The Economic Impact of Travel on Illinois Counties 2016

A Study Prepared for the
Illinois Bureau of Tourism
by the
Research Department of the
U.S. Travel Association
Washington, D.C.
September 2017

PREFACE

This study was conducted by the research department of the U.S. Travel Association for the *Illinois Bureau of Tourism*. The study provides preliminary 2016 estimates of domestic and international traveler expenditures in Illinois, as well as the employment, payroll income, and federal, state and local tax revenue directly generated by these expenditures. The multiplier impact of travel spending in Illinois is also included in this report.

Additionally, this study provides preliminary 2016 domestic travel estimates by county, including travel expenditures and these expenditures generated employment, payroll income, and state and local tax revenues.

For the purpose of comparison, related 2015 impact data are also included in this report.

U.S. Travel Association
Washington, D.C.
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INTRODUCTION

This report presents preliminary 2016 estimates of the impact of U.S. resident travelers' and international travelers' expenditures in Illinois and U.S. resident travelers' spending in Illinois' 102 counties, as well as the employment, payroll income and tax revenue directly generated by these expenditures. For the purpose of comparison, 2015 impact data are also included in this report.

All estimates of the economic impact of travel contained in this report are the product of the U.S. Travel Association's Travel Economic Impact Model (TEIM), a proprietary economic model developed expressly to estimate the expenditures, employment, payroll, and tax revenue generated by travel away from home in the United States.

The TEIM was created to capture the highly complex nature of the U.S. travel industry at national, regional, state and local levels. The TEIM was designed so that economic impact estimates could be compared across all fifty states and the District of Columbia, thereby allowing states and localities to assess their market share nationally, regionally or within the state.

The domestic component of TEIM is based on national surveys conducted by the U.S. Travel Association and other travel-related data developed by the U.S. Travel Association, various federal agencies and national travel organizations each year. A summary of the methodology is provided in Appendix A.

The international traveler expenditure estimates are based on the Office of Travel and Tourism Industries' (OTTI) In-Flight Survey and data provided to OTTI from Canada and Mexico. Other estimates of the economic impact of international visitors to the U.S. are generated by the TEIM by incorporating the estimated international travelers' expenditures with the data series utilized to produce the domestic estimates.

U.S. residents traveling in Illinois includes both state residents and out-of-state visitors traveling away from home overnight in paid accommodations, or on day or overnight trips to places 50 miles or more away from home. Travel commuting to and from work; travel by those operating an airplane, bus, truck, train or other form of common carrier transportation; military travel on active duty; and travel by students away at school are all excluded from the model. In addition, the payroll and employment estimates represent impact generated in the private sector and exclude public-supported payroll and employment.

Since additional data relating to travel and its economic impact in 2016 will become available subsequent to this study, the U.S. Travel Association reserves the right to revise these estimates in the future.

EXECUTIVE SUMMARY

Total Impact of Travel

- Total domestic and international traveler spending in Illinois, including direct, indirect and induced spending, was $62.7 billion in 2016, up 1.4 percent from 2015.

- In Illinois, total payroll income earned by travel-generated employees and workers reached $18.8 billion in 2016, an increase of 4.6 percent from 2015.

- Including direct and secondary impact, total domestic and international traveler spending supported a total of 576,300 jobs for Illinois residents in 2016, up 2.1 percent from 2015.

Direct Impact of Travel

- Domestic and international travelers directly spent $37.9 billion in Illinois during 2016, a 1.5 percent increase from 2015. Domestic travelers in Illinois spent $35.2 billion, up 2.1 percent, while international travelers spent $2.7 billion, a 5.5 percent decrease from 2015.

- Payroll income, generated directly by domestic and international travelers' spending in Illinois, reached $10.9 billion during 2016, up 6.0 percent from 2015.

- Travel expenditures directly supported around 325,100 jobs within Illinois in 2016, up 2.6 percent from 2015. Travel-generated jobs in Illinois comprised 5.4 percent of total nonfarm employment in the state during 2016.

- On average, every $116,428 spent in Illinois by domestic and international travelers supported one job in 2016.

- Domestic and international travelers' spending in Illinois directly generated $7.2 billion in tax revenue for federal, state and local governments in 2016, up 4.8 percent from 2016.

- Cook County, which includes the city of Chicago, received over $23.5 billion in domestic travel expenditures to lead all Illinois counties during 2016, up 2.4 percent from 2015.

- In 2016, twenty-four of Illinois' 102 counties received over $100 million in domestic travel expenditures and 21 counties indicated that one thousand or more jobs were directly supported by domestic travel expenditures.

TRAVEL IMPACT ON U.S. ECONOMY IN 2016

National Summary

The U.S. economy continued to grow at a lower rate in 2016. Following a 2.9 percent and 2.6 percent increase in 2015 and 2014 respectively, the real GDP grew 1.5 percent in 2016. Economic activity in 2016, however, signaled a return of strong economic fundamentals.

The 2016 U.S. economy synchronized of business investment with growing consumer spending, adding much-needed stability after consecutive years of volatility in fixed nonresidential investment. Consumer spending remained strong throughout the year after a timid first quarter, increasing at 2.7 percent. Business investment faltered in the first quarter to start 2016, but regained its momentum to post consecutive quarters of at least 3.0 percent growth. Inventory investment also increased in the fourth quarter, contributing positively to GDP growth by over one percentage point for the first time since the first quarter of 2015.

At the same time, the U.S. economy was still facing large trade headwinds: exports on the whole had a volatile year but only increased at 0.4 percent whereas imports increased 5.0 percent. This could partly explain why business investment was lacking despite strong consumer spending numbers. Government spending also remained meager, increasing only 0.8 percent over the course of 2016.

The economy's strong fundamentals in the final quarter of 2016 were supported by a healthy and fully recovered labor market. Having recently surpassed its pre-2007-2009 recession peak of 138 million added jobs, the U.S. economy added 2.2 million jobs in 2016. Though it grew relatively slower than in 2014 and 2015, 2016 employment gains brought the economy closer to full employment, driving the unemployment rate to under five percent, and locking in recent gains for personal income and outlays.

Consequently, the Consumer Price Index (CPI), one measure of price levels, increased to 1.3 percent in 2016, up from a flat 2015. Excluding food and volatile energy prices (of which the latter has been at historic lows, driving down CPI), core CPI increased by 2.2 percent, the largest increase in core inflation since 2008. This increase in core inflation, as well as the healthy labor market, essentially drove the Federal Reserve to raise benchmark interest rates for the first time in nine years. Driven by historically low gasoline prices, U.S. Travel Association's Travel Price Index (TPI), on the other hand, remained flat for 2016, increasing by just 0.3 percent.

Moving forward to 2017, the U.S. economy endured a slow start in the first two quarters of 2017, expanding at 1.2 percent and 2.6 percent respectively over the first two quarters. Consumer spending was off to a slow start in 2017, increasing at 1.7 percent in the first quarter, while total investment and government spending both decreased 0.6 percent seasonally adjusted annualized rate (SAAR). The investment drop was due solely to a decrease in inventories, which slashed 1.5 percentage point from real GDP growth; business investment remained strong, growing 7.2 percent in the first quarter. The second quarter oversaw a modest rebound in consumer spending (2.8 percent SAAR growth) and investment (2.0 percent growth)

The U.S. employment situation continued to improve over the first seven months of 2017: average nonfarm employment increased by 1.5 percent, or (2.2 million jobs) compared to the first seven months of 2016. During the same period, the travel industry directly added 9,500 jobs per month over the first seven months of 2017 (66,800 jobs). Unemployment continued to decline, reaching a 16-year low at 4.3 percent over 2016.

Consumer prices, on the other hand, increased 1.7 percent for the 12-months ending July 2017. Over the first seven months of 2017, prices increased on average 2.1 percent compared to the first seven months in 2016. The TPI also increased by a 2.2 percent average rate for the first seven months of 2017 compared to the first seven months of 2016.

Table 1: Overall U.S. Economic Indicators, 2014-2016

Sector	2014	2015	2016
Nominal gross domestic product ($Billions)	17,427.6	18,120.7	18,624.5
Real gross domestic product ($Billions) *	16,013.3	16,471.5	16,716.2
Real disposable personal income ($Billions) *	11,939.2	12,436.0	12,608.8
Real personal consumption expenditures ($Billions) *	10,868.4	11,264.3	11,572.1
Consumer price index**	236.7	237.0	240.0
Travel Price Index**	279.6	272.4	273.1
Non-farm payroll employment (Millions)	139.0	141.8	144.3
Unemployment rate (%)	6.2	5.3	4.9
Percentage change from previous year			
Nominal gross domestic product	4.4%	4.0%	2.8%
Real gross domestic product	2.6%	2.9%	1.5%
Real disposable personal income	3.6%	4.2%	1.4%
Real personal consumption expenditures	2.9%	3.6%	2.7%
Consumer price index	1.6%	0.1%	1.3%
Travel Price Index	1.5%	-2.6%	0.3%
Nonfarm payroll employment	1.9%	2.1%	1.7%

Source: BEA, BLS, U.S. Travel Association

** In 2009 chained dollars*

*** 1982-84=100*

U.S. Travel Volume in 2016

U.S. domestic travel, including leisure and business travel, increased by 1.3 percent to a total of 2.2 billion person-trips in 2016. A person-trip is defined as one person on a trip away from home overnight in paid accommodations, or on a day or overnight trip to places 50 miles or more, one-way, away from home.

Domestic leisure travel, which includes visits to friends and relatives as well as trips taken for outdoor recreation and entertainment purposes, increased 1.7 percent in 2016 to 1.7 billion person-trips and is forecasted to increase 1.8 percent in 2017. Leisure travel accounted for 79.2 percent of all U.S. domestic travel in 2016. Domestic business travel decreased by 0.2 percent in 2016 to 458.9 million person-trips and is expected to increase 1.6 percent in 2017.

International inbound travelers, including overnight visitors from Canada, Mexico and overseas, made 75.6 million visits to the United States in 2016. Overseas visitor arrivals to the U.S. (from all countries except Canada and Mexico) reached 37.6 million in 2016 and accounted for nearly half of total international arrivals to the United States, according to U.S. Department of Commerce. Canadian overnight arrivals to the U.S decreased from 20.7 million in 2015 to 17.3 million in 2016, while Mexican overnight arrivals increased from 18.4 million in 2015 to 18.7 million in 2016.

Travel Expenditures in 2016

Total domestic and international travelers spending in the U.S. increased 2.1 percent, growing from $970 billion in 2015 to $990 billion in 2016, not adjusted for inflation (excluding international airfare payments to the U.S airlines). After a slight lull, the U.S. Travel Association expects total domestic and international traveler expenditures to pick up to 3.1 percent growth in 2017.

Domestic travel expenditures grew 2.9 percent from 2015 to $837 billion in 2016. International travelers, on the other hand, spent $154 billion in the U.S. in 2016, a decrease of 2.1 percent[1] from 2015. It should be noted here that this traveler spending excludes international airfare payments to U.S. airlines, as well as international visitors' expenses on education, health care and expenditures by cross-border day-trip visitors and seasonal workers. International traveler spending is expected to increase 0.9 percent in 2017.

International airfare receipts are total passenger fares paid by international residents on U.S. flag air carriers. In 2016, international airfare receipts totaled $38.8 billion, down 7.6 percent from 2015. In the first six months of 2017, international airfare receipts increased 1.9 percent against the first half of 2016.

Leisure traveler spending totaled $683.1 billion in 2016, a 2.4 percent increase from 2015, accounting for 69.0 percent of all traveler expenditures. Business traveler spending increased 1.4 percent over 2015 to $307.2 billion in 2016, 31.0 percent of all traveler expenditures.

