

# **The Economic Impact Of Travel on Louisiana Parishes 2012**

A Study Prepared for the  
**Louisiana Office of Tourism**  
By the  
Research Department of the  
U.S. Travel Association  
Washington, D.C.  
September 2013



## **PREFACE**

This study was conducted by the Research Department of the U.S. Travel Association for the *Louisiana Office of Tourism*. The study presents 2012 domestic travel economic impact on Louisiana State and its 64 parishes. Estimates include travel expenditures, travel-generated employment and payroll income, as well as tax revenues for federal, state, and local government. For the purpose of comparison, 2011 impact data are displayed in this report.

U.S. Travel Association  
Washington, D.C.  
September 2013

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## **INTRODUCTION**

This report presents 2012 estimates of the economic impact of U.S. resident traveler spending in Louisiana, the employment, payroll income, and tax revenue directly generated by this spending. For the purpose of comparison, 2011 impact data are also included in this report.

All estimates of the economic impact of travel contained in this volume are the product of the U.S. Travel Association's Travel Economic Impact Model (TEIM), a proprietary economic model developed expressly to indicate 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, state government, and private travel organizations each year. A summary of the methodology is provided in Appendix B.

U.S. residents traveling in Louisiana include both state residents and out-of-state visitors traveling away from home overnight in paid accommodations, or on any overnight and day trips to places 50 miles or more away from home. 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 government supported payroll and employment.

Any spending and related impacts resulting from natural disasters are excluded in the impact estimates presented in this report.

Since additional data relating to travel and its economic impact in 2012 will become available subsequent to this study, the U.S. Travel Association reserves the right to revise these estimates in the future.

## **EXECUTIVE SUMMARY**

- In 2012, domestic travelers directly spent nearly \$9.9 billion in Louisiana, up 2.8 percent from 2011.
- Domestic travel expenditures directly supported 101,300 jobs within Louisiana in 2012, an increase of 1.8 percent from 2011. The jobs directly supported by domestic traveler spending composed 5.3 percent of Louisiana's total non-agricultural employment and 6.4 percent of Louisiana's total private employment in 2012.
- The wage and salary earned by the employees who directly served domestic travelers in Louisiana reached close to \$2.0 billion in 2012, up 2.7 percent from 2011.
- On average, every \$97,546 spent by domestic travelers in Louisiana during 2012 generated one job.
- Additionally, domestic travel generated nearly \$1.2 billion in tax revenue for federal, state, and local governments in 2012, up 2.7 percent from 2011.
- Fifteen of Louisiana's 64 parishes received over \$100 million in domestic travel expenditures in 2012.
- Thirteen parishes in Louisiana indicated one thousand or more jobs directly supported by domestic travelers during 2012.

## **NATIONAL SUMMARY 2012**

The U.S. economy continued to grow at a moderate pace in 2012. After increasing 2.5 percent in 2010 and 1.8 percent in 2011, real GDP in chained 2009 dollars grew 2.8 percent from 2011. During the first three quarters of the year, real GDP grew at an average annual rate of 2.6 percent, with consumption and fixed investment (especially residential investment) leading the way. However, the economy slowed in the fourth quarter, with GDP edging up at an annual rate of just 0.1 percent. This slowdown was caused by declines in government spending and goods exports and deceleration in business inventory investment. Together, these factors more than offset continued growth in consumer spending and business and residential fixed investment.

The U.S. employment situation continued to improve as well. A total of 2.2 million non-farm jobs were added during the 12 months of 2012. This increase helped reduce the unemployment rate from 8.9 percent in 2011 to 8.1 percent in 2012. However, the non-farm employment level by end of 2012 still remained 2.4 percent (3.4 million) below the peak employment level reached in January 2008.

The Consumer Price Index (CPI), an indicator of the level of price inflation, rose 2.1 percent in 2012. The U.S. Travel Association's Travel Price Index (TPI) increased at a roughly the same rate (2.3 percent) during the same period. Motor fuel and airline fare price increases have slowed from the double-digit price increases during the past two years, keeping the TPI more in-line with the rest of the economy.

U.S. economic growth improved in the first quarter of 2013. Real GDP grew by 1.1 percent (annualized) in the first quarter of 2013 and 2.5 percent in the second quarter, a significant improvement on the performance of the economy in the fourth quarter of 2012. Improvements in consumer spending, exports and inventory investment in the first quarter of 2013 more than offset a continued decline in government spending and a slowdown in business investment.

Through the first eight months of 2013, the unemployment rate decreased to 7.3 percent in August, and a total of 1,442,000 jobs have been added since December 2012. Inflation has also remained moderate. Through the first eight months of 2013, the CPI increased just 1.6 percent compared to the first eight months of 2012. Similarly the TPI rose just 1.4 percent over the same timeframe.

**Table 1: Overall U.S. Economic Indicators, 2010-2012**

<u>Sector</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Nominal gross domestic product (\$Billions)	14,958.3	15,533.8	16,244.6
Real gross domestic product (\$ Billions)*	14,779.4	15,052.4	15,470.7
Real disposable personal income (\$Billions)*	11,060.8	11,324.6	11,551.6
Real personal consumption expenditures (\$Billions)*	10,035.9	10,291.3	10,517.6
Consumer price index**	218.1	224.9	229.6
Travel Price Index	250.7	266.9	273.0
Non-farm payroll employment (Millions)	129.9	131.5	133.7
Unemployment rate (%)	9.6	8.9	8.1
<b>Percentage change from previous year</b>			
Nominal gross domestic product	3.7%	3.8%	4.6%
Real gross domestic product	2.5%	1.8%	2.8%
Real disposable personal income	1.1%	2.4%	2.0%
Real personal consumption expenditures	2.0%	2.5%	2.2%
Consumer price index	1.6%	3.2%	2.1%
Travel Price Index	3.8%	6.5%	2.3%
Non-farm payroll employment	-0.7%	1.2%	1.7%

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

\* In chained 2009 dollars

\*\* 1982-84=100

## U.S. Travel Volume in 2012

U.S. domestic travel, including leisure and business travel increased 1.6 percent to a total of 2,030 million person-trips in 2012. 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 1.8 percent in 2012, totaling 1,571 million person-trips and is forecasted to increase 1.4 percent in 2013. Leisure travel accounted for 77.4 percent of all U.S. domestic travel in 2012. Domestic business travel grew 1.1 percent in 2012 to 459 million person-trips. International inbound travelers, including visitors from overseas, Canada and Mexico, made 66.9 million visits to the United States in 2012, up 6.8 percent from 2011.

## **Travel Expenditures in 2012**

Domestic and international travel spending in the U.S. increased 5.3 percent over 2011 to \$855.4 billion in 2012. Leisure travelers' spending increased 5.8 percent while business travel spending was up 3.9 percent in the year.

Domestic travelers directly spent \$726.9 billion in 2012, a 4.4 percent increase from 2011. This increase reflected greater demand for U.S. goods and services, as TPI grew only modestly over this period. Domestic travel expenditures are expected to grow 3.6 percent in 2013, moderating after the post-recession surge.

International travelers spent \$128.6 billion in the U.S. during 2012, up 10.7 percent from 2011. In addition, international travelers paid a total of \$39.5 billion to U.S. air carriers on international passenger fares in 2012, an increase of 7.6 percent from 2011. As a result, a nearly \$50.0 billion travel trade surplus was generated in 2012, the largest surplus in the past 50 years and \$6.7 billion greater than the 2011 travel trade surplus. International traveler spending in the U.S. is estimated to increase 5.8 percent in 2013.

Real travel and tourism spending in chained 2005 dollars increased 3.5 percent in 2012, an increase for the third consecutive year since 2010. The price of travel goods and services increased 2.3 percent in 2012 after increasing 6.5 percent in 2011, according to the U.S. Travel Association's Travel Price Index (TPI). The TPI is expected to increase 2.0 in 2013.

