

The Sustainable Working Waterfronts Toolkit

Economic Analysis of Working Waterfronts in the United States



ECONOMIC ANALYSIS OF WORKING WATERFRONTS IN THE UNITED STATES

*ALAN W. HODGES, PHD, THOMAS J. STEVENS, PHD, MOHAMMAD RAHMANI, PHD
FOOD AND RESOURCE ECONOMICS DEPARTMENT*

*ROBERT SWETT, PHD
SCHOOL OF FOREST RESOURCES AND CONSERVATION, FLORIDA SEA GRANT*

*UNIVERSITY OF FLORIDA
GAINESVILLE, FL*

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Table of Contents

| | |
|--|-----|
| List of Tables | ii |
| List of Figures..... | iii |
| Executive Summary | v |
| Glossary of Economic Terms | ix |
| Introduction..... | 1 |
| Literature Review | 1 |
| Ocean Economic Data..... | 1 |
| Statistical and Economic Surveys | 2 |
| Economic Impact Studies..... | 3 |
| Structural Change and Development | 5 |
| Data and Methodology..... | 6 |
| Data | 6 |
| Methodology | 8 |
| Ocean Economic Regions..... | 8 |
| Inventory of Working Waterfront Communities | 9 |
| Analysis of Regional Economic Contributions | 10 |
| Forecast of Economic Activity | 11 |
| Results | 13 |
| Inventory of Economic Activity in Working Waterfront Communities | 13 |
| Ocean-Related Share of Coastal Economies..... | 25 |
| Regional Economic Contributions | 36 |
| Trends and Forecast of Ocean Sector Gross Domestic Product..... | 43 |
| Trends and Forecast of Port Shipping Activity | 51 |
| Trends in Commercial Fisheries..... | 64 |
| Trends and Forecast of Cruise Ship Activity | 74 |
| Literature and Information Sources Cited | 76 |
| Appendix A: Detailed Data Tables for U.S. Coastal Regions, States and Counties | 79 |
| Appendix B: Maps of Counties in U.S. Coastal Regions..... | 164 |

List of Tables

| | |
|--|-----|
| Table 1. Ocean economic sectors and classification within the North American Industry Classification System (NAICS) and IMPLAN..... | 7 |
| Table 2. U.S. coastal regions for economic analysis of working waterfronts..... | 9 |
| Table 3. Value added multipliers for ocean economic activities in eleven U.S. coastal regions..... | 12 |
| Table 4. Summary of ocean-related economic activity in 2009 for thirty coastal states within eleven U.S. coastal regions | 14 |
| Table 5. Summary of GDP and share of ocean-related employment, wages, and GDP in 2009 for the top 50 U.S. coastal counties | 28 |
| Table 6. Summary of total economic contributions of ocean-related industries in U.S. coastal regions in 2009 | 40 |
| Table 7. Summary of total economic contributions of ocean-related industries in U.S. coastal states in 2009 | 41 |
| Table 8. Top 50 U.S. counties by GDP ocean-related economy contribution in 2009 | 42 |
| Table 9. Summary of county level ocean-related sector GDP change predictions, positive or negative, 2009-20, by U.S. coastal region and state..... | 46 |
| Table 10. Summary of county level ocean-related sector GDP change predictions exceeding 50 percent, positive or negative, 2009-20, by U.S. coastal region and state..... | 47 |
| Table 11. Top 50 U.S. county ocean-related sectors with greatest positive percentage GDP change predicted in 2020 | 48 |
| Table 12. Top 50 U.S. county ocean-related sectors with greatest negative percentage GDP change predicted in 2020 | 49 |
| Table 13. Forecast ocean-related GDP in 2020 for U.S. coastal regions and states..... | 50 |
| Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county..... | 53 |
| Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars) | 59 |
| Table 18. Cruise ship thousand-passenger nights, by U.S. state and port city, 2004, 2011, and forecast for 2020 | 75 |
| Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009 | 79 |
| Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009 | 88 |
| Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009..... | 97 |
| Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020..... | 106 |

List of Figures

| | |
|--|----|
| Figure 1. Map of coastal economic regions in the United States..... | 8 |
| Figure 2. Ocean-related employment in U.S. coastal regions in 2009 | 15 |
| Figure 3. Ocean-related Gross Domestic Product in U.S. coastal regions in 2009 | 15 |
| Figure 4. Ocean-related employment in U.S. coastal states in 2009 | 16 |
| Figure 5. Ocean-related Gross Domestic Product in U.S. coastal states in 2009 | 17 |
| Figure 6. Map of ocean-related GDP in counties of the north and middle Atlantic coastal regions in 2009.... | 18 |
| Figure 7. Map of ocean-related employment in counties of the north and middle Atlantic coastal regions in 2009 | 18 |
| Figure 8. Map of ocean-related GDP in counties of the south Atlantic coastal region in 2009 | 19 |
| Figure 9. Map of ocean-related employment in counties of the south Atlantic coastal region in 2009 | 19 |
| Figure 10. Map of ocean-related GDP in counties of the Gulf of Mexico coastal region in 2009 | 20 |
| Figure 11. Map of ocean-related employment in counties of the Gulf of Mexico coastal region in 2009 | 20 |
| Figure 12. Map of ocean-related GDP in counties of the Pacific coastal region in 2009 | 21 |
| Figure 13. Map of ocean-related employment in counties of the Pacific coastal region in 2009..... | 21 |
| Figure 14. Map of ocean-related GDP in counties of the Great Lakes coastal region in 2009..... | 22 |
| Figure 15. Map of ocean-related employment in counties of the Great Lakes coastal region in 2009..... | 22 |
| Figure 16. Map of ocean-related GDP in counties of the Alaska coastal region in 2009 | 23 |
| Figure 17. Map of ocean-related employment in counties of the Alaska coastal region in 2009..... | 23 |
| Figure 18. Map of ocean-related GDP in counties of the Hawaii coastal region in 2009..... | 24 |
| Figure 19. Map of ocean-related employment in counties of the Hawaii coastal region in 2009 | 24 |
| Figure 20. Ocean-related share of Gross Domestic Product in U.S. coastal states in 2009 | 26 |
| Figure 21. Ocean-related share of employment in U.S. coastal states in 2009 | 27 |
| Figure 22. Map of ocean-related share of GDP in counties of the north and middle Atlantic coastal regions in 2009 | 29 |
| Figure 23. Map of ocean-related share of employment in counties of the north and middle Atlantic coastal regions in 2009..... | 29 |
| Figure 24. Map of ocean-related share of GDP in counties of the south Atlantic coastal region in 2009..... | 30 |
| Figure 25. Map of ocean-related share of employment in counties of the south Atlantic coastal region in 2009 | 30 |
| Figure 26. Map of ocean-related share of GDP in counties of the Gulf of Mexico coastal region in 2009..... | 31 |
| Figure 27. Map of ocean-related share of employment in counties of the Gulf of Mexico coastal region in 2009 | 31 |
| Figure 28. Map of ocean-related share of GDP in counties of the Pacific coastal region in 2009 | 32 |
| Figure 29. Map of ocean-related share of employment in counties of the Pacific coastal region in 2009 | 32 |
| Figure 30. Map of ocean-related share of GDP in counties of the Great Lakes coastal region in 2009..... | 33 |
| Figure 31. Map of ocean-related share of employment in counties of the Great Lakes coastal region in 2009 | 33 |
| Figure 32. Map of ocean-related share of GDP in counties of the Alaska coastal region in 2009 | 34 |
| Figure 33. Map of ocean-related share of employment in counties of the Alaska coastal region in 2009 | 34 |
| Figure 34. Map of ocean-related share of GDP in counties of the Hawaii coastal region in 2009..... | 35 |
| Figure 35. Map of ocean-related share of employment in counties of the Hawaii coastal region in 2009 | 35 |

| | |
|--|-----|
| Figure 36. Ocean-related total GDP contributions in U.S. coastal regions in 2009..... | 37 |
| Figure 38. Ocean-related total GDP contributions in U.S. coastal states in 2009..... | 38 |
| Figure 39. Ocean-related total employment contributions in U.S. coastal states in 2009 | 39 |
| Figure B1. Map of counties within 50 miles of Atlantic coast from Maine to Virginia | 164 |
| Figure B2. Map of counties within 50 miles of Atlantic coast from Virginia to Georgia | 165 |
| Figure B3. Map of counties within 50 miles of Atlantic and Gulf coasts from Georgia to Louisiana | 166 |
| Figure B4. Map of counties within 50 miles of Gulf Coast from Alabama to Texas | 167 |
| Figure B5. Map of counties within 50 miles of Great Lakes coast from New York to Michigan | 168 |
| Figure B6. Map of counties within 50 miles of Great Lakes coast from Ohio to Minnesota | 169 |
| Figure B7. Map of counties within 50 miles of Pacific Coast from Washington to Northern California | 170 |
| Figure B8. Map of counties within 50 miles of Pacific coast of California..... | 171 |
| Figure B10. Map of counties within 50 miles of coast of Hawaii | 173 |

Economic Analysis of Working Waterfronts in the United States

Executive Summary

Waterfront communities in the United States, whether rural or urban, recreational or industrialized, have been subject to economic, technological, ecological, and demographic changes that challenge their continued existence or development. The purpose of this study is to document the current status, contribution to regional economies, and future prospects of U.S. coastal communities in order help promote their long-term economic prosperity. A review of the relevant literature on economic valuation of waterfront and ocean-related economic activities found that previous studies usually evaluated only one particular economic sector or specific region. The present study attempts to provide a comprehensive evaluation of all ocean-related economic activity for all coastal regions of the United States.

A commonly accepted definition of ocean-related economic activity was adopted for this analysis based on specific industry sectors (NAICS codes) developed under the National Ocean Economics Program¹. This classification scheme includes six major industry groups: marine construction, marine living resources (fishing, aquaculture, seafood processing), offshore minerals (oil and gas production, sand and gravel mining), ship and boat building/repair, coastal tourism/recreation (boat dealers, marinas, waterfront hotels, restaurants, tours, marine parks, etc.), and marine transportation (ports, shipping, warehousing, passenger transportation) ([Table 1](#)). Data on economic activity in these sectors were compiled for the period 1990-2010, including information on employment, wages and value added or contribution to Gross Domestic Product (GDP)². In addition, data were gathered on specific high profile industries such as commercial fishing, port shipping, and passenger cruise ships.

Coastal regions of the U.S. were defined for this analysis to include counties within 50 miles of the coastline or counties located in coastal zones as established by the Coastal Zone Management Act ([Figures B1-B11](#)). The 11 coastal regions and the states included in each were: North Atlantic (ME, NH, MA, RI, CT, NY), Middle Atlantic (NJ, DE, PA, VA), South Atlantic (NC, SC, GA, FL), Eastern Gulf of Mexico (FL, GA, AL, MS), Western Gulf of Mexico (LA, TX), Eastern Great Lakes (NY, PA, OH, MI), Western Great Lakes (MI, IN, IL, WI, MN), Pacific Northwest (OR, WA), California, Alaska and Hawaii (Pacific) ([Figure 1, Table 2](#)). Ocean-related economic activity was inventoried for over 440 coastal zone counties in 30 states within these regions.

Total economic contributions of ocean-related activity were evaluated using IMPLAN® (IMPact analysis for PLANning) regional economic multipliers that capture the secondary effects of supply chain activity or input

¹ See: www.oceaneconomics.org/

² The use of GDP here is defined as the measure of total value-added economic activity for any geographic area, i.e., county, state, region, or nation.

purchases (indirect effects) and respending of income by employees, business owners and governments (induced effects) arising from new final demand ([Table 3](#)). Changes in ocean related GDP over the period 1990-2009 were analyzed to determine significant trends for major industry groups within each coastal county, and to forecast associated economic activity to the year 2020.

In 2009, all coastal regions of the U.S. had over 130,000 ocean-related business establishments, with 2.398 million fulltime and part-time employees, who received \$84.25 billion in wages and benefits, and produced \$217.87 billion in Gross Domestic Product. Nationally, ocean-related wages averaged around \$33,489 per job annually. The western Gulf of Mexico region led the nation in ocean-related GDP (\$83 billion) and wages (\$20 billion) due to its off-shore minerals and tourism/recreation sectors, while the North Atlantic region had the largest ocean-related employment (439,633 jobs) and number of establishments (30,955) due primarily to tourism and recreation ([Table 4](#), [Tables A1-A2](#), [Figures 2-19](#)).

In terms of its relative importance to the overall economy, ocean-related sectors in all coastal regions of the U.S. represented 3.41 percent of total GDP and 4.85 percent of total employment. The states with the largest share of ocean-related activity were Alaska (18%), Texas (18%) and Louisiana (17.2%), due to the presence of large offshore oil and gas production. In a second tier of states, including Hawaii, Florida, Maine, South Carolina, and Alabama, ocean-related activities represented four to seven percent of GDP, reflecting mainly tourism and recreation as the dominant ocean industries. The states with the highest share of total employment (jobs), at more than 12 percent, in ocean-related industries in coastal counties were Hawaii, South Carolina, and Alaska, followed by Alabama, Georgia, Louisiana, Maine, Mississippi, and North Carolina with more than 8 percent. These states all had more than half of ocean-related jobs in the relatively labor-intensive tourism and recreation industries. In some individual coastal counties, especially in the western Gulf of Mexico region and Alaska, ocean-related sectors represented over 50 percent of total GDP and employment, although some of these counties were relatively small, with total GDP of less than \$1 billion ([Table 5](#), [Figures 20-39](#)).

The total economic contributions of ocean industries in all U.S. coastal counties in 2009, including regional multiplier effects estimated with the *IMPLAN* regional economic models, were 6.75 million jobs, \$284.3 billion in wages, and \$644.8 billion in value-added or GDP. These total contributions for the ocean economy represented 2.9 to 3.4 times the direct contributions, indicating strong economic linkages in the respective regional economies. The western Gulf of Mexico, Mid-Atlantic, and California were the largest regions in the U.S. ocean economy, and the top five states for ocean-related total GDP contribution were Texas (\$155 billion), California (\$115 billion), New York (\$60 billion), Florida (\$64 billion), and Louisiana (\$36 billion). In terms of ocean-related total employment contributions, the largest state was California (1,340,131 jobs), followed by Florida (914,482 jobs), Texas (817,556 jobs), New York (643,298 jobs) and New Jersey (289,275 jobs). The largest individual counties for total GDP contributions were Harris County (Houston), Texas (\$140

billion), New York, New York (\$38 billion), and Los Angeles, California (\$37 billion). Among the top 50 counties in terms of in total GDP contribution, the middle Atlantic region had 12 counties, while the western Gulf of Mexico and California Pacific coast each had nine counties ([Tables 6-8, Table A3](#)).

Approximately one-fourth of the county-level ocean-related industry sectors analyzed had statistically significant trends in GDP, either positive (increasing) or negative (decreasing), over the period 1990-2009, with 70 percent of these changes being of 50 percent or greater in magnitude. The states with the largest number of positive net changes in GDP across all ocean-related sectors were Massachusetts, Maryland, Florida (Gulf coast), Texas, California, and Washington, while states with the largest negative net changes were Pennsylvania, Florida (Atlantic coast), Alaska, and Michigan. The sector with the most positive changes in GDP was tourism/recreation, with 155 counties experiencing a significant increase, and 41 counties with a decrease. The Living Resources sector had the most negative changes: 60 counties decreased and 12 counties increased. Most of the 50 county-level economic sectors with the largest decreases in economic activity over the past 20 years are predicted to disappear by the year 2020 ([Tables 9-13, Table A4](#)).

Marine cargo shipping remains one of the largest water-dependent activities in the U.S. The total tonnage of marine port shipments for all waterfront counties in the United States increased from about 1.16 billion tons in 1997 to over 1.51 billion tons in 2010, a 30 percent increase, and is forecast to increase to over 1.89 billion tons in 2020. The total value of marine port shipments in all U.S. waterfront counties increased from \$961 billion in 1997 to \$1,640 billion in 2010 (+71%), and is forecast to be \$2,364 billion in 2020. The Western Gulf of Mexico region had the highest total weight of shipments in 2010 (645 million tons), followed by California (217 million Tons), and Middle Atlantic (161 million Tons). California had the highest marine port shipments value in 2010 (\$461 billion), followed by the Western Gulf of Mexico (\$368 billion), Middle Atlantic (\$302 billion), and South Atlantic (\$239 billion) regions. The Pacific-California region had the greatest increase in tonnage during 1997-2010 (96%), followed by the South-Atlantic (63%) and Middle-Atlantic (42%) regions. The Pacific-Alaska region showed the greatest decrease in total shipping weight (-43%) followed by the Eastern- and Western-Great Lakes (-23, -19 percent), and North-Atlantic (-18%). The value of marine shipments increased in all regions from 1997 to 2010, except for the Eastern Great Lakes (-20%) ([Tables 14-15](#)).

Commercial fishing is an economic activity traditionally associated with working waterfront communities; however, the sustainability of commercial fishing is threatened in many areas of the U.S. The total landings in 2010 by commercial fisheries in the United States was 4.5 billion pounds with a value of \$2.70 billion, which represented a decrease of 17 percent and 18 percent, respectively, since 1990 in inflation adjusted dollars. The Alaska-Pacific region had the highest fishery landings in 2010, both in weight (1.76 billion pounds) and value (\$907 million). The regions with the next highest landed weights were the Western Gulf of Mexico (769 million lbs.), Middle-Atlantic (556 million lbs.), California (414 million lbs.), North-Atlantic

(392 million lbs.), and Pacific–Northwest (368 million lbs.), while regions with the next highest landed values were North-Atlantic (\$563 million), Middle-Atlantic (\$269 million), Pacific-Northwest (\$276 million), Western-Gulf of Mexico (\$249 million), Eastern-Gulf of Mexico (\$150 million), and California (\$140 million). Sixteen counties in the U.S. landed over 100 million pounds of fish each in 2010. The counties with the largest fisheries landings in terms of value were Bristol County, Massachusetts (\$306 million), Aleutians West, Alaska (\$163 million), Kenai Peninsula, Alaska (\$150 million), Kodiak Island, Alaska (\$128 million), Bristol Bay, Alaska (\$101 million), Valdez-Cordova, Alaska (\$84 million), and Cape May, New Jersey (\$81 million). Oregon, Washington and Alaska were the only states to experience an increase in landed weight from 1990 to 2010 (+51%, +38%, +28%, respectively). The South-Atlantic region suffered the greatest decrease in landed weight (-63%), followed by the Eastern Gulf of Mexico (-57%), Pacific-California (-44%), Middle-Atlantic (-37%), Western Gulf of Mexico (-29%), and the North-Atlantic (-29%). States with a significant increase in the value of fishery landings from 1990 to 2010 were Maine (40%), New Jersey (31%), Florida-Gulf (30%), and Washington (25%); while Texas suffered the largest decrease (-76%), followed by Rhode Island (-72%), California (-63%), Mississippi (-62%), Alabama (-44%), Louisiana (-42%), and Maryland (-35%) (Tables 16-17).

Ocean-going cruise ships have become one of the premier venues for coastal tourism and recreation. Cruise ships calling at U.S. ports reported a total of 49.1 million passenger-nights in 2011; however, this represents a decrease of 12 percent from a total passenger volume of 55.6 million in 2004. There were 22 ports hosting active cruise lines in 2011, including 13 with annual volumes of at least one million passenger-nights. The top three cruise ports were in Florida: Ft. Lauderdale, Miami, and Port Canaveral (Brevard County), with passenger volumes of 10.2, 7.7, and 5.3 million, respectively. Other top ports were New York City (3.5 million), Los Angeles, California (3.2 million), Seattle, Washington (3.2 million), Anchorage, Alaska (2.1 million), Galveston, Texas (2.0 million), Tampa, Florida (1.8 million), New Orleans, Louisiana (1.5 million), Baltimore, Maryland (1.4 million), Hudson, New Jersey (1.3 million), and San Diego, California (1.1 million). Ports with the largest increase in cruise passenger volume during 2004-11 were Hudson, New Jersey (+102%), Baltimore (+65%), Seattle (+57%), Ft. Lauderdale (+8%), and New York City (+5%), while ports with decreased volume were Honolulu (-52%), New Orleans (-39%), San Diego (-32%), Galveston (-29%), Tampa (-29%), Los Angeles (-28%), Anchorage (27%), Miami (-21%), and Port Canaveral, Florida (-14%). Based on regression analysis, two ports are forecast to have significantly increased activity into the future (Seattle, Washington and Hudson, New Jersey), while three ports were forecast to have lower volume (Tampa, Florida, Mobile, Alabama, and Charleston, South Carolina) (Table 18).

Glossary of Economic Terms

Employee compensation is comprised of wages, salaries, commissions, and benefits such as health and life insurance, retirement and other forms of cash or non-cash compensation.

Employment is a measure of the number of jobs involved, including fulltime, part-time and seasonal positions. It is not a measure of fulltime equivalents (FTE).

Exports are sales of goods to customers outside the region in which they are produced, and they represent a net inflow of money to the region. Exports are defined to also include sales of services to customers visiting from other regions.

Final Demand represents sales to final consumers, including households and governments, and exports from the region.

Gross Regional Product is a measure of total economic activity in a region, or total income generated by all goods and services. It represents the sum of total value added by all industries in that region, and is equivalent to Gross Domestic Product (GDP) for the nation.

IMPLAN is a computer-based input-output modeling system that enables users to create regional economic models and multipliers for any region consisting of one or more counties or states in the U.S. The current version of the *IMPLAN* software, version 3, accounts for commodity production and consumption for 440 industry sectors, 10 household income levels, taxes to local/state and federal governments, capital investment, imports and exports, transfer payments, and business inventories. Regional datasets for individual counties or states are purchased separately.

Impact or total impact is the change in total regional economic activity (e.g. output or employment) resulting from a change in final demand, direct industry output, or direct employment, estimated based on regional economic multipliers.

Imports are purchases of goods and services originating outside the region of analysis.

Income is the money earned within the region from production and sales. Total income includes labor income such as wages, salaries, employee benefits and business proprietor income, plus other property income.

Indirect business taxes are taxes paid to governments by individuals or businesses for property, excise and sales taxes, but do not include income taxes.

Input-Output (I-O) model and Social Accounting Matrix (SAM) is a representation of the transactions between industry sectors within a region that captures what each sector purchases from every other sector in order to produce its output of goods or services. Using such a model, flows of economic activity associated with any change in spending may be traced backwards through the supply chain.

Intermediate sales are sales to other industrial sectors. The value of intermediate sales is netted-out of Total Value Added.

Local refers to goods and services that are sourced from within the region, which may be defined as a county, multi-county cluster, or state. Non-local refers to economic activity originating outside the region.

Margins represent the portion of the purchaser price accruing to the retailer, wholesaler, and producer/manufacturer, in the supply chain. Typically, only the retail margins of many goods purchased by consumers accrue to the local region, as the wholesaler, shipper, and manufacturer often lie outside the local area.

Multipliers capture the total effects, both direct and secondary, in a given region, generally as a ratio of the total change in economic activity in the region relative to the direct change. Multipliers are derived from an I-O model of the regional economy. Multipliers may be expressed as ratios of sales, income, or employment, or as ratios of total income or employment changes relative to direct sales. Multipliers express the degree of interdependency between sectors in a region's economy and therefore vary considerably across regions and sectors. A **sector-specific multiplier** gives the total changes to the economy associated with a unit change in output or employment in a given sector (i.e. the **direct economic effect**) being evaluated. **Indirect effects multipliers** represent the changes in sales, income, or employment within the region in backward-linked industries supplying goods and services to businesses (e.g., increased sales in input supply firms resulting from more nursery industry sales). **Induced effects multipliers** represent the increased sales within the region from household spending of the income earned in the direct and supporting industries for housing, utilities, food, etc. An **imputed multiplier** is calculated as the ratio of the total impact divided by direct effect for any given measure (e.g. output, employment).

Other property income represents income received from investments, such as corporate dividends, royalties, property rentals, or interest on loans.

Output is the dollar value of a good or service produced or sold, and is equivalent to sales revenues plus changes in business inventories.

Output-consumption ratio is the total industry output divided by the apparent consumption, for any given commodity or industry, and is a measure of the degree to which local demands are met by local production.

Producer prices are the prices paid for goods at the factory or point of production. For manufactured goods the purchaser price equals the producer price plus a retail margin, a wholesale margin, and a transportation margin. For services, the producer and purchaser prices are equivalent.

Proprietor income is income received by non-incorporated private business owners or self-employed individuals.

Purchaser prices are the prices paid by the final consumer of a good or service.

Region defines the geographic area for which impacts are estimated, usually an aggregation of several counties defined on the basis of worker commuting patterns.

Sector is an individual industry or group of industries that produce similar products or services, or have similar production processes. Sectors are classified according to the North American Industrial Classification System (NAICS).

Value Added is a broad measure of income, representing the sum of employee compensation, proprietor income, other property income, indirect business taxes and capital consumption (depreciation). Value added is a commonly used measure of the contribution an industry makes to a regional economy because it avoids double-counting of intermediate sales.

Economic Analysis of Working Waterfronts in the United States

Introduction

Waterfront communities in the United States, whether rural or urban, recreational or industrialized, have been subject to economic, technological, ecological, and demographic changes that have challenged their continued existence or revitalization. The purpose of this study is to help promote the long-term economic prosperity of coastal communities through a better understanding of their current status, their role in the regional and national economies, and their future prospects.

The report briefly reviews the relevant literature on economic valuation of waterfront and ocean-related economic activity. It was found that previous studies usually evaluated only one particular economic sector or a specific region. The present study is the first to attempt a comprehensive evaluation of all ocean related economic activity for all coastal regions of the United States.

Literature Review

A review of available data and literature was carried out to locate information resources and provide background, perspective, and motivation to the objectives and findings of this study. Previous studies published since 1990 were selected based on relevancy to ocean economic impacts. The review was divided into four categories: Ocean Economics Data, Statistical and Economic Surveys, Economic Impact Studies, and studies of Structural Change and Development. Studies and sources within each type are discussed below.

Ocean Economic Data

The primary source of economic data for this analysis was the National Ocean Economics Program (NOEP), which is a research arm of the Center for the Blue Economy at the Monterey Institute of International Studies. The NOEP compiles, organizes and distributes data on ocean and coastal related economic activity along the U.S. coasts and Great Lakes. Datasets or reference lists compiled and made available by NOEP include business activity that is directly or indirectly dependent on the ocean, and business activity that is located within the coastal regions of the U.S. Specific data sets include: fish landing weights and values at major fishing ports; tonnage and value of marine shipments moving through coastal ports; and, off-shore oil and gas production and value. Access to these datasets and other reports and articles is available through the NOEP website at www.oceaneconomy.org.

Another important source of ocean economic data is the “Economics: National Ocean Watch” database maintained by the National Oceanic and Atmospheric Administration (NOAA-ENOW), which contains annual data from 2005 through 2009 on establishments, employment, wages, and GDP for six sectors of ocean related economic activity at the state and county level for all coastal states including the Great Lakes. Weight and value data on commercial fish landings by fish species, and state and region, from 1950 through 2010, are published in the Annual Commercial Landing Statistics dataset by National Marine Fisheries Service (NOAA-NMFS).

Statistical and Economic Surveys

Changes from 1991 to 2001 in population, income, employment, minerals, fisheries and shipping for the five Gulf Coast states were reviewed by Adams et al. (2004). The report stresses the importance of balancing the demands of population growth, development, mineral extraction, and ecosystem management so that the value of shared natural resources can be maintained.

Statistics on economic activity for six ocean related economic sectors within U.S. coastal regions in 2005 and 2009 were assembled by Booz Allen Hamilton (2012). These results were derived from the ENOW data sets. Regional and state summaries for jobs and GDP are provided, with regional and sector differences noted. Tourism and recreation industries were the largest employers in the six major ocean related industry groups, with 72% of total jobs, while offshore mineral extraction generated the highest share of GDP among ocean industry sectors (41%). The living resources sector is the smallest ocean related industry in terms of employment and GDP, but constitutes a much larger share of ocean activity for rural coastal areas, making it important to a large geographic area of U.S. coastal regions. On a regional basis, the Gulf of Mexico produced the most GDP due to its extensive offshore mineral extraction activities, while the Mid-Atlantic and West Coast regions had the highest employment.

The National Marine Fisheries Service (NMFS) publishes statistical and economic reviews of the marine fisheries industry on an annual basis. The report “Fisheries Economics of the United States, 2009” (NMFS-2) includes comprehensive data on landings, revenues, expenditures, and the impacts of commercial and recreational fishing by region. Regional business statistics for fisheries related industries are also provided, including Seafood Sales and Processing, Transportation, Support services, and Marine Operations. The NMFS publication “Fisheries of the United States 2010” (NMFS-3) has extensive data on landings by species and ports for both commercial and recreational purposes. Statistics on world aquaculture production and commercial fishing are also included, along with imports and exports, supply of fish and processed fish products, number of seafood processing plants in the U.S., and U.S. seafood consumption over time.

Economic Impact Studies

Gender and Steinback (2008) conducted a comprehensive assessment of expenditures and economic impacts associated with recreational fishing activities for resident and nonresident anglers in the United States, by region and state. Results for expenditures were based on a nation-wide survey and economic impacts were estimated using an IMPLAN input-output model.

Carstensen et al. (2001) evaluated the impact of a commercial deep-water port in the state of Connecticut using both the Regional Economic Models Inc. (REMI) and IMPLAN input-output models. REMI, a dynamic model, was run for a 36 year period (2000-35) to model a transition to an equilibrium condition where the State's ports are shut down. Both models showed that Connecticut's port system is responsible for approximately \$2 billion in GDP and 27,000 jobs.

Maine is losing commercial and recreational waterfront property to residential development. Colgan (2004) assessed the contribution of working waterfronts to Maine's 2001 economy. The study showed that the economic contributions of working waterfront-related activities usually exceed those of coastal residential development and are more sustainable.

Lahr and Strauss-Wieder (2000) developed the MARAD Port Economic Impact Kit in conjunction with the U.S. Maritime Administration and the American Association of Port Authorities (AAPA). The Port Kit is a stand-alone microcomputer package with local and national economic impact models to evaluate the value of U.S. deepwater port operations.

Doorn and Lindquist (2009-11) documented efforts to evaluate the port industry and measure related economic activities in the Great Lakes and St. Lawrence Seaway region. The pros and cons of different input-output models used to estimate regional economic impacts were reviewed, including the MARAD Port Economic Impact Kit (U.S. Maritime Administration), IMPLAN (MIG, Inc.), RECON (Rutgers University), and RIMSII (U.S. Commerce Dept.). The investigators initially chose the MARAD Port Economic Impact Kit because it can use data on the types and amounts of cargo shipments through ports to generate estimates of direct employment, wage and GDP effects. They later found that MARAD does not include regional specific multipliers. In addition, the production functions of the MARAD model were outdated due to recent technological change in the industry.

Kildow and Colgan (2005) assessed the economic impacts of California's ocean economy within regions of the state for six ocean economic sectors over the period 1990-2000, and compared the results to statistics for the nation and other major coastal regions of the U.S. Economic impacts were estimated for employment, earnings, and value-added using IMPLAN. Tourism and marine transportation sectors saw increasing economic activity during this period, while fishing declined.

Judith Kildow evaluated Florida's ocean and coastal economy in 2006 and 2008. In Phase I, the author presented an overview of the value and size of Florida's ocean and coastal economy with comparisons among individual counties and to other coastal states. A number of economic indicators were evaluated from 1990 to 2003. Economic impacts of market based activities were estimated for 2003 using IMPLAN, while non-market use values of recreational and natural resources were estimated based on previous studies and current visitor statistics. In Phase II of the study, more detailed information was presented on ocean related activities during 1990-2007 for the passenger cruise industry, commercial and recreational fishing, coastal real estate, marine research and education institutions, coastal construction activities such as beach re-nourishment and dredging, and marine transportation and port activities.

Lichtman-Bonneville, Leong, and Russell (2010) estimated the economic impacts of activities related to Wisconsin's commercial marine ports, including freight and passenger transportation, marine services, cargo handling, commercial fishing, ship and boat building, port administration, and U.S. Coast Guard activities. Their study provides profiles of Wisconsin's eight ports, summarizing the types and volumes of cargo handled in 2008, and the types and capacities of various infrastructure, facilities and equipment available at each port.

Martin Associates (2011) analyzed the local and regional economic impacts of the port of Portland, Oregon. This study was unique in that it not only encompassed marine port functions, but also general aviation, international passenger airports, and industrial parks near the port. The combined impacts of these public facilities for 2011 were estimated at over 26,000 jobs, \$4.6 billion in revenues, and \$1.7 billion in personal income. In a national study commissioned by the American Association of Port Authorities, Martin Associates (2011) estimated the economic impacts of U.S. ports and port-related activities for all coastal regions of the United States. Port-related economic activities were broadly defined to include any production processes or activities that involve commodities moving through ports. The direct, indirect and induced employment impacts of U.S ports themselves were estimated at 1.33 million jobs, while the broader port-related activities were estimated to be almost ten times larger, at 13.32 million jobs. The total output (revenue) impacts of U.S. ports in 2007 were estimated at \$100 billion, and output impacts of related activities by importers and exporters were estimated to exceed \$3 trillion.

Another study by Strauss-Wieder Inc. and the New York Shipping Association Inc. (2011) evaluated the economic impacts of the New York-New Jersey maritime port industry on a 31-county region of New York, New Jersey and Pennsylvania during 2010. The authors used a customized version of the U.S. Maritime Administration's Port Economic Impact Kit (MARAD) and the Rutgers RECON model to estimate impacts. The study also analyzed past and expected future impacts of capital investments to the region's port infrastructure.

Structural Change and Development

An international comparative study by Becker (2010) analyzed the management and development of the Cities of Hamburg, Germany and Tampa, Florida around their ports. It was found that the development and revitalization of the Tampa port area has been slower than expected because the city did not adapt to new technology and never developed a cohesive approach to integrating port business activities with adjacent residential communities or recreational activities. Also, it was noted that a key difference between the two cities is that the Hamburg port authority is locally elected while Tampa Bay has been largely managed at the State level.

Kotval and Mullin (2010) reviewed the evolution of port communities and sustainable waterfront revitalization in relation to trade agreements, environmental issues, and consumer preferences. The authors concluded that, to be successful, port communities must have strong long-term planning that addresses how to integrate water-dependent or water-related activities into an overall city design. Factors deemed important to future prosperity include land-use compatibility and sustainability, marketing and promotion, an effective regulatory environment, and mutually beneficial trade and international competition.

Despite its vast interior, economic activity in the U.S. remains overwhelmingly concentrated on its coasts. Econometric analysis by Rappaport and Sachs (2003) attributed this to the large contribution that coastal proximity has on productivity and quality of life. They note that coastal economic growth increasingly stems from quality of life factors.

Sieber (1991) explored the process of waterfront redevelopment and revitalization for North American port cities from an economic, anthropologic, and cultural perspective. It was concluded that waterfront revitalization is a phase in a longer evolutionary process resulting from international economic restructuring, technological obsolescence, and privatization.

Slack (1993) posited that ports have become handicapped players in the global transportation system. Containerization and increasing economies of scale in shipping lines have put municipal port facilities at a disadvantage in negotiating rates with large international shipping lines. Containerization has also eased the transfer of cargo from one mode of transportation to another, thus making it possible for shippers to deliver cargo to interior destinations from a larger set of coastal ports.

Data and Methodology

Data

To assess the economic activity of working waterfront communities, data were acquired and compiled on industry employment, wages and Gross Domestic Product (GDP), for all coastal areas of the United States, including the Great Lakes, at the county, state, and regional levels, for the period 1990 to 2010. In addition, data for coastal areas was acquired on commercial fisheries landings, commercial shipping port volumes and values, and passenger nights on cruise ships.

The principal source of data for this analysis was the National Ocean Economics Program (NOEP), which maintains an interactive website (www.oceaneconomics.org) with extensive economic data resources for coastal areas of the U.S., as described by Colgan (2007). The “Coastal Economy” dataset has economic data on eleven major industry groups, whether they depend directly on the ocean or not, located in counties of coastal states of the U.S. The “Ocean Economy” dataset is limited to industries or activities that rely directly on the ocean, in counties that are adjacent to the coast, or within coastal zones as defined by the Coastal Zone Management Act. These ocean-dependent economic data are available for six sectors at the county level, or 23 industries at the state level, as shown in Table 1. The six major industry groups covered in the ocean economy dataset include Marine Construction, Living Marine Resources, Offshore Minerals, Ship and Boat Building, Coastal Tourism and Recreation, and Marine Transportation. The data for ocean-dependent activity within the Tourism and Recreation group reflect only business establishments within ZIP codes adjacent to the coasts, such that the activity can be reasonably attributed to the proximity to the waterfront.

The source for the NOEP Market data on establishments, employment, and wages is the Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW), formerly known as ES-202 data, collected and distributed by the U.S. Department of Commerce, Bureau of Labor Statistics (DOC-BLS). Gross Domestic Product (GDP) data are acquired from the Bureau of Economic Analysis, which develops these estimates from a number of sources. For details on the structure and methodologies of the NOEP datasets see Colgan (2007). It should be noted that NOEP market data for the years 1990 to 2004 were generated by NOEP, while data for 2004 through 2009 were generated by the National Oceanic and Atmospheric Administration (NOAA), Coastal Services Center.

NOEP’s Marine Living Resources Database, includes data on landed value and weight of fish for top fishing ports and species in coastal states, including the Great Lakes, by region, state, and port from 1981 through 2010. The Marine Ports and Cargo database provides access to information on value and weight of total cargo and containerized cargo imports and exports moving through ports in all coastal states including the Great Lakes from 1997 through 2011. Data on volume and value of crude oil, natural gas, and condensate

Table 1. Ocean economic sectors and classification within the North American Industry Classification System (NAICS) and IMPLAN

| Ocean Economy Sector | Ocean Economy Industry name | NAICS Code | NAICS Industry Name (1997 NAICS) | IMPLAN Code | IMPLAN Sector Name |
|---------------------------------|--------------------------------------|---|--|--|--|
| Construction - Marine | Marine Related Construction | 237120 237990 | Oil & Gas Pipeline & Related Struct. Other Heavy & Civil Engin. Constr. | 36 | Construction of other new nonresidential structures |
| Living Resources - Marine | Fish Hatcheries & Aquaculture | 112511 | Finfish Farming & Fish Hatcheries | 14 | Animal production, except cattle, poultry, eggs |
| | | 112512 | Shellfish Farming | | |
| | Fishing | 114111 | Finfish Fishing | 17 | Fishing |
| | | 114112 | Shellfish Fishing | | |
| Seafood Processing | 311711 | Seafood Canning | 61 | Seafood product preparation & packaging | |
| | 311712 | Fresh & Frozen Seafood Processing | | | |
| Seafood Markets | 445220 | Fish & Seafood Markets | 324 | Retail - Food & beverage | |
| Minerals - Offshore | Limestone, Sand & Gravel | 212321 | Construction Sand & Gravel Mining | 26 | Sand, gravel, clay, & other min. mining |
| | | 212322 | Industrial Sand Mining | | |
| | Oil & Gas Exploration and Production | 211111 | Petroleum & Natural Gas Extraction | 20 | Oil & gas extraction |
| | | 213111 | Drilling Oil & Gas Wells | 28 | Drilling oil & gas wells |
| 213112 | | Support Activities for Oil & Gas Ops. | 29 | Support activities for oil & gas operations | |
| 541360 | Geophysical Expl. & Mapping Serv. | 369 | Architectural, engineering, & related serv. | | |
| Ship & Boat Building & Repair | Boat Building & Repair | 336612 | Boat Building & Repair | 291 | Boat building |
| | Ship Building & Repair | 336611 | Ship Building & Repair | 290 | Ship building & repairing |
| Tourism & Recreation Coastal | Boat Dealers | 441222 | Boat Dealers | 320 | Retail - Motor vehicle & parts |
| | Eating & Drinking Places | 722110 | Full Service Restaurants | 413 | Food services & drinking places |
| | | 722211 | Limited Service Eating Places | | |
| | | 722212 | Cafeterias | | |
| | | 722213 | Snack & Nonalcoholic Beverage Bars | | |
| | Hotels & Lodging Places | 721110 | Hotels & Motels | 411 | Hotels & motels, including casino hotels |
| | | 721191 | Bed & Breakfast Inns | 412 | Other accommodations |
| | Marinas | 713930 | Marinas | 409 | Amusement parks, arcades, & gambling |
| | RV Parks & Campsites | 721211 | RV Parks & Recreational Camps | 412 | Other accommodations |
| | Scenic Water Tours | 487210 | Scenic & Sightseeing Transp., Water | 338 | Scenic & sightseeing transp. & support act. |
| Sporting Goods Retailers | 451110 | Sporting Goods Stores | 328 | Retail Stores: Sporting goods | |
| Amusement & Recreation Services | 487990 | Scenic & Sightseeing Transp., Other. | 338 | Scenic & sightseeing transp. & support act. | |
| | 611620 | Sports & Recreation Instruction | 393 | Other educational services | |
| | 532292 | Recreation Goods Rental | 363 | Gen. & cons. goods rental except video | |
| | 713990 | Other Amusement & Recreation Serv. | 410 | Other amusement & recreation industries | |
| Zoos and Aquaria | 712130 | Zoos & Botanical Gardens | 406 | Museums, historical sites, zoos, & parks | |
| | 712190 | Nature Parks & Other Similar | | | |
| Transportation - Marine | Deep Sea Freight Transportation | 483111 | Deep Sea Freight Transportation | 334 | Water transportation |
| | | 483113 | Coastal & Great Lakes Freight Transp. | | |
| | Marine Passenger Transportation | 483112 | Deep Sea Passenger Transportation | 334 | Water transportation |
| | | 483114 | Coastal & Great Lakes Passenger Transp. | | |
| | Marine Transportation Services | 488310 | Port & Harbor Operations | 338 | Scenic & sightseeing transportation & support activities |
| 488320 | | Marine Cargo Handling | | | |
| 488330 | | Navigational Services to Shipping | | | |
| 488390 | | Other Support Act. for Water Transp. | | | |
| Search & Nav. Equip. | 334511 | Search, Detection, Nav. Guidance, Aero. & Naut. System & Inst. Manuf. | 249 | Search, detection, & navigational instrument manufacturing | |
| Warehousing | 493110 | General Warehousing & Storage | 340 | Warehousing & storage | |
| | 493120 | Refrigerated Warehousing & Storage | | | |
| | 493130 | Farm Product Warehousing & Storage | | | |

Sources: Colgan, Charles S. A Guide to the Measurement of the Market Data for the Ocean and Coastal Economy in the National Ocean Economics Program. National Ocean Economics Program, January 2007; MIG Inc., IMPLAN Sector descriptions and NAICS bridge for the 440 IMPLAN sector scheme.

oil production by region and state, from both state and federal off-shore oil and gas leases, are available for years 1970 through 2010 in the NOEP Off-Shore Minerals Database.

Methodology

Ocean Economic Regions

Economic regions were devised for this analysis based primarily on the bodies of water bounding the United States' coastline (Atlantic Ocean, Pacific Ocean, Gulf of Mexico, Great Lakes), and were further subdivided by geographic direction (north, south, east, and west) or by individual states sharing a coastline, as shown in Figure 1. Table 2 shows the states comprising eleven coastal economic regions created for this analysis. Note that parts of Florida, New York, Pennsylvania and Michigan were allocated to two different regions based on coastal proximity. There were a total of 444 coastal counties included in the study. Maps of counties included in each region are presented in Appendix B.

Figure 1. Map of coastal economic regions in the United States

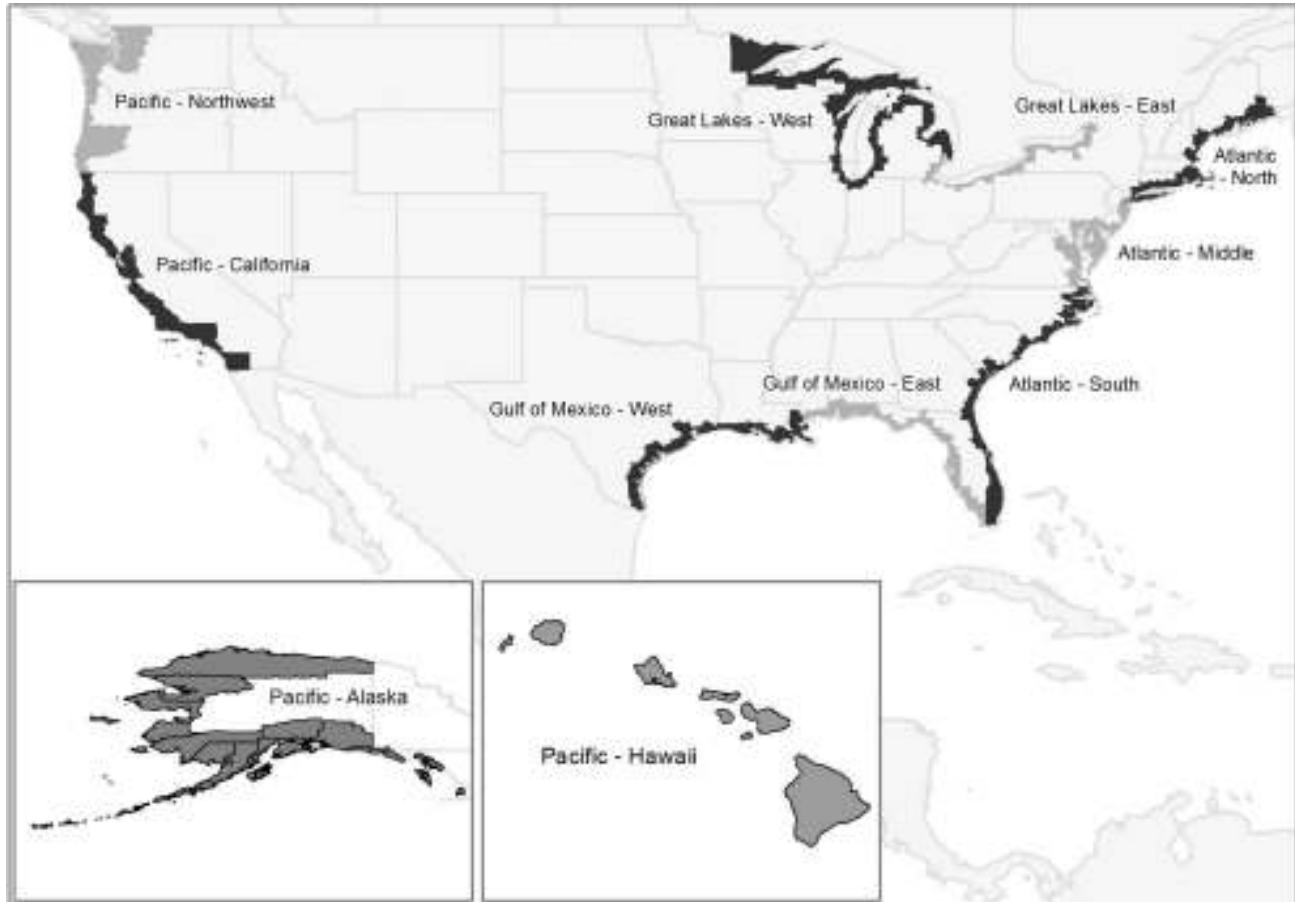


Table 2. U.S. coastal regions for economic analysis of working waterfronts

| Region- State | Region-State |
|-------------------------------|-------------------------------------|
| Atlantic – North | Gulf of Mexico – West |
| Connecticut | Louisiana |
| Maine | Texas |
| Massachusetts | Pacific – Hawaii |
| New Hampshire | Hawaii |
| New York (Atlantic coast) | Pacific – California |
| Rhode Island | California |
| Atlantic – Middle | Pacific – Northwest |
| Delaware | Oregon |
| Maryland | Washington |
| New Jersey | Pacific – Alaska |
| Pennsylvania (Atlantic coast) | Alaska |
| Virginia | Great Lakes – West |
| Atlantic – South | Illinois |
| Florida (Atlantic coast) | Indiana |
| Georgia | Michigan (Lake Michigan coast) |
| North Carolina | Minnesota |
| South Carolina | Wisconsin |
| Gulf of Mexico – East | Great Lakes – East |
| Alabama | Michigan (Lake Huron/Ontario coast) |
| Florida (Gulf coast) | New York (Lake Erie coast) |
| Mississippi | Ohio |
| | Pennsylvania (Lake Erie coast) |

Inventory of Working Waterfront Communities

To inventory the current status of the nation’s waterfront communities, ocean related economic activity was evaluated as a share of the total economy in coastal regions, states and counties, using the NOEP Coastal and Ocean Economy data cross-tabulated for 2009 by location, and economic sector or industry. The overall approach to identify counties and states that are important with respect to ocean related coastal economies was to first evaluate the absolute and relative size of these sectors or industries within the overall economy. Data disclosure or confidentiality issues were a significant complicating factor in completing this part of the analysis. To protect confidentiality of individual businesses, the BLS and BEA are required to suppress data whenever there are fewer than 4 observations for a particular industry within a geographic unit. This was a significant issue at the county level, even at the six sector level of aggregation for the ocean economy data set. Of a total of 2,688 Ocean Economy County-level observations (six sectors for 448 counties) for 2009, only about 1,000, or 38 percent, were complete, while another 38 percent had suppressed numbers for all economic indicators except the number of establishments, and the remaining

630 observations (24 percent) were completely suppressed. To mitigate the consequences of this data suppression for observations with only establishment data, the state-level average employment, wages, and GDP per establishment were calculated for each of the six sectors within the eleven economic regions, and then multiplied by the available establishment numbers to impute specific values. For counties with no information disclosed on establishment, no assessment or impact analysis was possible.

