

# INDUSTRY SNAPSHOTS: USES OF TRANSPORTATION



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U.S. Department of Transportation  
**Bureau of Transportation Statistics**

# ACKNOWLEDGEMENTS

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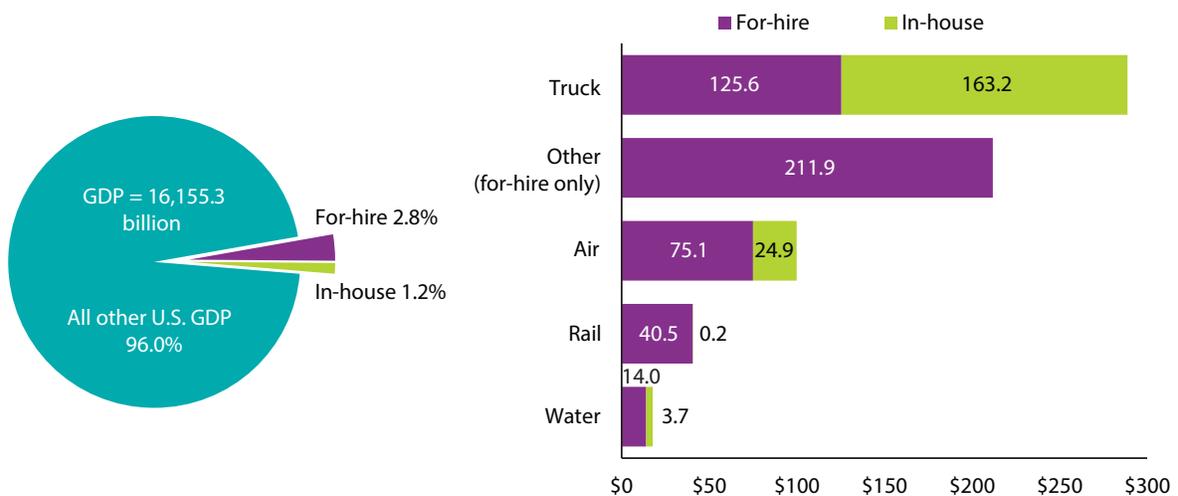
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# CHAPTER 1 INTRODUCTION

The Bureau of Transportation Statistics (BTS) estimates that transportation directly created \$659.1 billion of economic activity by moving goods in 2012. BTS measures this contribution to the gross domestic product in the Transportation Satellite Accounts (TSAs). The most current TSAs are for 2012<sup>1</sup>.

**Figure 1-1 Contribution of For-Hire and Business-Related In-House Transportation Activity to U.S. Gross Domestic Product (GDP), 2012 (current dollars)**



**NOTES:** (a) In-house transportation is business-related transportation. Business-related transportation includes privately owned and operated vehicles of all body types, used primarily on public rights of way, and the supportive services to store, maintain, and operate those vehicles. (b) For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. (c) Other for-hire transportation includes: pipeline, transit and ground passenger transportation, including State and local government passenger transit; sightseeing transportation and transportation support; courier and messenger services; and warehousing and storage). (d) The TSAs also show the contribution of transportation carried out by households through the use of their private motor vehicles (known as household production of transportation services (HPTS)). The contribution of HPTS is not shown in the figure. For more information, see: [http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/transportation\\_satellite\\_accounts/index.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/transportation_satellite_accounts/index.html)

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at [www.bts.gov](http://www.bts.gov), as of Mar. 2016.

## Measurement Method and Meaning

BTS produces the TSAs, which provide a comprehensive measure of transportation activity (e.g., trucking carried out by grocers to move goods from distribution centers to stores and depreciation from households driving personal motor vehicles) in the United States. BTS builds on the Bureau

<sup>1</sup> The TSAs are based on the Bureau of Economic Analysis' (BEA) Input-Output (I-O) Accounts. BEA produces detailed (benchmark) I-O data for every fifth year. BEA releases less detailed (annual) data for the years between the benchmarks. At the time of this publication, the 2007 benchmark data are the most recent detailed data available to the Bureau of Transportation Statistics (BTS) for creating the TSAs. BTS produced TSAs through 2012 (using BEA's annual data in combination with the 2007 benchmark data) and will revise the 2012 TSAs and produce TSAs for the years 2013 through 2017 when BEA releases detailed data for the year 2012.

of Economic Analysis's (BEA's) input-output (I-O) accounts. The I-O accounts show the value of all for-hire transportation in the United States and the industries using for-hire transportation. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis, such as air carriers, railroads, transit agencies, common carrier trucking companies, and pipelines. Part of the TSAs reorganizes the I-O accounts to show the dollar value of transportation activity carried out by nontransportation industries for their own purposes (known as business-related in-house transportation). For-hire and business-related in-house transportation activity contributed \$659.1 billion to the economy in 2012 (figure 1-1).

The TSAs also show the value of transportation carried out by households through the use of their private motor vehicles (known as household production of transportation services (HPTS))<sup>2</sup>. The I-O accounts do not show the dollar value of in-house transportation activity or HPTS.

The TSAs use the same structure as the U.S. I-O accounts and consist of four tables, quantifying transportation's role and impact.

- make table: measures the value of transportation services that each transportation industry *makes*,
- use table: measures the amount of transportation *used* by each industry and sector in the economy and the contribution of each industry and sector to the economy,
- direct requirements table: measures the amount of transportation *required* to produce one dollar of each product, and
- total requirements table: measures the inputs *required* to produce one dollar of transportation.

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<sup>2</sup> For more information, see: [http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/transportation\\_satellite\\_accounts/index.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/transportation_satellite_accounts/index.html)

This report uses information from the TSAs to highlight the role of for-hire and business-related in-house transportation in the production process for all of the nontransportation sectors listed in the U.S. I-O accounts:

- natural resources and mining,
- manufacturing,
- construction,
- utilities,
- wholesale and retail trade, and
- services.

For each sector, information is presented, using the latest available data<sup>3</sup>, on:

- the sector's contribution to gross domestic product (GDP) – nationally and by State in 2014,
- the sector's use of transportation by mode in 2012,
- the amount of transportation the sector requires to produce one dollar of output in 2012,
- the number of transportation (e.g., airline and commercial pilots, bus drivers, etc.) and material moving (e.g., cleaners of vehicles, dredge operators, etc.) workers employed by the sector in 2014,
- the median annual wage for selected transportation occupations in the sector in 2014,
- the number of trucks and number of truck miles accumulated by the sector in 2002, and
- shipment characteristics (for selected sectors) in 2012.

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<sup>3</sup> Latest data as of Feb. 1, 2016.

## CHAPTER 2 NATURAL RESOURCES AND MINING SECTOR



This chapter provides an overview of the contribution of the natural resources and mining sector to the economy and the use of transportation services by the sector.

The natural resources and mining sector consists of two related subsectors: (1) the agriculture, forestry, fishing and hunting subsector, which engages in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats and (2) the mining,

quarrying and oil and gas extraction subsector, which extracts naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas.<sup>1</sup>

**Table 2-1 Overview of the Natural Resources and Mining Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Natural Resources and Mining Sector	Value	Year (latest year data is available)
Contribution to GDP	\$669.2 billion	2014
Use of transportation	\$44.9 billion	2012
Amount of transportation required to produce a dollar of output	4.5¢	2012
Number of transportation and material moving workers		2014
Agriculture, Forestry, Fishing and Hunting	40,760	
Mining, quarrying, and oil and gas extraction	113,280	
Transportation and material moving workers as percent of sector's work force		
Agriculture, Forestry, Fishing and Hunting	9.9	2014
Mining, quarrying, and oil and gas extraction	13.7	2014
Median annual wage of transportation and material moving workers		2014
Agriculture, Forestry, Fishing and Hunting	\$25,170	2014
Mining, quarrying, and oil and gas extraction	\$41,850	2014
Number of trucks used	2,418 thousand	2002*
Truck miles accumulated	27,532 million	2002*
Shipments made by mining industry (excluding oil and gas)		2012
Value	\$99.8 million	2012
Tons	2.9 billion	2012
Ton-miles	859.3 billion	2012
Average miles per shipment	47	2012

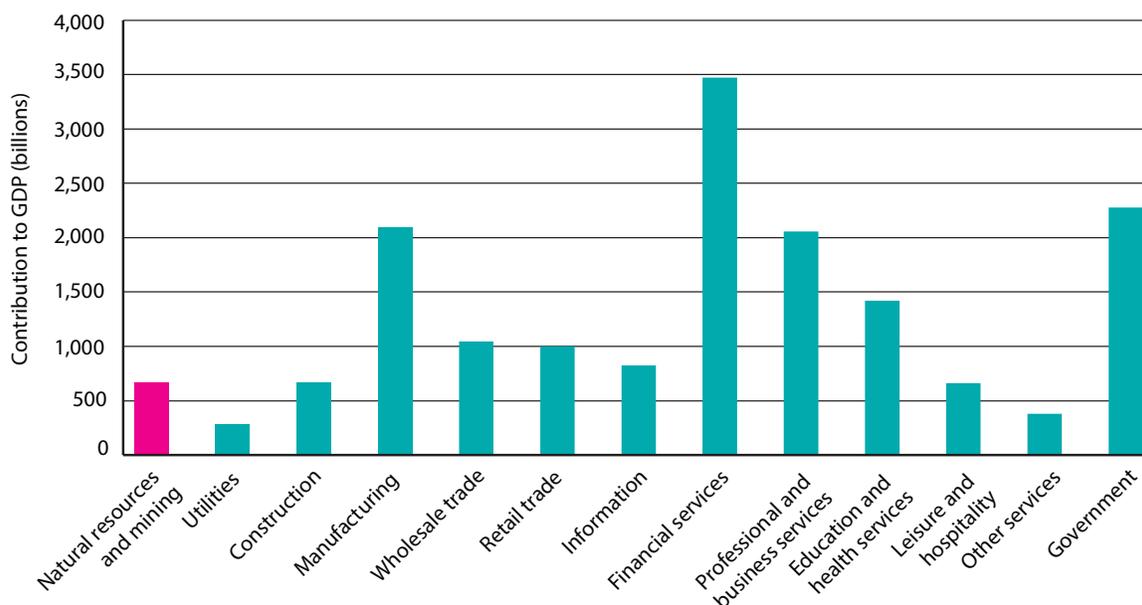
**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of Sept. 1, 2015

**Figure 2-1 Natural Resources and Mining Sector's Contribution to GDP v. Other Sectors, 2014**



**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, *Gross Domestic Product by State*, available at <http://bea.gov> as of November 2015.

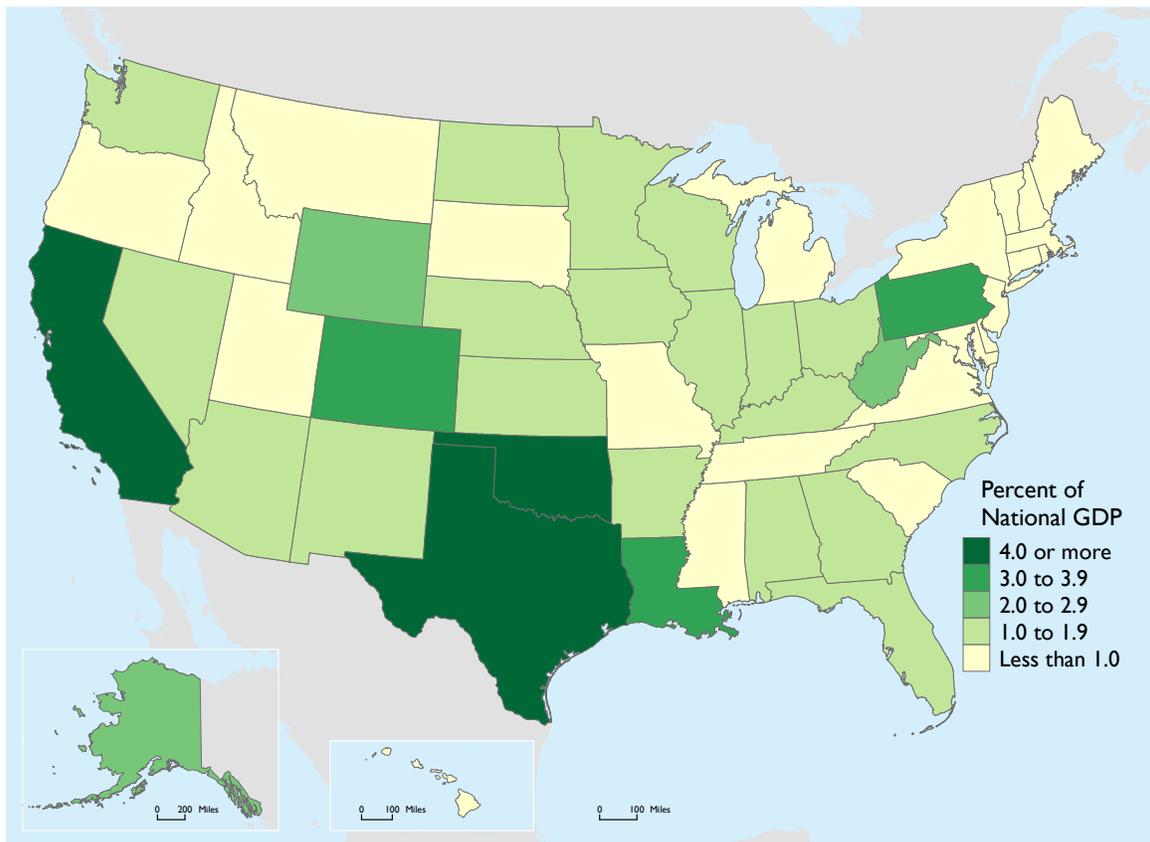
The natural resources and mining sector uses less transportation services than any of the other sectors except utilities in absolute dollars, but per dollar of output this sector requires more transportation services than most of the other sectors. The sector relies heavily on truck transportation services, shipping the most tons and largest value of product by truck, and employing more in motor vehicle occupations than any other transportation occupation (see table 2-1).

In 2014 the natural resources and mining sector contributed \$669.2 billion (3.9 percent) to the national economy, as measured by gross domestic product (GDP) (figure 2-1). The sector contributed less than other sectors to the economy but generates the raw materials other sectors need to produce finished products. The manufacturing sector, for example, purchases wheat from the natural resources and mining sector to produce bread.

The largest dollar value of natural resources and mining activity occurred in Texas (\$233.3 billion) followed by California (\$60.0 billion), and Oklahoma (\$30.0 billion)—each of which accounted for 4 percent or more of national activity in the natural resources and mining sector in 2014 (figure 2-2, table 2-2). This is primarily driven by oil extraction in Texas, agriculture in California, and a combination of these activities in Oklahoma.

Computing the percent of natural resources and mining sector activity as a percent of a gross state product (GSP), rather than as a share of GDP, also provides useful insights to U.S. production. Nationally, Texas produced the most natural resources and mining products in 2014. However, natural resources and mining activity accounted for a smaller share of GSP in Texas (14.2 percent) than in Wyoming (35.7 percent), Alaska (27.3 percent), and North Dakota (22.2 percent) —the

**Figure 2-2 State Contributions to Natural Resources and Mining Related GDP**  
(percent of national GDP related to natural resources and mining), 2014



NOTE: Data not available for Delaware, District of Columbia, or Rhode Island.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 2-2 States Contributing 4.0 Percent or More to National GDP Related to Natural Resources and Mining in 2014**

State	Natural resources and mining (Natural resources and mining related GDP = \$669.2 billion)			All products and services (Total national GDP = \$17.2 trillion)	
	Natural resources and mining related GDP (billions)	Percent of national GDP related to natural resources and mining	Rank (1=contributes most to national GDP related to natural resources and mining, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
Texas	233.3	34.8	1	1,641.0	2
California	60.1	9.0	2	2,305.9	1
Oklahoma	30.0	4.5	3	183.2	29

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

three states where natural resources and mining activity accounted for one-fifth or more of GSP in 2014. Natural resources and mining activity accounted for a smaller share of GSP in Texas than in Wyoming, Alaska, and North Dakota due to substantial manufacturing activity in Texas. Manufacturing activity accounted for 14.6 percent (\$239.1 billion) of GSP in Texas, while it accounted for only 5.0 percent of GSP in Wyoming (\$2.2 billion), 2.4 percent of GSP in Alaska (\$1.4 billion), and 6.6 percent of GSP in North Dakota (\$3.7 billion) in 2014. (see Appendix A)

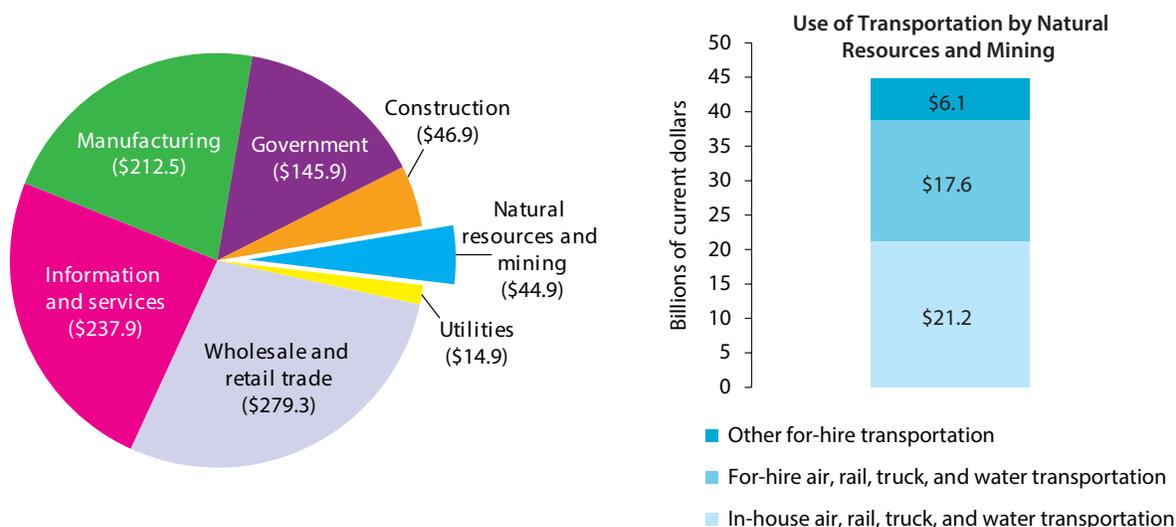
The natural resources and mining sector was the second smallest user of transportation services in 2012 (\$44.9 billion), using 3.0 times more transportation services than the utilities sector (the smallest user of transportation services) in

2012. The natural resources and mining sector used more in-house air, rail, truck, and water transportation operations (\$21.2 billion) than for-hire (\$17.6 billion) (figure 2-3).

The natural resources and mining sector used \$44.9 billion of transportation services in 2012 (figure 2-4). In 2012 the sector used:

- Primarily truck transportation services (e.g., in acquiring seed or moving agricultural output to silos or mining products to the railhead), which accounted for 59.8 percent (\$26,824 million) of all transportation services used by the sector.
- More in-house truck transportation operations (\$18,276 million) than for-hire truck transportation services (\$8,548 million), with

**Figure 2-3 Use of Transportation by the Natural Resources and Mining Sector, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; Sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

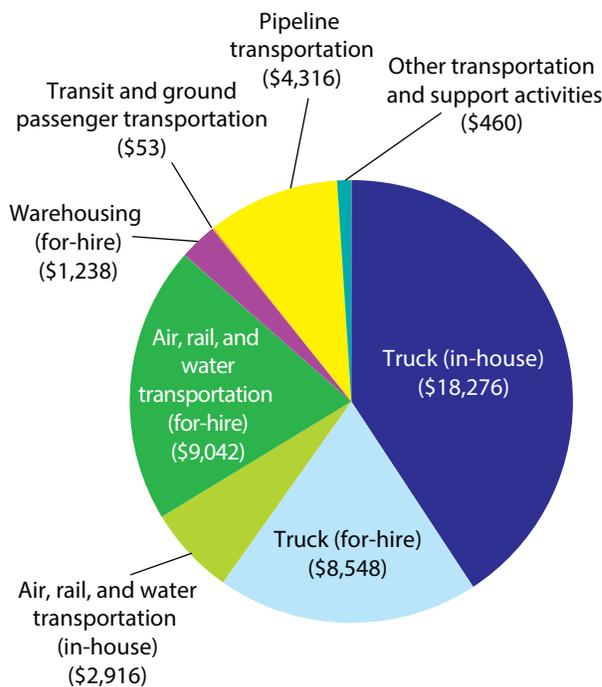
in-house truck transportation operations accounting for nearly half (40.8 percent) of all transportation services used (\$18,276 million out of \$44,849 million). In-house truck transportation consists of the trucking operations carried out by farms with their own trucks, for instance, in moving wheat to the mill.

- Air, rail, and water transportation services (used for instance, to move grain or coal on barges) summing to 26.7 percent (\$11,958

million) of all the transportation services used by the sector, a majority of which is for-hire (20.2 percent, or \$9,042 million).

- A significant amount of pipeline transportation, which accounted for 9.6 percent (\$4,316 million) of the transportation services used by the natural resources and mining sector.
- A smaller amount of for-hire transit and ground passenger transportation (e.g., bus transportation purchased for farm laborers) (0.1 percent, or \$53.0 million) than any other transportation mode.

**Figure 2-4 Natural Resources and Mining Sector's Use of Transportation by Mode, 2012 (current dollars, millions)**



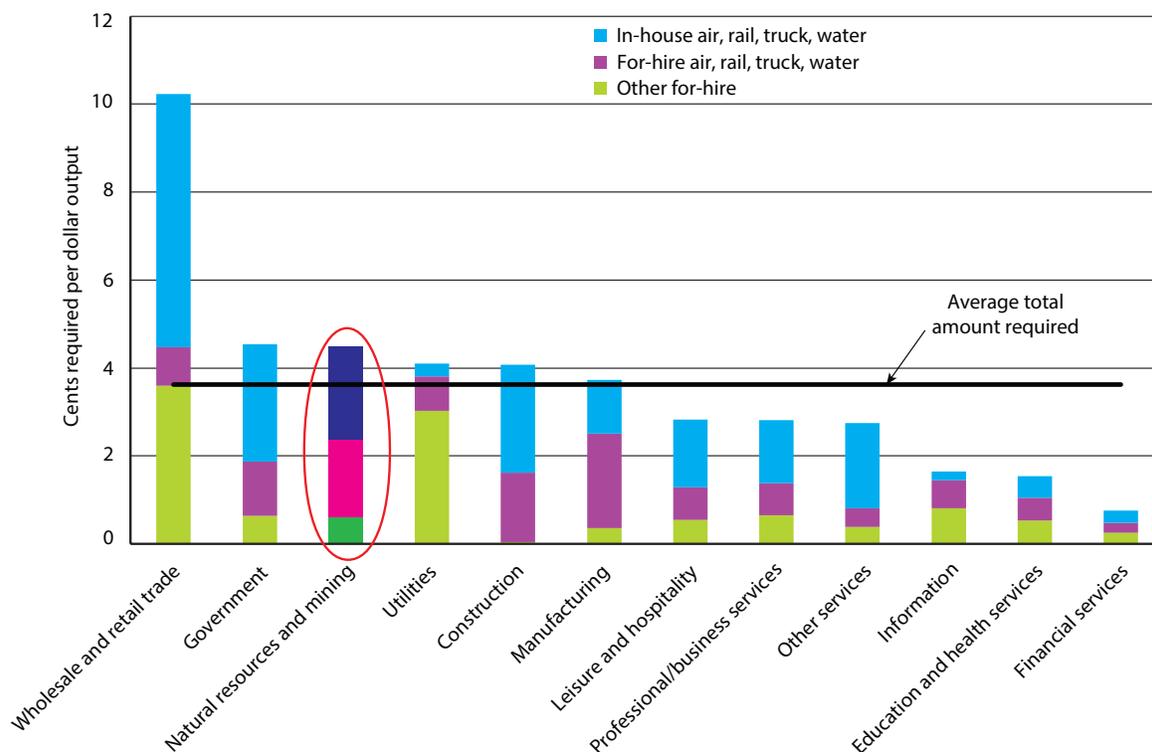
**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. Transit and passenger ground transportation excludes State and local government passenger transit. Other transportation includes sightseeing transportation.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

The natural resources and mining sector required more transportation services in producing output than the average sector in 2012, albeit substantially less transportation services than the sector depending the most on transportation services. In 2012 the natural resources and mining sector required 4.5¢ worth of transportation services to produce one dollar of output, while the most dependent sector (wholesale and retail trade) required 10.2¢ worth of transportation services to produce one dollar of output (figure 2-5).

The overall transportation requirement to produce one dollar of output in 2012 for the natural resources and mining sector (4.5¢) was relatively modest compared to other inputs. Transportation services were the third most important input. Natural resources and mining products, including support activities (e.g., geophysical surveying and mapping

**Figure 2-5 Transportation Required Per Dollar of Output by Natural Resources and Mining Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

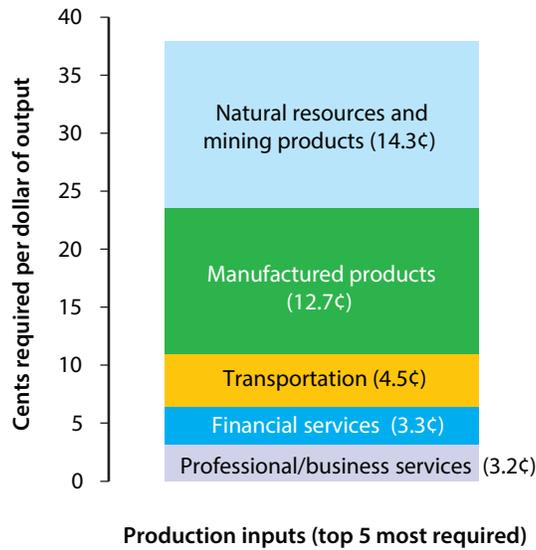
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

services used in mining), were the most important input, requiring 14.3¢ worth of natural resources and mining products to produce one dollar of output (figure 2-6).

The natural resources and mining sector consists of both agricultural and mining activities. In 2014 the agriculture, forestry, fishing, and hunting industry (agriculture industry) employed 40,760 transportation and material moving workers, accounting for 9.9 percent of its entire work force.

The mining, quarrying, and oil and gas extraction industry (mining industry) employed 113,280 transportation and material moving workers, accounting for 13.7 percent of its entire work force (figure 2-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

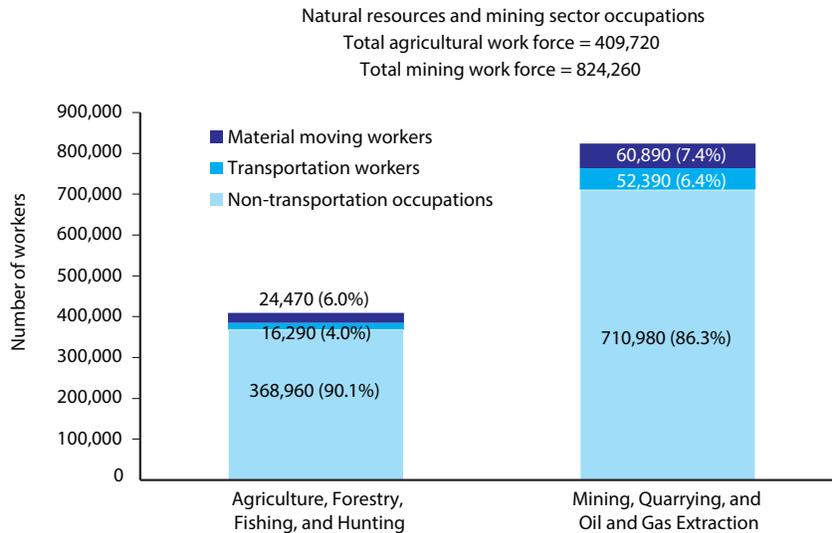
**Figure 2-6 Top 5 Most Required Inputs by the Natural Resources and Mining Sector to Produce a Dollar of Output, 2012**



**NOTE:** Transportation includes in-house and for-hire.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 2-7 Number of Workers Employed in the Natural Resources and Mining Sector by Occupation, 2014**



**NOTE:** Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

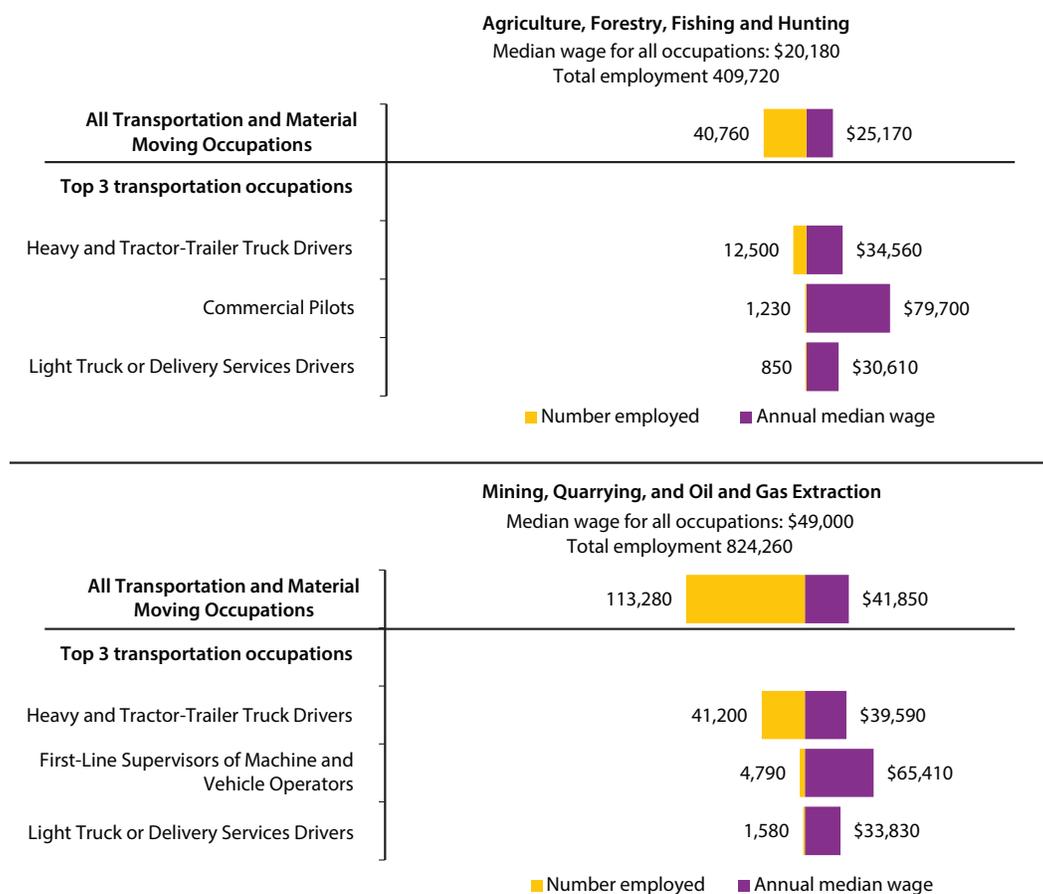
**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

Transportation and material moving workers in the agriculture, forestry, fishing and hunting industry (agriculture industry) earned a median wage of \$25,170 in 2014, while workers of all occupations in the agriculture industry earned a lower median wage (\$20,180). Transportation and material moving workers in the mining, quarrying and oil and gas extraction industry (mining

industry) earned a median wage of \$41,850 in 2014, while workers of all occupations in the mining industry earned a higher median wage (\$49,000) (figure 2-8).

The agriculture and mining industries employed the largest number of transportation workers as heavy and tractor-trailer truck drivers. Heavy

**Figure 2-8 Median Annual Wage and Employment for Most Common Transportation Occupations (Top 3) in the Natural Resources and Mining Sector, 2014**



**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. Material moving occupations not included in the selection of the top three transportation occupations. The top three transportation occupations in the natural resources sector are: heavy and tractor-trailer truck drivers; commercial pilots; and light truck or delivery services drivers. The top three transportation occupations in the mining sector are: heavy and tractor-trailer truck drivers; first-line supervisors of machine and vehicle operators; and light truck or delivery services drivers. First-line supervisors of machine and vehicle operators includes first-line supervisors of material moving occupations.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, *Occupational Employment and Wages*, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

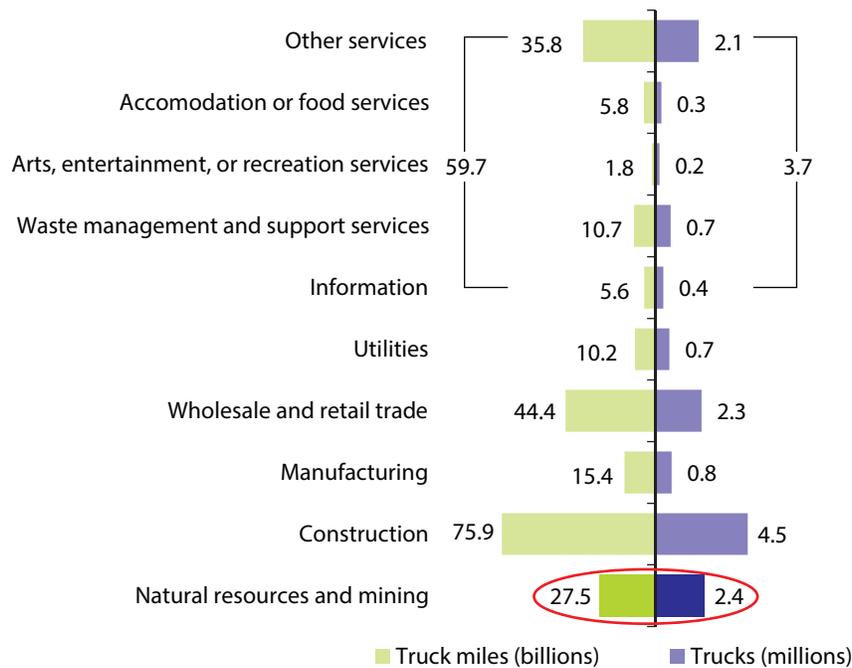
and tractor-trailer truck drivers accounted for 30.7 percent of all transportation and material moving occupations in the agriculture industry and 36.4 percent of all transportation and material moving occupations in the mining industry. In the agriculture industry, heavy and tractor-trailer truck drivers earned a median wage of \$34,560, while workers of all occupations in the agriculture industry earned a lower median wage (\$20,180). In the mining industry, heavy and tractor-trailer truck drivers earned a median wage of \$39,590, while workers of all occupations in the mining industry earned a higher median wage (\$49,000) (figure 2-8).

The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the natural resources and mining sector operated 2.4 million trucks —the second largest number

of trucks used by an industry. The other services industry and the wholesale and retail trade industry operated fewer trucks than the natural resources and mining industry but accumulated more miles (figure 2-9).

