	4.7
Accommodation & Food Services	314.8	312.1	304.5	2.7	10.3	0.9	3.4
Other Services	118.5	117.6	119.8	0.9	-1.3	0.8	-1.1
Government	450.7	450.9	432.1	-0.2	18.6	0.0	4.3
Federal Government	33.3	33.2	32.1	0.1	1.2	0.3	3.7
State Government	95.5	95.4	90.9	0.1	4.6	0.1	5.1
State Government Educational Services	*54.2*	*54.1*	*51.2*	*0.1*	*3.0*	*0.2*	*5.9*
Local Government	321.9	322.3	*309.1*	-0.4	12.8	-0.1	4.1
Local Government Educational Services	*224.4*	*224.8*	*214.3*	*-0.4*	*10.1*	*-0.2*	*4.7*

SOURCE: Texas Workforce Commission