Analysis of Regional Economic Contributions

Estimating economic contributions or impacts requires data on direct economic activity of a specific type and corresponding industry-sector economic multipliers that represent the secondary (indirect and induced) impacts of that direct activity. For this analysis, the locations and time periods for the impact analysis were determined by the data available on the NOEP website. The most recent data for ocean related activity was 2009, and the geographic units for those data are the counties, states and regions already discussed in the inventory section.

Regional economic multipliers for the eleven coastal regions in this study were developed using the *IMPLAN* input-output analysis software (version 3) and county datasets for 2010 (MIG Inc.). The regions included all counties within 50 miles of the coast, as shown in Appendix B. The *IMPLAN* models were constructed using the Commodity Trade Flows methodology, with social accounts in the Social Accounting Matrix for households, local/state and federal governments included endogenously. Economic multipliers from these models capture the effects of industry input purchases: i.e. supply chain activity, known as “indirect” effects, and the effects of employee household and business owner spending in the local economy for personal consumption, known as “induced” effects. The total regional economic contribution represents the sum of direct, indirect and induced effects. Economic multipliers were applied for employment (fulltime and part-time jobs), wages (labor income, including employee compensation and business proprietor or owner income), and Gross Domestic Product (value added). Ocean sector economic activity was assumed to represent new final demand to the respective regions by virtue of proximity to the coastal resource. Total value added multipliers for each coastal region and for *IMPLAN* sectors used in this analysis are summarized in Table 3.

A complicating factor is that the six-sector, county-level Ocean Economy data is much more aggregated than the 440 sector set of *IMPLAN* multipliers. Fortunately, the 23-industry state-level Ocean economy dataset is quite similar to the *IMPLAN* multiplier scheme and a bridge-table between these schemes and the North American Industry Classification Scheme (NAICS) is available in the NOEP “Data Guide” (Colgan 2007). Such a bridge table allows one to subdivide or disaggregate economic data to a more refined set of economic sectors. An adapted version of Colgan’s bridge table is shown in Table 1. It includes an additional bridge between the 23 sectors NAICS designations and the *IMPLAN* 440 sector scheme. By using these

bridge tables in conjunction with a procedure similar to that used to fill in missing data for the inventory analysis, disaggregated industry data was imputed for coastal counties so that it could then be applied to the *IMPLAN* multipliers to estimate county-level contributions of ocean industries. This was done by first calculating the share comprised by each of the 23 Ocean industries for each coastal state's economy in 2009, then these 23 industry state-level shares were applied to the six-sector county-level data to split or disaggregate it into 23 industries, and finally the *IMPLAN* regional multipliers were applied to these imputed county-level values to estimate ocean-industry contributions for each county.

Forecast of Economic Activity

The NOEP Ocean Economy database provided time-series data for the period 1990-2009 for number of business establishments, employment, wages and GDP within coastal counties. Linear regression (ordinary least squares-OLS) was used to estimate trends over this period and to predict future economic activity at the county, state and regional levels. Historical wage and GDP values were adjusted to represent constant 2009 dollars using the GDP Implicit Price Deflator published by the U.S. Commerce Department, Bureau of Economic Analysis (USDOC-BEA), in order to remove the effects of general inflation. Only time-series with 3 or more observations were considered valid for the analysis. The OLS regression analysis was carried out in Microsoft Excel spreadsheets. It should be noted that data for county-level GDP was not available in the Ocean Economy dataset for the period 1990-96.

Table 3. Value added multipliers for ocean economic activities in eleven U.S. coastal regions

| Sector Number | /IMPLAN Sector Description | Atlantic | | Atlantic | | Gulf | | Pacific | | Pacific | | Great Lakes | |
|---------------|---|----------|--------|----------|------|------|-------|---------|------|---------|------|-------------|--|
| | | North | Middle | South | East | West | CA | HI | NW | AK | East | West | |
| 14 | Animal production, except cattle & poultry & eggs | 2.86 | 3.58 | 3.33 | 3.01 | 2.61 | 2.20 | 3.22 | 2.93 | 2.57 | 3.00 | 2.89 | |
| 17 | Commercial Fishing | 3.06 | 4.45 | 4.31 | 3.61 | 3.41 | 2.59 | 3.63 | 2.75 | 2.94 | 5.14 | 4.78 | |
| 26 | Mining & quarrying sand, gravel, clay, etc. | 3.18 | 3.78 | 3.43 | 2.85 | 2.66 | 1.98 | 3.37 | 3.06 | 2.92 | 3.23 | 3.01 | |
| 28 | Drilling oil & gas wells | 4.54 | 2.91 | 3.99 | 2.39 | 1.96 | 0.00 | 2.48 | 2.27 | 2.08 | 2.34 | 2.29 | |
| 29 | Support activities for oil & gas operations | 5.34 | 5.38 | 8.39 | 4.02 | 3.00 | 13.34 | 4.51 | 4.36 | 2.56 | 3.81 | 4.47 | |
| 36 | Construction of other new nonresidential structures | 3.32 | 4.10 | 3.83 | 3.71 | 3.13 | 2.12 | 3.82 | 3.25 | 2.59 | 3.62 | 3.57 | |
| 61 | Seafood product preparation & packaging | 5.96 | 7.29 | 7.79 | 6.69 | 5.84 | 5.32 | 7.18 | 5.08 | 4.41 | 4.83 | 5.78 | |
| 249 | Search, detection, & navigation instruments manufacturing | 3.99 | 4.61 | 4.45 | 3.99 | 3.39 | 3.37 | 4.49 | 3.78 | 0.00 | 3.89 | 4.08 | |
| 290 | Ship building & repairing | 3.50 | 4.46 | 3.97 | 3.56 | 3.13 | 2.20 | 4.29 | 3.24 | 2.89 | 4.17 | 3.65 | |
| 291 | Boat building | 3.88 | 4.75 | 4.06 | 3.74 | 3.26 | 2.37 | 4.78 | 3.48 | 3.10 | 3.43 | 3.87 | |
| 320 | Retail Stores - Motor vehicle & parts | 3.47 | 4.17 | 3.77 | 3.57 | 2.98 | 2.27 | 3.94 | 3.24 | 2.72 | 3.61 | 3.67 | |
| 334 | Transport by water | 3.31 | 4.07 | 3.82 | 3.51 | 2.84 | 2.57 | 3.89 | 3.30 | 2.98 | 3.82 | 3.50 | |
| 338 | Scenic & sightseeing transp. & support act. for transp. | 3.13 | 3.77 | 3.48 | 3.22 | 2.63 | 2.19 | 3.50 | 2.89 | 2.65 | 3.33 | 3.23 | |
| 340 | Warehousing & storage | 3.05 | 3.71 | 3.38 | 3.19 | 2.65 | 2.13 | 3.39 | 2.84 | 2.53 | 3.10 | 3.10 | |
| 393 | Other private educational services | 3.44 | 3.91 | 3.57 | 3.43 | 2.89 | 2.38 | 4.02 | 3.40 | 2.92 | 3.51 | 3.37 | |
| 406 | Museums, historical sites, zoos, & parks | 3.26 | 4.18 | 3.72 | 3.50 | 2.79 | 2.39 | 3.60 | 3.16 | 2.75 | 3.42 | 3.34 | |
| 409 | Amusement parks, arcades, & gambling industries | 3.21 | 3.87 | 3.28 | 3.13 | 2.59 | 2.19 | 3.45 | 2.89 | 2.59 | 3.19 | 3.08 | |
| 410 | Other amusement & recreation industries | 3.03 | 3.73 | 3.25 | 3.06 | 2.61 | 2.11 | 3.37 | 2.90 | 2.61 | 3.14 | 3.10 | |
| 411 | Hotels & motels, including casino hotels | 3.23 | 4.02 | 3.54 | 3.33 | 2.75 | 2.13 | 3.66 | 3.07 | 2.74 | 3.40 | 3.38 | |
| 412 | Other accommodations | 3.49 | 4.22 | 3.89 | 3.91 | 2.93 | 2.24 | 3.96 | 3.48 | 2.68 | 3.67 | 3.66 | |

Source: IMPLAN® Version 3.0, 2010, county and state-level data for the United States (MIG Inc., Hudson, WI, <http://www.implan.com>).

Results

Inventory of Economic Activity in Working Waterfront Communities

A summary of regional and state ocean-related economic data for the number of business establishments, employment, wages and value-added (GDP) in 2009 is presented in Table 4. More detailed results for individual counties are provided in Appendix Table A1, and data for GDP by economic sector in individual counties are shown in Appendix Table A2. Results for regional ocean sector employment and GDP are charted in Figures 2 and 3, and results for coastal states are charted in Figures 4 and 5. Maps of ocean-related county-level GDP and employment in coastal regions are presented in Figures 6-19.

In 2009, all coastal regions of the U.S. had over 130,000 ocean-related business establishments, with 2.398 million employees (fulltime and part-time), who received \$84.25 billion in wages, and generated \$217.87 billion in Gross Domestic Product.

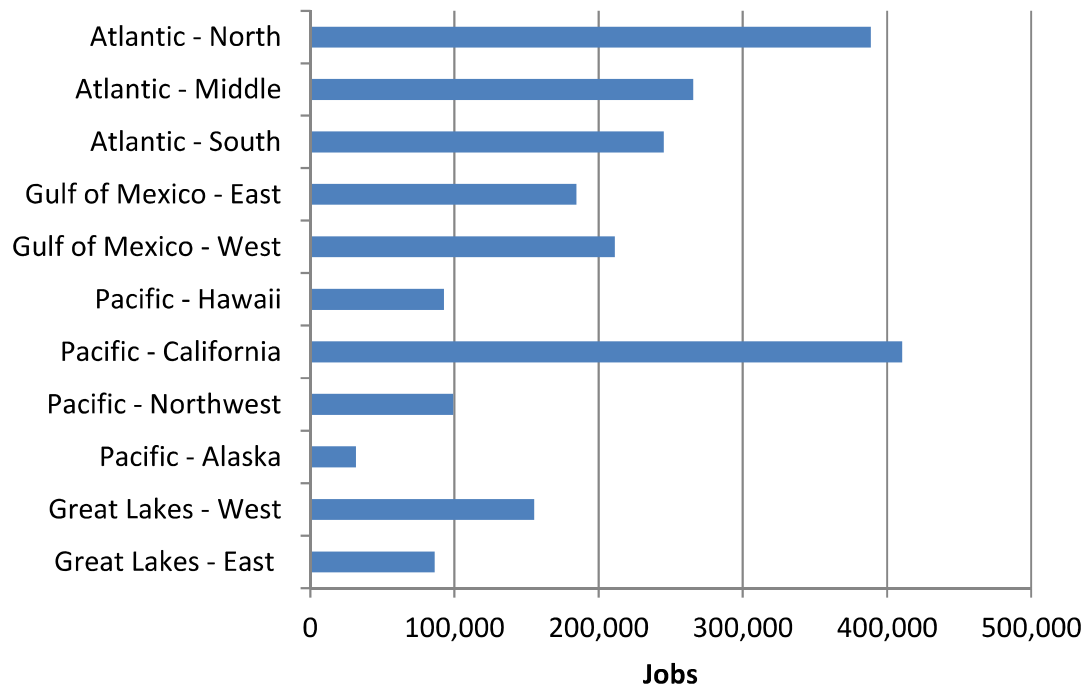
The western Gulf of Mexico region led the nation in both ocean-related GDP, at more than \$83 billion, and ocean-related wages of almost \$20 billion (Table 4 and Figure 3). This is largely due to its off-shore minerals sector, and water related tourism and recreation sector. The North Atlantic region had the largest ocean-related employment at 439,633 jobs (Table 4 and Figure 2) and number of establishments (30,955) among the eleven regions in 2009 due primarily to tourism and recreation. New York State was home to more than half of the ocean-related economic activity in the North Atlantic region, and Texas dominated the western Gulf of Mexico region. The top individual states with respect to ocean-related economic activity were New York with 20,671 establishments, California with 426,744 jobs (Figure 2 and 4), and Texas with \$67.1 billion in GDP or value added (Figure 5) and \$15.7 billion in wages. The next closest states in terms of ocean GDP were California with nearly \$31 billion and Florida at \$18.5 billion for both Atlantic and Gulf coasts combined. Florida also had the second highest ocean-related employment in the nation at 316,773 jobs, followed by New York at 293,674 jobs for its coasts on the Atlantic-North and Great Lakes-East (Figure 4).

Table 4. Summary of ocean-related economic activity in 2009 for thirty coastal states within eleven U.S. coastal regions

| Region – State | Business Establishments | Employment (fulltime and part-time jobs) | Wages (million \$) | GDP (million \$) |
|------------------------------|-------------------------|--|--------------------|------------------|
| Atlantic - North | 30,955 | 439,633 | 12,920 | 26,452 |
| Connecticut | 2,548 | 30,908 | 791 | 1,562 |
| Maine | 2,594 | 34,881 | 1,065 | 1,772 |
| Massachusetts | 5,079 | 77,135 | 2,536 | 4,596 |
| New Hampshire | 655 | 9,129 | 191 | 358 |
| New York | 18,160 | 259,504 | 7,684 | 16,839 |
| Rhode Island | 1,919 | 28,077 | 652 | 1,324 |
| Atlantic - Middle | 18,094 | 323,175 | 10,021 | 16,944 |
| Delaware | 927 | 16,275 | 359 | 663 |
| Maryland | 4,157 | 80,164 | 2,469 | 4,344 |
| New Jersey | 7,011 | 100,493 | 3,325 | 5,456 |
| Pennsylvania | 1,840 | 32,904 | 873 | 1,619 |
| Virginia | 4,159 | 93,340 | 2,995 | 4,862 |
| Atlantic - South | 14,512 | 258,729 | 6,190 | 14,310 |
| Florida | 8,706 | 146,960 | 4,058 | 9,644 |
| Georgia | 1,011 | 19,622 | 439 | 909 |
| North Carolina | 2,100 | 33,455 | 549 | 1,156 |
| South Carolina | 2,695 | 58,692 | 1,144 | 2,601 |
| Gulf of Mexico - East | 13,109 | 200,584 | 4,729 | 10,910 |
| Alabama | 950 | 18,244 | 514 | 1,508 |
| Florida | 11,294 | 169,813 | 3,993 | 8,893 |
| Mississippi | 865 | 12,527 | 221 | 509 |
| Gulf of Mexico - West | 8,255 | 237,968 | 19,928 | 83,476 |
| Louisiana | 3,207 | 80,719 | 4,177 | 16,367 |
| Texas | 5,048 | 157,249 | 15,751 | 67,109 |
| Pacific - Hawaii | 3,872 | 94,275 | 2,857 | 5,156 |
| Hawaii | 3,872 | 94,275 | 2,857 | 5,156 |
| Pacific - California | 19,003 | 426,744 | 15,394 | 30,795 |
| California | 19,003 | 426,744 | 15,394 | 30,795 |
| Pacific - Northwest | 6,878 | 119,783 | 4,714 | 9,899 |
| Oregon | 1,359 | 16,534 | 506 | 1,017 |
| Washington | 5,519 | 103,248 | 4,208 | 8,882 |
| Pacific - Alaska | 2,085 | 37,552 | 1,978 | 8,640 |
| Alaska | 2,085 | 37,552 | 1,978 | 8,640 |
| Great Lakes - West | 8,457 | 167,728 | 3,741 | 7,819 |
| Illinois | 2,471 | 76,658 | 2,201 | 4,731 |
| Indiana | 435 | 7,485 | 140 | 257 |
| Michigan | 3,364 | 44,877 | 774 | 1,572 |
| Minnesota | 301 | 5,434 | 83 | 176 |
| Wisconsin | 1,886 | 33,274 | 543 | 1,083 |
| Great Lakes - East | 5,665 | 92,062 | 1,774 | 3,378 |
| Michigan | 946 | 17,469 | 449 | 781 |
| New York | 2,511 | 34,170 | 568 | 1,150 |
| Ohio | 1,999 | 37,605 | 714 | 1,358 |
| Pennsylvania | 209 | 2,817 | 43 | 89 |
| Grand Total | 130,885 | 2,398,233 | 84,246 | 217,870 |

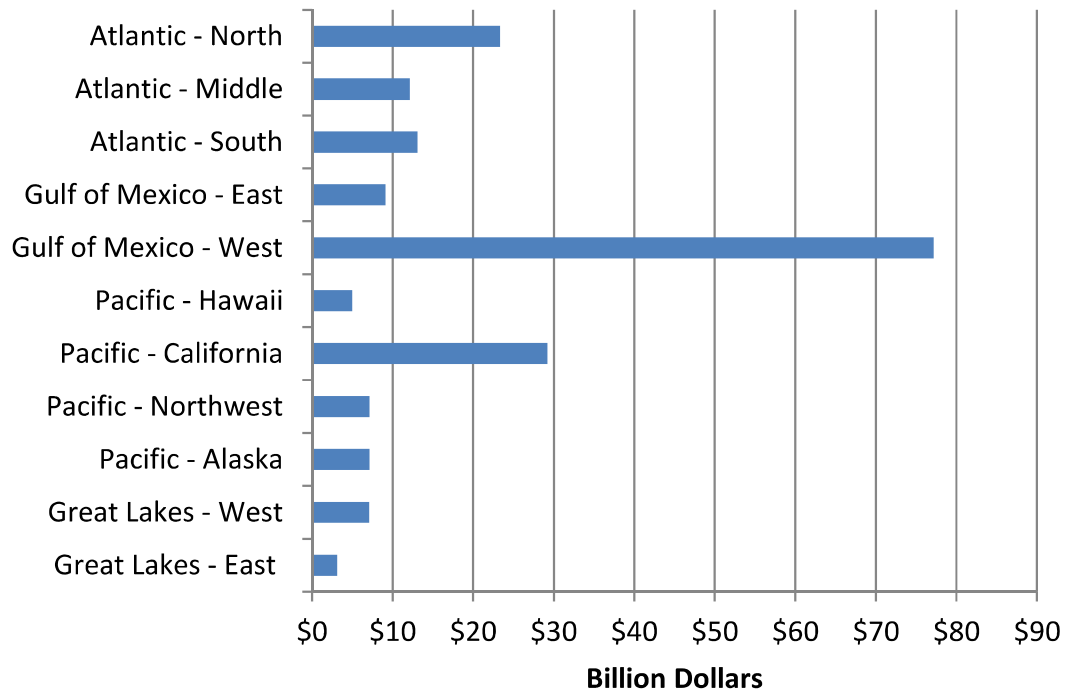
Source: National Ocean Economics Program, Ocean Economy Dataset.

Figure 2. Ocean-related employment in U.S. coastal regions in 2009



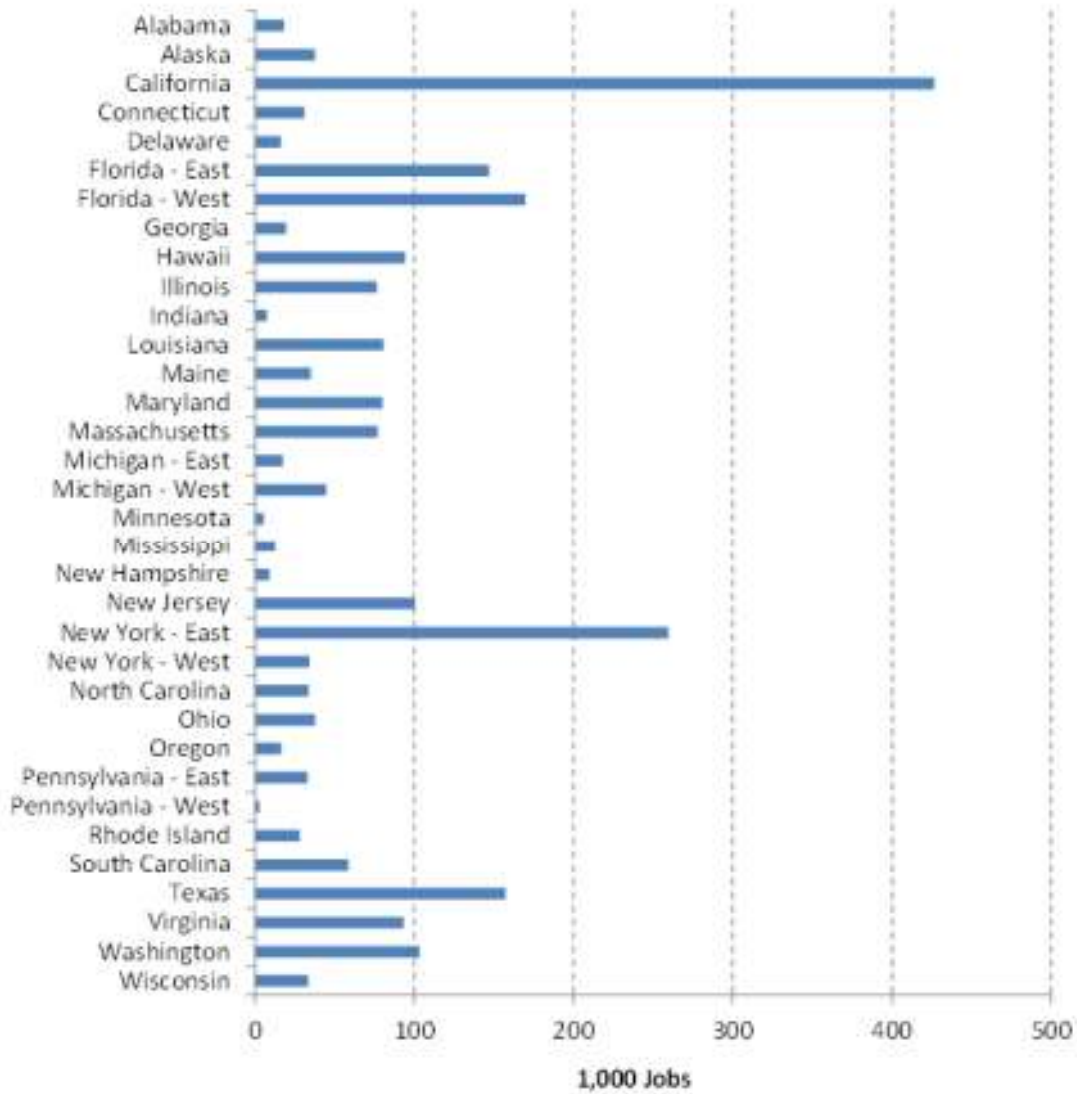
Source: NOEP, Ocean Economy County Data with missing values imputed

Figure 3. Ocean-related Gross Domestic Product in U.S. coastal regions in 2009



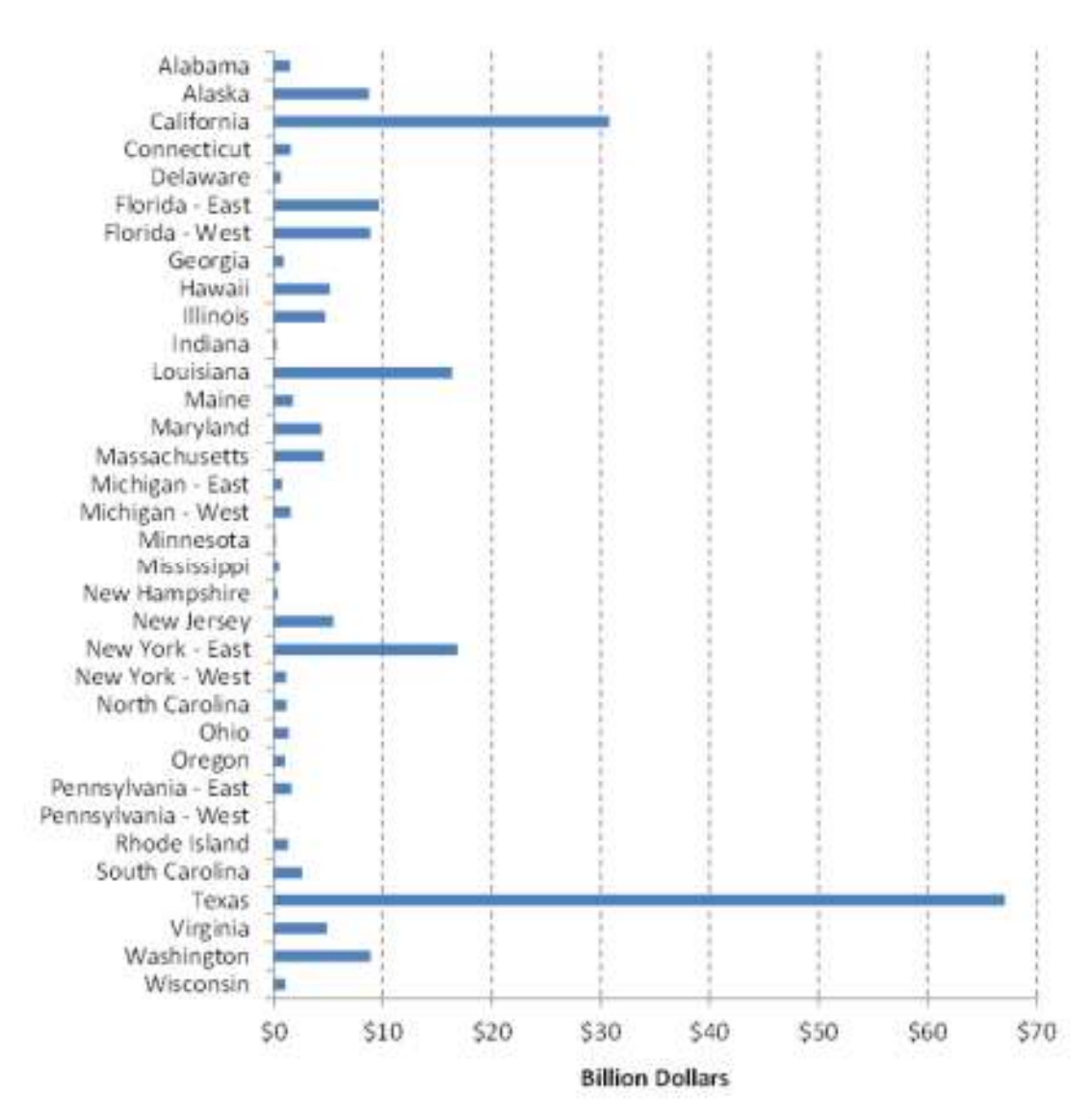
Source: NOEP, Ocean Economy County Data with missing values imputed

Figure 4. Ocean-related employment in U.S. coastal states in 2009



Source: NOEP, Ocean Economy County Data with missing values imputed

Figure 5. Ocean-related Gross Domestic Product in U.S. coastal states in 2009



Source: NOEP, Ocean Economy County Data with missing values imputed

Figure 6. Map of ocean-related GDP in counties of the north and middle Atlantic coastal regions in 2009

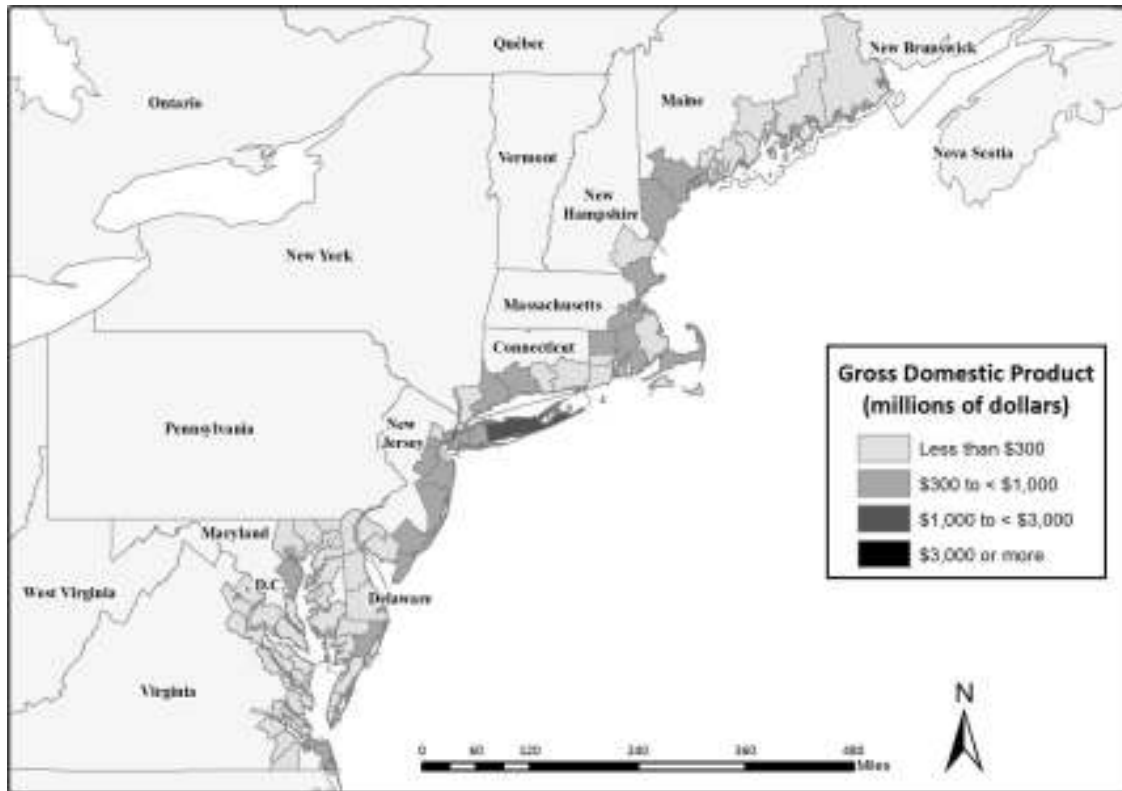


Figure 7. Map of ocean-related employment in counties of the north and middle Atlantic coastal regions in 2009

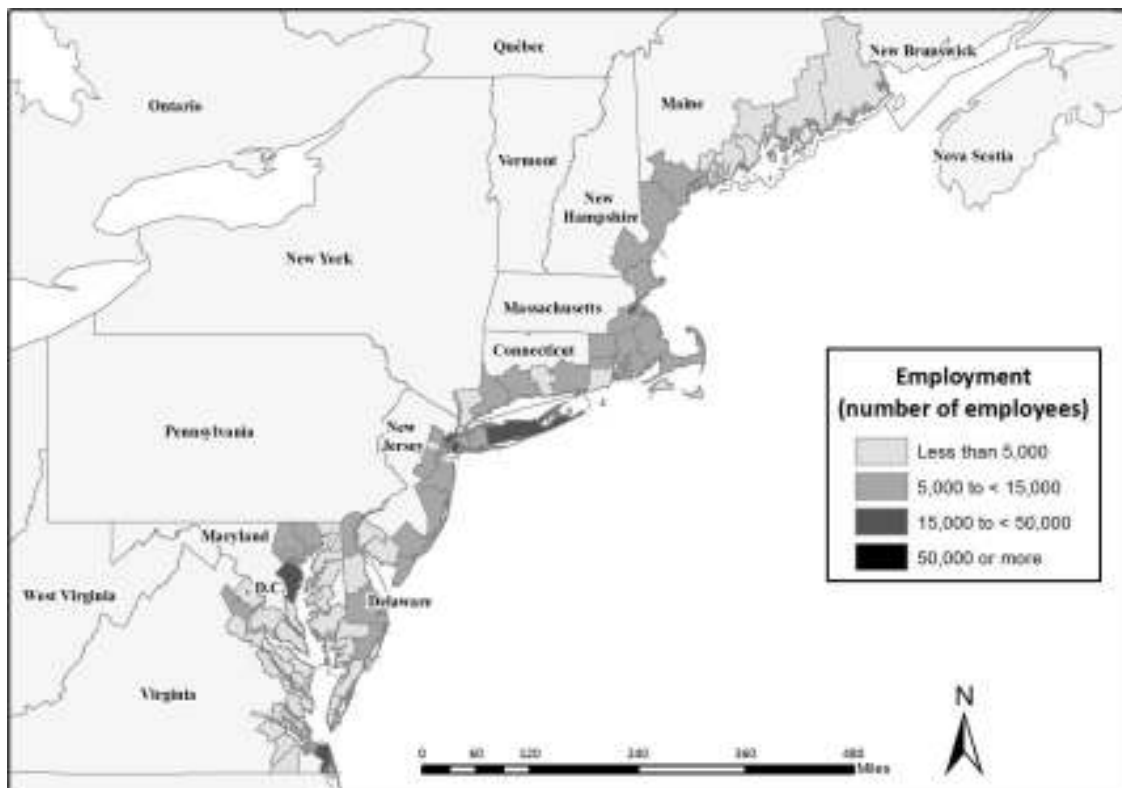


Figure 8. Map of ocean-related GDP in counties of the south Atlantic coastal region in 2009

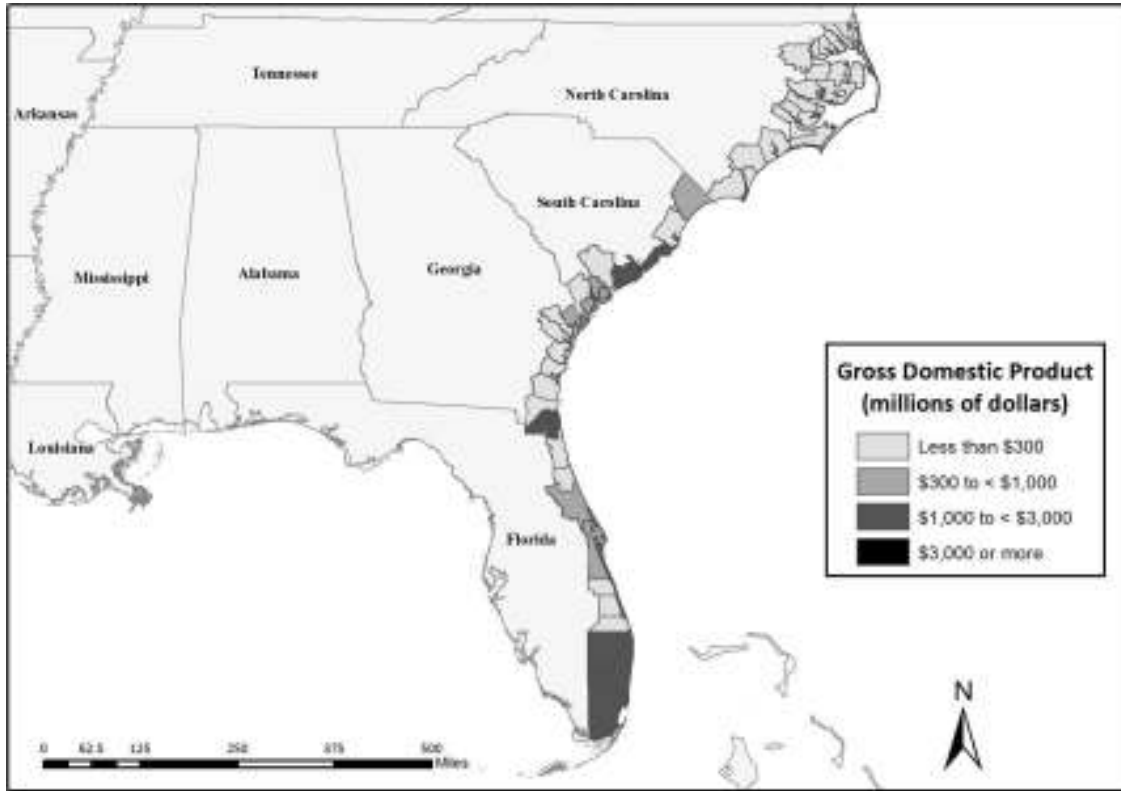


Figure 9. Map of ocean-related employment in counties of the south Atlantic coastal region in 2009

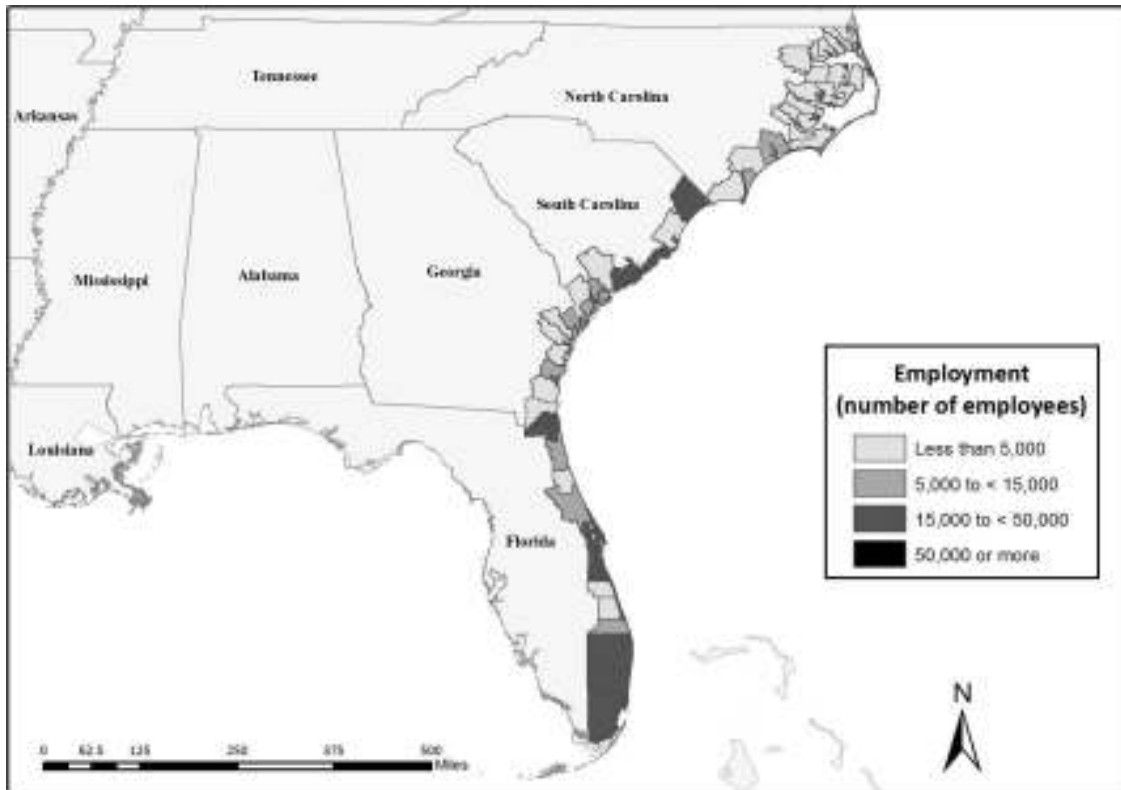


Figure 10. Map of ocean-related GDP in counties of the Gulf of Mexico coastal region in 2009

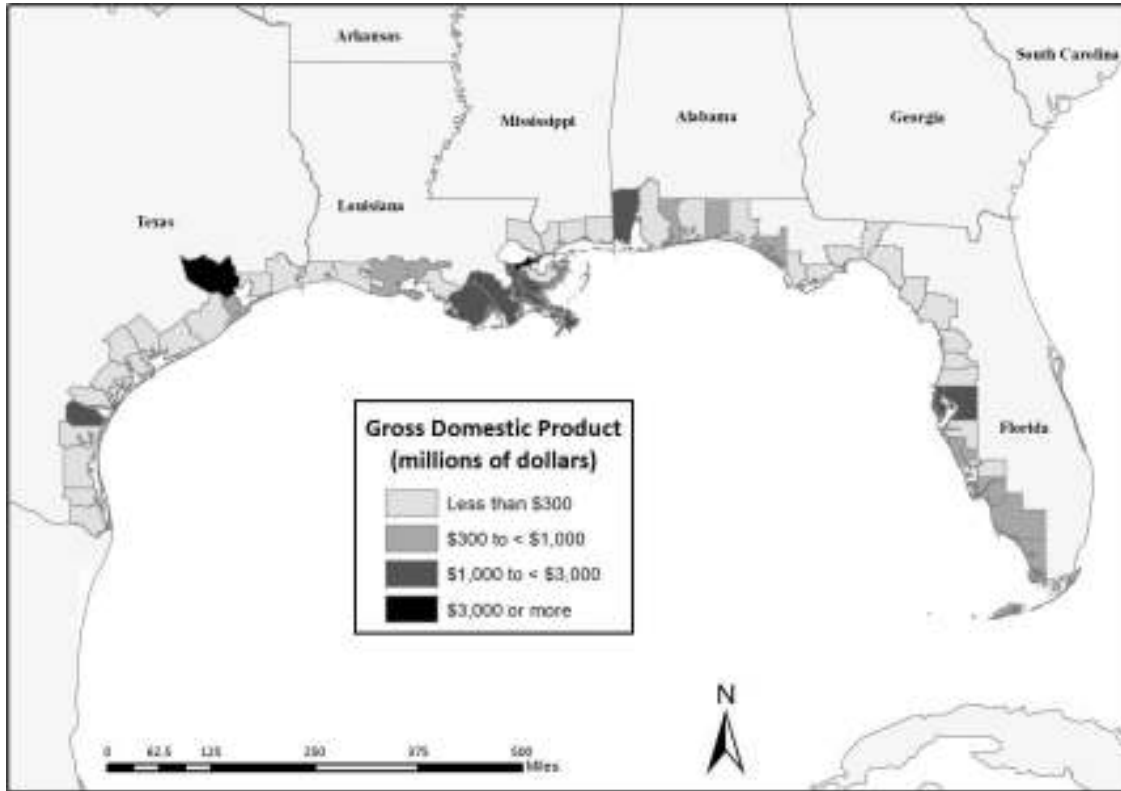


Figure 11. Map of ocean-related employment in counties of the Gulf of Mexico coastal region in 2009

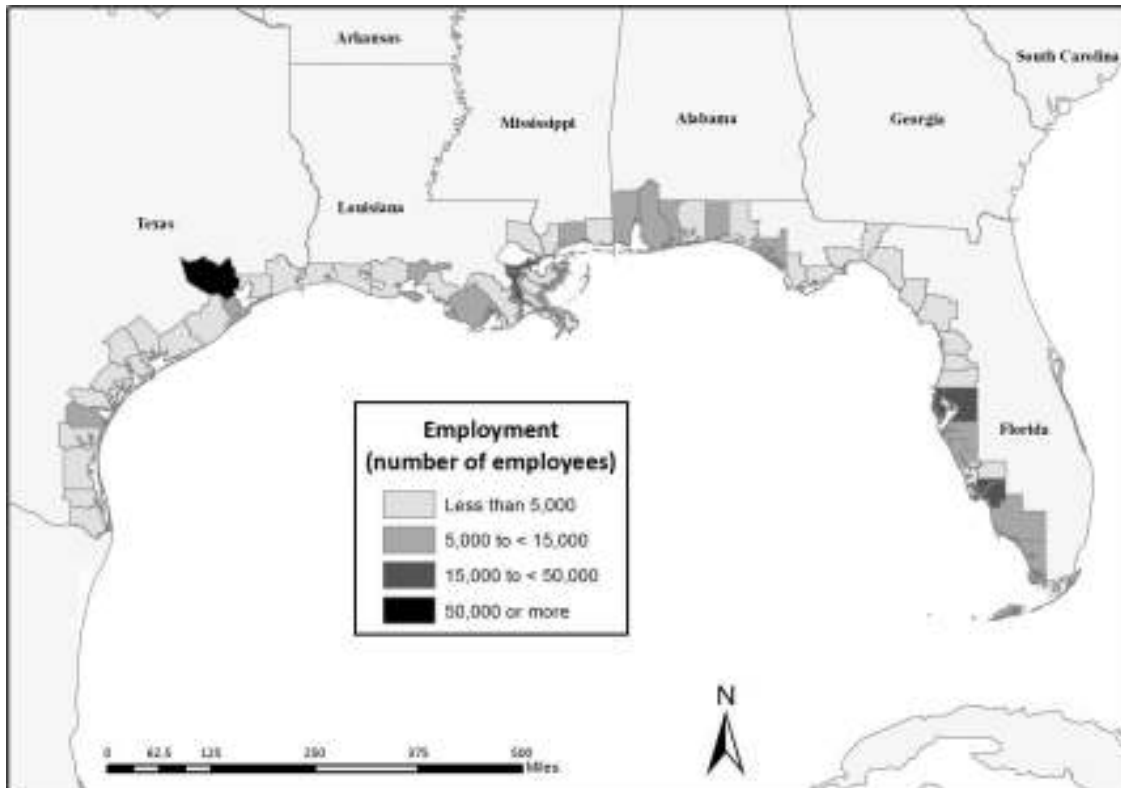


Figure 12. Map of ocean-related GDP in counties of the Pacific coastal region in 2009