The 2012 Commodity Flow Survey (CFS) shows that the mining (excluding oil and gas) industry shipped 2.9 billion tons of raw materials and finished goods domestically, valued at \$99.8 million, and accounted for 859.3 billion ton-miles. Trucks carried 60.0 percent of the tonnage shipped by the mining industry and 44.6 percent of the value but accounted for only 8.3 percent of ton-miles. The mining industry, however, tended to use modes other than truck to ship goods long distances. Rail ton-miles exceeded the ton-miles of all other modes and accounted for 79.0 percent of all ton-miles. The average shipment distance

**Figure 2-9 Trucks Used and Truck Miles Accumulated for Business by the Natural Resources and Mining Industry, 2002**



NOTE: Totals for trucks in use only.

SOURCE: U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012.

was shorter by truck (37 miles per shipment) than by all other modes and longest by air (2,732 miles per shipment) (figure 2-10).

The CFS does not provide shipment characteristics for the natural resources industry.

**Figure 2-10 Characteristics for Shipments Made by the Mining (excluding oil and gas) Industry by Mode of Transportation, 2012**



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Commodity Flow Survey 2012, available at [www.bts.gov](http://www.bts.gov) as of October 2015

## CHAPTER 3 UTILITIES SECTOR



This chapter provides an overview of the contribution of the utilities sector to the economy and the use of transportation by the sector. The utilities sector consists of establishments providing electric power, natural gas, steam supply, water supply, and sewage removal. Electric power includes generation, transmission, and distribution; natural gas includes distribution; steam supply includes provision and/or distribution; water supply includes treatment and distribution; and sewage removal includes collection,

treatment, and disposal of waste through sewer systems and sewage treatment facilities.<sup>1</sup>

The utilities sector uses less transportation services than all other sectors in absolute dollars, but per dollar of output requires slightly more transportation services than most other sectors. The sector uses more dollars of pipeline transportation than any other mode. The utilities sector employs the largest number of workers as motor vehicle operators.

In 2014 the utilities sector contributed \$280.8 billion (1.6 percent) to the national economy, as measured by gross domestic product (GDP) (figure 3-1). The sector contributed the least to the economy but generates and distributes the energy other sectors need to produce goods and services.

**Table 3-1 Overview of the Utilities Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Utilities	Value	Year (latest year data is available)
Contribution to GDP	\$280.8 billion	2014
Use of transportation	\$14.9 billion	2012
Amount of transportation required to produce a dollar of output	4.1¢	2012
Number of transportation and material moving workers	9,990	2014
Transportation and material moving workers as percent of sector's work force	1.8	2014
Median annual wage of transportation and material moving workers	\$51,500	2014
Number of trucks used	679 thousand	2002*
Truck miles accumulated	10,245 million	2002*

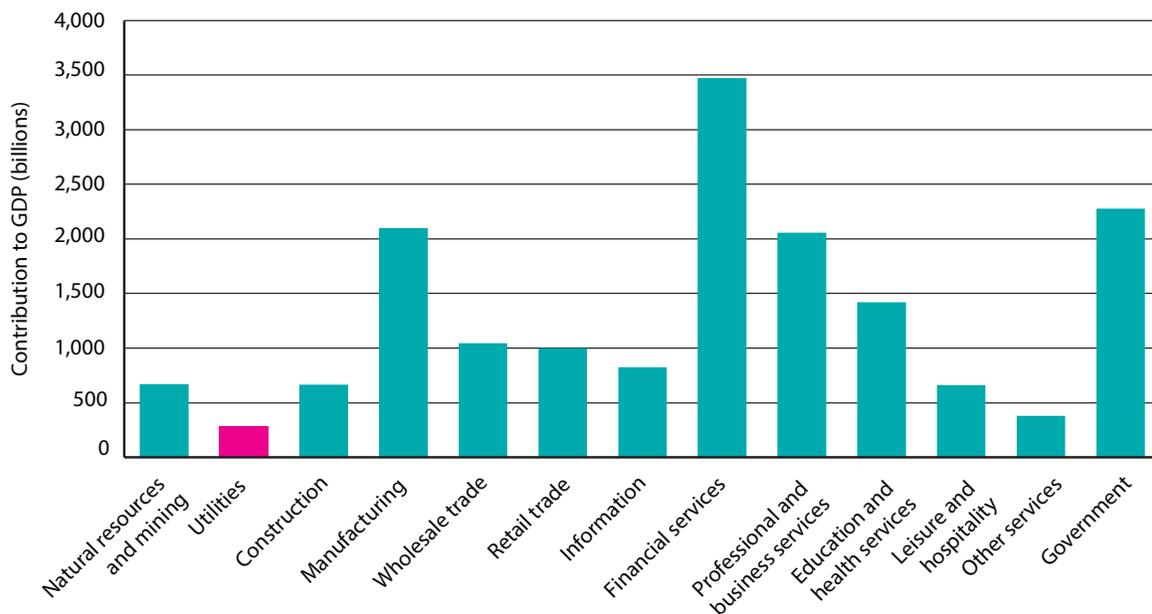
**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of September 1, 2015.

**Figure 3-1 Utilities Sector's Contribution to GDP v. Other Sectors, 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

The largest amount of activity in the utilities sector occurred in Texas (\$36.7 billion), followed by California (\$26.8 billion), New York (\$19.2 billion), Florida (\$14.4 billion), and Ohio (\$12.6 billion)—each of which accounted for 4 percent or more of national activity in the utilities sector in 2014 (figure 3-2, table 3-2). The States contributing the most to national activity in utilities are States with large gross state product (GSP) (table 3-2).

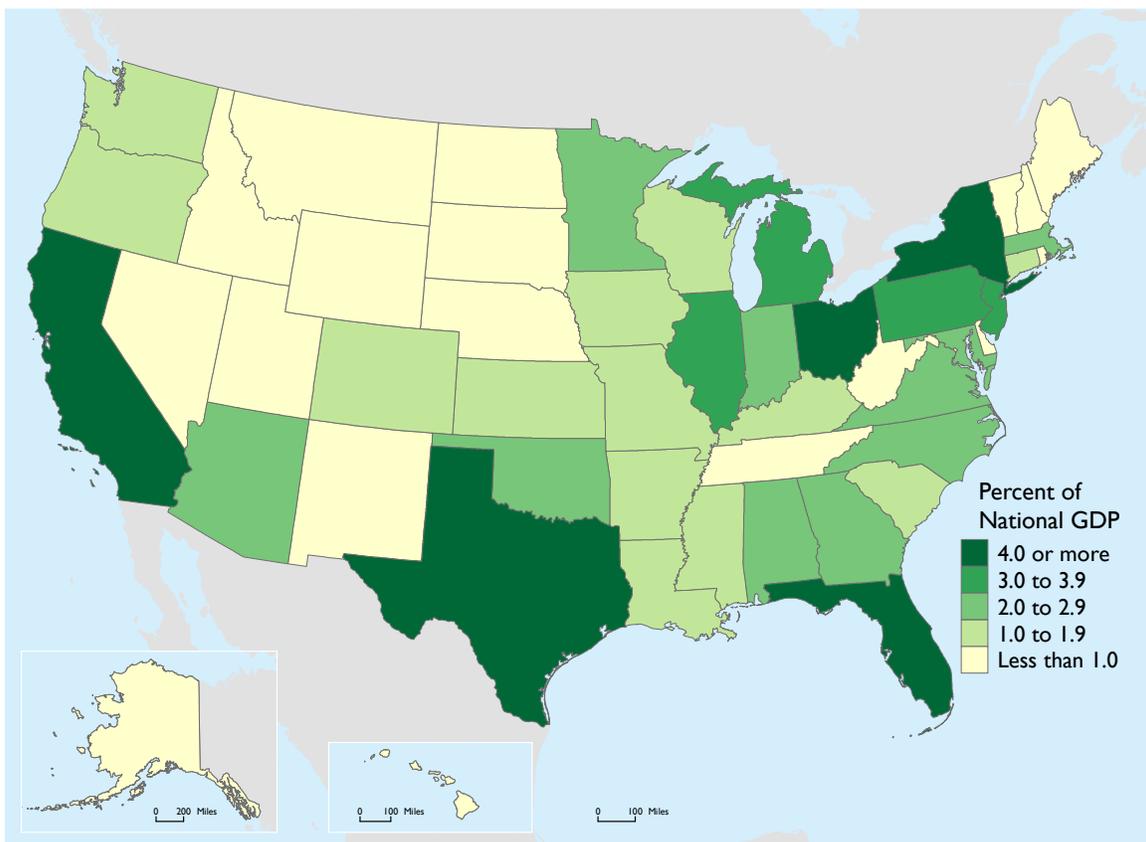
Computing the percent of utilities activity as a percent of a GSP, rather than as a share of GDP, also provides useful insights to U.S. production. Texas, California, New York, Florida, and Ohio lead in the production of utilities in 2014. Utilities, however, accounted for a small share (2.5 percent or less) of GSP in each of these States in 2014. Utilities accounted for the largest share of GSP in Oklahoma (2.9 percent or \$5.4 billion) (see Appendix A).

The utilities sector was the smallest user of transportation services in 2012 (\$14.9 billion). The utilities sector relies heavily on for-hire transportation services— using more for-hire air, rail, truck, and water transportation services (\$2.9 billion) than in-house transportation operations (\$1.0 billion). The sector's use of for-hire air, rail, truck, and water transportation services, however, is smaller than the sector's use of pipeline transportation (\$6.2 billion) and transportation-related support activities (\$4.8 billion) (figure 3-3).

The utilities sector used \$14.9 billion of transportation services in 2012 (figure 3-3). In 2012 the sector used:

- Primarily pipeline transportation (41.8 percent, or \$6,224 million) (e.g., used to distribute natural gas and move waste through sewer systems) and transportation-related support

**Figure 3-2 State Contributions to Utilities Related Gross Domestic Product (GDP) (percent of national GDP related to utilities), 2014**



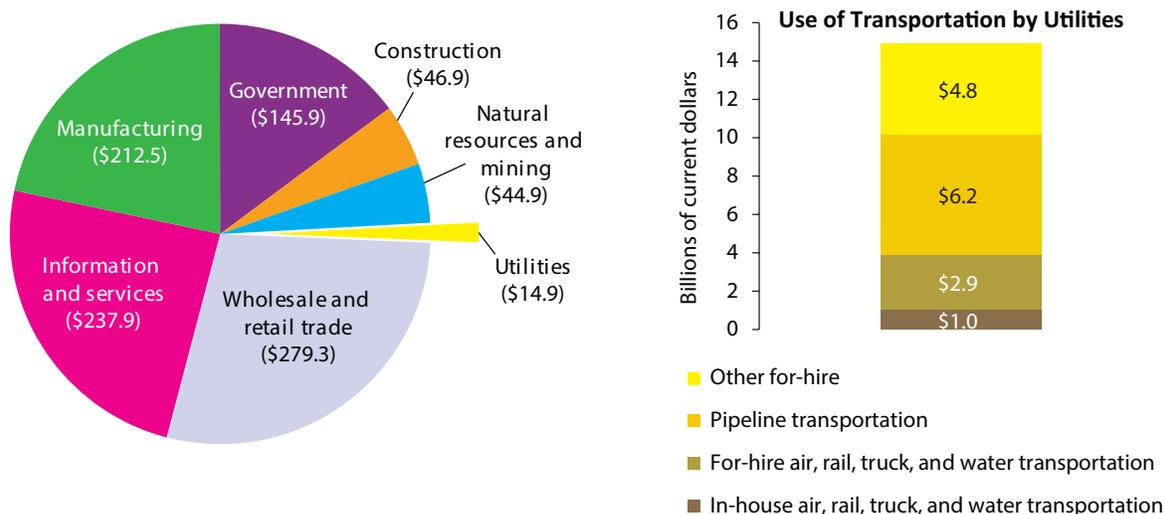
SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 3-2 States Contributing 4.0 Percent or More to National GDP Related to Utilities in 2014**

State	Utilities (Utilities related GDP = \$280.8 billion)			All products and services (Total National GDP = \$17.2 trillion)	
	Utilities related GDP (billions)	Percent of national GDP related to utilities	Rank (1=contributes most to national GDP related to utilities, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
Texas	36.7	13.1	1	1,641.0	2
California	26.8	9.5	2	2,305.9	1
New York	19.2	6.8	3	1,395.5	3
Florida	14.4	5.1	4	838.9	4
Ohio	12.6	4.5	5	576.1	7

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 3-3 Use of Transportation by the Utilities Sector, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities. The utilities sector did not use a measurable amount of in-house air, rail, or water transportation in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

activities (29.1 percent, or \$4,327 million) (e.g., used to maintain and repair pipelines). Pipeline transportation and transportation-related support activities accounted for 70.9 percent (\$10,551 million) of the total amount of transportation services used by the utilities sector.

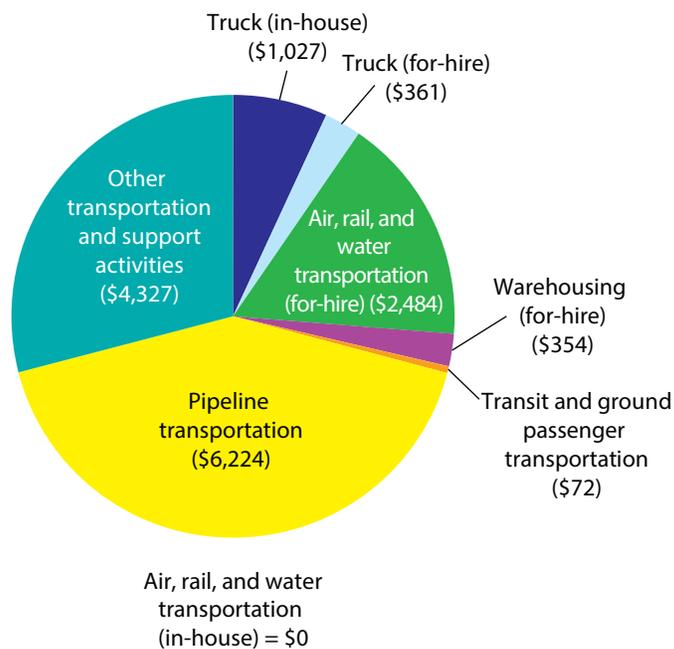
- For-hire air, rail, truck, and water transportation services (used, for instance, to move coal to electric generating plants operating on coal) summing to 16.7 percent (\$2,484 million) of the total amount of transportation services used by the sector.
- More in-house truck transportation operations than for-hire truck transportation services. In-house truck transportation

operations comprised 6.9 percent (\$1,027 million) of the total amount of transportation services used by the sector, while for-hire truck transportation accounted for 2.7 percent (\$361 million).

- No measurable amount of in-house air, rail, or water transportation operations.
- A smaller amount of for-hire transit and ground passenger transportation (e.g., bus transportation purchased for workers) (0.5 percent, or \$72.0 million) than any other transportation mode (figure 3-4).

The utilities sector used the least amount of transportation services in 2012 but ranked as the fourth most dependent sector on transportation,

**Figure 3-4 Utilities Sector's Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. Transit and passenger ground transportation excludes State and local government passenger transit. Other transportation includes sightseeing transportation. The utilities sector did not use a measurable amount of in-house air, rail, or water transportation in 2012.

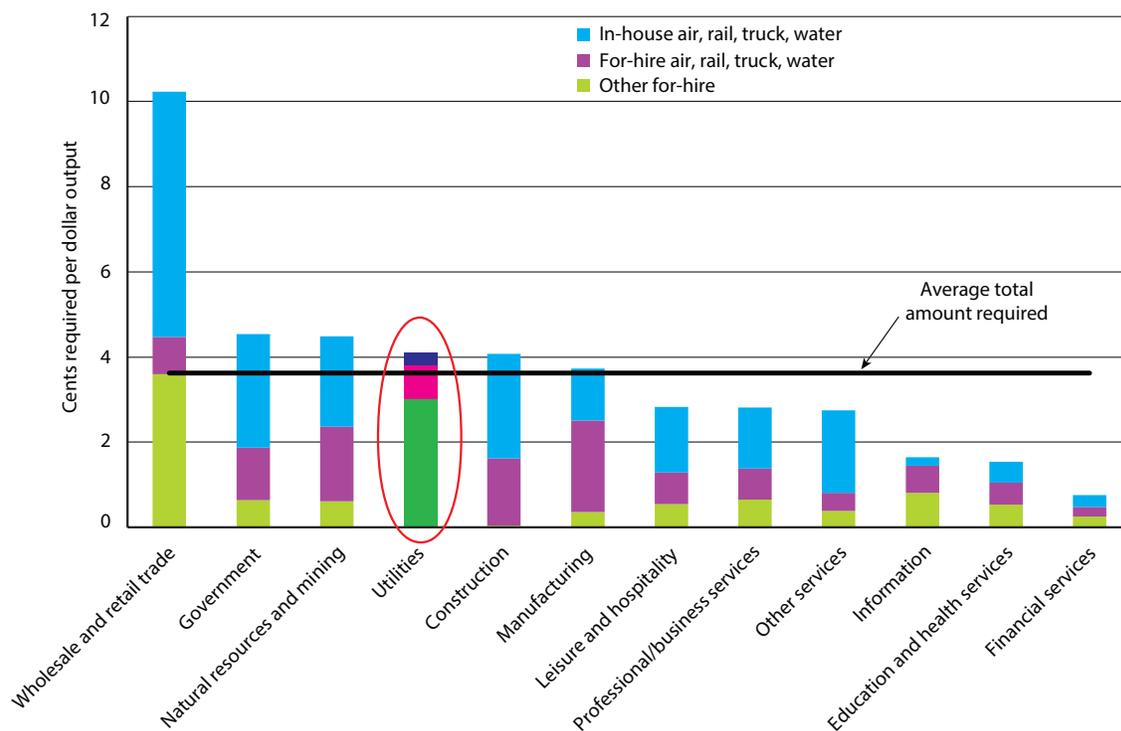
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

requiring slightly more transportation services than the average amount needed to produce one dollar of output. In 2012 the utilities sector required 4.1¢ worth of transportation services to produce one dollar of output, while the most dependent sector (wholesale and retail trade) required 10.2¢ worth of transportation services to produce one dollar of output. The utilities sector relied heavily on for-hire transportation services in 2012, requiring 3.8¢ worth of for-hire transportation services (primarily pipeline and

transportation-related support activities). The sector required a modest amount of in-house operations (0.3¢) to produce one dollar of output (figure 3-5).

The overall transportation requirement for the utilities sector (4.1¢) is relatively modest compared to other inputs. In 2012 transportation services ranked as the fourth most important input. Natural resources and mining products (e.g., coal, petroleum, etc.) ranked as most important input. The utilities sector required 7.5¢ worth of natural

**Figure 3-5 Transportation Required Per Dollar of Output by the Utilities Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities. The utilities sector did not use any in-house air, rail, or water transportation in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

resources and mining products to produce one dollar of output (figure 3-6).

In 2014 the utilities sector employed nearly 10 thousand transportation and material moving workers, accounting for 1.8 percent of its entire work force. The sector employed more material moving workers (6,530) than transportation workers (3,460)<sup>2</sup> (figure 3-7). Transportation workers include motor vehicle operators, ship

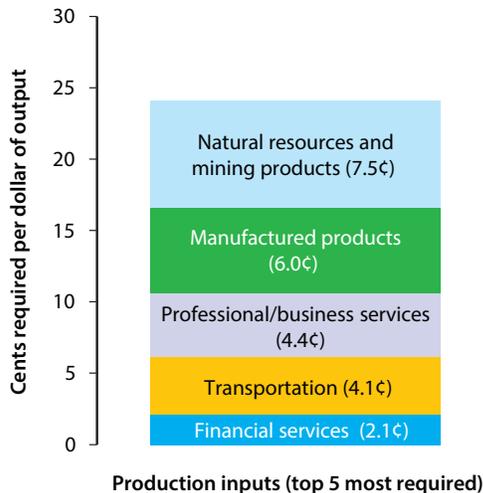
<sup>2</sup>Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

Transportation and material moving workers in the utilities sector earned a median wage of \$51,500 in 2014, while workers of all occupations in the utilities industry earned a higher median wage (\$68,190) (figure 3-8).

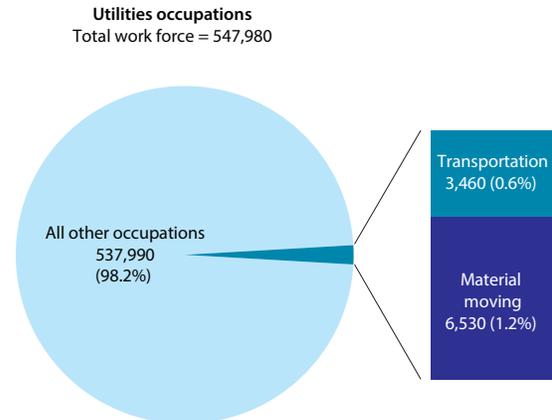
The utilities sector employed the largest number of transportation workers as heavy and tractor-

**Figure 3-6 Top 5 Most Required Inputs by the Utilities Sector to Produce a Dollar of Output, 2012**



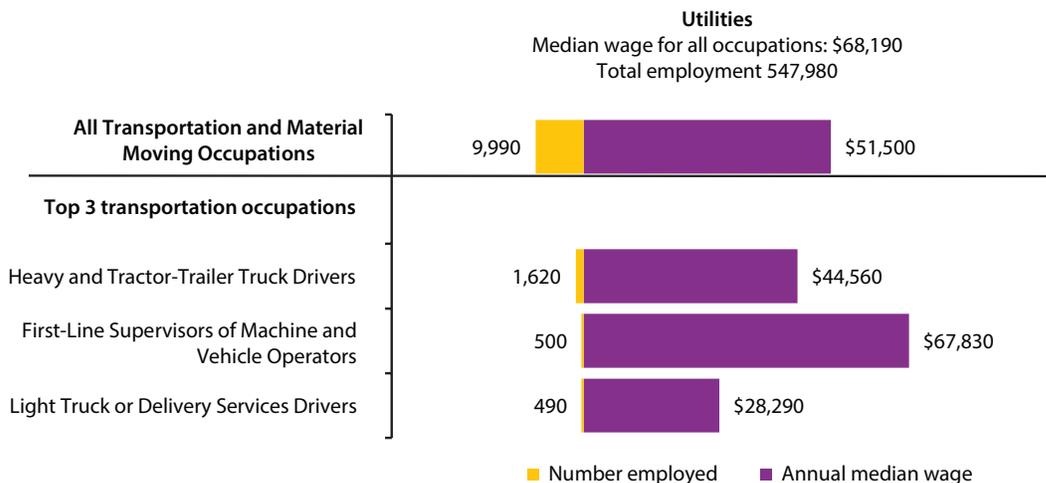
**NOTE:** Transportation includes in-house and for-hire.  
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 3-7 Number of Workers Employed in the Utilities Sector by Occupation, 2014**



**NOTE:** Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.  
**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

**Figure 3-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in the Utilities Sector, 2014**



**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. Material moving occupations not included in the selection of the top three transportation occupations. The top three transportation occupations in the utilities sector are: heavy and tractor-trailer truck drivers; first-line supervisors of machine and vehicle operators; and light truck or delivery service drivers. First-line supervisors of machine and vehicle operators includes first-line supervisors of material moving occupations.

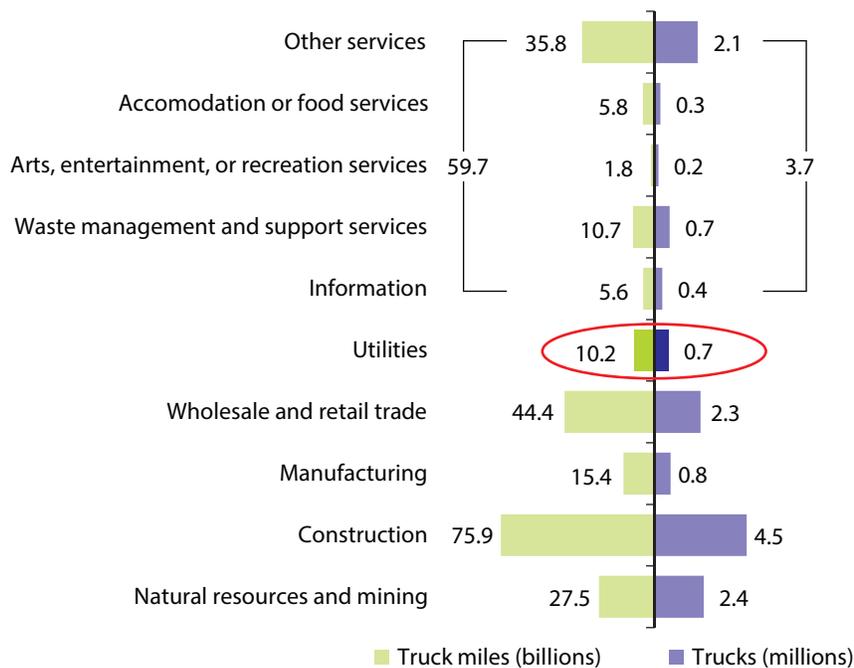
**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, *Occupational Employment and Wages*, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

trailer truck drivers (1,620), followed by first-line supervisors of transportation and material moving machine and vehicle operators (500) and light truck or delivery services drivers (490). Heavy and tractor-trailer truck drivers earned a higher median wage (\$44,560) than light truck or delivery services drivers (\$28,290) but significantly less than first-line supervisors (\$67,830). First-line supervisors earned a higher median wage than all transportation and material moving workers but

a slightly smaller median wage than all utilities workers. Heavy and tractor-trailer truck drivers and light truck or delivery services drivers earned less than the sector median wage (figure 3-8).

The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the utilities industry operated, at 0.7 million, fewer trucks than many other industries and accumulated fewer miles (10.2 billion) (figure 3-9).

**Figure 3-9 Trucks Used and Truck Miles Accumulated for Business by the Utilities Industry, 2002**



NOTE: Totals for trucks in use only.

SOURCE: U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012

## CHAPTER 4 CONSTRUCTION



This chapter provides an overview of the contribution of the construction sector to the economy and the use of transportation by the sector. The construction sector consists of establishments engaging in the construction of buildings or engineering projects (e.g., highways and utility systems), the preparation of sites for new construction, or subdivision of land for sale as building sites.<sup>1</sup>

The sector uses less transportation services than all other sectors except the utilities and the natural resources and mining sectors in absolute dollars. However, on the basis of transportation required per dollar of output, the construction sector requires slightly more transportation services than most other sectors. The sector relies heavily on truck transportation services, using more dollars of truck transportation services than all other modes combined, and employing more in motor vehicle occupations than any other transportation occupation.

**Table 4-1 Overview of the Construction Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Construction	Value	Year (latest year data is available)
Contribution to GDP	\$664.0 billion	2014
Use of transportation	\$46.9 billion	2012
Amount of transportation required to produce a dollar of output	4.1¢	2012
Number of transportation and material moving workers	199,420	2014
Transportation and material moving workers as percent of sector's work force	3.3	2014
Median annual wage of transportation and material moving workers	\$36,840	2014
Number of trucks used	4,542 thousand	2002*
Truck miles accumulated	75,906 million	2002*

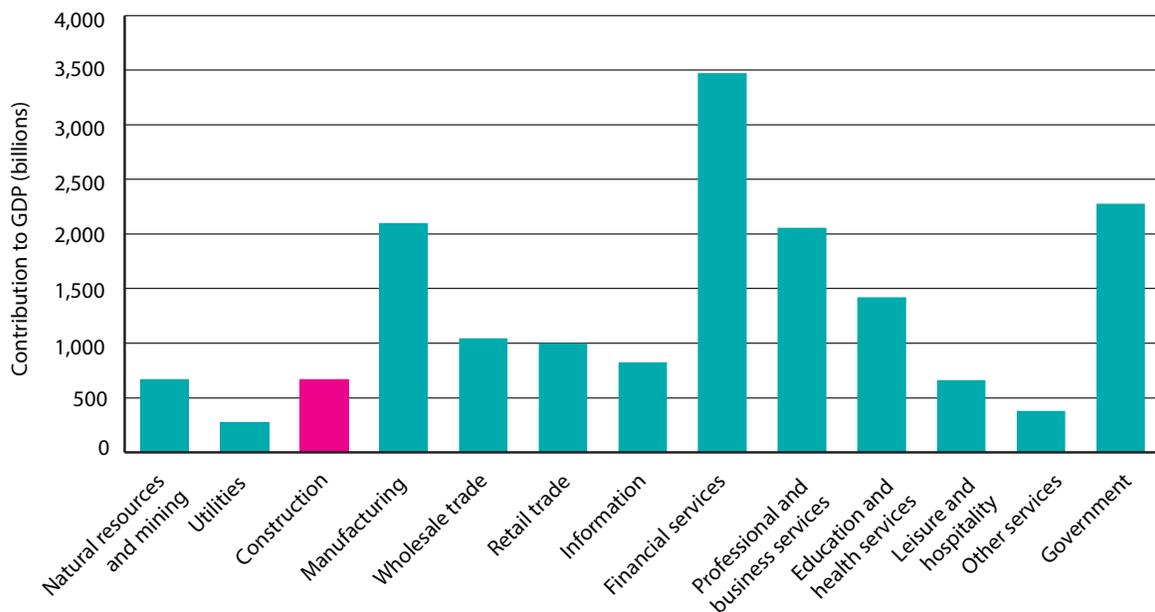
**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

In 2014 the construction sector contributed \$664.0 billion (3.8 percent) to the national economy, as measured by gross domestic product (GDP) (figure 4-1). The construction sector contributed less to the economy than many sectors but builds the transportation infrastructure needed to move the

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of Sept. 1, 2015

**Figure 4-1 Construction Sector's Contribution to GDP, 2014**

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

goods produced by other sectors throughout the economy.

The largest amount of construction activity occurred in Texas (\$80.8 billion), followed by California (\$76.6 billion), New York (\$43.7 billion), Florida (\$37.3 billion), and Illinois (\$26.4 billion)—each of which accounted for 4 percent or more of national activity in the construction sector (figure 4-2, table 4-2).

Computing the percent of construction sector activity as a percent of a state gross product (GSP), rather than as a share of GDP, also provides useful insights to U.S. production. Nationally, Texas, California, New York, Florida, and Illinois lead in construction sector activity in 2014. However, construction was not the leading activity in these States and accounted for only a small share (less than 5.0 percent) of GSP. Construction accounted for the largest share of GSP in North Dakota (6.0

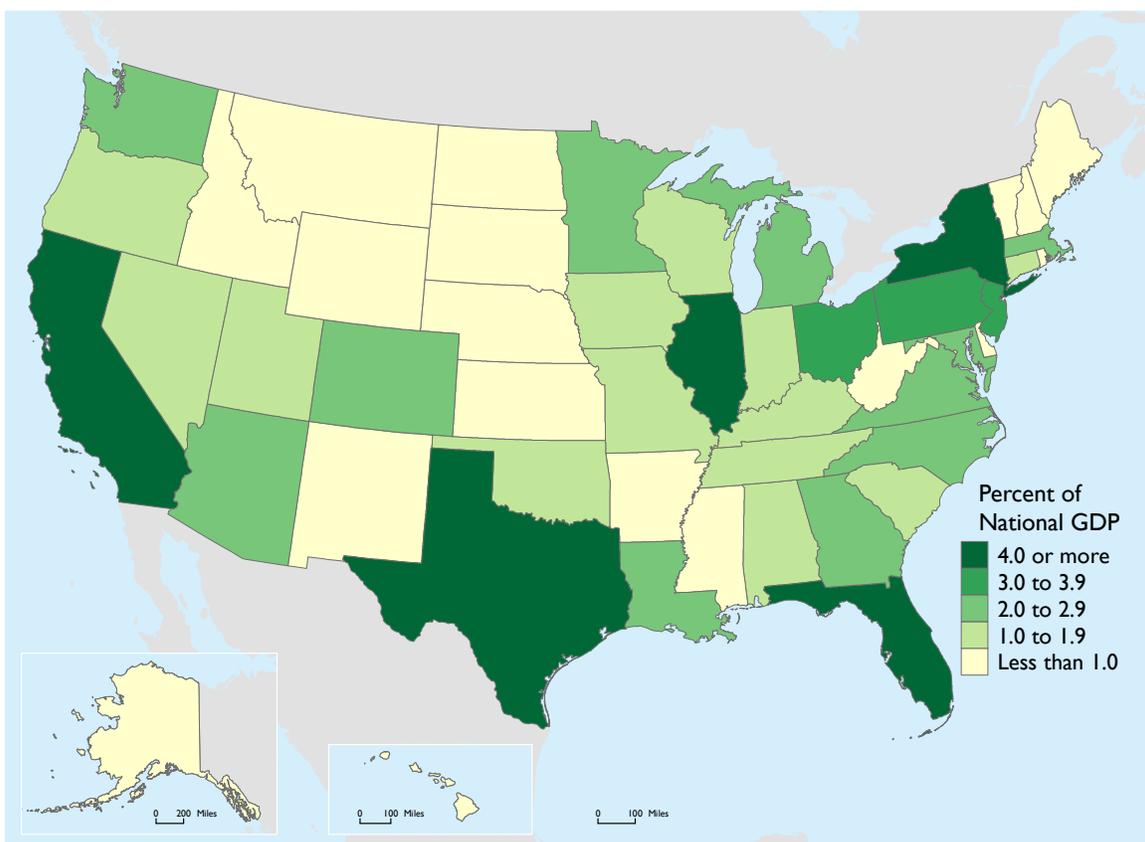
percent, or \$3.3 billion). North Dakota, however, contributed less than 4 percent to national GDP related to construction (see Appendix A).

The construction sector was the third smallest user of transportation services in 2012 (\$46.9 billion). The sector relies heavily on air, rail, truck, and water transportation services. Looking at the use of these four transportation services, the construction sector used almost twice as much in-house operations (\$28.3 billion) as for-hire services (\$18.2 billion) (figure 4-3).

The construction sector used \$46.9 billion of transportation services in 2012. In 2012 the sector used:

- Almost exclusively truck transportation services (e.g., for hauling materials and equipment to a construction site), which accounted for 88.8 percent (\$41,632 million) of

**Figure 4-2 State Contributions to Construction Related GDP (percent of national GDP related to construction), 2014**



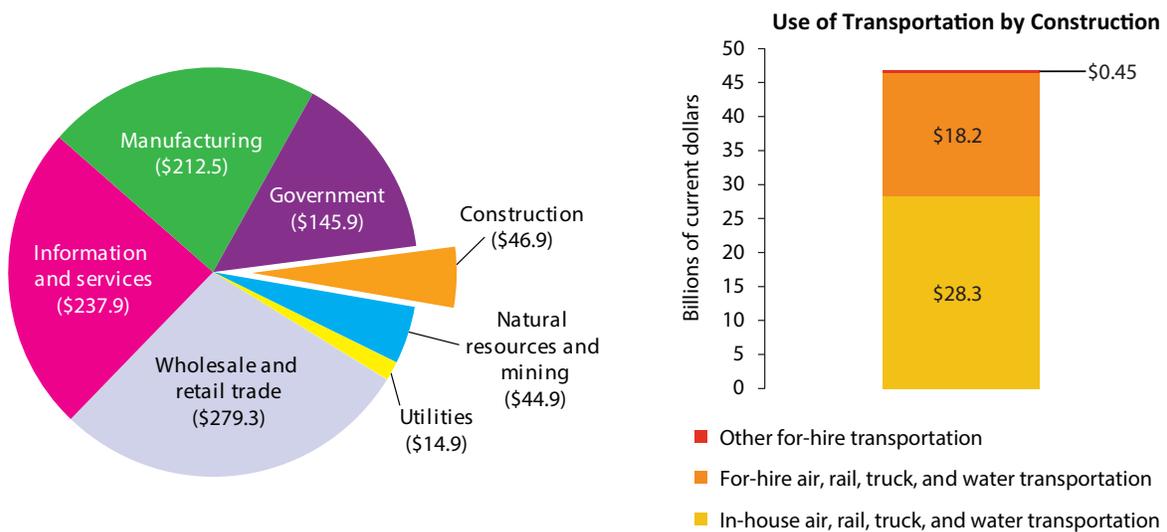
SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 4-2 States Contributing 4.0 Percent or More to National GDP Related to Construction in 2014**

State	Construction (Construction related GDP = \$664.0 billion)			All products and services (Total National GDP = \$17.2 trillion)	
	Construction related GDP (billions)	Percent of national GDP related to construction	Rank (1=contributes most to national GDP related to construction, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
Texas	80.8	12.2	1	1,641.0	2
California	76.6	11.5	2	2,305.9	1
New York	43.7	6.6	3	1,395.5	3
Florida	37.3	5.6	4	838.9	4
Illinois	26.4	4.0	5	736.3	5

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 4-3 Use of Transportation by the Construction Sector, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities. The construction sector did not use a measurable amount of for-hire warehousing in 2012.