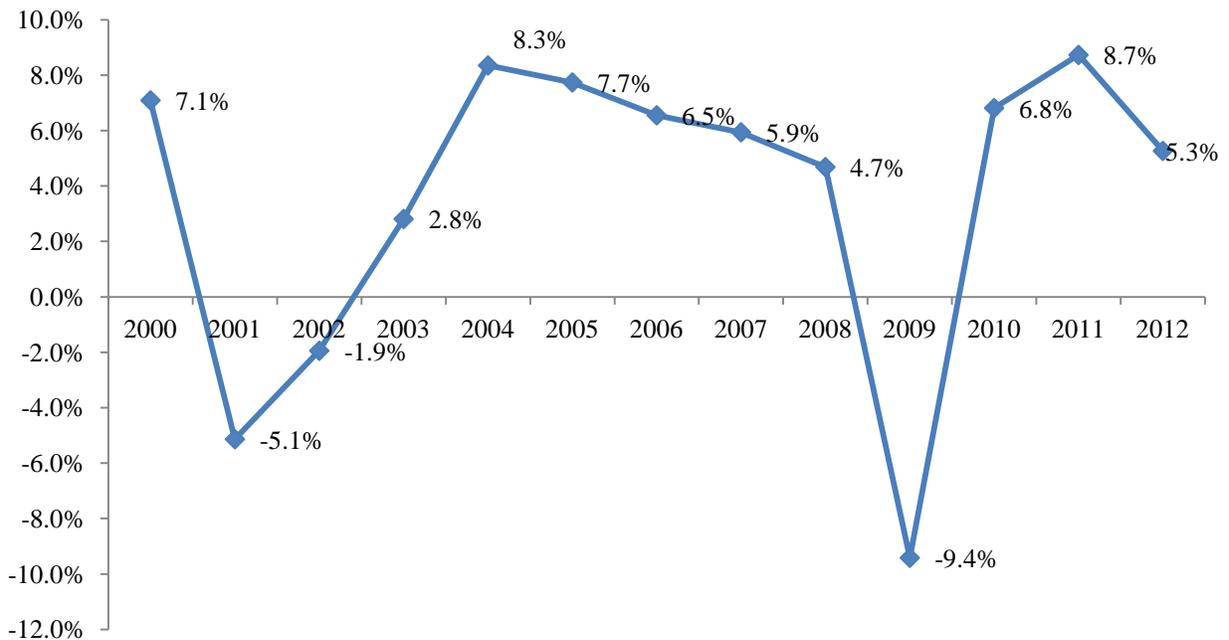
**Table 2: Travel Expenditures - U.S. Nationwide**

Category	2011 Spending (\$ Billions)			2012 Spending (\$ Billions)		
	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	\$142.6	\$13.6	\$156.2	\$148.3	\$14.5	\$162.8
Auto Transportation	145.7	1.4	147.1	153.4	1.6	155
Lodging	116	31.4	147.4	122.8	35.6	158.4
Foodservice	167.6	24.4	191.9	174.2	27.2	201.4
Entertainment & Recreation	75.6	9.8	85.4	79.2	10.5	89.7
General Retail Trade	49.1	35.6	84.7	48.9	39.3	88.2
<b>Total</b>	<b>\$696.5</b>	<b>\$116.1</b>	<b>\$812.7</b>	<b>\$726.9</b>	<b>\$128.6</b>	<b>\$855.4</b>

Source: U.S. Travel Association

\* Excludes international passenger fare payments

**Changes of Direct Travel Expenditures\*  
in the U.S., 2001-2012p**



Source: U.S. Travel Association. P: preliminary. \* Excludes international passenger fare payments.

## Travel Employment in 2012

The unemployment rate in the U.S. took another step down from its 25-year 9.6 percent peak in 2010. The 2012 unemployment rate dropped another 0.8 percentage points from 2011 to 8.1 percent. Total non-farm employment in the U.S. increased 1.7 percent in 2012, ticking upward for the second consecutive year after three years of decline. In 2012, travel directly generated nearly 7.7 million U.S. jobs, an increase of 1.9 percent from 2011. Travel-generated jobs accounted for 5.7 percent of total non-farm employment in the U.S. in 2012.

In the current recovery, travel and tourism has proven itself to be one of the most efficient job-creating engines of the U.S. economy. From when the employment recovery began in early 2010 through August 2013, the travel industry added 431,000 jobs, accounting for 6.3 percent of all nonfarm payroll jobs added during this time and making up 91 percent of the travel industry jobs lost during the recession. Moreover, through August 2013, the travel industry has added jobs at a 12 percent faster pace than the rest of the economy.

**Table 3: Travel Generated Employment - U.S. Nationwide**

Category	2011 Employment (Thousands)			2012 Employment (Thousands)		
	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	886.0	66.4	952.4	893.9	68.2	962.1
Auto Transportation	251.3	2.0	253.2	257.4	2.1	259.5
Lodging	1,188.9	246.8	1,435.7	1,186.9	260.8	1,447.7
Foodservice	2,584.6	385.0	2,969.6	2,634.2	415.6	3,049.8
Entertainment & Recreation	1,065.8	215.3	1,281.0	1,083.1	221.6	1,304.7
General Retail Trade	316.8	160.5	477.3	314.4	171.2	485.6
Travel Planning	160.9	0.0	160.9	162.9	0.0	162.9
<b>Total</b>	<b>6,454.2</b>	<b>1,075.9</b>	<b>7,530.1</b>	<b>6,532.9</b>	<b>1,139.5</b>	<b>7,672.3</b>

Source: U.S. Travel Association

\* Excludes jobs supported by international passenger fare payments.

U.S. Travel Trends, 2007-2016

**Table 4: U.S. Travel Forecasts**

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Real GDP (\$ Billions)	14,876.8	14,833.6	14,417.9	14,779.4	15,052.4	15,470.7	15,826.5	16,269.7	16,757.8	17,260.5
Unemployment Rate (%)	4.6	5.8	9.3	9.6	8.9	8.1	7.7	6.7	5.9	5.3
Consumer Price Index (CPI)*	207.3	215.3	214.5	218.1	224.9	229.6	234.0	238.8	243.9	248.4
Travel Price Index (TPI)	244.0	257.7	241.5	250.7	266.9	273.0	278.5	286.0	294.5	303.5
Total Travel Expenditures in U.S. (\$ Billions)	738.0	772.5	699.8	747.4	812.7	855.4	889.1	928.1	972.5	1,016.3
U.S. Residents	640.6	662.1	605.6	643.9	696.5	726.9	753.1	782.2	816.5	849.7
International Visitors**	97.4	110.4	94.2	103.5	116.1	128.6	136.0	145.9	156.0	166.6
Total International Visitors to the U.S. (Millions)	56.0	57.9	54.9	59.7	62.3	66.6	68.8	72.3	78.0	81.2
Overseas Arrivals the U.S. (Millions)	23.9	25.3	23.8	26.4	27.9	29.6	30.9	32.7	34.9	36.6
Total Domestic Person-Trips (Millions)	2,005.0	1,965.0	1,900.0	1,964.0	1,998.0	2,030.0	2,057.0	2,095.0	2,133.0	2,161.0
Business	494.3	461.1	437.7	449.5	453.9	459.0	464.5	469.9	475.7	480.5
Leisure	1,510.2	1,503.8	1,462.4	1,514.2	1,543.6	1,571.3	1,592.9	1,625.0	1,656.9	1,680.1
<b>Percent Change from Previous Year (%)</b>										
Real GDP	1.8	-0.3	-2.8	2.5	1.8	2.8	2.3	2.8	3.0	3.0
Consumer Price Index (CPI)*	2.8	3.8	-0.3	1.6	3.1	2.1	1.9	2.1	2.1	1.9
Travel Price Index (TPI)	4.5	5.6	-6.3	3.8	6.5	2.3	2.0	2.7	3.0	3.1
Total Travel Expenditures in U.S.	6.1	4.7	-9.4	6.8	8.7	5.3	3.9	4.4	4.8	4.5
U.S. Residents	4.9	3.4	-8.5	6.3	8.2	4.4	3.6	3.9	4.4	4.1
International Visitors**	13.0	13.4	-14.7	9.9	12.2	10.7	5.8	7.3	6.9	6.8
Total International Visitors to the U.S.	9.8	3.5	-5.3	8.9	4.3	6.8	3.4	5.0	7.9	4.1
Overseas Arrivals the U.S.	10.1	6.1	-6.3	11.0	5.8	6.2	4.5	5.6	6.8	4.9
Total Domestic Person-Trips	0.2	-2.0	-3.3	3.3	1.7	1.6	1.3	1.8	1.8	1.3
Business	-2.9	-6.7	-5.1	2.7	1.0	1.1	1.2	1.2	1.2	1.0
Leisure	1.2	-0.4	-2.8	3.5	1.9	1.8	1.4	2.0	2.0	1.4