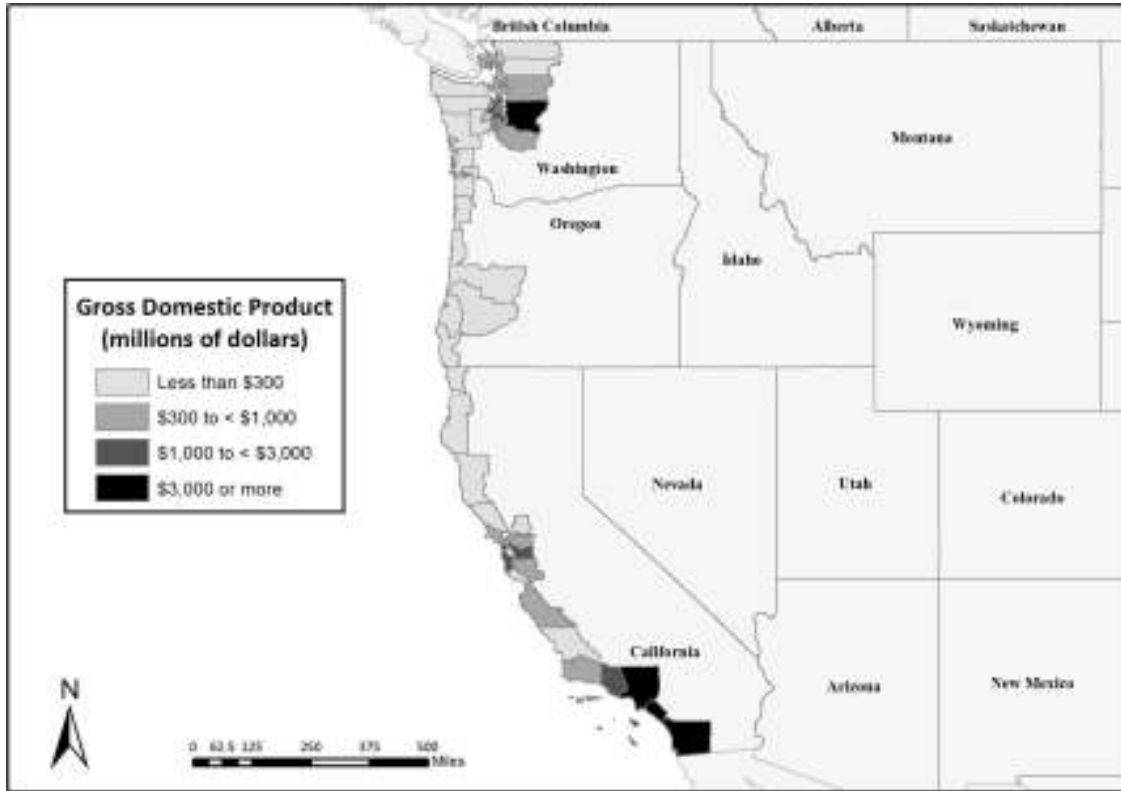


Figure 13. Map of ocean-related employment in counties of the Pacific coastal region in 2009

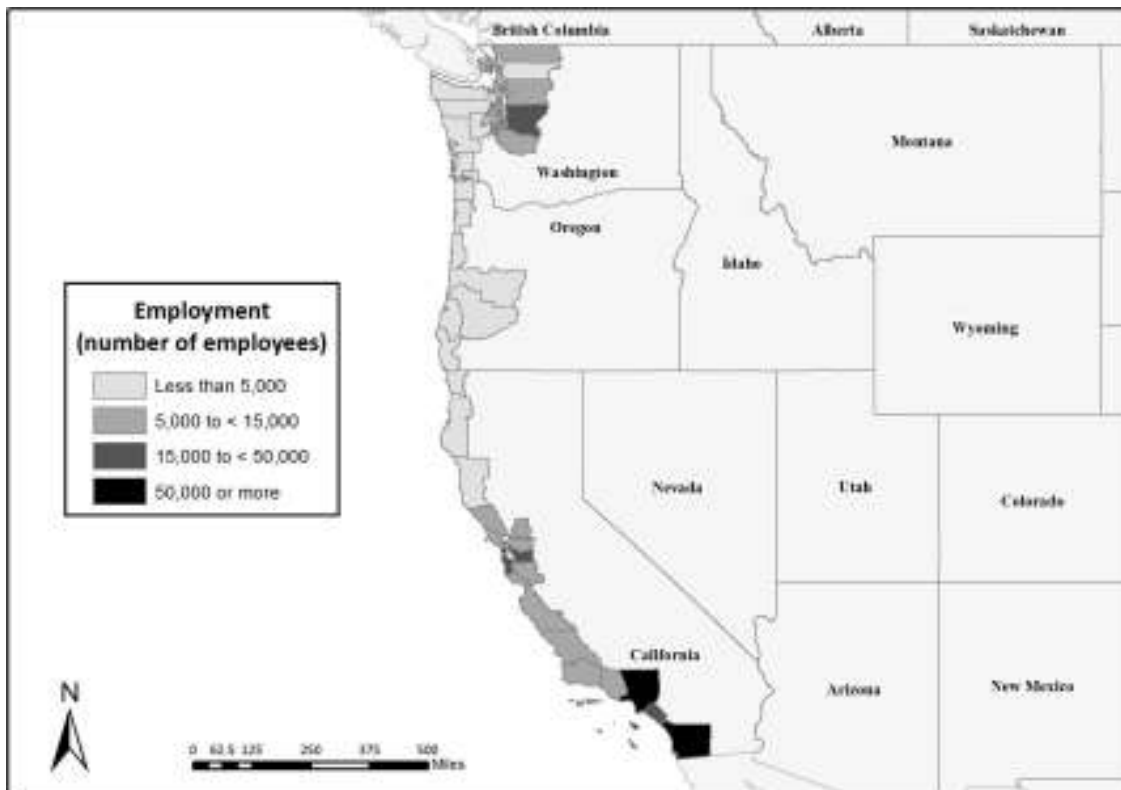


Figure 14. Map of ocean-related GDP in counties of the Great Lakes coastal region in 2009

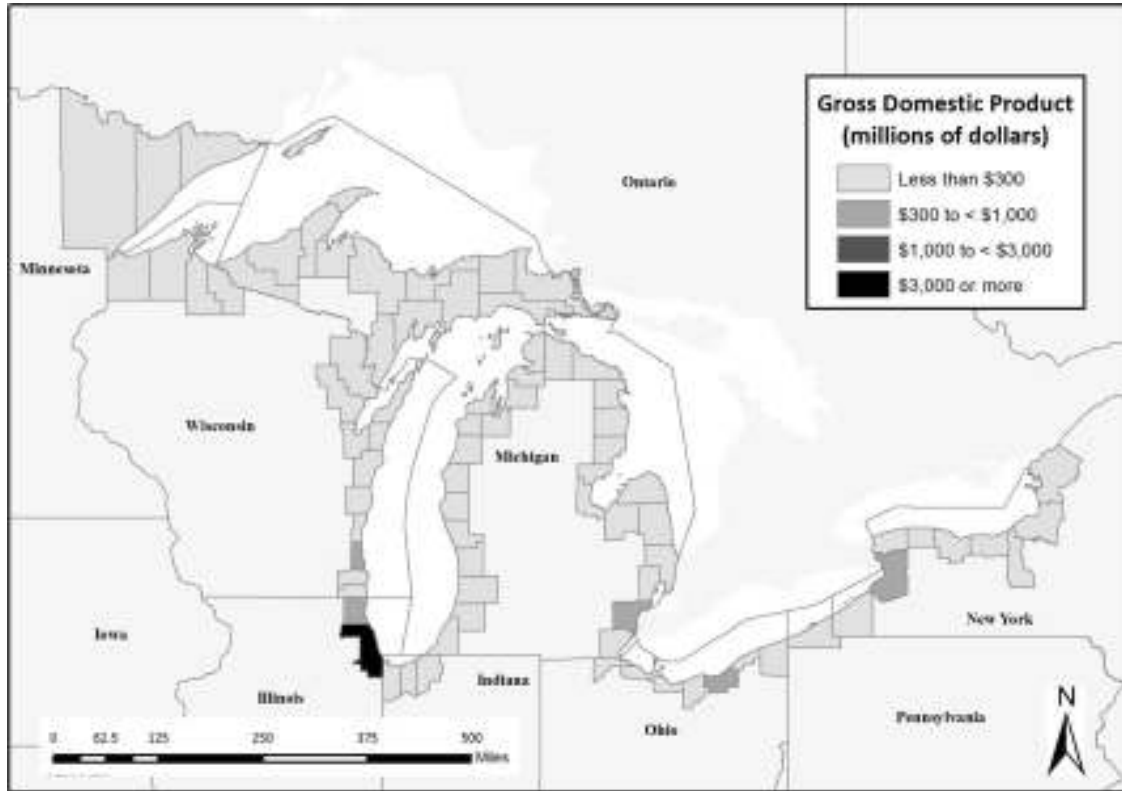


Figure 15. Map of ocean-related employment in counties of the Great Lakes coastal region in 2009

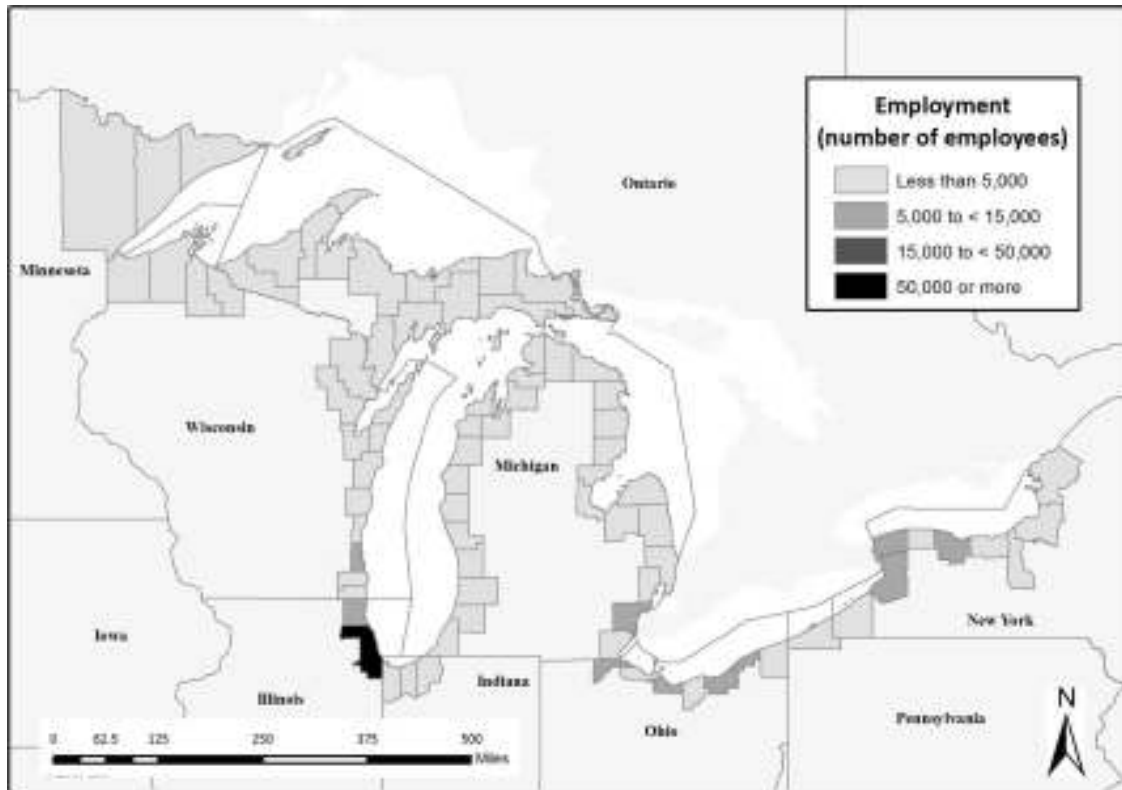


Figure 16. Map of ocean-related GDP in counties of the Alaska coastal region in 2009

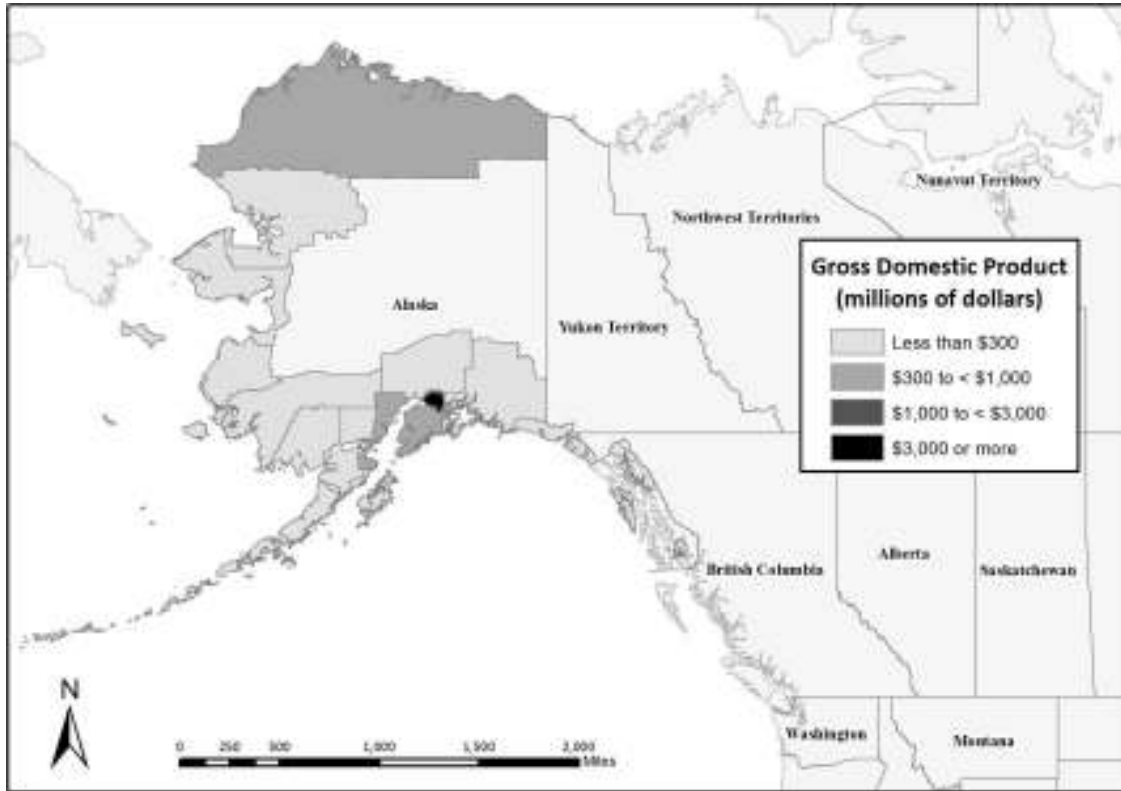


Figure 17. Map of ocean-related employment in counties of the Alaska coastal region in 2009

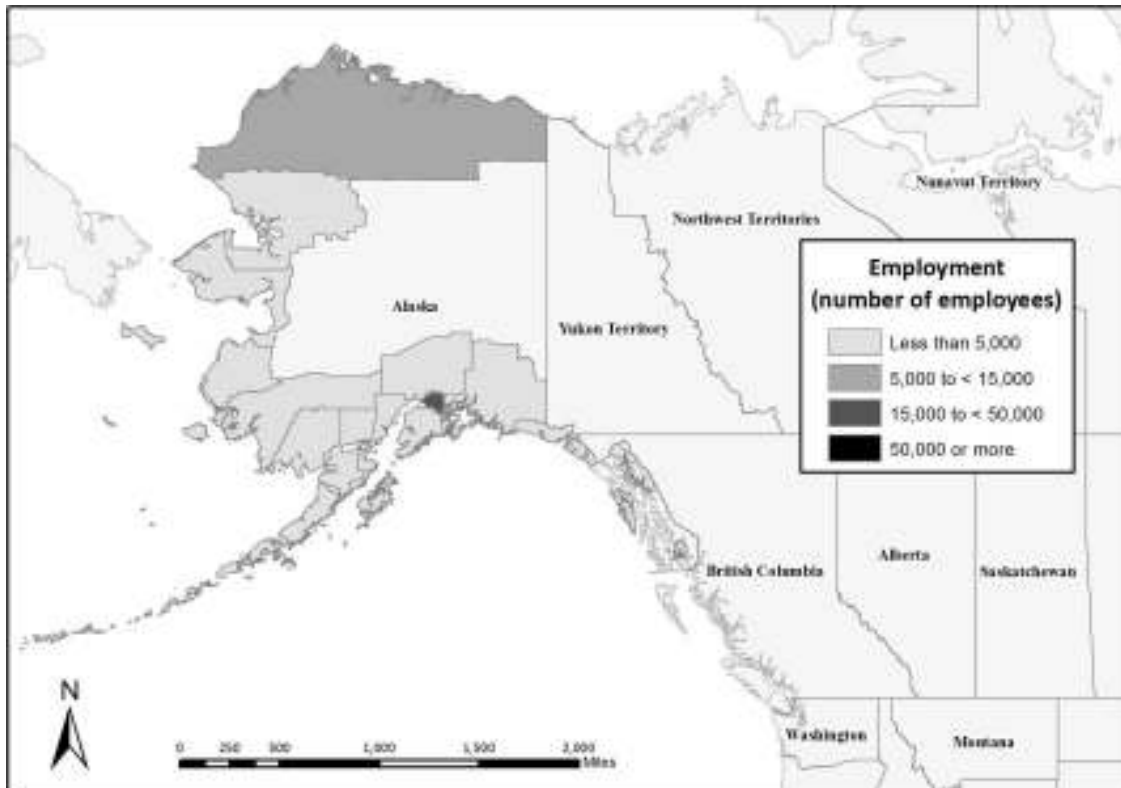


Figure 18. Map of ocean-related GDP in counties of the Hawaii coastal region in 2009

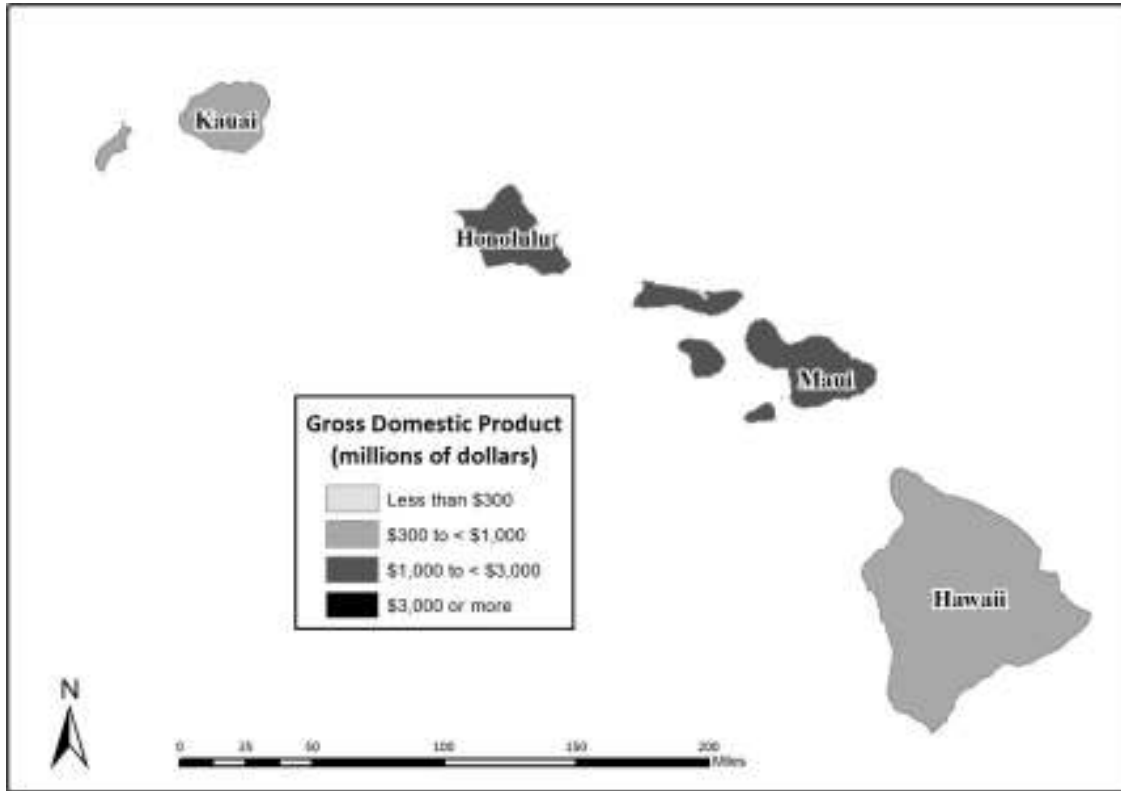
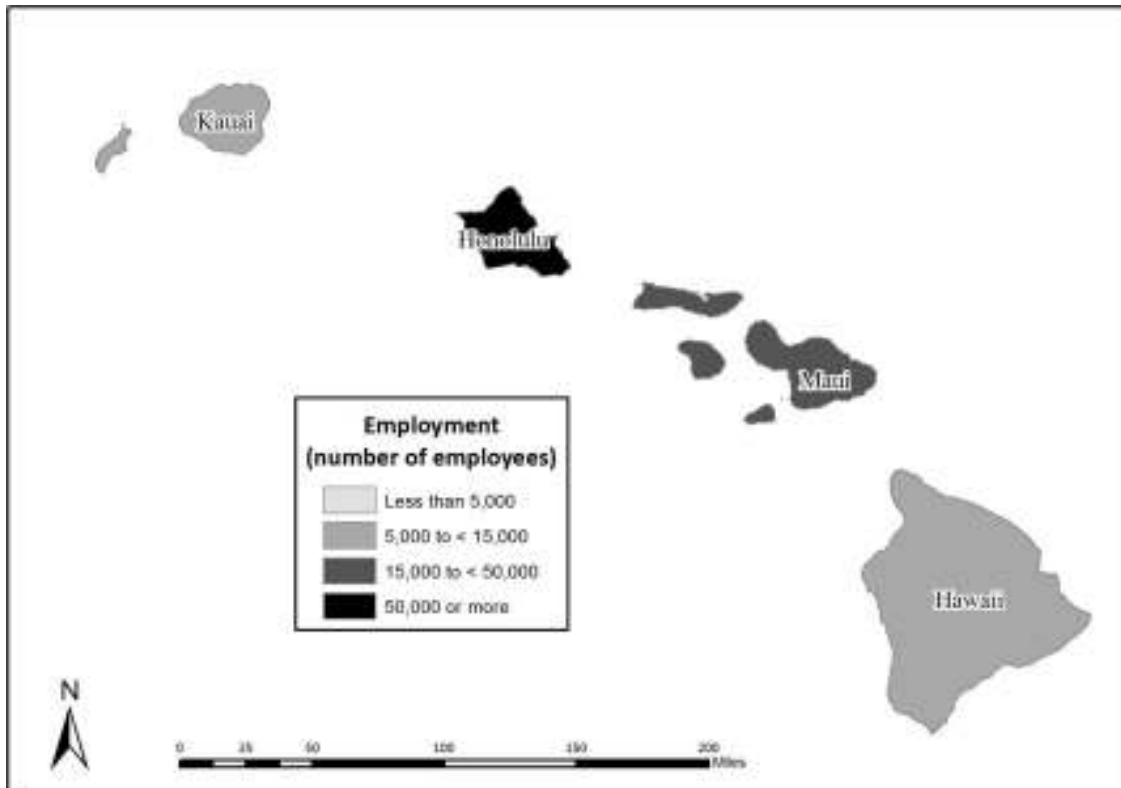


Figure 19. Map of ocean-related employment in counties of the Hawaii coastal region in 2009



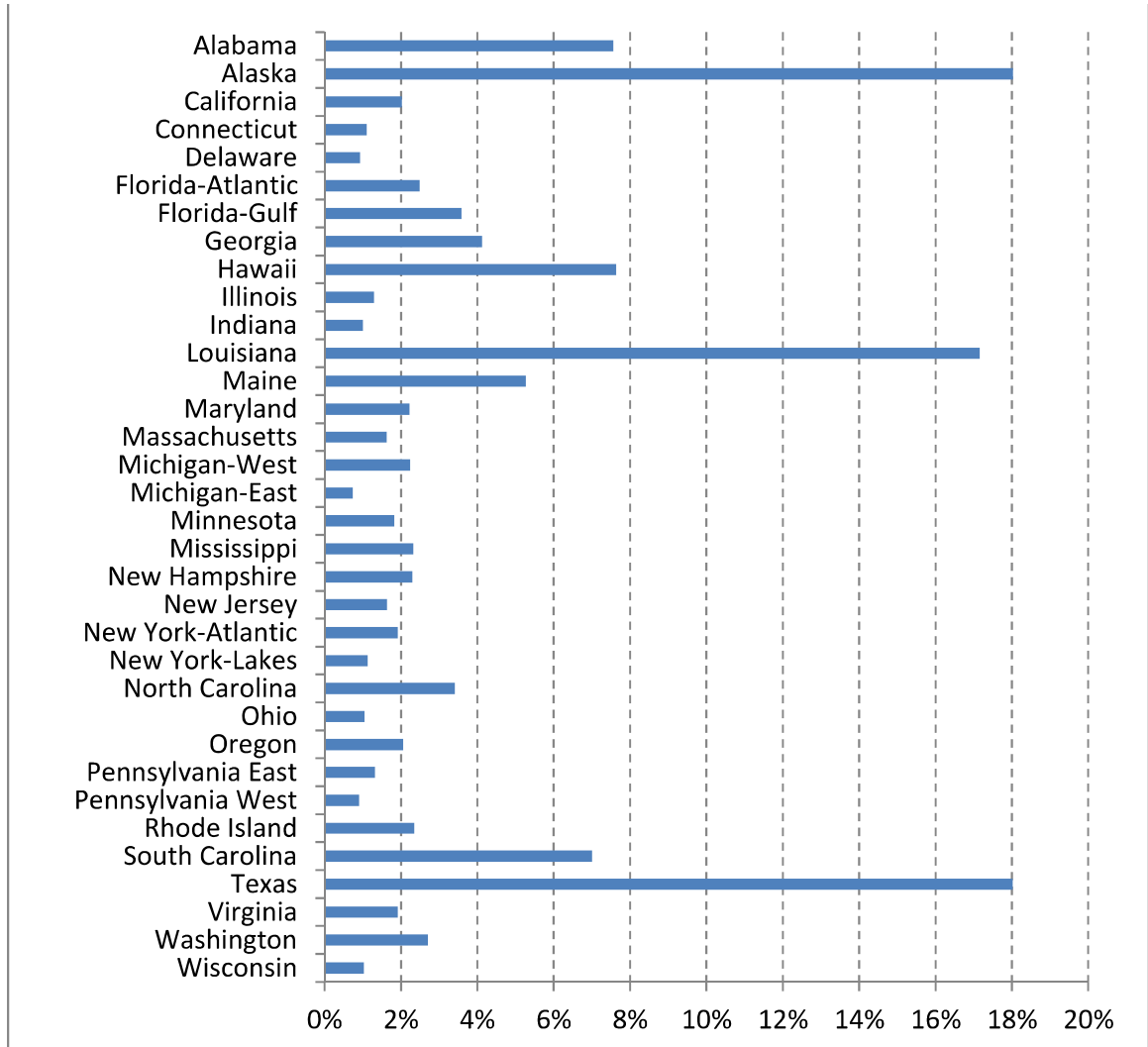
Ocean-Related Share of Coastal Economies

A way to evaluate the relative importance of the ocean economy for waterfront communities is in terms of its share of the overall coastal economy GDP or employment. The ocean sector share of total coastal county GDP and employment by state is presented in Figures 20 and 21, respectively. Maps of county-level share of ocean-related GDP and employment are presented in Figures 22-35. Alaska and Texas are essentially tied as having the largest share of ocean sector activity in their respective coastal economies of around 18 percent, followed closely by Louisiana at 17.2 percent (Figure 20). In all three of these states, the off-shore minerals industries are significant and represent more than 70 percent of their ocean economic activity. The minerals industry in Alabama represents the largest component in its ocean economy, but is relatively small in comparison to the leading states. Alabama also has significant activity in ship and boat building, tourism and recreation, and transportation industries. In contrast, tourism and recreation are the dominant ocean industries in Hawaii, Florida, Maine, and South Carolina, and along with Alabama, comprise a second tier of states where the ocean economic sectors represent four to seven percent of the total economic activity in coastal counties.

A somewhat different picture is painted by the share of ocean-related industry employment (jobs) by state in 2009 (Figure 21). By this measure, ocean-related industries are most important for Hawaii, South Carolina, and Alaska, where they represented more than 12 percent of employment in their coastal counties. States where ocean-related activities constituted more than eight percent of coastal county employment included: Alabama, Georgia, Louisiana, Maine, Mississippi, and North Carolina. A notable difference among states between the ocean sector share of GDP and employment is that more than 50 percent of the jobs were in the tourism and recreation industries, with the exception of Texas and Louisiana. This is not entirely surprising since many tourism and recreation enterprises are service oriented and thus more labor intensive. In contrast, the minerals industry tends to be more capital intensive and have relatively fewer employees per dollar of output.

The top 50 U.S. coastal counties in terms of the share of total GDP, employment, wages contributed by the ocean sectors in 2009 are shown in Table 5, in rank order by GDP share. Eleven of these top 50 counties are in the western Gulf of Mexico region and seven are in Alaska, reinforcing the importance of the off-shore minerals industry to working waterfront communities since these types of industries are prevalent in these two regions. It should be noted that the overall economies of some of these top 50 counties are relatively small, including 22 counties with GDPs of less than \$1 billion.

Figure 20. Ocean-related share of Gross Domestic Product in U.S. coastal states in 2009



Source: NOPEP, Ocean and Coastal Economy datasets, County Data

Figure 21. Ocean-related share of employment in U.S. coastal states in 2009

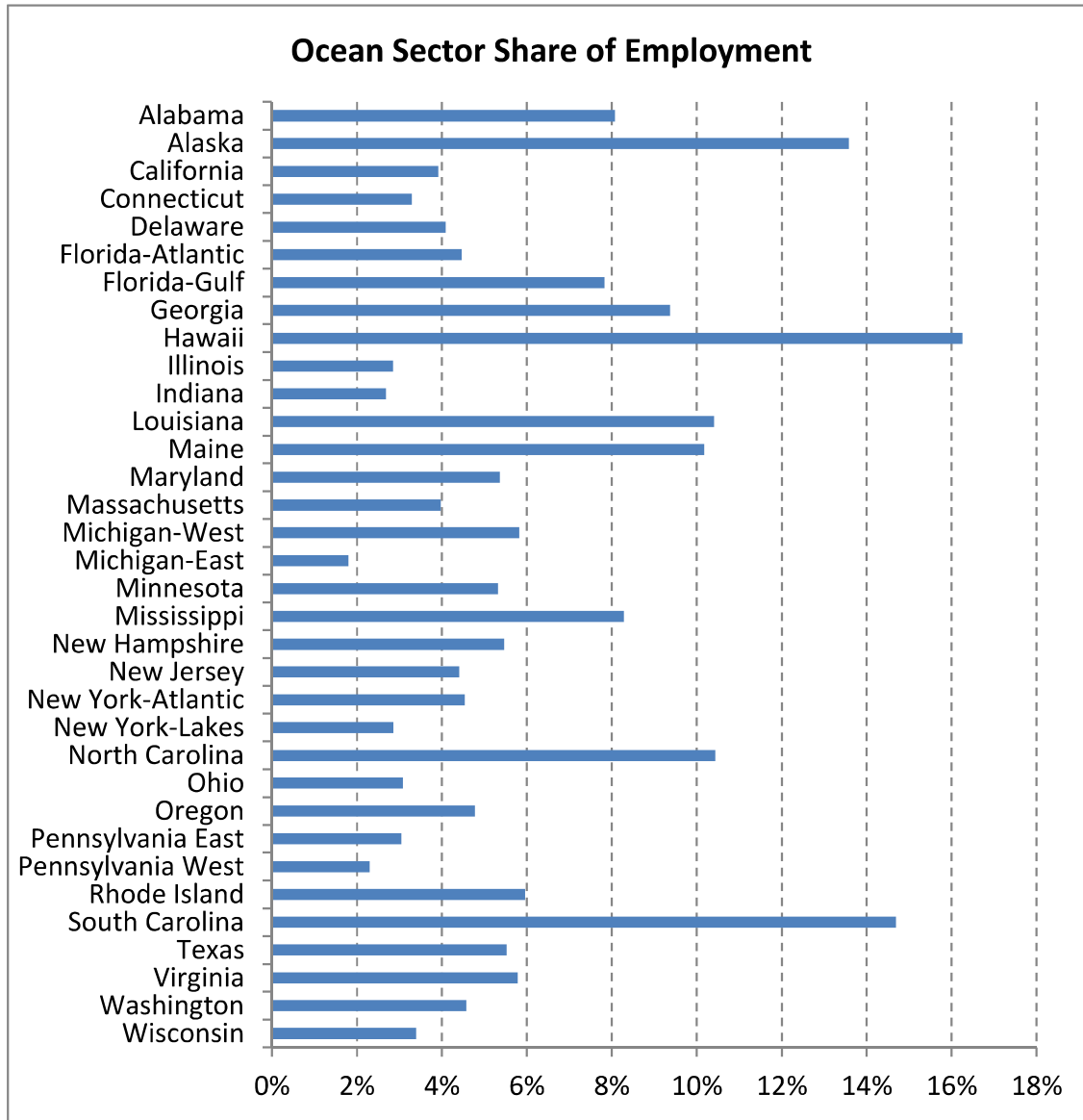


Table 5. Summary of GDP and share of ocean-related employment, wages, and GDP in 2009 for the top 50 U.S. coastal counties

| Rank | Region | State | County | GDP (Million \$) | Share Employment | Share Wages | Share GDP |
|------|-----------------------|----------------|-----------------|---------------------|---------------------|----------------|--------------|
| 1 | Gulf of Mexico – West | Louisiana | Vermilion | 1,629 | 13.7% | 17.8% | 58.8% |
| 2 | Gulf of Mexico – West | Louisiana | Plaquemines | 2,574 | 19.2% | 20.8% | 43.2% |
| 3 | Great Lakes – West | Michigan | Keweenaw | 14 | 60.2% | 50.7% | 42.3% |
| 4 | Pacific – Alaska | Alaska | Bristol Bay | 163 | 70.0% | 61.7% | 34.3% |
| 5 | Gulf of Mexico – West | Texas | Refugio | 186 | 23.2% | 27.0% | 31.7% |
| 6 | Gulf of Mexico – West | Louisiana | Lafourche | 4,585 | 13.2% | 22.1% | 29.3% |
| 7 | Gulf of Mexico – West | Louisiana | Orleans | 22,955 | 12.8% | 11.7% | 28.5% |
| 8 | Pacific – Alaska | Alaska | Aleutians West | 521 | 62.9% | 52.3% | 27.4% |
| 9 | Gulf of Mexico – West | Louisiana | Cameron | 396 | 3.0% | 5.4% | 26.4% |
| 10 | Pacific – Alaska | Alaska | Kenai Peninsula | 2,315 | 14.2% | 11.4% | 25.6% |
| 11 | Great Lakes – West | Michigan | Mackinac | 271 | 29.0% | 23.7% | 23.6% |
| 12 | Pacific – Alaska | Alaska | Anchorage | 22,031 | 11.4% | 11.7% | 23.6% |
| 13 | Gulf of Mexico – West | Texas | Harris | 291,828 | 5.4% | 12.0% | 20.9% |
| 14 | Atlantic – Middle | Maryland | Worcester | 1,501 | 29.4% | 19.9% | 20.1% |
| 15 | Pacific – Hawaii | Hawaii | Kauai | 2,059 | 42.6% | 29.6% | 18.9% |
| 16 | Gulf of Mexico – East | Florida | Monroe | 3,245 | 29.9% | 21.1% | 18.5% |
| 17 | Pacific – Hawaii | Hawaii | Maui | 6,332 | 26.1% | 21.9% | 18.5% |
| 18 | Pacific – Northwest | Washington | Kitsap | 8,477 | 12.5% | 22.2% | 18.4% |
| 19 | Atlantic – Middle | Virginia | Westmoreland | 248 | 14.3% | 9.3% | 17.9% |
| 20 | Gulf of Mexico – West | Louisiana | Iberia | 4,571 | 17.0% | 20.2% | 15.7% |
| 21 | Great Lakes – West | Minnesota | Cook | 172 | 28.2% | 16.9% | 15.0% |
| 22 | Atlantic – Middle | Virginia | Portsmouth City | 4,630 | 20.5% | 30.8% | 14.9% |
| 23 | Gulf of Mexico – West | Texas | Aransas | 395 | 20.5% | 17.4% | 14.8% |
| 24 | Atlantic – South | Georgia | McIntosh | 82 | 18.9% | 11.4% | 14.7% |
| 25 | Gulf of Mexico – West | Louisiana | Terrebonne | 7,961 | 19.1% | 21.9% | 14.7% |
| 26 | Pacific – Alaska | Alaska | North Slope | 6,606 | 43.3% | 48.9% | 14.5% |
| 27 | Atlantic – North | Massachusetts | Nantucket | 429 | 24.5% | 16.2% | 14.2% |
| 28 | Pacific – Alaska | Alaska | Yakutat | 16 | 27.6% | 23.1% | 14.2% |
| 29 | Atlantic – North | Maine | York | 5,057 | 17.4% | 19.9% | 13.5% |
| 30 | Gulf of Mexico – East | Florida | Walton | 1,427 | 19.4% | 15.2% | 12.9% |
| 31 | Atlantic – North | Massachusetts | Dukes | 636 | 18.9% | 13.0% | 12.7% |
| 32 | Atlantic – South | South Carolina | Horry | 7,234 | 21.2% | 13.8% | 12.3% |
| 33 | Atlantic – Middle | New Jersey | Cape May | 2,944 | 22.0% | 13.6% | 12.1% |
| 34 | Pacific – Northwest | Washington | San Juan | 392 | 16.5% | 10.7% | 11.2% |
| 35 | Atlantic – Middle | Maryland | Queen Anne's | 842 | 18.1% | 10.9% | 11.1% |
| 36 | Atlantic – South | North Carolina | Hyde | 180 | 17.6% | 11.1% | 10.9% |
| 37 | Atlantic – South | Florida | Nassau | 1,442 | 20.2% | 12.3% | 10.9% |
| 38 | Pacific – Hawaii | Hawaii | Hawaii | 5,931 | 17.6% | 13.2% | 10.6% |
| 39 | Pacific – Northwest | Washington | Pacific | 441 | 15.2% | 9.9% | 9.9% |
| 40 | Atlantic – Middle | Virginia | Lancaster | 306 | 13.8% | 7.9% | 9.8% |
| 41 | Atlantic – South | North Carolina | Dare | 1,725 | 21.5% | 15.8% | 9.5% |
| 42 | Atlantic – North | Massachusetts | Barnstable | 6,860 | 16.1% | 9.5% | 9.4% |
| 43 | Pacific – Northwest | Oregon | Lincoln | 1,199 | 21.6% | 12.7% | 9.4% |
| 44 | Pacific – Alaska | Alaska | Valdez-Cordova | 617 | 21.5% | 12.9% | 9.1% |
| 45 | Atlantic – North | Maine | Hancock | 1,503 | 14.5% | 9.9% | 9.1% |
| 46 | Great Lakes – West | Wisconsin | Door | 814 | 17.5% | 9.8% | 8.9% |
| 47 | Gulf of Mexico – East | Florida | Franklin | 268 | 22.5% | 13.9% | 8.9% |
| 48 | Atlantic – South | Georgia | Glynn | 3,025 | 17.6% | 9.7% | 8.5% |
| 49 | Gulf of Mexico – West | Texas | Nueces | 13,266 | 9.0% | 6.7% | 8.3% |
| 50 | Gulf of Mexico – East | Alabama | Mobile | 14,998 | 6.7% | 6.0% | 8.2% |

Figure 22. Map of ocean-related share of GDP in counties of the north and middle Atlantic coastal regions in 2009

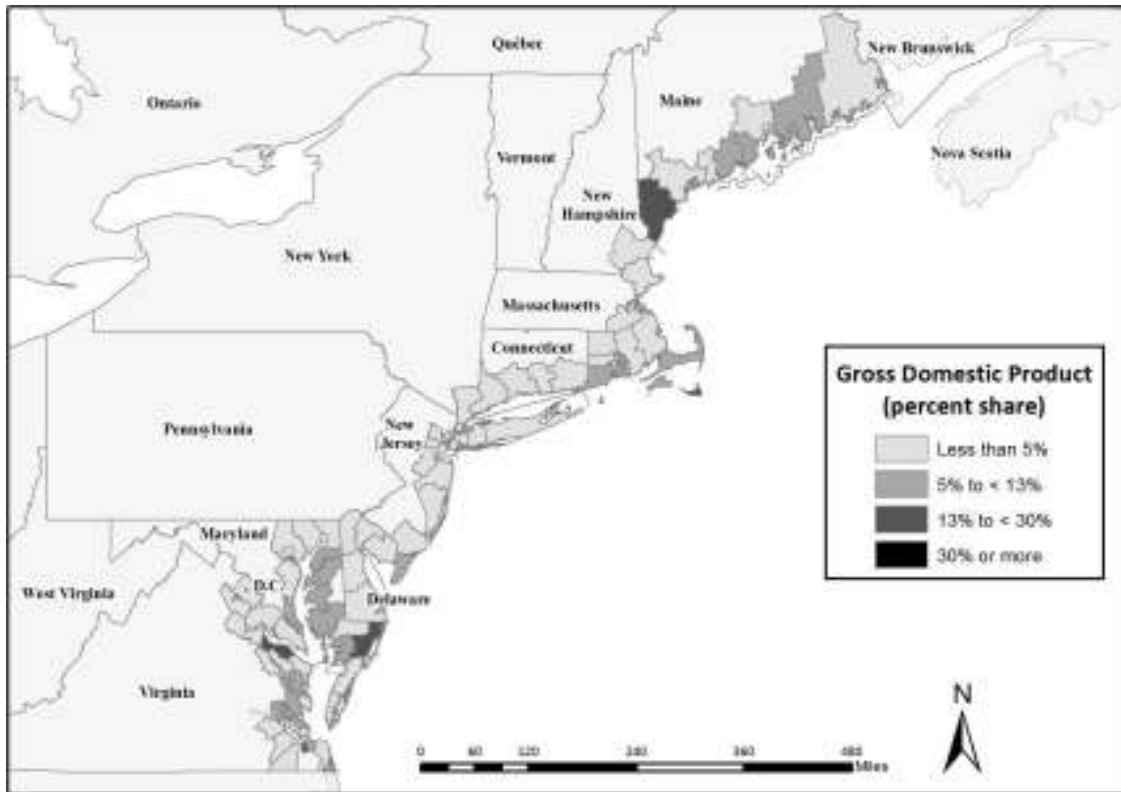


Figure 23. Map of ocean-related share of employment in counties of the north and middle Atlantic coastal regions in 2009

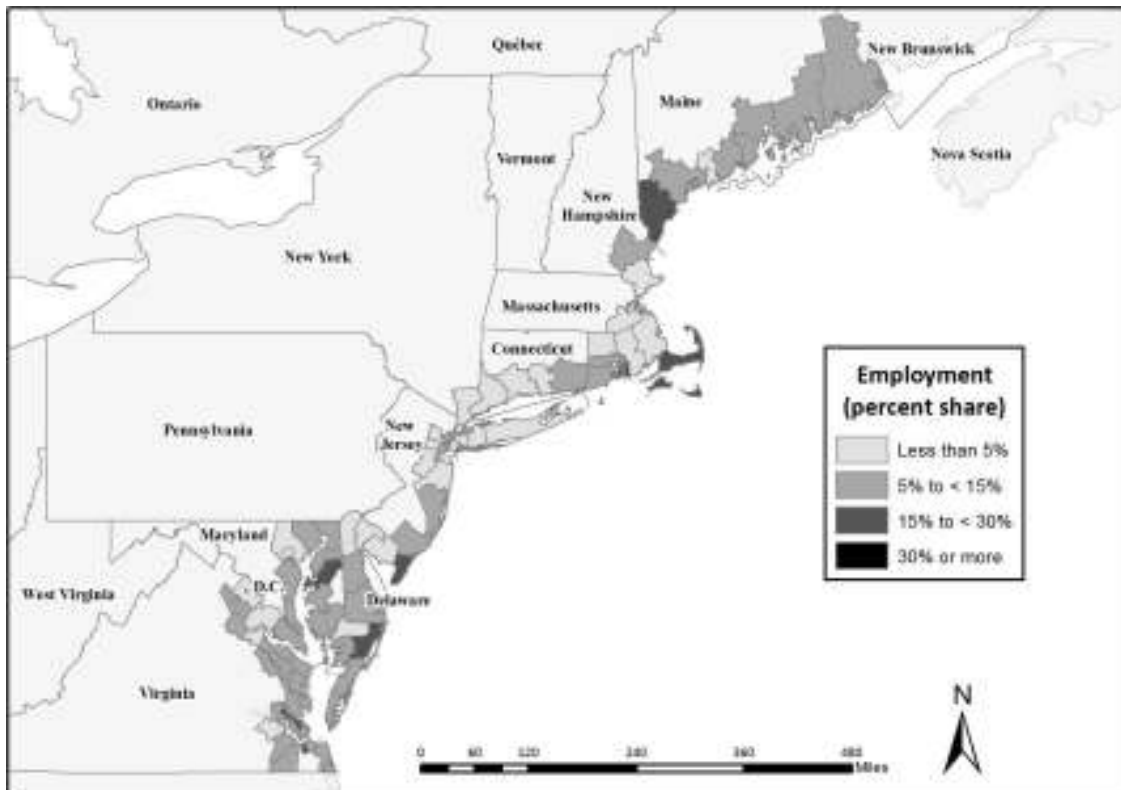


Figure 24. Map of ocean-related share of GDP in counties of the south Atlantic coastal region in 2009