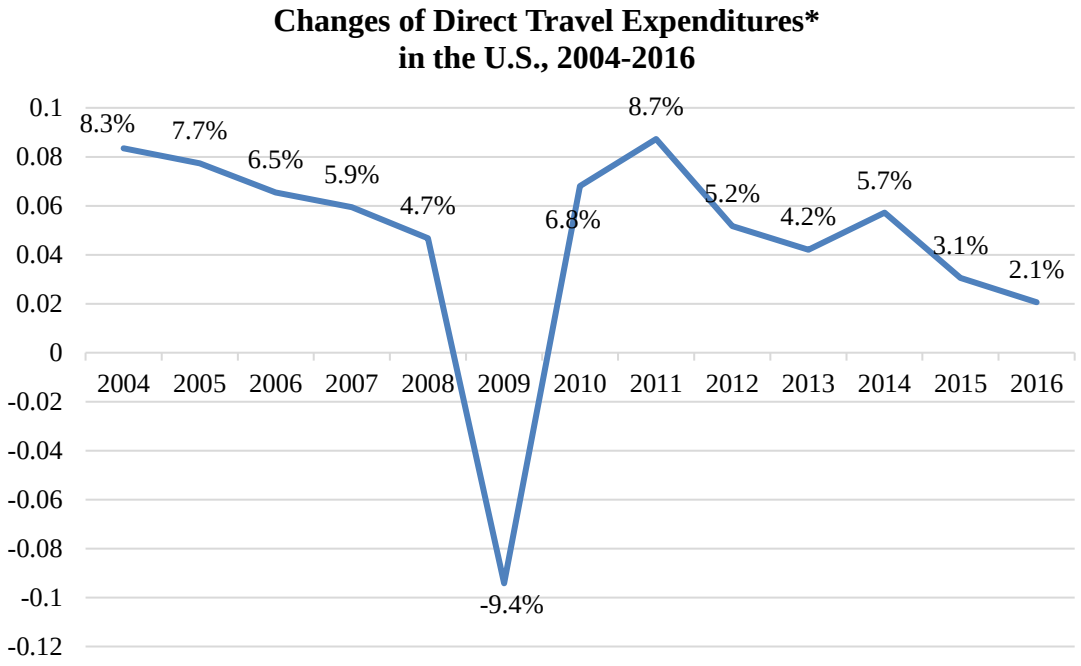
[1] *Reflects Department of Commerce data issued in June and does not include any revisions made in July.*

Table 2: Travel Expenditures - U.S. Nationwide, 2015 and 2016

	2015 Spending ($ Billions)			2016 Spending ($ Billions)		
Category	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	$164.2	$17.6	$181.7	$167.3	$17.6	$184.8
Auto Transportation	146.4	1.9	148.3	139.4	1.9	141.3
Lodging	154.5	47.1	201.7	163.8	47.0	210.8
Foodservice	205.8	33.6	239.3	215.9	32.6	248.5
Entertainment & Recreation	83.8	12.5	96.4	88.1	12.0	100.1
General Retail Trade	58.7	44.3	103.0	62.2	42.7	104.8
Total	**$813.4**	**$157.0**	**$970.4**	**$836.6**	**$153.7**	**$990.3**

Source: U.S. Travel Association

** Excludes international passenger fare payments.*



Source: U.S. Travel Association

**Excludes international passenger fare payments.*

Travel Employment in 2016

The year 2016 marked a turning point for the U.S. labor economy, wherein it transitioned from "recovered" to "healthy." After making a full recovery from the 2007-2009 recession in February 2015, the economy built on its past gains, reaching a new high of 144.3 million nonfarm jobs, as measured by the Labor Department. In addition to creating 2.5 million jobs, a 1.7 percent increase from 2015, the annual average unemployment rate reached a post-recession low of 4.9 percent.

After peaking at 9.6 percent in 2010, the unemployment rate fell to an average monthly rate of 5.3 percent in 2016, starting at 5.7 percent in January and ending at 5.0 percent in December. The unemployment rate fell to 4.9 percent in January and February 2017, but returned to 5.0 percent in April, still above the 4.4 percent pre-recession low.

American service industries, of which the travel industry is a part, played a major role in the post-recession jobs recovery, accounting for 85.8 percent of the jobs recovered from 2010 to 2016. The travel industry joined healthcare; administrative services; accommodation and foodservices; and retail trade as one of the leading growth industries in terms of overall jobs created from 2010 to 2016. Travel accounted for 8.8 percent of nonfarm jobs created from 2010 to 2016, despite holding a 6 percent share of all nonfarm jobs in 2016.

In 2016, traveler spending directly supported nearly 8.6 million U.S. jobs, including both full-time and seasonal/part-time positions, up 2.4 percent from 2015. This increase translated into over 200,000 jobs added to the U.S. economy, accounting for 8.2 percent of total non-farm job growth since 2015.

These 8.6 million travel-generated jobs are a vital part of the U.S. economy. Without these jobs, the 2016 national unemployment rate of 4.9 percent would more than double to 10.1 percent of the civilian labor force.

Table 3: Travel Generated Employment - U.S. Nationwide, 2015 and 2016

	2015 Employment (Thousands)			2016 Employment (Thousands)		
Category	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	$928.5	$75.7	$1,004.2	$966.6	$76.7	$1,043.3
Auto Transportation	282.8	2.4	285.1	294.5	2.4	296.8
Lodging	1,282.4	285.2	1,567.6	1,309.3	271.5	1,580.8
Foodservice	2,921.1	466.1	3,387.2	3,048.9	444.9	3,493.7
Entertainment & Recreation	1,181.9	263.1	1,445.0	1,216.7	242.1	1,458.8
General Retail Trade	354.7	179.2	533.9	371.6	170.2	541.9
Travel Planning	172.7		172.7	182.2		182.2
Total	**7,124.1**	**1,271.8**	**8,395.9**	**7,389.7**	**1,207.8**	**8,597.5**

Source: U.S. Travel Association
** Excludes jobs supported by international passenger fare payments.*

Table 4: U.S. Travel Forecasts, 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Real GDP ($Billions) *	14,783.80	15,020.60	15,354.60	15,612.20	15,982.30	16,397.20	18,500.80	19,331.90	20,253.20	21,110.0
Unemployment Rate (%)	9.6	8.9	8.1	7.4	7.4	5.3	4.9	4.6	4.7	4.6
Consumer Price Index (CPI)**	214.6	218.1	224.9	229.6	233.0	236.7	237.1	240.0	245.5	250.7
Travel Price Index (TPI)**	241.5	250.7	266.9	273.0	275.6	279.6	272.4	273.1	282.0	292.0
Total Travel Expenditures in U.S. ($ Billions)	750.8	815.3	854.7	890.7	941.6	970.4	990.3	1,020.9	1,062.9	1,106.4
U.S. Residents	643.9	696.7	728.0	751.2	792.4	813.4	836.6	865.9	901.3	937.0
International Visitors***	106.9	118.6	126.7	139.5	149.2	157.0	153.7	155.1	161.6	169.4
Total International Visitors to the U.S. (Millions)	60.0	62.8	66.7	70.0	75.0	77.5	75.6	75.5	76.9	80.0
Overseas Arrivals to the U.S. (Millions)	26.4	27.9	29.8	32.0	34.9	38.4	37.6	37.7	38.7	40.4
Total Domestic Person-Trips (Millions)	1,963.7	1,997.5	2,030.3	2,059.6	2,109.3	2,178.7	2,206.5	2,245.9	2,286.3	2,322.4
Business	434.3	446.6	440.7	439.4	445.7	450.8	459.8	458.9	466.2	471.2
Leisure	1,465.9	1,517.1	1,556.8	1,590.9	1,614.0	1,658.4	1,718.9	1,747.5	1,779.7	1,815.1
Percent Change from Previous Year (%)										
Real GDP	2.5	1.6	2.2	1.7	2.4	2.6	2.0	2.4	2.3	1.7
Consumer Price Index (CPI)	1.6	3.1	2.1	1.5	1.6	0.1	1.2	2.3	2.1	2.0
Travel Price Index (TPI)	3.8	6.5	2.3	0.9	1.5	-2.6	0.3	3.3	3.5	2.9
Total Travel Expenditures in U.S.	7.8	8.6	4.8	4.2	5.7	3.1	2.1	3.1	4.1	4.1
U.S. Residents	6.3	8.2	4.5	3.2	5.5	2.7	2.9	3.5	4.1	4.0
International Visitors	17.8	11.0	6.8	10.0	7.0	5.2	-2.1	0.9	4.2	4.8
Total International Visitors to the U.S.	8.9	4.7	6.1	5.0	NA[a]	NA[b]	-2.4	-0.1	1.9	4.0
Overseas Arrivals to the U.S.	11.0	5.8	6.7	7.7	NA[a]	NA[b]	-2.1	0.2	2.9	4.2
Total Domestic Person-Trips	3.3	1.7	1.6	1.4	2.4	3.3	1.3	1.8	1.8	1.6
Business	2.8	-1.3	-0.3	1.4	1.2	2.0	-0.2	1.6	1.1	0.8
Leisure	3.5	2.6	2.2	1.5	2.8	3.6	1.7	1.8	2.0	1.8

Sources: U.S. Travel Association's Travel Forecast Model, BLS, Department of Labor; OTTI, BEA, Department of Commerce, Tourism Economics.

** In chained 2009 dollars*

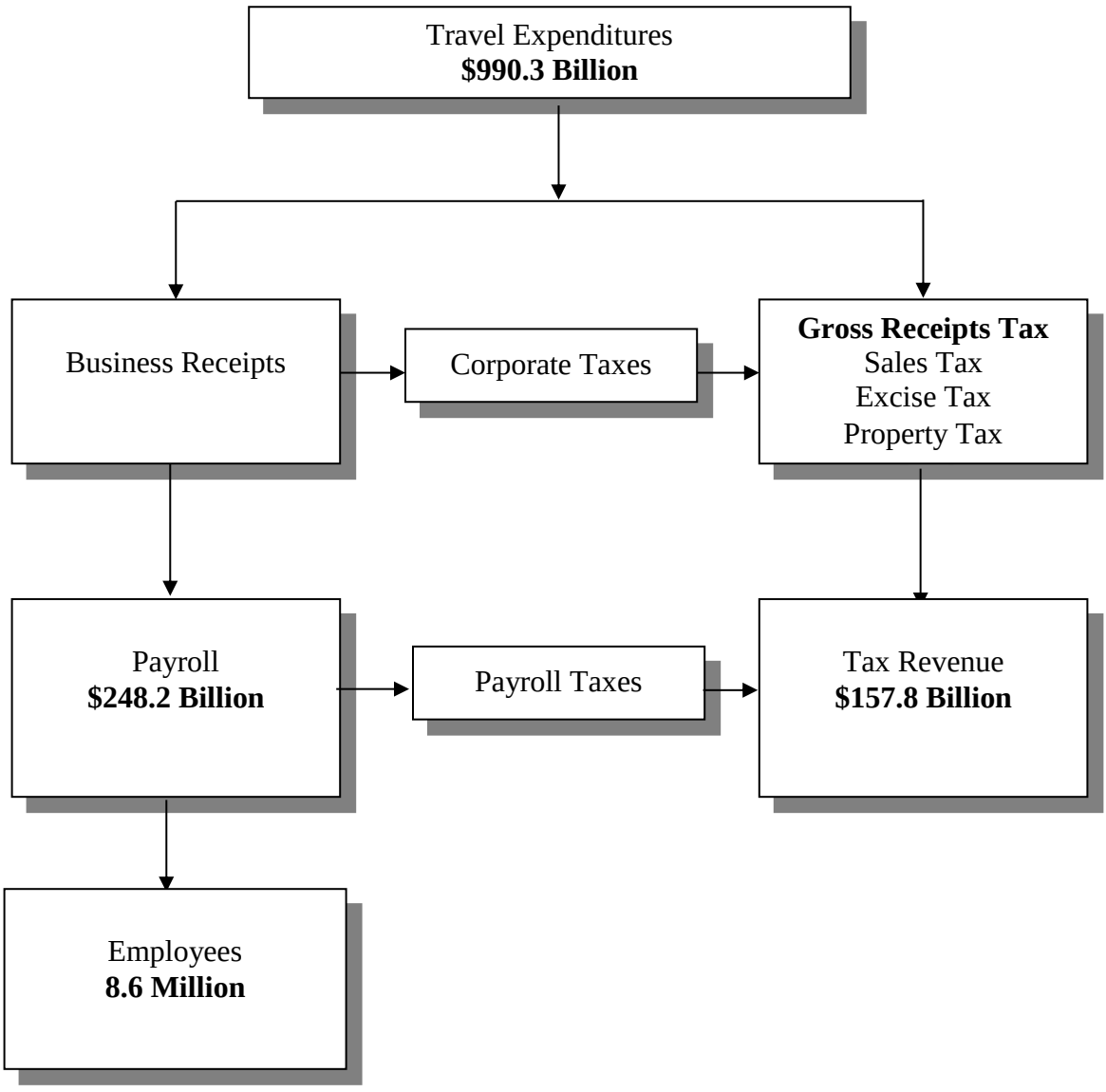
***1982-84=100.*

****International traveler spending does not include international passenger fares.*

[a] According to the National Travel and Tourism Office, the completion of the I-94 automation project now provides a more accurate determination of how many nights were spent in the United States which makes it possible to be more inclusive of one-night stays (travelers from overseas countries) given that the arrival-departure record match is now more complete and accurate. With the inclusion of one-night stay travelers in 2014, arrivals data from overseas countries in 2013 and 2014 are basically not comparable.

[b] 2015 changes reflect a combination of additional records counted and market condition. As such, 2015 data is not comparable to earlier years.

Direct Travel Impact on the United States in 2016



Sources: U.S. Travel Association, BEA
**Does not include international passenger fare payments and other economic impact generated by these payments.*

TRAVEL IMPACT ON ILLINOIS - 2016

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Travel Expenditures

- U.S. and international travelers in Illinois directly spent $37.9 billion on transportation, lodging, food, entertainment and recreation, and retail trade during 2016, up 1.5 percent from 2015. U.S. travelers' expenditures grew 2.1 percent while international travelers' expenditures decreased 5.5 percent.

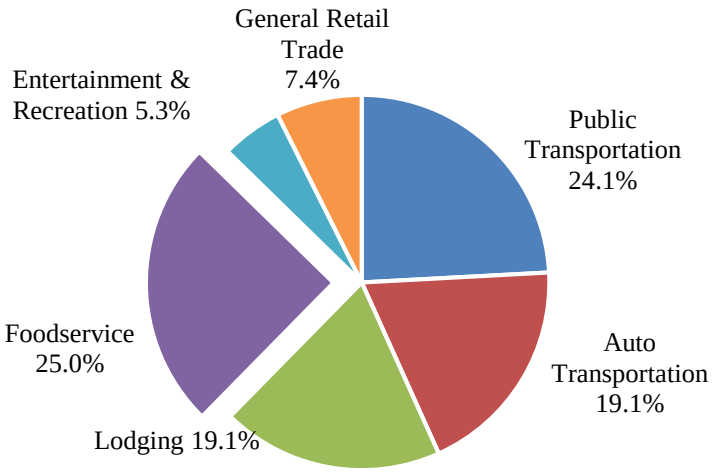
- Traveler spending on foodservice increased by 3.0 percent and remained largest expenditure category in 2016, totaling more than $9.4 billion, 25.0 percent of the state total.