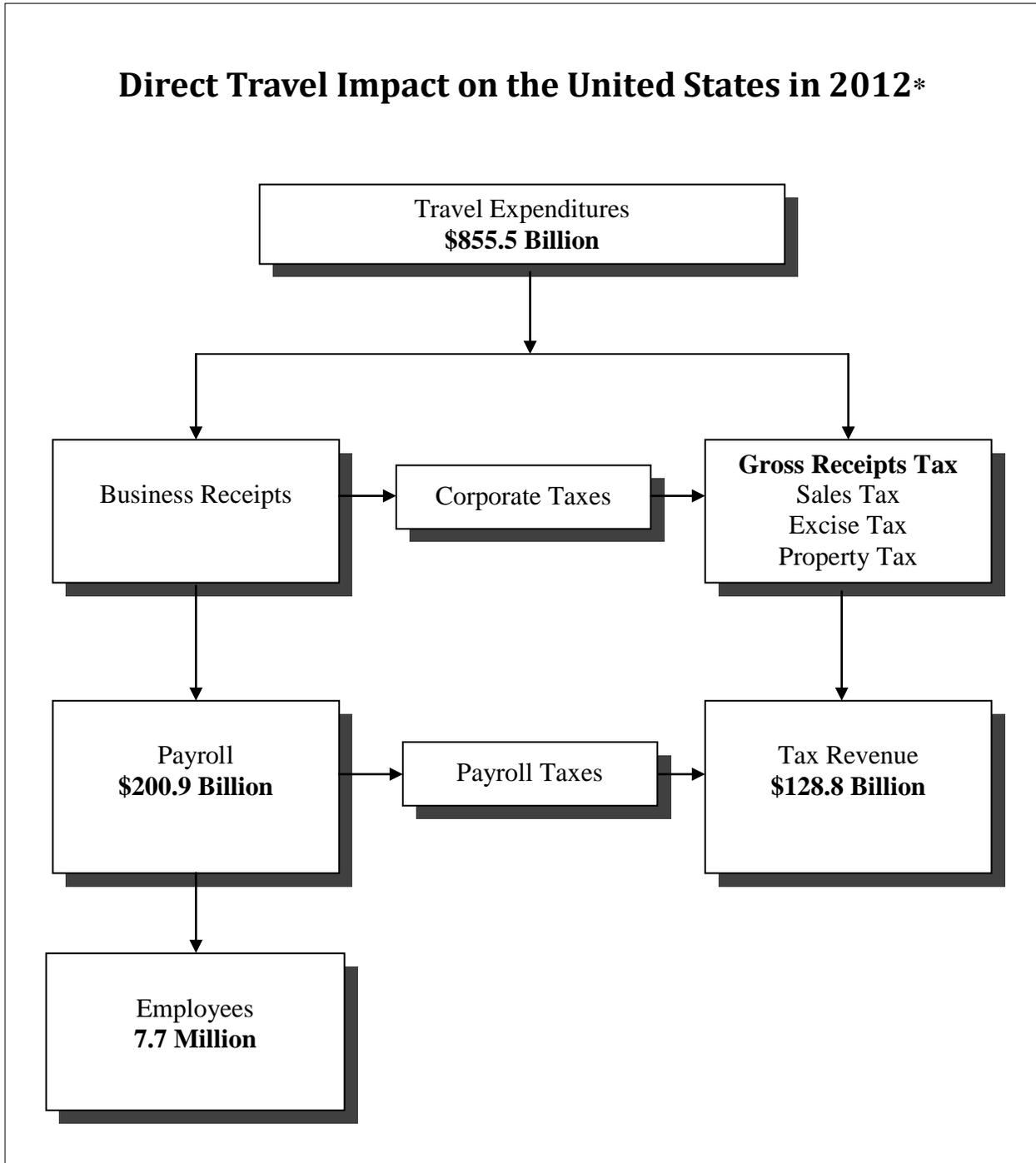
Sources: U.S. Travel Association

\* In chained 2009 dollars.

\*\*1982-84=100.

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

## Direct Travel Impact on the United States in 2012\*



Source: U.S. Travel Association, BEA

\*Does not include international passenger fare payments and other economic impact generated by these payments.



**TRAVEL IMPACT ON LOUISIANA**

## TRAVEL EXPENDITURES

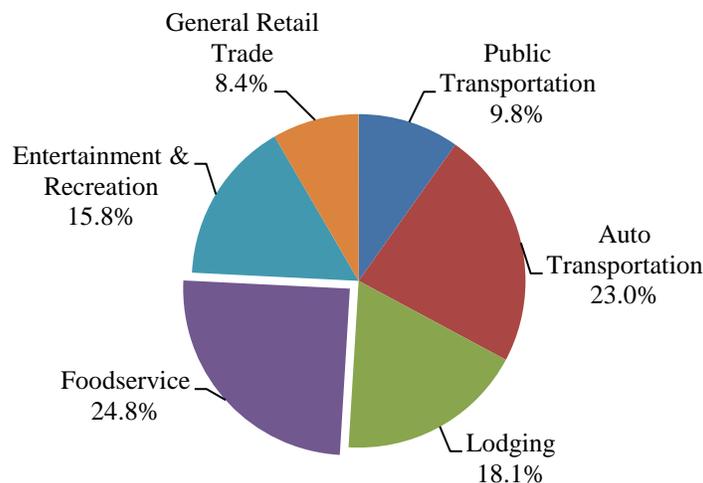
Louisiana’s travel and tourism continued to grow in 2012 despite Hurricane Isaac. In fact, travel and tourism in Louisiana grew significantly in the first 8 months before Hurricane Isaac struck the state in late August 2012. Accordingly, although tourism in some parishes was affected by the hurricane and the resulting flooding, overall domestic travel spending in Louisiana still increased 2.8 percent to nearly \$9.9 billion in 2012.

As usual, foodservice was the largest expenditure category for domestic travelers traveling in Louisiana. Domestic travelers spent close to \$2.5 billion on foodservice in 2012, accounting for 24.8 percent of total domestic travel expenditures in the state. This represents a 1.9 percent increase from 2011.

Domestic travelers spent nearly \$2.3 billion on auto transportation in 2012, a 1.4 percent increase from 2011. Spending on auto transportation represented 23.0 percent of the total state domestic travel spending in 2012.

In 2012, domestic travelers’ spending on lodging increased 5.9 percent from 2011 to nearly \$1.8 billion.

**Domestic Travel Expenditures in Louisiana  
by Industry Sector, 2012**



**Table 5: Travel Expenditures in Louisiana by Industry Sector, 2011-2012**

<i>2012 Expenditures</i>	Total (\$ millions)	% of Domestic Total
Public Transportation	\$970.2	9.8%
Auto Transportation	2,273.5	23.0%
Lodging	1,790.7	18.1%
Foodservice	2,452.7	24.8%
Entertainment & Recreation	1,563.2	15.8%
General Retail Trade	829.6	8.4%
Domestic	\$9,879.8	100.0%
<i>2011 Expenditures</i>		
Public Transportation	\$911.0	9.5%
Auto Transportation	2,241.6	23.3%
Lodging	1,690.2	17.6%
Foodservice	2,407.3	25.0%
Entertainment & Recreation	1,545.7	16.1%
General Retail Trade	818.3	8.5%
Domestic	\$9,614.1	100.0%
<i>Percentage change 2012 over 2011</i>		
Public Transportation	6.5%	
Auto Transportation	1.4%	
Lodging	5.9%	
Foodservice	1.9%	
Entertainment & Recreation	1.1%	
General Retail Trade	1.4%	
Domestic	2.8%	

Source: U.S. Travel Association

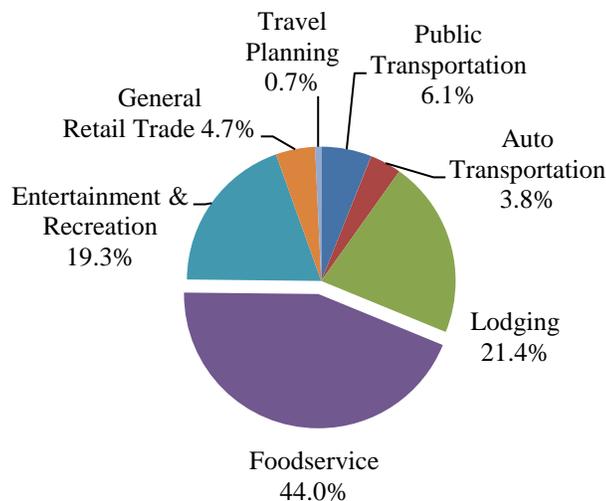
## TRAVEL-GENERATED EMPLOYMENT

In 2012, domestic traveler spending directly supported 101,300 jobs in Louisiana, up 1.8 percent from 2011. Domestic travel generated employment comprised 5.3 percent of total non-agricultural employment and 6.4 percent of total private employment in Louisiana during 2012. Without these jobs generated by domestic travel, Louisiana's 2012 unemployment rate of 6.4 percent would have been 4.9 percentage points higher, or 11.3 percent of the labor force. In addition, every \$97,546 spent by domestic travelers in Louisiana directly supported one job during 2012.

The foodservice sector, which includes restaurants, and other eating and drinking places, provided more jobs than any other industry sector. In 2012, domestic travel supported 44,500 jobs in foodservice industry, up 2.2 percent from 2011 and accounting for 44.0 percent of total employment supported by domestic travel in the state. 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.

Domestic travel spending supported 21,600 jobs in the lodging sector during 2012, up 3.2 percent from 2011.