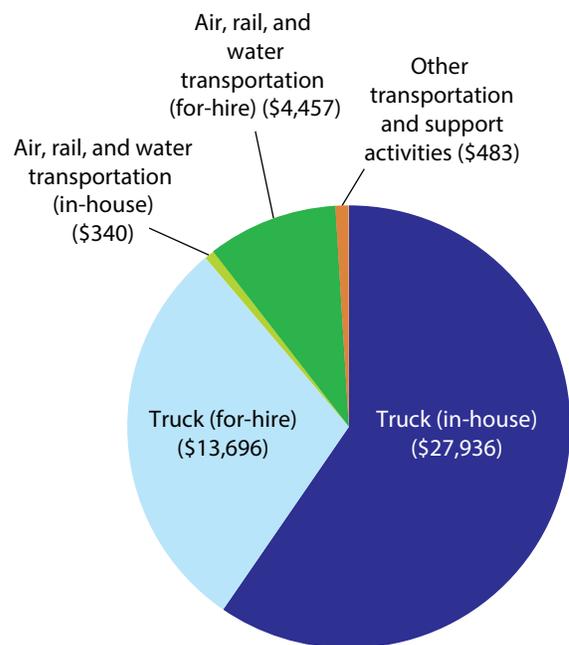
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

all transportation services used by the sector.

- More in-house truck transportation operations (\$27,936 million) than for-hire truck transportation services (\$13,696 million), with in-house truck transportation operations accounting for almost two-thirds (59.6 percent) of all transportation services used.
- A modest amount of air, rail, and water transportation services, which collectively accounted for 10.2 percent (\$4,797 million) of all the transportation services used by the sector. Almost all of air, rail, and water transportation services used by the sector were for-hire (\$4,457 million). (figure 4-4)

The construction sector required slightly more transportation services in producing output than the average sector, albeit substantially less transportation services than the sector depending the most on transportation services in 2012. In 2012 the construction sector required 4.1¢ worth of transportation services to produce one dollar of output, while the most dependent sector (wholesale and retail trade) required 10.2¢ worth of transportation services to produce one dollar of output. The construction sector relied more on in-house transportation operations than for-hire transportation services, requiring 2.5¢ worth of for-hire transportation services and 1.6¢ worth of in-house transportation operations to produce one dollar of output (figure 4-5).

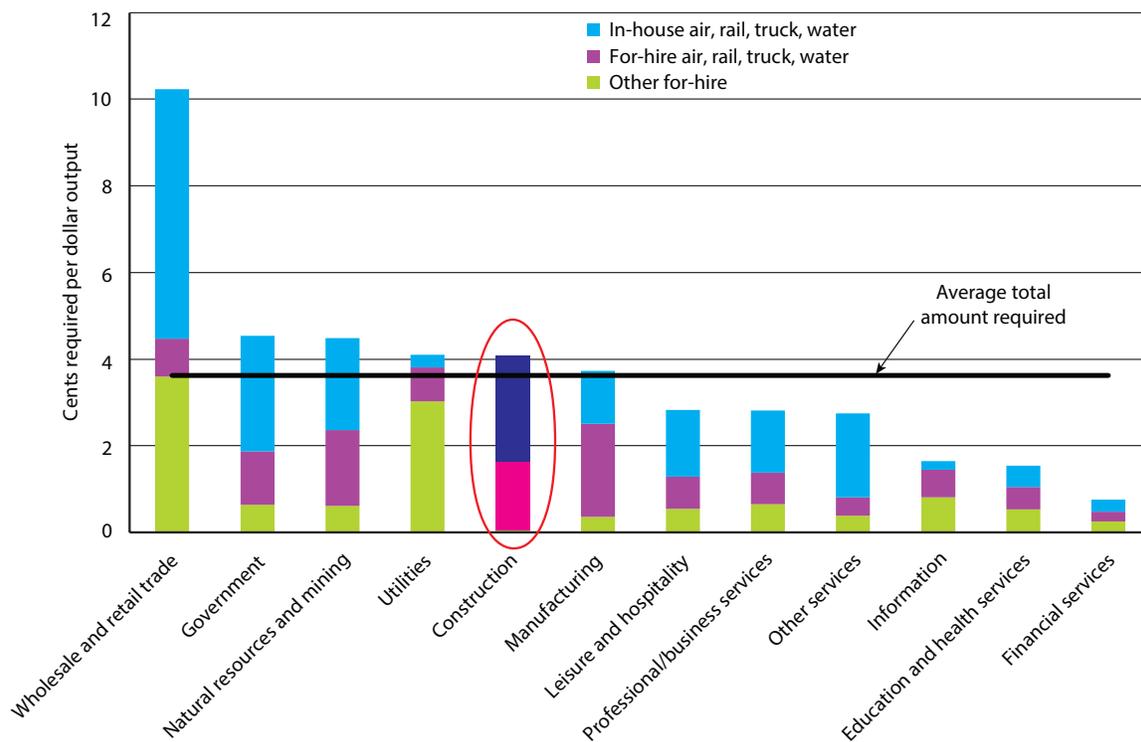
**Figure 4-4 Construction Sector's Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); and other transportation and support activities. The construction sector did not use a measurable amount of for-hire warehousing in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 4-5 Transportation Required Per Dollar of Output by the Construction Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. “Other” for-hire transportation includes: Transit and passenger ground transportation (excluding State and local government transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

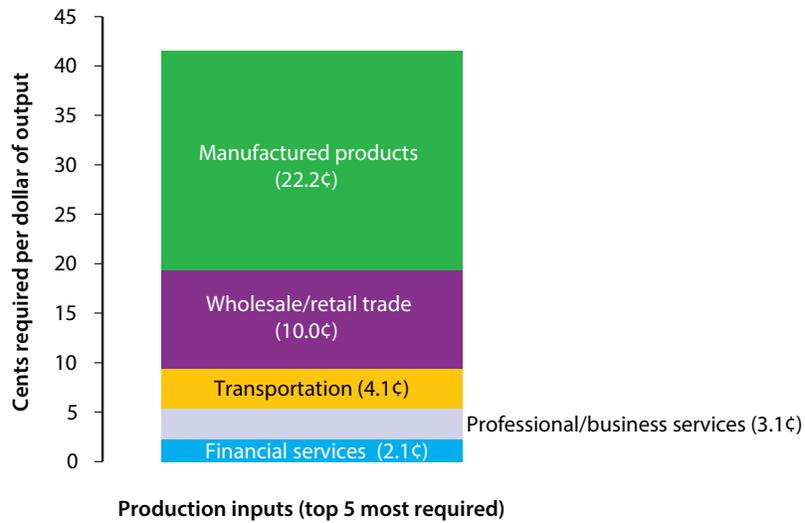
The overall transportation requirement for the construction sector (4.1¢) is relatively modest compared to other inputs. In 2012 transportation services were the third most important input, while manufactured products (e.g. nails, sheet metal, etc.) were the most important input. The construction sector required 22.2¢ worth of manufactured products to produce one dollar of output. (figure 4-6)

In 2014 the construction sector employed 199,420 transportation and material moving workers, accounting for 3.3 percent of its entire work force

(figure 4-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

Transportation and material moving workers in the construction sector earned a median wage of \$36,840 in 2014, while workers of all occupations in the construction sector earned a higher median wage (\$42,340) (figure 4-8).

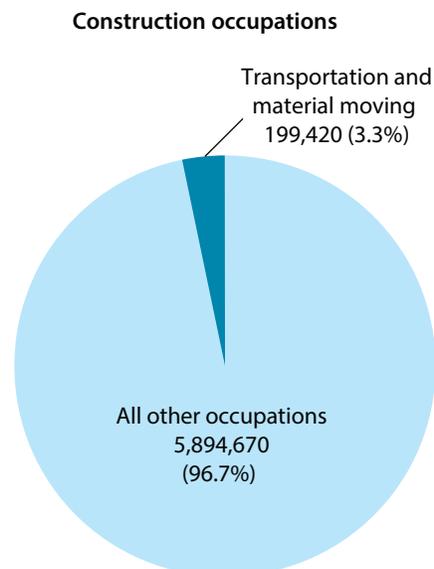
**Figure 4-6 Top 5 Most Required Intermediate Inputs by the Construction Sector to Produce a Dollar of Output, 2012**



**NOTE:** Transportation includes in-house and for-hire.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

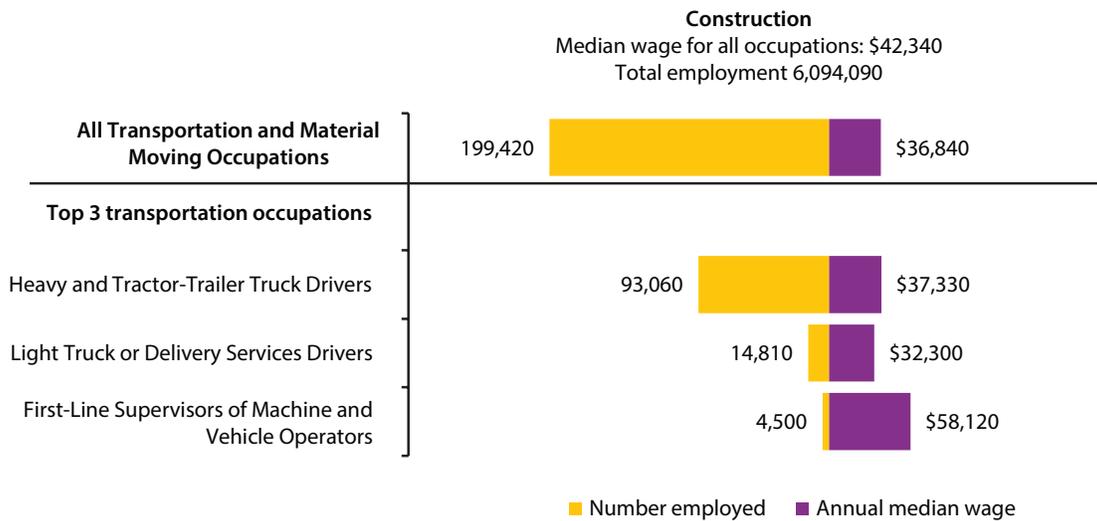
**Figure 4-7 Number of Workers Employed in the Construction Sector by Occupation, 2014**



**NOTE:** Number of transportation and material moving workers only available as aggregate total.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

**Figure 4-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in the Construction Sector, 2014**



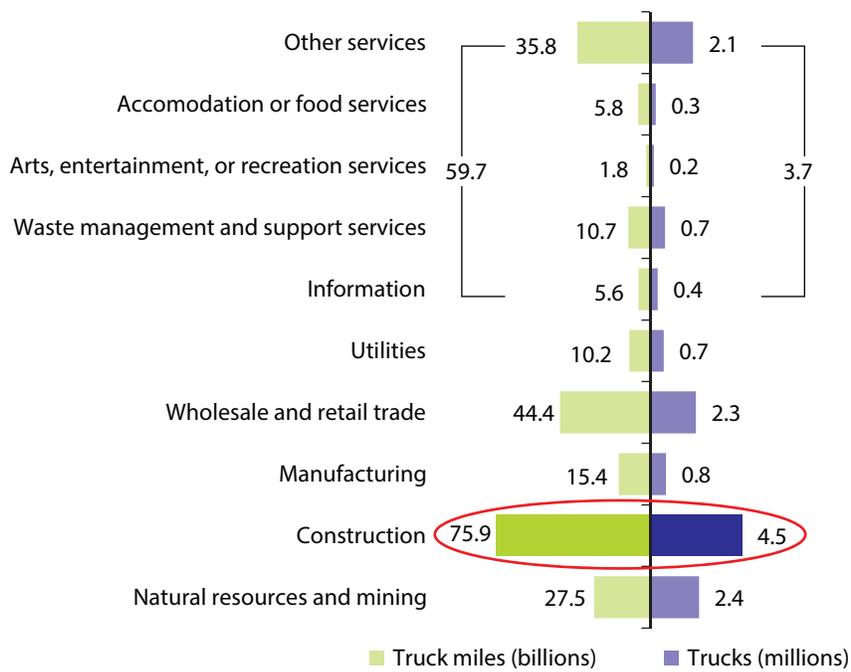
**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. Material moving occupations not included in the selection of the top three transportation occupations. The top three transportation occupations in the construction sector are: heavy and tractor-trailer truck drivers; light truck or delivery services drivers; and first-line supervisors of machine and vehicle operators. First-line supervisors of machine and vehicle operators includes first-line supervisors of material moving occupations.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, *Occupational Employment and Wages*, available at <http://www.bls.gov/oes> as of November 23, 2015.

The construction sector employed the largest number of workers as heavy and tractor-trailer truck drivers (93,060), followed by light truck or delivery services drivers (14,810). Workers in these two occupations collectively accounted for 54.1 percent of the sector’s entire transportation and material moving workforce. Heavy and tractor-trailer truck drivers earned a slightly higher median wage (\$37,330) than light truck or delivery services drivers (\$32,300) (figure 4-8).

The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the construction industry operated, at 4.5 million, the largest number of trucks and accumulated the most truck miles (figure 4-9).

**Figure 4-9 Trucks Used and Truck Miles Accumulated for Business by the Construction Industry, 2002**



**NOTE:** Totals for trucks in use only.

**SOURCE:** U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012.



## CHAPTER 5 MANUFACTURING



This chapter provides an overview of the contribution of the manufacturing sector to the economy and the use of transportation by the sector. The manufacturing sector consists of establishments engaging in the mechanical, physical, or chemical transformation of materials, substance, or components into new products. Establishments performing these activities typically are plants, factories, or mills.<sup>1</sup>

In absolute dollars, the sector uses the third largest amount of transportation services. Per dollar of output, the manufacturing sector requires slightly more transportation services than most other sectors. The sector relies heavily on truck transportation services, shipping the most tons and largest value of product by truck, and employing more in motor vehicle occupations than any other transportation occupation. The sector uses slightly more for-hire truck transportation services than in-house truck operations.

**Table 5-1 Overview of the Manufacturing Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Manufacturing	Value	Year (latest year data is available)
Contribution to GDP	\$2,097.7 billion	2014
Use of transportation	\$212.5 billion	2012
Amount of transportation required to produce a dollar of output	3.7¢	2012
Number of transportation and material moving workers	967,080	2014
Median annual wage of transportation and material moving workers	29,670	2014
Transportation and material moving workers as percent of sector's work force	8.0%	2014
Number of trucks used	783 thousand	2002*
Truck miles accumulated	15,385 million	2002*
Shipments made by manufacturing industry		2012
Value	\$5.7 trillion	2012
Tons	4.2 trillion	2012
Ton-miles	1.3 trillion	2012
Average miles per shipment	713	2012

**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of Sept. 1, 2015

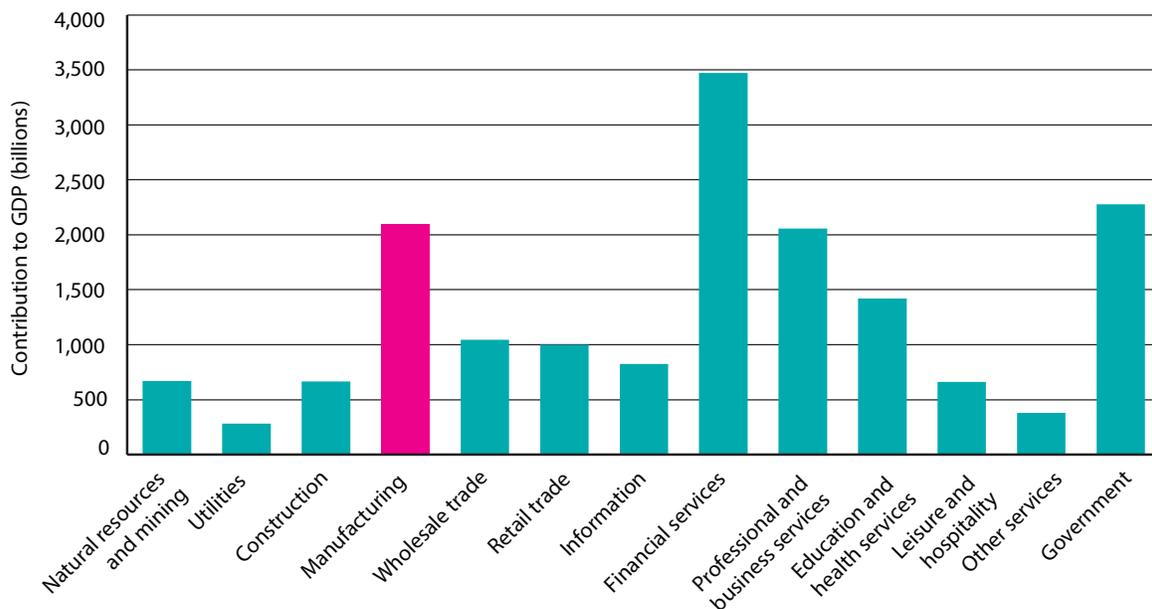
In 2014 the manufacturing sector was the third largest contributor to the national economy next to the financial services sector (the largest contributor) and the government second (the second largest contributor). The manufacturing sector contributed \$2,097.7 billion (12.1 percent) to the national economy, as measured by Gross Domestic Product (GDP) (figure 5-1). The manufacturing sector contributes to the economy by combining raw materials (many produced by other sectors) to make finished products. The manufacturing sector, for example, makes bread from the wheat that the natural resources and mining sector produces.

The upper mid-west (Illinois, Ohio, Indiana, and Michigan), known for manufacturing, contributed significantly to national manufacturing activity in 2014. The largest amount of manufacturing activity, however, occurred in California (\$255.6 billion), followed by Texas (\$239.1 billion), Illinois

(\$98.9 billion), North Carolina (\$98.6 billion), Ohio (\$98.3 billion), Indiana (\$94.1 billion), and Michigan (\$89.5 billion) – each of which accounted for four percent or more of national activity in the manufacturing sector (figure 5-2, table 5-2).

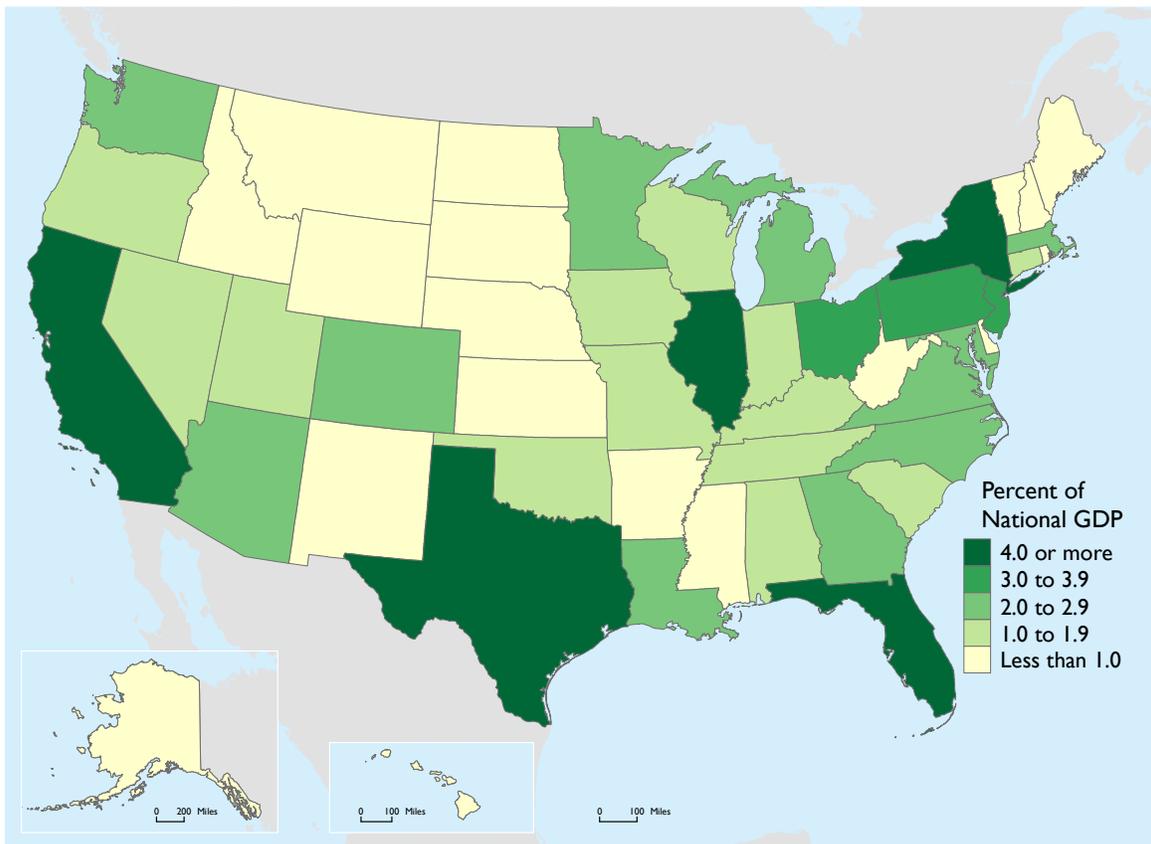
Computing the percent of manufacturing sector activity as a percent of a Gross State Product (GSP), rather than as a share of GDP, also provides useful insights to U.S. production. Nationally, California, Texas, and Illinois produced the most manufactured products in 2014. However, manufacturing activity accounted for only a modest share of economic activity (15.0 percent or less), as measured by GSP, within California, Texas, and Illinois. In contrast, manufacturing accounted for a relatively large share of GSP in Indiana (29.6 percent), Oregon (26.3 percent), Louisiana (21.3 percent), North Carolina (20.5 percent), and Michigan (20.0 percent). (see Appendix A)

**Figure 5-1 Manufacturing Sector’s Contribution to Gross Domestic Product, 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 5-2 State Contributions to Manufacturing Related GDP (percent of national GDP related to manufacturing), 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 5-2 States Contributing 4.0 Percent or More to National GDP Related to Manufacturing in 2014**

State	Manufacturing (Manufacturing related GDP = \$2,097.7 billion)			All products and services (Total National GDP = \$17.2 trillion)	
	Manufacturing related GDP (billions)	Percent of national GDP related to manufacturing	Rank (1=contributes most to national GDP related to manufacturing, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
California	255.6	12.2	1	2,305.9	1
Texas	239.1	11.4	2	1,641.0	2
Illinois	98.9	4.7	3	736.3	5
North Carolina	98.6	4.7	4	481.9	9
Ohio	98.3	4.7	5	576.1	7
Indiana	94.1	4.5	6	318.1	16
Michigan	89.5	4.3	7	448.2	13

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

The manufacturing sector was the third largest user of transportation services in 2012 (\$212.5 billion). The manufacturing sector relies heavily on for-hire transportation services – using more for-hire air, rail, truck, and water transportation services (\$122.5 billion) than in-house transportation operations (\$69.7 billion) (figure 5-3).

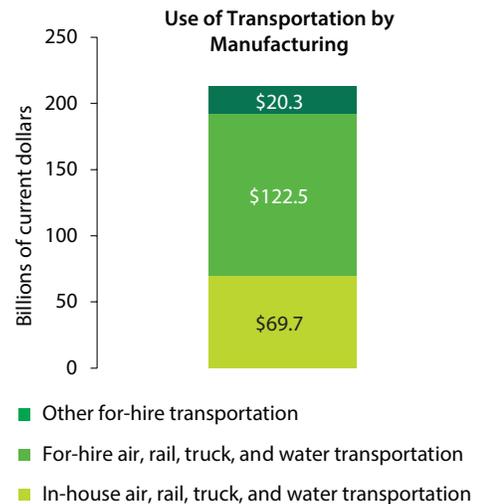
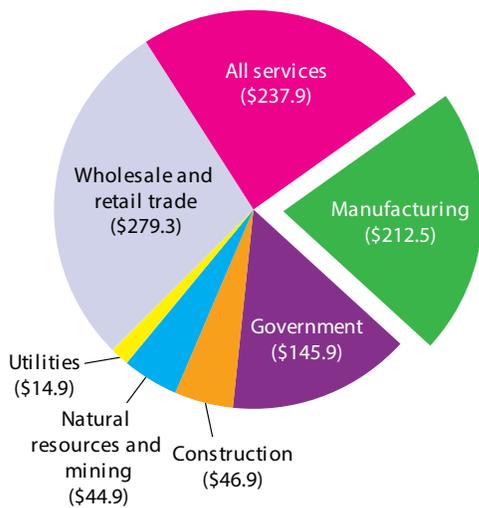
The manufacturing sector used \$212.5 billion of transportation services in 2012 (figure 5-3). In 2012 the sector used:

- primarily truck transportation services (e.g., used to haul raw materials like wood and cotton to manufacturing plants), which

accounted for 65.5 percent (\$139,114 million) of all transportation services used by the sector.

- slightly more for-hire truck transportation services (\$73,085 million) than in-house truck transportation operations (\$66,029 million).
- air, rail, and water transportation services (e.g., for hauling coal to steel forgeries) summing to 25.0 percent (\$53,074 million) of all the transportation services used by the sector. Nearly all air, rail, and water transportation services used were for-hire (23.3 percent, or \$49,427 million).

**Figure 5-3 Use of Transportation by the Manufacturing Sector, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

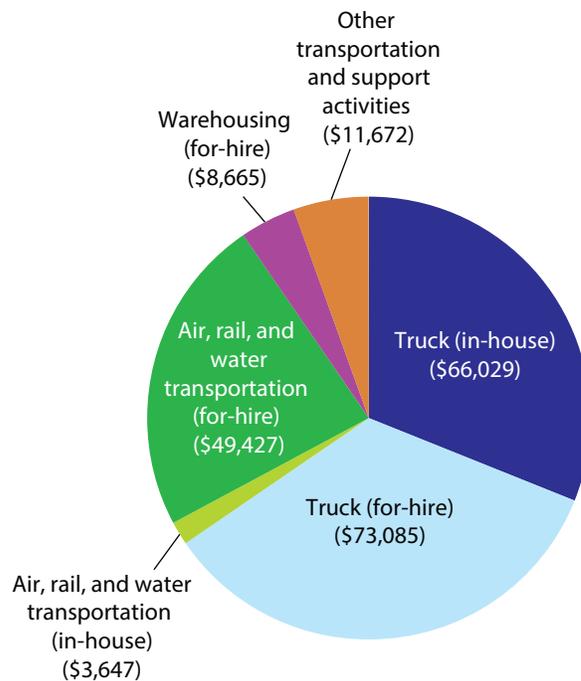
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

- other transportation (pipeline transportation, passenger and ground transportation, and transportation support activities such as freight loading) totaling 5.5 percent (\$11,672) of all transportation services used by the sector (figure 5-4).

The manufacturing sector required marginally more transportation services in producing output than the average sector, albeit substantially less transportation services than the sector depending the most on transportation in 2012.

In 2012 the manufacturing sector required 3.7¢ worth of transportation services to produce one dollar of output, while the most dependent sector (wholesale and retail trade) required 10.2¢ worth of transportation services to produce one dollar of output. The manufacturing sector relied more on for-hire transportation services than in-house transportation operations, requiring 2.5¢ worth of for-hire transportation services to produce one dollar of output and 1.2¢ worth of in-house transportation operations to produce one dollar of output (figure 5-5).

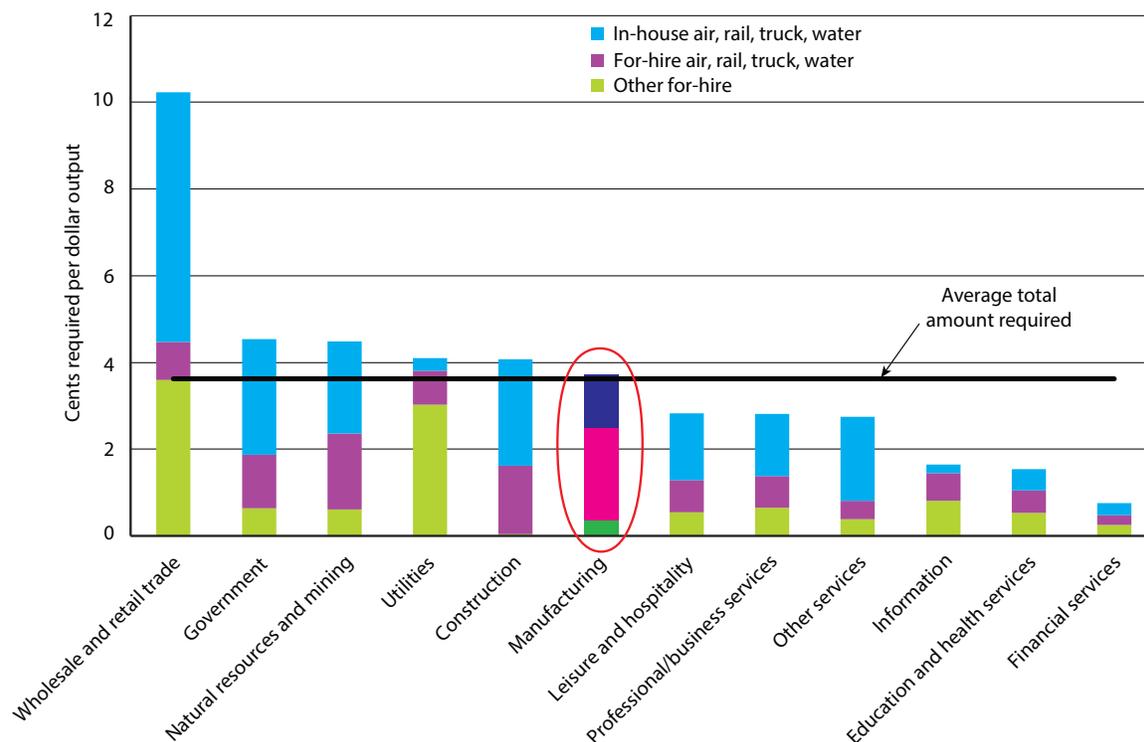
**Figure 5-4 Manufacturing Sector’s Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 5-5 Transportation Required Per Dollar of Output by the Manufacturing Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

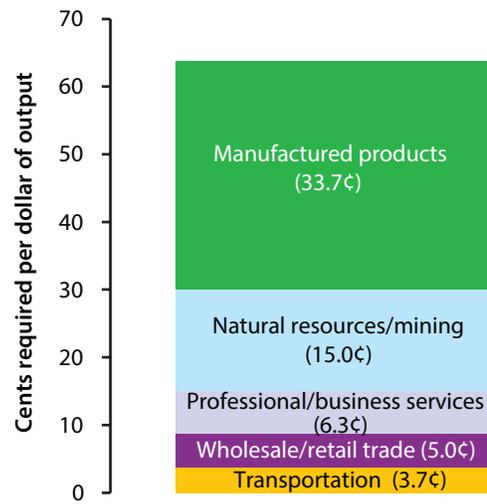
The overall transportation requirement for the manufacturing sector (3.7¢) is relatively modest compared to other inputs. In 2012, transportation services were the fifth most important input, while manufactured products (e.g., nails, screws, etc.) were the most important input. The manufacturing sector requiring 33.7¢ worth of manufactured products to produce one dollar of output (figure 5-6).

In 2014 the manufacturing sector employed nearly one million transportation and material

moving workers, accounting for 8.0 percent of its entire work force. The sector employed more material moving workers (730,530) than transportation workers (about 236,550)<sup>2</sup> (figure 5-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

<sup>2</sup> Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

**Figure 5-6 Top 5 Most Required Inputs by the Manufacturing Sector to Produce a Dollar of Output, 2012**



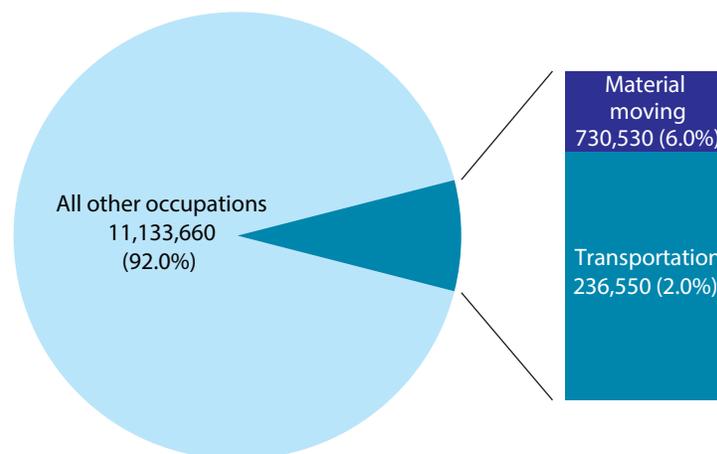
**Production inputs (top 5 most required)**

**NOTE:** Transportation includes in-house and for-hire transportation.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 5-7 Number of Workers Employed in the Manufacturing Sector by Occupation, 2014**

**Manufacturing occupations**  
Total work force = 12,100,740



**NOTE:** Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

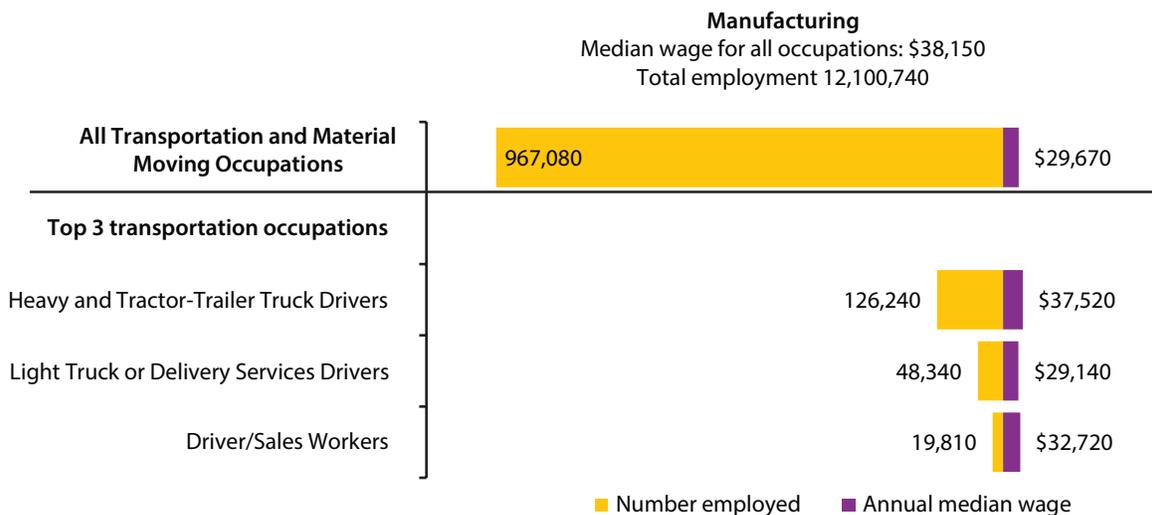
Transportation and material moving workers in the manufacturing sector earned a median wage of \$29,670 in 2014, while workers of all occupations in the manufacturing sector earned a higher median wage (\$38,150) (figure 5-8).