- Public transportation expenditures ranked second at $9.1 billion in 2016, up 2.5 percent from 2015 and accounting for 24.1 percent of total Illinois travel expenditures.

- Traveler spending on auto transportation ranked third, dropping 1.7 percent from 2015 to $7.2 billion and accounting for 19.1 percent of total Illinois travel expenditures. Auto transportation is the only travel expenditure category to decrease in Illinois in 2016.

- Domestic and international travelers spent $7.2 billion on lodging during 2016, up 1.5 percent from 2015.

Travel Spending in Illinois in 2016 by Industry Sector



1. Foodservice sector includes restaurants, grocery stores and other eating and drinking establishments.
2. Lodging sector consists of hotels and motels, campgrounds, and ownership or rental of vacation or second homes.
3. Public transportation sector comprises air, intercity bus, rail, boat or ship, and taxicab or limousine service.
4. Auto transportation sector includes privately-owned vehicles that are used for trips (e.g., automobiles, trucks, campers or other recreational vehicles), gasoline stations, and automotive rental.
5. General retail trade sector includes gifts, clothes, souvenirs, and other incidental retail purchases.
6. Entertainment and recreation sector includes amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Table 5: Direct Travel Expenditures in Illinois by Industry Sector, 2015-2016

2016 Expenditures	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Public Transportation	$8,748.7	$391.4	$9,140.1	24.1%
Auto Transportation	7,196.6	38.4	7,235.1	19.1%
Lodging	6,450.2	778.8	7,229.0	19.1%
Foodservice	8,974.5	471.4	9,445.9	25.0%
Entertainment &Recreation	1,795.5	206.3	2,001.8	5.3%
General Retail Trade	2,008.4	790.4	2,798.8	7.4%
Total	$35,174.0	$2,676.7	$37,850.7	100.0%
2015 Expenditures				
Public Transportation	$8,505.5	$409.6	$8,915.1	23.9%
Auto Transportation	7,318.6	43.5	7,362.0	19.7%
Lodging	6,285.5	838.7	7,124.2	19.1%
Foodservice	8,666.1	508.1	9,174.2	24.6%
Entertainment & Recreation	1,717.5	231.7	1,949.2	5.2%
General Retail Trade	1,954.1	800.9	2,755.0	7.4%
Total	$34,447.1	$2,832.5	$37,279.6	100.0%

Percentage change 2016 over 2015	Domestic (%)	International (%)	Total (%)
Public Transportation	2.9%	-4.4%	2.5%
Auto Transportation	-1.7%	-11.6%	-1.7%
Lodging	2.6%	-7.2%	1.5%
Foodservice	3.6%	-7.2%	3.0%
Entertainment & Recreation	4.5%	-10.9%	2.7%
General Retail Trade	2.8%	-1.3%	1.6%
Total	2.1%	-5.5%	1.5%

Sources: U.S. Travel Association, OTTI/ITA

TRAVEL IMPACT ON ILLINOIS – 2016

Travel-Generated Payroll

Travel-generated payroll is the wage and salary income paid to employees directly serving travelers within the industry sectors from which these travelers purchase goods and services. One dollar of travel spending generates different amounts of payroll income within the various travel industry sectors depending on the labor content and the wage structure of each sector.

- The payroll (wages and salaries) paid by Illinois travel-related firms and directly attributable to travel totaled $10.9 billion, an increase of 6.0 percent from 2015.

- On average, every dollar spent by domestic and international travelers produced 28.8 cents in wage and salary income for Illinois residents during 2016.

- In 2016, payroll directly attributable to domestic travelers' spending totaled $10.2 billion, up 6.7 percent from 2015. International travelers' expenditures generated an additional $662.1 million in wages and salaries for Illinois residents, a 4.0 percent decrease from 2015.

- The public transportation industry posted the largest payroll generated by domestic and international travelers' spending at over $4.7 billion, 43.4 percent of the state total. This represented an increase of 11.5 percent from 2015.

- Payroll in the foodservice sector ranked second with $2.4 billion, up 5.1 percent from 2015.

Travel-Generated Payroll in Illinois in 2016
by Industry Sector

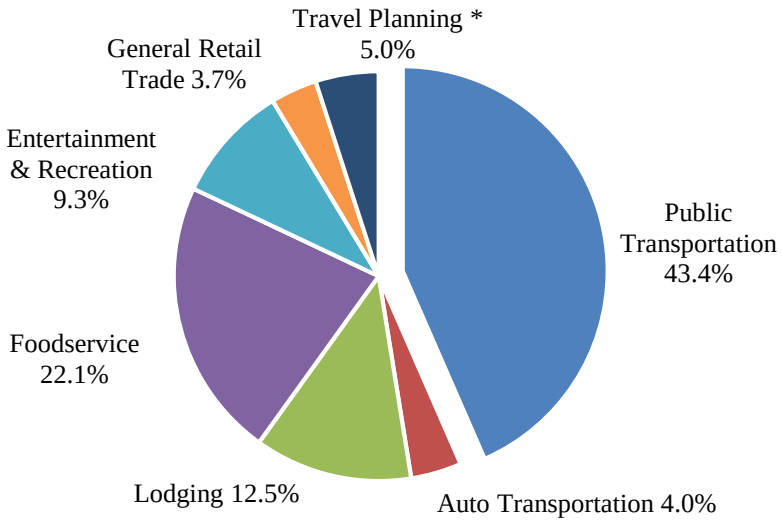


Table 6: Travel-Generated Payroll in Illinois by Industry Sector, 2015-2016

2016 Payroll	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Public Transportation	$4,559.7	$178.7	$4,738.4	43.4%
Auto Transportation	434.6	2.1	436.7	4.0%
Lodging	1,209.8	150.5	1,360.3	12.5%
Foodservice	2,284.3	125.0	2,409.4	22.1%
Entertainment & Recreation	920.5	96.1	1,016.7	9.3%
General Retail Trade	291.2	109.6	400.9	3.7%
Travel Planning *	543.3	0.0	543.3	5.0%
Total	$10,243.5	$662.1	$10,905.6	100.00%
2015 Payroll				
Public Transportation	$4,077.9	$172.0	$4,250.0	41.3%
Auto Transportation	431.2	2.3	433.5	4.2%
Lodging	1,204.9	165.7	1,370.5	13.3%
Foodservice	2,159.7	131.9	2,291.6	22.3%
Entertainment & Recreation	873.2	107.1	980.3	9.5%
General Retail Trade	283.0	111.0	394.0	3.8%
Travel Planning *	572.9	0.0	572.9	5.6%
Total	$9,602.8	$690.0	$10,292.8	100.00%
Percentage change 2016 over 2015				
Public Transportation	11.8%	3.9%	11.5%	
Auto Transportation	0.8%	-9.4%	0.7%	
Lodging	0.4%	-9.2%	-0.7%	
Foodservice	5.8%	-5.2%	5.1%	
Entertainment & Recreation	5.4%	-10.2%	3.7%	
General Retail Trade	2.9%	-1.2%	1.7%	
Travel Planning *	-5.2%	0.0%	-5.2%	
Total	6.7%	-4.0%	6.0%	

Source: U.S. Travel Association

*Notes: *Refers to payroll income that goes to travel agents, tour operators, and other travel service employees who arrange passenger transportation, lodging, tours and other related services*

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TRAVEL IMPACT ON ILLINOIS - 2016

Travel-Generated Employment

The travel industry has been important to the Illinois economy due to the large number of businesses and jobs it supports. These jobs include a large number of executive and managerial positions, as well as service-oriented occupations.

- In 2016, domestic and international travelers' spending in Illinois generated 325,100 jobs, including full-time and seasonal/part-time positions in the state. This reflects a 2.6 percent increase from 2015. On average, every $116,428 spent by domestic and international travelers in Illinois directly supported one job in 2016. Domestic travelers' spending supported 302,500 jobs, up 3.4 percent, while international travelers' spending generated 22,600 jobs, a decrease of 6.8 percent.

- It is important to note that these 325,100 travel supported jobs composed 5.4 percent of total non-agricultural employment in Illinois during 2016. Without these jobs generated by travel, Illinois's 2016 unemployment rate of 5.9 percent would have been 5.0 percentage points higher, or 10.8 percent of the labor force.

- The foodservice sector, including restaurants and other eating and drinking places, provided more jobs than any other industry sector, accounting for 130,400 jobs, 40.1 percent of the state total. This represented a 1.9 percent increase from 2015. The labor-intensiveness of these businesses and the large proportion of travel expenditures spent on foodservice contribute to the high level of travel employment in this sector.

- Public transportation, the second largest sector to provide jobs, generated 80,800 jobs in 2016. This was a 5.8 percent increase from 2015.

Travel-Generated Employment in Illinois in 2016 by Industry Sector

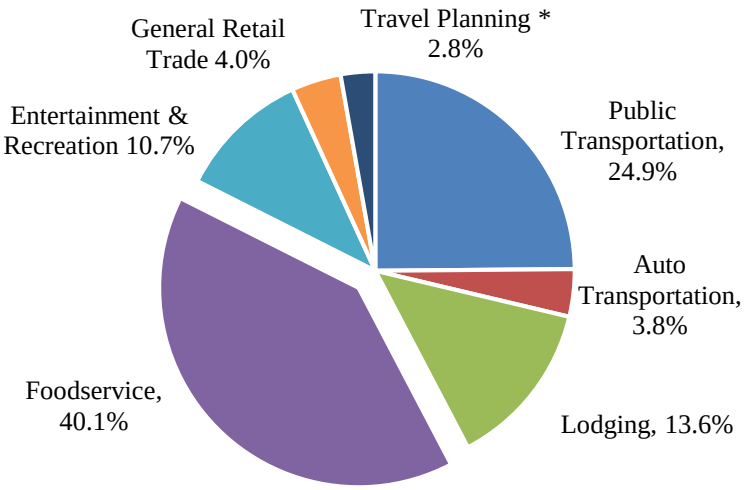

Table 7: Travel-Generated Employment in Illinois by Industry Sector, 2015-2016

2016 Employment	Domestic (Thousands)	International (Thousands)	Total (Thousands)	% of Total
Public Transportation	77.4	3.4	80.8	24.9%
Auto Transportation	12.4	0.1	12.5	3.8%
Lodging	39.2	5.1	44.2	13.6%
Foodservice	123.5	6.9	130.4	40.1%
Entertainment & Recreation	31.4	3.6	34.9	10.7%
General Retail Trade	9.5	3.6	13.1	4.0%
Travel Planning *	9.1	0.0	9.1	2.8%
Total	302.5	22.6	325.1	100.00%
2015 Employment				
Public Transportation	72.9	3.5	76.4	24.1%
Auto Transportation	12.2	0.1	12.3	3.9%
Lodging	38.2	5.5	43.7	13.8%
Foodservice	120.4	7.5	127.9	40.4%
Entertainment & Recreation	30.2	4.0	34.2	10.8%
General Retail Trade	9.5	3.7	13.2	4.2%
Travel Planning *	9.1	0.0	9.1	2.9%
Total	292.5	24.3	316.9	100.00%
Percentage change 2016 over 2015				
Public Transportation	6.2%	-1.4%	5.8%	
Auto Transportation	1.5%	-8.8%	1.4%	
Lodging	2.5%	-7.3%	1.3%	
Foodservice	2.6%	-8.1%	1.9%	
Entertainment & Recreation	3.9%	-11.5%	2.1%	
General Retail Trade	0.2%	-3.8%	-0.9%	
Travel Planning *	-0.1%	0.0%	-0.1%	
Total	3.4%	-6.8%	2.6%	

Source: U.S. Travel Association

*Notes: * Refers to jobs created in travel arrangement firms such as travel agencies, wholesale and retail tour companies, and other travel-related service businesses.*

TRAVEL IMPACT ON ILLINOIS - 2016

Travel-Generated Tax Revenue

Travel tax receipts are the federal, state and local tax revenues attributable to travel spending in Illinois. Travel-generated tax revenue is a significant economic benefit, as governments use these funds to support the travel infrastructure and help support a variety of public programs.

In 2016, total tax revenue generated by domestic and international travelers' expenditures for all levels of government increased 4.8 percent from 2015, to nearly $7.2 billion. Domestic travelers' expenditures generated $6.7 billion, up 5.4 percent, while international travelers' expenditures generated $504.4 million, a decrease of 2.4 percent from 2015.

Domestic and international traveler spending in Illinois generated $4.3 billion for the federal government during 2016, up 5.1 percent from 2015. This represented 60.3 percent of all travel-generated tax collections in the state. Each dollar spent by U.S. and international travelers in Illinois produced 11.4 cents for federal tax coffers.

Domestic and international travelers' spending in Illinois also generated more than $1.9 billion in tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income related to travel. This reflects a 3.7 percent increase from 2015. This $1.9 billion comprised 26.6 percent of all travel-generated tax revenue for 2016 collected in the state. On average, each travel dollar produced 5.0 cents in state tax receipts.

Local governments in Illinois benefited directly from travel as well. During 2016, traveler spending generated $935.7 million in sales and property tax revenue for the localities, 13.1 percent of total travel-generated tax revenue in the state. Each travel dollar produced 2.5 cents for local tax coffers. The local tax revenue generated by travel spending showed a growth of 6.2 percent from 2015.