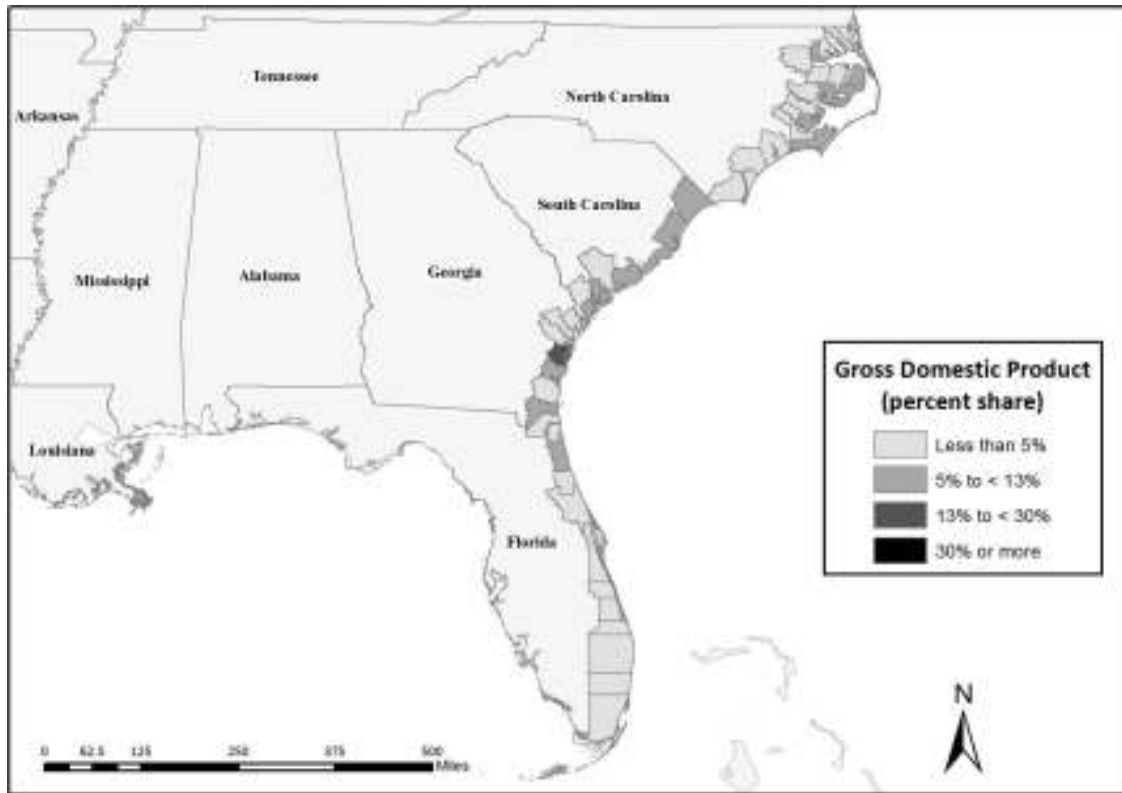


Figure 25. Map of ocean-related share of employment in counties of the south Atlantic coastal region in 2009

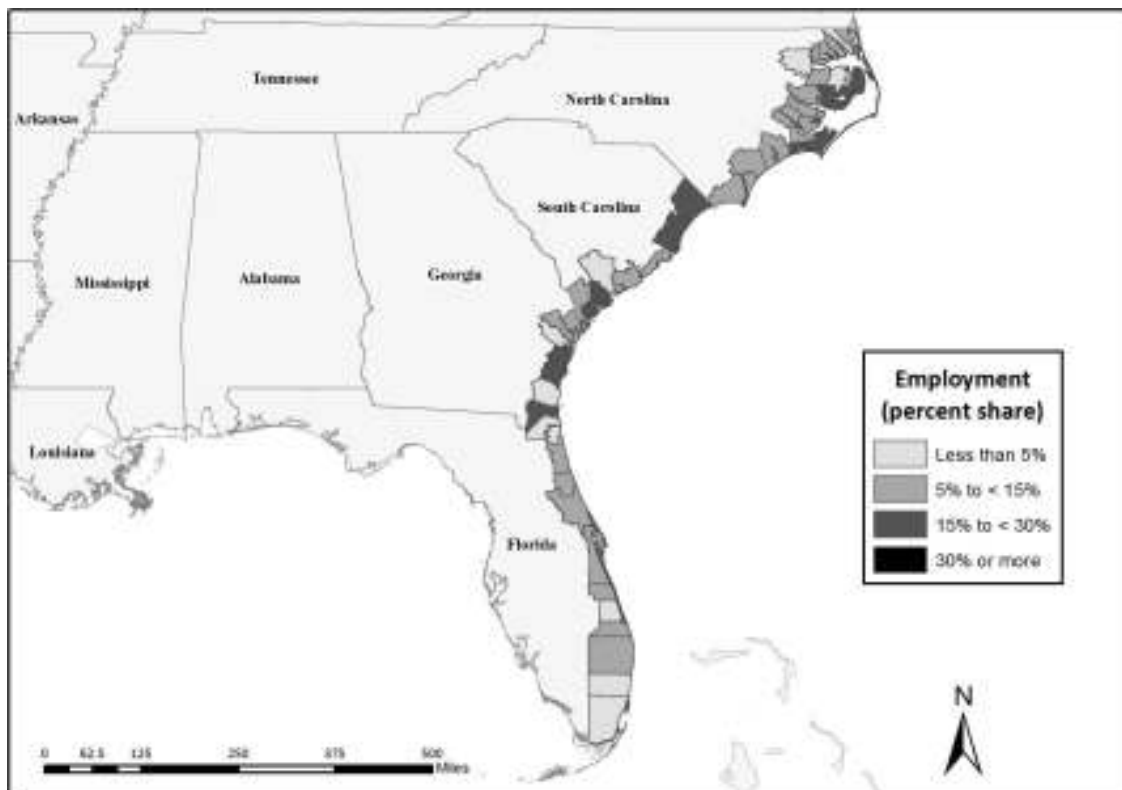


Figure 26. Map of ocean-related share of GDP in counties of the Gulf of Mexico coastal region in 2009

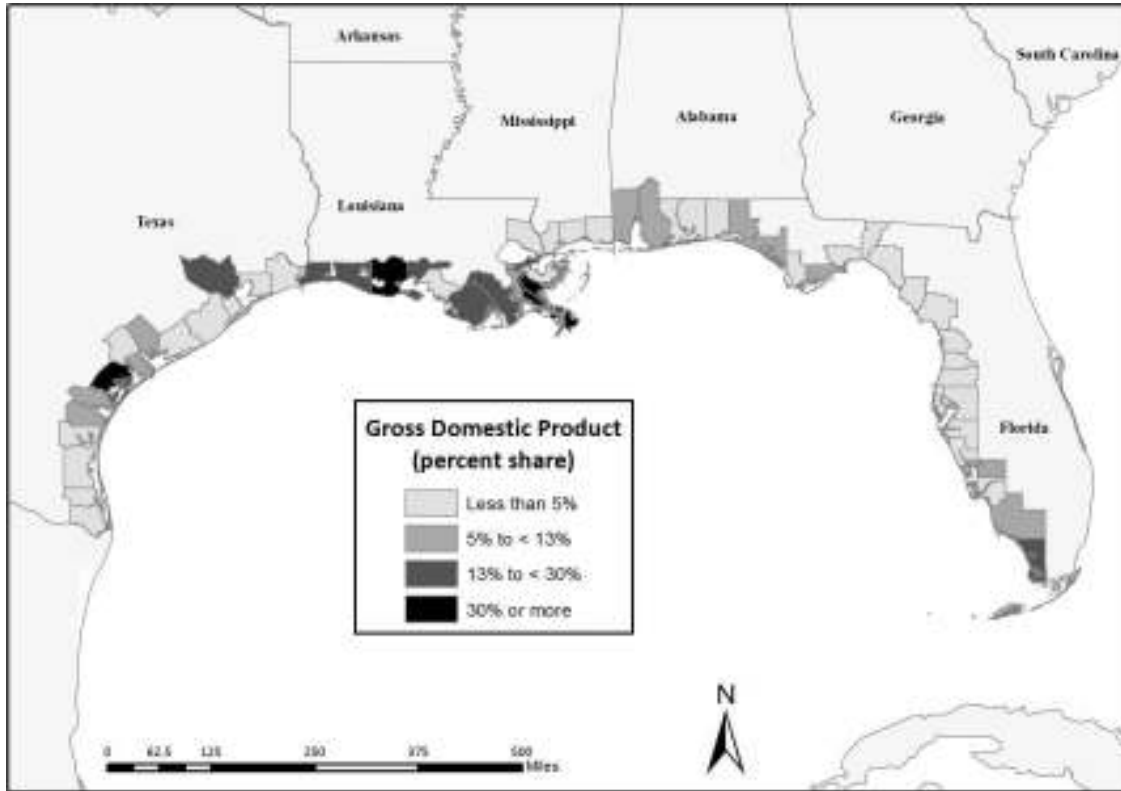


Figure 27. Map of ocean-related share of employment in counties of the Gulf of Mexico coastal region in 2009

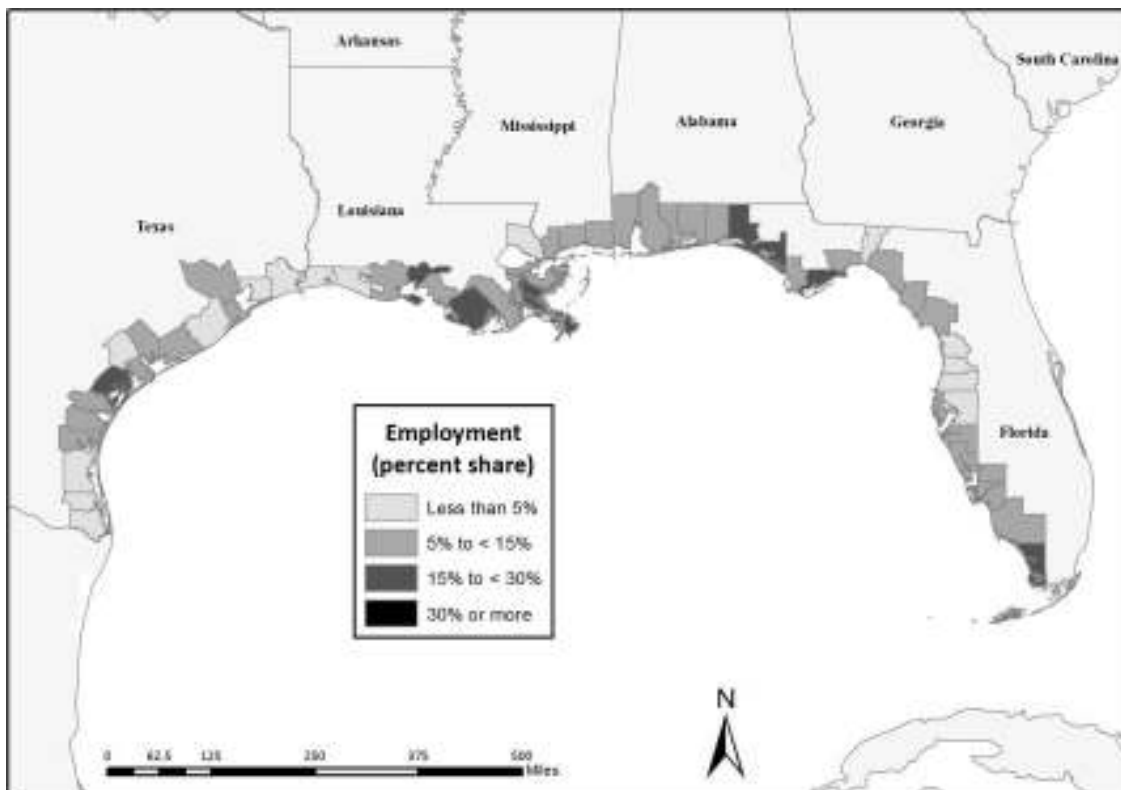


Figure 28. Map of ocean-related share of GDP in counties of the Pacific coastal region in 2009

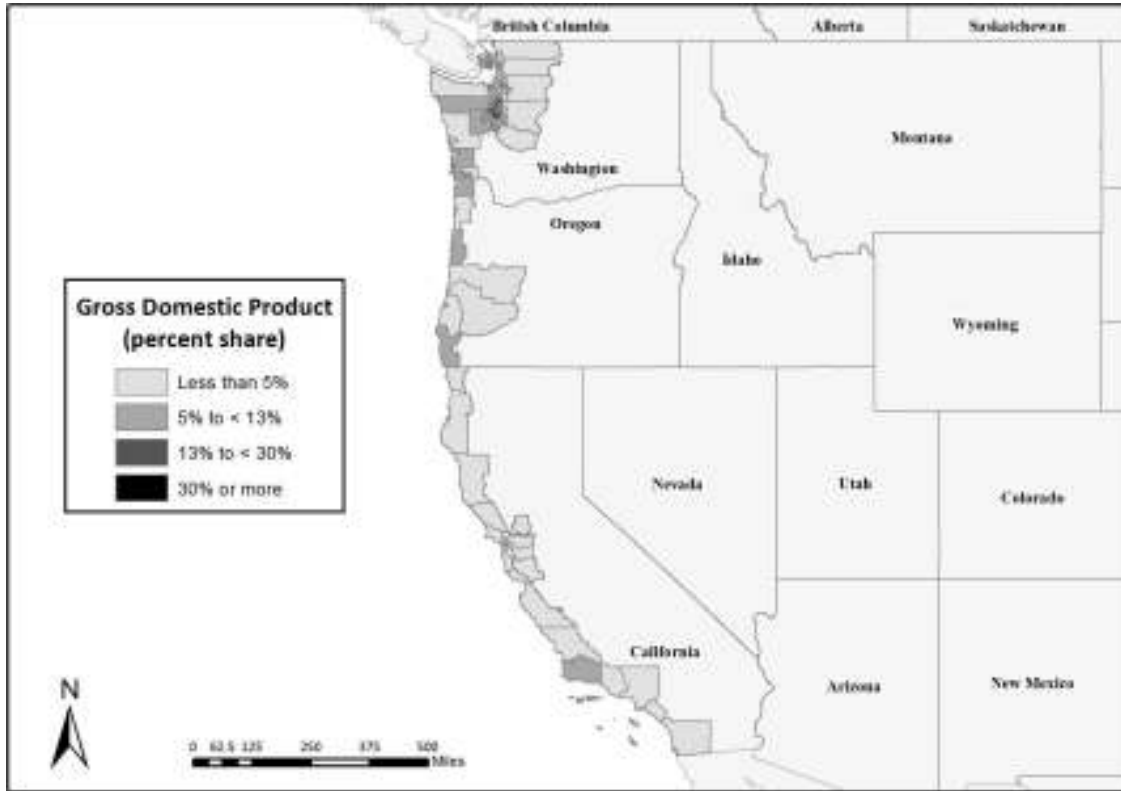


Figure 29. Map of ocean-related share of employment in counties of the Pacific coastal region in 2009

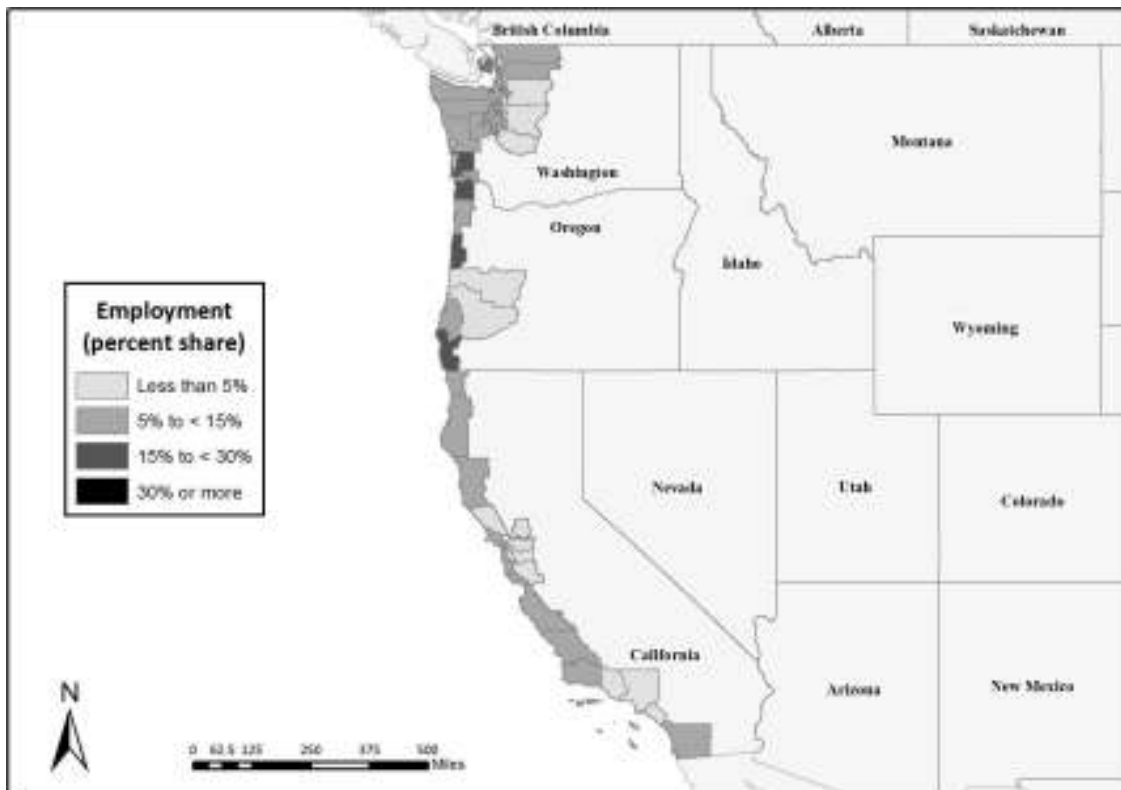


Figure 30. Map of ocean-related share of GDP in counties of the Great Lakes coastal region in 2009

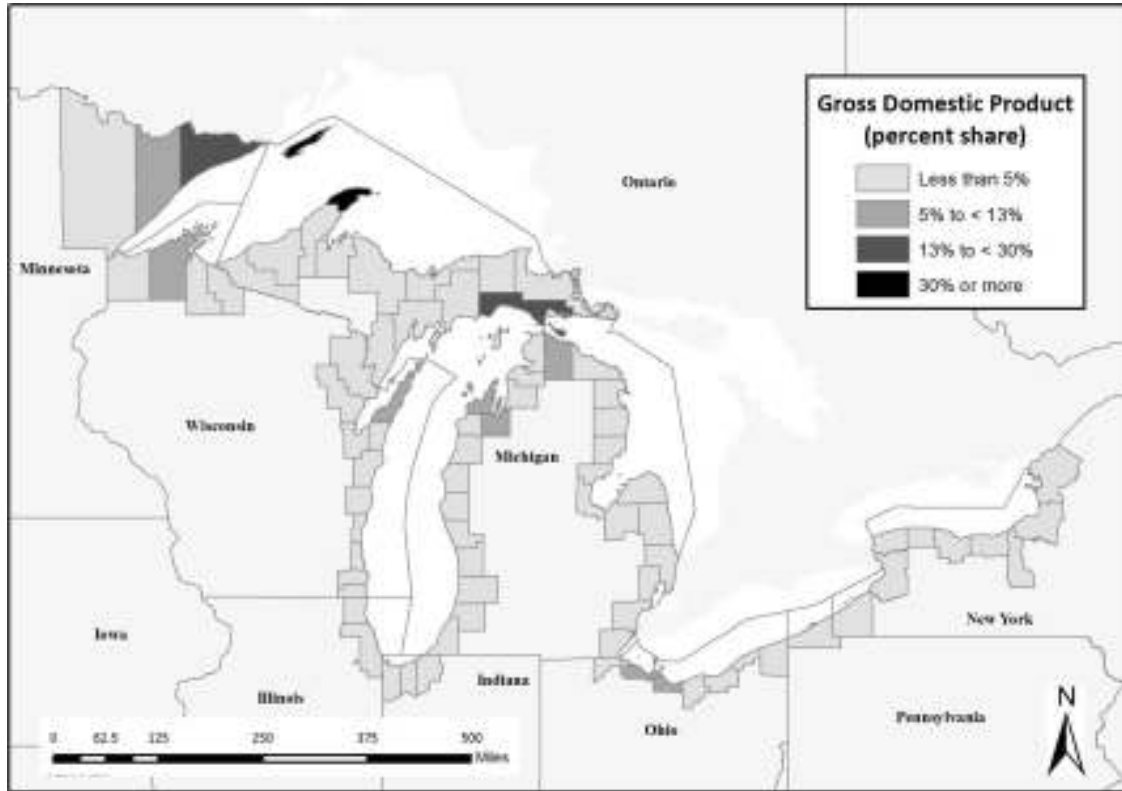


Figure 31. Map of ocean-related share of employment in counties of the Great Lakes coastal region in 2009

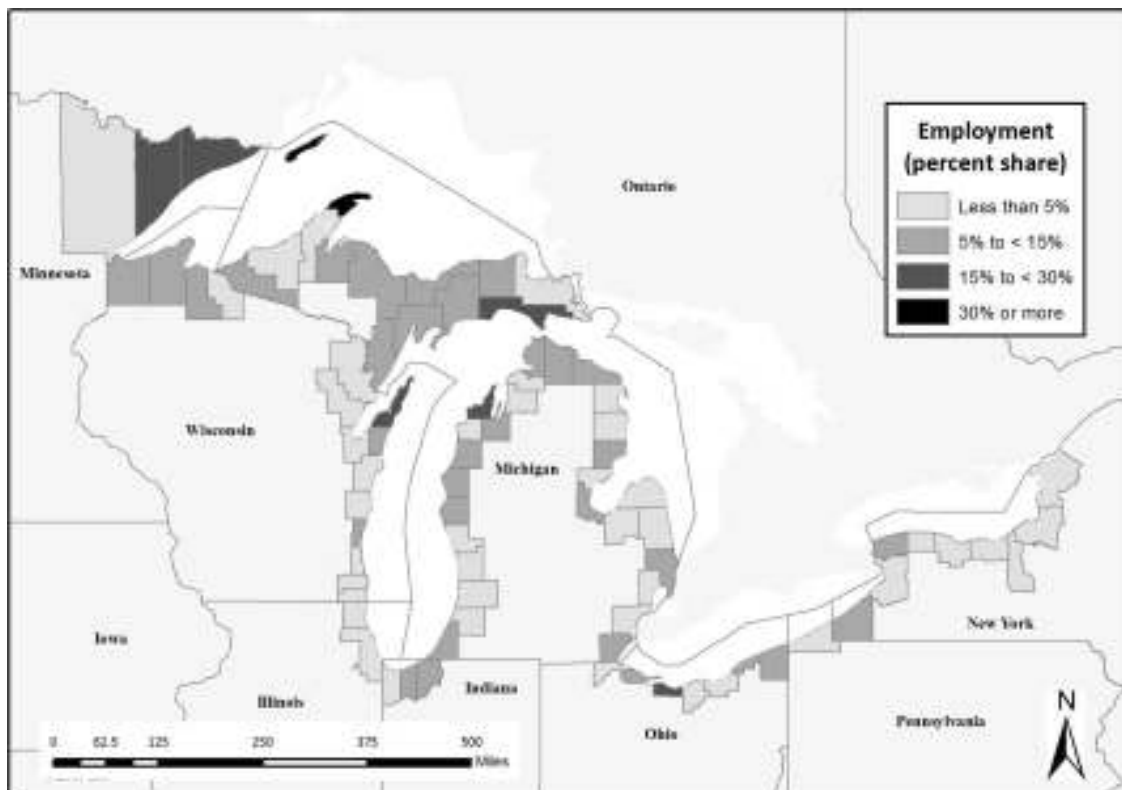


Figure 32. Map of ocean-related share of GDP in counties of the Alaska coastal region in 2009

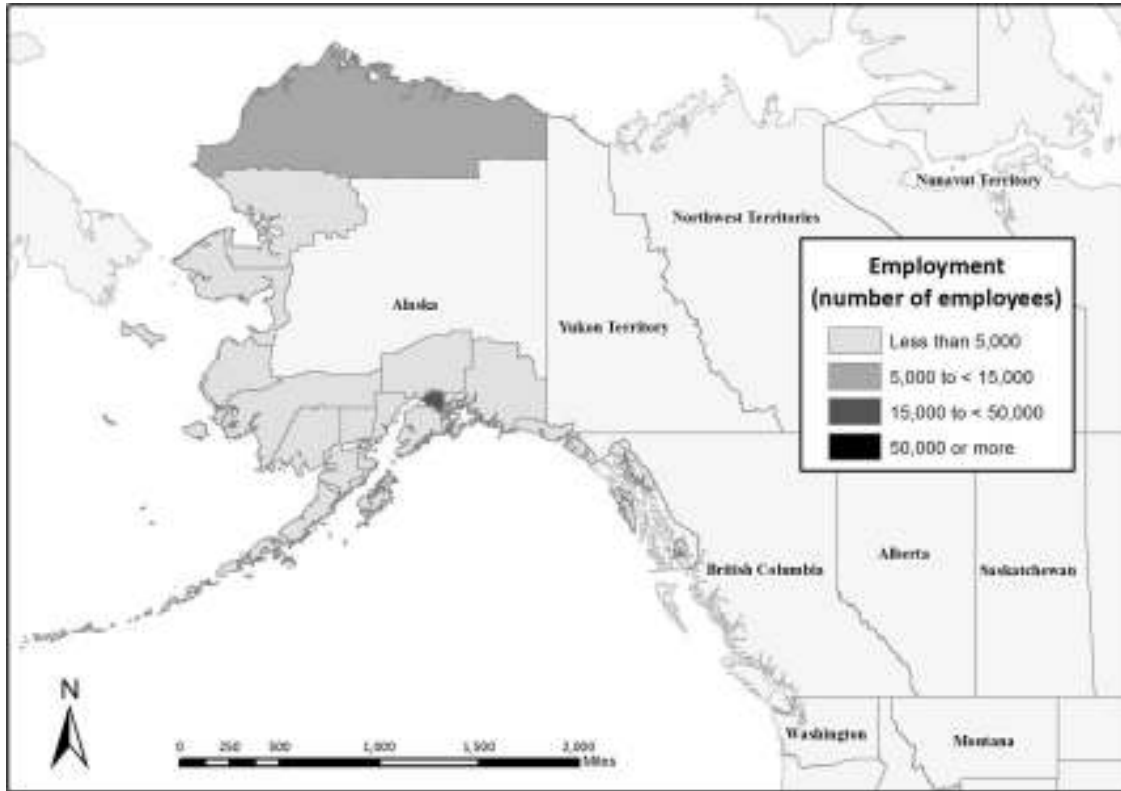


Figure 33. Map of ocean-related share of employment in counties of the Alaska coastal region in 2009

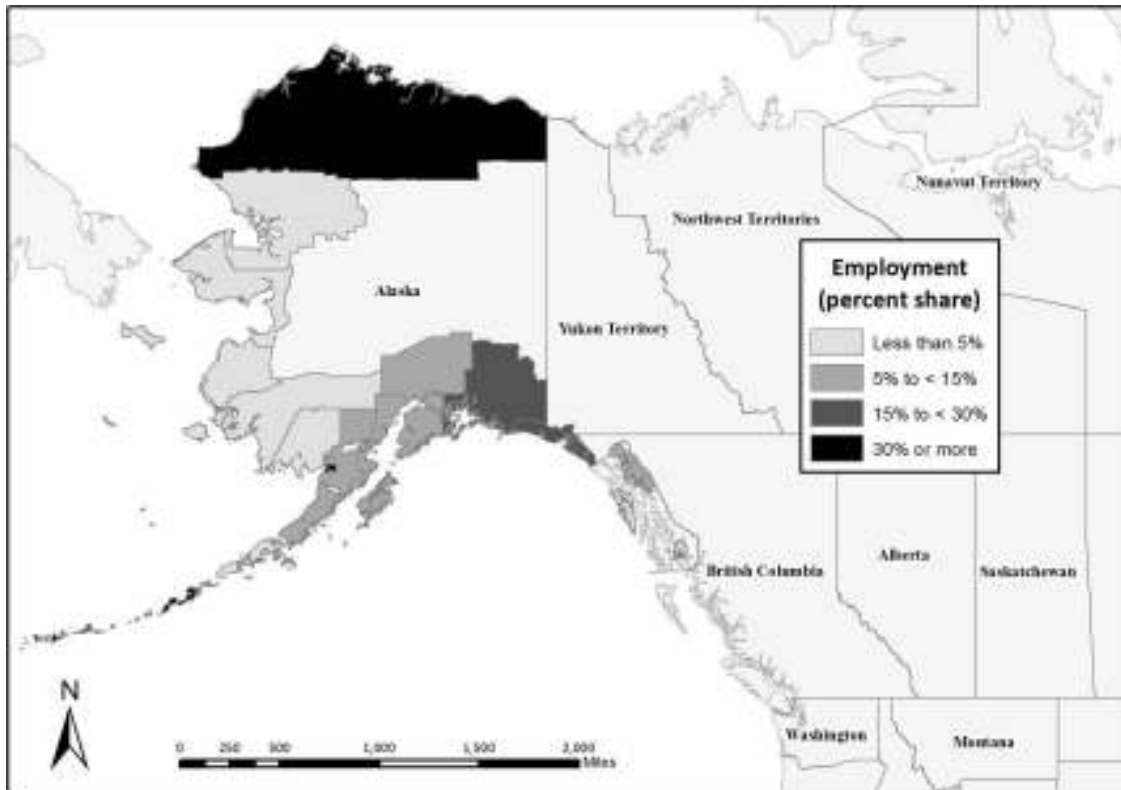


Figure 34. Map of ocean-related share of GDP in counties of the Hawaii coastal region in 2009

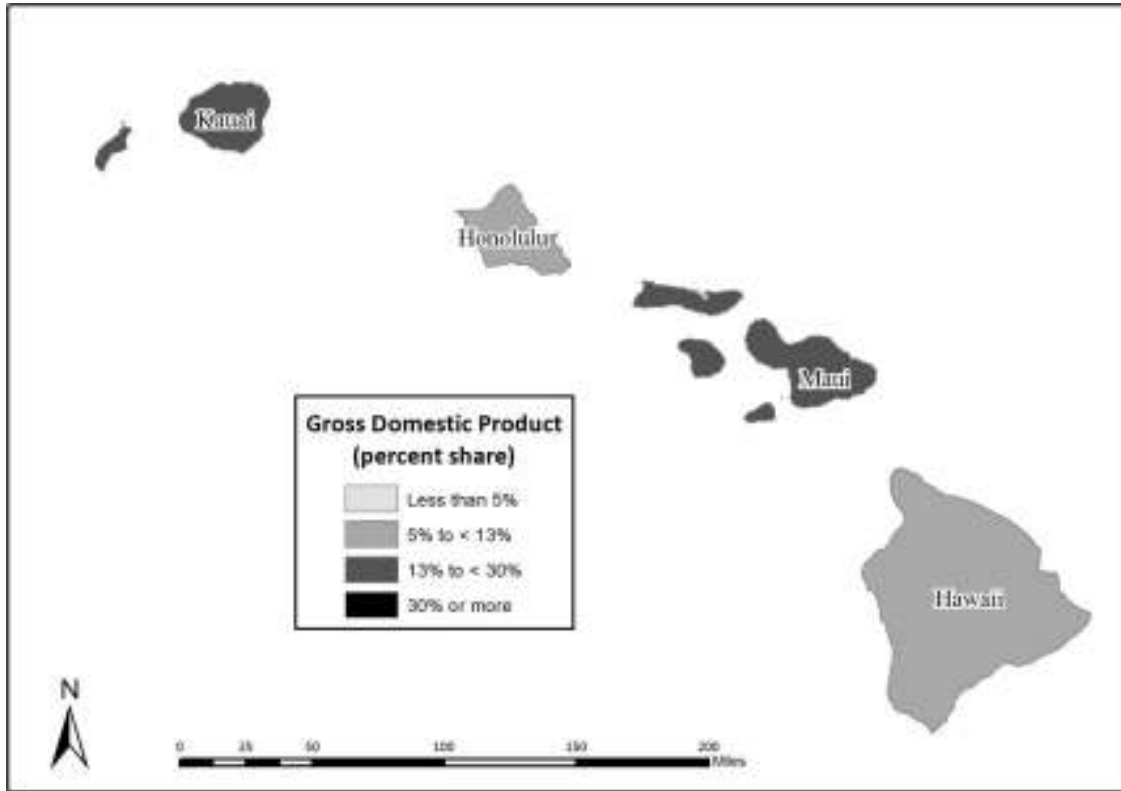
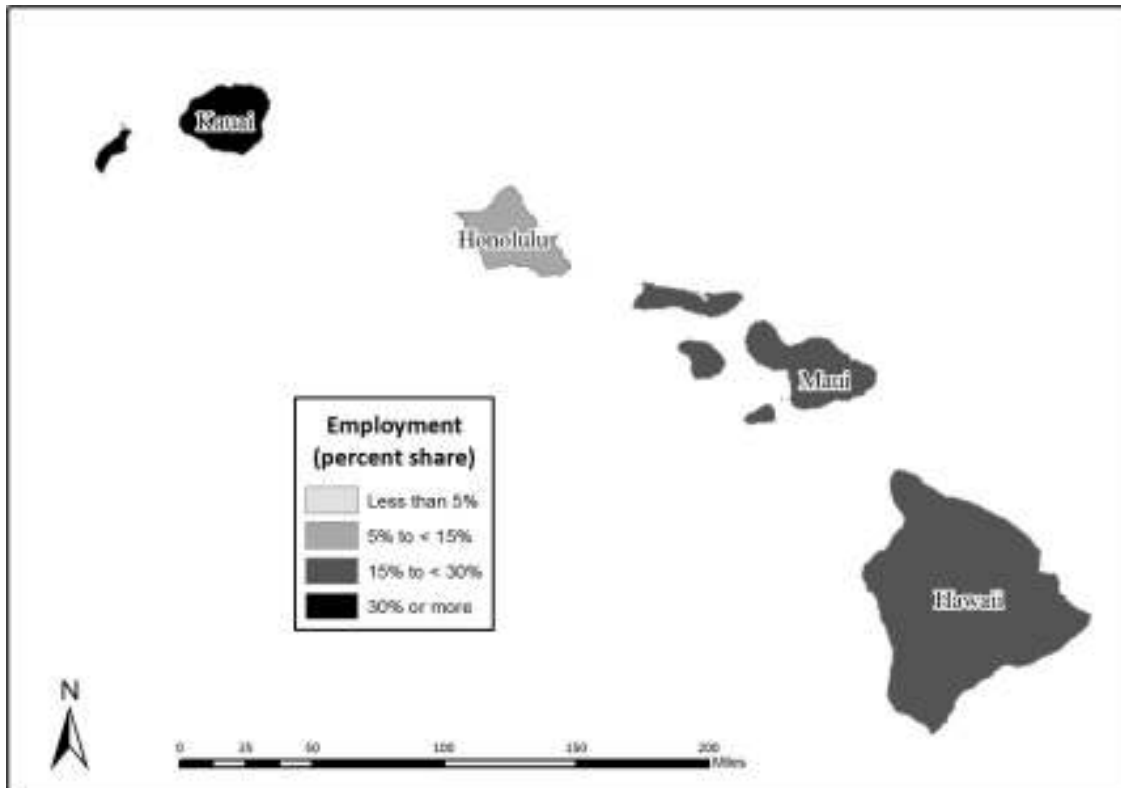


Figure 35. Map of ocean-related share of employment in counties of the Hawaii coastal region in 2009



Regional Economic Contributions

The total regional economic contributions or impacts, including indirect/induced multiplier effects, from ocean-related activities in coastal counties were estimated using regional multipliers, as discussed in the Methods section. Results for employment (jobs), wages, and value-added (GDP) contributions for regions and states are summarized in Table 6 for regions and Table 7 for states. Estimated contributions of ocean related activities for GDP, employment and wages are summarized by region in Figures 36 and 37, and in Table 6. The total estimated contributions of ocean industries in coastal counties across the U.S. in 2009 included 6.75 million jobs, \$284 billion in wages, and \$645 billion in value-added or GDP. These total contributions to employment, wages and GDP for the ocean economy represent implied multiplier effects of 2.81, 3.37, and 3.02, respectively. In other words, the total economic contributions are 2.8 to 3.4 times greater than the direct contributions. Nationally, the economic contributions of the ocean-related sectors averaged 15,238 jobs, \$642 million in wages, and \$1.46 billion in GDP per county among the 444 counties in the study, and wage contributions averaged around \$42,000 per job. However, ocean economy impacts varied considerably across regions, with the largest regions having contributions up to 17 times bigger than the smallest. The western Gulf of Mexico, Mid-Atlantic, and California were the largest regions in the nation's ocean economy, together accounting for 58 percent of total employment, 66 percent of total wages and 67 percent of total GDP contributions (Figures 36 and 37).

Estimated ocean economy contributions at the state level are summarized in Table 7 and Figures 38 and 39. The top 5 states in terms of ocean-related GDP contribution were Texas (\$155 billion), California (\$115 billion), Florida (\$64 billion), New York (\$60 billion), and Louisiana (\$36 billion) as shown in Figure 38. With respect to ocean-related employment contributions, the largest state was California (1,340,131 jobs), followed by Florida (914,582 jobs), Texas (817,556 jobs) New York (722,749 jobs) and New Jersey (289,275 jobs) (Table 7). The difference in rankings among states in terms of GDP and job contributions is due to the large GDP generated by off-shore minerals industries, and the large job contributions generated by tourism and recreation industries.

The 50 counties generating the largest ocean related economic contributions are shown in Table 8. Unlike the 50 counties whose economies had the largest share of ocean related activity relative to their overall economies, these top 50 counties are comprised mostly of large population centers. The largest counties in terms of GDP contribution were Houston, Texas (\$140 billion), New York, New York (\$38 billion), and Los Angeles, California (\$37 billion). Geographically, the middle Atlantic region has the most counties (11) in the top 50 GDP category, starting with Suffolk County, New York (Table 9). The California Pacific coast is home to nine counties in this group, notably, Los Angeles and San Diego. The western Gulf of Mexico also has nine

of the top 50 counties, including Harris County (Houston), Texas, and Orleans County (New Orleans), Louisiana. Besides being large coastal cities that draw industry and visitors, such large developed population centers also tend to have bigger economic multipliers, which help generate larger economic contributions. Appendix Table A3 provides detailed GDP contributions at the Region, State, and County level for the six NOEP ocean sectors.

Figure 36. Ocean-related total GDP contributions in U.S. coastal regions in 2009

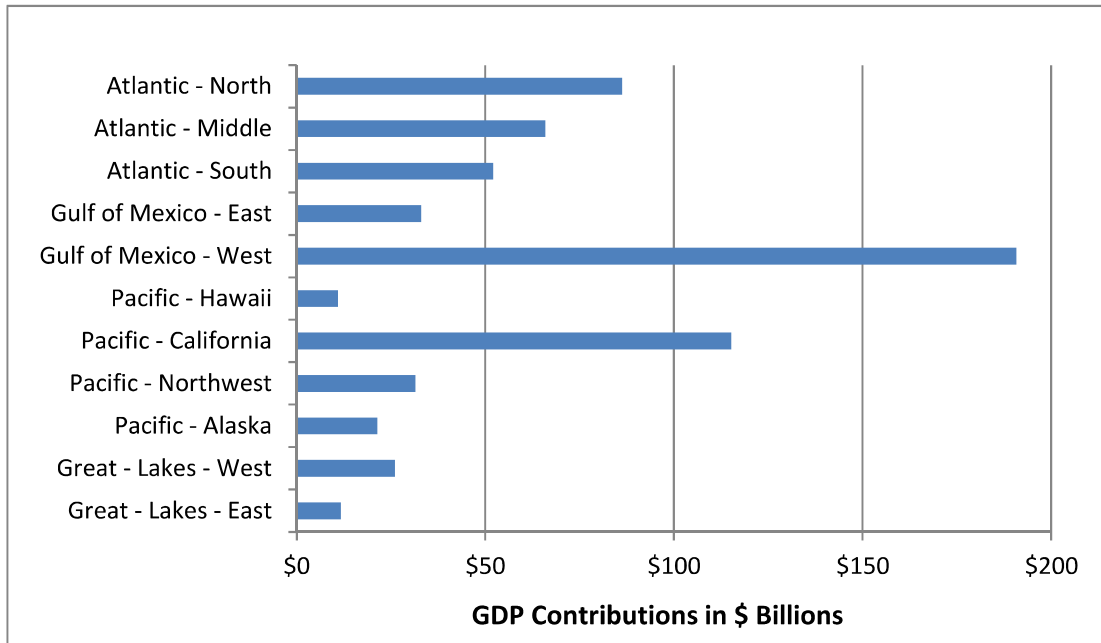


Figure 37. Ocean-related total employment contributions in U.S. coastal regions in 2009

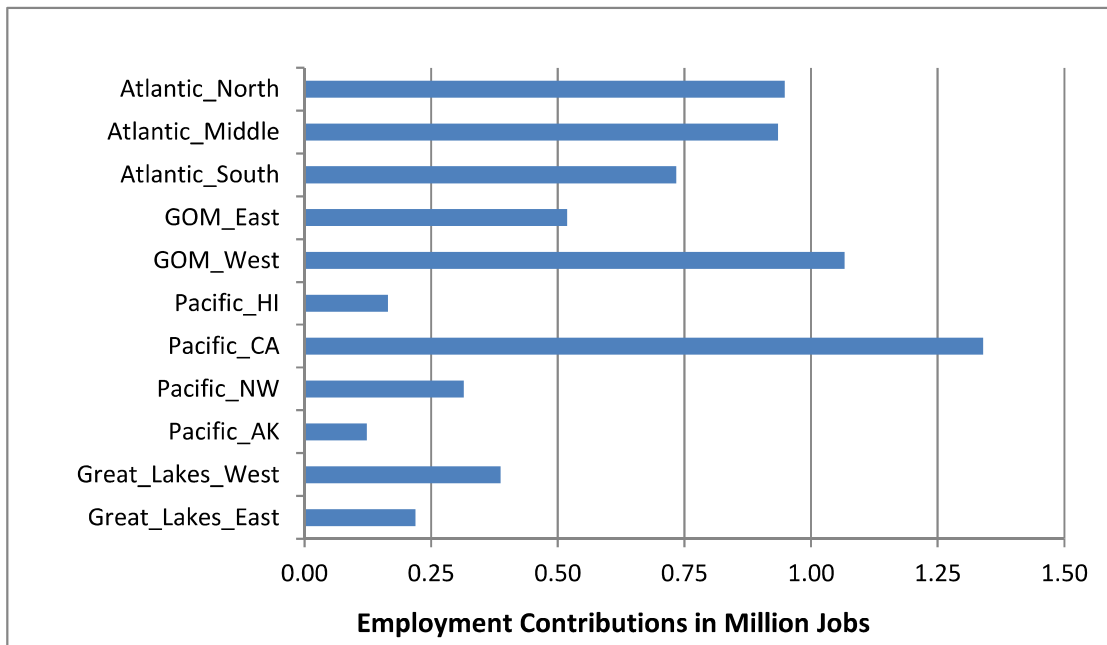


Figure 38. Ocean-related total GDP contributions in U.S. coastal states in 2009

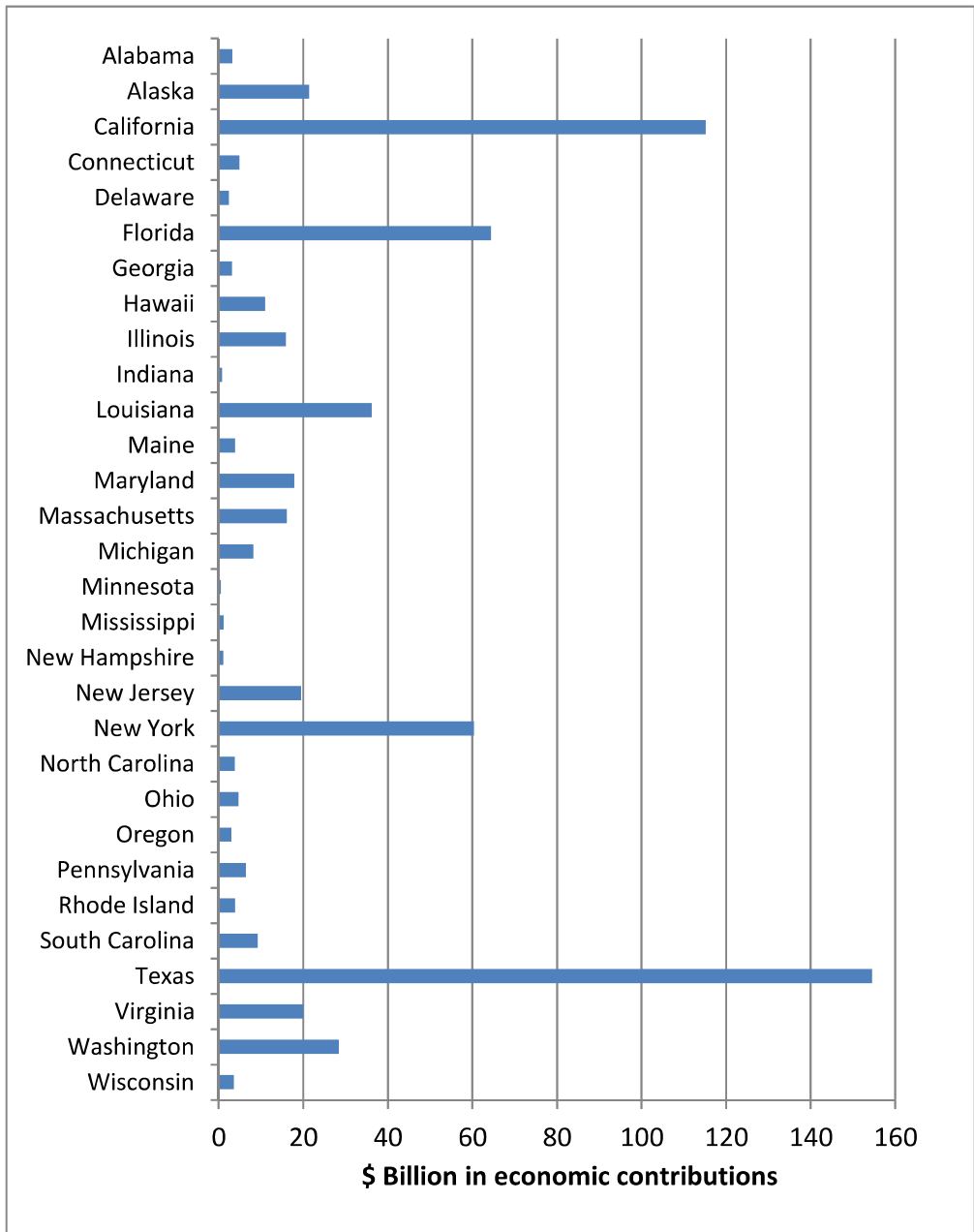


Figure 39. Ocean-related total employment contributions in U.S. coastal states in 2009

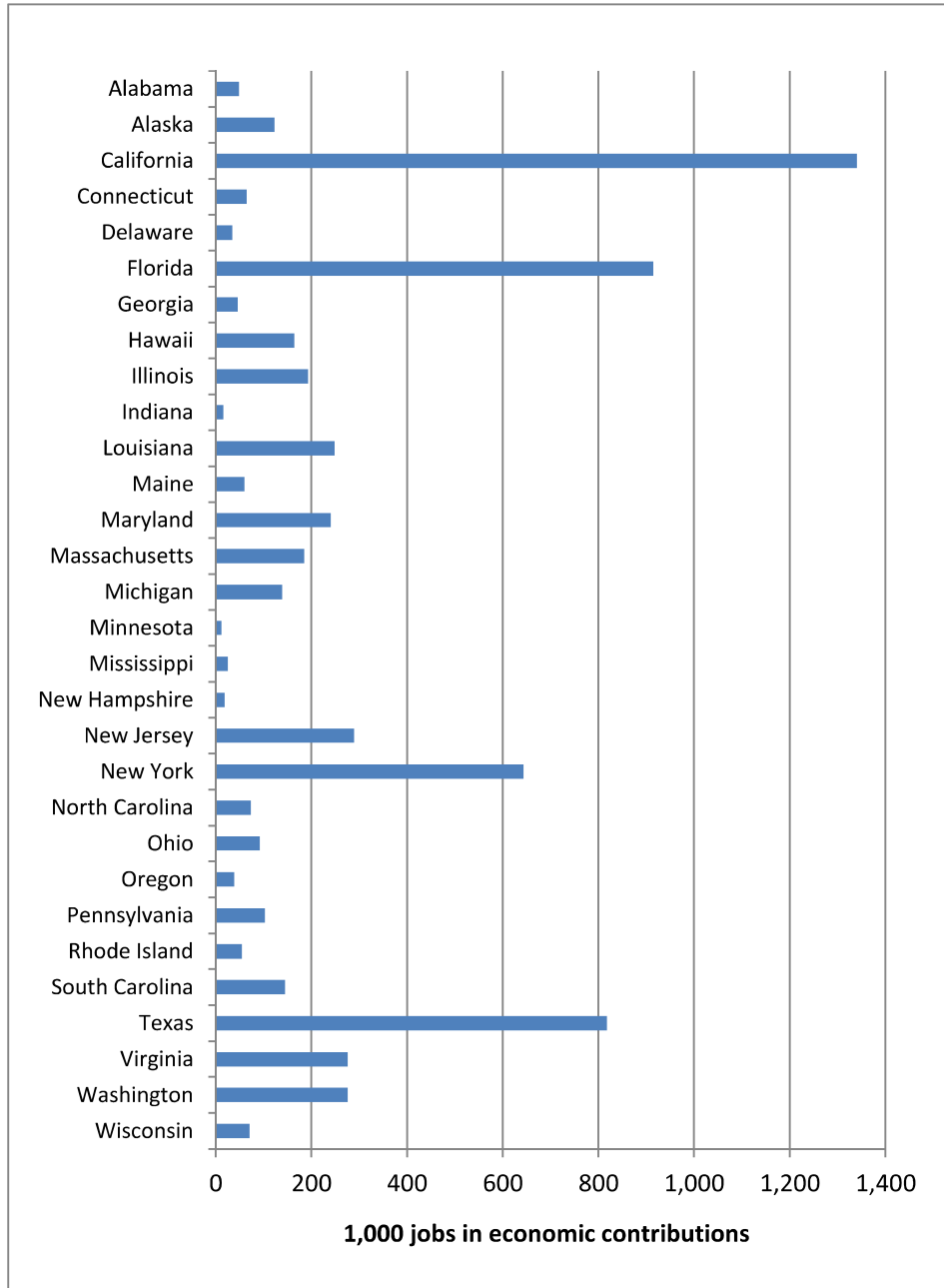


Table 6. Summary of total economic contributions of ocean-related industries in U.S. coastal regions in 2009

| Region | Employment (fulltime & part-time Jobs) | Wages (Million \$) | GDP (Million \$) |
|-----------------------|--|-----------------------|---------------------|
| Gulf of Mexico – West | 1,066,374 | 66,401 | 190,730 |
| Pacific – California | 1,340,131 | 54,062 | 115,149 |
| Atlantic – North | 948,173 | 47,667 | 86,294 |
| Atlantic – Middle | 935,141 | 35,791 | 65,943 |
| Atlantic South | 733,935 | 22,002 | 52,063 |
| Gulf of Mexico – East | 518,687 | 15,321 | 32,989 |
| Pacific - North West | 314,387 | 13,150 | 31,454 |
| Great Lakes – West | 387,216 | 13,549 | 26,105 |
| Pacific – Alaska | 123,177 | 5,120 | 21,378 |
| Great Lakes – East | 219,397 | 6,002 | 11,724 |
| Pacific – Hawaii | 164,200 | 5,205 | 10,973 |
| Grand Total | 6,750,818 | 284,271 | 644,803 |

Regions ranked in order of GDP contribution

Source: NOEP Ocean economy county data and *IMPLAN* regional multipliers.