**Domestic Travel-Generated Employment  
in Louisiana  
by Industry Sector, 2012**



**Table 6: Domestic Travel Generated Employment in Louisiana by Industry Sector, 2011-2012**

<i>2012 Employment</i>	Total (thousands)	Percent of Domestic Total
Public Transportation	6.1	6.1%
Auto Transportation	3.8	3.8%
Lodging	21.6	21.4%
Foodservice	44.5	44.0%
Entertainment & Recreation	19.6	19.3%
General Retail Trade	4.8	4.7%
Travel Planning*	0.8	0.7%
<b>Total</b>	<b>101.3</b>	<b>100.0%</b>
 <i>2011 Employment</i>		
Public Transportation	6.6	6.6%
Auto Transportation	3.7	3.8%
Lodging	21.0	21.1%
Foodservice	43.6	43.8%
Entertainment & Recreation	19.1	19.2%
General Retail Trade	4.8	4.8%
Travel Planning*	0.8	0.8%
<b>Total</b>	<b>99.5</b>	<b>100.0%</b>
 <i>Percentage change 2012 over 2011</i>		
Public Transportation	-6.6%	
Auto Transportation	2.5%	
Lodging	3.2%	
Foodservice	2.2%	
Entertainment & Recreation	2.8%	
General Retail Trade	0.0%	
Travel Planning*	-0.9%	
<b>Total</b>	<b>1.8%</b>	

Source: U.S. Travel Association

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

## 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.

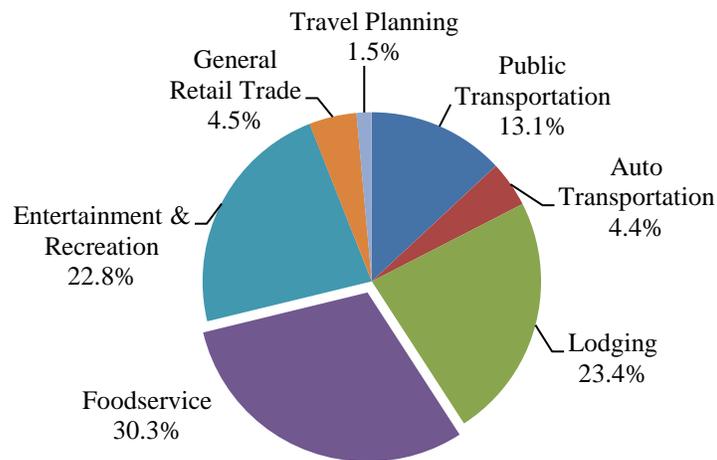
Total annual payroll income directly attributable to domestic travel increased 2.7 percent from 2011 to nearly \$2.0 billion in 2012.

In 2012, the foodservice industry sector earnings increased 4.1 percent from 2011 to \$597.7 million.

Wages and salaries in lodging industry increased to \$460.7 million in 2012, up 4.9 percent from 2011.

Accounting for 23.1 percent of the state's total domestic travel-generated payroll income, payroll in the entertainment/recreation industry attributable to domestic travel totaled \$449.5 million in 2012, up 1.2 percent from 2011.

**Domestic Travel-Generated Payroll in Louisiana  
by Industry Sector, 2012**



**Table 7: Domestic Travel-Generated Payroll in Louisiana by Industry Sector, 2011-2012**

<i>2012 Payroll</i>	<u>Total (\$ millions)</u>	<u>Percent of Domestic Total</u>
Public Transportation	\$257.2	13.1%
Auto Transportation	86.7	4.4%
Lodging	460.7	23.4%
Foodservice	597.7	30.3%
Entertainment & Recreation	449.5	22.8%
General Retail Trade	89.2	4.5%
Travel Planning*	28.7	1.5%
<b>Total</b>	<b>\$1,969.8</b>	<b>100.0%</b>
<i>2011 Payroll</i>		
Public Transportation	\$261.1	13.6%
Auto Transportation	85.6	4.5%
Lodging	439.1	22.9%
Foodservice	574.1	29.9%
Entertainment & Recreation	444.0	23.1%
General Retail Trade	88.1	4.6%
Travel Planning*	26.2	1.4%
<b>Total</b>	<b>\$1,918.2</b>	<b>100.0%</b>
<b>Total</b>		
<i>Percentage change 2012 over 2011</i>		
Public Transportation	-1.5%	
Auto Transportation	1.2%	
Lodging	4.9%	
Foodservice	4.1%	
Entertainment & Recreation	1.2%	
General Retail Trade	1.3%	
Travel Planning*	9.8%	
<b>Total</b>	<b>2.7%</b>	

Source: U.S. Travel Association

\*Refers to payroll income that goes to travel agents, tour operators, and other travel service employees. These employees arrange passenger transportation, lodging, tours and other related services.

## TRAVEL-GENERATED TAX REVENUE

Travel tax receipts are the federal, state, and local tax revenues attributable to travel spending in Louisiana. 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. As a result of increases in expenditures on travel goods and services, and travel generated payroll, travel tax receipts grew in 2012.

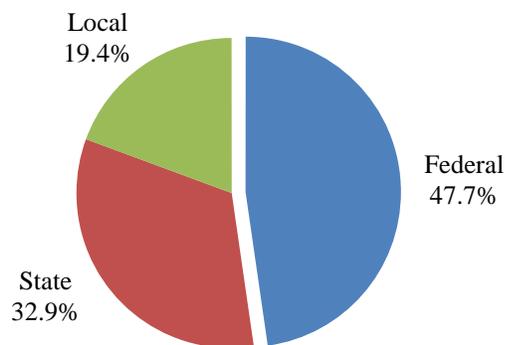
Through the collection of individual and corporate income, employment tax, gasoline excise tax, and airline ticket taxes, the federal government received \$567.1 million in tax revenues directly attributable to domestic travel in Louisiana. Up 2.7 percent from 2011, federal taxes accounted for 47.7 percent of total Louisianan travel generated tax revenues in 2012.

Domestic travel spending in Louisiana also generated \$391.0 million tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income in 2012, up 2.1 percent from 2011.

Travel taxes collected by local governments increased 3.6 percent to \$230.0 million in 2012 through various kinds of county or city taxes such as local hotel occupancy tax, sales tax, and property tax related to travel, etc.

Each dollar spent by domestic travelers in Louisiana produced 12.0 cents for federal, state, and local tax coffers.

**Domestic Travel-Generated Tax Revenue  
in Louisiana by Level of Government, 2012**



**Table 8: Domestic Travel-Generated Tax Revenue in Louisiana by Level of Government, 2011-2012**

<i>2012 Tax Revenue</i>	<u>Total (\$ millions)</u>	<u>Percent of Domestic Total</u>
Federal	\$567.1	47.7%
State	391.0	32.9%
<u>Local</u>	<u>230.0</u>	<u>19.4%</u>
 Total	 \$1,188.1	 100.0%
 <i>2011 Tax Revenue</i>		
Federal	\$552.2	47.7%
State	383.0	33.1%
<u>Local</u>	<u>222.0</u>	<u>19.2%</u>
 Total	 \$1,157.1	 100.0%
 <i>Percentage change 2012 over 2011</i>		
Federal	2.7%	
State	2.1%	
<u>Local</u>	<u>3.6%</u>	
 Total	 2.7%	

Source: U.S. Travel Association

## **DOMESTIC TRAVEL IMPACT ON LOUISIANA PARISHES - 2012**

In 2012, domestic traveler spending in Louisiana increased 2.8 percent from 2011 to nearly \$9.9 billion. These expenditures directly generated close to \$2.0 billion in wages and salaries, 101,300 jobs and \$621.1 million in tax revenue for the state treasury and local governments.

Travel expenditures occurred throughout all the 64 parishes in Louisiana. The top five parishes in Louisiana received nearly \$6.8 billion in direct domestic travel expenditures during 2012, 68.5 percent of the state total. In 2012, domestic traveler spending in the top five parishes generated \$1.4 billion in payroll income and 73,600 jobs. This represented 72.0 and 72.6 percent of the state total, respectively. Additionally, domestic traveler expenditures in these top five parishes generated \$404.3 million in tax revenue for the state treasury and the local governments during 2012, 65.1 percent of the state total.

### **Domestic Travel Impact on Top 5 Parishes**

**Orleans Parish**, which includes the city of New Orleans, reached nearly \$3.9 billion in domestic traveler expenditures during 2012, up 5.2 percent from 2011. This domestic traveler spending generated \$903.8 million in payroll income and 49,400 jobs.

**Jefferson Parish**, located adjacent to New Orleans, ranked second with close to \$1.1 billion in domestic traveler spending in 2012. The domestic traveler spending in this parish increased 3.4 percent over 2011. This spending direct supported \$190.6 million in payroll income and 9,300 travel jobs in 2012.

**East Baton Rouge Parish**, posted \$830.4 million in domestic travel expenditures during 2012, up 3.6 percent from 2011. These expenditures benefited the parish with \$143.8 million in payroll and 6,700 jobs.

**Caddo Parish**, received \$564.9 million from domestic traveler spending, 1.5 percent lower than 2011. This spending supported \$109.6 million in payroll and 4,700 jobs.