Travel-Generated Tax Revenue in Illinois in 2016
by Level of Government

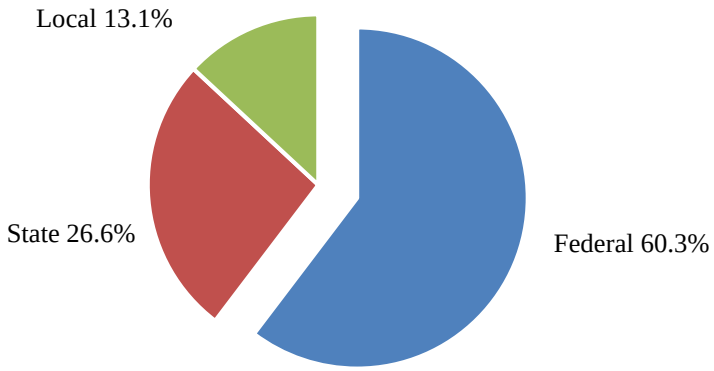

Table 8: Travel-Generated Tax Revenue in Illinois by Level of Government, 2015-2016

2016 Tax Revenue	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Federal	$4,011.8	$305.3	$4,317.1	60.3%
State	1,767.7	134.5	1,902.2	26.6%
Local	871.1	64.6	935.7	13.1%
Total	$6,650.6	$504.4	$7,155.0	100.00%
2015 Tax Revenue				
Federal	$3,797.0	$312.2	$4,109.3	60.2%
State	1,695.2	139.4	1,834.6	26.9%
Local	815.8	65.4	881.2	12.9%
Total	$6,308.0	$517.0	$6,825.0	100.00%
Percentage change 2016 over 2015				
Federal	5.7%	-2.2%	5.1%	
State	4.3%	-3.5%	3.7%	
Local	6.8%	-1.2%	6.2%	
Total	5.4%	-2.4%	4.8%	

Source: U.S. Travel Association

MULTIPLIER IMPACT OF TRAVEL SPENDING IN ILLINOIS – 2016

Travelers in the Illinois area produce "secondary" impacts over and above that of their original expenditures previously detailed. These secondary outputs (sales) and earnings (wage and salary income) arise from "indirect" and "induced" spending.

Indirect impact occurs as travel industry business operators, such as restaurateurs, purchase goods, such as food and beverages, and services, such as electricity and building maintenance, from local suppliers. These purchases generate additional output or sales indirectly. *Induced* impact occurs as a result of the employees of businesses, and their suppliers, spending part of their earnings in the area. This spending itself generates sales additional to the indirect impact.

The sum of the indirect and induced effects comprises the total secondary impact of traveler expenditures in the area. The ratio of the sum of primary output generated (travel spending) plus secondary output to initial expenditures alone is commonly termed the sales or output "multiplier."

During the secondary impact process, wage and salary income (earnings) is generated additional to that produced by the initial travel expenditures as the supplier employ labor to produce the additional output. The "earnings multiplier" is the ratio of the total primary and secondary earnings generated by the initial travel spending to that spending. Just as additional earnings are created, employment is also generated during the secondary impact process. The "employment multiplier" represents the number of jobs provided, directly and indirectly, for every one million dollars of output or expenditures generated.

Table 9 summarizes the direct, indirect and induced, and total impacts of travel spending on the Illinois economy during 2016 and 2015.

In 2016, the $37.9 billion spent directly by domestic and international travelers in Illinois generated a total output value of $62.7 billion, up 1.4 percent from 2015. The ratio of total output to the initial spending was 1.66, the output multiplier. This indicates that the average travel dollar generated an additional 66 cents in secondary sales for a total impact of $1.66.

More than $7.9 billion in earnings was produced in secondary impact in 2016, in addition to the $10.9 billion payroll income generated by direct travel spending. The ratio of total earnings generated to the initial spending was 0.50, the earnings multiplier. Each dollar of travel expenditures generated 50 cents in total earnings in the Illinois economy.

Travel spending also produced 576,300 jobs for Illinois residents, including direct and secondary employment. The ratio of total employment generated to the initial spending was 15.2, the employment multiplier. This means that every million dollars in travel expenditures supported approximately 15 jobs in Illinois during 2016.

Table 9: Multiplier Impact of Travel Spending in Illinois, 2015 and 2016

2016 Multiplier Impact (Preliminary)

Impact Measure	Direct Impact	Indirect & Induced Impact	Total Impact
Expenditures ($ millions)	$37,850.7	$24,862.9	$62,713.6
Earnings ($ millions)	$10,905.6	$7,939.8	$18,845.4
Employment (thousands)	325.1	251.2	576.3

2015 Multiplier Impact (Revised)

Expenditures ($ millions)	$37,279.6	$24,549.6	$61,829.2
Earnings ($ millions)	$10,292.8	$7,727.6	$18,020.4
Employment (thousands)	$316.9	247.7	564.6

Percent Change 2016 over 2015

Expenditures	1.5%	1.3%	1.4%
Earnings	6.0%	2.7%	4.6%
Employment	2.6%	1.4%	2.1%

Sources: U.S. Dept. of Commerce, Bureau of Economic Analysis, RIMS II; MIG, Inc.; U.S. Travel Association

DOMESTIC TRAVEL IMPACT ON ILLINOIS COUNTIES - 2016

During 2016, domestic travelers spent $35.2 billion while traveling in Illinois, up 2.1 percent from 2015. These expenditures directly generated $10.2 billion in wages and salaries and 302,500 jobs for Illinois residents. Tax revenues generated by domestic travelers' spending for Illinois state and local governments totaled $1.8 billion and $871.1 million, respectively.

Travel expenditures occurred throughout all 102 counties of Illinois. The top five counties in Illinois received $28.5 billion in direct domestic travel expenditures, 81.0 percent of the state total. Spending by domestic travelers in the top five counties generated $8.9 billion in payroll income (86.6 percent of the state total) and 253,300 jobs (83.8 percent) in 2016. Domestic travelers' expenditures in the top five counties generated $2.1 billion in tax revenue for the state treasury and local governments during 2016, accounting for 79.2 percent of the total state and local tax revenue generated from domestic travel.

The top four counties in Illinois (Cook, Du Page, Lake and Will) are in the Chicago metropolitan area; the fifth county, St. Clair County, is in the St. Louis Metropolitan area.

Domestic Travel Impact on Top 5 Counties

Cook County, which includes the city of Chicago, led all counties in travel expenditures, payroll income and jobs directly generated by visitor spending in 2016. Domestic travelers' expenditures in Cook County reached over $23.5 billion, up 2.4 percent compared with 2015 and accounting for 66.9 percent of the state total.

Du Page County ranked a distant second with over $2.5 billion in domestic travel spending, representing 7.2 percent of the state total in 2016. The payroll income and jobs directly attributable to domestic travel spending reached $689.6 million and 22,900 jobs, respectively.

Lake County posted $1.3 billion in domestic expenditures to rank third. These expenditures generated $302.0 million in payroll, as well as 10,900 jobs within the county.

Will County received $655.3 million from domestic travelers, up 2.0 percent from 2015. These travel expenditures benefited county residents with $180.3 million in wages and salaries, an increase of 6.5 percent from 2015, and 6,600 jobs.

St. Clair County retained the fifth spot on domestic traveler expenditures in 2016 with $477.3 million. Domestic traveler spending directly generated $124.4 million in payroll income and 3,900 jobs for St. Clair County.

Table 10: Domestic Travel Impact on Illinois - Top 5 Counties, 2015-2016

2016 Travel Impact County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
COOK	$23,537.1	$7,572.4	209.0	$1,113.3	$605.4
DU PAGE	2,524.9	689.6	22.9	146.8	44.8
LAKE	1,303.2	302.0	10.9	75.4	29.9
WILL	655.3	180.3	6.6	29.5	16.1
ST CLAIR	477.3	124.4	3.9	19.3	9.3
Top Five County Total	$28,497.7	$8,868.7	253.3	$1,384.4	$705.5
State Total	$35,174.0	$10,243.5	302.5	$1,767.7	$871.1
Top Five County Share	81.0%	86.6%	83.8%	78.3%	81.0%
2015 Travel Impact					
COOK	$22,982.6	$7,083.2	201.6	$1,064.0	$565.5
DU PAGE	2,477.0	648.1	22.2	141.0	42.1
LAKE	1,279.1	283.9	10.5	72.5	28.1
WILL	642.5	169.4	6.4	28.3	15.1
ST CLAIR	467.6	116.8	3.8	18.5	8.7
Top Five County Total	$27,848.8	$8,301.4	244.6	$1,324.2	$659.5
State Total	$34,447.1	$9,602.8	292.5	$1,695.2	$815.8
Top Five County Share	80.8%	86.4%	83.6%	78.1%	80.8%
Percentage change 2016 over 2015					
COOK	2.4%	6.9%	3.7%	4.6%	7.1%
DU PAGE	1.9%	6.4%	3.2%	4.1%	6.6%
LAKE	1.9%	6.4%	3.1%	4.1%	6.5%
WILL	2.0%	6.5%	3.2%	4.2%	6.6%
ST CLAIR	2.1%	6.5%	3.3%	4.3%	6.7%
Top Five County Total	2.3%	6.8%	3.6%	4.5%	7.0%
State Total	2.1%	6.7%	3.4%	4.3%	6.8%

Source: U.S. Travel Association

COUNTY TABLES

The following tables list the results of the County Economic Impact Component of the U.S. Travel Association's Travel Economic Impact Model for Illinois preliminary 2016 and 2015 estimates by county. The estimates presented are for direct domestic travel expenditures and related economic impact.

Table A shows the counties listed alphabetically, with 2016 travel expenditures, travel-generated payroll and employment, and state tax revenue and the local tax revenue for each.

Table B ranks the counties in order of 2016 travel expenditures from highest to lowest.

Table C shows the percent distribution for each impact measure in 2016.

Table D shows the percent change in 2016 over 2015 estimates for each of the measures of economic impact.

Table E shows the counties listed alphabetically, with 2015 travel expenditures, travel-generated payroll and employment, and state tax revenue and local tax revenue for each.

2016 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2016

2016 Preliminary

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
ADAMS	$101.50	$24.67	0.77	$5.50	$2.67
ALEXANDER	6.53	0.89	0.03	0.43	0.17
BOND	15.86	3.10	0.12	0.97	0.50
BOONE	19.70	3.09	0.09	1.11	0.32
BROWN	6.30	0.90	0.03	0.41	0.27
BUREAU	55.99	6.58	0.23	4.29	0.91
CALHOUN	26.27	3.64	0.08	1.51	2.46
CARROLL	22.87	3.06	0.11	1.43	1.09
CASS	6.48	0.89	0.03	0.44	0.16
CHAMPAIGN	329.11	73.26	2.67	20.38	5.84
CHRISTIAN	19.60	3.20	0.11	1.19	0.43
CLARK	13.99	2.07	0.08	0.87	0.38
CLAY	11.91	2.03	0.06	0.79	0.48
CLINTON	47.37	5.83	0.17	3.19	2.28
COLES	52.10	9.34	0.36	3.28	1.19
COOK	23,537.10	7,572.36	209.01	1,113.35	605.43
CRAWFORD	18.24	3.61	0.14	1.13	0.63
CUMBERLAND	6.26	0.92	0.03	0.39	0.31
DE KALB	93.67	15.29	0.57	6.29	1.58
DE WITT	11.28	2.44	0.09	0.68	0.36
DOUGLAS	39.42	6.08	0.24	2.83	0.70
DU PAGE	2,524.86	689.61	22.92	146.81	44.83
EDGAR	10.41	1.40	0.06	0.66	0.40
EDWARDS	3.14	0.34	0.01	0.20	0.16
EFFINGHAM	156.88	26.49	1.02	10.85	3.20
FAYETTE	29.00	4.68	0.18	1.86	1.23
FORD	6.38	0.91	0.03	0.37	0.29
FRANKLIN	31.99	5.55	0.22	1.89	1.10
FULTON	24.94	3.68	0.12	1.66	0.83
GALLATIN	4.29	0.50	0.02	0.29	0.22

2016 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
GREENE	14.00	1.69	0.06	0.93	0.48
GRUNDY	71.91	9.87	0.41	5.17	1.35
HAMILTON	5.98	0.80	0.02	0.36	0.42
HANCOCK	28.01	5.27	0.18	1.57	1.07
HARDIN	9.38	1.30	0.04	0.58	0.65
HENDERSON	19.42	2.65	0.08	1.21	1.54
HENRY	43.79	6.74	0.21	2.90	0.98
IROQUOIS	33.18	4.72	0.15	2.28	1.29
JACKSON	71.27	16.49	0.51	4.16	1.62
JASPER	9.56	0.95	0.03	0.68	0.44
JEFFERSON	108.30	20.33	0.80	7.26	2.38
JERSEY	61.62	10.36	0.36	3.65	3.22
JO DAVIESS	190.45	39.44	1.71	10.48	5.32
JOHNSON	20.47	3.11	0.09	1.19	1.42
KANE	466.85	113.64	4.31	21.77	10.48
KANKAKEE	136.86	27.97	1.00	7.58	3.67
KENDALL	51.32	7.63	0.27	3.50	0.84
KNOX	80.14	16.00	0.54	4.20	1.92
LAKE	1,303.21	301.95	10.86	75.43	29.90
LA SALLE	189.24	35.62	1.40	10.52	3.77
LAWRENCE	9.05	2.46	0.06	0.48	0.39
LEE	31.61	6.82	0.24	1.62	0.63
LIVINGSTON	32.74	5.98	0.21	1.89	0.77
LOGAN	38.83	4.73	0.17	3.02	0.54
McDONOUGH	36.98	7.41	0.27	2.18	0.93
McHENRY	237.46	52.92	1.68	12.67	7.80
McLEAN	365.14	70.64	2.79	23.25	6.39
MACON	142.08	26.49	1.04	9.03	2.73
MACOUPIN	46.78	6.27	0.22	3.10	2.00
MADISON	373.83	86.95	3.13	18.36	7.30