Table 7. Summary of total economic contributions of ocean-related industries in U.S. coastal states in 2009

| State | Employment (fulltime and part-time Jobs) | Wages (Million \$) | GDP (Million \$) |
|--------------------|--|-----------------------|------------------|
| Alabama | 48,661 | 1,423 | 3,276 |
| Alaska | 123,177 | 5,120 | 21,378 |
| California | 1,340,131 | 54,062 | 115,149 |
| Connecticut | 64,562 | 2,279 | 4,879 |
| Delaware | 34,234 | 1,128 | 2,390 |
| Florida | 914,482 | 28,121 | 64,455 |
| Georgia | 45,948 | 1,644 | 3,133 |
| Hawaii | 164,200 | 5,205 | 10,973 |
| Illinois | 193,398 | 7,638 | 15,883 |
| Indiana | 15,648 | 402 | 815 |
| Louisiana | 248,818 | 10,979 | 36,187 |
| Maine | 59,745 | 1,821 | 3,900 |
| Maryland | 240,460 | 9,054 | 17,894 |
| Massachusetts | 184,900 | 11,074 | 16,133 |
| Michigan | 139,457 | 5,049 | 8,132 |
| Minnesota | 11,454 | 230 | 516 |
| Mississippi | 25,359 | 549 | 1,165 |
| New Hampshire | 18,299 | 2,009 | 1,092 |
| New Jersey | 289,275 | 10,829 | 19,501 |
| New York | 643,298 | 30,848 | 60,377 |
| North Carolina | 73,038 | 1,655 | 3,787 |
| Ohio | 92,059 | 2,386 | 4,662 |
| Oregon | 38,549 | 1,354 | 3,031 |
| Pennsylvania | 102,342 | 3,431 | 6,476 |
| Rhode Island | 54,475 | 1,672 | 3,872 |
| South Carolina | 145,135 | 3,931 | 9,236 |
| Texas | 817,556 | 55,423 | 154,543 |
| Virginia | 275,591 | 11,523 | 19,979 |
| Washington | 275,838 | 11,796 | 28,423 |
| Wisconsin | 70,730 | 1,636 | 3,566 |
| Grand Total | 6,750,818 | 284,271 | 644,803 |

Table 8. Top 50 U.S. counties by GDP ocean-related economy contribution in 2009

| Region | State | County | Employment (Jobs) | Wages (Million \$) | GDP (Million \$) |
|----------------------|----------------|----------------|----------------------|-----------------------|---------------------|
| Gulf of Mexico- West | Texas | Harris | 661,379 | 49,354 | 139,514 |
| Atlantic-North | New York | New York | 305,104 | 16,481 | 38,463 |
| Pacific-California | California | Los Angeles | 381,761 | 17,333 | 37,626 |
| Pacific-California | California | San Diego | 216,897 | 8,840 | 19,254 |
| Gulf of Mexico -West | Louisiana | Orleans | 60,809 | 3,001 | 15,281 |
| Great Lakes-West | Illinois | Cook | 178,672 | 7,052 | 14,744 |
| Pacific-California | California | Orange | 160,639 | 6,562 | 13,688 |
| Pacific-Alaska | Alaska | Anchorage | 40,786 | 2,029 | 12,233 |
| Pacific-California | California | San Francisco | 116,201 | 5,476 | 11,510 |
| Pacific-Northwest | Washington | King | 104,156 | 4,643 | 10,784 |
| Atlantic-South | Florida | Miami-Dade | 87,725 | 3,381 | 10,566 |
| Atlantic-North | New York | Suffolk | 83,592 | 3,932 | 7,095 |
| Gulf of Mexico-East | Florida | Pinellas | 89,976 | 2,844 | 6,147 |
| Atlantic-South | Florida | Broward | 81,328 | 2,730 | 6,066 |
| Pacific-California | California | Alameda | 79,249 | 2,699 | 6,061 |
| Pacific-Hawaii | Hawaii | Honolulu | 98,550 | 2,878 | 5,928 |
| Atlantic-South | Florida | Palm Beach | 73,624 | 2,472 | 5,572 |
| Pacific-Northwest | Washington | Kitsap | 36,288 | 2,071 | 5,456 |
| Atlantic-Middle | Pennsylvania | Philadelphia | 80,047 | 2,774 | 5,401 |
| Gulf of Mexico-West | Texas | Victoria | 24,293 | 1,709 | 5,111 |
| Atlantic-Middle | Maryland | Anne Arundel | 58,175 | 2,425 | 4,430 |
| Atlantic-North | Massachusetts | Middlesex | 34,981 | 2,420 | 4,352 |
| Gulf of Mexico-East | Florida | Hillsborough | 57,277 | 1,906 | 4,071 |
| Atlantic-South | Florida | Duval | 65,375 | 1,815 | 4,022 |
| Pacific-California | California | San Mateo | 53,585 | 1,950 | 3,983 |
| Atlantic-South | South Carolina | Charleston | 58,857 | 1,646 | 3,804 |
| Atlantic-Middle | Maryland | Baltimore City | 43,392 | 1,690 | 3,708 |
| Atlantic-Middle | New Jersey | Hudson | 55,829 | 1,835 | 3,647 |
| Pacific-California | California | Santa Barbara | 41,555 | 1,641 | 3,488 |
| Gulf of Mexico-West | Louisiana | Lafourche | 20,030 | 1,037 | 3,362 |
| Atlantic-Middle | Virginia | Norfolk | 27,039 | 1,406 | 3,323 |
| Atlantic-North | Massachusetts | Suffolk | 34,519 | 1,717 | 3,214 |
| Pacific-California | California | Santa Clara | 32,030 | 1,514 | 3,205 |
| Atlantic-Middle | Virginia | Virginia Beach | 54,029 | 1,751 | 3,203 |
| Atlantic-North | New York | Kings | 40,465 | 1,495 | 3,190 |
| Atlantic-South | South Carolina | Horry | 50,249 | 1,296 | 3,141 |
| Atlantic-Middle | Virginia | Portsmouth | 38,385 | 2,032 | 3,072 |
| Gulf of Mexico-West | Louisiana | St. Mary | 16,202 | 1,035 | 2,877 |
| Gulf of Mexico-West | Texas | Nueces | 40,603 | 1,297 | 2,864 |
| Gulf of Mexico-West | Louisiana | Terrebonne | 44,137 | 1,674 | 2,800 |
| Pacific-Hawaii | Hawaii | Maui | 32,451 | 1,218 | 2,640 |
| Gulf of Mexico-West | Louisiana | Plaquemines | 9,277 | 428 | 2,573 |
| Atlantic-Middle | New Jersey | Middlesex | 43,106 | 1,408 | 2,550 |
| Pacific-California | California | Monterey | 30,809 | 1,225 | 2,539 |
| Gulf of Mexico-East | Alabama | Mobile | 32,662 | 1,035 | 2,495 |
| Pacific-Northwest | Washington | Skagit | 19,939 | 948 | 2,459 |
| Atlantic-North | New York | Nassau | 33,316 | 1,314 | 2,415 |
| Atlantic-North | Connecticut | Fairfield | 25,780 | 1,071 | 2,399 |
| Gulf of Mexico-West | Louisiana | Vermilion | 7,614 | 346 | 2,344 |
| Gulf of Mexico-East | Florida | Lee | 35,237 | 1,040 | 2,297 |

Note that Florida, New York, and Michigan have counties in two different coastal regions.

Trends and Forecast of Ocean Sector Gross Domestic Product

Statistical forecasts of future ocean-related economic activity in 2020 were estimated using ordinary least squares regression on historical county-level GDP data for the six ocean sectors available from the NOEP for 1997 to 2009, as described in the Methods section. There were 444 coastal counties in the NOEP dataset, with six sectors per county, giving a possible total of 2,658 forecasting regressions. Additional regressions were run on the sum of the sector values for each county, and likewise, on the sum of county values for each state, and state values for each region, which added another 485 regressions, or 3,143 in total. To perform the simplest linear OLS regression, a minimum of three observations is required. Numerous county-sector data series were partially or entirely suppressed and this left 1,666 potential data series to evaluate. Results are shown for regressions with non-zero slope coefficients, which were statistically significant at the probability (p-value) level of 0.05 or less. This left approximately one-fourth of the county-sector combinations. Summaries of these results are provided in Tables 9 through 13. The complete forecast results for all individual economic sectors and counties are provided in Appendix Table A4.

The number or count of county-sector combinations within each state and region that had statistically significant slope coefficients, either positive or negative, for the regressions of GDP over time are shown in Table 9, arranged by sectors in columns and by geographic area in rows. The numbers in the table cells represent the number of county-sectors that had significant positive or negative regression slope coefficients. Positive slope coefficients indicate an upward trend in sector activity over time, while negative coefficients indicate a downward trend over time. The numbers in the “net” columns in Table 9 represent the number of positive coefficients minus the number of negative coefficients. For example, the state of New York in the Atlantic–North region, for the Living Resources sector, there was one county that had a significant positive slope coefficient, and four counties that had significant negative slope coefficients, so the net difference in this case was minus three (-3). Using the net values allows one to see how individual sectors are changing across states and regions, or how states and regions are doing across sectors.

Numbers shown in the regional rows in Table 9 are the sum of the individual state numbers in that region, and the grand total row at the bottom equals the sum of all state counts for each sector. For the Living Resources sector, there were 12 significant county-sector regressions for all geographic units that trended significantly upward, while 60 county-sector regressions trended downward, resulting in a net of minus 48 county-sectors. For the Tourism and Recreation sector, there were 155 positive coefficients and 41 negative coefficients, giving a net of +114 county-sectors. Totals in the far right column of Table 9 sum the values across economic sectors for each region and state. For example, one can see that Maryland had 19 positive and 7 negative county-sector coefficients. States with the largest number of positive net change predictions

included Massachusetts, Maryland, Florida (Gulf coast), Texas, California, and Washington. States with the largest negative net predictions included Pennsylvania, Florida (Atlantic coast), Alaska, and Michigan.

Counts of significant regressions that predict increases or decreases in ocean-related county sectors between 2009 and 2020 in excess of 50 percent are presented in Table 10. Over 70 percent of the statistically significant regressions generated predictions of this magnitude, with a slight majority (52%) of these larger predictions being negative. Again, the sectors with the most negative net predictions were Living Resources and Transportation, while Tourism and Recreation, and Minerals had the most positive predicted changes of 50 percent or more. States with larger positive net predictions included Massachusetts, Maryland, the Gulf side of Florida, and Louisiana, while states with larger negative predictions included New Jersey, Virginia, the Atlantic side of Florida, Alaska, and the east side of Michigan.

The top 50 coastal county-sectors with the highest positive predicted percentage changes between 2009 and 2020 are shown in Table 11. The top five county-sectors are Chowan, North Carolina-Ship and Boat Building (500%), Cecil, Maryland-Transportation (263%), Mendocino, California-Transportation (243%), Dare, North Carolina-Ship and Boat Building (232%) and, Saginaw, Michigan-Tourism and Recreation (202%). It should be noted that these five county-sector changes are much smaller in absolute terms than other county-sectors with smaller percentage changes, such as Anchorage, Alaska, Orleans, Louisiana, and Harris, Texas (Table 11).

In Table 12, the 50 county-sectors with the largest predicted negative percent changes in GDP by 2020 are listed. These top 50 negative percentage changes all resulted in negative predicted values for 2020. In order to identify counties where waterfront communities may be threatened, these negative predicted values were used to rank county-sectors in terms of negative percentage change; however, in Tables 13 and A4, negative predictions were truncated at zero. The five county-sectors forecast to experience the largest negative change in GDP by 2020 include Living Resources in Arlington, Virginia, Ship and Boat Building in San Patricio, Texas, Living Resources in Northumberland, Virginia, Transportation in Aleutians West, Alaska, and Marine Construction in Cheboygan, Michigan (Table 12). It should be noted that all of the 50 county-sectors with the largest negative predicted changes were relatively small in absolute terms (less than \$25 million) in 2009 and are predicted to disappear by the year 2020.

Trends and forecasts of ocean economic activity for regions and states using aggregated county level time series are shown in Table 13. Forecasts are shown only for regressions that were statistically significant (P-values of 0.05 or less). About half of the regressions produced statistically significant slope coefficients. The largest predicted positive significant changes in percentage terms are shown to occur for Alaska, Texas, and Florida (Atlantic and Gulf coasts). The sole negative predicted change at the state level occurs in Hawaii.

These results do not correlate well with county-sector level regressions; it is suspected that these results may not be reliable due to suppressed data at the county level.

Table 9. Summary of county level ocean-related sector GDP change predictions, positive or negative, 2009-20, by U.S. coastal region and state

| Region - State | Construction | | | Living Resources | | | Minerals | | | Ship & Boat Building | | | Tourism & Recreation | | | Transportation | | | Total All Sectors | | |
|------------------------------|--------------|-----------|-----------|------------------|------------|------------|-----------|-----------|----------|----------------------|-----------|------------|----------------------|------------|-----------|----------------|-----------|------------|-------------------|-----------|-----------|
| | Pos. | Neg. | Net | Pos. | Neg. | Net | Pos. | Neg. | Net | Pos. | Neg. | Net | Pos. | Neg. | Net | Pos. | Neg. | Net | Pos. | Neg. | Net |
| Atlantic – North | 4 | 3 | 1 | 6 | 8 | -2 | 3 | -3 | 1 | 4 | -3 | 22 | 2 | 20 | 4 | 3 | 1 | 37 | 23 | 14 | |
| Connecticut | | | | 1 | -1 | | | | | | | 1 | | | 1 | -1 | | 1 | 2 | -1 | |
| Maine | | | | 2 | -2 | | | | 4 | -4 | | 5 | | | 5 | | | 6 | 6 | 0 | |
| Massachusetts | 1 | 1 | 0 | 4 | | 4 | | | | | | 6 | | | 6 | | | 12 | 1 | 11 | |
| New Hampshire | | | | | | | | | | | | | | | 1 | | | 1 | 1 | 1 | |
| New York | 3 | 2 | 1 | 1 | 4 | -3 | 3 | -3 | 1 | 1 | 1 | 6 | 2 | 4 | 1 | 2 | -1 | 12 | 13 | -1 | |
| Rhode Island | | | | 1 | 1 | 0 | | | | | 4 | | | 4 | | | | 5 | 1 | 4 | |
| Atlantic - Middle | 4 | 5 | -1 | 15 | -15 | | 1 | -1 | 2 | -2 | | 38 | 1 | 37 | 11 | 12 | -1 | 53 | 36 | 17 | |
| Delaware | | | | | | | | | | | | 3 | | 3 | 1 | | | 4 | | 4 | |
| Maryland | 3 | | 3 | 4 | 4 | -4 | | | | | | 11 | | 11 | 5 | 3 | 2 | 19 | 7 | 12 | |
| New Jersey | 1 | 2 | -1 | 4 | 4 | -4 | | | 1 | -1 | | 7 | 1 | 6 | 3 | 3 | 0 | 11 | 11 | 0 | |
| Pennsylvania | 1 | -1 | -1 | 2 | -2 | | 1 | -1 | | | | 1 | | 1 | 2 | 1 | 1 | 3 | 5 | -2 | |
| Virginia | 2 | -2 | -2 | 5 | -5 | | | | 1 | -1 | | 16 | | 16 | 5 | -5 | | 16 | 13 | 3 | |
| Atlantic – South | 7 | 2 | 5 | 11 | -11 | | 2 | -2 | 3 | 3 | | 17 | 2 | 15 | 4 | 7 | -3 | 31 | 24 | 7 | |
| Florida | 3 | 3 | -1 | 4 | -4 | | 2 | -2 | 2 | 1 | 1 | 2 | | 2 | 2 | 3 | -1 | 7 | 9 | -2 | |
| Georgia | | | | | | | | | | | | 3 | 1 | 2 | 1 | | | 4 | 2 | 2 | |
| North Carolina | 3 | | 3 | 5 | -5 | | | | 2 | 2 | | 7 | 1 | 6 | | 2 | -2 | 12 | 8 | 4 | |
| South Carolina | 1 | 1 | 0 | 2 | -2 | | | | 1 | 1 | | 5 | | 5 | 1 | 2 | -1 | 8 | 5 | 3 | |
| Gulf of Mexico - East | 2 | 4 | -2 | 1 | 4 | -3 | 3 | 1 | 3 | 1 | 2 | 12 | 1 | 11 | 3 | 4 | -1 | 21 | 14 | 7 | |
| Alabama | 1 | -1 | -1 | 1 | -1 | | 1 | -1 | 1 | 1 | | 1 | | 1 | 0 | | | 2 | 3 | -1 | |
| Florida | 2 | 3 | -1 | 1 | 3 | -2 | | | 2 | 1 | 1 | 9 | | 9 | 3 | 2 | 1 | 17 | 9 | 8 | |
| Mississippi | | | | | | | | | | | | 2 | | 2 | 2 | 2 | -2 | 2 | 2 | 0 | |
| Gulf of Mexico - West | 7 | 7 | 7 | 3 | -3 | | 8 | 1 | 7 | 2 | 3 | 8 | 0 | 8 | 0 | 6 | 1 | 5 | 31 | 16 | 15 |
| Louisiana | 3 | 3 | | 1 | -1 | | 4 | 1 | 3 | 1 | -1 | 3 | 3 | 0 | 2 | 1 | 1 | 13 | 8 | 5 | |
| Texas | 4 | 4 | | 2 | -2 | | 4 | 4 | 1 | 1 | 0 | 5 | 5 | 0 | 4 | | 4 | 18 | 8 | 10 | |
| Pacific – Hawaii | 1 | 1 | 1 | 1 | 2 | -1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 2 | 2 | |
| Pacific - California | 7 | 3 | 4 | 6 | -6 | | 1 | 2 | 2 | 2 | 3 | 10 | 4 | 6 | 1 | 8 | 0 | 30 | 19 | 11 | |
| Pacific - Northwest | 3 | 1 | 2 | 3 | 7 | -4 | 2 | 2 | 3 | 3 | | 4 | 1 | 3 | 1 | 1 | -1 | 22 | 13 | 9 | |
| Oregon | 2 | 2 | | 1 | 4 | -3 | | | | | | 4 | 1 | 3 | 1 | 1 | -1 | 7 | 6 | 1 | |
| Washington | 1 | 1 | 0 | 2 | 3 | -1 | 2 | 2 | 3 | 3 | | 6 | 3 | 3 | 1 | 1 | 1 | 15 | 7 | 8 | |
| Pacific – Alaska | 1 | 1 | 1 | 2 | -1 | | 2 | 2 | 2 | 2 | | 5 | 8 | -3 | 3 | -3 | 9 | 13 | -4 | -4 | |
| Great Lakes - East | 4 | -4 | -4 | 2 | -2 | | 2 | 2 | 2 | 2 | | 10 | 2 | 8 | 7 | 4 | 3 | 19 | 12 | 7 | |
| Michigan | 1 | -1 | -1 | 1 | -1 | | | | | | | 1 | 1 | 1 | 1 | 2 | -1 | 2 | 4 | -2 | |
| New York | 2 | -2 | -2 | | | | 1 | 1 | 1 | 1 | | 4 | 1 | 3 | 3 | 1 | 2 | 8 | 4 | 4 | |
| Ohio | 1 | -1 | -1 | 1 | -1 | | | | | | | 5 | 5 | 2 | 1 | 1 | 1 | 7 | 3 | 4 | |
| Pennsylvania | | | | | | | 1 | 1 | 1 | 1 | | 1 | -1 | -1 | 1 | 1 | 1 | 2 | 1 | 1 | |
| Great Lakes - West | 1 | 2 | -1 | 2 | 1 | | 1 | 1 | 1 | 1 | | 20 | 13 | 7 | 2 | 5 | -3 | 25 | 21 | 4 | |
| Indiana | 1 | -1 | -1 | 1 | 1 | 0 | 1 | 1 | 0 | | | 1 | 1 | 1 | 1 | 1 | -1 | 2 | 3 | -1 | |
| Illinois | | | | | | | | | | | | 1 | 1 | 1 | 1 | 2 | -2 | 1 | 2 | -1 | |
| Michigan | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | | 10 | 10 | 0 | 2 | 1 | 1 | 14 | 11 | 3 | |
| Minnesota | | | | | | | | | | | | 2 | 2 | 2 | 1 | -1 | | 2 | 1 | 1 | |
| Wisconsin | | | | | | | | | | | | 6 | 3 | 3 | | | | 6 | 4 | 2 | |
| Total All Regions | 37 | 24 | 13 | 12 | 60 | -48 | 17 | 10 | 7 | 15 | 10 | 155 | 41 | 114 | 46 | 48 | -2 | 282 | 193 | 89 | |

Table 10. Summary of county level ocean-related sector GDP change predictions exceeding 50 percent, positive or negative, 2009-20, by U.S. coastal region and state

| Region, State | Construction | | Living Resources | | Minerals | | Ship & Boat Bldg. | | Tourism & Rec. | | Transportation | | Total All Sectors | | | | | |
|------------------------------|--------------|------|------------------|------|----------|------|-------------------|------|----------------|------|----------------|------|-------------------|------|-----|-----|-----|-----|
| | Pos. | Neg. | Pos. | Neg. | Pos. | Neg. | Pos. | Neg. | Pos. | Neg. | Pos. | Neg. | Pos. | Neg. | | | | |
| Atlantic – North | 3 | 2 | 1 | 5 | 8 | -3 | 1 | 4 | -3 | 12 | 2 | 10 | 4 | 3 | 1 | 25 | 22 | 3 |
| Connecticut | | | | 1 | 1 | -1 | | | | | | | | 1 | -1 | 2 | 2 | -2 |
| Maine | | | | 2 | 2 | -2 | | 4 | -4 | 2 | 2 | 2 | 1 | 1 | 1 | 3 | 6 | -3 |
| Massachusetts | 1 | 1 | 0 | 3 | 3 | 3 | | | | 3 | 3 | 3 | 1 | 1 | 1 | 8 | 1 | 7 |
| New Hampshire | | | | | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 |
| New York | 2 | 1 | 1 | 1 | 4 | -3 | 1 | 1 | 1 | 4 | 2 | 2 | 1 | 2 | -1 | 9 | 12 | -3 |
| Rhode Island | | | | 1 | 1 | 0 | | | | 3 | 3 | 3 | | | | 4 | 1 | 3 |
| Atlantic – Middle | 2 | 5 | -3 | 14 | 14 | -14 | 2 | -2 | 20 | 1 | 19 | 8 | 11 | 8 | -3 | 30 | 34 | -4 |
| Delaware | | | | | | | | | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | 3 |
| Maryland | 1 | 1 | 1 | 3 | 3 | -3 | | | 7 | 7 | 7 | 4 | 3 | 1 | 12 | 6 | 6 | 6 |
| New Jersey | 1 | 2 | -1 | 4 | 4 | -4 | 1 | -1 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 6 | 10 | -4 |
| Pennsylvania | 1 | 1 | -1 | 2 | 2 | -2 | 1 | -1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 5 | -3 |
| Virginia | 2 | 2 | -2 | 5 | 5 | -5 | 1 | -1 | 7 | 7 | 7 | 5 | 5 | -5 | 7 | 13 | 6 | -6 |
| Atlantic – South | 5 | 2 | 3 | 11 | 11 | -11 | 3 | 3 | 6 | 2 | 4 | 1 | 6 | 5 | -5 | 15 | 23 | -8 |
| Florida | 2 | 2 | 2 | 4 | 4 | -4 | 2 | -2 | 1 | 1 | 1 | 2 | 2 | -2 | 3 | 8 | 5 | -5 |
| Georgia | | 1 | -1 | | | | | | 1 | 1 | 0 | 0 | | | | 1 | 2 | -1 |
| North Carolina | 2 | 2 | 2 | 5 | 5 | -5 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | -2 | 6 | 8 | -2 |
| South Carolina | 1 | 1 | 0 | 2 | 2 | -2 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | -1 | 5 | 5 | 0 |
| Gulf of Mexico – East | 1 | 3 | -2 | 1 | 4 | -3 | 2 | 1 | 8 | 8 | 8 | 3 | 4 | 3 | -1 | 15 | 12 | 3 |
| Alabama | 1 | 1 | -1 | 1 | 1 | -1 | | | | | | | | | | 2 | 2 | -2 |
| Florida | 1 | 2 | -1 | 1 | 3 | -2 | 2 | 1 | 7 | 7 | 7 | 3 | 2 | 2 | 1 | 14 | 8 | 6 |
| Mississippi | | | | | | | | | 1 | 1 | 1 | 1 | 2 | 2 | -1 | 2 | 1 | -1 |
| Gulf of Mexico – West | 4 | 4 | 4 | 3 | 3 | -3 | 8 | 1 | 7 | 3 | 8 | 5 | 4 | 1 | 3 | 20 | 16 | 4 |
| Louisiana | 3 | 3 | 3 | 1 | 1 | -1 | 4 | 1 | 3 | 3 | 3 | 0 | 1 | 1 | 0 | 12 | 8 | 4 |
| Texas | 1 | 1 | 1 | 2 | 2 | -2 | 4 | 4 | 1 | 5 | 5 | -5 | 3 | 3 | 3 | 8 | 8 | 0 |
| Pacific – Hawaii | | | | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| Pacific – California | 5 | 3 | 2 | 6 | 6 | -6 | 1 | 1 | 4 | 4 | 4 | 5 | 6 | -1 | 16 | 17 | -1 | -1 |
| Pacific – Northwest | 3 | 1 | 2 | 3 | 6 | -3 | 2 | 2 | 1 | 3 | -2 | 1 | 1 | 0 | 10 | 11 | -1 | -1 |
| Oregon | 2 | 2 | 2 | 1 | 4 | -3 | | | | | | 1 | 1 | -1 | 3 | 5 | -2 | -2 |
| Washington | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 1 | 3 | -2 | 1 | 1 | 1 | 7 | 6 | 1 | 1 |
| Pacific – Alaska | 1 | 1 | 1 | 1 | 2 | -1 | 2 | 2 | 4 | 8 | -4 | 3 | 3 | 3 | 8 | 13 | -5 | -5 |
| Great Lakes – East | 4 | 4 | -4 | 2 | 2 | -2 | 2 | 2 | 4 | 4 | 2 | 2 | 4 | 3 | 1 | 10 | 11 | -1 |
| Michigan | 1 | 1 | -1 | 1 | 1 | -1 | | | | | | | 2 | -2 | 4 | 4 | -4 | -4 |
| New York | 2 | 2 | -2 | 1 | 1 | -1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 4 | 4 | 0 |
| Ohio | 1 | 1 | -1 | 1 | 1 | -1 | | | | | | | 2 | 2 | 4 | 2 | 2 | 2 |
| Pennsylvania | | | | | | | | | 1 | 1 | -1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| Great Lakes – West | 1 | 1 | -1 | 2 | 2 | 1 | 1 | 1 | 7 | 8 | -1 | 2 | 4 | -2 | 11 | 14 | -3 | -3 |
| Indiana | | | | | | | | | | | | | | | | 2 | 2 | -2 |
| Illinois | 1 | 1 | -1 | 1 | 1 | 0 | 1 | 1 | 3 | 7 | -4 | 2 | 1 | 1 | 1 | 2 | 2 | -1 |
| Michigan | | | | | | | | | | | | | | | | 6 | 8 | -2 |
| Minnesota | | | | | | | | | | | | | | | | 1 | 1 | 0 |
| Wisconsin | | | | | | | | | | | | | | | | 3 | 1 | 2 |
| Total All Regions | 24 | 21 | 3 | 11 | 57 | -46 | 7 | 10 | -1 | 69 | 34 | 35 | 32 | 42 | -10 | 162 | 174 | -12 |

Table 11. Top 50 U.S. county ocean-related sectors with greatest positive percentage GDP change predicted in 2020

| Region | State | County | Sector | Average Annual Change 1990-2009 (Million \$) | P value | Actual 2009 Value (Million \$) | Predicted Value 2020 (Million \$) | 2009-20 change (%) |
|-----------------------|----------------|------------------|----------------------|--|---------|--------------------------------|-----------------------------------|--------------------|
| Atlantic – South | North Carolina | Chowan | Ship & Boat Building | 2.3 | 0.02 | 9 | 52 | 500% |
| Atlantic – Middle | Maryland | Cecil | Transportation | 10.9 | 0.00 | 46 | 167 | 263% |
| Pacific – California | California | Mendocino | Transportation | 0.8 | 0.00 | 6 | 22 | 243% |
| Atlantic – South | North Carolina | Dare | Ship & Boat Building | 4.1 | 0.00 | 27 | 89 | 232% |
| Great Lakes – West | Michigan | Saginaw | Tourism & Recreation | 27.5 | 0.00 | 168 | 507 | 202% |
| Pacific – Alaska | Alaska | Kenai Peninsula | Minerals | 68.4 | 0.03 | 504 | 1,510 | 200% |
| Atlantic – Middle | New Jersey | Salem | Transportation | 10.3 | 0.05 | 57 | 171 | 199% |
| Great Lakes – East | New York | Chautauqua | Minerals | 4.2 | 0.00 | 33 | 98 | 196% |
| Gulf of Mexico - West | Texas | Nueces | Minerals | 83.2 | 0.00 | 715 | 2,041 | 186% |
| Atlantic – South | South Carolina | Charleston | Ship & Boat Building | 16.6 | 0.03 | 116 | 329 | 183% |
| Pacific – Alaska | Alaska | Anchorage | Minerals | 560.1 | 0.00 | 4,626 | 12,828 | 177% |
| Pacific – Northwest | Washington | Mason | Living Resources | 2.3 | 0.00 | 20 | 54 | 172% |
| Pacific – Northwest | Washington | Snohomish | Minerals | 7.1 | 0.03 | 43 | 117 | 169% |
| Great Lakes – West | Michigan | Muskegon | Transportation | 1.4 | 0.00 | 14 | 37 | 164% |
| Atlantic – Middle | Maryland | Prince George's | Transportation | 60.7 | 0.03 | 405 | 1,061 | 162% |
| Atlantic – North | Massachusetts | Suffolk | Living Resources | 5.4 | 0.02 | 37 | 97 | 159% |
| Atlantic – North | New York | Kings | Ship & Boat Building | 0.5 | 0.03 | 4 | 11 | 159% |
| Atlantic – North | Connecticut | Middlesex | Transportation | 1.3 | 0.02 | 10 | 24 | 156% |
| Atlantic – North | Massachusetts | Norfolk | Living Resources | 1.1 | 0.01 | 9 | 21 | 145% |
| Gulf of Mexico - East | Florida | Monroe | Living Resources | 0.9 | 0.00 | 9 | 22 | 144% |
| Atlantic – South | Florida | Clay | Construction | 2.9 | 0.01 | 27 | 66 | 143% |
| Atlantic – South | North Carolina | New Hanover | Construction | 1.3 | 0.02 | 18 | 44 | 143% |
| Gulf of Mexico - East | Florida | Walton | Tourism & Recreation | 24.1 | 0.04 | 185 | 448 | 143% |
| Pacific – Northwest | Oregon | Douglas | Construction | 0.9 | 0.03 | 7 | 16 | 142% |
| Pacific – Northwest | Oregon | Washington | Construction | 1.6 | 0.01 | 19 | 46 | 141% |
| Great Lakes – West | Michigan | Arenac | Minerals | 0.5 | 0.02 | 4 | 9 | 141% |
| Gulf of Mexico - East | Florida | Bay | Ship & Boat Building | 11.9 | 0.00 | 97 | 233 | 139% |
| Gulf of Mexico - West | Texas | Refugio | Minerals | 5.5 | 0.00 | 55 | 130 | 137% |
| Pacific – Northwest | Washington | King | Minerals | 2.9 | 0.00 | 23 | 53 | 135% |
| Atlantic – Middle | New Jersey | Somerset | Construction | 1.7 | 0.02 | 14 | 32 | 134% |
| Gulf of Mexico - West | Louisiana | Orleans | Minerals | 489.1 | 0.01 | 5,467 | 12,749 | 133% |
| Pacific – California | California | Santa Clara | Minerals | 4.5 | 0.05 | 37 | 86 | 132% |
| Atlantic – North | Maine | Hancock | Transportation | 0.3 | 0.01 | 2 | 5 | 131% |
| Gulf of Mexico - East | Florida | Collier | Tourism & Recreation | 66.4 | 0.00 | 602 | 1,375 | 129% |
| Atlantic – North | Rhode Island | Washington | Living Resources | 4.2 | 0.00 | 44 | 99 | 126% |
| Gulf of Mexico - West | Louisiana | Lafourche | Minerals | 78.3 | 0.00 | 791 | 1,770 | 124% |
| Atlantic – South | North Carolina | Beaufort | Construction | 0.1 | 0.02 | 1 | 2 | 123% |
| Great Lakes – East | Pennsylvania | Erie | Minerals | 1.5 | 0.01 | 14 | 32 | 123% |
| Great Lakes – East | Pennsylvania | Erie | Transportation | 1.4 | 0.00 | 15 | 32 | 123% |
| Atlantic – Middle | Maryland | Dorchester | Tourism & Recreation | 4.8 | 0.00 | 51 | 112 | 121% |
| Pacific – California | California | San Joaquin | Construction | 0.5 | 0.04 | 9 | 21 | 120% |
| Atlantic – North | Massachusetts | Barnstable | Living Resources | 0.9 | 0.00 | 11 | 23 | 119% |
| Pacific – Hawaii | Hawaii | Hawaii | Living Resources | 0.5 | 0.00 | 6 | 13 | 118% |
| Pacific – Northwest | Washington | Snohomish | Transportation | 1.5 | 0.00 | 18 | 39 | 118% |
| Pacific – Alaska | Alaska | Lake & Peninsula | Tourism & Recreation | 0.3 | 0.04 | 3 | 7 | 117% |
| Gulf of Mexico - West | Louisiana | Terrebonne | Tourism & Recreation | 10.9 | 0.00 | 105 | 228 | 117% |
| Atlantic – Middle | Maryland | Worcester | Tourism & Recreation | 30.0 | 0.00 | 299 | 646 | 116% |
| Pacific – Northwest | Oregon | Douglas | Ship & Boat Building | 3.8 | 0.01 | 37 | 79 | 115% |
| Gulf of Mexico - West | Texas | Harris | Minerals | 4,962.0 | 0.00 | 58,820 | 126,208 | 115% |
| Atlantic – South | Florida | Duval | Tourism & Recreation | 26.6 | 0.01 | 283 | 605 | 114% |

Table 12. Top 50 U.S. county ocean-related sectors with greatest negative percentage GDP change predicted in 2020

| Region | State | County | Sector | Average Annual Change 1990-2009 (Million \$) | P value | Actual or Predicted Value in 2009 (Million \$) | Predicted Value in 2020 (Million \$) | 2009-20 change (%) |
|-----------------------|----------------|-------------------|-------------------|--|---------|--|--------------------------------------|--------------------|
| Atlantic – Middle | Virginia | Arlington | Living Resources | -1.0 | 0.04 | 0.01 | -11.02 | -132183% |
| Gulf of Mexico - West | Texas | San Patricio | Ship & Boat Bldg. | -6.7 | 0.04 | 0.50 | -86.89 | -17640% |
| Atlantic – Middle | Virginia | Northumberland | Living Resources | -3.7 | 0.00 | 0.40 | -44.88 | -11223% |
| Pacific – Alaska | Alaska | Aleutians West | Transportation | -3.0 | 0.02 | 0.37 | -31.04 | -8564% |
| Great Lakes - West | Michigan | Cheboygan | Construction | -1.7 | 0.05 | 0.24 | -18.86 | -7825% |
| Gulf of Mexico - West | Louisiana | St. Charles | Construction | -5.1 | 0.00 | 0.98 | -55.57 | -5743% |
| Atlantic – Middle | Virginia | Newport News City | Living Resources | -0.3 | 0.00 | 0.07 | -3.77 | -5200% |
| Atlantic – South | North Carolina | Brunswick | Living Resources | -3.6 | 0.01 | 0.84 | -41.19 | -5031% |
| Atlantic – South | Florida | Brevard | Minerals | -1.9 | 0.01 | 0.41 | -20.02 | -5010% |
| Gulf of Mexico - West | Louisiana | Orleans | Ship & Boat Bldg. | -10.2 | 0.00 | 3.53 | -110.54 | -3229% |
| Great Lakes – East | New York | Niagara | Construction | -1.2 | 0.04 | 0.44 | -13.31 | -3114% |
| Atlantic – Middle | Virginia | Fairfax | Transportation | -6.0 | 0.05 | 2.17 | -63.79 | -3034% |
| Atlantic – Middle | Pennsylvania | Philadelphia | Construction | -11.0 | 0.00 | 4.77 | -132.26 | -2875% |
| Gulf of Mex. - East | Mississippi | Harrison | Living Resources | -6.8 | 0.00 | 3.06 | -71.29 | -2433% |
| Atlantic – North | Maine | Knox | Living Resources | -2.5 | 0.02 | 1.16 | -23.55 | -2135% |
| Atlantic – Middle | Maryland | Dorchester | Living Resources | -6.7 | 0.00 | 3.29 | -65.85 | -2101% |
| Pacific – Alaska | Alaska | Dillingham | Tourism & Rec. | -0.3 | 0.00 | 0.18 | -3.54 | -2084% |
| Great Lakes – East | New York | Wayne | Construction | -0.2 | 0.00 | 0.13 | -2.36 | -1922% |
| Atlantic – Middle | New Jersey | Essex | Living Resources | -2.7 | 0.04 | 1.72 | -30.62 | -1876% |
| Atlantic – Middle | Virginia | Spotsylvania | Construction | -1.0 | 0.01 | 0.71 | -12.52 | -1867% |
| Atlantic – South | South Carolina | Georgetown | Transportation | -0.5 | 0.03 | 0.31 | -4.91 | -1676% |
| Atlantic – Middle | Virginia | Norfolk City | Living Resources | -1.6 | 0.00 | 1.21 | -18.56 | -1638% |
| Pacific – Alaska | Alaska | Bethel | Tourism & Rec. | -0.2 | 0.00 | 0.18 | -2.57 | -1490% |
| Atlantic – Middle | Virginia | Accomack | Living Resources | -7.9 | 0.00 | 5.44 | -73.46 | -1450% |
| Pacific - Northwest | Washington | Skagit | Living Resources | -2.6 | 0.00 | 1.29 | -15.98 | -1342% |
| Pacific – Alaska | Alaska | Aleutians West | Tourism & Rec. | -0.6 | 0.00 | 0.56 | -6.93 | -1340% |
| Gulf of Mexico - East | Florida | Pinellas | Living Resources | -4.2 | 0.00 | 4.56 | -49.58 | -1187% |
| Atlantic – South | Florida | Duval | Minerals | -1.7 | 0.00 | 1.57 | -16.55 | -1155% |
| Atlantic – South | North Carolina | Beaufort | Living Resources | -10.5 | 0.00 | 12.76 | -122.93 | -1063% |
| Great Lakes - West | Michigan | Ontonagon | Tourism & Rec. | -0.2 | 0.04 | 0.22 | -2.09 | -1047% |
| Gulf of Mexico - West | Texas | Cameron | Living Resources | -5.3 | 0.00 | 4.53 | -39.47 | -971% |
| Great Lakes - West | Illinois | Lake | Minerals | -0.1 | 0.02 | 0.14 | -1.20 | -929% |
| Gulf of Mexico - East | Florida | Bay | Transportation | -2.1 | 0.00 | 3.10 | -24.75 | -899% |
| Pacific – Alaska | Alaska | Haines | Tourism & Rec. | -1.8 | 0.00 | 2.45 | -18.88 | -871% |
| Gulf of Mexico - West | Texas | Brazoria | Tourism & Rec. | -7.7 | 0.00 | 9.57 | -73.15 | -865% |
| Atlantic – North | Massachusetts | Middlesex | Construction | -15.6 | 0.00 | 24.90 | -188.63 | -858% |
| Atlantic – South | Georgia | Glynn | Transportation | -1.5 | 0.02 | 1.95 | -14.58 | -849% |
| Atlantic – South | North Carolina | Dare | Living Resources | -1.6 | 0.00 | 2.15 | -16.04 | -848% |
| Atlantic – Middle | Virginia | Richmond City | Living Resources | -2.5 | 0.00 | 3.02 | -22.46 | -845% |
| Atlantic – South | Florida | Volusia | Transportation | -0.4 | 0.00 | 0.59 | -4.32 | -827% |
| Atlantic – South | North Carolina | Brunswick | Transportation | -1.9 | 0.02 | 2.62 | -18.97 | -825% |
| Atlantic – Middle | New Jersey | Passaic | Tourism & Rec. | -0.5 | 0.01 | 0.68 | -4.63 | -777% |
| Great Lakes – East | Ohio | Cuyahoga | Living Resources | -0.8 | 0.00 | 1.21 | -7.68 | -735% |
| Great Lakes - West | Minnesota | St. Louis | Transportation | -0.3 | 0.04 | 0.39 | -2.45 | -733% |
| Pacific – Alaska | Alaska | Kenai Peninsula | Transportation | -2.2 | 0.01 | 3.58 | -21.71 | -707% |
| Pacific – Alaska | Alaska | Kenai Peninsula | Living Resources | -6.2 | 0.00 | 12.31 | -74.44 | -705% |
| Great Lakes - West | Michigan | Benzie | Tourism & Rec. | -2.8 | 0.00 | 4.22 | -25.14 | -695% |
| Atlantic – South | Florida | Volusia | Living Resources | -0.4 | 0.01 | 0.58 | -3.15 | -643% |
| Pacific - Northwest | Oregon | Clatsop | Living Resources | -3.7 | 0.00 | 6.81 | -36.82 | -641% |
| Pacific – California | California | San Luis Obispo | Transportation | -0.4 | 0.01 | 0.52 | -2.75 | -624% |

Table 13. Forecast ocean-related GDP in 2020 for U.S. coastal regions and states

| Region – State | 2009 value (Million \$) | Avg. Value 1997-2009 (Million \$) | 1997 to 2009 change (%) | Coefficient of Deter- mination | Probability value (p) | Predicted value 2020 (Million \$) | Predicted value change 2009-20 (%) |
|------------------------------|----------------------------|---|-------------------------------|--------------------------------------|--------------------------|---|--|
| Atlantic – North | 25,585 | 21,751 | 41% | 0.52 | 0.01 | 37,009 | 45% |
| Connecticut | 1,496 | 1,822 | -18% | 0.07 | 0.39 | | |
| Maine | 1,534 | 1,704 | -4% | 0.03 | 0.60 | | |
| Massachusetts | 4,473 | 3,938 | 36% | 0.86 | 0.00 | 5,645 | 26% |
| New Hampshire | 334 | 351 | -8% | 0.06 | 0.43 | | |
| New York | 16,661 | 13,007 | 61% | 0.52 | 0.01 | 26,765 | 61% |
| Rhode Island | 1,087 | 929 | 53% | 0.14 | 0.21 | | |
| Atlantic – Middle | 13,887 | 11,768 | 34% | 0.57 | 0.00 | 19,903 | 43% |
| Delaware | 554 | 550 | 57% | 0.27 | 0.07 | | |
| Maryland | 3,372 | 2,247 | 95% | 0.74 | 0.00 | 5,319 | 58% |
| New Jersey | 4,724 | 4,510 | 4% | 0.10 | 0.29 | | |
| Pennsylvania | 1,522 | 1,182 | 101% | 0.84 | 0.00 | 2,616 | 72% |
| Virginia | 3,715 | 3,280 | 23% | 0.27 | 0.07 | | |
| Atlantic – South | 13,466 | 9,802 | 137% | 0.61 | 0.00 | 23,437 | 74% |
| Florida | 9,152 | 6,748 | 258% | 0.71 | 0.00 | 18,884 | 106% |
| Georgia | 800 | 675 | 24% | 0.01 | 0.81 | | |
| North Carolina | 1,001 | 920 | 5% | 0.02 | 0.64 | | |
| South Carolina | 2,514 | 1,978 | 65% | 0.88 | 0.00 | 3,530 | 40% |
| Gulf of Mexico – East | 9,577 | 5,792 | 265% | 0.65 | 0.00 | 16,742 | 75% |
| Alabama | 1,455 | 846 | 86% | 0.05 | 0.47 | | |
| Florida | 7,756 | 4,959 | 412% | 0.81 | 0.00 | 15,546 | 100% |
| Mississippi | 366 | 369 | 11% | 0.15 | 0.20 | | |
| Gulf of Mexico – West | 77,968 | 58,110 | 125% | 0.82 | 0.00 | 157,629 | 102% |
| Louisiana | 14,251 | 11,424 | 89% | 0.66 | 0.00 | 24,509 | 72% |
| Texas | 63,718 | 46,686 | 135% | 0.82 | 0.00 | 133,121 | 109% |
| Pacific – Hawaii | 4,991 | 3,630 | 6% | 0.32 | 0.05 | 0 | -100% |
| Hawaii | 4,991 | 3,630 | 6% | 0.32 | 0.05 | 0 | -100% |
| Pacific – California | 30,030 | 28,700 | 15% | 0.12 | 0.24 | | |
| California | 30,030 | 28,700 | 15% | 0.12 | 0.24 | | |
| Pacific – Northwest | 7,225 | 7,375 | -6% | 0.04 | 0.50 | | |
| Oregon | 449 | 442 | 3% | 0.22 | 0.11 | | |
| Washington | 6,776 | 7,511 | -7% | 0.17 | 0.19 | | |
| Pacific – Alaska | 7,164 | 6,176 | 113% | 0.83 | 0.00 | 16,160 | 126% |
| Alaska | 7,164 | 6,176 | 113% | 0.83 | 0.00 | 16,160 | 126% |
| Great Lakes – West | 7,288 | 6,818 | 23% | 0.87 | 0.00 | 9,342 | 28% |
| Illinois | 4,728 | 4,408 | 22% | 0.74 | 0.00 | 5,827 | 23% |
| Michigan | 1,222 | 1,151 | 28% | 0.72 | 0.00 | 1,670 | 37% |
| Minnesota | 152 | 94 | 93% | 0.51 | 0.01 | 191 | 25% |
| Wisconsin | 939 | 944 | 32% | 0.70 | 0.00 | 1,533 | 63% |
| Great Lakes – East | 3,266 | 3,437 | 2% | 0.24 | 0.09 | | |
| Michigan | 770 | 1,168 | -38% | 0.26 | 0.08 | | |
| New York | 1,118 | 931 | 55% | 0.92 | 0.00 | 1,549 | 39% |
| Ohio | 1,293 | 1,202 | 20% | 0.80 | 0.00 | 1,778 | 38% |
| Pennsylvania | 85 | 136 | -52% | 0.27 | 0.07 | | |
| Grand Total | 200,447 | 163,359 | 64% | 0.91 | 0.00 | 319,271 | 59% |

Note: negative predicted values were truncated at 0

Trends and Forecast of Port Shipping Activity

Tables 14 and 15 present information on marine port shipments by weight and value, respectively, between 1997 and 2010, along with percent change statistics and a forecast for 2020. The total tonnage of marine port shipments for all waterfront counties in the United States was about 1.16 billion tons in 1997 and almost 1.51 billion tons in 2010, a 30 percent increase. The forecast for 2020, based on linear extrapolation, puts the weight of marine port shipments over 1.89 billion tons (Table 14). The total value of marine port shipments in all waterfront counties in the United States was about \$906 billion in 1997, and just over \$1,551 billion in 2010, a 71 percent increase (all values are reported in 2010 dollars). The forecast for 2020 puts the total value of marine port shipments at nearly \$2,216 billion for that year, again, in 2010 dollars (Table 15).