**Lafayette Parish** ranked fifth with \$450.7 million travel spending from domestic travelers. Payroll income in Lafayette Parish increased 5.3 percent from 2011 to \$70.8 million and 3,400 jobs were supported by the spending in 2012.

**Table 9: Domestic Travel Impact in Louisiana - Top 5 Parishes, 2012 and 2011**

***2012 Travel Impact***

Parish	Expenditures (\$ millions)	Payroll (\$ millions)	Employment (thousands)	State & Local Tax Revenue (\$ millions)
ORLEANS	\$3,865.8	\$903.8	49.4	\$233.9
JEFFERSON	1,055.6	190.6	9.3	59.9
EAST BATON ROUGE	830.4	143.8	6.7	48.2
CADDO	564.9	109.6	4.7	34.4
<u>LAFAYETTE</u>	<u>450.7</u>	<u>70.8</u>	<u>3.4</u>	<u>27.9</u>
Top Five Parish Total	\$6,767.5	\$1,418.6	73.6	\$404.3
State Total	\$9,879.8	\$1,969.8	101.3	\$621.1
Share of Top 5 Parishes	68.5%	72.0%	72.6%	65.1%

***2011 Travel Impact***

ORLEANS	\$3,675.8	\$861.3	47.7	\$222.2
JEFFERSON	\$1,020.8	\$188.0	9.2	\$58.5
EAST BATON ROUGE	\$801.5	\$139.4	6.6	\$46.8
CADDO	573.3	112.4	4.9	35.4
<u>LAFAYETTE</u>	<u>427.0</u>	<u>67.2</u>	<u>3.3</u>	<u>26.5</u>
Top Five Parish Total	\$6,498.5	\$1,368.2	71.7	\$389.4
State Total	\$9,614.1	\$1,918.2	99.5	\$604.9
Share of Top 5 Parishes	67.6%	71.3%	72.0%	64.4%

***Percentage Change***

***2012 over 2011***

ORLEANS	5.2%	4.9%	3.7%	5.3%
JEFFERSON	3.4%	1.4%	0.8%	2.3%
EAST BATON ROUGE	3.6%	3.2%	1.9%	2.8%
CADDO	-1.5%	-2.4%	-3.5%	-2.8%
<u>LAFAYETTE</u>	<u>5.6%</u>	<u>5.3%</u>	<u>4.0%</u>	<u>5.4%</u>
Top Five Parish Total	4.1%	3.7%	2.7%	3.8%
State Total	2.8%	2.7%	1.8%	2.7%

Source: U.S. Travel Association

## **PARISH TABLES**

The following tables list the results of the Parish Economic Impact Component of the U.S. Travel Association's Travel Economic Impact Model for Louisiana in 2011 and 2012. The estimates presented are for direct domestic travel expenditures and related economic impact.

Table A shows the parishes listed alphabetically, with 2012 travel expenditures, travel generated payroll and employment, and state tax revenue and the local tax revenue for each.

Table B ranks the parishes in order of 2012 travel expenditures from highest to lowest.

Table C shows the percent distribution of state total for each impact measure in 2012.

Table D shows the percent change in 2012 over 2011 estimates for each of the measures of economic impact.

Table E shows the parishes listed alphabetically, with 2011 travel expenditures, travel generated payroll and employment, and state tax revenue and local tax revenue shown for each.

Table A: Alphabetical by Parish, 2012

<b>Domestic Travel Impact on Louisiana Parishes – 2012</b>					
<b>Table A: Alphabetical by Parish, 2012</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ACADIA	\$34.46	\$3.20	0.17	\$1.79	\$0.63
ALLEN	163.85	44.85	2.05	4.67	3.35
ASCENSION	94.67	10.47	0.60	4.77	1.55
ASSUMPTION	10.81	1.11	0.06	0.53	0.26
AVOUELLES	101.94	23.75	1.13	2.41	1.63
BEAUREGARD	19.89	2.64	0.12	0.97	1.52
BIENVILLE	9.66	1.17	0.07	0.46	0.74
BOSSIER	336.06	97.57	4.83	14.55	9.80
CADDO	564.95	109.64	4.73	23.02	11.36
CALCASIEU	372.21	89.75	4.19	15.85	10.02
CALDWELL	7.43	0.97	0.05	0.33	0.49
CAMERON	4.16	0.57	0.04	0.18	0.27
CATAHOULA	5.32	0.90	0.06	0.22	0.35
CLAIBORNE	9.16	1.41	0.08	0.40	0.47
CONCORDIA	12.08	1.40	0.08	0.56	0.57
DE SOTO	16.51	1.81	0.10	0.83	0.56
EAST BATON ROUGE	830.41	143.80	6.69	33.67	14.51
EAST CARROLL	8.92	0.94	0.06	0.47	0.19
EAST FELICIANA	3.05	0.53	0.03	0.12	0.21
EVANGELINE	16.03	2.36	0.13	0.74	0.62
FRANKLIN	7.35	1.12	0.07	0.29	0.25
GRANT	3.66	0.62	0.04	0.15	0.34
IBERIA	43.33	6.48	0.36	1.99	0.78
IBERVILLE	21.14	3.02	0.15	1.02	0.94
JACKSON	9.37	1.24	0.07	0.33	0.25
JEFFERSON	1,055.65	190.56	9.27	39.19	20.69
JEFFERSON DAVIS	18.94	2.30	0.14	0.93	0.43

Table A: Alphabetical by Parish, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table A: Alphabetical by Parish, 2012 (Continued)</b>					
<u>Parish</u>	<u>Expenditures</u> (\$ Millions)	<u>Payroll</u> (\$ Millions)	<u>Employment</u> (Thousands)	<u>State Tax</u> <u>Receipts</u> (\$ Millions)	<u>Local Tax</u> <u>Receipts</u> (\$ Millions)
LAFAYETTE	\$450.74	\$70.79	3.45	\$19.84	\$8.10
LAFOURCHE	79.21	9.45	0.52	3.92	1.38
LASALLE	4.04	0.64	0.04	0.16	0.22
LINCOLN	27.33	4.41	0.27	1.25	0.69
LIVINGSTON	48.00	4.35	0.22	2.43	1.69
MADISON	41.49	3.09	0.14	2.39	0.62
MOREHOUSE	14.65	2.33	0.13	0.68	0.41
NATCHITOCHE	33.38	5.33	0.30	1.54	1.16
ORLEANS	3,865.79	903.80	49.43	139.22	94.72
OUACHITA	242.81	41.94	1.90	9.50	4.57
PLAQUEMINES	24.46	4.01	0.19	1.11	1.85
POINTE COUPEE	10.02	1.28	0.07	0.45	0.27
RAPIDES	137.62	20.19	1.02	6.10	2.67
RED RIVER	6.04	0.73	0.04	0.29	0.20
RICHLAND	18.42	1.96	0.11	0.92	0.34
SABINE	19.80	2.52	0.13	0.87	2.03
SAINT BERNARD	33.34	4.17	0.22	1.60	0.50
SAINT CHARLES	36.41	4.82	0.26	1.67	0.54
SAINT HELENA	2.44	0.47	0.03	0.09	0.17
SAINT JAMES	10.81	1.39	0.09	0.47	0.18
SAINT JOHN THE BAPTIST	38.44	6.20	0.36	1.71	0.82
SAINT LANDRY	94.83	10.56	0.60	4.92	2.66
SAINT MARTIN	29.42	3.64	0.17	1.40	1.66
SAINT MARY	152.17	32.24	1.63	4.31	2.57
SAINT TAMMANY	201.82	27.72	1.47	9.84	5.55
TANGIPAHOA	141.91	14.30	0.75	7.26	2.38
TENSAS	3.33	0.69	0.04	0.13	0.39

Table A: Alphabetical by Parish, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table A: Alphabetical by Parish, 2012 (Continued)</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
TERREBONNE	\$107.77	\$15.40	0.85	\$5.39	\$1.93
UNION	12.03	1.29	0.07	0.59	0.82
VERMILION	41.25	4.07	0.21	2.14	1.03
VERNON	23.09	2.97	0.16	1.10	1.01
WASHINGTON	21.22	2.31	0.12	1.05	0.59
WEBSTER	46.06	5.30	0.26	2.39	1.40
WEST BATON ROUGE	49.03	6.24	0.36	2.53	0.91
WEST CARROLL	3.78	0.60	0.04	0.15	0.15
WEST FELICIANA	18.59	2.98	0.18	0.89	0.76
<u>WINN</u>	<u>7.27</u>	<u>1.43</u>	<u>0.09</u>	<u>0.29</u>	<u>0.33</u>
<b>STATE TOTALS</b>	<b>\$9,879.82</b>	<b>\$1,969.78</b>	<b>101.28</b>	<b>\$391.04</b>	<b>\$230.05</b>