2016 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MARION	36.21	6.62	0.24	2.18	1.08
MARSHALL	10.11	2.26	0.06	0.52	0.47
MASON	28.90	4.56	0.14	1.68	1.95
MASSAC	68.89	21.69	0.80	2.09	2.04
MENARD	7.39	0.93	0.02	0.47	0.44
MERCER	20.43	2.43	0.07	1.31	1.14
MONROE	17.17	2.67	0.08	0.96	0.69
MONTGOMERY	106.89	23.74	0.97	3.51	1.72
MORGAN	49.21	8.44	0.30	3.18	1.03
MOULTRIE	6.76	1.43	0.04	0.42	0.26
OGLE	77.46	12.43	0.54	4.99	1.49
PEORIA	341.84	83.78	2.99	19.17	7.85
PERRY	26.61	4.43	0.13	1.51	1.07
PIATT	7.16	1.21	0.05	0.46	0.18
PIKE	27.27	3.57	0.11	1.88	1.38
POPE	6.30	0.80	0.03	0.36	0.44
PULASKI	4.23	0.62	0.02	0.28	0.14
PUTNAM	5.99	0.82	0.02	0.35	0.46
RANDOLPH	35.68	5.64	0.19	2.27	1.34
RICHLAND	15.95	3.74	0.11	0.91	0.64
ROCK ISLAND	217.49	56.85	1.71	10.06	4.17
ST CLAIR	477.26	124.42	3.91	19.31	9.30
SALINE	17.32	3.16	0.11	1.03	0.73
SANGAMON	435.98	103.01	3.41	24.98	8.67
SCHUYLER	5.37	0.69	0.02	0.36	0.28
SCOTT	4.53	0.53	0.01	0.31	0.26
SHELBY	40.35	6.33	0.24	2.33	1.64

2016 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
STARK	2.74	0.26	0.01	0.20	0.10
STEPHENSON	33.46	6.84	0.24	1.89	0.90
TAZEWELL	198.15	41.18	1.61	11.41	3.90
UNION	10.76	1.28	0.04	0.76	0.31
VERMILION	81.91	15.49	0.53	4.94	2.00
WABASH	10.47	1.89	0.05	0.71	0.49
WARREN	22.16	3.40	0.11	1.41	0.99
WASHINGTON	17.17	2.76	0.10	1.08	0.75
WAYNE	11.16	1.52	0.05	0.74	0.46
WHITE	23.79	3.47	0.12	1.64	0.71
WHITESIDE	36.86	6.90	0.25	2.13	0.87
WILL	655.29	180.33	6.62	29.51	16.07
WILLIAMSON	137.45	29.26	1.00	8.19	3.19
WINNEBAGO	354.37	85.59	2.88	19.08	6.25
WOODFORD	16.57	2.94	0.10	1.08	0.56
STATE TOTALS	**$35,173.99**	**$10,243.48**	**302.45**	**$1,767.68**	**$871.08**

2016 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2016

2016 Preliminary

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
COOK	$23,537.10	$$7,572.36	209.01	$1,113.35	$605.43
DU PAGE	2,524.86	689.61	22.92	146.81	44.83
LAKE	1,303.21	301.95	10.86	75.43	29.90
WILL	655.29	180.33	6.62	29.51	16.07
ST CLAIR	477.26	124.42	3.91	19.31	9.30
KANE	466.85	113.64	4.31	21.77	10.48
SANGAMON	435.98	103.01	3.41	24.98	8.67
MADISON	373.83	86.95	3.13	18.36	7.30
McLEAN	365.14	70.64	2.79	23.25	6.39
WINNEBAGO	354.37	85.59	2.88	19.08	6.25
PEORIA	341.84	83.78	2.99	19.17	7.85
CHAMPAIGN	329.11	73.26	2.67	20.38	5.84
McHENRY	237.46	52.92	1.68	12.67	7.80
ROCK ISLAND	217.49	56.85	1.71	10.06	4.17
TAZEWELL	198.15	41.18	1.61	11.41	3.90
JO DAVIESS	190.45	39.44	1.71	10.48	5.32
LA SALLE	189.24	35.62	1.40	10.52	3.77
EFFINGHAM	156.88	26.49	1.02	10.85	3.20
MACON	142.08	26.49	1.04	9.03	2.73
WILLIAMSON	137.45	29.26	1.00	8.19	3.19
KANKAKEE	136.86	27.97	1.00	7.58	3.67
JEFFERSON	108.30	20.33	0.80	7.26	2.38
MONTGOMERY	106.89	23.74	0.97	3.51	1.72
ADAMS	101.50	24.67	0.77	5.50	2.67
DE KALB	93.67	15.29	0.57	6.29	1.58
VERMILION	81.91	15.49	0.53	4.94	2.00
KNOX	80.14	16.00	0.54	4.20	1.92
OGLE	77.46	12.43	0.54	4.99	1.49
GRUNDY	71.91	9.87	0.41	5.17	1.35
JACKSON	71.27	16.49	0.51	4.16	1.62

2016 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MASSAC	68.89	21.69	0.80	2.09	2.04
JERSEY	61.62	10.36	0.36	3.65	3.22
BUREAU	55.99	6.58	0.23	4.29	0.91
COLES	52.10	9.34	0.36	3.28	1.19
KENDALL	51.32	7.63	0.27	3.50	0.84
MORGAN	49.21	8.44	0.30	3.18	1.03
CLINTON	47.37	5.83	0.17	3.19	2.28
MACOUPIN	46.78	6.27	0.22	3.10	2.00
HENRY	43.79	6.74	0.21	2.90	0.98
SHELBY	40.35	6.33	0.24	2.33	1.64
DOUGLAS	39.42	6.08	0.24	2.83	0.70
LOGAN	38.83	4.73	0.17	3.02	0.54
McDONOUGH	36.98	7.41	0.27	2.18	0.93
WHITESIDE	36.86	6.90	0.25	2.13	0.87
MARION	36.21	6.62	0.24	2.18	1.08
RANDOLPH	35.68	5.64	0.19	2.27	1.34
STEPHENSON	33.46	6.84	0.24	1.89	0.90
IROQUOIS	33.18	4.72	0.15	2.28	1.29
LIVINGSTON	32.74	5.98	0.21	1.89	0.77
FRANKLIN	31.99	5.55	0.22	1.89	1.10
LEE	31.61	6.82	0.24	1.62	0.63
FAYETTE	29.00	4.68	0.18	1.86	1.23
MASON	28.90	4.56	0.14	1.68	1.95
HANCOCK	28.01	5.27	0.18	1.57	1.07
PIKE	27.27	3.57	0.11	1.88	1.38
PERRY	26.61	4.43	0.13	1.51	1.07
CALHOUN	26.27	3.64	0.08	1.51	2.46
FULTON	24.94	3.68	0.12	1.66	0.83
WHITE	23.79	3.47	0.12	1.64	0.71
CARROLL	22.87	3.06	0.11	1.43	1.09

2016 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
WARREN	22.16	3.40	0.11	1.41	0.99
JOHNSON	20.47	3.11	0.09	1.19	1.42
MERCER	20.43	2.43	0.07	1.31	1.14
BOONE	19.70	3.09	0.09	1.11	0.32
CHRISTIAN	19.60	3.20	0.11	1.19	0.43
HENDERSON	19.42	2.65	0.08	1.21	1.54
CRAWFORD	18.24	3.61	0.14	1.13	0.63
SALINE	17.32	3.16	0.11	1.03	0.73
MONROE	17.17	2.67	0.08	0.96	0.69
WASHINGTON	17.17	2.76	0.10	1.08	0.75
WOODFORD	16.57	2.94	0.10	1.08	0.56
RICHLAND	15.95	3.74	0.11	0.91	0.64
BOND	15.86	3.10	0.12	0.97	0.50
GREENE	14.00	1.69	0.06	0.93	0.48
CLARK	13.99	2.07	0.08	0.87	0.38
CLAY	11.91	2.03	0.06	0.79	0.48
DE WITT	11.28	2.44	0.09	0.68	0.36
WAYNE	11.16	1.52	0.05	0.74	0.46
UNION	10.76	1.28	0.04	0.76	0.31
WABASH	10.47	1.89	0.05	0.71	0.49
EDGAR	10.41	1.40	0.06	0.66	0.40
MARSHALL	10.11	2.26	0.06	0.52	0.47
JASPER	9.56	0.95	0.03	0.68	0.44
HARDIN	9.38	1.30	0.04	0.58	0.65
LAWRENCE	9.05	2.46	0.06	0.48	0.39
MENARD	7.39	0.93	0.02	0.47	0.44
PIATT	7.16	1.21	0.05	0.46	0.18

2016 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2016 (Continued)

2016 Preliminary County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MOULTRIE	6.76	1.43	0.04	0.42	0.26
ALEXANDER	6.53	0.89	0.03	0.43	0.17
CASS	6.48	0.89	0.03	0.44	0.16
FORD	6.38	0.91	0.03	0.37	0.29
BROWN	6.30	0.90	0.03	0.41	0.27
POPE	6.30	0.80	0.03	0.36	0.44
CUMBERLAND	6.26	0.92	0.03	0.39	0.31
PUTNAM	5.99	0.82	0.02	0.35	0.46
HAMILTON	5.98	0.80	0.02	0.36	0.42
SCHUYLER	5.37	0.69	0.02	0.36	0.28
SCOTT	4.53	0.53	0.01	0.31	0.26
GALLATIN	4.29	0.50	0.02	0.29	0.22
PULASKI	4.23	0.62	0.02	0.28	0.14
EDWARDS	3.14	0.34	0.01	0.20	0.16
STARK	2.74	0.26	0.01	0.20	0.10
STATE TOTALS	**$35,173.99**	**$10,243.48**	**302.45**	**$1,767.68**	**$871.08**

2016 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2016

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
ADAMS	0.29%	0.24%	0.26%	0.31%	0.31%
ALEXANDER	0.02%	0.01%	0.01%	0.02%	0.02%
BOND	0.05%	0.03%	0.04%	0.05%	0.06%
BOONE	0.06%	0.03%	0.03%	0.06%	0.04%
BROWN	0.02%	0.01%	0.01%	0.02%	0.03%
BUREAU	0.16%	0.06%	0.08%	0.24%	0.10%
CALHOUN	0.07%	0.04%	0.03%	0.09%	0.28%
CARROLL	0.07%	0.03%	0.04%	0.08%	0.13%
CASS	0.02%	0.01%	0.01%	0.02%	0.02%
CHAMPAIGN	0.94%	0.72%	0.88%	1.15%	0.67%
CHRISTIAN	0.06%	0.03%	0.04%	0.07%	0.05%
CLARK	0.04%	0.02%	0.03%	0.05%	0.04%
CLAY	0.03%	0.02%	0.02%	0.04%	0.06%
CLINTON	0.13%	0.06%	0.06%	0.18%	0.26%
COLES	0.15%	0.09%	0.12%	0.19%	0.14%
COOK	66.92%	73.92%	69.11%	62.98%	69.50%
CRAWFORD	0.05%	0.04%	0.05%	0.06%	0.07%
CUMBERLAND	0.02%	0.01%	0.01%	0.02%	0.04%
DE KALB	0.27%	0.15%	0.19%	0.36%	0.18%
DE WITT	0.03%	0.02%	0.03%	0.04%	0.04%
DOUGLAS	0.11%	0.06%	0.08%	0.16%	0.08%
DU PAGE	7.18%	6.73%	7.58%	8.30%	5.15%
EDGAR	0.03%	0.01%	0.02%	0.04%	0.05%
EDWARDS	0.01%	0.00%	0.00%	0.01%	0.02%
EFFINGHAM	0.45%	0.26%	0.34%	0.61%	0.37%
FAYETTE	0.08%	0.05%	0.06%	0.11%	0.14%
FORD	0.02%	0.01%	0.01%	0.02%	0.03%
FRANKLIN	0.09%	0.05%	0.07%	0.11%	0.13%
FULTON	0.07%	0.04%	0.04%	0.09%	0.10%
GALLATIN	0.01%	0.00%	0.01%	0.02%	0.03%