The manufacturing sector employed the largest number of transportation workers as heavy and tractor-trailer truck drivers (126,240), followed by light truck or delivery services drivers (48,340) and driver/sales workers (19,810). Heavy and tractor-trailer truck drivers earned the highest median wage (\$37,520) among these three types of motor

vehicle operators but earned slightly less than the sector median wage. Driver/sales workers earned a median wage of \$32,720, while light truck or delivery services drivers earned a lower median wage (\$29,140) (figure 5-8).

The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the manufacturing industry operated, at 0.8 million, fewer trucks than most other industries and accumulated fewer miles (15.4 billion) (figure 5-9).

**Figure 5-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in Manufacturing Sector, 2014**



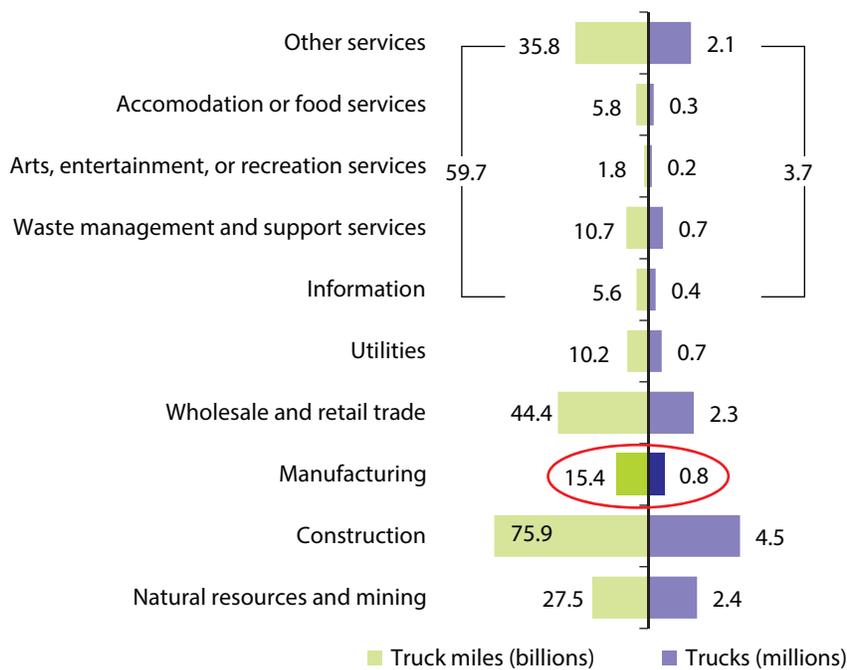
**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. The top three transportation occupations in the manufacturing sector are: heavy and tractor-trailer truck drivers; light truck or delivery services drivers; and driver/sales workers.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

The 2012 Commodity Flow Survey shows that the manufacturing industry shipped 4.2 trillion tons of raw materials and finished goods domestically, valued at \$5.7 trillion, and accounting for 1.3 trillion ton-miles. Trucking was the dominant mode. Trucks carried 67.5 percent of the tonnage shipped by the manufacturing industry, 66.9

percent of the value, and accounted for 54.2 percent of ton-miles. The manufacturing industry, however, tended to use modes other than truck to ship goods long distances. The average shipment distance was shorter by truck (399 miles per shipment) than by all other modes, and longest by air (1,276 miles per shipment) (figure 5-10).

**Figure 5-9 Trucks Used and Truck Miles Accumulated for Business by the Manufacturing Industry, 2002**

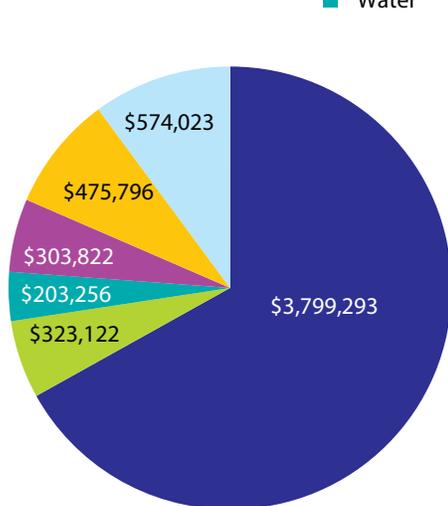


**NOTE:** Totals for trucks in use only.

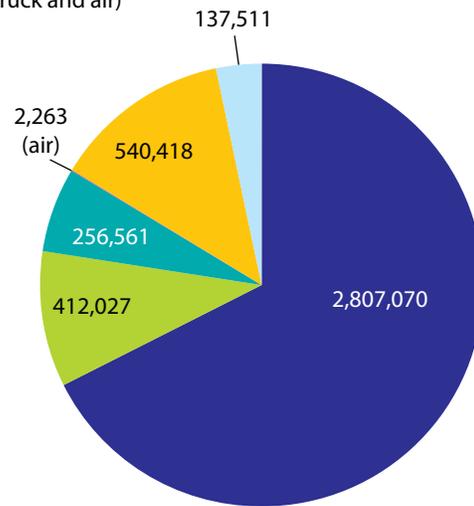
**SOURCE:** U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012.

**Figure 5-10 Characteristics for Shipments Made by the Manufacturing Sector by Mode of Transportation, 2012**

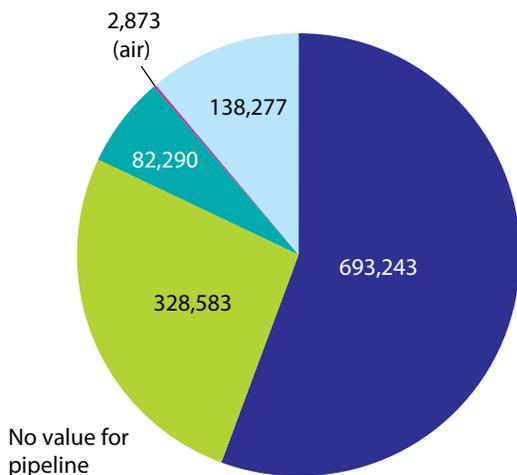
- Truck
- Pipeline
- Rail
- Multiple modes
- Water
- Air (incl truck and air)



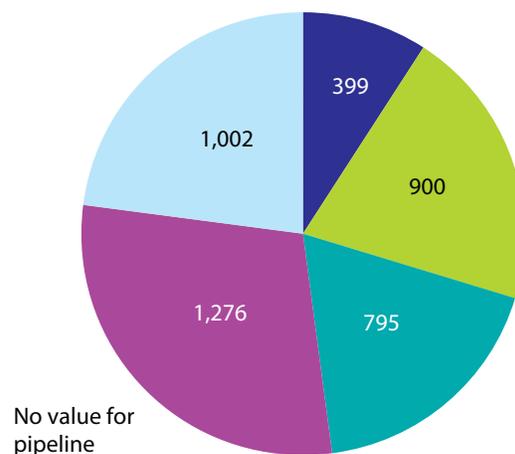
**Value of shipments (millions of dollars)**  
total value of shipments = \$5.7 trillion



**Tons (thousands)**  
total tons shipped = 4.2 trillion



**Ton-miles (millions)**  
total ton-miles = 1.3 trillion



**Average miles per shipment**  
average miles per shipment = 713

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Commodity Flow Survey 2012, available at [www.bts.gov](http://www.bts.gov) as of October 2015

## CHAPTER 6 WHOLESALE AND RETAIL TRADE



This chapter provides an overview of the contribution of the wholesale and retail trade sector to the economy and the use of transportation services by the sector.

Wholesale trade consists of establishments who sell merchandise to other businesses. They arrange the purchase or sale of goods for resale (i.e., goods sold to other wholesalers or retailers), capital or durable nonconsumer goods, and raw and intermediate materials and supplies

used in production. Establishments performing these activities may be sales branches maintained by manufacturing, refining, or mining enterprises apart from their plants or mines for the purpose of selling their products. They also may be agents or brokers who arrange for the purchase or sale of goods owned by others, often on a commission basis.

**Table 6-1 Overview of the Wholesale and Retail Trade Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Wholesale and retail trade	Value	Year (latest year data is available)
Contribution to GDP	\$2,042.3 billion	2014
Use of transportation	\$279.3 billion	2012
Amount of transportation required to produce a dollar of output	10.2¢	2012
Number of transportation and material moving workers		
Wholesale trade	1,162,780	2014
Retail trade	1,030,690	2014
Transportation and material moving workers as percent of sector's work force		
Wholesale trade	20.0	2014
Retail trade	6.7	2014
Median annual wage of transportation and material moving workers		
Wholesale trade	\$29,900	2014
Retail trade	\$22,040	2014
Number of trucks used	2,266 thousand	2002*
Truck miles accumulated	44,434 million	2002*
Shipments made by wholesale industry		2012
Value	\$6.1 trillion	2012
Tons	3.8 trillion	2012
Ton-miles	723.2 billion	2012
Average miles per shipment	413	2012

NOTE: Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

Shipment data not available for the retail trade industry.

SOURCE: Data for this table is drawn from figures and tables presented throughout this chapter.

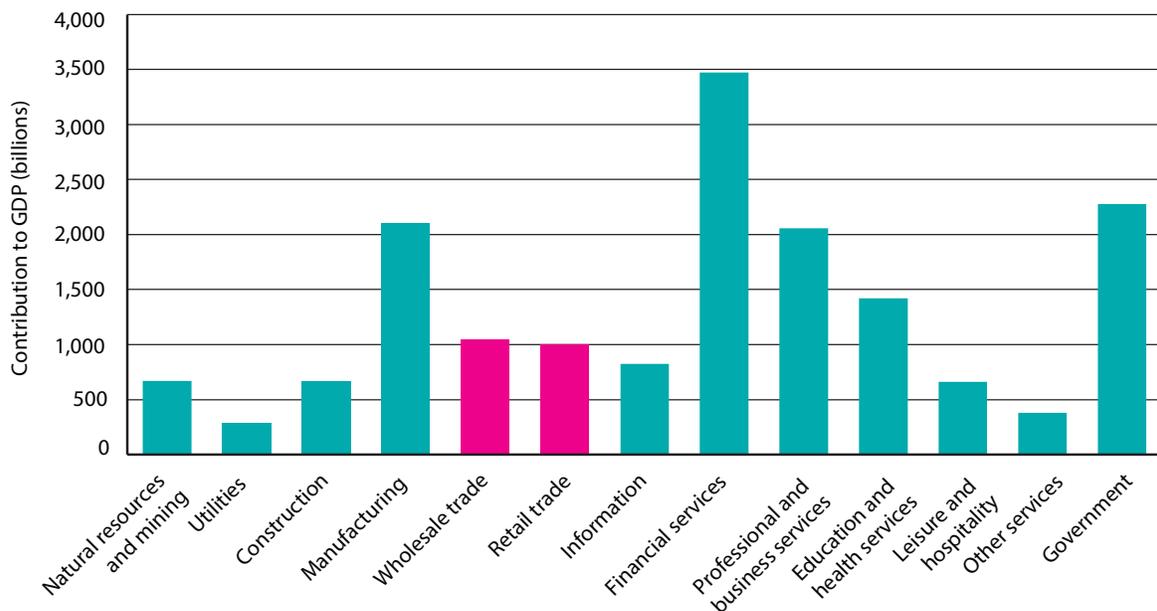
Establishments within the retail trade sector also sell merchandise, but unlike wholesalers, retailers sell merchandise (in small quantities) to the general public for personal or household consumption. In some cases retailers sell merchandise to businesses and institutions. Retailers may operate stores, designed to attract a large number of walk-in customers. This includes establishments like office supply stores, grocery stores, automotive dealers, and gasoline stations. Other retailers, like home heating oil dealers and home newspaper delivery dealers, sell directly to the public but do not sell their merchandise from a storefront.<sup>1</sup>

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of Sept. 1, 2015

The wholesale and retail trade sector uses more dollars of transportation services and requires more transportation services per dollar of output than any other sector. The sector relies heavily on truck transportation services, with the wholesale trade industry shipping the most tons and largest value of product by truck, and employs a large number of heavy and tractor-trailer truck drivers and light truck/delivery service drivers.

In 2014 the wholesale and retail trade sector combined contributed \$2,042.3 billion (11.8 percent) to the national economy, as measured by gross domestic product (GDP). The wholesale trade sector contributed \$1,044.5 billion (6.0 percent), while the retail trade sector contributed \$997.8 billion (5.8 percent) (figure 6-1).

**Figure 6-1 Wholesale and Retail Trade Sector's Contribution to GDP, 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

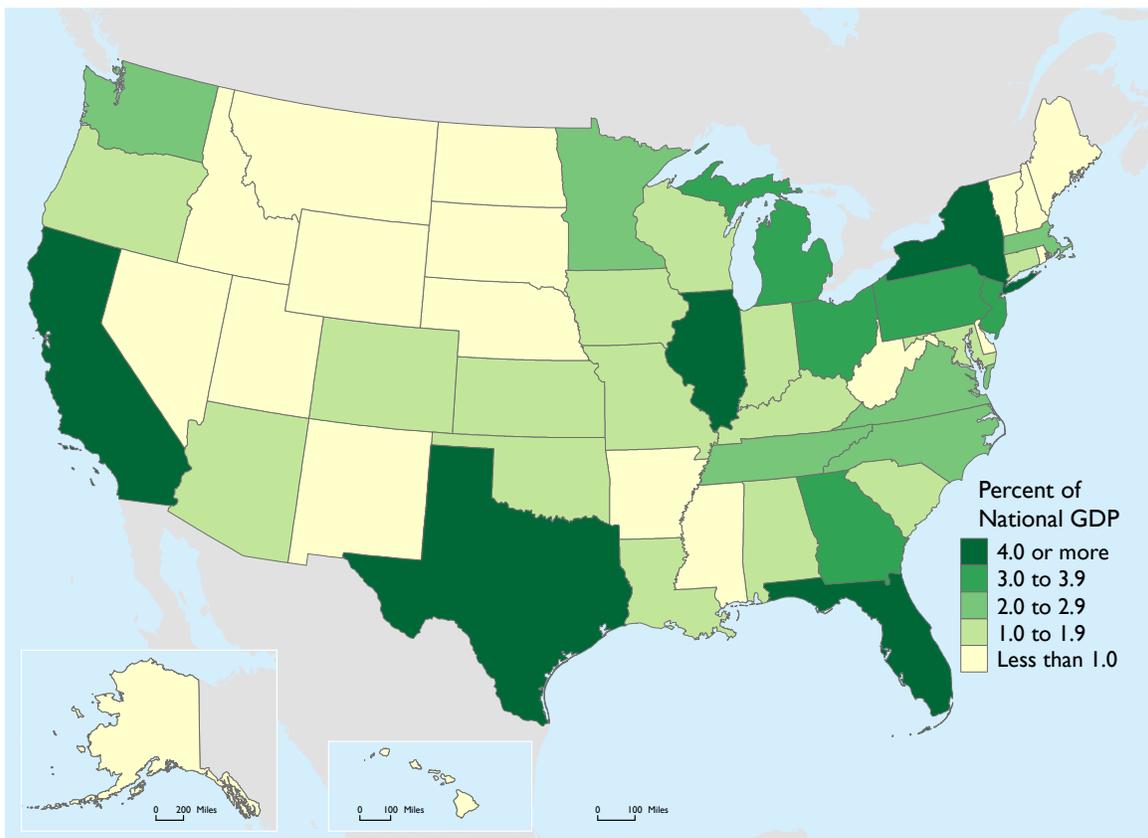
The largest amount of wholesale and retail trade activity combined occurred in California (\$268.0 billion), followed by Texas (\$207.4 billion), New York (\$136.5 billion), Florida (\$123.2 billion), and Illinois (\$92.7 billion) (figure 6-2). These five States produce more of all goods and services than other States (they contribute the most to national GDP) (figure 6-2, table 6-2).

Computing the percent of wholesale and retail trade as a percent of gross state product (GSP), rather than as a share of GDP, also provides useful insights to U.S. production. Nationally, California lead in wholesale and retail trade. However, wholesale and retail trade accounted for a smaller

share of GSP in California (11.6 percent) than in Florida (14.7 percent) and New Jersey (14.3 percent) – the only two States where wholesale and retail trade accounted for more than 14.0 percent of GSP in 2014 (see Appendix A).

The wholesale and retail sector was the largest user of transportation services in 2012 (\$279.3 billion). The wholesale and retail trade sector relies heavily on in-house transportation operations. Looking at the use of air, rail, truck, and water transportation services, the sector used more in-house transportation operations (\$157.4 billion) than for-hire services (\$122.0 billion) (figure 6-3).

**Figure 6-2 State Contributions to Wholesale and Retail Trade Related GDP (percent of national GDP related to wholesale and retail trade), 2014**



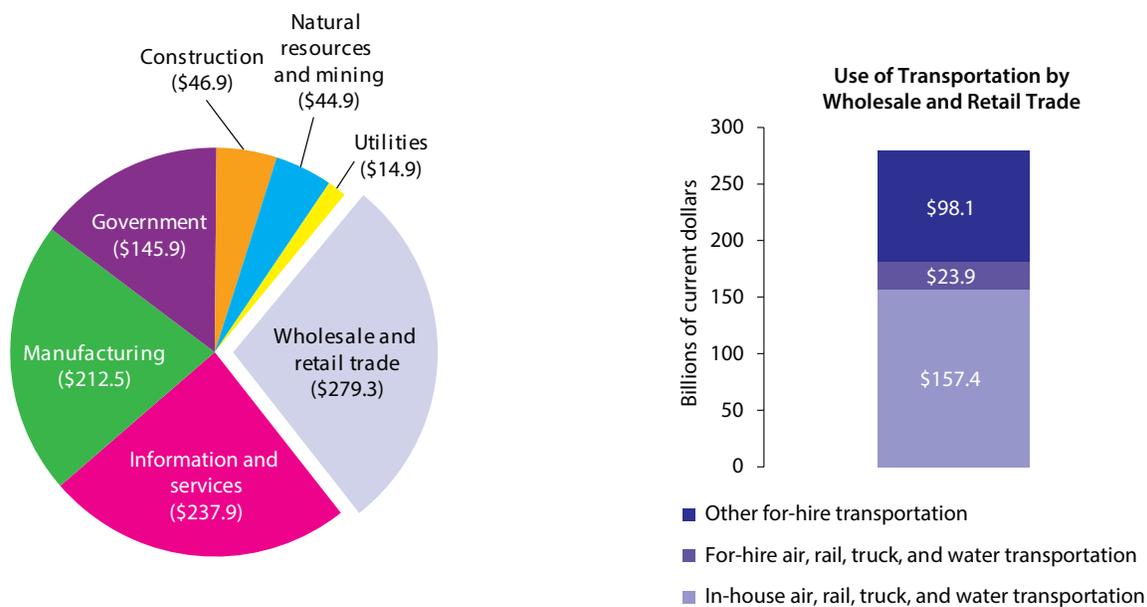
SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 6-2 States Contributing 4.0 Percent or More to National GDP Related to Wholesale and Retail Trade in 2014**

State	Wholesale and retail trade (Wholesale and retail trade related GDP = \$2,042.2 billion)			All products and services (Total National GDP = \$17.2 trillion)	
	Wholesale and retail trade related GDP (billions)	Percent of national GDP related to wholesale and retail trade	Rank (1=contributes most to national GDP related to wholesale and retail trade, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
California	268.0	13.1	1	2,305.9	1
Texas	207.4	10.2	2	1,641.0	2
New York	136.5	6.7	3	1,395.5	3
Florida	123.2	6.0	4	838.9	4
Illinois	92.7	4.5	5	736.3	5

**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 6-3 Use of Transportation by the Wholesale and Retail Trade Sector, 2012  
(current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities. The wholesale and retail trade sector did not use a measureable amount of in-house air, rail, or water transportation in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

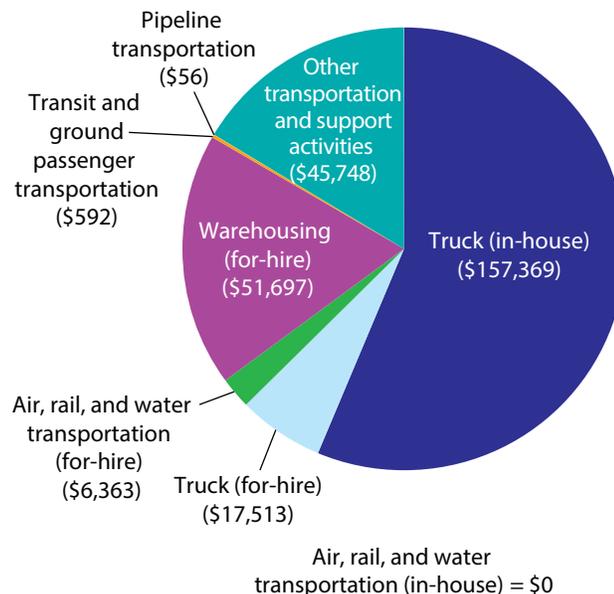
The wholesale and retail trade sector used \$279.3 billion of transportation services in 2012 (figure 6-3). In 2012 the wholesale and retail trade sector used:

- Primarily truck transportation services (e.g., used to carry goods, such as clothing and food, to stores), which accounted for 62.6 percent (\$174,882 million) of all transportation services used by the sector.
- More in-house truck transportation operations (\$157,369 million) than for-hire truck transportation services (\$17,513 million). In-house truck transportation operations accounted for nearly two-thirds (56.3 percent) of all transportation services used by the sector.
- A significant amount of warehousing and other transportation services (parcel delivery, courier, and messenger services excluding U.S. Postal Service, transportation support activities such as freight loading, etc.). Warehousing accounted for 18.5 percent (\$51,697 million) of the transportation services used by the wholesale and retail trade sector, and other services accounted for 16.4 percent (\$45,748 million).
- A small amount of for-hire air, rail, and water transportation services (\$6,363 million), which collectively accounted for 2.3 percent of the transportation services used by the sector.

- No measureable amount of in-house air, rail, or water transportation operations.
- A smaller amount of for-hire pipeline transportation (\$56 million) and transit and ground passenger transportation services (\$592 million) (e.g., bus transportation purchased for workers) than any other transportation mode (figure 6-4).

The wholesale and retail trade sector depended on transportation more than any other sector in 2012. The wholesale and retail trade sector

**Figure 6-4 Wholesale and Retail Trade Sector's Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. Transit and passenger ground transportation excludes State and local government passenger transit. Other transportation includes sightseeing transportation. The wholesale and retail trade sector did not use a measureable amount of in-house air, rail, or water transportation in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

required 10.2¢ worth of transportation services to produce a dollar of output in 2012. The sector required more on in-house transportation operations (5.8¢ to produce a dollar of output) than for-hire transportation services (4.5¢ to produce a dollar of output)<sup>2</sup>. The wholesale and retail trade sector required more in-house transportation operations than all other sectors in 2012 (figure 6-5).

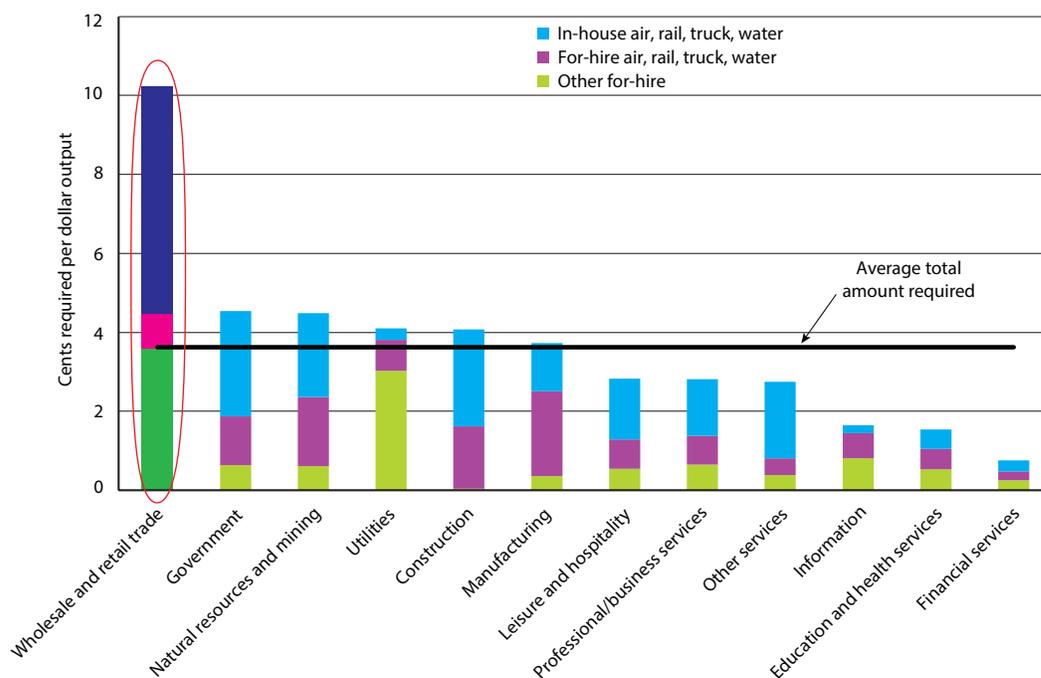
Transportation services were the second most important input for the wholesale and retail

<sup>2</sup> In-house and for-hire transportation requirements add to more than total transportation requirement due to rounding.

trade sector to produce one dollar of output. The wholesale and retail trade sector required slightly more professional and business services (11.4¢ to produce one dollar of output), such as advertising services, payroll services, etc., than transportation services to produce one dollar of output (figure 6-6).

In 2014 the wholesale trade industry employed nearly 1.2 million transportation and material moving workers, accounting for 20.1 percent of its entire work force. The retail trade industry employed slightly more than 1.0 million transportation and material moving workers, accounting for 6.7 percent of its entire work

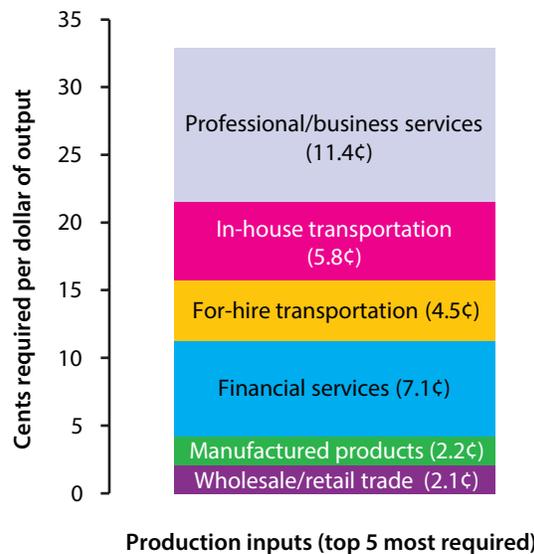
**Figure 6-5 Transportation Required Per Dollar of Output by the Wholesale and Retail Trade Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and Other transportation and support activities. The wholesale and retail trade sector did not use an in-house air, rail, or water transportation in 2012.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 6-6 Top 5 Most Required Inputs by the Wholesale and Retail Trade Sector to Produce a Dollar of Output, 2012**



**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

force. Both industries employed more material moving workers (the wholesale trade industry employed 594,520 material moving workers and the retail trade industry employed 632,400) than transportation workers (the wholesale trade industry employed 568,260 transportation workers and the retail trade industry employed 398,290)<sup>3</sup> (figure 6-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

Transportation and material moving workers in the wholesale trade industry earned a median wage of \$29,900 in 2014, while workers of all occupations in the wholesale trade industry

<sup>3</sup> Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

earned a higher median wage (\$40,120).

Transportation and material moving workers in the retail trade industry earned a median wage of \$22,040 in 2014, while workers of all occupations in the retail trade industry earned a marginally higher median wage (\$23,270). (figure 6-8)

The wholesale trade industry employed the largest number of transportation workers as heavy and tractor-trailer truck drivers (203,860) followed by light truck or delivery drivers and driver/sales workers. Heavy and tractor-trailer truck drivers earned a higher median wage (\$38,950) than light truck or delivery service drivers (\$28,550) and driver/sales workers (\$29,590) employed in the wholesale industry. Heavy tractor-trailer truck drivers, drivers/sales workers, and light truck or delivery service operators all earned less than the industry median wage (figure 6-8).

**Figure 6-7 Number of Workers Employed in the Wholesale and Retail Trade Sector by Occupation, 2014**



**NOTE:** Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

The retail trade industry employed the largest number of transportation workers as light truck/delivery services drivers (176,880) followed by driver/sales workers (58,460) and automotive and watercraft service attendants (54,260). The median wage for these three occupations is nearly the same. Light truck/delivery services drivers employed in the retail trade industry earned a median wage of \$23,420, driver/sales workers earned a median wage of \$25,340, and automotive and watercraft service attendants earned a median wage of \$20,640 (figure 6-8).

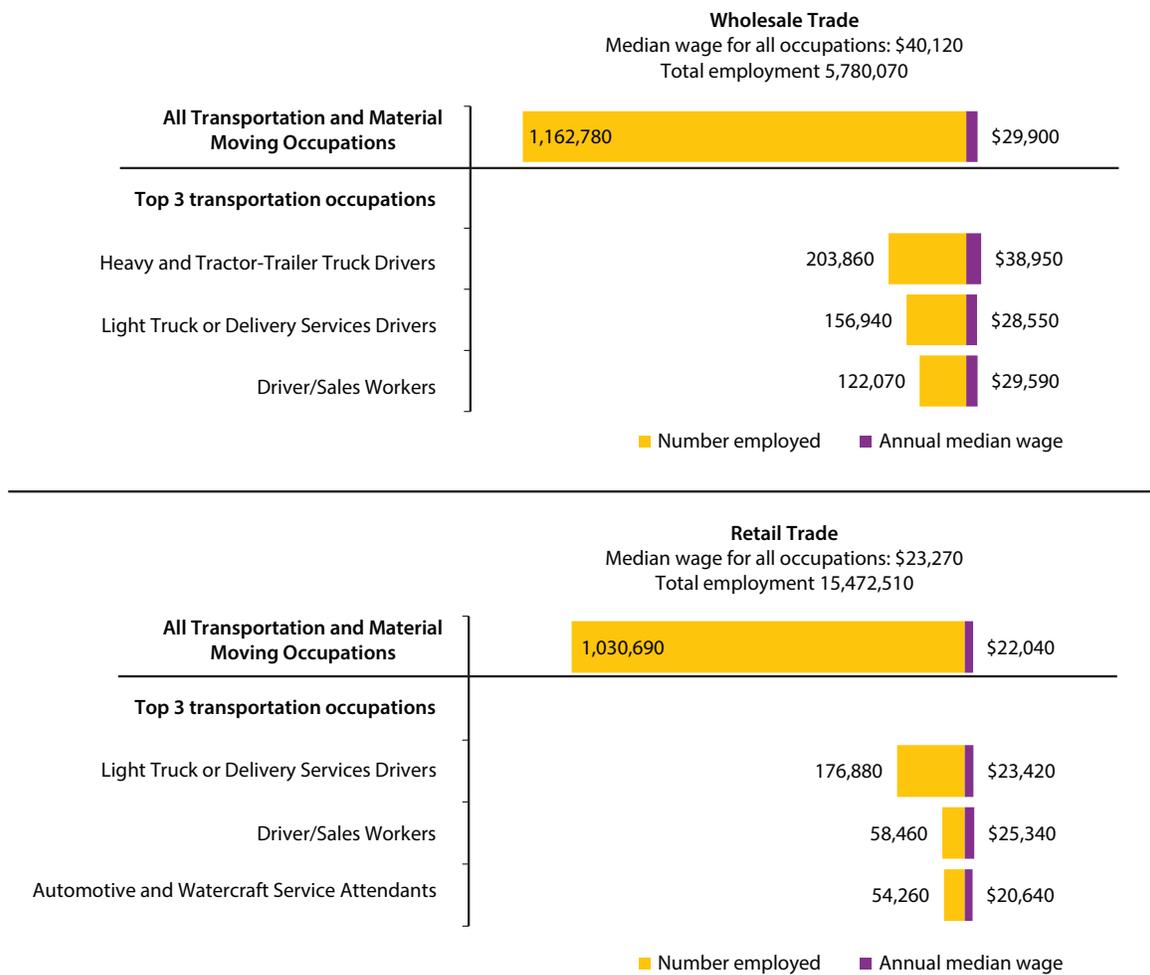
The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the wholesale and retail trade industry operated the third largest number of trucks (2.3 million) and accumulated the second largest number of

miles (44.4 billion) (figure 6-9).

The 2012 Commodity Flow Survey shows that the wholesale trade industry shipped 3.8 trillion tons of raw materials and finished goods domestically, valued at \$6.1 trillion, and accounting for 723.2 billion ton-miles. Trucking was the dominant mode. Trucks carried 81.8 percent of the tonnage shipped by the wholesale industry, 78.2 percent of the value, and accounted for 55.4 percent of ton-miles. The wholesale trade industry, however, tended to use modes other than truck to ship goods long distances. The average shipment distance was shorter by truck (176 miles per shipment) than by all other modes and longest by air (1,163 miles per shipment) (figure 6-10).

Commodity flow data are not available for the retail trade industry.