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Table B: Ranking of Parishes by Expenditure Levels, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table B: Ranking of Parishes by Expenditure Levels, 2012</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ORLEANS	\$3,865.79	\$903.80	49.43	\$139.22	\$94.72
JEFFERSON	1,055.65	190.56	9.27	39.19	20.69
EAST BATON ROUGE	830.41	143.80	6.69	33.67	14.51
CADDO	564.95	109.64	4.73	23.02	11.36
LAFAYETTE	450.74	70.79	3.45	19.84	8.10
CALCASIEU	372.21	89.75	4.19	15.85	10.02
BOSSIER	336.06	97.57	4.83	14.55	9.80
OUACHITA	242.81	41.94	1.90	9.50	4.57
SAINT TAMMANY	201.82	27.72	1.47	9.84	5.55
ALLEN	163.85	44.85	2.05	4.67	3.35
SAINT MARY	152.17	32.24	1.63	4.31	2.57
TANGIPAHOA	141.91	14.30	0.75	7.26	2.38
RAPIDES	137.62	20.19	1.02	6.10	2.67
TERREBONNE	107.77	15.40	0.85	5.39	1.93
AVOUELLES	101.94	23.75	1.13	2.41	1.63
SAINT LANDRY	94.83	10.56	0.60	4.92	2.66
ASCENSION	94.67	10.47	0.60	4.77	1.55
LAFOURCHE	79.21	9.45	0.52	3.92	1.38
WEST BATON ROUGE	49.03	6.24	0.36	2.53	0.91
LIVINGSTON	48.00	4.35	0.22	2.43	1.69
WEBSTER	46.06	5.30	0.26	2.39	1.40
IBERIA	43.33	6.48	0.36	1.99	0.78
MADISON	41.49	3.09	0.14	2.39	0.62
VERMILION	41.25	4.07	0.21	2.14	1.03
SAINT JOHN THE BAPTIST	38.44	6.20	0.36	1.71	0.82
SAINT CHARLES	36.41	4.82	0.26	1.67	0.54
ACADIA	34.46	3.20	0.17	1.79	0.63

Table B: Ranking of Parishes by Expenditure Levels, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table B: Ranking of Parishes by Expenditure Levels, 2012 (Continued)</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NATCHITOCHE	\$33.38	\$5.33	0.30	\$1.54	\$1.16
SAINT BERNARD	33.34	4.17	0.22	1.60	0.50
SAINT MARTIN	29.42	3.64	0.17	1.40	1.66
LINCOLN	27.33	4.41	0.27	1.25	0.69
PLAQUEMINES	24.46	4.01	0.19	1.11	1.85
VERNON	23.09	2.97	0.16	1.10	1.01
WASHINGTON	21.22	2.31	0.12	1.05	0.59
IBERVILLE	21.14	3.02	0.15	1.02	0.94
BEAUREGARD	19.89	2.64	0.12	0.97	1.52
SABINE	19.80	2.52	0.13	0.87	2.03
JEFFERSON DAVIS	18.94	2.30	0.14	0.93	0.43
WEST FELICIANA	18.59	2.98	0.18	0.89	0.76
RICHLAND	18.42	1.96	0.11	0.92	0.34
DE SOTO	16.51	1.81	0.10	0.83	0.56
EVANGELINE	16.03	2.36	0.13	0.74	0.62
MOREHOUSE	14.65	2.33	0.13	0.68	0.41
CONCORDIA	12.08	1.40	0.08	0.56	0.57
UNION	12.03	1.29	0.07	0.59	0.82
SAINT JAMES	10.81	1.39	0.09	0.47	0.18
ASSUMPTION	10.81	1.11	0.06	0.53	0.26
POINTE COUPEE	10.02	1.28	0.07	0.45	0.27
BIENVILLE	9.66	1.17	0.07	0.46	0.74
JACKSON	9.37	1.24	0.07	0.33	0.25
CLAIBORNE	9.16	1.41	0.08	0.40	0.47
EAST CARROLL	8.92	0.94	0.06	0.47	0.19
CALDWELL	7.43	0.97	0.05	0.33	0.49
FRANKLIN	7.35	1.12	0.07	0.29	0.25

Table B: Ranking of Parishes by Expenditure Levels, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table B: Ranking of Parishes by Expenditure Levels, 2012 (Continued)</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
WINN	\$7.27	\$1.43	0.09	\$0.29	\$0.33
RED RIVER	6.04	0.73	0.04	0.29	0.20
CATAHOULA	5.32	0.90	0.06	0.22	0.35
CAMERON	4.16	0.57	0.04	0.18	0.27
LASALLE	4.04	0.64	0.04	0.16	0.22
WEST CARROLL	3.78	0.60	0.04	0.15	0.15
GRANT	3.66	0.62	0.04	0.15	0.34
TENSAS	3.33	0.69	0.04	0.13	0.39
EAST FELICIANA	3.05	0.53	0.03	0.12	0.21
<u>SAINT HELENA</u>	<u>2.44</u>	<u>0.47</u>	<u>0.03</u>	<u>0.09</u>	<u>0.17</u>
<b>STATE TOTALS</b>	<b>\$9,879.82</b>	<b>\$1,969.78</b>	<b>\$101.28</b>	<b>\$391.04</b>	<b>\$230.05</b>

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Table C: Percent Distribution by Parish, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table C: Percent Distribution by Parish, 2012</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ACADIA	0.35%	0.16%	0.17%	0.46%	0.27%
ALLEN	1.66%	2.28%	2.03%	1.19%	1.46%
ASCENSION	0.96%	0.53%	0.59%	1.22%	0.67%
ASSUMPTION	0.11%	0.06%	0.06%	0.14%	0.11%
AVOUELLES	1.03%	1.21%	1.12%	0.62%	0.71%
BEAUREGARD	0.20%	0.13%	0.12%	0.25%	0.66%
BIENVILLE	0.10%	0.06%	0.06%	0.12%	0.32%
BOSSIER	3.40%	4.95%	4.77%	3.72%	4.26%
CADDO	5.72%	5.57%	4.67%	5.89%	4.94%
CALCASIEU	3.77%	4.56%	4.14%	4.05%	4.35%
CALDWELL	0.08%	0.05%	0.05%	0.08%	0.21%
CAMERON	0.04%	0.03%	0.04%	0.04%	0.12%
CATAHOULA	0.05%	0.05%	0.06%	0.06%	0.15%
CLAIBORNE	0.09%	0.07%	0.08%	0.10%	0.20%
CONCORDIA	0.12%	0.07%	0.08%	0.14%	0.25%
DE SOTO	0.17%	0.09%	0.10%	0.21%	0.24%
EAST BATON ROUGE	8.41%	7.30%	6.60%	8.61%	6.31%
EAST CARROLL	0.09%	0.05%	0.06%	0.12%	0.08%
EAST FELICIANA	0.03%	0.03%	0.03%	0.03%	0.09%
EVANGELINE	0.16%	0.12%	0.12%	0.19%	0.27%
FRANKLIN	0.07%	0.06%	0.07%	0.07%	0.11%
GRANT	0.04%	0.03%	0.04%	0.04%	0.15%
IBERIA	0.44%	0.33%	0.35%	0.51%	0.34%
IBERVILLE	0.21%	0.15%	0.15%	0.26%	0.41%
JACKSON	0.09%	0.06%	0.07%	0.09%	0.11%
JEFFERSON	10.68%	9.67%	9.15%	10.02%	8.99%
JEFFERSON DAVIS	0.19%	0.12%	0.14%	0.24%	0.19%

Table C: Percent Distribution by Parish, 2012

<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
LAFAYETTE	4.56%	3.59%	3.41%	5.07%	3.52%
LAFOURCHE	0.80%	0.48%	0.51%	1.00%	0.60%
LASALLE	0.04%	0.03%	0.04%	0.04%	0.10%
LINCOLN	0.28%	0.22%	0.27%	0.32%	0.30%
LIVINGSTON	0.49%	0.22%	0.22%	0.62%	0.74%
MADISON	0.42%	0.16%	0.14%	0.61%	0.27%
MOREHOUSE	0.15%	0.12%	0.12%	0.17%	0.18%
NATCHITOCHE	0.34%	0.27%	0.30%	0.39%	0.51%
ORLEANS	39.13%	45.88%	48.80%	35.60%	41.17%
OUACHITA	2.46%	2.13%	1.87%	2.43%	1.99%
PLAQUEMINES	0.25%	0.20%	0.19%	0.28%	0.80%
POINTE COUPEE	0.10%	0.07%	0.07%	0.11%	0.12%
RAPIDES	1.39%	1.02%	1.01%	1.56%	1.16%
RED RIVER	0.06%	0.04%	0.04%	0.08%	0.09%
RICHLAND	0.19%	0.10%	0.11%	0.24%	0.15%
SABINE	0.20%	0.13%	0.12%	0.22%	0.88%
SAINT BERNARD	0.34%	0.21%	0.22%	0.41%	0.22%
SAINT CHARLES	0.37%	0.24%	0.26%	0.43%	0.23%
SAINT HELENA	0.02%	0.02%	0.03%	0.02%	0.07%
SAINT JAMES	0.11%	0.07%	0.09%	0.12%	0.08%
SAINT JOHN THE BAPTIST	0.39%	0.31%	0.35%	0.44%	0.36%
SAINT LANDRY	0.96%	0.54%	0.59%	1.26%	1.16%
SAINT MARTIN	0.30%	0.18%	0.17%	0.36%	0.72%
SAINT MARY	1.54%	1.64%	1.61%	1.10%	1.12%
SAINT TAMMANY	2.04%	1.41%	1.46%	2.52%	2.41%
TANGIPAHOA	1.44%	0.73%	0.74%	1.86%	1.03%
TENSAS	0.03%	0.04%	0.03%	0.03%	0.17%