Among regions in the United States in 2010, the Gulf of Mexico-West had the highest weight of shipments at 645 million tons, followed by Pacific-California at 216 M Tons, Atlantic-Middle (228 M Tons), Atlantic-South (117 M Tons), Pacific-Northwest (103 M Tons), and Atlantic-North (71 M Tons). The Pacific-California region also had the highest marine port shipments value of \$461 billion in 2010, followed by Gulf of Mexico-West (\$368 billion), Atlantic-Middle (\$302 billion), Atlantic-South (\$239 billion), Pacific-Northwest (\$109 billion), and Atlantic-North (\$106 billion).

Among individual states in 2010, Texas had the highest marine port shipments by weight at 374 million tons, followed by Louisiana (271 M Tons), California (216 M Tons), Washington (82 M Tons), New Jersey (67 M Tons), Virginia (67 M Tons), Pennsylvania (54.4 M Tons), Georgia (50 M Tons), Florida (37 M Tons), New York (35 M Tons), and Maryland (35 M Tons). Comparing the values of marine port shipments across states in 2010, California had the highest value of \$461 billion, followed by Texas (\$250 billion), New Jersey (\$126 billion), Louisiana (\$118 billion), Washington (\$96 billion), Virginia (\$88 billion), Georgia (\$88 billion), New York (\$83 billion), Florida (\$80 billion), and South Carolina (\$61 billion).

Individual counties with more than 30 million tons in marine port shipments in 2010 included Harris County in Texas (172 M Tons), Los Angeles County, California (158 M Tons), Orleans County, Louisiana (99 M Tons), Jefferson County, Texas (72 M Tons), St. James Parish, Louisiana (64 M Tons), Essex County, New Jersey (59 M Tons), Nueces, Texas (54 M Tons), Chatham County, Georgia (48 M Tons), Newport News (City), Virginia (47 M Tons), Galveston County, Texas (48 M Tons), Philadelphia County, Pennsylvania (42 M Tons), Baltimore City, Maryland (34 M Tons), Calcasieu Parish, Louisiana (34 M Tons), and New York County in New York (34 M Tons). Individual counties with more than \$30 billion of marine port shipments value in 2010 included Los Angeles County, California (\$381 billion), Harris County, Texas (\$154 billion), Essex County, New Jersey (\$121 billion), Newport News, Virginia (\$85 billion), New York County, New York (\$82 billion), Chatham County, Georgia (\$76 billion), Charleston County, South Carolina (\$61 billion), Alameda County, California (\$52 billion), King County, Washington (\$49 billion), Orleans Parish, Louisiana (\$46 billion), Baltimore City, Maryland (\$45 billion), Jefferson County, Texas (\$34 billion) and Pierce County in Washington (\$31 billion).

The overall trend between 1997 and 2010 shows an increase in the total marine port shipments by weight, however, the rates of increase among various region and states in the United States varied widely and some regions have decreased (Table 14). The Pacific-California region had the highest increase in tonnage, 96 percent between 1997 and 2010, while the Atlantic-Middle and Atlantic-South regions showed increases of 64 and 63 percent, respectively. The Pacific-Alaska region showed the greatest decrease in shipping weight (-43%) followed by Great Lakes-East (-23 percent), Great Lakes-West (-19 percent), and Atlantic North (-18 percent). In value terms, the overall trend of marine shipments from 1997 to 2010 also increased, however, like the weight of shipments, the rates of increase among various U.S. regions and states varied. From 1997 to 2010, the Atlantic-Middle region registered the highest increase (169 percent) in the value of marine port shipments, followed by Gulf of Mexico-West (147 percent), Gulf of Mexico-East (124 percent), Pacific-Hawaii (121 percent), Atlantic-South (61 percent), and Pacific-California (54 percent). Only the Great Lakes-East experienced a decrease in total value of marine port shipments (-20 percent) during the 1997-2010 time period.

There was also considerable variation in shipment trends within U.S. regions and states over time. For example, from 1997 to 2010 the Atlantic-Middle region experienced a 64 percent increase in shipment weight, while Pennsylvania showed an 11 percent decrease. Within the Atlantic-North region, with an 18 percent decrease in weight between 1997 and 2010, Connecticut's marine port shipments increased by 34 percent. Georgia had a 147 percent increase, while Glynn County decreased by 8 percent; in South Carolina, which experienced a 17 percent increase, Georgetown County had a 98 percent decrease. Shipping weights in Pinellas County, Florida decreased by 93 percent, while the Gulf of Mexico-East region overall had a 58 percent increase. Within the Atlantic-North region, with only a 17 percent increase, Rhode Island and New Hampshire had increases of 356 percent and 291 percent, respectively (Table 14).

While the value of shipments increased by 124 percent within the Gulf of Mexico-East region, that of Pinellas (St. Petersburg) and Escambia (Pensacola) Counties in Florida decreased by 43 and 48 percent respectively. Jefferson Parish in Louisiana saw a decrease in its shipping values by 46 percent from 1997 through 2010, while the state of Louisiana saw a 99 percent increase in the value of its marine shipments (Table 15).

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Observations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) |
|--------------------------|----------------------|--------|-----------------|---------------------------|---------------------------|--------------|----------------------------------|---------------------------|------------------------|------------------------------------|
| Atlantic - North | | | | 86.6 | 71.4 | 14 | 82.9 | -18% | -2.12 | 48.0 |
| Connecticut | | | | 3.3 | 4.4 | 14 | 4.8 | 34% | 0.14 | 7.1 |
| | Fairfield | | Bridgeport | 0.9 | 1.5 | 14 | 1.6 | 56% | 0.08 | 3.0 |
| | Hartford | | Hartford | 0.0 | 0.0 | 14 | 0.0 | -22% | | |
| | New Haven | | New Haven | 2.2 | 2.9 | 14 | 3.0 | 30% | 0.06 | 4.0 |
| | New London | | New London | 0.1 | 0.1 | 14 | 0.2 | -64% | | |
| Maine | | | | 6.0 | 5.2 | 14 | 5.6 | -14% | | |
| | Cumberland | | Portland | 3.7 | 3.0 | 14 | 3.7 | -21% | | |
| | Hancock | | Bar Harbor | 0.0 | 0.0 | 14 | 0.0 | -79% | | |
| | Knox | | Rockland | 0.0 | 0.0 | 8 | 0.0 | -100% | | |
| | Penobscot | | Bangor | 0.0 | 0.1 | 14 | 0.0 | 954% | | |
| | Sagadahoc | | Bath | 0.0 | 0.0 | 9 | 0.0 | -100% | | |
| | Waldo | | Belfast | 1.2 | 0.4 | 14 | 0.6 | -69% | -0.06 | 0.0 |
| | Waldo | | Searsport | 0.8 | 1.3 | 14 | 1.0 | 51% | 0.05 | 1.8 |
| | Washington | | Eastport | 0.2 | 0.5 | 14 | 0.3 | 142% | 0.02 | 0.7 |
| | Washington | | Jonesport | 0.0 | 0.0 | 8 | 0.0 | | 0.00 | 0.0 |
| Massachusetts | | | | 13.6 | 16.7 | 14 | 17.9 | 23% | 0.48 | 25.8 |
| | Barnstable | | Provincetown | 0.0 | 0.0 | 12 | 0.0 | | | |
| | Bristol | | Fall River | 0.9 | 0.6 | 14 | 1.5 | -32% | 0.11 | 3.3 |
| | Bristol | | New Bedford | 0.1 | 0.0 | 14 | 0.1 | -85% | -0.02 | 0.0 |
| | Essex | | Gloucester | 0.0 | 0.0 | 14 | 0.0 | 78% | | |
| | Essex | | Salem | 0.8 | 0.7 | 14 | 0.8 | -6% | | |
| | Plymouth | | Plymouth | 0.7 | 0.0 | 13 | 0.4 | -100% | -0.05 | 0.0 |
| | Suffolk | | Boston | 11.1 | 15.3 | 14 | 15.1 | 38% | 0.45 | 22.4 |
| New Hampshire | | | | 6.2 | 5.1 | 14 | 7.4 | -17% | | |
| | Rockingham | | Portsmouth | 6.2 | 5.1 | 14 | 7.4 | -17% | | |
| New York | | | | 53.7 | 34.7 | 14 | 42.5 | -35% | -2.83 | 0.0 |
| | Albany | | Albany | 1.4 | 1.1 | 14 | 1.6 | -17% | | |
| | New York | | New York | 52.3 | 33.6 | 14 | 40.9 | -36% | -2.79 | 0.0 |
| Rhode Island | | | | 3.9 | 5.2 | 14 | 4.8 | 36% | 0.17 | 7.6 |
| | Newport | | Newport | 0.1 | 0.4 | 14 | 0.2 | 270% | 0.03 | 0.7 |
| | Providence | | Providence | 3.7 | 4.8 | 14 | 4.6 | 29% | 0.14 | 6.9 |
| Atlantic - Middle | | | | 161.0 | 227.8 | 14 | 203.2 | 42% | 8.37 | 341.3 |
| Delaware | | | | 4.4 | 5.0 | 14 | 10.4 | 13% | | |
| | New Castle | | Wilmington | 4.4 | 5.0 | 14 | 10.4 | 13% | | |
| | District of Columbia | | | 0.0 | 0.1 | 14 | 0.0 | 8234% | | |
| | District of Columbia | | Washington | 0.0 | 0.1 | 14 | 0.0 | 8234% | | |
| Maryland | | | | 25.0 | 34.3 | 14 | 28.7 | 37% | 0.64 | 39.2 |
| | Anne Arundel | | Annapolis | 0.0 | 0.1 | 14 | 0.0 | 2468% | | |
| | Dorchester | | Cambridge | 0.0 | 0.1 | 14 | 0.0 | 58101% | | |
| | Somerset | | Crisfield | 0.0 | 0.2 | 14 | 0.0 | 1099% | 0.01 | 0.2 |
| | Baltimore City | | Baltimore | 24.9 | 34.0 | 14 | 28.6 | 36% | 0.62 | 38.9 |
| New Jersey | | | | 7.7 | 67.0 | 14 | 46.6 | 772% | 6.29 | 150.5 |
| | Camden | | Camden | 0.0 | 0.7 | 14 | 0.2 | 6198% | 0.06 | 1.2 |
| | Camden | | Gloucester City | 0.0 | 0.0 | 14 | 0.0 | -57% | | |
| | Essex | | Newark | 7.6 | 59.4 | 14 | 40.5 | 683% | 5.64 | 133.5 |
| | Gloucester | | Paulsboro | 0.0 | 0.8 | 14 | 0.4 | 3617% | 0.09 | 1.8 |
| | Middlesex | | Perth Amboy | 0.0 | 6.2 | 14 | 5.5 | 20557% | | |
| Pennsylvania | | | | 60.8 | 54.4 | 14 | 65.3 | -11% | | |
| | Delaware | | Chester | 6.7 | 11.9 | 14 | 10.3 | 79% | 0.23 | 14.1 |
| | Philadelphia | | Philadelphia | 54.1 | 42.5 | 14 | 55.0 | -22% | | |

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Observations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) |
|------------------------------|---------------------|--------|-------------------------|---------------------------|---------------------------|--------------|----------------------------------|---------------------------|------------------------|------------------------------------|
| Virginia | | | | 63.1 | 67.0 | 14 | 52.1 | 6% | | |
| | Alexandria (city) | | Alexandria | 0.1 | 0.6 | 13 | 0.1 | 844% | | |
| | Hopewell (city) | | Hopewell | 0.1 | 18.9 | 14 | 1.4 | 19997% | | |
| | Newport News (city) | | Newport News | 15.7 | 47.4 | 14 | 15.1 | 201% | | |
| | Norfolk (city) | | Norfolk | 46.4 | 0.1 | 14 | 34.8 | -100% | | |
| | Richmond (city) | | Richmond- Petersburg | 0.8 | 0.0 | 14 | 0.8 | -100% | | |
| Atlantic - South | | | | 71.8 | 116.7 | 14 | 99.5 | 63% | 4.20 | 168.8 |
| Florida | | | | 27.2 | 36.6 | 14 | 35.5 | 35% | 0.92 | 50.6 |
| | Brevard | | Port Canaveral | 1.9 | 1.9 | 14 | 2.6 | -2% | | |
| | Broward | | Port Everglades | 8.1 | 11.1 | 14 | 11.1 | 38% | 0.36 | 17.1 |
| | Duval | | Jacksonville | 9.1 | 12.8 | 14 | 11.8 | 40% | 0.35 | 17.6 |
| | Miami-Dade | | Miami | 6.2 | 8.7 | 14 | 7.9 | 40% | 0.17 | 10.7 |
| | Nassau | | Fernandina Beach | 0.6 | 0.6 | 14 | 0.5 | 8% | | |
| | Palm Beach | | West Palm Beach | 1.3 | 1.5 | 14 | 1.5 | 17% | | |
| | St. Lucie | | Fort Pierce | 0.1 | 0.1 | 14 | 0.1 | 2% | 0.01 | 0.2 |
| Georgia | | | | 20.4 | 50.3 | 14 | 34.0 | 147% | 2.77 | 79.8 |
| | Chatham | | Savannah | 17.8 | 47.9 | 14 | 31.8 | 169% | 2.79 | 77.7 |
| | Glynn | | Brunswick | 2.6 | 2.4 | 14 | 2.3 | -8% | | |
| North Carolina | | | | 6.0 | 8.4 | 14 | 6.4 | 41% | 0.20 | 9.8 |
| | Carteret | | Beaufort | 1.7 | 1.9 | 14 | 1.2 | 12% | | |
| | New Hanover | | Wilmington | 4.3 | 6.5 | 14 | 5.3 | 52% | 0.22 | 8.9 |
| South Carolina | | | | 18.2 | 21.4 | 14 | 23.5 | 17% | | |
| | Charleston | | Charleston | 16.8 | 21.4 | 14 | 22.7 | 27% | | |
| | Georgetown | | Georgetown | 1.4 | 0.0 | 14 | 0.8 | -98% | -0.11 | 0.0 |
| Gulf of Mexico - East | | | | 53.2 | 67.5 | 14 | 63.4 | 27% | 1.52 | 88.4 |
| Alabama | | | | 18.6 | 21.3 | 14 | 24.0 | 14% | | |
| | Mobile | | Mobile | 18.6 | 21.3 | 14 | 24.0 | 14% | | |
| Florida | | | | 10.1 | 16.0 | 14 | 14.2 | 58% | 0.52 | 22.7 |
| | Bay | | Panama City | 0.7 | 1.6 | 14 | 1.0 | 141% | 0.08 | 2.3 |
| | Escambia | | Pensacola | 0.3 | 0.2 | 14 | 0.3 | -28% | | |
| | Hillsborough | | Tampa | 7.8 | 12.5 | 14 | 10.3 | 60% | 0.47 | 18.0 |
| | Lee | | Boca Grande | 0.0 | 0.0 | 13 | 0.0 | | | |
| | Manatee | | Port Manatee | 1.4 | 1.8 | 14 | 2.5 | 25% | | |
| | Monroe | | Key West | 0.0 | 0.0 | 14 | 0.0 | 260% | | |
| | Pinellas | | Saint Petersburg | 0.0 | 0.0 | 14 | 0.0 | -93% | | |
| Mississippi | | | | 24.5 | 30.2 | 14 | 25.2 | 23% | 0.52 | 33.7 |
| | Harrison | | Gulfport | 2.7 | 2.7 | 14 | 2.5 | -1% | | |
| | Jackson | | Pascagoula | 21.8 | 27.5 | 14 | 22.7 | 26% | 0.52 | 31.3 |
| | Warren | | Vicksburg | 0.0 | 0.0 | 12.0 | 0.0 | | | |
| | Washington | | Greenville | 0.0 | 0.0 | 14.0 | 0.0 | -0.2 | | |
| Gulf of Mexico - West | | | | 520.0 | 645.4 | 14 | 603.4 | 24% | 8.33 | 740.9 |
| Louisiana | | | | 241.0 | 271.3 | 14 | 267.5 | 13% | | |
| | Calcasieu | | Lake Charles | 28.1 | 33.6 | 14 | 32.4 | 19% | 0.38 | 38.6 |
| | East Baton Rouge | | Baton Rouge | 36.9 | 21.2 | 14 | 29.3 | -42% | -1.28 | 8.2 |
| | Jefferson | | Avondale | 0.0 | 0.0 | 14 | 0.0 | 462% | | |
| | Orleans | | New Orleans | 88.6 | 99.0 | 14 | 93.1 | 12% | | |
| | Plaquemines | | Port Sulphur | 0.0 | 0.3 | 14 | 0.1 | 2033% | 0.02 | 0.4 |
| | St. Charles | | Destrehan | 0.0 | 0.0 | 13 | 0.0 | 3% | | |

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Observations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) |
|--------|-------|--------|-----------------------------|---------------------------|---------------------------|--------------|----------------------------------|---------------------------|------------------------|------------------------------------|
| | | | St. Charles | 1.2 | 3.2 | 14 | 1.8 | 161% | | |
| | | | St. James | 0.0 | 0.0 | 10 | 3.9 | -100% | | |
| | | | St. James | 52.9 | 64.4 | 14 | 54.3 | 22% | | |
| | | | St. Mary | 33.1 | 49.4 | 14 | 52.7 | 49% | 1.24 | 73.2 |
| | | | Texas | 279.0 | 374.1 | 14 | 335.9 | 34% | 6.67 | 446.0 |
| | | | Brazoria | 18.9 | 21.6 | 14 | 23.8 | 14% | | |
| | | | Calhoun | 6.7 | 5.4 | 14 | 6.6 | -19% | | |
| | | | Cameron | 0.4 | 1.4 | 14 | 0.9 | 233% | 0.09 | 2.4 |
| | | | Galveston | 31.6 | 9.1 | 14 | 25.1 | -71% | -2.68 | 0.0 |
| | | | Galveston | 1.0 | 38.6 | 14 | 17.7 | 3760% | 3.34 | 72.8 |
| | | | Harris | 109.6 | 171.7 | 14 | 138.0 | 57% | 5.06 | 221.4 |
| | | | Jefferson | 24.9 | 29.5 | 14 | 32.9 | 18% | | |
| | | | Jefferson | 38.4 | 42.4 | 14 | 38.7 | 10% | | |
| | | | Jefferson | 0.0 | 0.4 | 14 | 0.1 | 80234% | 0.02 | 0.3 |
| | | | Nueces | 47.5 | 53.9 | 14 | 52.0 | 14% | 0.37 | 58.2 |
| | | | Orange | 0.0 | 0.0 | 14 | 0.0 | 1796% | | |
| | | | Pacific - Hawaii | 8.0 | 8.5 | 14 | 8.5 | 6% | 0.20 | 11.9 |
| | | | Hawaii | 8.0 | 8.5 | 14 | 8.5 | 6% | 0.20 | 11.9 |
| | | | Hawaii | 0.0 | 0.0 | 1 | 0.0 | | | |
| | | | Hawaii | 0.1 | 0.0 | 14 | 0.1 | -61% | -0.01 | 0.0 |
| | | | Hawaii | 0.0 | 0.0 | 13 | 0.0 | | | |
| | | | Honolulu | 7.9 | 8.3 | 14 | 8.4 | 5% | 0.20 | 11.7 |
| | | | | | | | | | | |
| | | | Kauai | 0.0 | 0.0 | 13 | 0.0 | | | |
| | | | Maui | 0.0 | 0.1 | 14 | 0.1 | 325% | 0.01 | 0.2 |
| | | | Pacific - California | 110.3 | 216.5 | 14 | 173.7 | 96% | 8.84 | 319.5 |
| | | | California | 110.3 | 216.5 | 14 | 173.7 | 96% | 8.84 | 319.5 |
| | | | Alameda | 0.0 | 0.0 | 14 | 0.0 | -85% | | |
| | | | Alameda | 13.2 | 24.1 | 14 | 21.5 | 83% | 0.74 | 33.8 |
| | | | Contra Costa | 0.5 | 0.5 | 14 | 1.1 | -7% | | |
| | | | Contra Costa | 2.1 | 5.9 | 14 | 2.7 | 177% | 0.17 | 5.6 |
| | | | Contra Costa | 5.4 | 13.5 | 14 | 8.1 | 148% | 0.97 | 24.0 |
| | | | Contra Costa | 0.1 | 0.0 | 14 | 0.2 | -33% | | |
| | | | Humboldt | 0.6 | 0.1 | 14 | 0.3 | -88% | -0.05 | 0.0 |
| | | | Los Angeles | 3.4 | 12.1 | 14 | 10.2 | 251% | 0.58 | 19.7 |
| | | | Los Angeles | 25.0 | 60.7 | 14 | 41.9 | 142% | 2.87 | 89.2 |
| | | | Los Angeles | 50.9 | 85.4 | 14 | 73.5 | 68% | 3.07 | 124.1 |
| | | | Los Angeles | 0.0 | 0.4 | 14 | 0.1 | 3216% | 0.02 | 0.4 |
| | | | Marin | 0.1 | 0.8 | 14 | 0.6 | 924% | | |
| | | | Mariposa | 0.0 | 0.0 | 10 | 0.0 | -100% | | |
| | | | Monterey | 0.0 | 0.0 | 14 | 0.0 | -89% | 0.00 | 0.0 |
| | | | Sacramento | 1.0 | 0.3 | 14 | 0.8 | -72% | -0.04 | 0.1 |
| | | | San Diego | 0.8 | 1.0 | 14 | 2.1 | 30% | | |
| | | | San Francisco | 1.8 | 4.5 | 14 | 3.4 | 151% | 0.41 | 10.2 |
| | | | | | | | | | | |
| | | | San Joaquin | 0.4 | 0.0 | 14 | 0.3 | -100% | -0.06 | 0.0 |
| | | | San Joaquin | 2.6 | 2.2 | 14 | 3.2 | -15% | | |
| | | | San Luis Obispo | 0.0 | 0.0 | 14 | 0.0 | -78% | | |
| | | | San Luis Obispo | 0.0 | 0.0 | 14 | 0.0 | 874% | | |
| | | | San Mateo | 0.4 | 0.4 | 14 | 0.9 | 12% | | |
| | | | | | | | | | | |
| | | | Solano | 0.8 | 3.3 | 14 | 1.6 | 294% | 0.18 | 4.6 |

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Observations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) |
|----------------------------|-------------------------|--------|--------------------|---------------------------|---------------------------|--------------|----------------------------------|---------------------------|------------------------|------------------------------------|
| | Solano | | Suisun Bay Port | 0.4 | 0.0 | 14 | 0.1 | -100% | -0.03 | 0.0 |
| | Ventura | | Hueneme | 0.7 | 1.4 | 14 | 1.2 | 82% | 0.04 | 1.8 |
| | Ventura | | Ventura | 0.0 | 0.0 | 13 | 0.0 | 1317% | | |
| Pacific - Northwest | | | | 82.7 | 103.5 | 14 | 87.2 | 25% | 2.58 | 129.7 |
| Oregon | | | | 23.6 | 21.3 | 14 | 19.9 | -10% | | |
| | Clatsop | | Astoria | 0.2 | 0.0 | 14 | 0.0 | -96% | -0.01 | 0.0 |
| | Coos | | Coos Bay | 2.8 | 1.7 | 14 | 1.8 | -37% | -0.08 | 0.5 |
| | Lincoln | | Newport | 0.1 | 0.0 | 14 | 0.0 | -88% | | |
| | Multnomah | | Portland | 20.6 | 19.5 | 14 | 18.1 | -5% | | |
| Washington | | | | 59.0 | 82.3 | 14 | 67.3 | 39% | 2.71 | 112.0 |
| | Clallam | | Neah Bay | 0.0 | 0.0 | 10 | 0.0 | -100% | | |
| | Clallam | | Port Angeles | 0.9 | 0.2 | 14 | 0.3 | -75% | -0.05 | 0.0 |
| | Clark | | Vancouver | 4.5 | 6.1 | 14 | 5.0 | 34% | 0.15 | 7.4 |
| | Cowlitz | | Kalama | 1.2 | 11.4 | 14 | 7.2 | 821% | 0.68 | 18.4 |
| | Cowlitz | | Longview | 8.6 | 5.2 | 14 | 4.7 | -40% | | |
| | Grays Harbor | | Aberdeen | 1.3 | 1.5 | 14 | 0.9 | 12% | | |
| | Jefferson | | Port Townsend | 0.0 | 0.0 | 14 | 0.0 | 1211% | | |
| | King | | Seattle | 22.4 | 29.0 | 14 | 22.7 | 29% | 0.75 | 35.1 |
| | Pierce | | Tacoma | 15.5 | 21.2 | 14 | 19.2 | 37% | 0.94 | 34.8 |
| | San Juan | | Friday Harbor | 0.1 | 0.0 | 14 | 0.0 | -100% | 0.00 | 0.0 |
| | Skagit | | Anacortes | 1.1 | 2.0 | 14 | 2.4 | 77% | | |
| | Snohomish | | Everett | 1.1 | 0.2 | 14 | 0.5 | -83% | -0.04 | 0.0 |
| | Thurston | | Olympia | 0.1 | 0.6 | 14 | 0.2 | 327% | 0.03 | 0.6 |
| | Whatcom | | Bellingham | 1.5 | 4.5 | 14 | 3.6 | 208% | 0.34 | 9.3 |
| | Whatcom | | Blaine | 0.5 | 0.5 | 14 | 0.5 | -10% | | |
| | Whatcom | | Point Roberts | 0.0 | 0.0 | 14 | 0.0 | 271% | | |
| Pacific - Alaska | | | | 11.2 | 6.4 | 14 | 7.6 | -43% | -0.37 | 1.5 |
| Alaska | | | | 11.2 | 6.4 | 14 | 7.6 | -43% | -0.37 | 1.5 |
| | Aleutians East | | Sand Point | 0.0 | 0.0 | 1 | 0.0 | | | |
| | Anchorage | | Anchorage | 5.7 | 5.5 | 14 | 5.6 | -3% | | |
| | Fairbanks North Star | | Fairbanks | 0.0 | 0.0 | 13 | 0.0 | -100% | 0.00 | 0.0 |
| | Haines | | Dalton Cache | 0.0 | 0.0 | 14 | 0.0 | 41% | | |
| | Juneau | | Juneau | 0.3 | 0.2 | 14 | 0.3 | -27% | -0.01 | 0.1 |
| | Ketchikan Gateway | | Ketchikan | 1.3 | 0.6 | 14 | 0.7 | -54% | -0.05 | 0.0 |
| | Kodiak Island | | Kodiak | 0.0 | 0.0 | 14 | 0.0 | -92% | 0.00 | 0.0 |
| | Sitka | | Sitka | 0.0 | 0.0 | 14 | 0.0 | 13% | | |
| | Skagway | | Skagway | 0.2 | 0.0 | 14 | 0.1 | -89% | -0.01 | 0.0 |
| | Wrangell | | Wrangell | 0.0 | 0.0 | 13 | 0.0 | -19% | 0.00 | 0.0 |
| | Hoonah-Angoon | | Pelican | 0.0 | 0.0 | 5 | 0.0 | | | |
| | Petersburg | | Petersburg | 0.0 | 0.0 | 11 | 0.0 | | | |
| | Valdez-Cordova | | Valdez | 3.6 | 0.0 | 14 | 0.9 | -100% | -0.28 | 0.0 |
| Great Lakes - West | | | | 26.6 | 21.6 | 14 | 27.6 | -19% | | |
| Illinois | | | | 6.2 | 3.1 | 14 | 4.9 | -50% | -0.18 | 1.8 |
| | Cook | | Chicago | 6.2 | 3.1 | 14 | 4.9 | -50% | -0.18 | 1.9 |
| | Peoria | | Peoria | 0.0 | 0.0 | 14 | 0.0 | -88% | | |
| Indiana | | | | 0.3 | 0.1 | 14 | 0.3 | -68% | | |
| | Lake | | East Chicago | 0.1 | 0.0 | 8 | 0.0 | -100% | -0.01 | 0.0 |
| | Lake | | Gary | 0.2 | 0.1 | 14 | 0.2 | -59% | | |
| Michigan | | | | 8.8 | 13.1 | 14 | 12.9 | 49% | 0.91 | 27.9 |
| | Alpena | | Alpena | 0.1 | 0.2 | 14 | 0.2 | 13% | | |

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Observations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) | |
|--------|-------|--------|---------------------------|---------------------------|---------------------------|--------------|----------------------------------|---------------------------|------------------------|------------------------------------|-------------|
| | | | Calhoun | | 0.0 | 0.1 | 12 | 0.1 | 128191% | | |
| | | | Chippewa | | 0.0 | 0.0 | 14 | 0.0 | 269% | | |
| | | | Chippewa | | 1.0 | 0.9 | 14 | 0.9 | -11% | | |
| | | | Delta | | 0.0 | 0.1 | 13 | 0.1 | 22546% | 0.01 | 0.2 |
| | | | Mackinac | | 0.0 | 0.0 | 7 | 0.0 | 461% | | |
| | | | Marquette | | 1.1 | 2.2 | 14 | 2.2 | 97% | | |
| | | | Muskegon | | 0.5 | 0.0 | 14 | 0.4 | -100% | -0.04 | 0.0 |
| | | | Ottawa | | 0.1 | 0.0 | 12 | 0.1 | -100% | -0.02 | 0.0 |
| | | | Ottawa | | 0.0 | 0.0 | 12 | 0.1 | -100% | | |
| | | | Presque Isle | | 0.0 | 0.0 | 10 | 0.0 | 7797% | | |
| | | | Presque Isle | | 0.5 | 0.1 | 14 | 0.3 | -77% | -0.02 | 0.0 |
| | | | Saginaw | | 1.2 | 0.4 | 14 | 0.9 | -68% | -0.07 | 0.0 |
| | | | St. Clair | | 0.0 | 0.0 | 10 | 0.0 | | | |
| | | | St. Clair | | 4.2 | 9.2 | 14 | 7.8 | 118% | 1.00 | 24.2 |
| | | | Minnesota | | 5.4 | 0.8 | 14 | 2.8 | -86% | -0.45 | 0.0 |
| | | | Cook | | 0.0 | 0.0 | 10 | 0.0 | -95% | 0.00 | 0.0 |
| | | | Koochiching | | 0.0 | 0.4 | 14 | 0.1 | 730% | 0.03 | 0.6 |
| | | | Lake | | 0.6 | 0.4 | 13 | 0.2 | -33% | | |
| | | | Lake of the Woods | | 0.0 | 0.0 | 12 | 0.0 | | | |
| | | | Roseau | | 0.0 | 0.0 | 14 | 0.0 | 796% | | |
| | | | St. Louis | | 4.8 | 0.0 | 9 | 2.5 | -100% | -0.50 | 0.0 |
| | | | Wisconsin | | 5.9 | 4.5 | 14 | 6.8 | -24% | | |
| | | | Ashland | | 0.0 | 0.0 | 13 | 0.0 | -98% | | |
| | | | Door | | 0.4 | 0.3 | 14 | 0.4 | -14% | | |
| | | | Douglas | | 3.9 | 3.2 | 14 | 4.8 | -16% | | |
| | | | Manitowoc | | 0.0 | 0.0 | 8 | 0.0 | -100% | | |
| | | | Marinette | | 0.1 | 0.1 | 14 | 0.3 | -37% | | |
| | | | Milwaukee | | 1.5 | 0.8 | 14 | 1.3 | -46% | | |
| | | | Racine | | 0.0 | 0.0 | 14 | 0.0 | 896% | | |
| | | | Sheboygan | | 0.0 | 0.0 | 7 | 0.0 | | | |
| | | | Great Lakes - East | | 28.8 | 22.2 | 14 | 28.1 | -23% | -0.81 | 14.8 |
| | | | Michigan | | 7.2 | 4.3 | 14 | 5.9 | -40% | -0.20 | 2.6 |
| | | | Wayne | | 7.2 | 4.3 | 14 | 5.9 | -40% | -0.20 | 2.6 |
| | | | New York | | 5.3 | 6.5 | 14 | 6.6 | 22% | | |
| | | | Jefferson | | 0.3 | 0.1 | 14 | 0.1 | -70% | -0.01 | 0.0 |
| | | | Jefferson | | 0.0 | 0.0 | 7 | 0.0 | | | |
| | | | Jefferson | | 0.0 | 0.0 | 9 | 0.0 | 766500% | | |
| | | | Monroe | | 0.2 | 0.1 | 14 | 0.1 | -42% | 0.00 | 0.1 |
| | | | Niagara | | 4.7 | 5.8 | 14 | 5.8 | 23% | | |
| | | | Oswego | | 0.0 | 0.4 | 14 | 0.3 | 14056% | 0.04 | 0.9 |
| | | | St. Lawrence | | 0.1 | 0.1 | 14 | 0.2 | 4% | | |
| | | | Wayne | | 0.0 | 0.0 | 8 | 0.0 | 4148% | | |
| | | | Ohio | | 16.2 | 11.3 | 14 | 15.5 | -30% | -0.58 | 6.0 |
| | | | Ashtabula | | 4.7 | 0.0 | 10 | 2.7 | -100% | -0.52 | 0.0 |
| | | | Ashtabula | | 0.0 | 1.8 | 5 | 0.5 | | 0.14 | 2.9 |
| | | | Ashtabula | | 0.1 | 0.0 | 9 | 0.7 | -100% | | |
| | | | Cuyahoga | | 4.1 | 1.7 | 14 | 3.0 | -58% | -0.15 | 0.6 |
| | | | Erie | | 0.0 | 0.0 | 14 | 0.0 | 100% | | |
| | | | Lake | | 0.4 | 0.0 | 10 | 0.1 | -100% | -0.02 | 0.0 |

Table 14. Summary of marine port shipments, weight basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county

| Region | State | County | Port | 1997 (million tons) | 2010 (million tons) | Obs- er- vations | Avg. Weight (million tons) | 1997- 2010 % Change | Slope of regression | Forecast 2020 (million tons) |
|---------------------|--------|--------|--------|---------------------------|---------------------------|------------------------|----------------------------------|---------------------------|------------------------|------------------------------------|
| | Lorain | | Lorain | 0.1 | 0.1 | 13 | 0.0 | -14% | | |
| | Lucas | | Toledo | 6.9 | 7.8 | 14 | 8.4 | 13% | | |
| Pennsylvania | | | | 0.1 | 0.1 | 14 | 0.1 | -15% | | |
| | Erie | | Erie | 0.1 | 0.1 | 14 | 0.1 | -15% | | |
| Grand Total | | | | 1,160.1 | 1,507.5 | 14 | 1,385.1 | 30% | 30.82 | 1893.7 |

Note: slope and forecasts were based on a linear Ordinary Least Squares regression over time (year). Slope coefficients and forecasted values for 2020 were only shown when the regressions yielded a statistically significant slope coefficient and the forecasted value was zero or greater.

Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars)

| Region, State, County | Port | Value 1997 (Billion \$) | Value 2010 (Billion \$) | Number Observations | Avg. Value (Billion \$) | 1997- 2010 % Change | Avg. Annual Change (Billion \$) | Forecast 2020 (Billion \$) |
|--------------------------|----------------------|-------------------------------|-------------------------------|------------------------|-------------------------------|---------------------------|--|----------------------------------|
| Atlantic - North | | 90.5 | 106.1 | 14 | 90.4 | 17% | | |
| Connecticut | | 1.0 | 1.6 | 14 | 1.7 | 56% | 0.07 | 2.9 |
| | Fairfield | 0.2 | 0.1 | 14 | 0.2 | -72% | -0.01 | 0.0 |
| | Hartford | 0.0 | 0.0 | 14 | 0.0 | -11% | | |
| | New Haven | 0.8 | 1.5 | 14 | 1.4 | 92% | 0.07 | 2.6 |
| | New London | 0.0 | 0.0 | 14 | 0.2 | 2065% | | |
| Maine | | 1.6 | 2.6 | 14 | 2.2 | 65% | 0.16 | 4.7 |
| | Cumberland | 1.1 | 1.6 | 14 | 1.5 | 45% | 0.09 | 3.0 |
| | Hancock | 0.0 | 0.0 | 14 | 0.0 | -45% | | |
| | Knox | 0.0 | | 8 | 0.0 | | | |
| | Penobscot | 0.0 | 0.0 | 14 | 0.0 | 1292% | | |
| | Sagadahoc | 0.0 | | 9 | 0.0 | | | |
| | Waldo | 0.2 | 0.1 | 14 | 0.1 | -61% | | |
| | Waldo | 0.2 | 0.7 | 14 | 0.4 | 184% | 0.05 | 1.1 |
| | Washington | 0.1 | 0.3 | 14 | 0.2 | 154% | 0.01 | 0.4 |
| | Washington | | 0.0 | 8 | 0.0 | | 0.00 | 0.0 |
| Massachusetts | | 7.0 | 10.5 | 14 | 9.3 | 50% | 0.38 | 15.5 |
| | Barnstable | | 0.0 | 12 | 0.0 | | | |
| | Bristol | 0.1 | 0.0 | 14 | 0.1 | -46% | 0.01 | 0.2 |
| | Bristol | 0.0 | 0.0 | 14 | 0.0 | -38% | | |
| | Essex | 0.0 | 0.0 | 14 | 0.0 | -29% | 0.00 | 0.0 |
| | Essex | 0.0 | 0.1 | 14 | 0.1 | 26% | | |
| | Plymouth | 0.1 | | 13 | 0.1 | | | |
| | Suffolk | 6.7 | 10.3 | 14 | 9.0 | 54% | 0.38 | 15.3 |
| New Hampshire | | 0.6 | 2.5 | 14 | 1.6 | 291% | 0.14 | 4.0 |
| | Rockingham | 0.6 | 2.5 | 14 | 1.6 | 291% | 0.14 | 4.0 |
| New York | | 79.0 | 83.1 | 14 | 72.6 | 5% | | |
| | Albany | 0.4 | 0.8 | 14 | 0.5 | 89% | 0.04 | 1.1 |
| | New York | 78.6 | 82.3 | 14 | 72.1 | 5% | | |
| Rhode Island | | 1.3 | 5.8 | 14 | 3.0 | 356% | 0.42 | 10.0 |
| | Newport | 0.0 | 0.1 | 14 | 0.1 | 107% | 0.01 | 0.2 |
| | Providence | 1.2 | 5.7 | 14 | 3.0 | 362% | 0.42 | 9.8 |
| Atlantic - Middle | | 135.1 | 302.5 | 14 | 227.2 | 124% | 19.28 | 545.3 |
| Delaware | | 3.0 | 3.5 | 14 | 5.9 | 18% | | |
| | New Castle | 3.0 | 3.5 | 14 | 5.9 | 18% | | |
| | District of Columbia | 0.0 | 0.0 | 14 | 0.0 | 123% | | |
| | District of Columbia | 0.0 | 0.0 | 14 | 0.0 | 123% | | |
| Maryland | | 29.7 | 45.5 | 14 | 36.6 | 53% | 1.58 | 62.7 |
| | Anne Arundel | 0.0 | 0.0 | 14 | 0.0 | 105% | | |
| | Dorchester | 0.0 | 0.0 | 14 | 0.0 | 2115% | | |
| | Somerset | 0.0 | 0.2 | 14 | 0.0 | 322% | | |
| | Baltimore City | 29.7 | 45.3 | 14 | 36.5 | 53% | 1.57 | 62.5 |
| New Jersey | | 27.1 | 126.0 | 14 | 80.7 | 364% | 10.38 | 251.9 |
| | Camden | 0.2 | 0.3 | 14 | 0.2 | 86% | 0.03 | 0.7 |
| | Camden | 0.1 | 0.0 | 14 | 0.1 | -77% | | |
| | Essex | 26.8 | 121.4 | 14 | 77.9 | 353% | 9.96 | 242.2 |
| | Gloucester | 0.0 | 0.4 | 14 | 0.2 | 4680% | 0.05 | 0.9 |
| | Middlesex | 0.1 | 3.8 | 14 | 2.3 | 5735% | 0.35 | 8.0 |
| Pennsylvania | | 19.8 | 38.9 | 14 | 31.3 | 97% | 2.48 | 72.2 |
| | Delaware | 3.6 | 10.7 | 14 | 6.9 | 196% | 0.71 | 18.6 |
| | Philadelphia | 16.2 | 28.2 | 14 | 24.4 | 74% | 1.77 | 53.6 |
| Virginia | | 55.5 | 88.5 | 14 | 72.8 | 59% | 4.60 | 148.8 |
| | Alexandria (city) | 0.0 | 0.1 | 14 | 0.0 | 117% | | |
| | Hopewell (city) | 0.1 | 2.3 | 14 | 0.2 | 1661% | | |
| | Newport News (city) | 4.3 | 85.8 | 14 | 10.4 | 1908% | | |
| | Norfolk (city) | 46.2 | 0.3 | 14 | 59.3 | -99% | | |
| | Richmond (city) | 4.9 | 0.0 | 14 | 2.9 | -100% | | |

Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars)

| Region, State, County | Port | Value 1997 (Billion \$) | Value 2010 (Billion \$) | Number Observations | Avg. Value (Billion \$) | 1997- 2010 % Change | Avg. Annual Change (Billion \$) | Forecast 2020 (Billion \$) |
|------------------------------|------------------|-------------------------------|-------------------------------|------------------------|-------------------------------|---------------------------|--|----------------------------------|
| Atlantic - South | Petersburg | 148.5 | 239.2 | 14 | 184.0 | 61% | 8.41 | 322.8 |
| Florida | | 63.0 | 79.7 | 14 | 69.6 | 26% | 1.69 | 97.4 |
| Brevard | Port Canaveral | 0.6 | 0.8 | 14 | 0.7 | 28% | | |
| Broward | Port Everglades | 16.5 | 25.8 | 14 | 19.8 | 57% | 0.90 | 34.7 |
| Duval | Jacksonville | 15.5 | 21.5 | 14 | 18.3 | 39% | 0.67 | 29.3 |
| Miami-Dade | Miami | 27.1 | 28.0 | 14 | 27.3 | 4% | | |
| | Fernandina | | | | | | | |
| Nassau | Beach | 0.7 | 0.7 | 14 | 0.6 | 8% | | |
| Palm Beach | W. Palm Beach | 2.7 | 2.8 | 14 | 2.9 | 2% | | |
| St. Lucie | Fort Pierce | 0.0 | 0.1 | 14 | 0.1 | 509% | 0.01 | 0.2 |
| Georgia | | 29.6 | 87.7 | 14 | 49.1 | 196% | 4.82 | 128.6 |
| Chatham | Savannah | 25.4 | 76.5 | 14 | 42.7 | 201% | 4.46 | 116.3 |
| Glynn | Brunswick | 4.2 | 11.2 | 14 | 6.3 | 167% | 0.36 | 12.2 |
| North Carolina | | 8.4 | 10.7 | 14 | 6.3 | 27% | | |
| Carteret | Beaufort | 1.2 | 0.9 | 14 | 0.9 | -26% | | |
| New Hanover | Wilmington | 7.2 | 9.8 | 14 | 5.4 | 36% | | |
| South Carolina | | 47.4 | 61.0 | 14 | 59.0 | 29% | 1.78 | 88.3 |
| Charleston | Charleston | 47.2 | 61.0 | 14 | 58.9 | 29% | 1.78 | 88.4 |
| Georgetown | Georgetown | 0.1 | 0.0 | 14 | 0.1 | -98% | -0.01 | 0.0 |
| Gulf of Mexico - East | | 14.7 | 33.0 | 14 | 23.1 | 124% | 1.83 | 53.3 |
| Alabama | | 4.3 | 10.2 | 14 | 6.6 | 136% | 0.58 | 16.2 |
| Mobile | Mobile | 4.3 | 10.2 | 14 | 6.6 | 136% | 0.58 | 16.2 |
| Florida | | 4.5 | 7.9 | 14 | 6.5 | 77% | 0.50 | 14.7 |
| Bay | Panama City | 0.5 | 3.2 | 14 | 1.8 | 606% | 0.32 | 7.0 |
| Escambia | Pensacola | 0.1 | 0.1 | 14 | 0.1 | -48% | | |
| Hillsborough | Tampa | 3.5 | 4.0 | 14 | 3.9 | 15% | | |
| Lee | Boca Grande | | 0.0 | 13 | 0.0 | | | |
| Manatee | Port Manatee | 0.4 | 0.6 | 14 | 0.6 | 51% | 0.04 | 1.2 |
| Monroe | Key West | 0.0 | 0.0 | 14 | 0.0 | 442% | | |
| Pinellas | Saint Petersburg | 0.0 | 0.0 | 14 | 0.0 | -43% | | |
| Mississippi | | 5.9 | 14.8 | 14 | 10.0 | 152% | 0.75 | 22.4 |
| Harrison | Gulfport | 2.3 | 3.3 | 14 | 3.9 | 41% | | |
| Jackson | Pascagoula | 3.5 | 11.5 | 14 | 6.2 | 225% | 0.75 | 18.5 |
| Warren | Vicksburg | | 0.0 | 12.0 | 0.0 | | | |
| Washington | Greenville | 0.0 | 0.0 | 14.0 | 0.0 | -0.7 | | |
| Gulf of Mexico - West | | 148.8 | 368.0 | 14 | 238.0 | 147% | 21.25 | 588.6 |
| Louisiana | | 59.4 | 118.2 | 14 | 80.6 | 99% | 5.98 | 179.2 |
| Calcasieu | Lake Charles | 4.8 | 14.2 | 14 | 8.3 | 195% | 0.86 | 22.6 |
| East Baton Rouge | Baton Rouge | 7.6 | 9.6 | 14 | 7.7 | 27% | 0.36 | 13.6 |
| Jefferson | Avondale | 0.0 | 0.0 | 14 | 0.0 | -46% | | |
| Orleans | New Orleans | 32.1 | 46.4 | 14 | 34.6 | 44% | 1.56 | 60.3 |
| Plaquemines | Port Sulphur | 0.0 | 0.1 | 14 | 0.0 | 456% | 0.01 | 0.1 |
| St. Charles | Destrehan | 0.0 | 0.0 | 13 | 0.0 | 71% | | |
| St. Charles | St. Rose | 0.2 | 1.4 | 14 | 0.5 | 604% | 0.06 | 1.5 |
| St. James | Good Hope | 0.0 | | 10 | 1.2 | | | |
| St. James | Gramercy | 9.5 | 21.6 | 14 | 11.8 | 128% | 1.09 | 29.8 |
| St. Mary | Morgan City | 5.2 | 25.0 | 14 | 16.7 | 381% | 2.06 | 50.7 |
| Texas | | 89.4 | 249.8 | 14 | 157.4 | 179% | 15.28 | 409.4 |
| Brazoria | Freeport | 3.8 | 10.6 | 14 | 7.9 | 177% | 0.76 | 20.4 |
| Calhoun | Port Lavaca | 0.5 | 1.0 | 14 | 0.9 | 77% | 0.06 | 1.8 |
| Cameron | Brownsville | 0.1 | 0.8 | 14 | 0.4 | 493% | 0.06 | 1.5 |
| Galveston | Galveston | 5.4 | 5.8 | 14 | 6.4 | 8% | | |
| Galveston | Texas City | 0.6 | 19.3 | 14 | 8.0 | 3325% | 1.69 | 35.9 |
| Harris | Houston | 61.2 | 153.7 | 14 | 97.5 | 151% | 8.88 | 244.0 |
| Jefferson | Beaumont | 4.1 | 14.3 | 14 | 10.3 | 245% | 0.96 | 26.1 |
| Jefferson | Port Arthur | 6.4 | 19.2 | 14 | 11.2 | 199% | 1.19 | 30.8 |

Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars)

| Region, State, County | Port | Value 1997 (Billion \$) | Value 2010 (Billion \$) | Number Observations | Avg. Value (Billion \$) | 1997- 2010 % Change | Avg. Annual Change (Billion \$) | Forecast 2020 (Billion \$) |
|-----------------------------|------------------|-------------------------------|-------------------------------|------------------------|-------------------------------|---------------------------|--|----------------------------------|
| Jefferson | Sabine | 0.0 | 0.1 | 14 | 0.0 | 1446% | 0.00 | 0.1 |
| Nueces | Corpus Christi | 7.2 | 25.0 | 14 | 14.9 | 249% | 1.67 | 42.4 |
| Orange | Orange | 0.0 | 0.0 | 14 | 0.0 | 19512% | 0.00 | 0.1 |
| Pacific - Hawaii | | 1.9 | 4.3 | 14 | 3.3 | 121% | 0.30 | 8.2 |
| Hawaii | | 1.9 | 4.3 | 14 | 3.3 | 121% | 0.30 | 8.2 |
| Hawaii | Hawaii County | | 0.0 | 1 | 0.0 | | | |
| Hawaii | Hilo | 0.0 | 0.0 | 14 | 0.0 | 182% | | |
| Hawaii | Kona | | 0.0 | 13 | 0.0 | | | |
| Honolulu | Honolulu | 1.9 | 4.3 | 14 | 3.2 | 120% | 0.30 | 8.2 |
| | Nawiliwili-Port | | | | | | | |
| Kauai | Allen | | 0.0 | 13 | 0.0 | | | |
| Maui | Kahului | 0.0 | 0.0 | 14 | 0.0 | 813% | 0.00 | 0.0 |
| Pacific - California | | 299.4 | 460.6 | 14 | 374.6 | 54% | 14.07 | 606.7 |
| California | | 299.4 | 460.6 | 14 | 374.6 | 54% | 14.07 | 606.7 |
| Alameda | Alameda | 0.0 | 0.0 | 14 | 0.0 | -57% | | |
| Alameda | Oakland | 43.5 | 52.3 | 14 | 44.0 | 20% | | |
| Contra Costa | Crockett | 0.2 | 0.3 | 14 | 0.3 | 32% | | |
| Contra Costa | Martinez | 0.5 | 2.9 | 14 | 0.9 | 527% | 0.14 | 3.2 |
| Contra Costa | Richmond | 1.3 | 7.6 | 14 | 3.8 | 462% | 0.70 | 15.3 |
| Contra Costa | Selby | 0.0 | 0.0 | 14 | 0.1 | 73% | | |
| Humboldt | Eureka | 0.1 | 0.0 | 14 | 0.1 | -88% | -0.01 | 0.0 |
| Los Angeles | El Segundo | 0.6 | 5.8 | 14 | 3.3 | 863% | 0.48 | 11.2 |
| Los Angeles | Long Beach | 92.4 | 112.7 | 14 | 95.7 | 22% | 1.60 | 122.0 |
| Los Angeles | Los Angeles | 150.4 | 262.5 | 14 | 210.4 | 75% | 10.02 | 375.8 |
| Los Angeles | Segundo | 0.0 | 0.1 | 14 | 0.0 | 6108% | 0.01 | 0.2 |
| Marin | San Pablo Bay | 0.1 | 0.3 | 14 | 0.2 | 421% | | |
| Mariposa | El Capitan | 0.0 | | 10 | 0.0 | | | |
| Monterey | Monterey | 0.0 | 0.0 | 14 | 0.0 | -2% | | |
| Sacramento | Sacramento | 0.2 | 0.2 | 14 | 0.2 | -35% | | |
| San Diego | San Diego | 2.9 | 4.7 | 14 | 5.5 | 59% | | |
| San Francisco | San Francisco | 1.3 | 3.4 | 14 | 2.4 | 172% | 0.30 | 7.3 |
| | San Joaquin | | | | | | | |
| San Joaquin | River | 0.0 | 0.0 | 14 | 0.0 | -98% | 0.00 | 0.0 |
| San Joaquin | Stockton | 0.5 | 0.8 | 14 | 0.7 | 53% | 0.03 | 1.3 |
| San Luis Obispo | Avila Beach | 0.0 | 0.0 | 14 | 0.0 | -69% | | |
| San Luis Obispo | Morro Bay | 0.0 | 0.0 | 14 | 0.0 | 732% | | |
| San Mateo | Redwood City | 0.0 | 0.0 | 14 | 0.0 | -82% | | |
| Solano | Carquinez Strait | 1.2 | 1.6 | 14 | 1.1 | 30% | | |
| Solano | Suisun Bay | 0.1 | 0.0 | 14 | 0.0 | -96% | 0.00 | 0.0 |
| Ventura | Port Hueneme | 4.0 | 5.4 | 14 | 5.7 | 37% | | |
| Ventura | Ventura | 0.0 | 0.0 | 13 | 0.0 | 1995% | | |
| Pacific - Northwest | | 104.8 | 108.7 | 14 | 100.5 | 4% | 1.55 | 126.0 |
| Oregon | | 16.6 | 12.7 | 14 | 14.9 | -24% | | |
| Clatsop | Astoria | 0.0 | 0.0 | 14 | 0.0 | -76% | 0.00 | 0.0 |
| Coos | Coos Bay | 0.4 | 0.1 | 14 | 0.2 | -71% | -0.01 | 0.0 |
| Lincoln | Newport | 0.0 | 0.0 | 14 | 0.0 | -88% | | |
| Multnomah | Portland | 16.2 | 12.6 | 14 | 14.8 | -22% | | |
| Washington | | 88.2 | 96.0 | 14 | 85.6 | 9% | 1.56 | 111.3 |
| Clallam | Neah Bay | 0.0 | | 10 | 0.0 | | | |
| Clallam | Port Angeles | 0.2 | 0.0 | 14 | 0.1 | -79% | -0.01 | 0.0 |
| Clark | Vancouver | 1.4 | 3.3 | 14 | 2.4 | 135% | 0.16 | 5.0 |
| Cowlitz | Kalama | 0.2 | 3.7 | 14 | 1.7 | 1495% | 0.27 | 6.1 |
| Cowlitz | Longview | 2.0 | 1.2 | 14 | 1.2 | -37% | | |
| Grays Harbor | Aberdeen | 0.3 | 1.0 | 14 | 0.3 | 211% | 0.03 | 0.8 |
| Jefferson | Port Townsend | 0.0 | 0.4 | 14 | 0.1 | 45893% | | |
| King | Seattle | 53.5 | 49.3 | 14 | 45.1 | -8% | | |
| Pierce | Tacoma | 29.2 | 31.3 | 14 | 31.4 | 7% | 0.86 | 45.5 |

Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars)

| Region, State, County | Port | Value 1997 (Billion \$) | Value 2010 (Billion \$) | Number Observations | Avg. Value (Billion \$) | 1997- 2010 % Change | Avg. Annual Change (Billion \$) | Forecast 2020 (Billion \$) |
|---------------------------|--------------------------------|-------------------------------|-------------------------------|------------------------|-------------------------------|---------------------------|--|----------------------------------|
| San Juan | Friday Harbor | 0.0 | 0.0 | 14 | 0.0 | -87% | 0.00 | 0.0 |
| Skagit | Anacortes | 0.2 | 0.9 | 14 | 0.7 | 430% | 0.08 | 2.0 |
| Snohomish | Everett | 0.2 | 2.1 | 14 | 0.8 | 865% | 0.19 | 4.0 |
| Thurston | Olympia | 0.1 | 0.1 | 14 | 0.1 | -25% | | |
| Whatcom | Bellingham | 0.5 | 2.3 | 14 | 1.4 | 403% | 0.21 | 4.9 |
| Whatcom | Blaine | 0.3 | 0.4 | 14 | 0.4 | 41% | | |
| Whatcom | Point Roberts | 0.0 | 0.0 | 14 | 0.0 | 298% | | |
| Pacific - Alaska | | 4.1 | 5.0 | 14 | 4.0 | 24% | 0.12 | 5.9 |
| Alaska | | 4.1 | 5.0 | 14 | 4.0 | 24% | 0.12 | 5.9 |
| Aleutians East | Sand Point | | | 1 | 0.0 | | | |
| Anchorage | Anchorage | 2.9 | 4.5 | 14 | 3.5 | 57% | 0.16 | 6.1 |
| Fairbanks North Star | Fairbanks | 0.0 | | 13 | 0.0 | | | |
| Haines | Dalton Cache | 0.0 | 0.0 | 14 | 0.0 | 383% | | |
| Juneau | Juneau | 0.1 | 0.3 | 14 | 0.1 | 135% | | |
| Ketchikan Gateway | Ketchikan | 0.4 | 0.2 | 14 | 0.2 | -50% | | |
| Kodiak Island | Kodiak | 0.0 | 0.0 | 14 | 0.0 | -93% | 0.00 | 0.0 |
| Sitka | Sitka | 0.0 | 0.0 | 14 | 0.0 | -43% | | |
| Skagway | Skagway | 0.0 | 0.0 | 14 | 0.0 | -68% | | |
| Wrangell | Wrangell | 0.0 | 0.0 | 13 | 0.0 | 307% | | |
| Hoonah-Angoon | Pelican | | | 6 | 0.0 | | 0.00 | 0.0 |
| Petersburg | Petersburg | | 0.0 | 11 | 0.0 | | | |
| Valdez-Cordova | Valdez | 0.6 | 0.0 | 14 | 0.2 | -100% | -0.04 | 0.0 |
| Great Lakes - West | | 5.2 | 5.5 | 14 | 5.3 | 6% | | |
| Illinois | | 2.2 | 1.3 | 14 | 2.3 | -42% | -0.12 | 0.4 |
| Cook | Chicago | 2.2 | 1.3 | 14 | 2.3 | -42% | -0.11 | 0.4 |
| Peoria | Peoria | 0.0 | 0.0 | 14 | 0.0 | -95% | | |
| Indiana | | 0.0 | 0.0 | 14 | 0.0 | -27% | | |
| Lake | East Chicago | 0.0 | | 8 | 0.0 | | | |
| Lake | Gary | 0.0 | 0.0 | 14 | 0.0 | -9% | | |
| Michigan | | 1.6 | 2.0 | 14 | 1.5 | 29% | 0.08 | 2.9 |
| Alpena | Alpena | 0.0 | 0.0 | 14 | 0.0 | 64% | 0.00 | 0.0 |
| Calhoun | Battle Creek | 0.0 | 0.0 | 12 | 0.0 | 19204% | 0.00 | 0.0 |
| Chippewa | De Tour Village | 0.0 | 0.0 | 14 | 0.0 | 356% | 0.00 | 0.0 |
| Chippewa | Sault Ste. Marie | 0.3 | 0.1 | 14 | 0.1 | -58% | -0.01 | 0.0 |
| Delta | Escanaba | 0.0 | 0.0 | 13 | 0.0 | 3006% | | |
| Mackinac | Mackinac Island | 0.0 | 0.0 | 7 | 0.0 | 121% | | |
| Marquette | Marquette | 0.1 | 0.2 | 14 | 0.1 | 279% | 0.01 | 0.3 |
| Muskegon | Muskegon | 0.0 | 0.0 | 14 | 0.0 | -99% | | |
| Ottawa | Ferrysburg | 0.0 | 0.0 | 12 | 0.0 | -99% | 0.00 | 0.0 |
| Ottawa | Grand Haven | 0.0 | | 12 | 0.0 | | | |
| Presque Isle | Presque Isle | 0.0 | 0.0 | 10 | 0.0 | 621% | 0.00 | 0.0 |
| Presque Isle | Rogers City | 0.0 | 0.0 | 14 | 0.0 | 31% | | |
| | Saginaw/Bay | | | | | | | |
| Saginaw | City | 0.0 | 0.0 | 14 | 0.0 | -11% | | |
| St. Clair | Algonac | | | 10 | 0.0 | | | |
| St. Clair | Port Huron | 1.2 | 1.6 | 14 | 1.2 | 38% | 0.08 | 2.5 |
| Minnesota | | 0.6 | 1.0 | 14 | 0.5 | 87% | | |
| Cook | Grand Portage International | 0.0 | 0.0 | 10 | 0.0 | 75% | | |
| Koochiching | Falls | 0.0 | 1.0 | 14 | 0.2 | 7998% | 0.06 | 1.2 |
| Lake | Silver Bay | 0.0 | 0.0 | 13 | 0.0 | 107% | 0.00 | 0.1 |
| Lake of the Woods | Baudette | | 0.0 | 12 | 0.0 | | | |
| Roseau | Warroad | 0.0 | 0.0 | 14 | 0.0 | 1270% | | |
| St. Louis | Duluth | 0.5 | | 9 | 0.4 | | -0.04 | 0.0 |
| Wisconsin | | 0.8 | 1.1 | 14 | 0.9 | 37% | | |
| Ashland | Ashland | 0.0 | 0.0 | 13 | 0.0 | -98% | | |
| Door | Green Bay | 0.0 | 0.1 | 14 | 0.1 | 455% | 0.01 | 0.2 |

Table 15. Summary of marine port shipments, value basis, 1997 and 2010, and forecast for 2020, by U.S. coastal region, state and county (in Billion 2010 Dollars)

| Region, State, County | Port | Value 1997 (Billion \$) | Value 2010 (Billion \$) | Number Obser- vations | Avg. Value (Billion \$) | 1997- 2010 % Change | Avg. Annual Change (Billion \$) | Forecast 2020 (Billion \$) |
|---------------------------|----------------|-------------------------------|-------------------------------|-----------------------------|-------------------------------|---------------------------|--|----------------------------------|
| Douglas | Superior | 0.5 | 0.8 | 14 | 0.6 | 45% | | |
| Manitowoc | Manitowoc | 0.0 | | 8 | 0.0 | | | |
| Marinette | Marinette | 0.0 | 0.0 | 14 | 0.1 | -5% | | |
| Milwaukee | Milwaukee | 0.2 | 0.2 | 14 | 0.2 | -29% | | |
| Racine | Racine | 0.0 | 0.0 | 14 | 0.0 | 317% | | |
| Sheboygan | Sheboygan | | 0.0 | 8 | 0.0 | | | |
| Great Lakes - East | | 8.4 | 6.8 | 14 | 8.6 | -20% | | |
| Michigan | | 5.6 | 3.9 | 14 | 5.9 | -30% | | |
| Wayne | Detroit | 5.6 | 3.9 | 14 | 5.9 | -30% | | |
| New York | | 1.0 | 1.1 | 14 | 1.0 | 8% | | |
| Jefferson | Alexandria Bay | 0.1 | 0.1 | 14 | 0.1 | -21% | | |
| Jefferson | Cape Vincent | | 0.0 | 7 | 0.0 | | | |
| Jefferson | Clayton | 0.0 | 0.0 | 9 | 0.0 | 38321% | | |
| Monroe | Rochester | 0.0 | 0.0 | 14 | 0.1 | 99% | | |
| Niagara | Niagara Falls | 0.9 | 0.8 | 14 | 0.7 | -5% | | |
| Oswego | Oswego | 0.0 | 0.1 | 14 | 0.1 | 1702% | 0.01 | 0.3 |
| St. Lawrence | Ogdensburg | 0.0 | 0.0 | 14 | 0.0 | -67% | | |
| Wayne | Sodus Point | 0.0 | 0.0 | 8 | 0.0 | 1724% | | |
| Ohio | | 1.8 | 1.8 | 14 | 1.6 | 0% | | |
| Ashtabula | Ashtabula | 0.3 | | 10 | 0.2 | | -0.02 | 0.0 |
| | Ashtabula/Conn | | | | | | | |
| Ashtabula | eaut | | 0.2 | 5 | 0.2 | | | |
| Ashtabula | Conneaut | 0.0 | | 9 | 0.0 | | | |
| Cuyahoga | Cleveland | 0.6 | 0.5 | 14 | 0.5 | -22% | | |
| Erie | Huron | 0.0 | 0.0 | 14 | 0.0 | 2253% | | |
| Lake | Fairport | 0.0 | | 10 | 0.0 | | | |
| Lorain | Lorain | 0.0 | 0.0 | 13 | 0.0 | 50% | | |
| Lucas | Toledo | 0.9 | 1.1 | 14 | 0.8 | 20% | 0.04 | 1.5 |
| Pennsylvania | | 0.1 | 0.0 | 14 | 0.0 | -57% | | |
| Erie | Erie | 0.1 | 0.0 | 14 | 0.0 | -57% | | |
| Grand Total | | 961.4 | 1,639.6 | 14 | 1,259.0 | 71% | 67.00 | 2,364.4 |

Note: slope and forecasts were based on a linear Ordinary Least Squares regression over time. Slope coefficients and forecasted values for 2020 were only shown when the regressions yielded a statistically significant slope coefficient and forecasted values that were greater than or equal to zero.

Trends in Commercial Fisheries

Tables 16 and 17 provide data on landed weight and value, respectively, for U.S. commercial fisheries during the period 1990 to 2010. The total landed weight of fish caught in the United States in 2010 was more than 4.5 billion pounds. This represented a 17 percent decrease since 1990 (5.4 billion lbs.). The total landed value in 2010 exceeded \$2.70 billion, which was 18 percent less than the total value for 1990 (\$3.3 billion) in inflation adjusted dollars. The Pacific-Alaska region had the highest landed weight of 1.76 billion pounds in 2010 followed by the Gulf of Mexico-West (769 M lbs.), Atlantic-Middle (556 M lbs.), Pacific-California (414 M lbs.), Atlantic-North (392 M lbs.), and Pacific-Northwest (368 M lbs.) (Table 16). The region with the highest landed value from fishing in 2010 was Pacific-Alaska with \$907 million, followed by Atlantic-North (\$563 M), Pacific-Northwest (\$276 M), Atlantic-Middle (\$269 M), Gulf of Mexico-West (\$249 M), Gulf of Mexico-East (\$150 M), and Pacific-California (\$140 M). It is notable that in 2010 Alaska had both the greatest landed weight and value of any state or region in the U.S. States with more than 100 million pounds landed weight fishing in 2010 included Louisiana (747 M lbs.), Virginia (445 M lbs.), California (414 M lbs.), Massachusetts (248 M lbs.), Oregon (196 M lbs.), Washington (172 M lbs.), and Mississippi (111 M lbs.). In addition to Alaska, the states with more than \$100 million in landed-value from fishing in 2010 included Massachusetts (\$398 M), Louisiana (\$196 M), Washington (\$180), New Jersey (\$147 M), California (\$140 M), Virginia (\$113 M), and Florida (\$108 M, for both south Atlantic and eastern Gulf of Mexico regions).

There were sixteen counties or census areas in the United States in 2010 that had more than 100 million pounds of landed weight fishing. The Aleutians West census Area in Alaska accounted for the highest landed weight of 515 million pounds, followed by Northumberland, Virginia (426 M lbs.), Kodiak Island, Alaska (325 M lbs.), Aleutians East, Alaska (302 M lbs.), Plaquemines, Louisiana (281 M lbs.), Vermilion, Louisiana (260 M lbs.), Los Angeles, California (186 M lbs.), Cameron, Louisiana (150 M lbs.), Valdez-Cordova, Alaska (147 M lbs.), Bristol, Massachusetts (133 M lbs.), Ventura, California (131 M lbs.), Bristol Bay, Alaska (124 M lbs.), Kenai Peninsula, Alaska (115 M lbs.), Jackson, Mississippi (105 M lbs.), Clatsop, Oregon (100 M lbs.), and Grays Harbor, Washington (100 M lbs.) (Table 16). Among individual counties, Bristol County in Massachusetts had the highest landed value of fish at \$306 million in 2010, followed by Aleutians West, Alaska (\$163 M), Kenai Peninsula, Alaska (\$150 M), Kodiak Island, Alaska (\$128 M), Bristol Bay, Alaska (\$101 M), Valdez-Cordova, Alaska (\$84 M), and Cape May, New Jersey (\$81 M).

Overall trends in fishery landings between 1990 and 2010 indicate decreases of 17.0 percent in weight and 18.2 percent in value in 2010 compared with 1990. The downward national trend in fishery landings and values between 1990 and 2010 was not experienced everywhere. The Pacific-Northwest region had the highest increase in landed weight of 44.6 percent from 1990 to 2010, whereas the Atlantic-South region suffered the highest decrease of 62.8 percent. In addition to the Pacific-Northwest, the only other region to record an increase in landed weight during 1990-2010 was Pacific-Alaska (28%). Other regions that experienced a decrease in the

landed weight included the Gulf of Mexico-East (-56.7 %), Pacific-California (-43.8%), Atlantic-Middle (-36.9%), Gulf of Mexico-West (-29.5%), and Atlantic-North (-28.9 %) (Table 16). Not all states and counties followed the overall regional pattern of increase or decrease in landed value between 1990 and 2010. States with an increase in the fishery landings included Oregon (51.4%), Washington (37.6%), and Alaska (28%). Rhode Island had the highest decrease in weight (-71.5%) followed by Texas (-67.8%), Mississippi (-65.1%), Virginia (-38.6%), and New Jersey (31.7) (Table 16).

The Pacific-Northwest and The Atlantic-Middle were the only regions with an increase in landed value between 1990 to 2010, at 20 percent and 12 percent, respectively. The Pacific-California region experienced the largest decrease in landed value at -63.4 percent, followed by The Gulf of Mexico-West (-55.1%), the Atlantic-South (-34.3%), the Gulf of Mexico-East (-18.4%), and the Pacific-Alaska (-10.7%). The states with a significant increase in the value of fishery landings from 1990 to 2010 were Maine (40.3%), New Jersey (31.4%), Florida (30.0%), and Washington (25.2%). Texas suffered the largest decline in the value of fishery landings from 1990 to 2010 with a 75.5 percent decrease. Other states that saw a decrease of more than 30 percent were Rhode Island (-72.0%), California (-63.4), Mississippi (-61.8%), Alabama (-44.1%), Louisiana (-41.9%), and Maryland (34.6%) (Table 17). As with the landed weight, landed value in U.S. states and counties did not always follow the overall patterns of the regions to which they belonged.

Table 16. Summary of commercial fishery landings, weight basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent Change 1990-2010 |
|--------------------------|----------------|--------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------|
| -----Million pounds----- | | | | | | | | |
| Atlantic - North | | 550.5 | 402.3 | 371.3 | 473.6 | 392.0 | -24.6 | -29% |
| Connecticut | | 0.0 | 0.0 | 13.5 | 0.0 | 9.0 | 1.8 | |
| | New London | 0.0 | 0.0 | 13.5 | 0.0 | 9.0 | 1.8 | |
| Maine | | 85.7 | 114.4 | 111.3 | 106.9 | 77.0 | -2.5 | -10% |
| | Cumberland | 49.5 | 66.8 | 63.9 | 56.8 | 38.0 | -3.3 | -23% |
| | Hancock | 0.0 | 2.2 | 15.9 | 15.5 | 17.0 | 4.7 | |
| | Knox | 36.2 | 44.6 | 28.3 | 34.6 | 22.0 | -3.8 | -39% |
| | Washington | 0.0 | 0.8 | 3.2 | 0.0 | 0.0 | -0.1 | |
| Massachusetts | | 295.5 | 164.0 | 158.0 | 299.7 | 248.0 | 4.1 | -16% |
| | Barnstable | 32.4 | 18.5 | 18.1 | 12.7 | 15.0 | -4.1 | -54% |
| | Bristol | 117.8 | 70.8 | 89.9 | 153.4 | 133.0 | 11.3 | 13% |
| | Essex | 125.6 | 64.6 | 43.2 | 124.2 | 88.0 | -1.6 | -30% |
| | Suffolk | 19.7 | 10.1 | 6.8 | 9.4 | 12.0 | -1.6 | -39% |
| New York | | 21.9 | 35.2 | 29.2 | 17.9 | 16.0 | -2.9 | -27% |
| | Suffolk | 21.9 | 35.2 | 29.2 | 17.9 | 16.0 | -2.9 | -27% |
| Rhode Island | | 147.4 | 88.7 | 59.3 | 49.1 | 42.0 | -25.0 | -72% |
| | Newport | 30.0 | 13.2 | 0.0 | 7.3 | 7.0 | -5.2 | -77% |
| | Washington | 117.4 | 75.5 | 59.3 | 41.8 | 35.0 | -19.9 | -70% |
| Atlantic - Middle | | 885.2 | 899.7 | 562.5 | 548.4 | 556.0 | -101.0 | -37% |
| Maryland | | 21.1 | 12.5 | 9.6 | 8.0 | 16.0 | -1.5 | -24% |
| | Worcester | 21.1 | 12.5 | 9.6 | 8.0 | 16.0 | -1.5 | -24% |
| New Jersey | | 139.1 | 160.9 | 160.5 | 138.8 | 95.0 | -11.0 | -32% |
| | Atlantic | 39.2 | 42.3 | 50.4 | 31.8 | 24.0 | -4.1 | -39% |
| | Cape May | 69.4 | 75.2 | 58.9 | 74.6 | 43.0 | -5.3 | -38% |
| | Monmouth | 8.2 | 13.6 | 3.9 | 0.0 | 0.0 | -3.0 | -100% |
| | Ocean | 22.3 | 29.8 | 47.3 | 32.4 | 28.0 | 1.4 | 26% |
| Virginia | | 725.0 | 726.3 | 392.4 | 401.6 | 445.0 | -88.5 | -39% |
| | Accomack | 1.1 | 1.1 | 2.9 | 4.7 | 3.0 | 0.7 | 173% |
| | Norfolk | 24.3 | 20.3 | 22.7 | 23.5 | 16.0 | -1.3 | -34% |
| | Northampton | 7.2 | 0.4 | 0.0 | 0.0 | 0.0 | -1.5 | -100% |
| | Northumberland | 692.4 | 704.5 | 366.8 | 373.4 | 426.0 | -86.4 | -38% |
| Atlantic - South | | 155.8 | 208.4 | 171.6 | 78.4 | 58.0 | -32.6 | -63% |
| Florida | | 8.8 | 14.4 | 18.6 | 9.4 | 10.0 | -0.3 | 14% |
| | Brevard | 8.8 | 10.1 | 10.9 | 4.7 | 4.0 | -1.5 | -55% |
| | Duval | 0.0 | 4.3 | 4.5 | 4.7 | 6.0 | 1.2 | |
| | Saint Lucie | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | |
| Georgia | | 12.0 | 10.0 | 6.1 | 3.9 | 0.0 | -3.0 | -100% |
| | Chatham | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | -0.4 | |
| | Glynn | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | |
| | McIntosh | 12.0 | 6.0 | 4.2 | 3.9 | 0.0 | -2.6 | -100% |
| North Carolina | | 135.0 | 162.0 | 132.7 | 58.4 | 44.0 | -28.6 | -67% |
| | Beaufort | 0.0 | 10.0 | 7.3 | 0.0 | 0.0 | -1.0 | |
| | Carteret | 102.0 | 87.0 | 68.4 | 19.3 | 6.0 | -26.0 | -94% |
| | Dare | 23.0 | 39.0 | 33.3 | 27.2 | 25.0 | -0.8 | 9% |
| | Hyde | 0.0 | 11.0 | 12.0 | 6.8 | 9.0 | 1.4 | |
| | Onslow | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | |
| | Pamlico | 10.0 | 9.0 | 8.6 | 5.1 | 4.0 | -1.6 | -60% |
| | Pasquotank | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | -0.6 | |

Table 16. Summary of commercial fishery landings, weight basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent Change 1990-2010 |
|------------------------------|---------------|----------------|----------------|----------------|--------------|--------------|-----------------------|--------------------------|
| -----Million pounds----- | | | | | | | | |
| South Carolina | | 0.0 | 22.0 | 14.2 | 6.7 | 4.0 | -0.7 | |
| | Beaufort | 0.0 | 7.0 | 4.3 | 0.0 | 0.0 | -0.7 | |
| | Charleston | 0.0 | 11.0 | 6.9 | 6.7 | 4.0 | 0.4 | |
| | Georgetown | 0.0 | 4.0 | 3.0 | 0.0 | 0.0 | -0.4 | |
| Gulf of Mexico - East | | 376.2 | 221.1 | 292.9 | 236.5 | 163.0 | -41.1 | -57% |
| Alabama | | 19.4 | 27.6 | 28.5 | 22.4 | 14.0 | -1.6 | -28% |
| | Baldwin | 5.7 | 5.5 | 5.5 | 5.1 | 11.0 | 1.0 | 93% |
| | Mobile | 13.7 | 22.1 | 23.0 | 17.3 | 3.0 | -2.6 | -78% |
| Florida | | 38.3 | 52.9 | 50.3 | 46.5 | 38.0 | -0.7 | -1% |
| | Bay | 13.2 | 5.4 | 0.0 | 2.8 | 2.0 | -2.5 | -85% |
| | Collier | 0.0 | 0.0 | 3.5 | 0.0 | 2.0 | 0.4 | |
| | Franklin | 5.0 | 4.7 | 10.3 | 4.9 | 3.0 | -0.4 | -40% |
| | Gulf | 0.0 | 0.0 | 0.0 | 6.2 | 6.0 | 1.8 | |
| | Hillsborough | 0.0 | 10.9 | 11.7 | 10.0 | 5.0 | 0.9 | |
| | Lee | 8.7 | 8.5 | 7.9 | 8.6 | 7.0 | -0.3 | -20% |
| | Monroe | 11.4 | 23.4 | 16.9 | 14.0 | 13.0 | -0.6 | 14% |
| Mississippi | | 318.5 | 140.6 | 214.1 | 167.6 | 111.0 | -38.8 | -65% |
| | Harrison | 14.6 | 12.0 | 14.2 | 8.5 | 6.0 | -2.1 | -59% |
| | Jackson | 303.9 | 128.6 | 199.9 | 159.1 | 105.0 | -36.7 | -65% |
| Gulf of Mexico - West | | 1,090.6 | 1,135.3 | 1,392.6 | 835.1 | 769.0 | -94.3 | -29% |
| Louisiana | | 1,022.3 | 1,074.3 | 1,293.5 | 767.6 | 747.0 | -85.7 | -27% |
| | Assumption | 0.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.7 | |
| | Cameron | 232.6 | 280.0 | 414.5 | 10.6 | 150.0 | -43.5 | -36% |
| | Iberia | 10.2 | 14.0 | 24.7 | 0.0 | 0.0 | -3.4 | -100% |
| | Jefferson | 14.2 | 12.6 | 18.2 | 0.0 | 0.0 | -4.1 | -100% |
| | Lafourche | 20.9 | 18.7 | 26.9 | 24.2 | 14.0 | -0.8 | -33% |
| | Orleans | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | -0.7 | |
| | Plaquemines | 252.2 | 303.3 | 403.6 | 194.0 | 281.0 | -5.2 | 11% |
| | Saint Bernard | 8.3 | 9.3 | 15.5 | 7.7 | 5.0 | -0.8 | -40% |
| | Saint Mary | 146.5 | 127.4 | 20.2 | 17.7 | 5.0 | -39.3 | -97% |
| | Terrebonne | 164.4 | 123.3 | 48.2 | 42.6 | 32.0 | -34.6 | -81% |
| | Vermilion | 173.0 | 179.2 | 321.7 | 464.0 | 260.0 | 45.9 | 50% |
| Texas | | 68.3 | 61.0 | 99.1 | 67.5 | 22.0 | -8.6 | -68% |
| | Aransas | 18.0 | 12.0 | 6.7 | 0.0 | 0.0 | -4.8 | -100% |
| | Brazoria | 6.2 | 4.0 | 7.5 | 0.0 | 0.0 | -1.6 | -100% |
| | Calhoun | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | |
| | Cameron | 25.2 | 16.0 | 29.2 | 20.1 | 22.0 | -0.2 | -13% |
| | Galveston | 8.0 | 17.0 | 17.4 | 15.1 | 0.0 | -1.8 | -100% |
| | Harris | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | |
| | Jefferson | 10.9 | 6.0 | 17.0 | 17.8 | 0.0 | -1.0 | -100% |
| | Matagorda | 0.0 | 6.0 | 14.8 | 14.5 | 0.0 | 0.9 | |
| Pacific - Hawaii | | 0.0 | 23.9 | 27.0 | 22.2 | 23.0 | 4.4 | |
| Hawaii | | 0.0 | 23.9 | 27.0 | 22.2 | 23.0 | 4.4 | |
| | Honolulu | 0.0 | 23.9 | 27.0 | 22.2 | 23.0 | 4.4 | |
| Pacific - California | | 736.4 | 823.4 | 535.9 | 568.8 | 414.0 | -89.9 | -44% |
| California | | 736.4 | 823.4 | 535.9 | 568.8 | 414.0 | -89.9 | -44% |

Table 16. Summary of commercial fishery landings, weight basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent Change 1990-2010 |
|----------------------------|---------------------|----------------|----------------|----------------|----------------|----------------|-----------------------|--------------------------|
| -----Million pounds----- | | | | | | | | |
| | Colusa | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | -1.4 | |
| | Del Norte | 62.2 | 43.6 | 15.6 | 14.0 | 13.0 | -12.8 | -79% |
| | Humboldt | 48.8 | 30.2 | 13.7 | 29.8 | 10.0 | -7.8 | -80% |
| | Los Angeles | 317.0 | 337.0 | 254.7 | 279.4 | 186.0 | -32.0 | -41% |
| | Marin | 25.2 | 12.8 | 0.0 | 0.0 | 0.0 | -6.3 | -100% |
| | Mendocino | 35.0 | 23.6 | 7.4 | 12.2 | 6.0 | -6.9 | -83% |
| | Monterey | 66.2 | 64.0 | 61.4 | 79.0 | 55.0 | -0.7 | -17% |
| | San Diego | 7.0 | 7.4 | 2.6 | 3.8 | 0.0 | -1.8 | -100% |
| | San Francisco | 53.6 | 31.4 | 11.2 | 10.2 | 8.0 | -11.2 | -85% |
| | San Luis Obispo | 19.4 | 12.4 | 0.0 | 0.0 | 0.0 | -5.1 | -100% |
| | Santa Barbara | 23.2 | 13.8 | 7.1 | 15.8 | 5.0 | -3.4 | -78% |
| | Ventura | 78.8 | 233.6 | 162.2 | 124.6 | 131.0 | -0.5 | 66% |
| Pacific - Northwest | | 254.5 | 552.0 | 337.4 | 532.0 | 368.0 | 20.7 | 45% |
| Oregon | | 129.5 | 228.0 | 251.6 | 309.2 | 196.0 | 21.4 | 51% |
| | Clatsop | 41.2 | 89.0 | 130.1 | 164.7 | 100.0 | 19.3 | 143% |
| | Coos | 31.8 | 21.0 | 19.2 | 25.7 | 31.0 | 0.3 | -3% |
| | Curry | 16.4 | 6.0 | 0.0 | 5.4 | 7.0 | -1.9 | -57% |
| | Lincoln | 34.0 | 112.0 | 102.3 | 110.0 | 57.0 | 4.4 | 68% |
| | Tillamook | 6.1 | 0.0 | 0.0 | 3.4 | 1.0 | -0.7 | -84% |
| Washington | | 125.0 | 324.0 | 85.8 | 222.8 | 172.0 | -0.7 | 38% |
| | Clallam | 4.8 | 5.0 | 0.0 | 10.5 | 6.0 | 0.8 | 25% |
| | Grays Harbor | 26.2 | 24.0 | 37.5 | 122.8 | 100.0 | 24.6 | 282% |
| | Jefferson | 0.0 | 0.0 | 0.0 | 2.0 | 1.0 | 0.4 | |
| | King | 16.5 | 229.0 | 3.8 | 4.5 | 5.0 | -24.8 | -70% |
| | Kitsap | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | -0.4 | |
| | Mason | 3.5 | 5.0 | 0.0 | 10.4 | 7.0 | 1.2 | 100% |
| | Pacific | 13.2 | 18.0 | 19.8 | 39.5 | 23.0 | 4.1 | 74% |
| | Pierce | 0.0 | 0.0 | 0.0 | 2.2 | 2.0 | 0.6 | |
| | Skagit | 15.5 | 12.0 | 0.0 | 5.8 | 5.0 | -2.7 | -68% |
| | Snohomish | 3.4 | 0.0 | 0.0 | 1.0 | 0.0 | -0.6 | -100% |
| | Thurston | 2.6 | 0.0 | 0.0 | 2.3 | 2.0 | 0.1 | -23% |
| | Whatcom | 39.3 | 27.0 | 24.7 | 21.8 | 21.0 | -4.2 | -47% |
| Pacific - Alaska | | 1,374.2 | 1,581.8 | 1,325.5 | 1,799.0 | 1,759.0 | 98.7 | 28% |
| Alaska | | 1,374.2 | 1,581.8 | 1,325.5 | 1,799.0 | 1,759.0 | 98.7 | 28% |
| | Aleutians East | 0.0 | 0.0 | 0.0 | 0.0 | 302.0 | 60.4 | |
| | Aleutians West (CA) | 516.2 | 684.6 | 699.8 | 887.6 | 515.0 | 20.1 | 0% |
| | Anchorage | 0.0 | 11.3 | 1.5 | 1.1 | 7.0 | 0.4 | |
| | Bethel (CA) | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | -1.9 | -100% |
| | Bristol Bay | 90.4 | 120.9 | 63.1 | 105.3 | 124.0 | 5.2 | 37% |
| | Dillingham (CA) | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | -4.9 | -100% |
| | Haines | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | |
| | Juneau | 0.0 | 0.0 | 6.7 | 18.5 | 16.0 | 5.1 | |
| | Kenai Peninsula | 93.1 | 82.7 | 60.2 | 94.3 | 115.0 | 5.5 | 24% |
| | Ketchikan Gateway | 52.6 | 116.7 | 57.3 | 102.5 | 75.0 | 3.1 | 43% |
| | Kodiak Island | 272.5 | 362.4 | 289.6 | 337.2 | 325.0 | 8.0 | 19% |
| | Lake and Peninsula | 65.0 | 0.0 | 0.0 | 0.0 | 0.0 | -13.0 | -100% |
| | Nome (CA) | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | -1.8 | -100% |
| | Petersburg (CA) | 67.5 | 83.0 | 32.3 | 94.9 | 49.0 | -2.5 | -27% |

Table 16. Summary of commercial fishery landings, weight basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent Change 1990-2010 |
|--------------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|-----------------------|--------------------------|
| -----Million pounds----- | | | | | | | | |
| | Prince of Wales-Hyder (CA) | 9.0 | 0.0 | 1.3 | 0.0 | 0.0 | -1.8 | -100% |
| | Sitka | 24.4 | 31.0 | 95.5 | 38.1 | 74.0 | 10.6 | 203% |
| | Valdez-Cordova (CA) | 116.9 | 72.0 | 0.0 | 111.2 | 147.0 | 9.9 | 26% |
| | Wrangell | 15.6 | 17.2 | 8.3 | 4.4 | 4.0 | -3.6 | -74% |
| | Yakutat | 7.9 | 0.0 | 0.0 | 3.9 | 6.0 | 0.0 | -24% |
| Grand Total | | 5,423.4 | 5,847.9 | 5,016.7 | 5,094.0 | 4,502.0 | -259.7 | -17% |