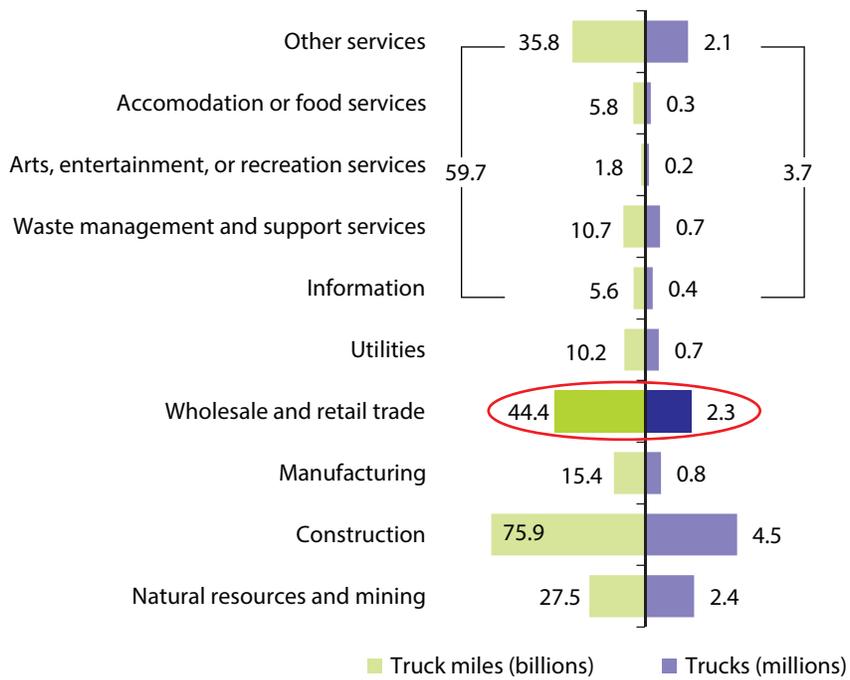
**Figure 6-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in the Wholesale and Retail Trade Sector, 2014**



**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. Material moving occupations not included in the selection of the top three transportation occupations. The top three transportation occupations in the wholesale trade sector are: heavy and tractor-trailer truck drivers; light truck or delivery services drivers; and driver/sales workers. The top three transportation occupations in the retail trade sector are light truck or delivery services drivers; driver/sales workers; and automotive and watercraft service attendants.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

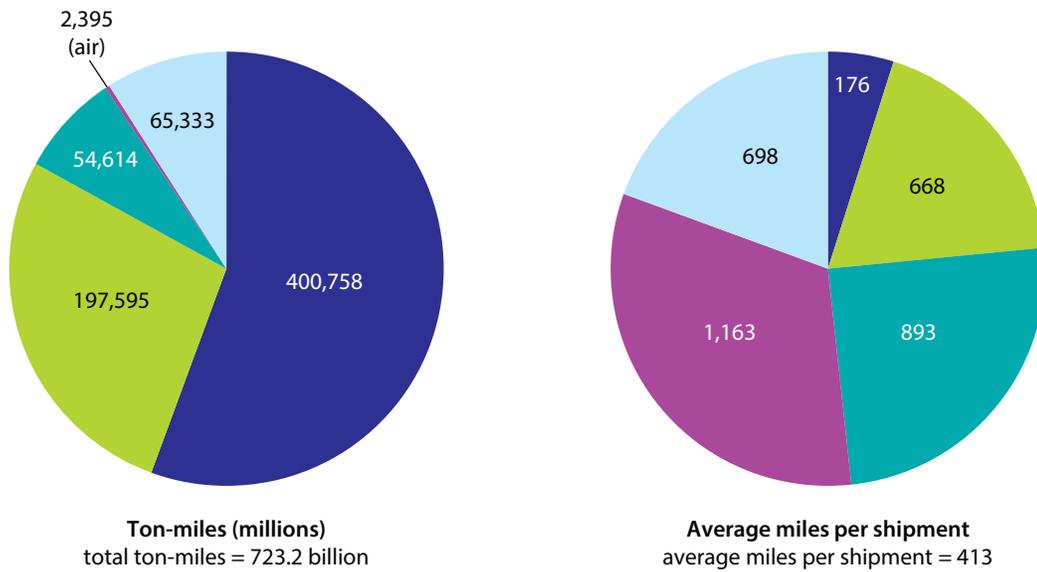
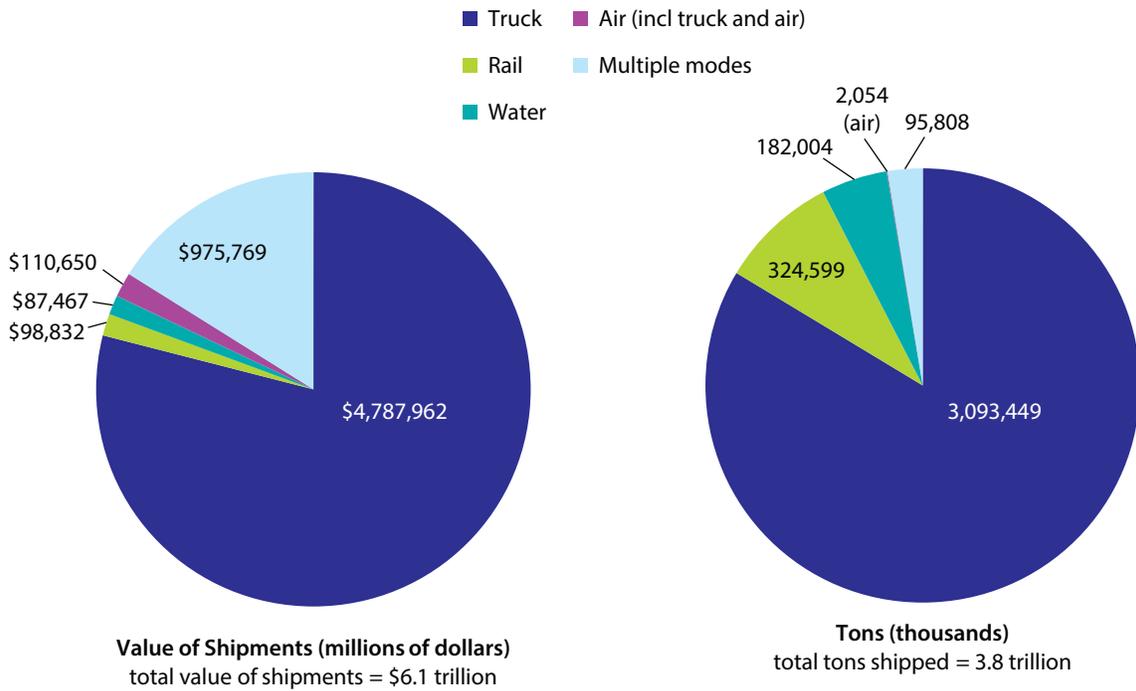
**Figure 6-9 Trucks Used and Truck Miles Accumulated for Business by the Wholesale and Retail Trade Industry, 2002**



NOTE: Totals for trucks in use only.

SOURCE: U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012

**Figure 6-10 Characteristics for Shipments Made by the Wholesale Industry by Mode of Transportation, 2012**



NOTE: Pipeline data not available

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Commodity Flow Survey 2012, available at [www.bts.gov](http://www.bts.gov) as of October 2015.



## CHAPTER 7 SERVICE SECTORS



The following provides an overview of the contribution of the service sectors to the economy and the use of transportation by the sectors.

There are six service sectors: (1) information; (2) financial services; (3) professional and business services; (4) education and health services; (5) leisure and hospitality; and (6) other services.

The information sector consists of establishments engaging in the production and distribution of

information and cultural products and the processing of data.

The financial services sector consists of services related to finance and insurance activities as well as real estate, rental, and leasing. With regards to finance and insurance, the sector includes establishments engaging in financial transactions (transactions involving the creation, liquidation, or change in ownership of financial assets) and/or facilitating financial transactions. With regards to real estate, rental, and leasing, the sector includes establishments engaging in the rental or leasing of tangible (e.g., real estate, equipment, etc.) or intangible (e.g., patents) assets and establishments providing related services.

The professional and business services sector consists of professional, scientific, and technical services; management of companies and enterprises; and administrative and support and waste management and remediation services. It includes logistics consulting services used in moving goods from point of origin to point of consumption.

The education and health services sector consists of establishments that provide instruction and training (e.g., schools, universities, training centers, etc.) and establishments that provide health care and social assistance for individuals.

The leisure and hospitality sector consists of establishments providing art, entertainment, and recreation services as well as establishments providing accommodation and food services.

Other services consists of establishments providing services not captured elsewhere, such as equipment and machinery repair, religious activities, grant making, advocacy, personal care services, etc.<sup>1</sup>

The service sectors collectively use the second largest dollar amount of transportation services. However, per dollar of output, each service sector requires less transportation than most other sectors. The service sectors collectively rely heavily on truck transportation, primarily in-house truck transportation, and employ a large number in a variety of transportation occupations such as bus drivers, light truck/delivery services drivers, commercial pilots, parking lot attendants, etc.

<sup>1</sup> U.S. Department of Labor, Bureau of Labor Statistics, Industries at a Glance, [www.bls.gov/iag/tgs/iag\\_index\\_naics.htm](http://www.bls.gov/iag/tgs/iag_index_naics.htm), as of Sept. 1, 2015

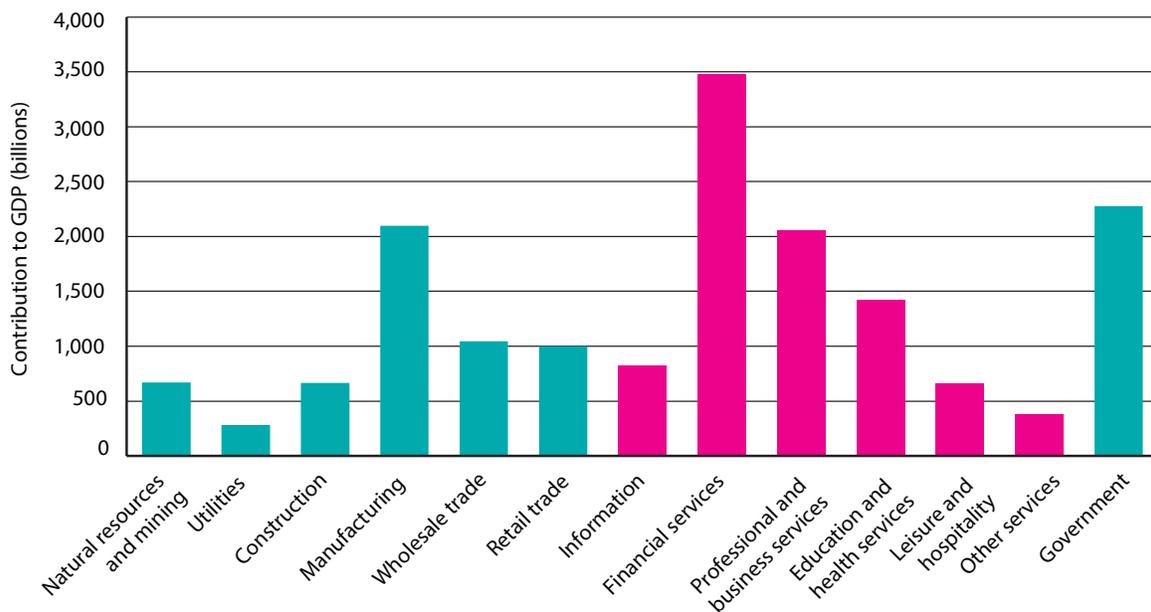
**Table 7-1 Overview of the Service Sectors' Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Service Sectors	Value	Year (latest year data is available)
Contribution to GDP	\$8,813.8 billion	2014
Use of transportation	\$237.9 billion	2012
Amount of transportation required to produce a dollar of output		2012
Information	1.7¢	2012
Financial services	0.8¢	2012
Professional/ business services	2.8¢	2012
Education and health services	1.5¢	2012
Leisure and hospitality	2.8¢	2012
Other services	2.7¢	2012
Number of transportation and material moving workers		2014
Information	44,970	2014
Financial services	131,400	2014
Professional/ business services	1,158,100	2014
Education and health services	389,990	2014
Leisure and hospitality	277,310	2014
Other services	370,270	2014
Median annual wage of transportation and material moving workers		2014
Information	\$26,890	2014
Financial services		
Finance and insurance	\$33,340	2014
Real estate and rental and leasing	\$25,960	2014
Professional/business services		
Professional, scientific, and technical services	\$28,570	2014
Management of companies and enterprises	\$32,250	2014
Administrative and support and waste management and remediation services	\$22,770	2014
Education/health services		
Educational services	\$27,850	2014
Health care and social assistance	\$24,010	2014
Leisure/hospitality		
Arts, entertainment, and recreation	\$24,960	2014
Accommodation and food services	\$18,940	2014
Other services (except public administration)	\$20,830	2014
Number of trucks used	3,719 thousand	2002*
Truck miles accumulated	59,708 million	2002*

**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

\*Data on number of trucks and truck miles accumulated was last collected in the Vehicle Inventory and Use Survey for 2002.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

**Figure 7-1 Service Sectors' Contribution to Gross Domestic Product, 2014**

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

The contribution of the service sectors to the national economy has grown. In 1997 the service sector contributed 46.3 percent, 49.8 percent in 2007, and 50.8 percent in 2014. In 2014 the service sectors collectively contributed \$8,813.8 billion (50.8 percent) to the national economy, as measured by Gross Domestic Product (GDP). The financial services sector contributed more than all other service sectors.

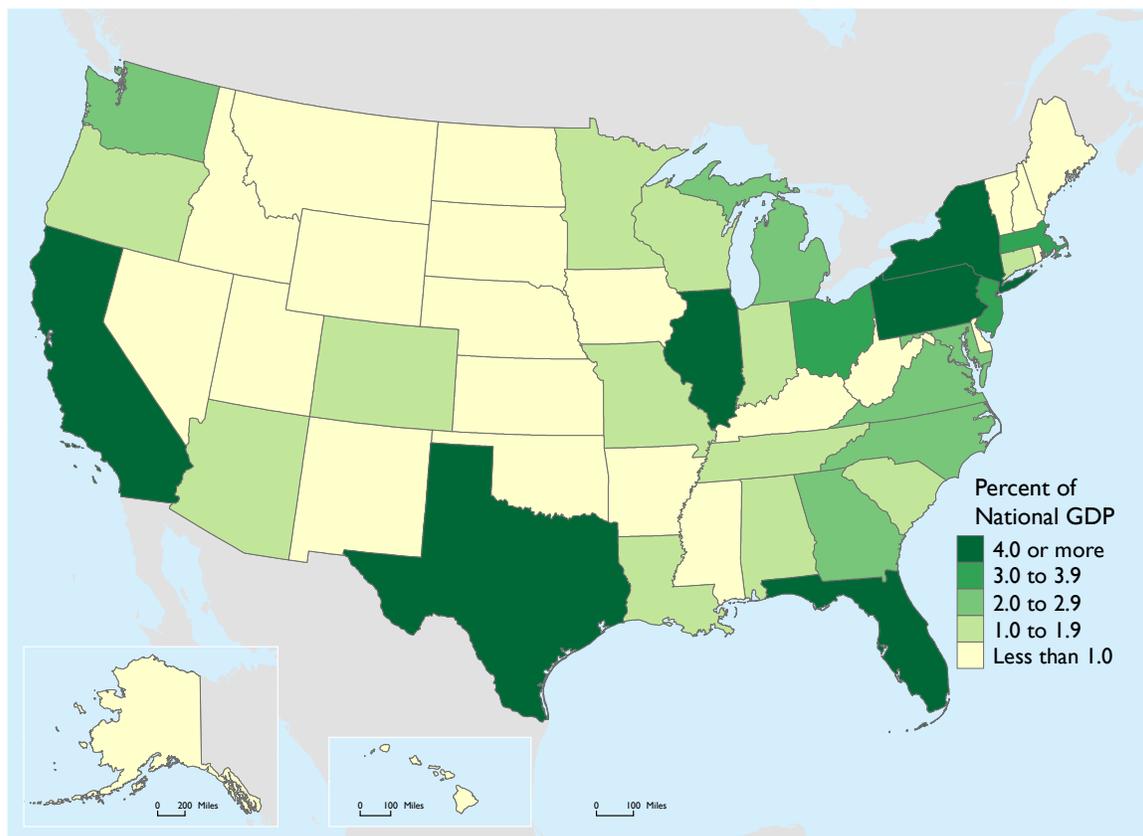
The largest amount of service sector activity occurred in California (\$1,278.1 billion), followed by New York (\$935.7 billion), Texas (\$626.6 billion), Florida (\$482.6 billion), Illinois (\$394.7 billion), and Pennsylvania (\$360.2 billion)— each of which accounted for 4 percent or more of national activity in the services sectors (figure 7-2, table 7-2).

California, New York, Texas, Florida, Illinois, and Pennsylvania contributed the most to national economy related to services and the most to

national activity overall (they also have the largest gross state product (GSP)). Texas contributed more to the national economy than New York in 2014, but New York contributed more in terms of service sector activity to the national economy due to significantly higher activity in information, financial services, and education and health services (Appendix A).

Computing the percent of service sector activity as a percent of GSP, rather than as a share of GDP, also provides useful insights to U.S. production. Nationally, California lead in service sector activity in 2014. However, service sector activity accounted for a smaller share of GSP in California (55.4 percent) than in Delaware (68.1 percent, or \$43.2 billion) and New York (67.1 percent, or \$935.7 billion)— the two States where service sector activity accounted for more than two-thirds of GSP in 2014 (see Appendix A).

**Figure 7-2 State Contributions to Service Related GDP (percent of national GDP related to service sector activity), 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 7-2 States Contributing 4.0 Percent or More to National GDP Related to Services in 2014**

State	All service sectors (Service related GDP = \$8,813.8 billion)			All products and services (Total national GDP = \$17.2 trillion)	
	Service related GDP (billions)	Percent of national GDP related to services	Rank (1=contributes most to national GDP related to services, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
California	1,278.1	14.5	1	2,305.9	1
New York	935.7	10.6	2	1,395.5	3
Texas	626.6	7.1	3	1,641.0	2
Florida	482.6	5.5	4	838.9	4
Illinois	394.7	4.5	5	736.3	5
Pennsylvania	360.2	4.1	6	658.3	6

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

The service sectors combined were the second largest user of transportation services in 2012 (\$237.9 billion). Looking at the use of air, rail, truck, and water transportation services, the combined service sectors used more in-house operations (\$106.4 billion) than for-hire air, rail, truck, and water services (\$65.8 billion) (figure 7-3).

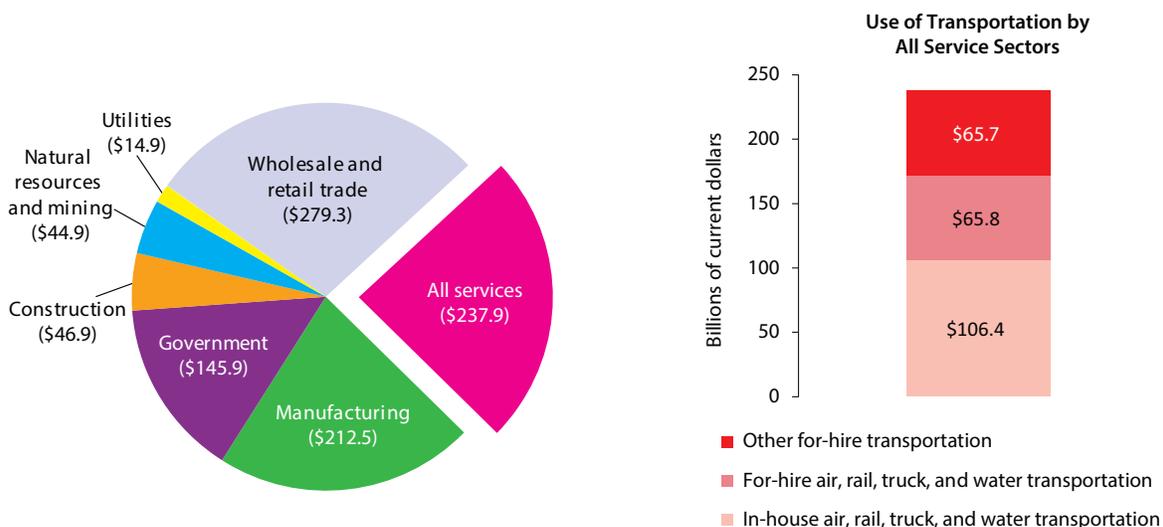
The service sectors collectively used \$237.9 billion of transportation services in 2012 (figure 7-3). In 2012 the service sectors collectively used:

- Primarily truck transportation services (e.g., for transporting linens and other products to hotels), which accounted for 51.7 percent of all transportation services used by the sector.
- Roughly four times more in-house truck operations (\$99,844 million) than for-hire

truck transportation services (\$23,093 million). In-house truck transportation operations accounted for nearly half (42.0 percent) of all transportation services used by the service sectors.

- A relatively large amount of other transportation and support activities (sightseeing, parcel delivery, courier, and messenger services excluding U.S. Postal Service, transportation support activities such as freight loading, etc.). Other transportation and support services (e.g., sightseeing by bus or boat and vehicle cleaning services) accounted for 16.3 percent (\$38,885 million) of the transportation services used by the service sectors.

**Figure 7-3 Use of Transportation by the Service Sectors, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

- A modest amount of for-hire transit and ground passenger transportation (e.g., bus transportation purchased for workers) totaling 7.0 percent (\$16,696 million) of the transportation services used by the service sectors.
- Warehousing (e.g., storage for medical records, etc.) summing to 4.1 percent (\$9,851) of all transportation services used by the service sectors (figure 7-4).

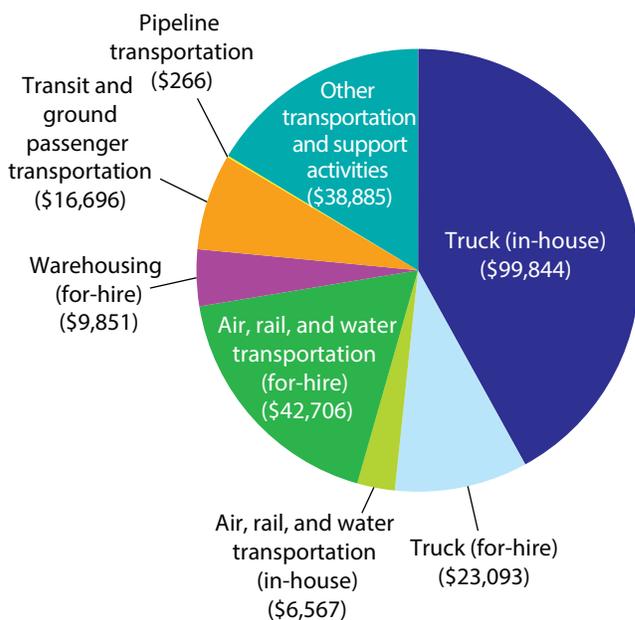
While the service sectors collectively were the second largest user of transportation services,

they individually did not depend as heavily on transportation as other sectors in 2014. The professional and business service sector and the leisure and hospitality sector required the most transportation services to produce one dollar of output (each requiring 2.8¢) among services sectors but much less than the wholesale and retail trade, which required the most transportation services (10.2¢) to produce one dollar of output.

Among service sectors, the other services sector (e.g., grant-making, dry cleaning, machinery repair, etc.) required the second largest amount of transportation services to produce one dollar of output (2.7¢) in 2012 followed by information (1.7¢), education and health services (1.5¢), and the financial services sector (0.8¢) (figure 7-5).

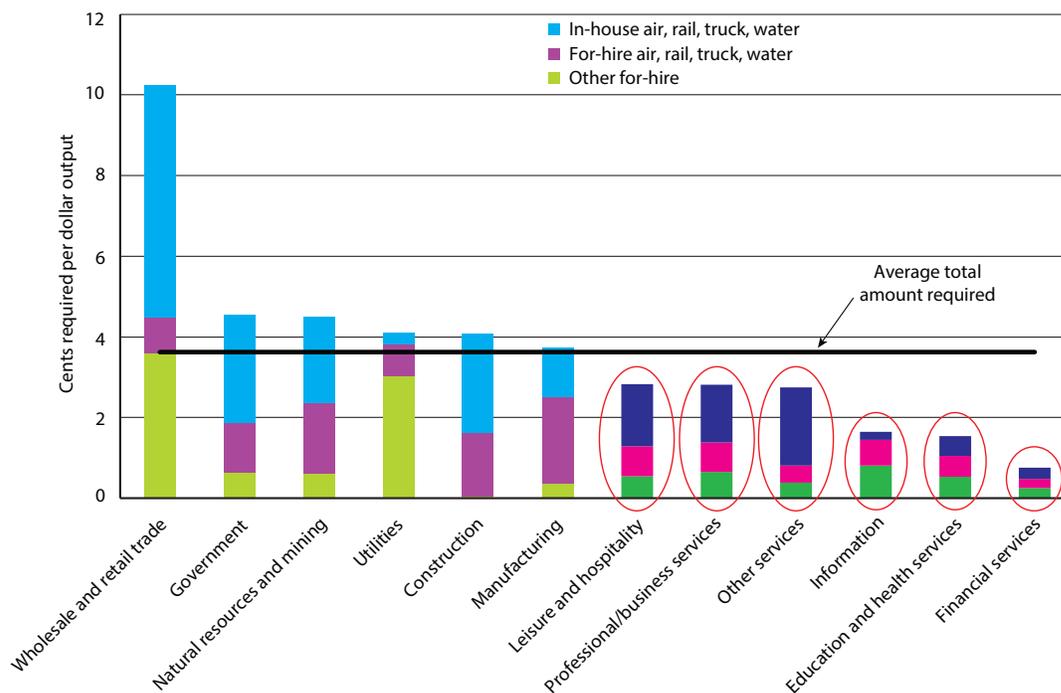
All of the service sectors relied less on transportation services than other commodities in producing output in 2014. Each service sector required 2.8¢ worth of transportation services or less to produce one dollar of output (figure 7-5). The professional and business service sector and the leisure and hospitality service sector required the most transportation services (2.8¢) to produce one dollar of output among the service sectors but required substantially more of other commodities. For example, professional and business services (e.g., payroll services for those working in the sector) were the most important input to the professional and business services

**Figure 7-4 Service Sectors' Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. Transit and passenger ground transportation excludes State and local government passenger transit. Other transportation includes sightseeing transportation.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 7-5 Transportation Required Per Dollar of Output by the Service Sectors, 2012**

**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

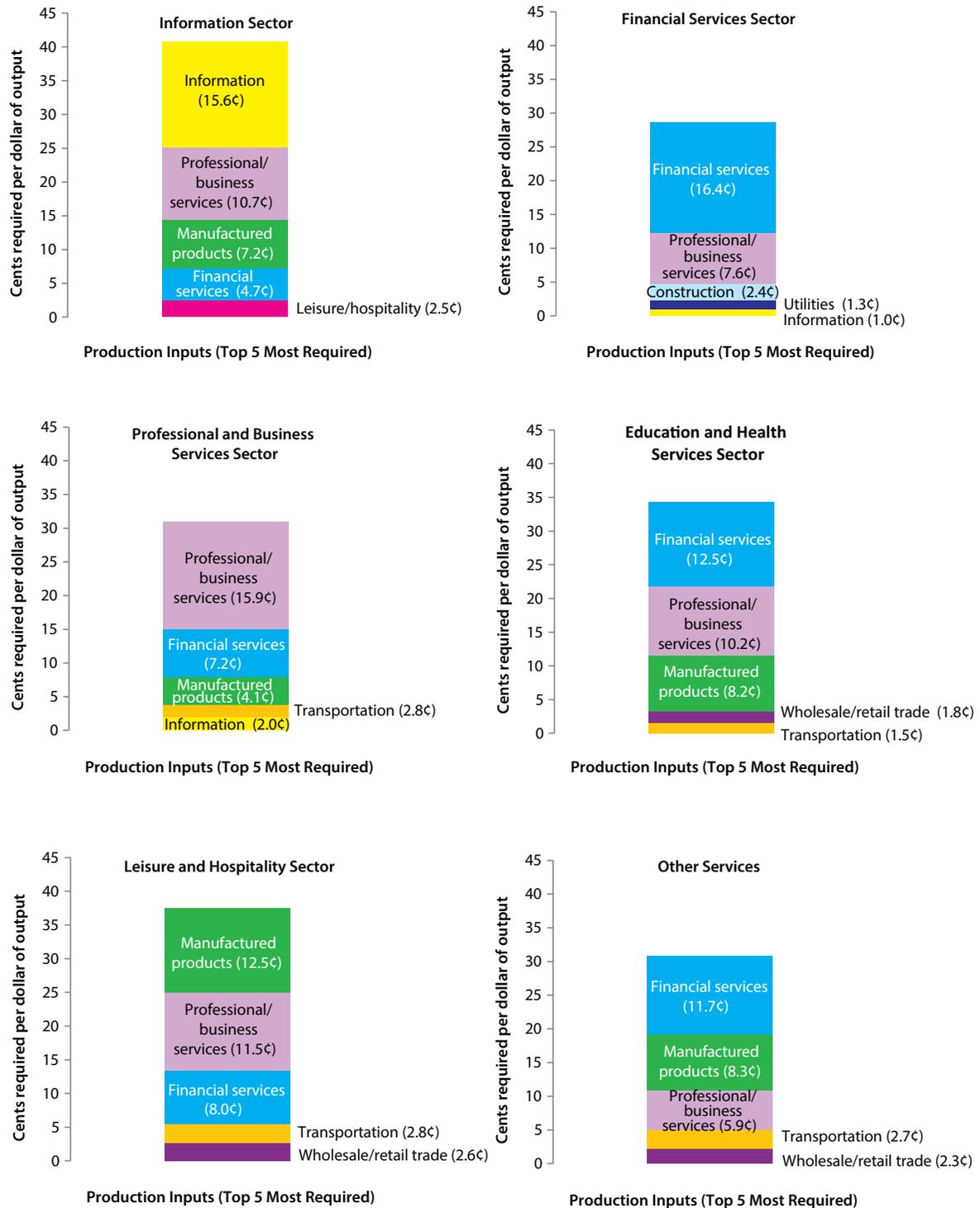
sector, with the sector requiring 15.9¢ worth to produce one dollar of output (figure 7-6).

Among the service sectors, the professional and business services sector employed the largest number in transportation and material moving occupations (nearly 1.2 million), accounting for 6.1 percent of its work force in 2014. The education and health services sector employed the second largest in transportation and material moving occupations (389,990) in 2014, followed by the other services sector (370,270), the leisure and hospitality sector (277,310), the financial services sector (131,400), and the information sector

(44,970) (figure 7-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

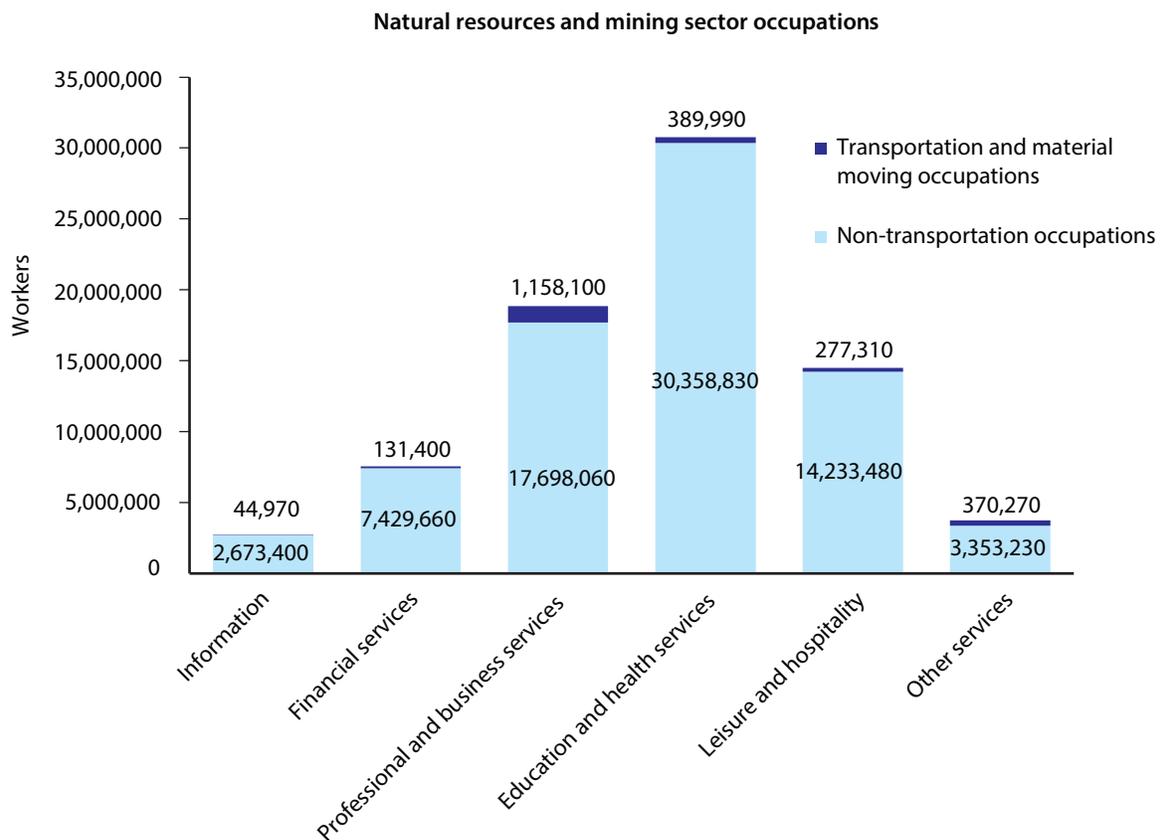
Transportation and material moving workers in the all service sectors earned a lower median than workers of all occupations in the same service sector except in the arts, entertainment, and recreation sector in 2014. In the arts, entertainment, and recreation sector, transportation and material moving workers

**Figure 7-6 Top 5 Most Required Inputs by Service Sectors, 2012**



NOTE: Transportation includes in-house and for-hire.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 7-7 Number of Workers Employed in the Service Sectors by Occupation, 2014**

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

earned a median wage of \$24,960, while workers of all occupations in the arts, entertainment, and recreation industry earned a lower median wage (\$24,300) (figure 7-8).

Each service sector contains several industries. Each industry employed different types of transportation workers. Most industries employed the largest number of transportation workers as motor vehicle operators, ranging from heavy and tractor-trailer truck drivers to taxi drivers and chauffeurs. In contrast, the finance and insurance industry employed the

largest number of transportation workers as commercial pilots, who earned a significantly higher median wage (\$91,140) than motor vehicle operators. Of the motor vehicle workers, driver/sales workers earned the lowest median wage. Across industries, driver/sales workers earned the lowest median wage in the accommodation and food services industry (\$18,610). The arts, entertainment, and recreation industry as well as the other services industry employed the largest number of transportation workers as parking lot attendants, who earned a relatively low median wage (roughly \$19,000) (figure 7-8).