2016 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2016 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
GREENE	0.04%	0.02%	0.02%	0.05%	0.06%
GRUNDY	0.20%	0.10%	0.14%	0.29%	0.15%
HAMILTON	0.02%	0.01%	0.01%	0.02%	0.05%
HANCOCK	0.08%	0.05%	0.06%	0.09%	0.12%
HARDIN	0.03%	0.01%	0.01%	0.03%	0.07%
HENDERSON	0.06%	0.03%	0.03%	0.07%	0.18%
HENRY	0.12%	0.07%	0.07%	0.16%	0.11%
IROQUOIS	0.09%	0.05%	0.05%	0.13%	0.15%
JACKSON	0.20%	0.16%	0.17%	0.24%	0.19%
JASPER	0.03%	0.01%	0.01%	0.04%	0.05%
JEFFERSON	0.31%	0.20%	0.26%	0.41%	0.27%
JERSEY	0.18%	0.10%	0.12%	0.21%	0.37%
JO DAVIESS	0.54%	0.38%	0.57%	0.59%	0.61%
JOHNSON	0.06%	0.03%	0.03%	0.07%	0.16%
KANE	1.33%	1.11%	1.42%	1.23%	1.20%
KANKAKEE	0.39%	0.27%	0.33%	0.43%	0.42%
KENDALL	0.15%	0.07%	0.09%	0.20%	0.10%
KNOX	0.23%	0.16%	0.18%	0.24%	0.22%
LAKE	3.71%	2.95%	3.59%	4.27%	3.43%
LA SALLE	0.54%	0.35%	0.46%	0.60%	0.43%
LAWRENCE	0.03%	0.02%	0.02%	0.03%	0.04%
LEE	0.09%	0.07%	0.08%	0.09%	0.07%
LIVINGSTON	0.09%	0.06%	0.07%	0.11%	0.09%
LOGAN	0.11%	0.05%	0.06%	0.17%	0.06%
McDONOUGH	0.11%	0.07%	0.09%	0.12%	0.11%
McHENRY	0.68%	0.52%	0.55%	0.72%	0.90%
McLEAN	1.04%	0.69%	0.92%	1.32%	0.73%
MACON	0.40%	0.26%	0.35%	0.51%	0.31%
MACOUPIN	0.13%	0.06%	0.07%	0.18%	0.23%
MADISON	1.06%	0.85%	1.04%	1.04%	0.84%

2016 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2016 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
MARION	0.10%	0.06%	0.08%	0.12%	0.12%
MARSHALL	0.03%	0.02%	0.02%	0.03%	0.05%
MASON	0.08%	0.04%	0.05%	0.10%	0.22%
MASSAC	0.20%	0.21%	0.26%	0.12%	0.23%
MENARD	0.02%	0.01%	0.01%	0.03%	0.05%
MERCER	0.06%	0.02%	0.02%	0.07%	0.13%
MONROE	0.05%	0.03%	0.03%	0.05%	0.08%
MONTGOMERY	0.30%	0.23%	0.32%	0.20%	0.20%
MORGAN	0.14%	0.08%	0.10%	0.18%	0.12%
MOULTRIE	0.02%	0.01%	0.01%	0.02%	0.03%
OGLE	0.22%	0.12%	0.18%	0.28%	0.17%
PEORIA	0.97%	0.82%	0.99%	1.08%	0.90%
PERRY	0.08%	0.04%	0.04%	0.09%	0.12%
PIATT	0.02%	0.01%	0.02%	0.03%	0.02%
PIKE	0.08%	0.03%	0.04%	0.11%	0.16%
POPE	0.02%	0.01%	0.01%	0.02%	0.05%
PULASKI	0.01%	0.01%	0.01%	0.02%	0.02%
PUTNAM	0.02%	0.01%	0.01%	0.02%	0.05%
RANDOLPH	0.10%	0.06%	0.06%	0.13%	0.15%
RICHLAND	0.05%	0.04%	0.04%	0.05%	0.07%
ROCK ISLAND	0.62%	0.55%	0.57%	0.57%	0.48%
ST CLAIR	1.36%	1.21%	1.29%	1.09%	1.07%
SALINE	0.05%	0.03%	0.03%	0.06%	0.08%
SANGAMON	1.24%	1.01%	1.13%	1.41%	1.00%
SCHUYLER	0.02%	0.01%	0.01%	0.02%	0.03%
SCOTT	0.01%	0.01%	0.00%	0.02%	0.03%
SHELBY	0.11%	0.06%	0.08%	0.13%	0.19%

2016 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2016 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
STARK	0.01%	0.00%	0.00%	0.01%	0.01%
STEPHENSON	0.10%	0.07%	0.08%	0.11%	0.10%
TAZEWELL	0.56%	0.40%	0.53%	0.65%	0.45%
UNION	0.03%	0.01%	0.01%	0.04%	0.04%
VERMILION	0.23%	0.15%	0.18%	0.28%	0.23%
WABASH	0.03%	0.02%	0.02%	0.04%	0.06%
WARREN	0.06%	0.03%	0.03%	0.08%	0.11%
WASHINGTON	0.05%	0.03%	0.03%	0.06%	0.09%
WAYNE	0.03%	0.01%	0.02%	0.04%	0.05%
WHITE	0.07%	0.03%	0.04%	0.09%	0.08%
WHITESIDE	0.10%	0.07%	0.08%	0.12%	0.10%
WILL	1.86%	1.76%	2.19%	1.67%	1.84%
WILLIAMSON	0.39%	0.29%	0.33%	0.46%	0.37%
WINNEBAGO	1.01%	0.84%	0.95%	1.08%	0.72%
WOODFORD	0.05%	0.03%	0.03%	0.06%	0.06%
STATE TOTALS	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**

2016 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2015

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
ADAMS	0.8%	5.2%	2.0%	3.0%	5.4%
ALEXANDER	1.1%	5.5%	2.3%	3.3%	5.7%
BOND	2.0%	6.4%	3.2%	4.2%	6.6%
BOONE	4.6%	9.2%	5.9%	6.9%	9.4%
BROWN	0.2%	4.6%	1.4%	2.4%	4.7%
BUREAU	-0.9%	3.5%	0.3%	1.3%	3.6%
CALHOUN	4.8%	9.4%	6.1%	7.1%	9.6%
CARROLL	4.8%	9.4%	6.1%	7.1%	9.6%
CASS	3.0%	7.5%	4.3%	5.3%	7.7%
CHAMPAIGN	-0.5%	3.8%	0.7%	1.6%	4.0%
CHRISTIAN	0.2%	4.6%	1.4%	2.4%	4.7%
CLARK	2.3%	6.8%	3.5%	4.5%	6.9%
CLAY	3.1%	7.7%	4.4%	5.4%	7.8%
CLINTON	0.1%	4.5%	1.3%	2.3%	4.6%
COLES	4.6%	9.2%	5.9%	6.9%	9.4%
COOK	2.4%	6.9%	3.7%	4.6%	7.1%
CRAWFORD	2.6%	7.1%	3.9%	4.8%	7.3%
CUMBERLAND	4.4%	8.9%	5.6%	6.6%	9.1%
DE KALB	2.6%	7.1%	3.8%	4.8%	7.2%
DE WITT	-1.3%	3.0%	-0.1%	0.9%	3.2%
DOUGLAS	1.3%	5.7%	2.5%	3.5%	5.9%
DU PAGE	1.9%	6.4%	3.2%	4.1%	6.6%
EDGAR	1.2%	5.7%	2.5%	3.4%	5.8%
EDWARDS	1.6%	6.1%	2.9%	3.8%	6.2%
EFFINGHAM	2.2%	6.7%	3.4%	4.4%	6.8%
FAYETTE	-0.7%	3.6%	0.5%	1.4%	3.8%
FORD	-1.5%	2.9%	-0.3%	0.7%	3.0%
FRANKLIN	0.9%	5.3%	2.1%	3.1%	5.5%
FULTON	3.7%	8.3%	5.0%	6.0%	8.4%
GALLATIN	0.7%	5.1%	1.9%	2.9%	5.2%

2016 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2015 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
GREENE	1.8%	6.3%	3.0%	4.0%	6.4%
GRUNDY	4.9%	9.5%	6.2%	7.2%	9.7%
HAMILTON	4.6%	9.2%	5.9%	6.9%	9.3%
HANCOCK	3.5%	8.1%	4.8%	5.8%	8.2%
HARDIN	3.2%	7.8%	4.5%	5.5%	7.9%
HENDERSON	4.7%	9.3%	6.0%	7.0%	9.5%
HENRY	-2.3%	2.0%	-1.1%	-0.2%	2.2%
IROQUOIS	-2.2%	2.1%	-1.0%	-0.1%	2.2%
JACKSON	2.2%	6.7%	3.4%	4.4%	6.8%
JASPER	4.7%	9.3%	6.0%	7.0%	9.4%
JEFFERSON	1.2%	5.6%	2.4%	3.4%	5.8%
JERSEY	3.0%	7.5%	4.2%	5.2%	7.6%
JO DAVIESS	2.8%	7.4%	4.1%	5.1%	7.5%
JOHNSON	4.0%	8.5%	5.2%	6.2%	8.7%
KANE	1.8%	6.2%	3.0%	4.0%	6.4%
KANKAKEE	-1.5%	2.9%	-0.3%	0.7%	3.0%
KENDALL	2.0%	6.4%	3.2%	4.2%	6.6%
KNOX	2.6%	7.1%	3.9%	4.9%	7.3%
LAKE	1.9%	6.4%	3.1%	4.1%	6.5%
LA SALLE	-0.5%	3.8%	0.7%	1.6%	4.0%
LAWRENCE	4.2%	8.8%	5.5%	6.5%	9.0%
LEE	0.4%	4.8%	1.6%	2.6%	4.9%
LIVINGSTON	1.0%	5.4%	2.2%	3.2%	5.6%
LOGAN	-2.4%	1.9%	-1.2%	-0.3%	2.1%
McDONOUGH	-0.7%	3.7%	0.5%	1.5%	3.8%
McHENRY	3.5%	8.0%	4.7%	5.7%	8.2%
McLEAN	-0.5%	3.9%	0.7%	1.7%	4.0%
MACON	-2.2%	2.0%	-1.0%	-0.1%	2.2%
MACOUPIN	3.4%	7.9%	4.7%	5.6%	8.1%
MADISON	0.7%	5.1%	1.9%	2.8%	5.2%

2016 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2015 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
MARION	4.5%	9.1%	5.8%	6.8%	9.3%
MARSHALL	1.2%	5.6%	2.4%	3.4%	5.8%
MASON	-3.7%	0.5%	-2.5%	-1.6%	0.7%
MASSAC	1.3%	5.7%	2.5%	3.5%	5.8%
MENARD	4.2%	8.7%	5.4%	6.4%	8.9%
MERCER	-3.7%	0.5%	-2.5%	-1.6%	0.7%
MONROE	3.4%	8.0%	4.7%	5.7%	8.1%
MONTGOMERY	4.7%	9.3%	6.0%	7.0%	9.4%
MORGAN	4.6%	9.2%	5.9%	6.9%	9.4%
MOULTRIE	3.5%	8.1%	4.8%	5.8%	8.2%
OGLE	1.6%	6.1%	2.8%	3.8%	6.2%
PEORIA	0.8%	5.3%	2.1%	3.0%	5.4%
PERRY	0.9%	5.3%	2.1%	3.1%	5.4%
PIATT	3.2%	7.7%	4.5%	5.5%	7.9%
PIKE	2.0%	6.4%	3.2%	4.2%	6.6%
POPE	-1.5%	2.8%	-0.3%	0.6%	2.9%
PULASKI	2.3%	6.8%	3.6%	4.5%	7.0%
PUTNAM	3.5%	8.0%	4.7%	5.7%	8.2%
RANDOLPH	0.9%	5.3%	2.1%	3.1%	5.4%
RICHLAND	0.0%	4.4%	1.3%	2.2%	4.6%
ROCK ISLAND	2.3%	6.7%	3.5%	4.5%	6.9%
ST CLAIR	2.1%	6.5%	3.3%	4.3%	6.7%
SALINE	-2.3%	2.0%	-1.1%	-0.2%	2.2%
SANGAMON	1.0%	5.4%	2.2%	3.2%	5.6%
SCHUYLER	0.6%	5.0%	1.8%	2.8%	5.1%
SCOTT	1.0%	5.5%	2.3%	3.2%	5.6%
SHELBY	1.0%	5.5%	2.3%	3.2%	5.6%

2016 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2015 (Continued)

2016 Preliminary

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
STARK	-1.4%	3.0%	-0.2%	0.8%	3.1%
STEPHENSON	3.0%	7.6%	4.3%	5.3%	7.7%
TAZEWELL	1.3%	5.7%	2.5%	3.5%	5.9%
UNION	1.6%	6.0%	2.8%	3.8%	6.2%
VERMILION	0.8%	5.2%	2.0%	3.0%	5.4%
WABASH	-3.2%	1.1%	-2.0%	-1.1%	1.2%
WARREN	-1.3%	3.0%	-0.1%	0.8%	3.2%
WASHINGTON	4.6%	9.2%	5.9%	6.9%	9.4%
WAYNE	-2.3%	2.0%	-1.1%	-0.2%	2.1%
WHITE	-1.6%	2.7%	-0.4%	0.5%	2.8%
WHITESIDE	-1.5%	2.8%	-0.3%	0.6%	3.0%
WILL	2.0%	6.5%	3.2%	4.2%	6.6%
WILLIAMSON	3.1%	7.7%	4.4%	5.4%	7.8%
WINNEBAGO	1.3%	5.7%	2.5%	3.5%	5.9%
WOODFORD	-2.8%	1.4%	-1.6%	-0.7%	1.6%
STATE TOTALS	**2.1%**	**6.7%**	**3.4%**	**4.3%**	**6.8%**

2016 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2015

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
ADAMS	$100.69	$23.44	0.76	$5.34	$2.53
ALEXANDER	6.46	0.84	0.03	0.42	0.16
BOND	15.56	2.91	0.11	0.93	0.47
BOONE	18.83	2.83	0.09	1.03	0.29
BROWN	6.29	0.86	0.03	0.40	0.26
BUREAU	56.48	6.36	0.23	4.23	0.88
CALHOUN	25.06	3.33	0.08	1.41	2.24
CARROLL	21.82	2.80	0.10	1.34	1.00
CASS	6.29	0.83	0.03	0.42	0.15
CHAMPAIGN	330.84	70.55	2.65	20.05	5.62
CHRISTIAN	19.56	3.06	0.11	1.16	0.41
CLARK	13.68	1.94	0.08	0.83	0.36
CLAY	11.54	1.89	0.05	0.75	0.45
CLINTON	47.32	5.58	0.17	3.12	2.18
COLES	49.79	8.55	0.34	3.07	1.09
COOK	22,982.56	7,083.20	201.63	1,063.98	565.52
CRAWFORD	17.77	3.37	0.13	1.08	0.58
CUMBERLAND	6.00	0.84	0.03	0.37	0.28
DE KALB	91.30	14.28	0.55	6.00	1.47
DE WITT	11.43	2.37	0.09	0.67	0.35
DOUGLAS	38.92	5.75	0.23	2.73	0.66
DU PAGE	2,477.02	648.11	22.21	140.96	42.08
EDGAR	10.29	1.33	0.05	0.64	0.37
EDWARDS	3.09	0.32	0.01	0.19	0.15
EFFINGHAM	153.53	24.84	0.99	10.39	2.99
FAYETTE	29.22	4.52	0.18	1.84	1.18
FORD	6.48	0.89	0.03	0.37	0.28
FRANKLIN	31.71	5.27	0.21	1.83	1.04
FULTON	24.04	3.39	0.11	1.57	0.77
GALLATIN	4.27	0.48	0.02	0.28	0.21

2016 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2015 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
GREENE	13.75	1.59	0.06	0.89	0.45
GRUNDY	68.55	9.01	0.39	4.82	1.23
HAMILTON	5.71	0.74	0.02	0.33	0.39
HANCOCK	27.05	4.88	0.18	1.48	0.99
HARDIN	9.09	1.20	0.04	0.55	0.60
HENDERSON	18.54	2.42	0.07	1.13	1.41
HENRY	44.81	6.61	0.22	2.90	0.96
IROQUOIS	33.94	4.63	0.15	2.28	1.26
JACKSON	69.73	15.46	0.49	3.98	1.52
JASPER	9.14	0.87	0.02	0.64	0.40
JEFFERSON	107.05	19.25	0.78	7.03	2.25
JERSEY	59.85	9.64	0.34	3.47	3.00
JO DAVIESS	185.18	36.73	1.64	9.97	4.95
JOHNSON	19.69	2.87	0.08	1.12	1.31
KANE	458.73	106.97	4.18	20.93	9.85
KANKAKEE	138.88	27.19	1.01	7.53	3.57
KENDALL	50.33	7.17	0.26	3.36	0.79
KNOX	78.08	14.93	0.52	4.00	1.79
LAKE	1,279.12	283.92	10.53	72.46	28.08
LA SALLE	190.25	34.31	1.39	10.35	3.63
LAWRENCE	8.69	2.26	0.06	0.45	0.36
LEE	31.49	6.51	0.24	1.58	0.60
LIVINGSTON	32.43	5.67	0.21	1.83	0.72
LOGAN	39.77	4.64	0.18	3.02	0.53
McDONOUGH	37.23	7.15	0.27	2.15	0.90
McHENRY	229.46	48.99	1.60	11.98	7.21
McLEAN	366.91	68.00	2.77	22.87	6.15
MACON	145.33	25.95	1.05	9.04	2.67
MACOUPIN	45.25	5.81	0.21	2.93	1.85
MADISON	371.38	82.75	3.08	17.85	6.94

2016 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2015 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MARION	34.64	6.07	0.22	2.04	0.99
MARSHALL	9.99	2.14	0.06	0.50	0.44
MASON	30.00	4.54	0.14	1.71	1.94
MASSAC	68.03	20.52	0.78	2.02	1.93
MENARD	7.10	0.86	0.02	0.45	0.40
MERCER	21.21	2.42	0.07	1.33	1.13
MONROE	16.60	2.47	0.07	0.91	0.64
MONTGOMERY	102.10	21.72	0.91	3.28	1.57
MORGAN	47.03	7.73	0.28	2.98	0.94
MOULTRIE	6.53	1.32	0.04	0.40	0.24
OGLE	76.25	11.72	0.52	4.81	1.40
PEORIA	338.96	79.58	2.93	18.60	7.45
PERRY	26.38	4.21	0.13	1.46	1.01
PIATT	6.94	1.12	0.04	0.43	0.17
PIKE	26.74	3.36	0.11	1.81	1.30
POPE	6.40	0.78	0.03	0.36	0.43
PULASKI	4.14	0.58	0.02	0.26	0.13
PUTNAM	5.79	0.76	0.02	0.33	0.43
RANDOLPH	35.37	5.36	0.19	2.20	1.28
RICHLAND	15.94	3.58	0.11	0.89	0.61
ROCK ISLAND	212.69	53.26	1.66	9.63	3.90
ST CLAIR	467.63	116.78	3.79	18.52	8.72
SALINE	17.72	3.10	0.11	1.03	0.72
SANGAMON	431.74	97.72	3.34	24.21	8.21
SCHUYLER	5.34	0.66	0.02	0.35	0.26
SCOTT	4.48	0.51	0.01	0.30	0.25
SHELBY	39.94	6.00	0.24	2.26	1.55

2016 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2015 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
STARK	2.78	0.25	0.01	0.20	0.10
STEPHENSON	32.47	6.36	0.23	1.80	0.83
TAZEWELL	195.65	38.96	1.57	11.03	3.69
UNION	10.60	1.21	0.04	0.73	0.29
VERMILION	81.25	14.72	0.52	4.80	1.89
WABASH	10.82	1.87	0.05	0.72	0.49
WARREN	22.46	3.30	0.11	1.40	0.96
WASHINGTON	16.41	2.53	0.09	1.01	0.69
WAYNE	11.42	1.49	0.05	0.74	0.45
WHITE	24.19	3.38	0.12	1.63	0.69
WHITESIDE	37.42	6.71	0.25	2.11	0.84
WILL	642.49	169.37	6.41	28.31	15.07
WILLIAMSON	133.26	27.17	0.96	7.78	2.96
WINNEBAGO	349.91	80.96	2.81	18.44	5.90
WOODFORD	17.06	2.90	0.10	1.08	0.55
STATE TOTALS	**$34,447.13**	**$9,602.82**	**292.54**	**$1,695.18**	**$815.79**

APPENDICES

Appendix A: Travel Economic Impact Model

Introduction

The Travel Economic Impact Model (TEIM) was developed by the research department at U.S. Travel Association to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model comprised of 16 travel categories. The TEIM estimates travel expenditures and the resulting business receipts, employment, personal income, and tax receipts generated by these expenditures.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level.

Definition of Terms

There is no commonly accepted definition of travel in use at this time. For the purposes of the estimates herein, *travel* is defined as activities associated with all overnight trips away from home in paid accommodations and day trips to places 50 miles or more, one way, from the traveler's origin. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places less than 50 miles away from home.

The word *tourism* is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition that limits tourism to personal or pleasure travel.

The *travel industry*, as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Glossary of Terms). With the exception of Amtrak and second home ownership and rental, these business types are defined by the Office of Management and Budget in the 1997 North American Industry Classification System (NAICS) and well as in its predecessor, the 1987 Standard Industrial Classification System (SIC). In each case, the relevant NAICS and SIC codes are included.

A *travel expenditure* is assumed to take place whenever a traveler exchanges money for an activity considered part of his/her trip. Total travel expenditures are separated into 16 categories representing traveler purchases of goods and services at the retail level. One category, travel agents, receives no travel expenditures as these purchases are allocated to the category (i.e. air transportation) actually providing the final good or service to the traveler. Travel expenditures are allocated among states by simulating where the exchange of money for goods or service actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his/her destination, and some enroute.

Economic impact is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. *Payroll* includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the quinquennial Census of Service Industries.

Employment represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment. *Tax revenues* include corporate income, individual income, sales and gross receipts, and excise taxes by level of government. *Business receipts* reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

Description of the Model

Estimates of Travel Expenditures

Total travel expenditures includes spending by travelers on goods and services during their trips, such as lodging, transportation, meals, entertainment, retail shopping. Sixteen (16) categories of activities are covered in the TEIM. Generally, the TEIM combines the activity levels for trips to places within the United States with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in hotels in Vermont is multiplied by the average cost per night per travel party of staying in a hotel in the state to obtain the estimate of traveler expenditures for hotel accommodations.

The data on domestic travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights spent away from home by type of accommodation) are based on national travel surveys conducted by the U.S. Travel Association, the Bureau of Labor Statistics' Survey of Consumer Expenditures, Smith Travel Research's Hotel and Motel Survey, etc. Average cost data are purchased and collected from different organizations and government agencies. Total sales and revenue and other data collected from state, local and federal government and other organizations are employed to compare, adjust and update the spending database of TEIM, as well as linking spending to other impact components.

The international travel expenditure estimates are based on Tourism Industries' (OTTI) In-Flight Survey and data provided to OTTI from Canada and Mexico. Other estimates of the economic impact of international visitors to the U.S. are generated by TEIM by incorporating the estimated international traveler expenditures with the data series utilized to produce the domestic estimates.

Estimates of Business Receipts, Payroll and Employment

The Economic Impact Component of the TEIM estimates travel generated business receipts, employment, and payroll. Basically, the 16 travel categories are associated with a type of travel-related business. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701; NAICS 7211) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in the state commercial lodging establishments is multiplied by travel generated business receipts of these establishments to obtain traveler generated employment in commercial lodging. A similar process is used for the payroll estimates.

The total sales, payroll and employment data of each travel related industry (by SIC and NAICS) are provided by and collected from state, local and federal government, such as the Bureau of Labor Statistics, the Bureau of Economic Analysis, Census Bureau and The Bureau of Transportation Statistics.

Estimates of Tax Revenues

The Fiscal Impact Component of the TEIM is used to estimate traveler generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state are then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Massachusetts State personal income tax collections to payroll in the state is applied to total travel generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Massachusetts.

Estimates for Counties and Local Areas

Local area travel impact estimates is derived by distributing the state estimates to the area using proper proportions of each related category in the area. The proportions of a local area are calculated based on a set of data collected from federal, state and local governments and private organizations. The data can be gathered at the zip code level.

Data from the U.S. Bureau of the Census, Smith Travel Research, Enos Foundation, Runzheimer International, Cruise Lines International Association, Prentice-Hall, U.S. Department of Labor's Consumer Expenditure Survey and ES-202, American Society of Travel Agents, the Federal Aviation Administration, the Department of Transportation, Amtrak, the Federal Highway Administration, state revenue departments, the U.S. Travel Association's travel surveys and other sources are used in building and updating the model. These data indicate the change in travel

spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to various reasons. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquet, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). The magnitude of these purchases in preparation for a trip cannot be quantified due to lack of sound, relevant data.

The second type of spending not covered due to lack of sufficient data is the purchase of major consumer durables generally related to outdoor recreation on trips. Further research is required in this area to determine to what extent pre-trip spending on consumer durable products can justifiably be included within a travel economic impact study.

Appendix B: Glossary of Terms

Automobile Transportation Expenditure. This category includes a prorated share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Lodging Expenditure. Traveler spending on hotels and motels, B&Bs, campgrounds and trailer parks, rental of vacation homes and other types of lodging.

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the TravelScope.

Travel-generated Tax Receipts. Those federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, gasoline excise taxes, and airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Appendix C: Travel-Related Industry Measurement

SIC-NAICS Transition

As described in Appendix A, the 18 types of travel categories used in TEIM are associated with types of travel-related businesses. For many years, the U.S. Travel Association selected these business types using 1987 U.S. Standard Industrial Classification (SIC) system codes.

The SIC system has been used for decades with tremendous success to classify all businesses in the U.S. by the types of products or services they make available. To its credit, the SIC system has facilitated the collection, tabulation and analysis of data. It has also promoted "apples-to-apples" comparability in statistical analyses. At the industry group level, SIC Codes report industry groups as 2 or 3 digit categories to 4 digits at their most specific.

However, as a direct consequence of rapid and widespread structural changes throughout the American economy in recent years, the SIC system has become largely outdated. Therefore, its business classification capabilities have become increasingly less than optimal.

In 1998, the United States Office of Management and Budget published a new industry classification system – the 1997 North American Industry Classification System (NAICS) to replace the SIC system. In contrast, the 2- to 6-digit NAICS industry classification system includes more useful and detailed economic data and provides a more comprehensive statistical representation of our industry. NAICS offers four major advantages over the SIC system:

Relevance: NAICS identifies hundreds of new, emerging, and advanced technology industries. Perhaps most important in terms of quantification of travel-related activity, NAICS reorganizes industries into more meaningful sectors, especially in the service-producing segments of the economy. A few examples of travel-related industries that are separately recognized for the first time:

-Convenience stores
-Gas stations with convenience stores
-Casino hotels
-Casinos
-Other gambling industries
-Bed and breakfast inns
-Limited service restaurants

International Comparability: NAICS was developed by the U.S. Office of Management and Budget (OMB) in cooperation with Statistics Canada and Mexico's Instituto Nacional de Estadística, Geografía e Informática (INEGI). NAICS provides for comparable statistics among the three NAFTA trading partners.

Consistency: NAICS defines industries according to a consistent principle -- businesses that use similar processes are grouped together.

Adaptability: NAICS will be reviewed every five years, so classifications and information keep up with our changing economy.