Table 17. Summary of commercial fishery landings, value basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent change 1990-2010 |
|--------------------------|----------------|------------------------------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------|
| | | ----- Million dollars (2010) ----- | | | | | | |
| Atlantic - North | | 581.2 | 356.5 | 469.1 | 565.3 | 563.3 | 17.3 | -3% |
| Connecticut | | 0.0 | 0.0 | 16.5 | 0.0 | 29.1 | 5.8 | |
| | New London | 0.0 | 0.0 | 16.5 | 0.0 | 29.1 | 5.8 | |
| Maine | | 53.2 | 67.3 | 100.8 | 82.2 | 74.7 | 5.8 | 40% |
| | Cumberland | 48.5 | 54.4 | 56.7 | 38.3 | 18.8 | -7.5 | -61% |
| | Hancock | 0.0 | 3.1 | 22.5 | 35.7 | 45.3 | 12.3 | |
| | Knox | 4.7 | 7.7 | 10.2 | 8.2 | 10.6 | 1.2 | 123% |
| | Washington | 0.0 | 2.0 | 11.4 | 0.0 | 0.0 | -0.2 | |
| Massachusetts | | 356.2 | 185.0 | 269.2 | 397.5 | 397.6 | 29.5 | 12% |
| | Barnstable | 24.9 | 14.8 | 19.6 | 22.1 | 19.9 | -0.3 | -20% |
| | Bristol | 246.6 | 121.9 | 185.9 | 312.6 | 306.0 | 30.9 | 24% |
| | Essex | 62.6 | 34.7 | 52.3 | 50.9 | 56.6 | 0.4 | -10% |
| | Suffolk | 22.0 | 13.6 | 11.4 | 11.8 | 15.1 | -1.6 | -31% |
| New York | | 32.0 | 37.7 | 30.9 | 27.2 | 22.8 | -2.9 | -29% |
| | Suffolk | 32.0 | 37.7 | 30.9 | 27.2 | 22.8 | -2.9 | -29% |
| Rhode Island | | 139.8 | 66.6 | 51.7 | 58.4 | 39.1 | -21.0 | -72% |
| | Newport | 41.6 | 15.5 | 0.0 | 16.0 | 6.9 | -6.9 | -83% |
| | Washington | 98.2 | 51.1 | 51.7 | 42.4 | 32.2 | -14.1 | -67% |
| Atlantic - Middle | | 239.0 | 224.5 | 226.2 | 301.4 | 268.8 | 13.7 | 12% |
| Maryland | | 13.5 | 11.6 | 8.2 | 11.3 | 8.8 | -1.0 | -35% |
| | Worcester | 13.5 | 11.6 | 8.2 | 11.3 | 8.8 | -1.0 | -35% |
| New Jersey | | 111.8 | 107.0 | 112.2 | 149.7 | 146.9 | 11.3 | 31% |
| | Atlantic | 27.2 | 30.2 | 32.6 | 20.5 | 17.3 | -3.0 | -36% |
| | Cape May | 52.8 | 41.5 | 35.9 | 75.7 | 81.0 | 9.1 | 53% |
| | Monmouth | 4.7 | 6.1 | 3.2 | 0.0 | 0.0 | -1.6 | -100% |
| | Ocean | 27.1 | 29.2 | 40.5 | 53.6 | 48.6 | 6.7 | 79% |
| Virginia | | 113.7 | 106.0 | 105.8 | 140.4 | 113.1 | 3.3 | -1% |
| | Accomack | 2.1 | 1.4 | 3.0 | 16.3 | 3.5 | 1.8 | 63% |
| | Norfolk | 50.2 | 44.0 | 66.0 | 94.2 | 75.4 | 10.1 | 50% |
| | Northampton | 7.0 | 0.4 | 0.0 | 0.0 | 0.0 | -1.4 | -100% |
| | Northumberland | 54.3 | 60.2 | 36.9 | 30.0 | 34.2 | -7.0 | -37% |
| Atlantic - South | | 118.1 | 226.9 | 183.4 | 77.8 | 77.6 | -23.0 | -34% |
| Florida | | 20.2 | 33.8 | 37.1 | 15.7 | 17.5 | -2.4 | -13% |
| | Brevard | 20.2 | 23.0 | 19.1 | 6.7 | 6.5 | -4.4 | -68% |
| | Duval | 0.0 | 10.9 | 12.4 | 9.0 | 11.0 | 2.0 | |
| | Saint Lucie | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | |
| Georgia | | 27.5 | 23.1 | 18.1 | 6.3 | 0.0 | -7.2 | -100% |
| | Chatham | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | -0.8 | |
| | Glynn | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | |
| | McIntosh | 27.5 | 15.0 | 11.7 | 6.3 | 0.0 | -6.4 | -100% |
| North Carolina | | 70.4 | 121.0 | 93.6 | 44.3 | 50.2 | -11.7 | -29% |
| | Beaufort | 0.0 | 8.2 | 7.0 | 0.0 | 0.0 | -0.8 | |
| | Carteret | 35.2 | 47.6 | 21.1 | 11.5 | 9.2 | -8.8 | -74% |

Table 17. Summary of commercial fishery landings, value basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent change 1990-2010 |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------|
| ----- Million dollars (2010) ----- | | | | | | | | |
| South Carolina | Dare | 22.9 | 34.0 | 30.0 | 21.7 | 22.0 | -1.4 | -4% |
| | Hyde | 0.0 | 12.2 | 14.0 | 5.9 | 10.6 | 1.5 | |
| | Onslow | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | |
| | Pamlico | 12.2 | 13.6 | 13.6 | 5.2 | 8.4 | -1.6 | -31% |
| | Pasquotank | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | -0.5 | |
| | | 0.0 | 48.9 | 34.6 | 11.5 | 9.9 | -1.8 | |
| | Beaufort | 0.0 | 15.0 | 9.6 | 0.0 | 0.0 | -1.5 | |
| | Charleston | 0.0 | 25.8 | 17.6 | 11.5 | 9.9 | 0.5 | |
| Georgetown | 0.0 | 8.2 | 7.4 | 0.0 | 0.0 | -0.8 | | |
| Gulf of Mexico - East | | 183.6 | 267.6 | 276.5 | 165.0 | 149.9 | -17.0 | -18% |
| Alabama | | 48.7 | 65.1 | 76.7 | 40.2 | 27.2 | -6.8 | -44% |
| Florida | Baldwin | 17.0 | 14.1 | 15.6 | 8.7 | 22.5 | 0.6 | 32% |
| | Mobile | 31.7 | 51.0 | 61.1 | 31.4 | 4.7 | -7.3 | -85% |
| | | 77.6 | 154.1 | 134.8 | 98.7 | 100.8 | -0.9 | 30% |
| | Bay | 16.2 | 3.3 | 0.0 | 7.2 | 6.1 | -1.6 | -62% |
| | Collier | 0.0 | 0.0 | 11.2 | 0.0 | 7.3 | 1.5 | |
| | Franklin | 11.5 | 13.9 | 14.2 | 9.6 | 9.0 | -0.9 | -22% |
| | Gulf | 0.0 | 0.0 | 0.0 | 6.4 | 3.4 | 1.3 | |
| | Hillsborough | 0.0 | 24.7 | 25.5 | 19.7 | 12.6 | 2.0 | |
| Lee | 16.7 | 21.6 | 20.6 | 16.9 | 12.4 | -1.3 | -26% | |
| Monroe | 33.2 | 90.7 | 63.2 | 38.8 | 50.0 | -1.8 | 51% | |
| Mississippi | | 57.4 | 48.4 | 65.0 | 26.1 | 21.9 | -9.3 | -62% |
| Harrison | 28.6 | 31.7 | 44.3 | 16.9 | 13.0 | -4.6 | -55% | |
| Jackson | 28.8 | 16.7 | 20.6 | 9.2 | 8.9 | -4.7 | -69% | |
| Gulf of Mexico - West | | 554.0 | 613.3 | 788.9 | 409.3 | 248.9 | -81.4 | -55% |
| Louisiana | | 338.3 | 348.2 | 448.4 | 251.3 | 196.4 | -38.1 | -42% |
| Assumption | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.4 | | |
| Cameron | 31.5 | 37.8 | 59.5 | 15.2 | 11.5 | -6.3 | -64% | |
| Iberia | 22.5 | 31.4 | 55.3 | 0.0 | 0.0 | -7.6 | -100% | |
| Jefferson | 21.9 | 24.2 | 33.0 | 0.0 | 0.0 | -6.8 | -100% | |
| Lafourche | 40.5 | 42.5 | 56.1 | 35.5 | 21.9 | -4.4 | -46% | |
| Orleans | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | -1.4 | | |
| Plaquemines | 87.8 | 79.4 | 90.4 | 72.0 | 74.1 | -3.5 | -16% | |
| Saint Bernard | 11.6 | 17.4 | 25.1 | 14.2 | 11.7 | -0.3 | 1% | |
| Saint Mary | 30.1 | 15.4 | 13.2 | 8.0 | 5.7 | -5.6 | -81% | |
| Terrebonne | 80.6 | 72.6 | 85.1 | 60.4 | 45.1 | -8.3 | -44% | |
| Vermilion | 11.6 | 13.7 | 30.6 | 41.8 | 26.4 | 5.8 | 127% | |
| Texas | | 215.7 | 265.0 | 340.5 | 158.0 | 52.5 | -43.3 | -76% |
| Aransas | 53.4 | 44.9 | 22.2 | 0.0 | 0.0 | -15.2 | -100% | |
| Brazoria | 22.6 | 20.4 | 28.5 | 0.0 | 0.0 | -6.6 | -100% | |
| Calhoun | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | | |

Table 17. Summary of commercial fishery landings, value basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent change 1990-2010 |
|------------------------------------|-----------------|----------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------|
| ----- Million dollars (2010) ----- | | | | | | | | |
| | Cameron | 87.5 | 89.7 | 110.7 | 49.8 | 52.5 | -11.0 | -40% |
| | Galveston | 19.9 | 51.6 | 51.0 | 35.7 | 0.0 | -5.6 | -100% |
| | Harris | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | |
| | Jefferson | 32.3 | 29.9 | 61.6 | 40.1 | 0.0 | -5.4 | -100% |
| | Matagorda | 0.0 | 28.5 | 52.2 | 32.4 | 0.0 | 0.4 | |
| Pacific - Hawaii | | 0.0 | 63.5 | 70.0 | 63.5 | 71.6 | 14.3 | |
| Hawaii | | 0.0 | 63.5 | 70.0 | 63.5 | 71.6 | 14.3 | |
| | Honolulu | 0.0 | 63.5 | 70.0 | 63.5 | 71.6 | 14.3 | |
| Pacific - California | | 381.6 | 398.0 | 141.5 | 196.7 | 139.7 | -68.5 | -63% |
| California | | 381.6 | 398.0 | 141.5 | 196.7 | 139.7 | -68.5 | -63% |
| | Colusa | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 | -1.8 | |
| | Del Norte | 51.4 | 31.3 | 13.1 | 14.4 | 10.6 | -9.8 | -79% |
| | Humboldt | 39.2 | 28.0 | 9.6 | 15.5 | 9.7 | -7.1 | -75% |
| | Los Angeles | 65.2 | 73.4 | 47.6 | 58.9 | 37.8 | -6.9 | -42% |
| | Marin | 25.7 | 15.8 | 0.0 | 0.0 | 0.0 | -6.7 | -100% |
| | Mendocino | 26.0 | 24.5 | 8.4 | 13.5 | 6.8 | -4.9 | -74% |
| | Monterey | 24.5 | 30.4 | 12.1 | 15.5 | 14.1 | -3.6 | -42% |
| | San Diego | 15.6 | 16.9 | 6.5 | 9.1 | 0.0 | -3.9 | -100% |
| | San Francisco | 46.2 | 41.9 | 10.6 | 18.4 | 15.1 | -8.6 | -67% |
| | San Luis Obispo | 15.3 | 17.7 | 0.0 | 0.0 | 0.0 | -4.8 | -100% |
| | Santa Barbara | 34.3 | 27.5 | 8.4 | 14.8 | 8.2 | -6.5 | -76% |
| | Ventura | 38.2 | 72.9 | 25.2 | 36.7 | 37.4 | -3.8 | -2% |
| Pacific - Northwest | | 229.5 | 232.8 | 149.0 | 273.7 | 276.2 | 13.4 | 20% |
| Oregon | | 85.8 | 91.1 | 82.1 | 91.1 | 96.3 | 2.1 | 12% |
| | Clatsop | 24.8 | 35.3 | 35.0 | 33.5 | 30.5 | 1.0 | 23% |
| | Coos | 22.2 | 19.0 | 16.4 | 19.6 | 24.0 | 0.4 | 8% |
| | Curry | 11.8 | 6.8 | 0.0 | 7.0 | 8.6 | -0.6 | -27% |
| | Lincoln | 22.5 | 29.9 | 30.7 | 27.3 | 30.6 | 1.4 | 36% |
| | Tillamook | 4.6 | 0.0 | 0.0 | 3.7 | 2.6 | 0.0 | -43% |
| Washington | | 143.7 | 141.8 | 67.0 | 182.7 | 179.9 | 11.3 | 25% |
| | Clallam | 7.2 | 6.8 | 0.0 | 12.5 | 10.2 | 1.2 | 42% |
| | Grays Harbor | 27.4 | 34.0 | 22.2 | 40.6 | 38.5 | 2.9 | 41% |
| | Jefferson | 0.0 | 0.0 | 0.0 | 3.4 | 4.1 | 1.2 | |
| | King | 20.7 | 27.6 | 9.5 | 8.1 | 22.1 | -1.7 | 7% |
| | Kitsap | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | -0.8 | |
| | Mason | 11.0 | 16.3 | 0.0 | 30.2 | 17.6 | 2.7 | 60% |
| | Pacific | 11.0 | 13.6 | 8.6 | 34.5 | 17.9 | 3.5 | 62% |
| | Pierce | 0.0 | 0.0 | 0.0 | 4.1 | 3.8 | 1.2 | |
| | Skagit | 15.9 | 15.0 | 0.0 | 8.7 | 13.6 | -1.1 | -15% |
| | Snohomish | 8.0 | 0.0 | 0.0 | 1.3 | 0.0 | -1.5 | -100% |
| | Thurston | 7.3 | 0.0 | 0.0 | 10.4 | 16.2 | 2.8 | 121% |
| | Whatcom | 35.2 | 20.4 | 26.6 | 28.8 | 35.9 | 1.0 | 2% |
| Pacific - Alaska | | 1,015.4 | 762.5 | 554.0 | 675.3 | 906.8 | -30.4 | -11% |

Table 17. Summary of commercial fishery landings, value basis, in U.S. coastal regions, states and counties, 1990-2010

| Region - State | County | 1990 | 1995 | 2000 | 2005 | 2010 | Average annual change | Percent change 1990-2010 |
|--------------------|----------------------------|------------------------------------|----------------|----------------|----------------|----------------|-----------------------|--------------------------|
| | | ----- Million dollars (2010) ----- | | | | | | |
| Alaska | | 1,015.4 | 762.5 | 554.0 | 675.3 | 906.8 | -30.4 | -11% |
| | Aleutians East | 0.0 | 0.0 | 0.0 | 0.0 | 84.1 | 16.8 | |
| | Aleutians West (CA) | 194.8 | 198.7 | 156.0 | 183.8 | 163.1 | -7.8 | -16% |
| | Anchorage | 0.0 | 8.0 | 0.5 | 1.1 | 9.5 | 1.2 | |
| | Bethel (CA) | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | -1.5 | -100% |
| | Bristol Bay | 139.4 | 114.6 | 46.6 | 60.1 | 100.9 | -13.1 | -28% |
| | Dillingham (CA) | 36.7 | 0.0 | 0.0 | 0.0 | 0.0 | -7.3 | -100% |
| | Haines | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | |
| | Juneau | 0.0 | 0.0 | 14.5 | 26.8 | 23.8 | 7.4 | |
| | Kenai Peninsula | 117.8 | 89.6 | 98.7 | 115.8 | 150.4 | 9.1 | 28% |
| | Ketchikan Gateway | 43.3 | 45.7 | 25.0 | 25.6 | 41.3 | -2.4 | -5% |
| | Kodiak Island | 155.6 | 143.3 | 118.3 | 106.0 | 128.1 | -9.2 | -18% |
| | Lake and Peninsula | 102.4 | 0.0 | 0.0 | 0.0 | 0.0 | -20.5 | -100% |
| | Nome (CA) | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | -0.8 | -100% |
| | Petersburg (CA) | 60.3 | 60.9 | 24.2 | 41.1 | 36.3 | -6.8 | -40% |
| | Prince of Wales-Hyder (CA) | 6.0 | 0.0 | 2.0 | 0.0 | 0.0 | -1.2 | -100% |
| | Sitka | 33.8 | 44.0 | 55.7 | 49.5 | 62.2 | 6.2 | 84% |
| | Valdez-Cordova (CA) | 87.7 | 48.4 | 0.0 | 51.5 | 84.3 | -0.4 | -4% |
| | Wrangell | 12.9 | 9.4 | 7.4 | 6.9 | 7.9 | -1.2 | -39% |
| | Yakutat | 13.3 | 0.0 | 0.0 | 7.3 | 14.9 | 1.0 | 12% |
| Grand Total | | 3,302.3 | 3,145.6 | 2,858.6 | 2,728.1 | 2,702.8 | -161.7 | -18% |

Note: fishery landings data not available for Great Lakes.

Trends and Forecast of Cruise Ship Activity

Table 18 summarizes information on cruise ship passenger nights for U.S. ports during the period 2004 to 2011, by region, state, county and port city. In 2011, Ft. Lauderdale (Broward County), Florida had the highest number of passenger nights, exceeding 10 million, but thirteen other ports in the United States had cruise ship passenger nights exceeding one million that year. These included New York City (3.47 million), Los Angeles, California (3.23 million), Seattle, Washington (3.22 million), Anchorage, Alaska (2.06 million), Galveston, Texas (2.0 million), Tampa, Florida (1.81 million), New Orleans, Louisiana (1.50 million), Baltimore, Maryland (1.44 million), Hudson, New Jersey (1.27 million), and San Diego, California (1.12 million).

There was wide variation in cruise ship activity from 2004 to 2011. In 2004, there were twelve counties with more than one million cruise ship passenger nights. Broward, Miami-Dade, and Brevard counties in Florida had the highest annual average number of cruise ship passenger nights during 2004-2011. Among ports with more than one million passenger nights, Hudson, New Jersey had the highest increase in the number of passenger nights (102%) followed by Baltimore (65%), Seattle (57%), Ft. Lauderdale (8%) and New York City (5%), while Honolulu had the largest decrease (-52%), followed by New Orleans in (-39.3 percent), San Diego (-31.5 percent), Galveston (-29.2 percent), Tampa (-28.7 percent), Los Angeles (-28.2 percent), Anchorage (27.0 percent), Miami (-21.3 percent), and Brevard County (Port Canaveral), Florida (-13.6 percent).

Predictions of cruise ship activity in 2020 were made for five ports in which regression analyses yielded a statistically significant slope coefficient. Two ports were forecast to have increasing activity, Seattle, Washington and Hudson, New Jersey, while ports with expected lower activity included Tampa, Florida, Mobile, Alabama, and Charleston, South Carolina.

Table 18. Cruise ship thousand-passenger nights, by U.S. state and port city, 2004, 2011, and forecast for 2020

| State | County (Port city) | 2004 Passenger nights (1,000) | 2011 Passenger nights (1,000) | 2004- 2011 Total | 2004- 2011 Average | 2004- 2011 Percent change | 2020 Prediction |
|------------------------|-------------------------------|--|--|------------------------|--------------------------|------------------------------------|--------------------|
| Florida | Broward (Fort Lauderdale) | 9,438 | 10,197 | 80,090 | 10,011 | 8.0% | |
| Florida | Miami-Dade (Miami) | 9,841 | 7,743 | 86,410 | 10,801 | -21.3% | |
| Florida | Brevard (Port Canaveral) | 6,114 | 5,281 | 48,301 | 6,038 | -13.6% | |
| New York | New York (New York) | 3,313 | 3,471 | 28,084 | 3,511 | 4.8% | |
| California | Los Angeles (Long Beach) | 4,498 | 3,228 | 41,046 | 5,131 | -28.2% | |
| Washington | King (Seattle) | 2,055 | 3,216 | 22,713 | 2,839 | 56.5% | 5,020 |
| Alaska | Anchorage (Anchorage) | 2,824 | 2,060 | 20,868 | 2,608 | -27.0% | |
| Texas | Galveston (Galveston Island) | 2,822 | 1,997 | 22,871 | 2,859 | -29.2% | |
| Florida | Hillsborough (Tampa) | 2,534 | 1,806 | 18,848 | 2,356 | -28.7% | 1,250 |
| Louisiana | Orleans (New Orleans) | 2,477 | 1,505 | 11,504 | 1,438 | -39.3% | |
| Maryland | Baltimore (Baltimore) | 872 | 1,436 | 6,854 | 857 | 64.6% | |
| New Jersey | Hudson (Cape Liberty) | 631 | 1,273 | 9,366 | 1,171 | 101.6% | 2,383 |
| California | San Diego (San Diego) | 1,632 | 1,118 | 17,188 | 2,148 | -31.5% | |
| Hawaii | Honolulu (Honolulu) | 1,713 | 819 | 12,483 | 1,675 | -52.2% | |
| Alabama | Mobile (Mobile) | 134 | 689 | 4,498 | 562 | 412.7% | 1,581 |
| Florida | Duval (Jacksonville) | 679 | 675 | 5,375 | 672 | -0.7% | |
| South Carolina | Charleston Charleston) | 277 | 670 | 3,190 | 399 | 141.6% | 1,085 |
| California | San Francisco (San Francisco) | 874 | 495 | 5,729 | 716 | -43.4% | 0 |
| Massachusetts | Suffolk (Boston) | 541 | 457 | 4,203 | 525 | -15.5% | |
| Alaska | Kenai Peninsula (Seward) | 538 | 456 | 4,048 | 506 | -15.2% | |
| Alaska | Valdez-Cordova (Whittier) | 618 | 435 | 5,245 | 656 | -29.6% | |
| Virginia | Norfolk (Norfolk) | 389 | 36 | 1,847 | 231 | -90.8% | 0 |
| Pennsylvania | Philadelphia (Philadelphia) | 217 | 0 | 1,338 | 167 | -100.0% | 0 |
| Mississippi | Harrison (Gulfport) | 20 | 0 | 20 | 2 | -100.0% | |
| Texas | Harris (Houston) | 592 | 0 | 1,893 | 237 | -100.0% | 0 |
| Total all ports | | 55,643 | 49,063 | 464,012 | 58,117 | 11.83% | |

Note: predictions for 2020 were based on a linear Ordinary Least Squares regression over time. Predicted values for 2020 were only shown when the regressions yielded a statistically significant slope coefficient.

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Appendix A: Detailed Data Tables for U.S. Coastal Regions, States and Counties

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|--------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Atlantic - North | 30,955 | 439,633 | 12,920 | 26,452 |
| Connecticut | 2,548 | 30,983 | 796 | 1,569 |
| Fairfield | 1,092 | 12,466 | 366 | 752 |
| Middlesex | 210 | 2,920 | 87 | 162 |
| New Haven | 752 | 9,145 | 207 | 380 |
| New London | 494 | 6,451 | 136 | 275 |
| Maine | 2,594 | 34,915 | 1,068 | 1,772 |
| Cumberland | 809 | 13,144 | 278 | 532 |
| Hancock | 403 | 3,397 | 83 | 170 |
| Kennebec | 15 | 175 | 8 | 12 |
| Knox | 294 | 2,152 | 51 | 95 |
| Lincoln | 279 | 2,331 | 95 | 147 |
| Penobscot | 14 | 289 | 15 | 21 |
| Sagadahoc | 13 | 185 | 12 | 18 |
| Waldo | 88 | 929 | 26 | 48 |
| Washington | 111 | 898 | 28 | 44 |
| York | 568 | 11,414 | 472 | 686 |
| Massachusetts | 5,079 | 77,043 | 2,527 | 4,577 |
| Barnstable | 1,287 | 14,336 | 333 | 655 |
| Bristol | 512 | 6,492 | 279 | 533 |
| Dukes | 165 | 1,525 | 49 | 93 |
| Essex | 902 | 11,570 | 273 | 485 |
| Middlesex | 374 | 10,982 | 709 | 1,155 |
| Nantucket | 126 | 1,227 | 40 | 70 |
| Norfolk | 430 | 7,454 | 188 | 342 |
| Plymouth | 557 | 7,501 | 163 | 281 |
| Suffolk | 726 | 15,955 | 493 | 962 |
| New Hampshire | 655 | 9,130 | 192 | 359 |
| Rockingham | 495 | 7,287 | 157 | 301 |
| Strafford | 160 | 1,843 | 35 | 57 |
| New York | 18,160 | 265,413 | 8,092 | 17,305 |
| Bronx | 552 | 4,343 | 109 | 196 |
| Dutchess | 691 | 8,235 | 167 | 314 |
| Kings | 2,346 | 16,922 | 369 | 772 |
| Nassau | 1,150 | 13,154 | 330 | 590 |
| New York | 7,279 | 152,252 | 5,127 | 11,964 |
| Orange | 743 | 8,272 | 138 | 282 |
| Putnam | 193 | 1,645 | 47 | 74 |
| Queens | 964 | 8,570 | 193 | 350 |
| Richmond | 677 | 7,909 | 201 | 355 |
| Rockland | 672 | 6,707 | 155 | 274 |
| Suffolk | 2,021 | 27,987 | 1,019 | 1,679 |
| Ulster | 508 | 5,707 | 114 | 240 |
| Westchester | 364 | 3,707 | 122 | 214 |
| Rhode Island | 1,919 | 28,227 | 661 | 1,334 |
| Bristol | 159 | 2,696 | 105 | 154 |
| Kent | 318 | 5,816 | 110 | 225 |
| Newport | 460 | 6,224 | 147 | 330 |
| Providence | 512 | 8,107 | 177 | 356 |
| Washington | 470 | 5,384 | 122 | 268 |
| Atlantic - Middle | 18,094 | 323,198 | 10,021 | 16,944 |
| Delaware | 927 | 16,157 | 354 | 656 |
| Kent | 148 | 3,230 | 55 | 108 |
| New Castle | 390 | 6,629 | 157 | 272 |
| Sussex | 389 | 6,298 | 141 | 276 |
| Maryland | 4,157 | 78,902 | 2,386 | 4,254 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|-------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Anne Arundel | 900 | 19,926 | 645 | 1,047 |
| Baltimore | 460 | 7,202 | 203 | 330 |
| Baltimore City | 780 | 14,924 | 430 | 900 |
| Calvert | 148 | 2,623 | 63 | 113 |
| Caroline | 8 | 627 | 42 | 53 |
| Cecil | 191 | 3,398 | 90 | 155 |
| Charles | 103 | 1,435 | 28 | 55 |
| Dorchester | 94 | 1,489 | 43 | 82 |
| Harford | 222 | 5,242 | 122 | 220 |
| Kent | 101 | 1,591 | 73 | 102 |
| Prince George's | 86 | 3,575 | 240 | 431 |
| Queen Anne's | 146 | 2,317 | 47 | 96 |
| Somerset | 61 | 866 | 31 | 50 |
| St. Mary's | 190 | 2,819 | 40 | 83 |
| Talbot | 170 | 3,077 | 98 | 162 |
| Wicomico | 36 | 938 | 57 | 69 |
| Worcester | 461 | 6,853 | 131 | 307 |
| New Jersey | 7,011 | 99,491 | 3,259 | 5,383 |
| Atlantic | 667 | 11,081 | 299 | 487 |
| Bergen | 132 | 3,003 | 165 | 273 |
| Burlington | 55 | 2,563 | 118 | 172 |
| Camden | 207 | 3,472 | 116 | 184 |
| Cape May | 1,005 | 9,820 | 257 | 457 |
| Cumberland | 170 | 2,314 | 74 | 100 |
| Essex | 498 | 5,341 | 169 | 298 |
| Gloucester | 46 | 845 | 43 | 65 |
| Hudson | 1,233 | 16,922 | 491 | 901 |
| Middlesex | 330 | 9,590 | 404 | 640 |
| Monmouth | 1,035 | 11,983 | 290 | 480 |
| Ocean | 1,140 | 12,606 | 279 | 473 |
| Passaic | 56 | 2,474 | 204 | 291 |
| Salem | 68 | 1,054 | 21 | 38 |
| Somerset | 34 | 798 | 65 | 106 |
| Union | 335 | 5,626 | 264 | 417 |
| Pennsylvania | 1,840 | 32,764 | 863 | 1,609 |
| Bucks | 75 | 1,908 | 82 | 124 |
| Delaware | 134 | 1,378 | 33 | 61 |
| Philadelphia | 1,631 | 29,478 | 748 | 1,423 |
| Virginia | 4,159 | 92,083 | 2,924 | 4,793 |
| Accomack | 115 | 1,153 | 21 | 46 |
| Alexandria | 9 | 246 | 14 | 23 |
| Arlington | 14 | 291 | 16 | 26 |
| Caroline | 7 | 240 | 10 | 15 |
| Charles City | 4 | 32 | 2 | 3 |
| Chesapeake | 77 | 4,770 | 328 | 429 |
| Chesterfield | 31 | 720 | 24 | 36 |
| Colonial Heights | 1 | 34 | 2 | 3 |
| Essex | 30 | 463 | 7 | 14 |
| Fairfax | 0 | 0 | 0 | 0 |
| Fairfax City | 2 | 19 | 1 | 2 |
| Falls Church | 1 | 34 | 2 | 3 |
| Franklin City | 2 | 38 | 2 | 3 |
| Fredericksburg | 5 | 74 | 3 | 5 |
| Gloucester | 97 | 2,211 | 91 | 118 |
| Hampton | 271 | 5,793 | 113 | 206 |
| Hanover | 12 | 178 | 9 | 13 |
| Henrico | 31 | 588 | 24 | 36 |
| Hopewell | 1 | 34 | 2 | 3 |
| Isle of Wight | 45 | 724 | 15 | 29 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|-------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| James City | 123 | 2,908 | 57 | 123 |
| King and Queen | 4 | 294 | 20 | 25 |
| King George | 42 | 395 | 6 | 11 |
| King William | 6 | 69 | 3 | 5 |
| Lancaster | 56 | 1,212 | 52 | 82 |
| Manassas | 0 | 0 | 0 | 0 |
| Manassas Park | 0 | 0 | 0 | 0 |
| Mathews | 27 | 498 | 26 | 35 |
| Middlesex | 53 | 1,442 | 82 | 102 |
| New Kent | 5 | 82 | 5 | 9 |
| Newport News | 386 | 7,877 | 156 | 268 |
| Norfolk | 543 | 10,118 | 354 | 838 |
| Northampton | 58 | 451 | 9 | 16 |
| Northumberland | 60 | 637 | 34 | 50 |
| Petersburg | 5 | 120 | 6 | 11 |
| Poquoson | 24 | 165 | 4 | 8 |
| Portsmouth | 40 | 8,636 | 579 | 693 |
| Prince George | 8 | 1,398 | 49 | 72 |
| Prince William | 291 | 5,426 | 96 | 183 |
| Richmond | 16 | 172 | 4 | 8 |
| Richmond City | 40 | 447 | 22 | 34 |
| Spotsylvania | 13 | 712 | 31 | 46 |
| Stafford | 123 | 2,076 | 33 | 62 |
| Suffolk | 150 | 3,281 | 59 | 101 |
| Surry | 4 | 42 | 0 | 1 |
| Virginia Beach | 1,115 | 21,327 | 451 | 782 |
| Westmoreland | 47 | 555 | 12 | 49 |
| Williamsburg | 2 | 48 | 3 | 5 |
| York | 163 | 4,050 | 86 | 163 |
| Atlantic - South | 14,512 | 258,729 | 6,190 | 14,310 |
| Florida | 8,706 | 146,960 | 4,058 | 9,644 |
| Baker | 2 | 43 | 2 | 5 |
| Bradford | 4 | 39 | 2 | 4 |
| Brevard | 1,145 | 15,718 | 272 | 589 |
| Broward | 1,627 | 27,194 | 760 | 1,677 |
| Clay | 26 | 484 | 25 | 59 |
| Duval | 844 | 16,945 | 489 | 1,048 |
| Flagler | 136 | 1,646 | 32 | 71 |
| Indian River | 279 | 3,379 | 69 | 155 |
| Lake | 27 | 460 | 21 | 37 |
| Martin | 503 | 6,233 | 136 | 299 |
| Miami-Dade | 428 | 15,375 | 858 | 2,672 |
| Nassau | 145 | 3,223 | 68 | 157 |
| Okeechobee | 12 | 173 | 8 | 19 |
| Orange | 116 | 3,822 | 161 | 274 |
| Osceola | 17 | 302 | 14 | 34 |
| Palm Beach | 1,734 | 29,205 | 712 | 1,578 |
| Putnam | 13 | 99 | 4 | 9 |
| Seminole | 46 | 226 | 9 | 19 |
| St. Johns | 379 | 7,060 | 150 | 342 |
| St. Lucie | 315 | 3,303 | 69 | 156 |
| Volusia | 908 | 12,034 | 199 | 437 |
| Georgia | 1,011 | 19,622 | 439 | 909 |
| Brantley | 1 | 3 | 0 | 0 |
| Bryan | 58 | 744 | 12 | 26 |
| Camden | 67 | 719 | 14 | 31 |
| Charlton | 0 | 0 | 0 | 0 |
| Chatham | 497 | 10,904 | 254 | 485 |
| Effingham | 9 | 366 | 13 | 20 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|------------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Glynn | 304 | 6,019 | 123 | 291 |
| Liberty | 27 | 360 | 11 | 26 |
| Long | 0 | 0 | 0 | 0 |
| McIntosh | 45 | 453 | 10 | 25 |
| Wayne | 3 | 53 | 3 | 6 |
| North Carolina | 2,100 | 33,455 | 549 | 1,156 |
| Beaufort | 93 | 1,271 | 20 | 51 |
| Bertie | 16 | 189 | 3 | 7 |
| Brunswick | 216 | 2,358 | 40 | 81 |
| Camden | 9 | 41 | 1 | 3 |
| Carteret | 293 | 4,198 | 91 | 198 |
| Chowan | 33 | 523 | 10 | 23 |
| Craven | 150 | 2,964 | 41 | 80 |
| Currituck | 66 | 475 | 8 | 17 |
| Dare | 266 | 3,734 | 75 | 164 |
| Gates | 2 | 35 | 2 | 4 |
| Hertford | 1 | 32 | 1 | 4 |
| Hyde | 32 | 343 | 6 | 21 |
| New Hanover | 468 | 9,203 | 138 | 273 |
| Onslow | 250 | 5,365 | 73 | 145 |
| Pamlico | 41 | 333 | 6 | 19 |
| Pasquotank | 72 | 1,319 | 17 | 34 |
| Pender | 54 | 598 | 10 | 22 |
| Perquimans | 14 | 179 | 3 | 6 |
| Tyrrell | 8 | 35 | 1 | 2 |
| Washington | 16 | 259 | 3 | 5 |
| South Carolina | 2,695 | 58,692 | 1,144 | 2,601 |
| Beaufort | 539 | 9,765 | 192 | 445 |
| Berkeley | 25 | 561 | 17 | 30 |
| Charleston | 1,038 | 22,964 | 481 | 1,062 |
| Colleton | 17 | 187 | 6 | 14 |
| Dorchester | 16 | 257 | 12 | 28 |
| Georgetown | 199 | 3,222 | 54 | 112 |
| Horry | 809 | 21,243 | 374 | 894 |
| Jasper | 52 | 493 | 7 | 16 |
| Gulf of Mexico - East | 13,109 | 200,584 | 4,729 | 10,910 |
| Alabama | 950 | 18,244 | 514 | 1,508 |
| Baldwin | 494 | 7,204 | 122 | 280 |
| Mobile | 456 | 11,040 | 391 | 1,229 |
| Florida | 11,294 | 169,813 | 3,993 | 8,893 |
| Alachua | 24 | 1,431 | 55 | 101 |
| Bay | 689 | 10,692 | 218 | 497 |
| Calhoun | 7 | 206 | 10 | 31 |
| Charlotte | 359 | 4,260 | 79 | 183 |
| Citrus | 159 | 1,591 | 37 | 88 |
| Collier | 620 | 10,987 | 276 | 657 |
| Columbia | 6 | 140 | 7 | 13 |
| DeSoto | 3 | 5 | 0 | 0 |
| Dixie | 18 | 100 | 2 | 4 |
| Escambia | 641 | 10,096 | 160 | 349 |
| Franklin | 74 | 675 | 13 | 29 |
| Gadsden | 5 | 36 | 2 | 20 |
| Gilchrist | 1 | 29 | 1 | 2 |
| Glades | 1 | 56 | 3 | 5 |
| Gulf | 38 | 278 | 5 | 10 |
| Hamilton | 1 | 6 | 1 | 6 |
| Hardee | 4 | 44 | 2 | 10 |
| Hendry | 6 | 92 | 5 | 19 |
| Hernando | 39 | 430 | 13 | 41 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|------------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Highlands | 11 | 257 | 12 | 28 |
| Hillsborough | 1,233 | 20,961 | 568 | 1,195 |
| Holmes | 5 | 36 | 2 | 14 |
| Jackson | 6 | 103 | 5 | 20 |
| Jefferson | 5 | 71 | 2 | 4 |
| Lafayette | 1 | 56 | 3 | 5 |
| Lee | 1,212 | 15,172 | 308 | 693 |
| Leon | 23 | 301 | 13 | 48 |
| Levy | 75 | 609 | 12 | 35 |
| Liberty | 0 | 0 | 0 | 0 |
| Madison | 0 | 0 | 0 | 0 |
| Manatee | 581 | 8,548 | 191 | 373 |
| Marion | 33 | 597 | 25 | 96 |
| Monroe | 836 | 10,093 | 270 | 638 |
| Okaloosa | 601 | 9,153 | 164 | 379 |
| Pasco | 315 | 3,531 | 80 | 191 |
| Pinellas | 2,243 | 34,306 | 838 | 1,808 |
| Polk | 65 | 5,141 | 201 | 372 |
| Santa Rosa | 297 | 3,639 | 60 | 135 |
| Sarasota | 744 | 11,209 | 233 | 512 |
| Sumter | 7 | 134 | 6 | 12 |
| Suwannee | 2 | 11 | 1 | 6 |
| Taylor | 47 | 588 | 12 | 26 |
| Wakulla | 44 | 462 | 6 | 13 |
| Walton | 211 | 3,619 | 91 | 214 |
| Washington | 2 | 62 | 3 | 11 |
| Mississippi | 865 | 12,527 | 221 | 509 |
| Hancock | 87 | 912 | 18 | 68 |
| Harrison | 457 | 7,347 | 118 | 252 |
| Jackson | 321 | 4,269 | 85 | 189 |
| Gulf of Mexico - West | 8,255 | 237,968 | 19,928 | 83,476 |
| Louisiana | 3,207 | 80,719 | 4,177 | 16,367 |
| Calcasieu | 91 | 3,393 | 202 | 381 |
| Cameron | 33 | 311 | 20 | 128 |
| Iberia | 175 | 5,308 | 272 | 739 |
| Jefferson | 580 | 15,104 | 646 | 1,275 |
| Lafourche | 207 | 6,173 | 433 | 1,460 |
| Livingston | 26 | 399 | 19 | 51 |
| Orleans | 822 | 21,324 | 970 | 6,544 |
| Plaquemines | 170 | 2,507 | 150 | 1,116 |
| St. Bernard | 88 | 1,696 | 83 | 266 |
| St. Charles | 47 | 816 | 45 | 82 |
| St. James | 22 | 464 | 37 | 131 |
| St. John the Baptist | 28 | 957 | 52 | 106 |
| St. Martin | 43 | 399 | 14 | 84 |
| St. Mary | 134 | 5,131 | 402 | 1,395 |
| St. Tammany | 148 | 1,512 | 75 | 167 |
| Tangipahoa | 40 | 1,511 | 59 | 98 |
| Terrebonne | 429 | 11,462 | 582 | 1,327 |
| Vermilion | 124 | 2,251 | 115 | 1,019 |
| Texas | 5,048 | 157,249 | 15,751 | 67,109 |
| Aransas | 97 | 1,425 | 47 | 100 |
| Brazoria | 136 | 2,182 | 110 | 254 |
| Calhoun | 84 | 1,428 | 72 | 242 |
| Cameron | 237 | 4,782 | 128 | 252 |
| Chambers | 48 | 606 | 23 | 47 |
| Galveston | 514 | 10,273 | 218 | 438 |
| Harris | 2,430 | 107,345 | 13,798 | 61,073 |
| Jackson | 43 | 453 | 15 | 30 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|-----------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Jefferson | 192 | 3,918 | 146 | 279 |
| Kenedy | 2 | 75 | 10 | 51 |
| Kleberg | 74 | 1,794 | 111 | 495 |
| Liberty | 45 | 163 | 8 | 21 |
| Matagorda | 109 | 1,731 | 53 | 107 |
| Nueces | 734 | 14,054 | 418 | 1,160 |
| Orange | 34 | 719 | 36 | 81 |
| Refugio | 34 | 454 | 16 | 59 |
| San Patricio | 135 | 2,100 | 58 | 125 |
| Victoria | 95 | 3,615 | 472 | 2,257 |
| Willacy | 5 | 131 | 10 | 35 |
| Pacific - Hawaii | 3,872 | 94,275 | 2,857 | 5,156 |
| Hawaii | 3,872 | 94,275 | 2,857 | 5,156 |
| Hawaii | 562 | 11,457 | 343 | 691 |
| Honolulu | 2,391 | 57,929 | 1,714 | 2,801 |
| Kalawao | 0 | 0 | 0 | 0 |
| Kauai | 281 | 6,890 | 202 | 431 |
| Maui | 638 | 18,000 | 597 | 1,234 |
| Pacific - California | 19,003 | 426,744 | 15,394 | 30,795 |
| California | 19,003 | 426,744 | 15,394 | 30,795 |
| Alameda | 1,574 | 26,199 | 754 | 1,557 |
| Contra Costa | 740 | 10,741 | 268 | 563 |
| Del Norte | 117 | 1,027 | 27 | 55 |
| Humboldt | 337 | 4,152 | 78 | 162 |
| Los Angeles | 2,842 | 90,100 | 4,976 | 9,555 |
| Marin | 568 | 8,629 | 232 | 474 |
| Mendocino | 173 | 1,959 | 44 | 91 |
| Monterey | 577 | 12,873 | 338 | 712 |
| Napa | 24 | 343 | 16 | 37 |
| Orange | 1,736 | 48,993 | 1,853 | 3,517 |
| Sacramento | 95 | 2,465 | 113 | 188 |
| San Diego | 2,830 | 75,268 | 2,509 | 5,056 |
| San Francisco | 2,442 | 50,840 | 1,497 | 3,175 |
| San Joaquin | 114 | 5,110 | 249 | 410 |
| San Luis Obispo | 445 | 6,813 | 142 | 301 |
| San Mateo | 1,368 | 22,990 | 534 | 1,097 |
| Santa Barbara | 642 | 14,627 | 465 | 969 |
| Santa Clara | 381 | 9,098 | 431 | 837 |
| Santa Cruz | 516 | 7,833 | 152 | 312 |
| Solano | 328 | 5,332 | 126 | 238 |
| Sonoma | 336 | 5,515 | 120 | 237 |
| Ventura | 774 | 13,100 | 356 | 1,070 |
| Yolo | 44 | 2,736 | 113 | 179 |
| Pacific - Northwest | 6,878 | 119,783 | 4,714 | 9,899 |
| Oregon | 1,359 | 16,534 | 506 | 1,017 |
| Benton | 11 | 96 | 5 | 14 |
| Clatsop | 259 | 3,450 | 100 | 192 |
| Columbia | 88 | 1,326 | 46 | 97 |
| Coos | 219 | 2,642 | 77 | 152 |
| Curry | 125 | 1,208 | 34 | 67 |
| Douglas | 52 | 1,022 | 54 | 113 |
| Lane | 109 | 1,206 | 37 | 86 |
| Lincoln | 355 | 4,108 | 100 | 191 |
| Polk | 9 | 38 | 2 | 6 |
| Tillamook | 85 | 873 | 26 | 50 |
| Washington | 37 | 516 | 24 | 46 |
| Yamhill | 10 | 49 | 2 | 4 |
| Washington | 5,519 | 103,248 | 4,208 | 8,882 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|---------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Clallam | 248 | 3,158 | 111 | 236 |
| Grays Harbor | 264 | 3,514 | 124 | 263 |
| Island | 166 | 2,520 | 90 | 189 |
| Jefferson | 143 | 2,639 | 125 | 261 |
| King | 2,070 | 39,488 | 1,558 | 3,382 |
| Kitsap | 49 | 10,925 | 805 | 1,644 |
| Mason | 137 | 1,720 | 53 | 115 |
| Pacific | 168 | 1,263 | 44 | 99 |
| Pierce | 656 | 11,817 | 359 | 699 |
| San Juan | 121 | 941 | 22 | 54 |
| Skagit | 283 | 6,953 | 362 | 748 |
| Snohomish | 647 | 7,758 | 176 | 393 |
| Thurston | 43 | 826 | 47 | 91 |
| Wahkiakum | 7 | 40 | 1 | 2 |
| Whatcom | 517 | 9,684 | 333 | 707 |
| Pacific - Alaska | 2,085 | 37,552 | 1,978 | 8,731 |
| Alaska | 2,085 | 37,552 | 1,978 | 8,731 |
| Aleutians East | 18 | 294 | 9 | 20 |
| Aleutians West | 35 | 2,201 | 79 | 192 |
| Anchorage | 774 | 15,732 | 799 | 5,231 |
| Bethel | 17 | 70 | 2 | 5 |
| Bristol Bay | 21 | 797 | 28 | 57 |
| Dillingham | 15 | 252 | 21 | 107 |
| Haines | 36 | 329 | 16 | 65 |
| Hoonah-Angoon | 0 | 0 | 0 | 0 |
| Juneau | 118 | 1,536 | 45 | 210 |
| Kenai Peninsula | 362 | 2,409 | 78 | 594 |
| Ketchikan Gateway | 106 | 1,046 | 43 | 117 |
| Kodiak Island | 86 | 1,920 | 58 | 123 |
| Lake and Peninsula | 13 | 139 | 5 | 10 |
| