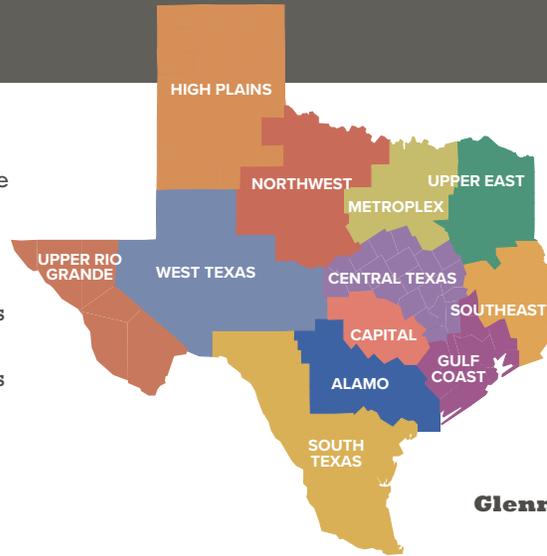


Texas

STATEWIDE ECONOMIC SNAPSHOT

The Texas Comptroller's office divides the 261,000 square miles of Texas into 12 economic regions. Each region has at least one Census Bureau-defined metropolitan statistical area (MSA), which is an area with relatively high population density and close economic integration.



\$2.4 Trillion

TEXAS
GROSS DOMESTIC PRODUCT,
2022

Glenn Hegar Texas Comptroller of Public Accounts

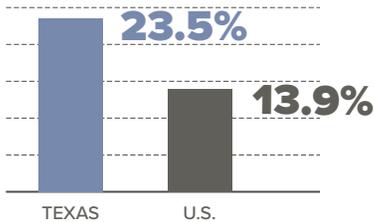
POPULATION CHANGE (2012 TO 2022)

Texas' population rose by over 15 percent between 2012 and 2022, compared to a 6.2 percent increase nationwide. Population growth was strongest in the Capital region (30.9%), followed by the Metroplex (19.3%), Gulf Coast (18.4%), and Alamo (16.8%) regions. Despite overall growth, 137 of the 254 counties in the state lost population during this time.



JOBS & WAGES

PERCENT CHANGE IN TOTAL JOBS, 2012 TO 2022

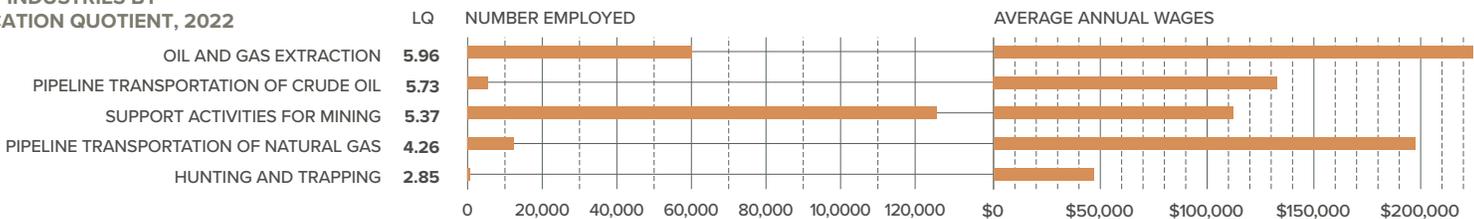


Texas added more than 2.5 million jobs between 2012 and 2022, an increase of 23.5 percent, almost 10 percent higher than the national growth rate. Energy-related industries are highly concentrated in Texas, as measured by location quotient (LQ). An LQ of 1.25 or higher indicates that the industry enjoys a competitive advantage in the region compared to other areas. Jobs in warehousing and storage saw exceptional

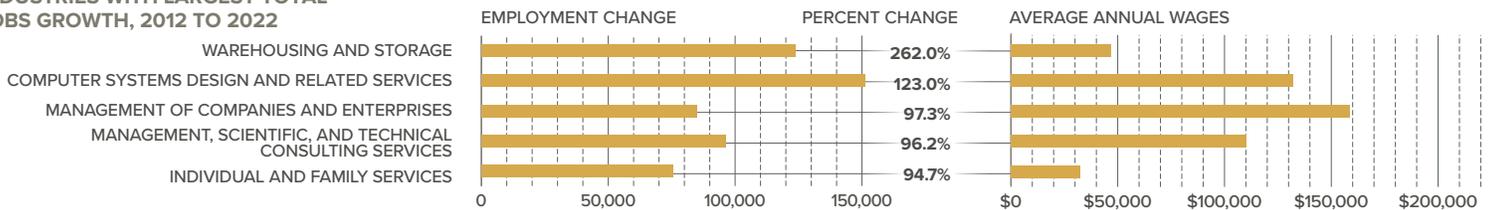
growth in recent years, as did services related to computer systems design and management services.

Health care, education-related industries, and restaurants and other eating establishments employ the largest numbers of Texans. While the most concentrated industries by location quotient (LQ) are indicative of the state's history as an energy producer.

TOP INDUSTRIES BY LOCATION QUOTIENT, 2022



INDUSTRIES WITH LARGEST TOTAL JOBS GROWTH, 2012 TO 2022



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TO SEE THE COMPLETE 2024 REGIONAL REPORTS, VISIT: comptroller.texas.gov/economy/economic-data/regions/2024/

Sources: JobsEQ; U.S. Bureau of Labor Statistics, *Quarterly Census of Employment and Wages*; U.S. Census Bureau; U.S. Bureau of Economic Analysis; Texas Department of Transportation; Texas Comptroller of Public Accounts 96-1779 (3-24)