TEIM: SIC/NAICS Industry Categories

With the transition to NAICS, the U.S. Travel Association has adjusted its selections of the travel-related business types using the new NAICS codes and brought its travel economic research into conformity with NAICS. For measurement purposes, the U.S. Travel Association's Travel Economic Impact Model, tracks business activity in seven (7) major travel-related industry groups. These, in turn, are comprised of sixteen (16) business subcategories.

The industry groups and subcategories used in the model are outlined below, followed by a detailed table of SIC and NAICS Codes.

1. Automobile Transportation Industry: Gasoline service stations, motor vehicle/parts dealers and passenger car rental.

2. Entertainment/Recreation Industry: Entertainment, art and recreation industry.

3. Foodservice Industry: Eating & drinking places, and grocery stores.

4. General Retail Trade Industry: General merchandise group stores and miscellaneous retail stores, including gift and souvenir shops.

   Incidental Purchases Industry: See above, General Retail Trade Industry.

5. Lodging Industry: This industry includes hotels, motels, and motor hotels, camps and trailer parks.

6. Public Transportation Industry: Air transportation, taxicab companies, interurban & rural bus transportation, railroad passenger transportation (Amtrak) and water passenger transportation. Also is the "dummy" industry of "other transportation."

7. Travel Arrangement Industry: This includes travel agencies, tour operators, and other travel arrangement & reservation services.

1987 SIC – 1997 NAICS:
Selected Travel-Related Categories

SIC DESCRIPTION(S)	SIC CODE(S)	NAICS DESCRIPTION(S)	NAICS CODE(S)
Accommodations			
Hotels and Motels	701	*Traveler Accommodation*	7211
Recreational Vehicle Parks & Campsites	703	*Recreational Vehicle Parks & Campgrounds*	7212
Auto Transportation			
Passenger Car Rental	7514	*Passenger Car Rental*	532111
Gasoline Service Stations	554	*Gasoline Stations with Convenience Stores; Other Gasoline Stations*	447110; 447190
Automotive Dealers	55 *(excl. 554)*	*Motor Vehicle & Parts Dealers*	4411; 4412; 4413
Entertainment and Recreation			
Amusement and Recreational Services	79	*Amusement, Gambling & Recreation Industries*	713
		Performing Arts, Spectator Sports & Related Industries	711
Museums, Art Galleries, Botanical and Zoological Gardens	84	*Museums, Historical Sites & Similar Institutions*	712
Food			
Eating & Drinking Places (Alcoholic Beverages)	581	*Foodservices & Drinking Places*	7221; 7222; 7224
Grocery Stores	541	*Food and Beverage stores*	4451; 4452; 4453
Public Transportation			
Air Transportation	45	*Passenger Air Transportation; Airport Support Activities*	481; 4881
Rail - Local & Suburban Transit	4111	*Rail Transportation*	485112
Interurban & Rural Bus Carriers	413	*Interurban & Rural Bus Transportation*	4852
Charter Bus/Interstate	4142	*Charter Bus (interstate/interurban)*	4855102
Taxi & Limousine Services	412	*Taxi & Limousine Services*	4853
Water Transportation of Passengers	448	*Water Passenger Transportation*	483112; 483114; 483212
--	--	*Scenic & Sightseeing Transportation* *(New industry-includes parts of SICs 4119,4489,4522,4789,7999)*	487
Retail			
General Merchandise Stores	53	*General Merchandise Stores*	452
Miscellaneous Retail Stores	59	*Other Retail Stores*	453; 44611; 4483; 45111; 45112; 45121
Travel Arrangement			
Travel Arrangement	472	*Travel Arrangement & Reservation Services*	5615
		(includes travel agencies and tour operators)	

Appendix D: Sources of Data

This appendix presents the sources of data used in this report.

Sources

Airlines for America (A4A), (formerly known as Air Transport Association of America - ATA)
American Automobile Association
Amtrak
American Society of Travel Agents
Bureau of the Census, U.S. Department of Commerce
Bureau of Economic Analysis, U.S. Department of Commerce
Bureau of Labor Statistics, U.S. Department of Labor
Bureau of Transportation Statistics, U.S. Department of Commerce
Federal Aviation Administration, U.S. Department of Transportation
Federal Highway Administration, U.S. Department of Transportation
National Park Service
Illinois Bureau of Tourism
Illinois Department of Labor, Office of Employment Security
Smith Travel Research
The Office of Travel and Tourism Industry (OTTI)/ITA, U.S. Department of Commerce
The U.S. Travel Association

Appendix E: RIMS II

REGIONAL INPUT-OUTPUT MODELING SYSTEM

A BRIEF DESCRIPTION

Regional Economic Analysis Division
Bureau of Economic Analysis
U.S. Department of Commerce
Washington, D.C. 20230
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RIMS II

Many types of public sector and private sector decisions require an evaluation of probable regional effects. For example, Federal requirements for environmental impact statements and the urban impact of Federal policies necessitate regional impact analyses. A growing concern, therefore, about the effects of public and private decisions has created a demand for regional economic models.

As a result of this demand, economic impact models have been developed for many States and regions. These models vary considerably in terms of structure, reliability, sectoral and geographical detail, flexibility in application, and cost of development and use. In general, the models that provide the most reliable and industrially-detailed secondary impact estimates are the most expensive to construct, while the less costly models that can be used in numerous small-area studies often provide less accurate estimates.

In response to the growing need for improved techniques for regional impact analysis, the Regional Economic Analysis Division of the Bureau of Economic Analysis (BEA) developed the Regional Industrial Multiplier System (RIMS) in the mid-1970's. RIMS was designed to estimate input-output type multipliers for use in estimating the secondary regional impacts of public and private economic development policies. RIMS was capable of estimating multipliers for any region composed of one or more contiguous counties and for any of the 478 industrial sectors in the 1967 BEA national input-output (I-O) table. A significant improvement over the more summary measures often used in regional impact analysis, RIMS was capable of providing reliable multiplier estimates without the high cost of gathering survey data.

The Regional Input-Output Modeling System (RIMS II) is a major revision of RIMS. The basic differences between RIMS II and RIMS are the use of more recent national I-O tables (1972 and 1977), the use of more detailed and more current data for regionalizing the national I-O tables, and greater flexibility in the derivation of regional impact estimates through the use of a matrix inversion technique that provides industrially-disaggregated impacts. RIMS II developmental research is focused currently on estimating regional transactions tables, and comparing RIMS II estimates of state-specific imports and exports with survey-based estimates from the Census Bureau's Commodity Transportation Survey. RIMS II is also being adapted to analyze the regional and industrial impacts of defense procurement.

RIMS II METHODOLOGY

In order to estimate impacts such as those presented above, RIMS II uses the BEA national I-O tables which show the input and output structure of 500 industries. Since firms in all national industries are not found in each region, some direct requirements that are not produced in a study region are identified, using Bureau of Economic Analysis (BEA) 4-digit Standard Industrial Classification (SIC) county earnings data. The earnings data are used as proxies for the industry-specific input and output data which are seldom available at the small-area level. Using the same

earning data, the resulting regional I-O table then can be aggregated to the level of industrial detail appropriate for the impact study.

More specifically, the RIMS II approach can be viewed as three-step process. In the first step, the national I-O matrix is made region-specific by using corresponding 4-digit SIC location quotients (LQ's). The LQ's are used to estimate the extent to which requirements are supplied by firms within the region. For this purpose, RIMS II employs LQ's based on two types of data. According to this mixed-LQ approach, BEA county personal income data, by place of residence, are used for the calculation of LQ's in the service sectors, while BEA earnings data, by place of work, are used for the LQ's in the nonservice sectors.

The second step involves estimations of the household row and the household column of the matrix. The household-row coefficients are estimated based on value-added gross-output ratios from the national I-O table and introduced into each industry's coefficient column. A household column is constructed, based on national consumption and savings rate data and national and regional tax rate data.

The last step in the RIMS II estimating procedure is to calculate the multipliers. Since it is most often necessary to trace the impact of changes in final demand on numerous individual directly- and indirectly-affected industries, RIMS II applications employ the Leontief inversion approach for obtaining multipliers. This inversion process produces output and earnings multipliers for all additionally affected industries.

ACCURACY OF RIMS II

Empirical tests of the accuracy of RIMS II multipliers indicates that RIMS II yields estimates that are not substantially different from those generated by regional I-O models based on the costly gathering of survey data. For example, a comparison of 224 industry-specific multipliers from survey based tables for Massachusetts, Washington, and West Virginia indicate that the RIMS II average multipliers overestimate the average multipliers from the survey based tables by approximately 5 percent, and, for the majority of individual industry-specific multipliers is less than 10 percent. In addition, RIMS II and survey multipliers show a statistically-similar distribution of affected industries.

ADVANTAGES OF RIMS II

There are numerous advantages to RIMS II. First, it is possible to provide estimates of economic impact without building a complete survey I-O model for each region under study, since RIMS II produces multipliers that are derived from secondary data sources. Second, the RIMS II multipliers are derived from a limited number of secondary data sources, thus eliminating the costs associated with the compilation of data from a wide variety of these sources. Third, because of the disaggregated sectoring plan employed by RIMS II, analysis maybe performed at a detailed industrial level, thereby avoiding aggregation errors that often occur when different industries are

combined. Fourth, the RIMS II multipliers are based on a consistent set of procedures across areas, thus making comparisons among areas more meaningful than would be the case if the results were obtained from incompatible impact models designed only for an individual area. Fifth, the multipliers can be updated to reflect the most recent local area earning and personal income data. The industrial output and personal earnings impacts estimated by RIMS II can be crucial for estimating effects not directly specified by RIMS II itself. For example, the estimation of regional, fiscal, labor migration, and environmental effects often depends on the estimation of the regional output and earnings impact of the initial stimulus. Since many of these important effects are often best analyzed on a case-by-case basis, one of the major advantages of using RIMS II is that valuable research resources can be spent on the analysis of these effects, rather than on the construction of an impact model. Therefore, when using RIMS II, a cost-effective impact study might devote most of its research budget to specifying initial impacts in industry specific detail, and analyzing the implications for other important aspects of regional economic activity of the RIMS II estimates impacts.

APPLICATIONS OF RIMS II

RIMS II multipliers, like the original RIMS multipliers, can be used in various types of impact studies. For example, the U.S. Nuclear Regulatory Commission has used RIMS II multipliers in the environmental impact statements required for licensing nuclear electricity-generated facilities. The U.S. Department of Housing and Urban Development (HUD) has used RIMS multipliers to assess the effects of various types of urban redevelopment expenditures. Specifically, BEA was able to quantify probable regional impacts based on the size, type, and location of the numerous individuals and groups outside the Federal Government. These multipliers have been used in analyzing the regional economic impacts of various projects, such as the operation of a prototype coal gasification plant, the expansion of port facilities, the reclamation of strip-mined land, the adoption of alternative energy futures, and the construction of mass transit facilities.

In August 1982, Association for University Business and Economic Research (AUBER) published a paper, "RIMS II: Overview and Applications," which, in addition to presenting an annotated review of regional economic modeling approached, describes the results of several recent applications of RIMS II and indicates several on-going RIMS II-based research projects. The paper is contained in Readings in Business and Economic Research (Vol. 3), available from Professor William A. Strang, Secretary-Treasurer of AUBER, Office of Research Administration, Graduate School of Business, University of Wisconsin-Madison, 1155 Observatory Drive, Madison, Wisconsin 53707.

A paper, "Trade in Regional I-O Tables", presented at the 1984 annual meetings of the Southern Regional Science Association, describes ongoing research undertaken (1) to evaluate further the usefulness of the techniques underlying RIMS II, and (2) to extend the RIMS II model beyond the estimation of regional transactions tables, as well as the levels of industry-specific imports and exports by state. As discussed in the paper, the research to date has focused on comparisons of estimates from the Census Bureau's Commodity Transportation Survey with those from RIMS II-based models. The report is available for copying cost ($10.00) from the Regional Economic

Analysis Division, BE-61, Bureau of Economic Analysis, U.S. Department of Commerce Washington, D.C. 20230.

RIMS II MULTIPLIERS

RIMS II multipliers are intended to show the total regional effects on industrial output and personal earnings for any county or group of counties in the United States and for any of the 500 industrial sectors in the 1972 and 1977 BEA national I-O tables. More specifically, RIMS II multipliers can be used to estimate changes in total regional output and earnings resulting from changes in regional final demand for the output of specific industries. Regional output in the I-O context is similar to sales and includes sales to industries in the region and to final demand. In RIMS II, final demand includes sales to government, other regions, and capital formation.

For example, based on RIMS II multipliers, $1 million of new warehouse construction in the Denver-Boulder, Colorado MSA would increase personal earnings in the MSA by $.7 million; the same expenditure in the Wilmington, North Carolina MSA would increase earnings there by $.5 million. The difference between the earnings impacts in the two MSA's occurs because the Denver-Boulder economy locally provides more of the total input requirements for construction warehouses than does the Wilmington economy. In general, multipliers are smaller in smaller regional economies. However, multipliers and estimated regional impacts also depend on which industry is initially affected. For example, if the initial $1 million were spent on the maintenance and repair of streets in Wilmington, the earnings effect there would be $.7 million, which is the same as the effect of a $1 million expenditure for warehouse construction in the larger Denver-Boulder metropolitan area.

This overview briefly describes RIMS II multipliers, the multiplier-estimation procedures, and some of the advantages and uses of RIMS II. For additional information, see Regional Input-Output Modeling Systems (RIMS II), which is available from the U.S. Government Printing Office.