**Figure 7-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in Services Sectors, 2014**

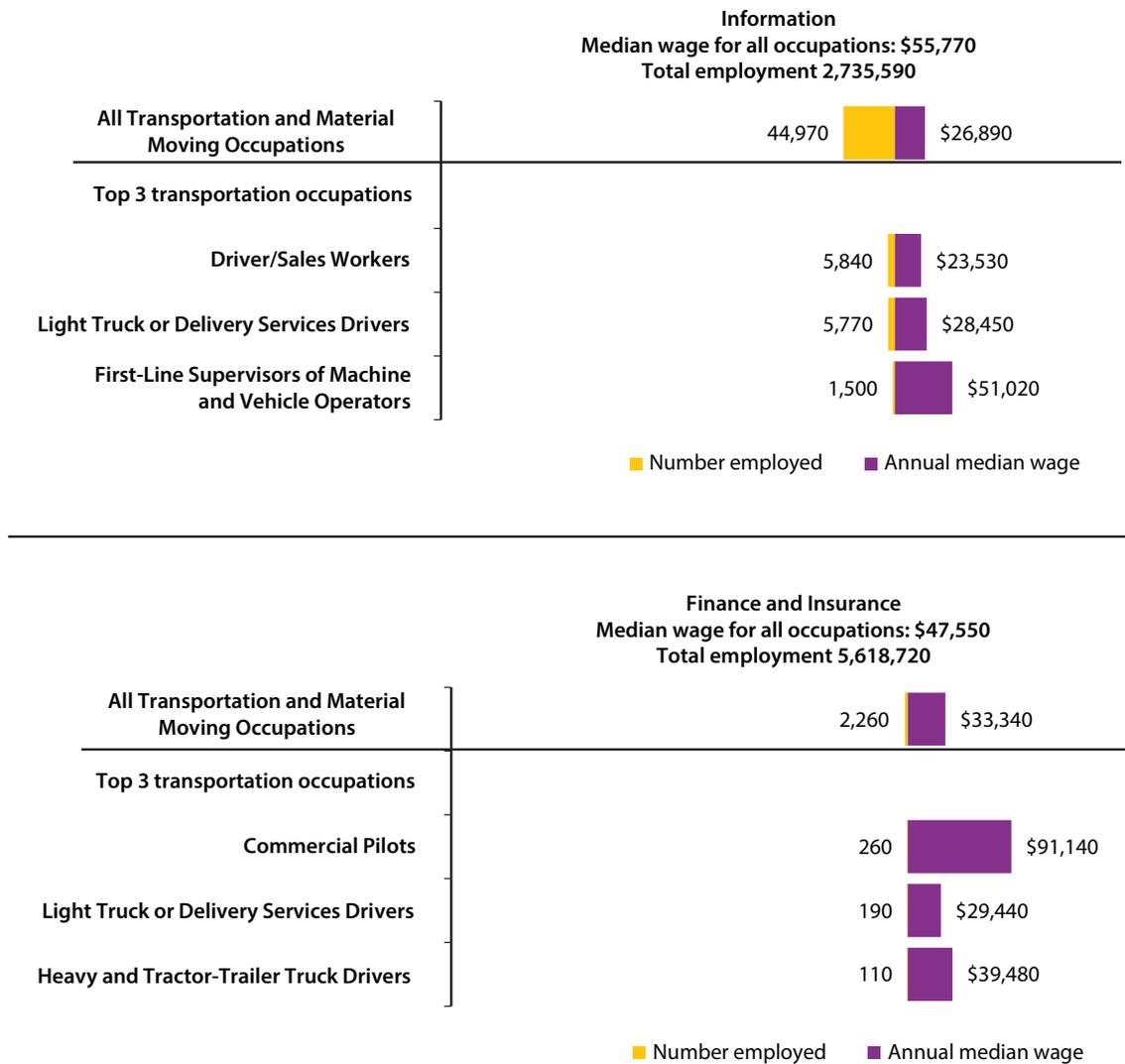


Figure 7-8 continued

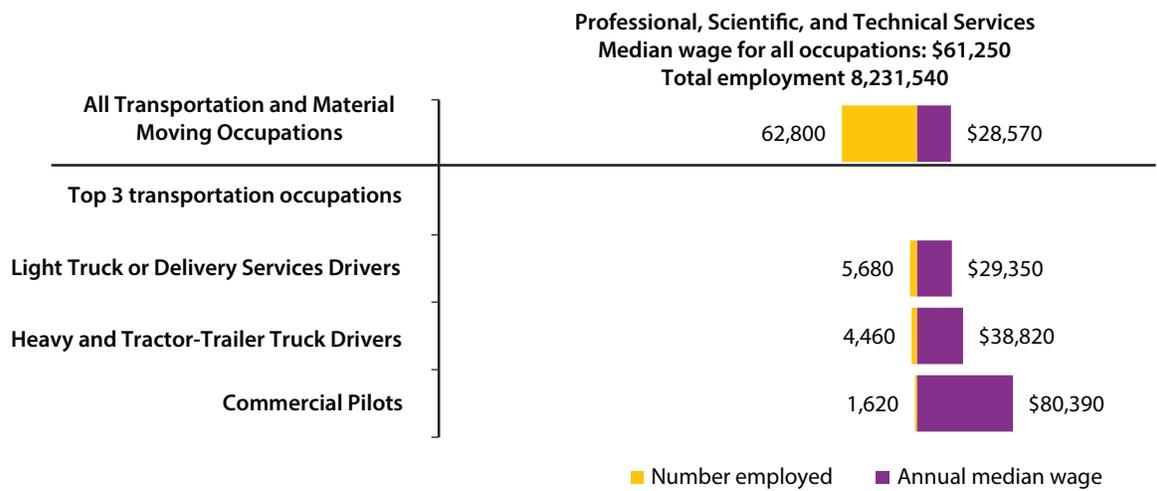
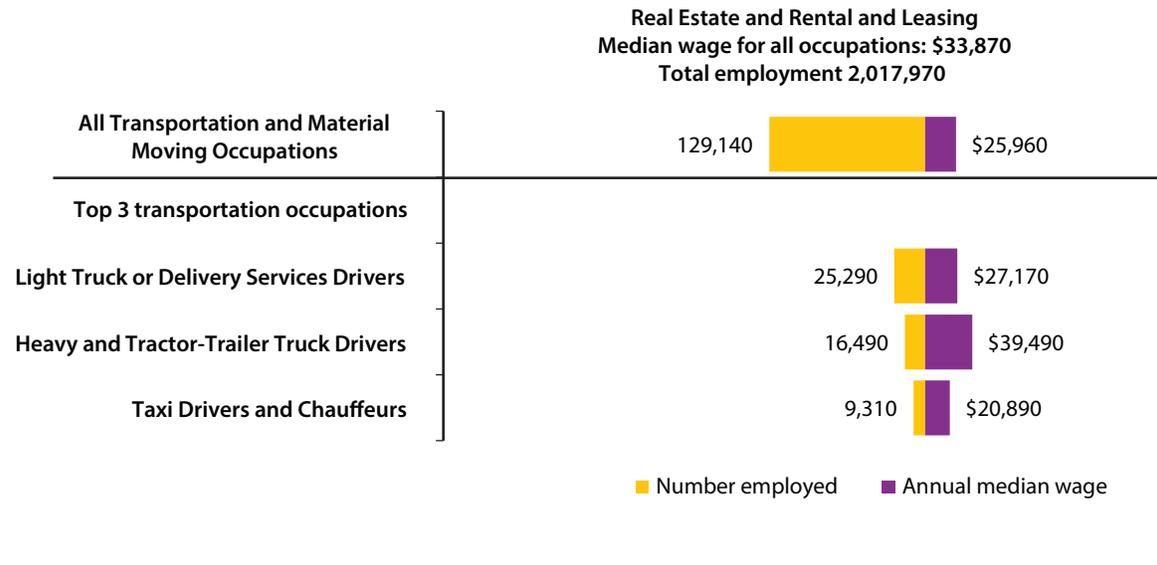


Figure 7-8 continued

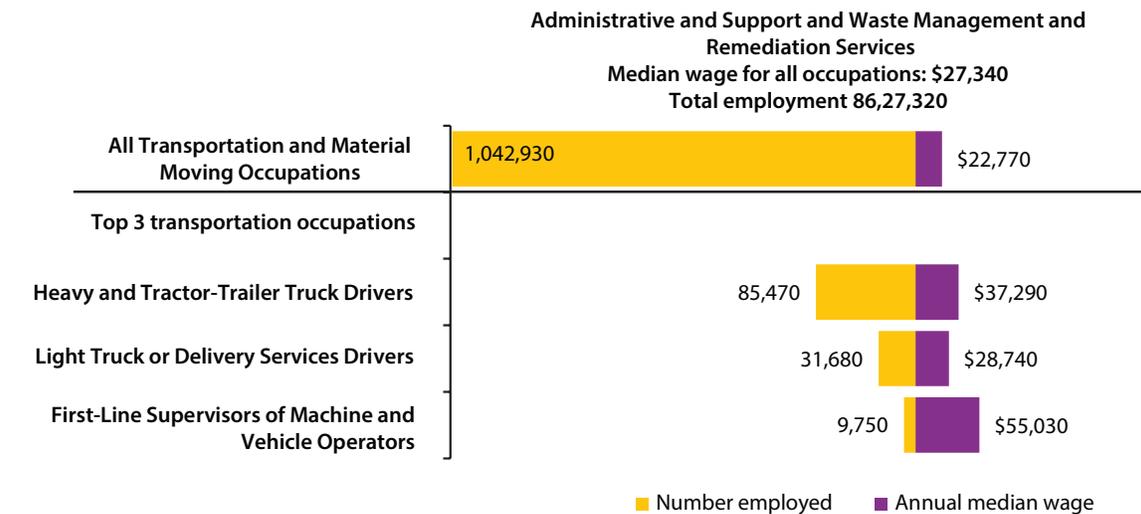
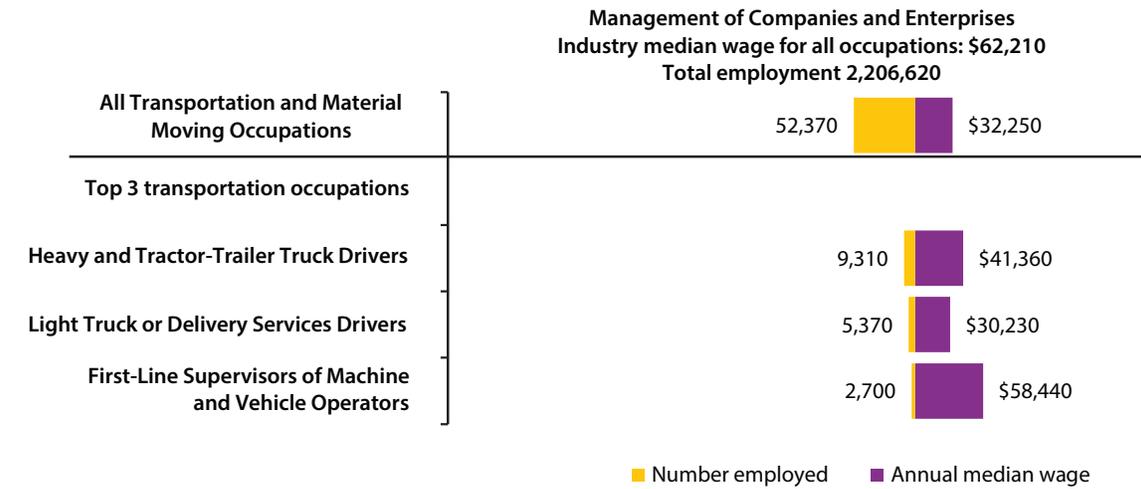


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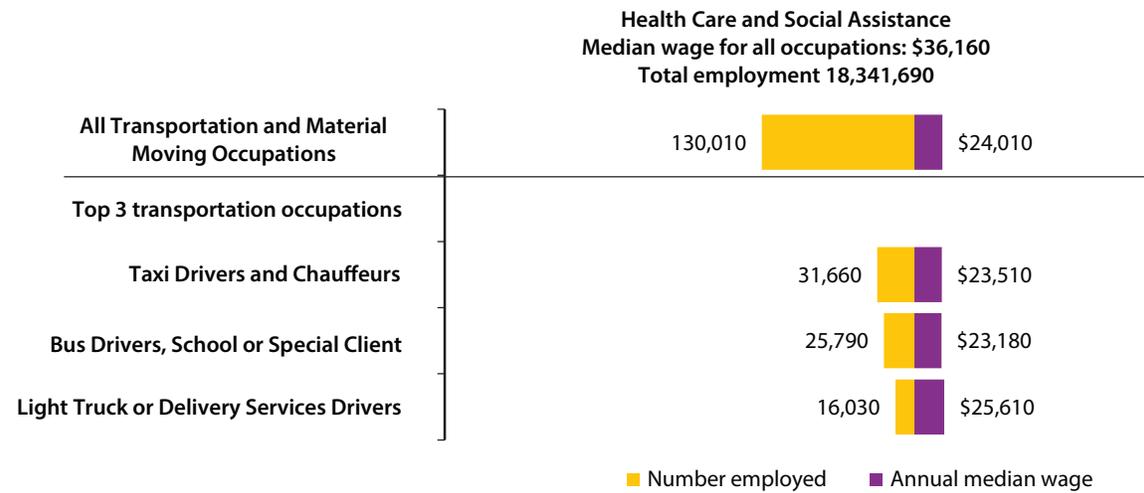
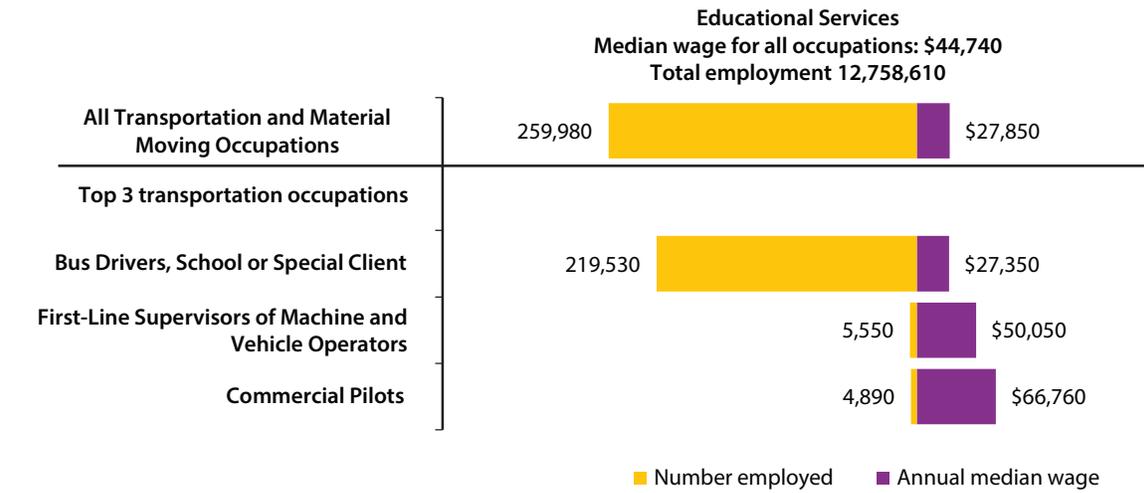
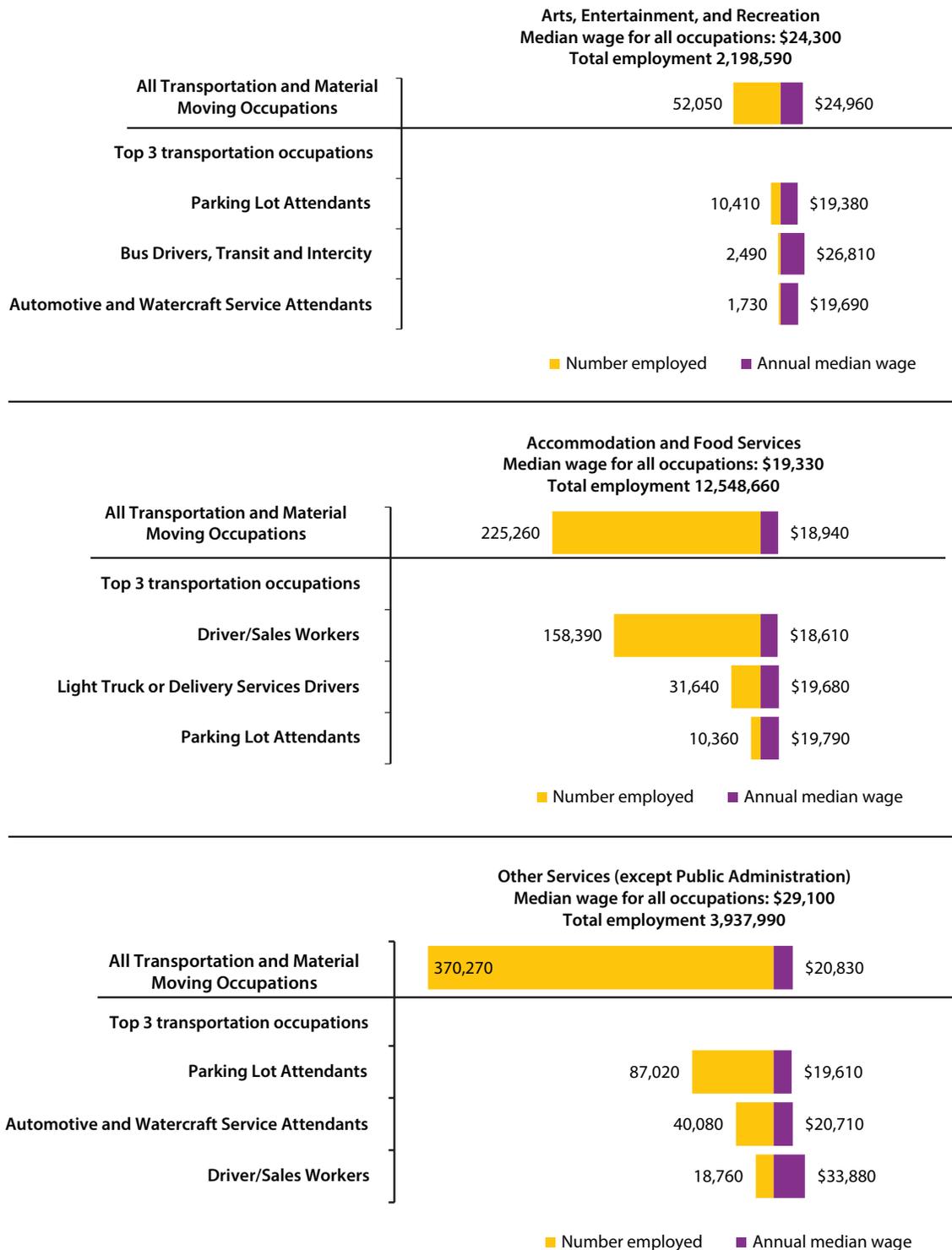


Figure 7-8 continued



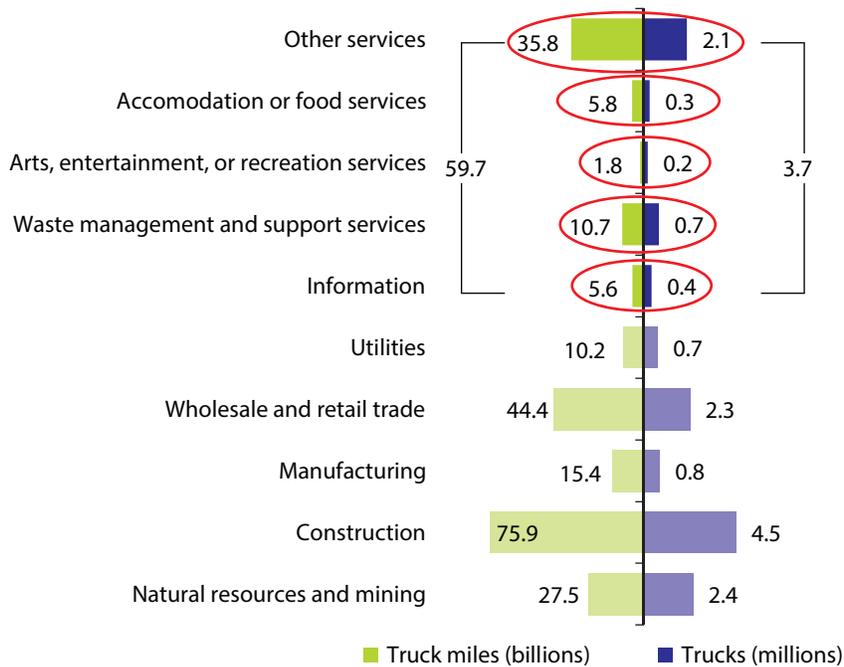
NOTE: Median wage is for all occupations within each industry (transportation and non-transportation occupations). Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

The 2002 Vehicle Inventory and Use Survey (VIUS) is the most recent survey of vehicle ownership and use by industry. According to the 2002 VIUS, the service industries collectively operated, at

3.7 million, the second largest number of trucks next to the construction industry. The service industries also collectively accumulated the second largest number of truck miles (59.7 billion).

**Figure 7-9 Trucks Used and Truck Miles Accumulated for Business by the Service Industries, 2002**



NOTE: Totals for trucks in use only.

SOURCE: U.S. Census Bureau, 2002 Economic Census Vehicle Inventory and Use Survey, Table 2a, available at <https://www.census.gov/prod/ec02/ec02tv-us.pdf> as of August 2012



## CHAPTER 8 GOVERNMENT



This chapter provides an overview of the contribution of the government sector to the economy and the use of transportation by the sector.

The government sector includes goods and services provided by all Federal, State, and local government agencies. The government sector includes Federal Government services provided by agencies such as the Departments of Transportation and Defense and State and

local government services, such as welfare services. The government sector also includes Federal, State, and local government enterprises. Government enterprises are government agencies that cover a substantial portion of their operating costs by selling goods and services to the public. The Federal Housing Administration and the Southeastern Power Administration are examples of Federal enterprises. The Alaska Railroad is an example of a State and local government enterprise.

In absolute dollars, the government sector uses the fourth largest amount of transportation services, but per dollar of output requires the second largest amount of transportation. The sector relies heavily on air, rail, and water transportation services but employed the largest number of transportation workers as bus drivers (see table 8-1).

**Table 8-1 Overview of the Government Sector's Contribution to Gross Domestic Product (GDP) and Use of Transportation**

Government	Value	Year (latest year data is available)
Contribution to GDP	\$2,274.6 billion	2014
Use of transportation	\$145.9 billion	2012
Amount of transportation required to produce a dollar of output	4.5¢	2012
Number of transportation and material moving workers	373,280	2014
Transportation and material moving workers as percent of sector's work force	3.9	2014
Median annual wage of transportation and material moving workers	\$41,960	2014

**NOTE:** Table presents latest data available, as of Feb. 1, 2016.

**SOURCE:** Data for this table is drawn from figures and tables presented throughout this chapter.

In 2014 the government sector contributed \$2,274.6 billion (13.1 percent) to the national economy, as measured by gross domestic product (GDP) (figure 8-1).

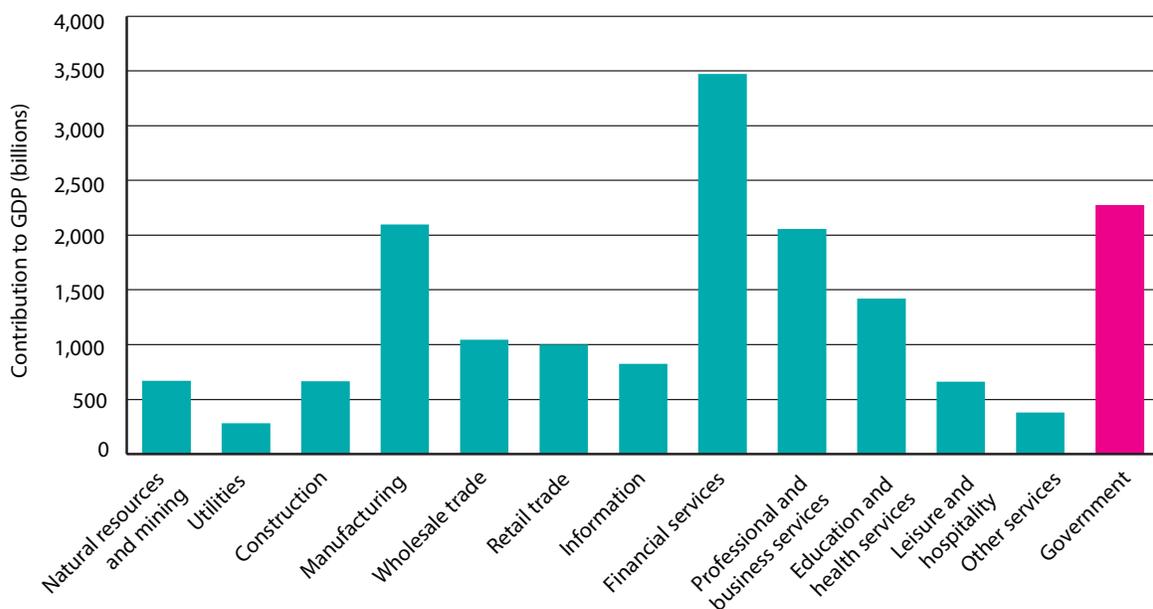
The largest amount of government activity occurred in California (\$287.5 billion), followed by Texas (\$161.5 billion), New York (\$160.8 billion), Florida (\$105.4 billion), and Virginia (\$87.0 billion)— each of which accounted for 4 percent or more of national activity in the government sector (figure 8-2, table 8-2). With the exception of Virginia, the States contributing the most to national activity in government are States with the largest gross state product (GSP) (table 8-2).

Computing the percent of government sector activity as a percent of GSP, rather than as a share of GDP, also provides useful insights to U.S.

production. Nationally, California, Texas, New York, Florida, and Virginia lead in government sector activity in 2014. The government sector, however, accounted for a smaller share of GSP in California (12.5 percent), Texas (9.8 percent), New York (11.5 percent), Florida (12.6 percent), and Virginia (18.8 percent) than in the District of Columbia (DC). In 2014 government activity accounted for 35.0 percent of GSP in Washington, DC (\$40.8 million) (see Appendix A).

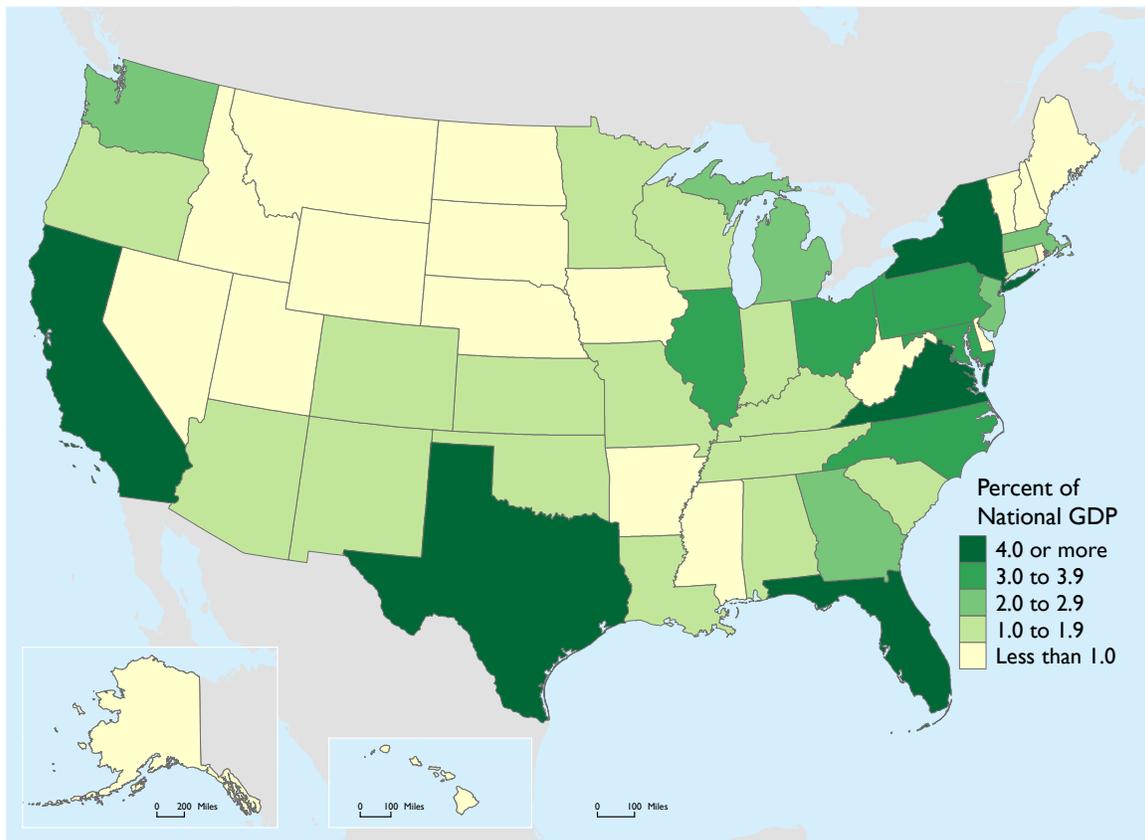
The government sector was the fourth largest user of transportation services in 2012 (\$145.9 billion). Looking at the use of air, rail, truck and water transportation services, the government sector used roughly two times more in-house operations (\$85.5 billion) than for-hire transportation services (\$40.0 billion) (figure 8-3).

**Figure 8-1 Government Sector’s Contribution to Gross Domestic Product, 2014**



SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 8-2 State Contributions to Government Related GDP (percent of national GDP related to government), 2014**



**NOTE:** Data not available for Delaware, District of Columbia, or Rhode Island.

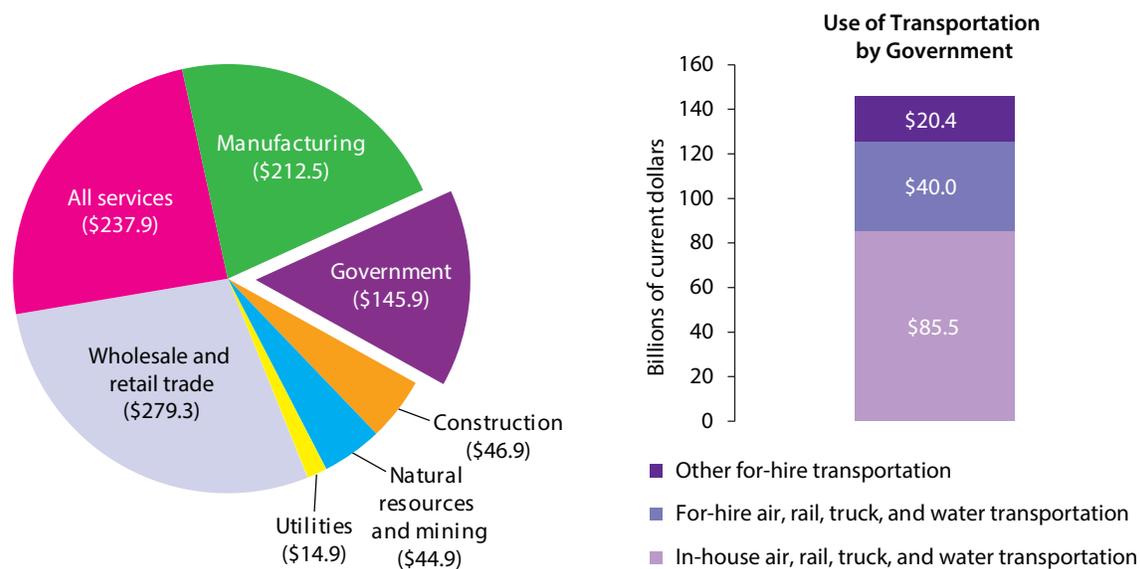
**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Table 8-2 States Contributed 4.0 Percent or More to National GDP Related to Government Activity in 2014**

State	Government (Government related GDP = \$2,159.2)			All products and services (Total National GDP = \$17.2 trillion)	
	Dollar contribution of government related GDP (billions)	Percent of national GDP related to government activity	Rank (1=contributes most to national GDP related to government activity, 51=least)	Dollar contribution to national GDP (billions)	Rank (1=contributes most to national GDP, 51=least)
California	287.5	13.3	1	2,305.9	1
Texas	161.5	7.5	2	1,641.0	2
New York	160.8	7.4	3	1,395.5	3
Florida	105.4	4.9	4	838.9	4
Virginia	87.0	4.0	5	462,861	11

**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State, available at <http://bea.gov> as of November 2015.

**Figure 8-3 Use of Transportation by the Government Sector, 2012 (current dollars, billions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government passenger transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

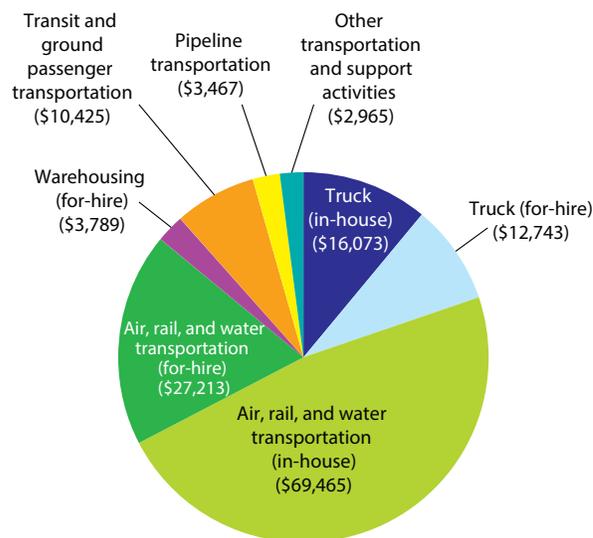
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

The government sector used \$145.9 billion of transportation services in 2012 (figure 8-3). In 2012 the government sector used:

- Primarily air, rail, and water transportation services (e.g., passenger air travel, shipment of currency, etc.), which accounted for 66.2 percent (\$96,678 million) of all transportation services used by the sector.
- More in-house than for-hire air, rail, and water transportation services, with in-house accounting for nearly half (47.6 percent, or \$69,465) of all transportation services used by the sector.
- Less truck transportation services (19.7 percent, or \$28,816) than air, rail, and water transportation services combined.
- A relatively large share (7.1 percent, or \$10,425 million) of transit and passenger ground transportation (figure 8-4).

The government sector was the second most dependent sector on transportation services in 2012, although it required half as much transportation services to produce one dollar of output compared to the most dependent sector (wholesale and retail trade). The government sector required 4.5¢ worth of transportation

**Figure 8-4 Government Sector's Use of Transportation by Mode, 2012 (current dollars, millions)**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. Transit and passenger ground transportation excludes State and local government passenger transit. Other transportation includes sightseeing transportation.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

services to produce one dollar of output in 2012, while the most dependent sector (wholesale and retail trade) required 10.2¢ worth of transportation services to produce one dollar of output (figure 8-5).