Table C: Percent Distribution by Parish, 2012

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table C: Percent Distribution by Parish, 2012 (Continued)</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
TERREBONNE	1.09%	0.78%	0.84%	1.38%	0.84%
UNION	0.12%	0.07%	0.07%	0.15%	0.36%
VERMILION	0.42%	0.21%	0.21%	0.55%	0.45%
VERNON	0.23%	0.15%	0.16%	0.28%	0.44%
WASHINGTON	0.21%	0.12%	0.12%	0.27%	0.26%
WEBSTER	0.47%	0.27%	0.26%	0.61%	0.61%
WEST BATON ROUGE	0.50%	0.32%	0.36%	0.65%	0.39%
WEST CARROLL	0.04%	0.03%	0.04%	0.04%	0.07%
WEST FELICIANA	0.19%	0.15%	0.17%	0.23%	0.33%
<u>WINN</u>	<u>0.07%</u>	<u>0.07%</u>	<u>0.09%</u>	<u>0.08%</u>	<u>0.14%</u>
<b>STATE TOTALS</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

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Table D: Percent Change over 2011

<b>Domestic Travel Impact on Louisiana Parishes – 2012</b>					
<b>Table D: Percent Change over 2011</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ACADIA	0.30%	1.30%	-0.18%	-0.50%	3.47%
ALLEN	5.60%	5.12%	3.49%	6.30%	5.90%
ASCENSION	4.63%	4.49%	3.06%	5.47%	9.17%
ASSUMPTION	-2.42%	-1.33%	-2.50%	-3.00%	3.13%
AVOUELLES	0.10%	1.16%	0.47%	0.25%	0.03%
BEAUREGARD	0.14%	1.18%	0.32%	0.09%	2.83%
BIENVILLE	-0.10%	1.61%	0.51%	0.55%	5.58%
BOSSIER	-7.28%	-5.35%	-3.89%	-6.64%	-6.75%
CADDO	-1.46%	-2.43%	-3.55%	-3.59%	-1.13%
CALCASIEU	3.90%	2.53%	2.20%	4.40%	5.41%
CALDWELL	-1.78%	-0.70%	-2.65%	-1.90%	1.99%
CAMERON	-1.63%	-1.00%	-2.59%	-1.72%	4.91%
CATAHOULA	-2.68%	-1.84%	-3.53%	-2.34%	-0.17%
CLAIBORNE	2.80%	4.35%	2.78%	3.42%	2.98%
CONCORDIA	-1.52%	0.15%	-0.62%	-2.02%	2.88%
DE SOTO	2.85%	3.27%	2.56%	2.82%	5.66%
EAST BATON ROUGE	3.60%	3.17%	1.90%	1.89%	5.14%
EAST CARROLL	2.91%	3.18%	1.87%	1.96%	2.58%
EAST FELICIANA	-3.17%	-2.08%	-3.41%	-2.81%	1.68%
EVANGELINE	-2.75%	-1.26%	-2.95%	-3.00%	2.13%
FRANKLIN	-0.57%	0.49%	-0.63%	-0.05%	1.21%
GRANT	4.03%	3.35%	1.74%	4.25%	5.62%
IBERIA	-3.18%	-2.60%	-2.99%	-3.60%	0.09%
IBERVILLE	-4.24%	-2.73%	-3.59%	-4.13%	3.45%
JACKSON	1.19%	-1.11%	-2.00%	1.01%	5.38%
JEFFERSON	3.41%	1.37%	0.78%	1.96%	3.06%
JEFFERSON DAVIS	1.67%	3.12%	2.29%	1.36%	3.56%

Table D: Percent Change over 2011

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table D: Percent Change over 2011 (Continued)</b>					
<u>Parish</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
LAFAYETTE	5.56%	5.30%	4.02%	4.88%	6.69%
LAFOURCHE	2.00%	2.35%	0.86%	1.07%	4.54%
LASALLE	-0.97%	0.22%	-1.14%	-0.60%	3.23%
LINCOLN	-1.50%	-0.75%	-1.33%	-1.39%	1.97%
LIVINGSTON	1.03%	0.58%	-1.30%	-0.12%	3.95%
MADISON	-2.59%	-2.64%	-3.55%	-4.32%	2.11%
MOREHOUSE	-2.17%	0.16%	-1.57%	-2.26%	1.75%
NATCHITOCHE	-7.39%	-3.44%	-5.29%	-8.50%	-7.80%
ORLEANS	5.17%	4.94%	3.68%	5.27%	5.29%
OUACHITA	2.39%	1.05%	0.51%	2.79%	4.91%
PLAQUEMINES	-2.23%	0.17%	-1.98%	-2.39%	3.08%
POINTE COUPEE	-1.27%	0.58%	-1.36%	-1.30%	3.36%
RAPIDES	-2.67%	-1.47%	-2.10%	-2.65%	1.23%
RED RIVER	3.14%	3.09%	1.80%	2.98%	5.65%
RICHLAND	0.71%	-0.01%	-2.18%	-1.80%	2.46%
SABINE	1.68%	1.35%	-0.31%	1.79%	4.78%
SAINT BERNARD	-2.11%	-1.70%	-2.82%	-2.73%	2.75%
SAINT CHARLES	1.14%	2.92%	1.10%	0.64%	4.84%
SAINT HELENA	-2.01%	-1.75%	-2.74%	-1.72%	1.57%
SAINT JAMES	-0.90%	0.78%	-0.59%	-0.84%	4.43%
SAINT JOHN THE BAPTIST	-0.26%	0.51%	-1.34%	-0.81%	2.33%
SAINT LANDRY	-0.76%	0.07%	-1.21%	-1.48%	0.86%
SAINT MARTIN	1.69%	3.74%	2.32%	1.19%	4.15%
SAINT MARY	-1.99%	-0.54%	-1.85%	-2.22%	0.02%
SAINT TAMMANY	0.56%	0.94%	0.15%	-0.41%	3.55%
TANGIPAHOA	-2.27%	1.05%	0.17%	-2.15%	0.44%
TENSAS	-1.08%	-0.61%	-2.20%	-0.94%	1.69%

Table D: Percent Change over 2011

<b>Domestic Travel Impact on Louisiana Parishes - 2012</b>					
<b>Table D: Percent Change over 2011 (Continued)</b>					
TERREBONNE	0.96%	3.03%	2.05%	1.41%	4.09%
UNION	-2.92%	-0.84%	-2.43%	-3.28%	1.61%
VERMILION	2.18%	3.52%	2.66%	2.05%	3.52%
VERNON	3.81%	4.44%	1.93%	4.09%	9.11%
WASHINGTON	3.35%	3.84%	2.64%	3.33%	3.82%
WEBSTER	-0.30%	0.27%	-1.47%	-1.50%	2.28%
WEST BATON ROUGE	4.43%	3.68%	2.66%	4.02%	6.27%
WEST CARROLL	-2.22%	-0.89%	-2.91%	-1.85%	1.00%
WEST FELICIANA	-1.01%	-1.03%	-3.42%	-2.13%	1.51%
<u>WINN</u>	<u>3.49%</u>	<u>4.29%</u>	<u>3.42%</u>	<u>3.95%</u>	<u>2.77%</u>
STATE TOTALS	<b>2.76%</b>	<b>2.69%</b>	<b>1.83%</b>	<b>2.11%</b>	<b>3.63%</b>

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Table E: Alphabetical by Parish, 2011