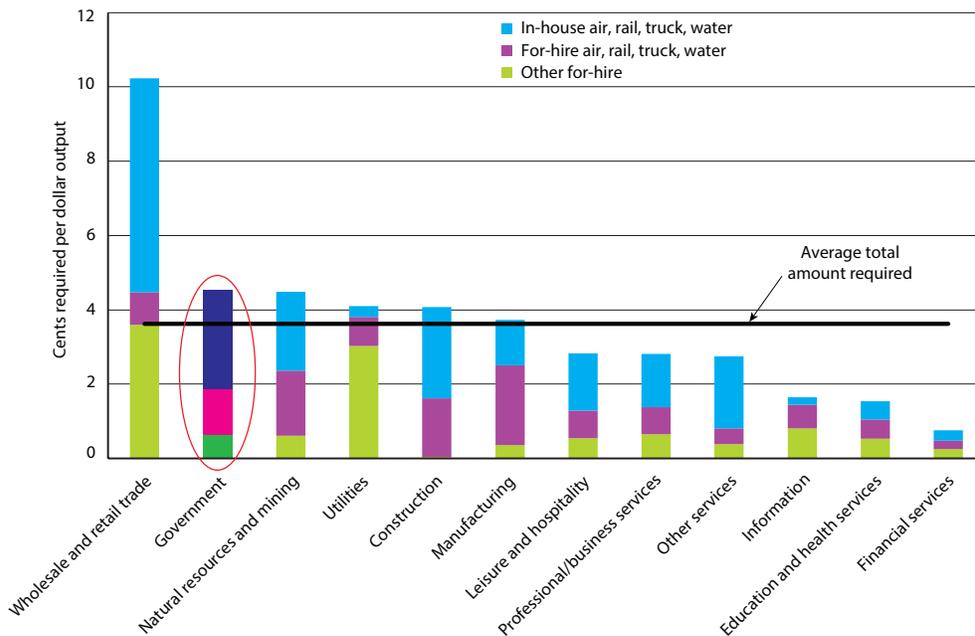
The overall transportation requirement for the government sector (4.5¢) is relatively modest compared to other inputs (the overall transportation requirement does not equal the sum of the in-house and the for-hire transportation requirement due to rounding). In 2012 transportation services were the third most important input, while manufactured products (e.g., paper, furniture, etc.) were the most important input. The government sector

requiring 10.3¢ worth of manufactured products to produce one dollar of output (figure 8-6).

In 2014 the government sector employed 373,280 transportation and material moving workers, accounting for 3.9 percent of its entire work force. The sector employed more transportation workers (278,420)<sup>1</sup> than material moving workers (94,860) (figure 8-7). Transportation workers include motor vehicle operators, ship engineers, aircraft pilots and flight engineers, etc. Material moving workers support transportation activities and include occupations such as cleaners of vehicles and ship loaders.

<sup>1</sup> Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

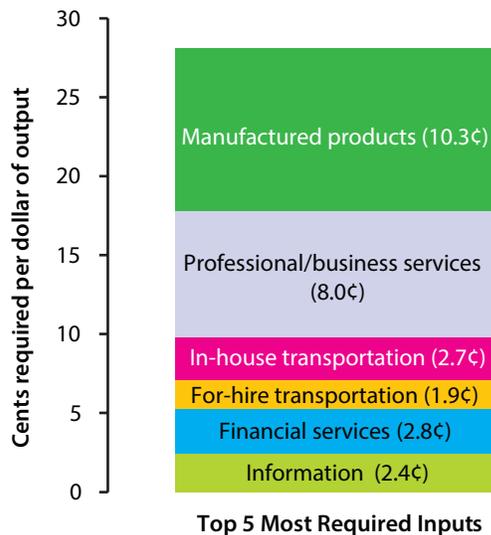
**Figure 8-5 Transportation Required Per Dollar of Output by the Government Sector, 2012**



**NOTE:** In-house transportation consists of transportation services (air, rail, truck, and water) provided by nontransportation industries for their own use. For-hire transportation consists of the services provided by transportation firms to industries and the public on a fee-basis. Airlines, railroads, transit agencies, common carrier trucking companies, and pipelines are examples of for-hire transportation industries. "Other" for-hire transportation includes: transit and passenger ground transportation (excluding State and local government transit); pipeline; sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

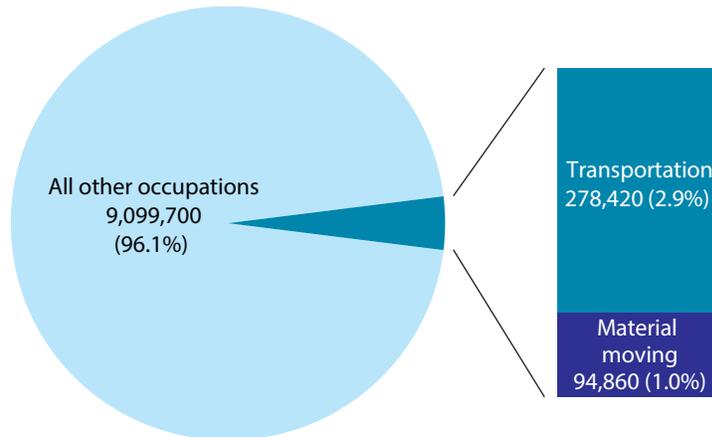
**Figure 8-6 Top 5 Most Required Inputs by the Government Sector to Produce a Dollar of Output, 2012**



**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, available at <http://www.bts.gov> as of March 2016.

**Figure 8-7 Number of Workers Employed in the Government Sector by Occupation, 2014**

**Government occupations**  
Total work force = 9,472,980



**NOTE:** Total for transportation occupations includes supervisors of material moving workers, which could not be separated from supervisors of transportation workers.

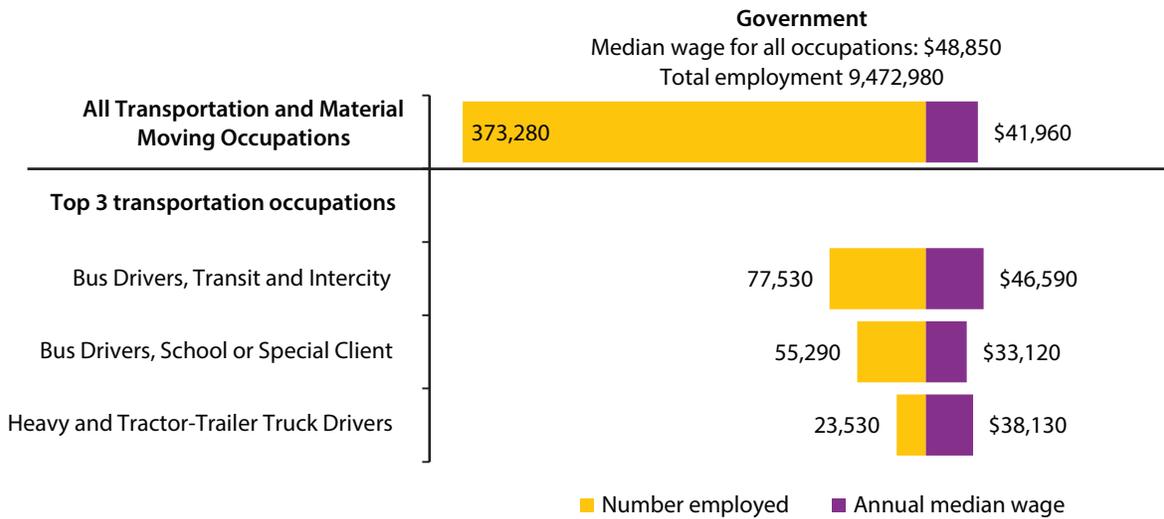
**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Nov. 23, 2015.

Transportation and material moving workers in the government sector earned a median wage of \$41,960 in 2014, while workers of all occupations in the government sector earned a slightly higher median wage (\$48,850) (figure 8-8).

Bus drivers comprised the largest group of transportation workers in the government sector, accounting for 35.6 percent (132,820) of the sector's transportation and material

moving workforce. Bus drivers consist of transit and intercity bus drivers and school/client bus drivers. Transit and intercity bus drivers earned a slightly higher median wage (\$46,590) than school/client bus drivers (\$33,120). Heavy and tractor-trailer truck drivers accounted for the third largest number of transportation workers in the government sector (23,530) and earned a median wage of \$38,130 (figure 8-8).

**Figure 8-8 Median Annual Wage and Employment for Most Common Transportation Occupations (top 3) in the Government Sector, 2014**



**NOTE:** Top three transportation occupations are the transportation occupations employing the largest number of workers and are selected from detailed occupation group in Bureau of Labor Statistics Occupational Employment and Wages table. Material moving occupations not included in the selection of the top three transportation occupations. Material moving occupations not included in the selection of the top three transportation occupations. The top three transportation occupations in the government sector are: transit and intercity bus drivers; school or special client bus drivers; and heavy and tractor-trailer truck drivers. First-line supervisors of machine and vehicle operators includes first-line supervisors of material moving occupations.

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wages, available at <http://www.bls.gov/oes> as of Sept. 23, 2015.

## APPENDIX A

### GROSS STATE PRODUCT FOR SELECTED INDUSTRIES, 2014

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
0	United States	0	0	All industries	17,232,618	.	.
6000	California	0	0	All industries	2,305,921	13.4%	.
48000	Texas	0	0	All industries	1,641,044	9.5%	.
36000	New York	0	0	All industries	1,395,488	8.1%	.
12000	Florida	0	0	All industries	838,939	4.9%	.
17000	Illinois	0	0	All industries	736,285	4.3%	.
42000	Pennsylvania	0	0	All industries	658,290	3.8%	.
39000	Ohio	0	0	All industries	576,056	3.3%	.
34000	New Jersey	0	0	All industries	551,828	3.2%	.
37000	North Carolina	0	0	All industries	481,876	2.8%	.
13000	Georgia	0	0	All industries	474,696	2.8%	.
51000	Virginia	0	0	All industries	462,861	2.7%	.
25000	Massachusetts	0	0	All industries	455,732	2.6%	.
26000	Michigan	0	0	All industries	448,243	2.6%	.
53000	Washington	0	0	All industries	422,877	2.5%	.
24000	Maryland	0	0	All industries	346,857	2.0%	.
18000	Indiana	0	0	All industries	318,085	1.8%	.
27000	Minnesota	0	0	All industries	317,237	1.8%	.
8000	Colorado	0	0	All industries	305,871	1.8%	.
47000	Tennessee	0	0	All industries	297,159	1.7%	.
55000	Wisconsin	0	0	All industries	289,616	1.7%	.
4000	Arizona	0	0	All industries	286,554	1.7%	.
29000	Missouri	0	0	All industries	279,835	1.6%	.
22000	Louisiana	0	0	All industries	251,672	1.5%	.
9000	Connecticut	0	0	All industries	250,569	1.5%	.
41000	Oregon	0	0	All industries	212,807	1.2%	.
1000	Alabama	0	0	All industries	200,414	1.2%	.
45000	South Carolina	0	0	All industries	189,278	1.1%	.
21000	Kentucky	0	0	All industries	187,788	1.1%	.
40000	Oklahoma	0	0	All industries	183,174	1.1%	.
19000	Iowa	0	0	All industries	169,707	1.0%	.
20000	Kansas	0	0	All industries	144,407	0.8%	.
49000	Utah	0	0	All industries	140,031	0.8%	.
32000	Nevada	0	0	All industries	135,038	0.8%	.

Appendix A

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
5000	Arkansas	0	0	All industries	120,035	0.7%	.
11000	District of Columbia	0	0	All industries	116,378	0.7%	.
31000	Nebraska	0	0	All industries	111,007	0.6%	.
28000	Mississippi	0	0	All industries	104,753	0.6%	.
35000	New Mexico	0	0	All industries	91,885	0.5%	.
15000	Hawaii	0	0	All industries	76,171	0.4%	.
54000	West Virginia	0	0	All industries	74,296	0.4%	.
33000	New Hampshire	0	0	All industries	70,358	0.4%	.
10000	Delaware	0	0	All industries	63,404	0.4%	.
16000	Idaho	0	0	All industries	63,235	0.4%	.
2000	Alaska	0	0	All industries	56,647	0.3%	.
38000	North Dakota	0	0	All industries	55,978	0.3%	.
44000	Rhode Island	0	0	All industries	54,492	0.3%	.
23000	Maine	0	0	All industries	54,324	0.3%	.
46000	South Dakota	0	0	All industries	46,169	0.3%	.
30000	Montana	0	0	All industries	44,135	0.3%	.
56000	Wyoming	0	0	All industries	43,800	0.3%	.
50000	Vermont	0	0	All industries	29,312	0.2%	.
11000	District of Columbia	1	11, 21	Natural resources and mining	(L)	.	.
0	United States	1	11, 21	Natural resources and mining	669,172	.	.
48000	Texas	1	11, 21	Natural resources and mining	233,262	34.9%	14.2%
6000	California	1	11, 21	Natural resources and mining	60,064	9.0%	2.6%
40000	Oklahoma	1	11, 21	Natural resources and mining	30,018	4.5%	16.4%
22000	Louisiana	1	11, 21	Natural resources and mining	24,792	3.7%	9.9%
8000	Colorado	1	11, 21	Natural resources and mining	21,529	3.2%	7.0%
42000	Pennsylvania	1	11, 21	Natural resources and mining	19,725	2.9%	3.0%
56000	Wyoming	1	11, 21	Natural resources and mining	15,616	2.3%	35.7%
2000	Alaska	1	11, 21	Natural resources and mining	15,481	2.3%	27.3%
54000	West Virginia	1	11, 21	Natural resources and mining	13,332	2.0%	17.9%
19000	Iowa	1	11, 21	Natural resources and mining	12,500	1.9%	7.4%
38000	North Dakota	1	11, 21	Natural resources and mining	12,400	1.9%	22.2%
17000	Illinois	1	11, 21	Natural resources and mining	12,008	1.8%	1.6%
27000	Minnesota	1	11, 21	Natural resources and mining	10,876	1.6%	3.4%
35000	New Mexico	1	11, 21	Natural resources and mining	10,650	1.6%	11.6%
31000	Nebraska	1	11, 21	Natural resources and mining	10,116	1.5%	9.1%
20000	Kansas	1	11, 21	Natural resources and mining	9,952	1.5%	6.9%
39000	Ohio	1	11, 21	Natural resources and mining	9,772	1.5%	1.7%
4000	Arizona	1	11, 21	Natural resources and mining	8,756	1.3%	3.1%
53000	Washington	1	11, 21	Natural resources and mining	8,668	1.3%	2.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
21000	Kentucky	1	11, 21	Natural resources and mining	8,371	1.3%	4.5%
12000	Florida	1	11, 21	Natural resources and mining	8,070	1.2%	1.0%
55000	Wisconsin	1	11, 21	Natural resources and mining	7,783	1.2%	2.7%
37000	North Carolina	1	11, 21	Natural resources and mining	7,496	1.1%	1.6%
5000	Arkansas	1	11, 21	Natural resources and mining	7,478	1.1%	6.2%
18000	Indiana	1	11, 21	Natural resources and mining	7,459	1.1%	2.3%
32000	Nevada	1	11, 21	Natural resources and mining	6,885	1.0%	5.1%
13000	Georgia	1	11, 21	Natural resources and mining	6,278	0.9%	1.3%
1000	Alabama	1	11, 21	Natural resources and mining	6,259	0.9%	3.1%
29000	Missouri	1	11, 21	Natural resources and mining	5,827	0.9%	2.1%
26000	Michigan	1	11, 21	Natural resources and mining	5,647	0.8%	1.3%
49000	Utah	1	11, 21	Natural resources and mining	5,323	0.8%	3.8%
46000	South Dakota	1	11, 21	Natural resources and mining	5,285	0.8%	11.4%
28000	Mississippi	1	11, 21	Natural resources and mining	5,261	0.8%	5.0%
16000	Idaho	1	11, 21	Natural resources and mining	5,204	0.8%	8.2%
30000	Montana	1	11, 21	Natural resources and mining	4,574	0.7%	10.4%
51000	Virginia	1	11, 21	Natural resources and mining	4,481	0.7%	1.0%
36000	New York	1	11, 21	Natural resources and mining	4,442	0.7%	0.3%
41000	Oregon	1	11, 21	Natural resources and mining	4,386	0.7%	2.1%
47000	Tennessee	1	11, 21	Natural resources and mining	3,920	0.6%	1.3%
45000	South Carolina	1	11, 21	Natural resources and mining	1,968	0.3%	1.0%
24000	Maryland	1	11, 21	Natural resources and mining	1,472	0.2%	0.4%
34000	New Jersey	1	11, 21	Natural resources and mining	1,025	0.2%	0.2%
25000	Massachusetts	1	11, 21	Natural resources and mining	954	0.1%	0.2%
23000	Maine	1	11, 21	Natural resources and mining	829	0.1%	1.5%
50000	Vermont	1	11, 21	Natural resources and mining	750	0.1%	2.6%
10000	Delaware	1	11, 21	Natural resources and mining	601	0.1%	0.9%
9000	Connecticut	1	11, 21	Natural resources and mining	596	0.1%	0.2%
15000	Hawaii	1	11, 21	Natural resources and mining	504	0.1%	0.7%
33000	New Hampshire	1	11, 21	Natural resources and mining	374	0.1%	0.5%
44000	Rhode Island	1	11, 21	Natural resources and mining	151	0.0%	0.3%
0	United States	2	22	Utilities	280,809	.	.
48000	Texas	2	22	Utilities	36,687	13.1%	2.2%
6000	California	2	22	Utilities	26,806	9.5%	1.2%
36000	New York	2	22	Utilities	19,205	6.8%	1.4%
12000	Florida	2	22	Utilities	14,444	5.1%	1.7%
39000	Ohio	2	22	Utilities	12,643	4.5%	2.2%
42000	Pennsylvania	2	22	Utilities	10,743	3.8%	1.6%
34000	New Jersey	2	22	Utilities	10,015	3.6%	1.8%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
17000	Illinois	2	22	Utilities	9,815	3.5%	1.3%
26000	Michigan	2	22	Utilities	8,811	3.1%	2.0%
13000	Georgia	2	22	Utilities	8,133	2.9%	1.7%
37000	North Carolina	2	22	Utilities	7,808	2.8%	1.6%
24000	Maryland	2	22	Utilities	6,431	2.3%	1.9%
51000	Virginia	2	22	Utilities	6,359	2.3%	1.4%
4000	Arizona	2	22	Utilities	5,559	2.0%	1.9%
25000	Massachusetts	2	22	Utilities	5,519	2.0%	1.2%
18000	Indiana	2	22	Utilities	5,440	1.9%	1.7%
1000	Alabama	2	22	Utilities	5,399	1.9%	2.7%
40000	Oklahoma	2	22	Utilities	5,353	1.9%	2.9%
27000	Minnesota	2	22	Utilities	5,347	1.9%	1.7%
29000	Missouri	2	22	Utilities	5,213	1.9%	1.9%
55000	Wisconsin	2	22	Utilities	4,758	1.7%	1.6%
45000	South Carolina	2	22	Utilities	4,507	1.6%	2.4%
9000	Connecticut	2	22	Utilities	4,363	1.6%	1.7%
8000	Colorado	2	22	Utilities	4,188	1.5%	1.4%
22000	Louisiana	2	22	Utilities	3,962	1.4%	1.6%
41000	Oregon	2	22	Utilities	3,684	1.3%	1.7%
53000	Washington	2	22	Utilities	3,630	1.3%	0.9%
21000	Kentucky	2	22	Utilities	2,886	1.0%	1.5%
28000	Mississippi	2	22	Utilities	2,875	1.0%	2.7%
5000	Arkansas	2	22	Utilities	2,829	1.0%	2.4%
19000	Iowa	2	22	Utilities	2,816	1.0%	1.7%
20000	Kansas	2	22	Utilities	2,728	1.0%	1.9%
31000	Nebraska	2	22	Utilities	2,438	0.9%	2.2%
32000	Nevada	2	22	Utilities	1,828	0.7%	1.4%
15000	Hawaii	2	22	Utilities	1,709	0.6%	2.2%
47000	Tennessee	2	22	Utilities	1,513	0.5%	0.5%
38000	North Dakota	2	22	Utilities	1,403	0.5%	2.5%
35000	New Mexico	2	22	Utilities	1,325	0.5%	1.4%
49000	Utah	2	22	Utilities	1,219	0.4%	0.9%
54000	West Virginia	2	22	Utilities	1,169	0.4%	1.6%
11000	District of Columbia	2	22	Utilities	1,137	0.4%	1.0%
33000	New Hampshire	2	22	Utilities	1,017	0.4%	1.4%
30000	Montana	2	22	Utilities	1,011	0.4%	2.3%
16000	Idaho	2	22	Utilities	944	0.3%	1.5%
23000	Maine	2	22	Utilities	910	0.3%	1.7%
10000	Delaware	2	22	Utilities	835	0.3%	1.3%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
46000	South Dakota	2	22	Utilities	717	0.3%	1.6%
2000	Alaska	2	22	Utilities	708	0.3%	1.2%
50000	Vermont	2	22	Utilities	701	0.2%	2.4%
56000	Wyoming	2	22	Utilities	651	0.2%	1.5%
44000	Rhode Island	2	22	Utilities	618	0.2%	1.1%
0	United States	3	23	Construction	664,001	.	.
48000	Texas	3	23	Construction	80,801	12.2%	4.9%
6000	California	3	23	Construction	76,561	11.5%	3.3%
36000	New York	3	23	Construction	43,723	6.6%	3.1%
12000	Florida	3	23	Construction	37,256	5.6%	4.4%
17000	Illinois	3	23	Construction	26,365	4.0%	3.6%
42000	Pennsylvania	3	23	Construction	23,405	3.5%	3.6%
34000	New Jersey	3	23	Construction	19,942	3.0%	3.6%
39000	Ohio	3	23	Construction	19,341	2.9%	3.4%
51000	Virginia	3	23	Construction	17,465	2.6%	3.8%
37000	North Carolina	3	23	Construction	17,399	2.6%	3.6%
13000	Georgia	3	23	Construction	17,228	2.6%	3.6%
53000	Washington	3	23	Construction	16,161	2.4%	3.8%
25000	Massachusetts	3	23	Construction	15,786	2.4%	3.5%
24000	Maryland	3	23	Construction	15,653	2.4%	4.5%
26000	Michigan	3	23	Construction	15,016	2.3%	3.3%
22000	Louisiana	3	23	Construction	14,040	2.1%	5.6%
27000	Minnesota	3	23	Construction	13,784	2.1%	4.3%
8000	Colorado	3	23	Construction	13,721	2.1%	4.5%
4000	Arizona	3	23	Construction	13,409	2.0%	4.7%
18000	Indiana	3	23	Construction	11,792	1.8%	3.7%
47000	Tennessee	3	23	Construction	10,471	1.6%	3.5%
29000	Missouri	3	23	Construction	10,318	1.6%	3.7%
55000	Wisconsin	3	23	Construction	10,076	1.5%	3.5%
45000	South Carolina	3	23	Construction	8,378	1.3%	4.4%
1000	Alabama	3	23	Construction	8,252	1.2%	4.1%
9000	Connecticut	3	23	Construction	7,715	1.2%	3.1%
41000	Oregon	3	23	Construction	7,506	1.1%	3.5%
40000	Oklahoma	3	23	Construction	7,448	1.1%	4.1%
49000	Utah	3	23	Construction	7,368	1.1%	5.3%
21000	Kentucky	3	23	Construction	7,316	1.1%	3.9%
19000	Iowa	3	23	Construction	7,058	1.1%	4.2%
32000	Nevada	3	23	Construction	6,154	0.9%	4.6%
28000	Mississippi	3	23	Construction	5,331	0.8%	5.1%

Appendix A

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
20000	Kansas	3	23	Construction	5,284	0.8%	3.7%
31000	Nebraska	3	23	Construction	4,608	0.7%	4.2%
5000	Arkansas	3	23	Construction	4,429	0.7%	3.7%
15000	Hawaii	3	23	Construction	4,321	0.7%	5.7%
35000	New Mexico	3	23	Construction	3,655	0.6%	4.0%
38000	North Dakota	3	23	Construction	3,344	0.5%	6.0%
54000	West Virginia	3	23	Construction	3,130	0.5%	4.2%
16000	Idaho	3	23	Construction	2,745	0.4%	4.3%
33000	New Hampshire	3	23	Construction	2,493	0.4%	3.5%
30000	Montana	3	23	Construction	2,425	0.4%	5.5%
2000	Alaska	3	23	Construction	2,396	0.4%	4.2%
44000	Rhode Island	3	23	Construction	2,317	0.3%	4.3%
23000	Maine	3	23	Construction	2,269	0.3%	4.2%
56000	Wyoming	3	23	Construction	2,067	0.3%	4.7%
10000	Delaware	3	23	Construction	1,889	0.3%	3.0%
46000	South Dakota	3	23	Construction	1,759	0.3%	3.8%
11000	District of Columbia	3	23	Construction	1,432	0.2%	1.2%
50000	Vermont	3	23	Construction	1,200	0.2%	4.1%
0	United States	4	31-33	Manufacturing	2,097,716	.	.
6000	California	4	31-33	Manufacturing	255,634	12.2%	11.1%
48000	Texas	4	31-33	Manufacturing	239,105	11.4%	14.6%
17000	Illinois	4	31-33	Manufacturing	98,949	4.7%	13.4%
37000	North Carolina	4	31-33	Manufacturing	98,621	4.7%	20.5%
39000	Ohio	4	31-33	Manufacturing	98,251	4.7%	17.1%
18000	Indiana	4	31-33	Manufacturing	94,079	4.5%	29.6%
26000	Michigan	4	31-33	Manufacturing	89,506	4.3%	20.0%
42000	Pennsylvania	4	31-33	Manufacturing	79,520	3.8%	12.1%
36000	New York	4	31-33	Manufacturing	69,262	3.3%	5.0%
53000	Washington	4	31-33	Manufacturing	57,047	2.7%	13.5%
41000	Oregon	4	31-33	Manufacturing	55,961	2.7%	26.3%
55000	Wisconsin	4	31-33	Manufacturing	55,493	2.6%	19.2%
22000	Louisiana	4	31-33	Manufacturing	53,690	2.6%	21.3%
13000	Georgia	4	31-33	Manufacturing	52,757	2.5%	11.1%
47000	Tennessee	4	31-33	Manufacturing	48,159	2.3%	16.2%
25000	Massachusetts	4	31-33	Manufacturing	45,976	2.2%	10.1%
34000	New Jersey	4	31-33	Manufacturing	45,339	2.2%	8.2%
27000	Minnesota	4	31-33	Manufacturing	44,183	2.1%	13.9%
51000	Virginia	4	31-33	Manufacturing	43,101	2.1%	9.3%
12000	Florida	4	31-33	Manufacturing	41,707	2.0%	5.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
21000	Kentucky	4	31-33	Manufacturing	36,225	1.7%	19.3%
29000	Missouri	4	31-33	Manufacturing	35,904	1.7%	12.8%
1000	Alabama	4	31-33	Manufacturing	35,333	1.7%	17.6%
19000	Iowa	4	31-33	Manufacturing	31,987	1.5%	18.8%
45000	South Carolina	4	31-33	Manufacturing	31,015	1.5%	16.4%
9000	Connecticut	4	31-33	Manufacturing	27,356	1.3%	10.9%
4000	Arizona	4	31-33	Manufacturing	23,945	1.1%	8.4%
8000	Colorado	4	31-33	Manufacturing	21,633	1.0%	7.1%
24000	Maryland	4	31-33	Manufacturing	19,210	0.9%	5.5%
20000	Kansas	4	31-33	Manufacturing	19,180	0.9%	13.3%
40000	Oklahoma	4	31-33	Manufacturing	17,753	0.8%	9.7%
49000	Utah	4	31-33	Manufacturing	17,081	0.8%	12.2%
5000	Arkansas	4	31-33	Manufacturing	16,885	0.8%	14.1%
28000	Mississippi	4	31-33	Manufacturing	15,864	0.8%	15.1%
31000	Nebraska	4	31-33	Manufacturing	14,033	0.7%	12.6%
16000	Idaho	4	31-33	Manufacturing	8,112	0.4%	12.8%
33000	New Hampshire	4	31-33	Manufacturing	7,925	0.4%	11.3%
54000	West Virginia	4	31-33	Manufacturing	7,324	0.3%	9.9%
32000	Nevada	4	31-33	Manufacturing	6,323	0.3%	4.7%
35000	New Mexico	4	31-33	Manufacturing	5,531	0.3%	6.0%
23000	Maine	4	31-33	Manufacturing	5,167	0.2%	9.5%
44000	Rhode Island	4	31-33	Manufacturing	4,396	0.2%	8.1%
46000	South Dakota	4	31-33	Manufacturing	4,150	0.2%	9.0%
10000	Delaware	4	31-33	Manufacturing	3,930	0.2%	6.2%
38000	North Dakota	4	31-33	Manufacturing	3,716	0.2%	6.6%
30000	Montana	4	31-33	Manufacturing	3,250	0.2%	7.4%
50000	Vermont	4	31-33	Manufacturing	2,866	0.1%	9.8%
56000	Wyoming	4	31-33	Manufacturing	2,179	0.1%	5.0%
15000	Hawaii	4	31-33	Manufacturing	1,519	0.1%	2.0%
2000	Alaska	4	31-33	Manufacturing	1,350	0.1%	2.4%
11000	District of Columbia	4	31-33	Manufacturing	234	0.0%	0.2%
0	United States	5	42, 44-45	Trade	2,042,235	.	.
6000	California	5	42, 44-45	Trade	268,011	13.1%	11.6%
48000	Texas	5	42, 44-45	Trade	207,444	10.2%	12.6%
36000	New York	5	42, 44-45	Trade	136,519	6.7%	9.8%
12000	Florida	5	42, 44-45	Trade	123,207	6.0%	14.7%
17000	Illinois	5	42, 44-45	Trade	92,723	4.5%	12.6%
34000	New Jersey	5	42, 44-45	Trade	78,992	3.9%	14.3%
42000	Pennsylvania	5	42, 44-45	Trade	75,661	3.7%	11.5%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
39000	Ohio	5	42, 44-45	Trade	71,013	3.5%	12.3%
13000	Georgia	5	42, 44-45	Trade	66,340	3.2%	14.0%
26000	Michigan	5	42, 44-45	Trade	60,090	2.9%	13.4%
37000	North Carolina	5	42, 44-45	Trade	53,172	2.6%	11.0%
53000	Washington	5	42, 44-45	Trade	52,743	2.6%	12.5%
51000	Virginia	5	42, 44-45	Trade	43,407	2.1%	9.4%
25000	Massachusetts	5	42, 44-45	Trade	42,244	2.1%	9.3%
47000	Tennessee	5	42, 44-45	Trade	40,914	2.0%	13.8%
27000	Minnesota	5	42, 44-45	Trade	39,937	2.0%	12.6%
4000	Arizona	5	42, 44-45	Trade	37,957	1.9%	13.2%
18000	Indiana	5	42, 44-45	Trade	35,880	1.8%	11.3%
29000	Missouri	5	42, 44-45	Trade	35,521	1.7%	12.7%
55000	Wisconsin	5	42, 44-45	Trade	34,449	1.7%	11.9%
24000	Maryland	5	42, 44-45	Trade	33,859	1.7%	9.8%
8000	Colorado	5	42, 44-45	Trade	33,291	1.6%	10.9%
9000	Connecticut	5	42, 44-45	Trade	27,992	1.4%	11.2%
22000	Louisiana	5	42, 44-45	Trade	26,598	1.3%	10.6%
1000	Alabama	5	42, 44-45	Trade	26,217	1.3%	13.1%
45000	South Carolina	5	42, 44-45	Trade	25,340	1.2%	13.4%
21000	Kentucky	5	42, 44-45	Trade	23,402	1.1%	12.5%
40000	Oklahoma	5	42, 44-45	Trade	21,251	1.0%	11.6%
41000	Oregon	5	42, 44-45	Trade	21,075	1.0%	9.9%
19000	Iowa	5	42, 44-45	Trade	19,438	1.0%	11.5%
20000	Kansas	5	42, 44-45	Trade	19,085	0.9%	13.2%
5000	Arkansas	5	42, 44-45	Trade	16,792	0.8%	14.0%
49000	Utah	5	42, 44-45	Trade	16,707	0.8%	11.9%
32000	Nevada	5	42, 44-45	Trade	15,842	0.8%	11.7%
28000	Mississippi	5	42, 44-45	Trade	13,520	0.7%	12.9%
31000	Nebraska	5	42, 44-45	Trade	12,343	0.6%	11.1%
33000	New Hampshire	5	42, 44-45	Trade	9,702	0.5%	13.8%
16000	Idaho	5	42, 44-45	Trade	8,684	0.4%	13.7%
35000	New Mexico	5	42, 44-45	Trade	8,430	0.4%	9.2%
54000	West Virginia	5	42, 44-45	Trade	8,118	0.4%	10.9%
38000	North Dakota	5	42, 44-45	Trade	7,685	0.4%	13.7%
15000	Hawaii	5	42, 44-45	Trade	7,629	0.4%	10.0%
23000	Maine	5	42, 44-45	Trade	7,614	0.4%	14.0%
46000	South Dakota	5	42, 44-45	Trade	6,218	0.3%	13.5%
44000	Rhode Island	5	42, 44-45	Trade	5,688	0.3%	10.4%
30000	Montana	5	42, 44-45	Trade	5,270	0.3%	11.9%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
10000	Delaware	5	42, 44-45	Trade	5,251	0.3%	8.3%
50000	Vermont	5	42, 44-45	Trade	3,552	0.2%	12.1%
56000	Wyoming	5	42, 44-45	Trade	3,547	0.2%	8.1%
2000	Alaska	5	42, 44-45	Trade	3,389	0.2%	6.0%
11000	District of Columbia	5	42, 44-45	Trade	2,482	0.1%	2.1%
0	United States	6	51-56, 61-62, 71-72, 81	All services	8,813,847	.	.
6000	California	6	51-56, 61-62, 71-72, 81	All services	1,278,140	14.5%	55.4%
36000	New York	6	51-56, 61-62, 71-72, 81	All services	935,690	10.6%	67.1%
48000	Texas	6	51-56, 61-62, 71-72, 81	All services	626,551	7.1%	38.2%
12000	Florida	6	51-56, 61-62, 71-72, 81	All services	482,592	5.5%	57.5%
17000	Illinois	6	51-56, 61-62, 71-72, 81	All services	394,721	4.5%	53.6%
42000	Pennsylvania	6	51-56, 61-62, 71-72, 81	All services	360,178	4.1%	54.7%
34000	New Jersey	6	51-56, 61-62, 71-72, 81	All services	319,549	3.6%	57.9%
25000	Massachusetts	6	51-56, 61-62, 71-72, 81	All services	286,932	3.3%	63.0%
39000	Ohio	6	51-56, 61-62, 71-72, 81	All services	282,351	3.2%	49.0%
51000	Virginia	6	51-56, 61-62, 71-72, 81	All services	249,648	2.8%	53.9%
13000	Georgia	6	51-56, 61-62, 71-72, 81	All services	242,035	2.7%	51.0%
37000	North Carolina	6	51-56, 61-62, 71-72, 81	All services	222,516	2.5%	46.2%
53000	Washington	6	51-56, 61-62, 71-72, 81	All services	213,361	2.4%	50.5%
26000	Michigan	6	51-56, 61-62, 71-72, 81	All services	207,073	2.3%	46.2%
24000	Maryland	6	51-56, 61-62, 71-72, 81	All services	189,565	2.2%	54.7%
8000	Colorado	6	51-56, 61-62, 71-72, 81	All services	165,399	1.9%	54.1%
27000	Minnesota	6	51-56, 61-62, 71-72, 81	All services	161,851	1.8%	51.0%
9000	Connecticut	6	51-56, 61-62, 71-72, 81	All services	151,860	1.7%	60.6%
4000	Arizona	6	51-56, 61-62, 71-72, 81	All services	148,851	1.7%	51.9%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
29000	Missouri	6	51-56, 61-62, 71-72, 81	All services	143,027	1.6%	51.1%
47000	Tennessee	6	51-56, 61-62, 71-72, 81	All services	142,490	1.6%	48.0%
55000	Wisconsin	6	51-56, 61-62, 71-72, 81	All services	135,266	1.5%	46.7%
18000	Indiana	6	51-56, 61-62, 71-72, 81	All services	123,880	1.4%	38.9%
22000	Louisiana	6	51-56, 61-62, 71-72, 81	All services	91,279	1.0%	36.3%
41000	Oregon	6	51-56, 61-62, 71-72, 81	All services	90,028	1.0%	42.3%
45000	South Carolina	6	51-56, 61-62, 71-72, 81	All services	83,456	0.9%	44.1%
1000	Alabama	6	51-56, 61-62, 71-72, 81	All services	80,448	0.9%	40.1%
32000	Nevada	6	51-56, 61-62, 71-72, 81	All services	76,715	0.9%	56.8%
21000	Kentucky	6	51-56, 61-62, 71-72, 81	All services	73,504	0.8%	39.1%
19000	Iowa	6	51-56, 61-62, 71-72, 81	All services	71,169	0.8%	41.9%
11000	District of Columbia	6	51-56, 61-62, 71-72, 81	All services	69,951	0.8%	60.1%
49000	Utah	6	51-56, 61-62, 71-72, 81	All services	69,286	0.8%	49.5%
40000	Oklahoma	6	51-56, 61-62, 71-72, 81	All services	65,945	0.7%	36.0%
20000	Kansas	6	51-56, 61-62, 71-72, 81	All services	62,520	0.7%	43.3%
5000	Arkansas	6	51-56, 61-62, 71-72, 81	All services	51,265	0.6%	42.7%
31000	Nebraska	6	51-56, 61-62, 71-72, 81	All services	45,516	0.5%	41.0%
10000	Delaware	6	51-56, 61-62, 71-72, 81	All services	43,207	0.5%	68.1%
28000	Mississippi	6	51-56, 61-62, 71-72, 81	All services	40,223	0.5%	38.4%
15000	Hawaii	6	51-56, 61-62, 71-72, 81	All services	40,096	0.5%	52.6%
33000	New Hampshire	6	51-56, 61-62, 71-72, 81	All services	39,408	0.4%	56.0%
35000	New Mexico	6	51-56, 61-62, 71-72, 81	All services	37,884	0.4%	41.2%
44000	Rhode Island	6	51-56, 61-62, 71-72, 81	All services	32,858	0.4%	60.3%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
23000	Maine	6	51-56, 61-62, 71-72, 81	All services	28,544	0.3%	52.5%
54000	West Virginia	6	51-56, 61-62, 71-72, 81	All services	27,190	0.3%	36.6%
16000	Idaho	6	51-56, 61-62, 71-72, 81	All services	26,982	0.3%	42.7%
46000	South Dakota	6	51-56, 61-62, 71-72, 81	All services	21,854	0.2%	47.3%
30000	Montana	6	51-56, 61-62, 71-72, 81	All services	18,900	0.2%	42.8%
38000	North Dakota	6	51-56, 61-62, 71-72, 81	All services	18,733	0.2%	33.5%
2000	Alaska	6	51-56, 61-62, 71-72, 81	All services	17,047	0.2%	30.1%
50000	Vermont	6	51-56, 61-62, 71-72, 81	All services	15,242	0.2%	52.0%
56000	Wyoming	6	51-56, 61-62, 71-72, 81	All services	11,077	0.1%	25.3%
0	United States	7	51	Information	824,743	.	.
6000	California	7	51	Information	187,311	22.7%	8.1%
36000	New York	7	51	Information	108,329	13.1%	7.8%
48000	Texas	7	51	Information	56,090	6.8%	3.4%
53000	Washington	7	51	Information	45,388	5.5%	10.7%
12000	Florida	7	51	Information	34,097	4.1%	4.1%
42000	Pennsylvania	7	51	Information	30,953	3.8%	4.7%
13000	Georgia	7	51	Information	30,344	3.7%	6.4%
17000	Illinois	7	51	Information	25,098	3.0%	3.4%
34000	New Jersey	7	51	Information	24,742	3.0%	4.5%
8000	Colorado	7	51	Information	23,213	2.8%	7.6%
25000	Massachusetts	7	51	Information	23,010	2.8%	5.0%
51000	Virginia	7	51	Information	18,393	2.2%	4.0%
37000	North Carolina	7	51	Information	15,245	1.8%	3.2%
39000	Ohio	7	51	Information	15,073	1.8%	2.6%
24000	Maryland	7	51	Information	14,593	1.8%	4.2%
9000	Connecticut	7	51	Information	12,974	1.6%	5.2%
29000	Missouri	7	51	Information	12,388	1.5%	4.4%
26000	Michigan	7	51	Information	12,336	1.5%	2.8%
27000	Minnesota	7	51	Information	12,175	1.5%	3.8%
55000	Wisconsin	7	51	Information	10,015	1.2%	3.5%
47000	Tennessee	7	51	Information	8,736	1.1%	2.9%
4000	Arizona	7	51	Information	8,174	1.0%	2.9%
5000	Arkansas	7	51	Information	6,998	0.8%	5.8%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
18000	Indiana	7	51	Information	6,753	0.8%	2.1%
41000	Oregon	7	51	Information	6,561	0.8%	3.1%
20000	Kansas	7	51	Information	6,209	0.8%	4.3%
11000	District of Columbia	7	51	Information	6,044	0.7%	5.2%
49000	Utah	7	51	Information	5,670	0.7%	4.0%
21000	Kentucky	7	51	Information	5,015	0.6%	2.7%
45000	South Carolina	7	51	Information	4,932	0.6%	2.6%
1000	Alabama	7	51	Information	4,798	0.6%	2.4%
22000	Louisiana	7	51	Information	4,790	0.6%	1.9%
19000	Iowa	7	51	Information	4,357	0.5%	2.6%
40000	Oklahoma	7	51	Information	4,164	0.5%	2.3%
33000	New Hampshire	7	51	Information	2,994	0.4%	4.3%
32000	Nevada	7	51	Information	2,891	0.4%	2.1%
44000	Rhode Island	7	51	Information	2,787	0.3%	5.1%
31000	Nebraska	7	51	Information	2,707	0.3%	2.4%
35000	New Mexico	7	51	Information	2,513	0.3%	2.7%
28000	Mississippi	7	51	Information	2,257	0.3%	2.2%
10000	Delaware	7	51	Information	2,046	0.2%	3.2%
15000	Hawaii	7	51	Information	1,705	0.2%	2.2%
54000	West Virginia	7	51	Information	1,599	0.2%	2.2%
2000	Alaska	7	51	Information	1,292	0.2%	2.3%
38000	North Dakota	7	51	Information	1,261	0.2%	2.3%
16000	Idaho	7	51	Information	1,221	0.1%	1.9%
46000	South Dakota	7	51	Information	1,102	0.1%	2.4%
23000	Maine	7	51	Information	1,074	0.1%	2.0%
30000	Montana	7	51	Information	951	0.1%	2.2%
50000	Vermont	7	51	Information	791	0.1%	2.7%
56000	Wyoming	7	51	Information	585	0.1%	1.3%
0	United States	8	52, 53	Finance, insurance, real estate, rental, and leasing	3,470,572	.	.
6000	California	8	52, 53	Finance, insurance, real estate, rental, and leasing	483,461	13.9%	21.0%
36000	New York	8	52, 53	Finance, insurance, real estate, rental, and leasing	449,705	13.0%	32.2%
48000	Texas	8	52, 53	Finance, insurance, real estate, rental, and leasing	223,795	6.4%	13.6%
12000	Florida	8	52, 53	Finance, insurance, real estate, rental, and leasing	189,534	5.5%	22.6%
17000	Illinois	8	52, 53	Finance, insurance, real estate, rental, and leasing	163,825	4.7%	22.3%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
34000	New Jersey	8	52, 53	Finance, insurance, real estate, rental, and leasing	134,810	3.9%	24.4%
42000	Pennsylvania	8	52, 53	Finance, insurance, real estate, rental, and leasing	127,581	3.7%	19.4%
39000	Ohio	8	52, 53	Finance, insurance, real estate, rental, and leasing	112,556	3.2%	19.5%
25000	Massachusetts	8	52, 53	Finance, insurance, real estate, rental, and leasing	108,088	3.1%	23.7%
37000	North Carolina	8	52, 53	Finance, insurance, real estate, rental, and leasing	92,760	2.7%	19.2%
13000	Georgia	8	52, 53	Finance, insurance, real estate, rental, and leasing	90,964	2.6%	19.2%
51000	Virginia	8	52, 53	Finance, insurance, real estate, rental, and leasing	90,025	2.6%	19.4%
24000	Maryland	8	52, 53	Finance, insurance, real estate, rental, and leasing	74,952	2.2%	21.6%
26000	Michigan	8	52, 53	Finance, insurance, real estate, rental, and leasing	72,405	2.1%	16.2%
53000	Washington	8	52, 53	Finance, insurance, real estate, rental, and leasing	71,646	2.1%	16.9%
9000	Connecticut	8	52, 53	Finance, insurance, real estate, rental, and leasing	70,835	2.0%	28.3%
4000	Arizona	8	52, 53	Finance, insurance, real estate, rental, and leasing	63,707	1.8%	22.2%
27000	Minnesota	8	52, 53	Finance, insurance, real estate, rental, and leasing	62,066	1.8%	19.6%
8000	Colorado	8	52, 53	Finance, insurance, real estate, rental, and leasing	58,400	1.7%	19.1%
55000	Wisconsin	8	52, 53	Finance, insurance, real estate, rental, and leasing	55,423	1.6%	19.1%
29000	Missouri	8	52, 53	Finance, insurance, real estate, rental, and leasing	51,836	1.5%	18.5%
47000	Tennessee	8	52, 53	Finance, insurance, real estate, rental, and leasing	48,437	1.4%	16.3%
18000	Indiana	8	52, 53	Finance, insurance, real estate, rental, and leasing	46,182	1.3%	14.5%
19000	Iowa	8	52, 53	Finance, insurance, real estate, rental, and leasing	35,195	1.0%	20.7%
41000	Oregon	8	52, 53	Finance, insurance, real estate, rental, and leasing	34,919	1.0%	16.4%
22000	Louisiana	8	52, 53	Finance, insurance, real estate, rental, and leasing	34,192	1.0%	13.6%
45000	South Carolina	8	52, 53	Finance, insurance, real estate, rental, and leasing	31,990	0.9%	16.9%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
1000	Alabama	8	52, 53	Finance, insurance, real estate, rental, and leasing	31,459	0.9%	15.7%
49000	Utah	8	52, 53	Finance, insurance, real estate, rental, and leasing	30,169	0.9%	21.5%
21000	Kentucky	8	52, 53	Finance, insurance, real estate, rental, and leasing	27,534	0.8%	14.7%
10000	Delaware	8	52, 53	Finance, insurance, real estate, rental, and leasing	26,024	0.7%	41.0%
32000	Nevada	8	52, 53	Finance, insurance, real estate, rental, and leasing	25,461	0.7%	18.9%
40000	Oklahoma	8	52, 53	Finance, insurance, real estate, rental, and leasing	24,304	0.7%	13.3%
20000	Kansas	8	52, 53	Finance, insurance, real estate, rental, and leasing	22,783	0.7%	15.8%
31000	Nebraska	8	52, 53	Finance, insurance, real estate, rental, and leasing	19,305	0.6%	17.4%
5000	Arkansas	8	52, 53	Finance, insurance, real estate, rental, and leasing	17,132	0.5%	14.3%
15000	Hawaii	8	52, 53	Finance, insurance, real estate, rental, and leasing	16,961	0.5%	22.3%
33000	New Hampshire	8	52, 53	Finance, insurance, real estate, rental, and leasing	15,982	0.5%	22.7%
28000	Mississippi	8	52, 53	Finance, insurance, real estate, rental, and leasing	15,157	0.4%	14.5%
11000	District of Columbia	8	52, 53	Finance, insurance, real estate, rental, and leasing	15,067	0.4%	12.9%
35000	New Mexico	8	52, 53	Finance, insurance, real estate, rental, and leasing	14,513	0.4%	15.8%
44000	Rhode Island	8	52, 53	Finance, insurance, real estate, rental, and leasing	12,964	0.4%	23.8%
46000	South Dakota	8	52, 53	Finance, insurance, real estate, rental, and leasing	11,709	0.3%	25.4%
16000	Idaho	8	52, 53	Finance, insurance, real estate, rental, and leasing	11,450	0.3%	18.1%
23000	Maine	8	52, 53	Finance, insurance, real estate, rental, and leasing	11,147	0.3%	20.5%
54000	West Virginia	8	52, 53	Finance, insurance, real estate, rental, and leasing	9,166	0.3%	12.3%
38000	North Dakota	8	52, 53	Finance, insurance, real estate, rental, and leasing	8,364	0.2%	14.9%
30000	Montana	8	52, 53	Finance, insurance, real estate, rental, and leasing	7,785	0.2%	17.6%
2000	Alaska	8	52, 53	Finance, insurance, real estate, rental, and leasing	6,108	0.2%	10.8%
50000	Vermont	8	52, 53	Finance, insurance, real estate, rental, and leasing	5,627	0.2%	19.2%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
56000	Wyoming	8	52, 53	Finance, insurance, real estate, rental, and leasing	5,114	0.1%	11.7%
0	United States	9	54, 55, 56	Professional and business services	2,056,958	.	.
6000	California	9	54, 55, 56	Professional and business services	301,343	14.6%	13.1%
36000	New York	9	54, 55, 56	Professional and business services	174,678	8.5%	12.5%
48000	Texas	9	54, 55, 56	Professional and business services	167,568	8.1%	10.2%
12000	Florida	9	54, 55, 56	Professional and business services	103,150	5.0%	12.3%
17000	Illinois	9	54, 55, 56	Professional and business services	101,122	4.9%	13.7%
42000	Pennsylvania	9	54, 55, 56	Professional and business services	85,936	4.2%	13.1%
51000	Virginia	9	54, 55, 56	Professional and business services	83,446	4.1%	18.0%
34000	New Jersey	9	54, 55, 56	Professional and business services	83,441	4.1%	15.1%
25000	Massachusetts	9	54, 55, 56	Professional and business services	74,729	3.6%	16.4%
39000	Ohio	9	54, 55, 56	Professional and business services	69,446	3.4%	12.1%
13000	Georgia	9	54, 55, 56	Professional and business services	59,025	2.9%	12.4%
26000	Michigan	9	54, 55, 56	Professional and business services	56,261	2.7%	12.6%
37000	North Carolina	9	54, 55, 56	Professional and business services	51,813	2.5%	10.8%
24000	Maryland	9	54, 55, 56	Professional and business services	48,767	2.4%	14.1%
53000	Washington	9	54, 55, 56	Professional and business services	44,613	2.2%	10.5%
8000	Colorado	9	54, 55, 56	Professional and business services	42,526	2.1%	13.9%
27000	Minnesota	9	54, 55, 56	Professional and business services	38,890	1.9%	12.3%
29000	Missouri	9	54, 55, 56	Professional and business services	34,049	1.7%	12.2%
47000	Tennessee	9	54, 55, 56	Professional and business services	33,298	1.6%	11.2%
4000	Arizona	9	54, 55, 56	Professional and business services	31,880	1.5%	11.1%
9000	Connecticut	9	54, 55, 56	Professional and business services	30,018	1.5%	12.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
11000	District of Columbia	9	54, 55, 56	Professional and business services	27,625	1.3%	23.7%
55000	Wisconsin	9	54, 55, 56	Professional and business services	26,637	1.3%	9.2%
18000	Indiana	9	54, 55, 56	Professional and business services	25,384	1.2%	8.0%
41000	Oregon	9	54, 55, 56	Professional and business services	20,821	1.0%	9.8%
22000	Louisiana	9	54, 55, 56	Professional and business services	19,692	1.0%	7.8%
45000	South Carolina	9	54, 55, 56	Professional and business services	19,478	0.9%	10.3%
1000	Alabama	9	54, 55, 56	Professional and business services	17,906	0.9%	8.9%
40000	Oklahoma	9	54, 55, 56	Professional and business services	15,008	0.7%	8.2%
21000	Kentucky	9	54, 55, 56	Professional and business services	14,979	0.7%	8.0%
49000	Utah	9	54, 55, 56	Professional and business services	14,979	0.7%	10.7%
20000	Kansas	9	54, 55, 56	Professional and business services	14,405	0.7%	10.0%
32000	Nevada	9	54, 55, 56	Professional and business services	14,056	0.7%	10.4%
5000	Arkansas	9	54, 55, 56	Professional and business services	11,389	0.6%	9.5%
19000	Iowa	9	54, 55, 56	Professional and business services	10,620	0.5%	6.3%
31000	Nebraska	9	54, 55, 56	Professional and business services	9,904	0.5%	8.9%
35000	New Mexico	9	54, 55, 56	Professional and business services	8,881	0.4%	9.7%
33000	New Hampshire	9	54, 55, 56	Professional and business services	8,209	0.4%	11.7%
10000	Delaware	9	54, 55, 56	Professional and business services	7,459	0.4%	11.8%
28000	Mississippi	9	54, 55, 56	Professional and business services	7,221	0.4%	6.9%
15000	Hawaii	9	54, 55, 56	Professional and business services	6,803	0.3%	8.9%
44000	Rhode Island	9	54, 55, 56	Professional and business services	6,458	0.3%	11.9%
16000	Idaho	9	54, 55, 56	Professional and business services	5,778	0.3%	9.1%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
23000	Maine	9	54, 55, 56	Professional and business services	5,375	0.3%	9.9%
54000	West Virginia	9	54, 55, 56	Professional and business services	5,161	0.3%	6.9%
2000	Alaska	9	54, 55, 56	Professional and business services	3,690	0.2%	6.5%
38000	North Dakota	9	54, 55, 56	Professional and business services	3,137	0.2%	5.6%
30000	Montana	9	54, 55, 56	Professional and business services	3,034	0.1%	6.9%
50000	Vermont	9	54, 55, 56	Professional and business services	2,774	0.1%	9.5%
46000	South Dakota	9	54, 55, 56	Professional and business services	2,461	0.1%	5.3%
56000	Wyoming	9	54, 55, 56	Professional and business services	1,637	0.1%	3.7%
0	United States	10	61, 62	Educational services, health care, and social assistance	1,419,639	.	.
6000	California	10	61, 62	Educational services, health care, and social assistance	164,882	11.6%	7.2%
36000	New York	10	61, 62	Educational services, health care, and social assistance	121,485	8.6%	8.7%
48000	Texas	10	61, 62	Educational services, health care, and social assistance	93,599	6.6%	5.7%
12000	Florida	10	61, 62	Educational services, health care, and social assistance	79,408	5.6%	9.5%
42000	Pennsylvania	10	61, 62	Educational services, health care, and social assistance	77,995	5.5%	11.8%
17000	Illinois	10	61, 62	Educational services, health care, and social assistance	61,548	4.3%	8.4%
25000	Massachusetts	10	61, 62	Educational services, health care, and social assistance	55,588	3.9%	12.2%
39000	Ohio	10	61, 62	Educational services, health care, and social assistance	54,311	3.8%	9.4%
34000	New Jersey	10	61, 62	Educational services, health care, and social assistance	47,603	3.4%	8.6%
26000	Michigan	10	61, 62	Educational services, health care, and social assistance	39,945	2.8%	8.9%
37000	North Carolina	10	61, 62	Educational services, health care, and social assistance	37,146	2.6%	7.7%
13000	Georgia	10	61, 62	Educational services, health care, and social assistance	35,072	2.5%	7.4%
51000	Virginia	10	61, 62	Educational services, health care, and social assistance	31,822	2.2%	6.9%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
47000	Tennessee	10	61, 62	Educational services, health care, and social assistance	31,642	2.2%	10.6%
27000	Minnesota	10	61, 62	Educational services, health care, and social assistance	31,373	2.2%	9.9%
24000	Maryland	10	61, 62	Educational services, health care, and social assistance	30,672	2.2%	8.8%
53000	Washington	10	61, 62	Educational services, health care, and social assistance	28,742	2.0%	6.8%
55000	Wisconsin	10	61, 62	Educational services, health care, and social assistance	27,746	2.0%	9.6%
18000	Indiana	10	61, 62	Educational services, health care, and social assistance	27,552	1.9%	8.7%
29000	Missouri	10	61, 62	Educational services, health care, and social assistance	26,797	1.9%	9.6%
4000	Arizona	10	61, 62	Educational services, health care, and social assistance	26,184	1.8%	9.1%
9000	Connecticut	10	61, 62	Educational services, health care, and social assistance	25,588	1.8%	10.2%
8000	Colorado	10	61, 62	Educational services, health care, and social assistance	20,453	1.4%	6.7%
22000	Louisiana	10	61, 62	Educational services, health care, and social assistance	17,696	1.2%	7.0%
41000	Oregon	10	61, 62	Educational services, health care, and social assistance	17,007	1.2%	8.0%
21000	Kentucky	10	61, 62	Educational services, health care, and social assistance	15,965	1.1%	8.5%
1000	Alabama	10	61, 62	Educational services, health care, and social assistance	14,747	1.0%	7.4%
45000	South Carolina	10	61, 62	Educational services, health care, and social assistance	13,934	1.0%	7.4%
40000	Oklahoma	10	61, 62	Educational services, health care, and social assistance	13,067	0.9%	7.1%
19000	Iowa	10	61, 62	Educational services, health care, and social assistance	12,707	0.9%	7.5%
20000	Kansas	10	61, 62	Educational services, health care, and social assistance	11,543	0.8%	8.0%
5000	Arkansas	10	61, 62	Educational services, health care, and social assistance	9,789	0.7%	8.2%
49000	Utah	10	61, 62	Educational services, health care, and social assistance	9,692	0.7%	6.9%
11000	District of Columbia	10	61, 62	Educational services, health care, and social assistance	9,048	0.6%	7.8%
31000	Nebraska	10	61, 62	Educational services, health care, and social assistance	8,482	0.6%	7.6%
28000	Mississippi	10	61, 62	Educational services, health care, and social assistance	8,421	0.6%	8.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
32000	Nevada	10	61, 62	Educational services, health care, and social assistance	8,116	0.6%	6.0%
33000	New Hampshire	10	61, 62	Educational services, health care, and social assistance	7,747	0.5%	11.0%
23000	Maine	10	61, 62	Educational services, health care, and social assistance	7,202	0.5%	13.3%
44000	Rhode Island	10	61, 62	Educational services, health care, and social assistance	7,154	0.5%	13.1%
54000	West Virginia	10	61, 62	Educational services, health care, and social assistance	7,053	0.5%	9.5%
35000	New Mexico	10	61, 62	Educational services, health care, and social assistance	6,797	0.5%	7.4%
15000	Hawaii	10	61, 62	Educational services, health care, and social assistance	5,702	0.4%	7.5%
16000	Idaho	10	61, 62	Educational services, health care, and social assistance	5,169	0.4%	8.2%
10000	Delaware	10	61, 62	Educational services, health care, and social assistance	4,896	0.3%	7.7%
46000	South Dakota	10	61, 62	Educational services, health care, and social assistance	4,155	0.3%	9.0%
30000	Montana	10	61, 62	Educational services, health care, and social assistance	4,068	0.3%	9.2%
50000	Vermont	10	61, 62	Educational services, health care, and social assistance	3,656	0.3%	12.5%
38000	North Dakota	10	61, 62	Educational services, health care, and social assistance	3,592	0.3%	6.4%
2000	Alaska	10	61, 62	Educational services, health care, and social assistance	3,463	0.2%	6.1%
56000	Wyoming	10	61, 62	Educational services, health care, and social assistance	1,622	0.1%	3.7%
0	United States	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	660,338	.	.
6000	California	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	91,642	13.9%	4.0%
36000	New York	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	54,055	8.2%	3.9%
12000	Florida	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	53,423	8.1%	6.4%
48000	Texas	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	52,513	8.0%	3.2%
17000	Illinois	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	25,456	3.9%	3.5%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
32000	Nevada	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	23,537	3.6%	17.4%
42000	Pennsylvania	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	22,654	3.4%	3.4%
39000	Ohio	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	18,828	2.9%	3.3%
34000	New Jersey	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	17,450	2.6%	3.2%
13000	Georgia	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	16,828	2.5%	3.5%
25000	Massachusetts	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	16,750	2.5%	3.7%
37000	North Carolina	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	15,909	2.4%	3.3%
26000	Michigan	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	15,540	2.4%	3.5%
53000	Washington	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	14,479	2.2%	3.4%
51000	Virginia	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	14,087	2.1%	3.0%
8000	Colorado	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	13,946	2.1%	4.6%
4000	Arizona	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	12,755	1.9%	4.5%
47000	Tennessee	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	12,698	1.9%	4.3%
24000	Maryland	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	12,236	1.9%	3.5%
29000	Missouri	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	11,346	1.7%	4.1%
18000	Indiana	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	10,915	1.7%	3.4%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
27000	Minnesota	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	10,701	1.6%	3.4%
22000	Louisiana	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	9,743	1.5%	3.9%
55000	Wisconsin	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	9,037	1.4%	3.1%
45000	South Carolina	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	8,343	1.3%	4.4%
9000	Connecticut	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	7,313	1.1%	2.9%
15000	Hawaii	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	7,177	1.1%	9.4%
41000	Oregon	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	6,589	1.0%	3.1%
1000	Alabama	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	6,177	0.9%	3.1%
21000	Kentucky	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	6,057	0.9%	3.2%
40000	Oklahoma	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	5,588	0.8%	3.1%
19000	Iowa	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	4,802	0.7%	2.8%
11000	District of Columbia	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	4,696	0.7%	4.0%
49000	Utah	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	4,676	0.7%	3.3%
28000	Mississippi	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	4,657	0.7%	4.4%
20000	Kansas	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	4,273	0.6%	3.0%
5000	Arkansas	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	3,357	0.5%	2.8%

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FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
35000	New Mexico	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	3,204	0.5%	3.5%
31000	Nebraska	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,802	0.4%	2.5%
33000	New Hampshire	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,783	0.4%	4.0%
54000	West Virginia	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,697	0.4%	3.6%
23000	Maine	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,499	0.4%	4.6%
44000	Rhode Island	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,340	0.4%	4.3%
16000	Idaho	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,094	0.3%	3.3%
30000	Montana	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	2,094	0.3%	4.7%
10000	Delaware	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,844	0.3%	2.9%
50000	Vermont	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,693	0.3%	5.8%
2000	Alaska	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,629	0.2%	2.9%
46000	South Dakota	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,510	0.2%	3.3%
56000	Wyoming	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,458	0.2%	3.3%
38000	North Dakota	11	71, 72	Arts, entertainment, recreation, accommodation, and food services	1,455	0.2%	2.6%
0	United States	12	81	Other services, except government	381,597	.	.
6000	California	12	81	Other services, except government	49,501	13.0%	2.1%
48000	Texas	12	81	Other services, except government	32,986	8.6%	2.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
36000	New York	12	81	Other services, except government	27,438	7.2%	2.0%
12000	Florida	12	81	Other services, except government	22,980	6.0%	2.7%
17000	Illinois	12	81	Other services, except government	17,672	4.6%	2.4%
42000	Pennsylvania	12	81	Other services, except government	15,059	3.9%	2.3%
39000	Ohio	12	81	Other services, except government	12,137	3.2%	2.1%
51000	Virginia	12	81	Other services, except government	11,875	3.1%	2.6%
34000	New Jersey	12	81	Other services, except government	11,503	3.0%	2.1%
26000	Michigan	12	81	Other services, except government	10,586	2.8%	2.4%
13000	Georgia	12	81	Other services, except government	9,802	2.6%	2.1%
37000	North Carolina	12	81	Other services, except government	9,643	2.5%	2.0%
25000	Massachusetts	12	81	Other services, except government	8,767	2.3%	1.9%
53000	Washington	12	81	Other services, except government	8,493	2.2%	2.0%
24000	Maryland	12	81	Other services, except government	8,345	2.2%	2.4%
47000	Tennessee	12	81	Other services, except government	7,679	2.0%	2.6%
11000	District of Columbia	12	81	Other services, except government	7,471	2.0%	6.4%
18000	Indiana	12	81	Other services, except government	7,094	1.9%	2.2%
8000	Colorado	12	81	Other services, except government	6,861	1.8%	2.2%
27000	Minnesota	12	81	Other services, except government	6,646	1.7%	2.1%
29000	Missouri	12	81	Other services, except government	6,611	1.7%	2.4%
55000	Wisconsin	12	81	Other services, except government	6,408	1.7%	2.2%
4000	Arizona	12	81	Other services, except government	6,151	1.6%	2.1%
1000	Alabama	12	81	Other services, except government	5,361	1.4%	2.7%
22000	Louisiana	12	81	Other services, except government	5,166	1.4%	2.1%

## Appendix A

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
9000	Connecticut	12	81	Other services, except government	5,132	1.3%	2.0%
45000	South Carolina	12	81	Other services, except government	4,779	1.3%	2.5%
41000	Oregon	12	81	Other services, except government	4,131	1.1%	1.9%
49000	Utah	12	81	Other services, except government	4,100	1.1%	2.9%
21000	Kentucky	12	81	Other services, except government	3,954	1.0%	2.1%
40000	Oklahoma	12	81	Other services, except government	3,814	1.0%	2.1%
19000	Iowa	12	81	Other services, except government	3,488	0.9%	2.1%
20000	Kansas	12	81	Other services, except government	3,307	0.9%	2.3%
32000	Nevada	12	81	Other services, except government	2,654	0.7%	2.0%
5000	Arkansas	12	81	Other services, except government	2,600	0.7%	2.2%
28000	Mississippi	12	81	Other services, except government	2,510	0.7%	2.4%
31000	Nebraska	12	81	Other services, except government	2,316	0.6%	2.1%
35000	New Mexico	12	81	Other services, except government	1,976	0.5%	2.2%
15000	Hawaii	12	81	Other services, except government	1,748	0.5%	2.3%
33000	New Hampshire	12	81	Other services, except government	1,693	0.4%	2.4%
54000	West Virginia	12	81	Other services, except government	1,514	0.4%	2.0%
16000	Idaho	12	81	Other services, except government	1,270	0.3%	2.0%
23000	Maine	12	81	Other services, except government	1,247	0.3%	2.3%
44000	Rhode Island	12	81	Other services, except government	1,155	0.3%	2.1%
30000	Montana	12	81	Other services, except government	968	0.3%	2.2%
10000	Delaware	12	81	Other services, except government	938	0.2%	1.5%
38000	North Dakota	12	81	Other services, except government	924	0.2%	1.7%
46000	South Dakota	12	81	Other services, except government	917	0.2%	2.0%

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
2000	Alaska	12	81	Other services, except government	865	0.2%	1.5%
50000	Vermont	12	81	Other services, except government	701	0.2%	2.4%
56000	Wyoming	12	81	Other services, except government	661	0.2%	1.5%
0	United States	13	92	Government	2,159,153	.	.
6000	California	13	92	Government	287,464	13.3%	12.5%
48000	Texas	13	92	Government	161,456	7.5%	9.8%
36000	New York	13	92	Government	160,801	7.4%	11.5%
12000	Florida	13	92	Government	105,410	4.9%	12.6%
51000	Virginia	13	92	Government	87,001	4.0%	18.8%
17000	Illinois	13	92	Government	75,034	3.5%	10.2%
24000	Maryland	13	92	Government	73,671	3.4%	21.2%
42000	Pennsylvania	13	92	Government	69,625	3.2%	10.6%
39000	Ohio	13	92	Government	66,033	3.1%	11.5%
37000	North Carolina	13	92	Government	64,391	3.0%	13.4%
13000	Georgia	13	92	Government	62,001	2.9%	13.1%
34000	New Jersey	13	92	Government	60,294	2.8%	10.9%
53000	Washington	13	92	Government	59,549	2.8%	14.1%
25000	Massachusetts	13	92	Government	50,944	2.4%	11.2%
26000	Michigan	13	92	Government	50,644	2.3%	11.3%
11000	District of Columbia	13	92	Government	40,758	1.9%	35.0%
4000	Arizona	13	92	Government	39,579	1.8%	13.8%
8000	Colorado	13	92	Government	37,003	1.7%	12.1%
47000	Tennessee	13	92	Government	36,079	1.7%	12.1%
29000	Missouri	13	92	Government	34,286	1.6%	12.3%
55000	Wisconsin	13	92	Government	33,336	1.5%	11.5%
1000	Alabama	13	92	Government	32,727	1.5%	16.3%
27000	Minnesota	13	92	Government	32,139	1.5%	10.1%
45000	South Carolina	13	92	Government	30,233	1.4%	16.0%
18000	Indiana	13	92	Government	28,854	1.3%	9.1%
40000	Oklahoma	13	92	Government	28,098	1.3%	15.3%
21000	Kentucky	13	92	Government	27,615	1.3%	14.7%
22000	Louisiana	13	92	Government	26,161	1.2%	10.4%
9000	Connecticut	13	92	Government	26,120	1.2%	10.4%
41000	Oregon	13	92	Government	24,920	1.2%	11.7%
35000	New Mexico	13	92	Government	21,822	1.0%	23.7%
20000	Kansas	13	92	Government	20,099	0.9%	13.9%
19000	Iowa	13	92	Government	19,213	0.9%	11.3%
49000	Utah	13	92	Government	18,350	0.8%	13.1%

Appendix A

FIPS	Geographic Name	Industry Id	Industry Classification	Description	Gross domestic product (GDP), 2014 (millions)	State contribution to GDP, 2014 (percent of national GDP for sector)	Contribution to State GSP, 2014 (percent of total State GSP)
28000	Mississippi	13	92	Government	17,936	0.8%	17.1%
15000	Hawaii	13	92	Government	16,963	0.8%	22.3%
32000	Nevada	13	92	Government	15,552	0.7%	11.5%
5000	Arkansas	13	92	Government	15,287	0.7%	12.7%
31000	Nebraska	13	92	Government	13,547	0.6%	12.2%
54000	West Virginia	13	92	Government	11,816	0.5%	15.9%
2000	Alaska	13	92	Government	10,077	0.5%	17.8%
16000	Idaho	13	92	Government	8,708	0.4%	13.8%
33000	New Hampshire	13	92	Government	8,239	0.4%	11.7%
23000	Maine	13	92	Government	7,709	0.4%	14.2%
44000	Rhode Island	13	92	Government	7,629	0.4%	14.0%
10000	Delaware	13	92	Government	6,677	0.3%	10.5%
30000	Montana	13	92	Government	6,508	0.3%	14.7%
56000	Wyoming	13	92	Government	5,945	0.3%	13.6%
38000	North Dakota	13	92	Government	5,282	0.2%	9.4%
46000	South Dakota	13	92	Government	5,097	0.2%	11.0%
50000	Vermont	13	92	Government	4,472	0.2%	15.3%

**NOTE:** (L) = Less than \$500,000 in nominal GDP