<b>Domestic Travel Impact on Louisiana Parishes – 2011</b>					
<b>Table E: Alphabetical by Parish, 2011</b>					
<u>Parish</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
ACADIA	\$34.35	\$3.16	0.17	\$1.79	\$0.61
ALLEN	155.17	42.67	1.98	4.39	3.17
ASCENSION	90.48	10.02	0.58	4.53	1.42
ASSUMPTION	11.08	1.12	0.06	0.55	0.25
AVOUELLES	101.85	23.47	1.13	2.40	1.63
BEAUREGARD	19.86	2.61	0.12	0.97	1.48
BIENVILLE	9.67	1.16	0.06	0.46	0.70
BOSSIER	362.45	103.08	5.03	15.58	10.50
CADDO	573.35	112.37	4.90	23.87	11.49
CALCASIEU	358.22	87.53	4.10	15.19	9.50
CALDWELL	7.56	0.98	0.05	0.33	0.48
CAMERON	4.23	0.57	0.04	0.18	0.26
CATAHOULA	5.47	0.92	0.06	0.22	0.35
CLAIBORNE	8.91	1.35	0.08	0.38	0.46
CONCORDIA	12.26	1.40	0.08	0.57	0.56
DE SOTO	16.05	1.75	0.09	0.81	0.53
EAST BATON ROUGE	801.53	139.39	6.56	33.05	13.80
EAST CARROLL	8.67	0.91	0.06	0.46	0.19
EAST FELICIANA	3.15	0.54	0.03	0.13	0.21
EVANGELINE	16.49	2.39	0.13	0.76	0.61
FRANKLIN	7.39	1.12	0.07	0.29	0.24
GRANT	3.52	0.60	0.04	0.14	0.32
IBERIA	44.75	6.65	0.37	2.06	0.78
IBERVILLE	22.08	3.11	0.16	1.06	0.90
JACKSON	9.26	1.25	0.08	0.33	0.24
JEFFERSON	1,020.84	187.99	9.20	38.44	20.07
JEFFERSON DAVIS	18.63	2.23	0.14	0.91	0.42

Table E: Alphabetical by Parish, 2011

<b>Domestic Travel Impact on Louisiana Parishes – 2011</b>					
<b>Table E: Alphabetical by Parish, 2011 (Continued)</b>					
<u>Parish</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
LAFAYETTE	\$426.99	\$67.23	3.32	\$18.92	\$7.59
LAFOURCHE	77.66	9.23	0.51	3.88	1.32
LASALLE	4.08	0.64	0.04	0.16	0.21
LINCOLN	27.74	4.45	0.28	1.27	0.68
LIVINGSTON	47.51	4.32	0.22	2.43	1.63
MADISON	42.59	3.18	0.15	2.50	0.60
MOREHOUSE	14.97	2.32	0.13	0.69	0.40
NATCHITOCHE	36.05	5.52	0.32	1.68	1.26
ORLEANS	3,675.78	861.26	47.68	132.25	89.95
OUACHITA	237.14	41.50	1.89	9.24	4.35
PLAQUEMINES	25.02	4.00	0.20	1.14	1.80
POINTE COUPEE	10.15	1.28	0.07	0.46	0.26
RAPIDES	141.40	20.49	1.05	6.26	2.64
RED RIVER	5.86	0.71	0.04	0.29	0.19
RICHLAND	18.28	1.96	0.11	0.94	0.33
SABINE	19.47	2.49	0.13	0.86	1.94
SAINT BERNARD	34.06	4.24	0.22	1.64	0.48
SAINT CHARLES	36.00	4.69	0.26	1.66	0.51
SAINT HELENA	2.49	0.48	0.03	0.09	0.17
SAINT JAMES	10.91	1.38	0.09	0.48	0.18
SAINT JOHN THE BAPTIST	38.54	6.17	0.36	1.73	0.80
SAINT LANDRY	95.56	10.55	0.61	4.99	2.64
SAINT MARTIN	28.93	3.51	0.17	1.38	1.59
SAINT MARY	155.26	32.42	1.66	4.41	2.57
SAINT TAMMANY	200.70	27.47	1.47	9.88	5.36
TANGIPAHOA	145.22	14.15	0.75	7.42	2.37
TENSAS	3.37	0.70	0.04	0.13	0.38

Table E: Alphabetical by Parish, 2011

<b>Domestic Travel Impact on Louisiana Parishes – 2011</b>					
<b>Table E: Alphabetical by Parish, 2011 (Continued)</b>					
<u>Parish</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
TERREBONNE	\$106.75	\$14.95	0.83	\$5.32	\$1.85
UNION	12.40	1.30	0.07	0.61	0.81
VERMILION	40.37	3.93	0.21	2.10	0.99
VERNON	22.24	2.85	0.16	1.06	0.92
WASHINGTON	20.53	2.23	0.12	1.02	0.57
WEBSTER	46.20	5.28	0.26	2.42	1.37
WEST BATON ROUGE	46.95	6.02	0.35	2.44	0.85
WEST CARROLL	3.87	0.60	0.04	0.15	0.15
WEST FELICIANA	18.78	3.01	0.18	0.91	0.74
<u>WINN</u>	<u>7.03</u>	<u>1.37</u>	<u>0.09</u>	<u>0.28</u>	<u>0.32</u>
<b>STATE TOTALS</b>	<b>\$9,614.10</b>	<b>\$1,918.18</b>	<b>99.47</b>	<b>\$382.96</b>	<b>\$221.98</b>

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**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 (formerly known as the U.S. Travel Data Center) 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 a variety of travel categories (described in Appendix B: Glossary of Terms). 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 and day trips to places 50 miles away or more, one way, from the traveler's origin and any overnight trips away from home in paid accommodations.

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 18 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.

Travel *expenditure* is assumed to take place whenever traveler exchanges money for an activity considered part of his/her trip. Total travel expenditures are separated into related 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. Eighteen (18) 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 18 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 estimates derived through the cost factor method are also validated through three additional methods: Household travel spending ratio method - the ratio of out of town spending to total household spending; Trip expenditure ratio method – the ratio of each travel spending category in a trip to that trip’s total expenditures; and economic and business statistics validations.

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 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) Survey of International Air Travelers 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 18 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. Consumer survey data are not used in locality impact estimates due to small sample size issue.

The data used to estimate the local area shares includes sales, employment, payroll, and taxes for all travel-related industry categories. Local data provided by states such as sales/tax receipts, employment and wages, attraction attendances, etc. are critical inputs. County and local sales, establishments, employment and payroll data derived from Economic Census, County Business Patterns, and the Quarterly Census of Employment and Wages (QCEW) are also used in the model.

### **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 – TEIM**

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, employment 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 by NAICS

**Travel industry categories:** With the transition to NAICS, the U.S. Travel Association has adjusted its selection of the travel-related business types using the new NAICS codes and brought its travel economic research into conformity with NAICS. For measurement purposes, U.S. Travel Association's Travel Economic Impact Model tracks business activity in seven (7) major travel-related industry groups. The industry groups and subcategories used in the model are outlined below, followed by a detailed table of NAICS Codes. The share of travel in each of listed industries will depend on travel spending estimates for the related categories and are different from industries and areas.

**Automobile Transportation:** Gasoline service stations, passenger car rental, motor vehicle/parts dealers, automotive repairs, and maintenance.

**Entertainment/Recreation industry:** Entertainment, art, and recreation industry.

**Foodservice industry:** Eating & drinking places, and grocery stores.

**Retail Trade industry:** General merchandise group stores and miscellaneous retail stores, including gift and souvenir shops, and other retail stores.

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

**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."

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

### Accommodations

7211 Traveler Accommodations  
7212 Recreational Vehicle Parks & Campgrounds

### Auto Transportation

532111 Passenger Car Rental  
447 Gasoline Stations  
4411 Automobile Dealers  
4412 Other Motor Vehicle Dealers  
4413 Automotive Parts, Accessories, and Tire Stores  
8111 Automotive Repair and Maintenance

### Entertainment and Recreation

711 Performing Arts, Spectator Sports & Related Industries  
712 Museums, Historical Sites & Similar Institutions  
713 Amusement, Gambling & Recreation

### Food

7221 Full service Restaurants  
7222 Limited Service Eating Places  
7224 Drinking Places  
445 Food and Beverage stores

### Public Transportation

481 Passenger Air Transportation  
4881 Airport Support Activities  
4821 Rail Transportation  
4852 Interurban and Rural Bus Transportation  
4853 Taxi & Limousine Services  
485510 Charter Bus  
483112 Deep Sea Passenger Transportation  
483114 Coastal and Great Lakes Passenger Transportation  
483212 Inland Water Passenger Transportation  
487 Scenic & Sightseeing Transportation

### Retail

451 Sporting Goods, Hobby, Book, and Music Stores  
452 General Merchandise Stores  
453 Miscellaneous Store Retailers  
443 Electronics and Appliance Stores  
444 Building Material and Garden Equipment, and Supplies Dealers  
446 Health and Personal Care Stores  
448 Clothing and Clothing Accessories Stores

### Travel Arrangement

5615 Travel Arrangement & Reservation Services (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  
Louisiana Office of Tourism  
Louisiana Department of Labor, Research & Statistics Division  
Smith Travel Research  
The Office of Travel and Tourism Industries (OTTI)/ITA, U.S. Department of Commerce  
U.S. Travel Association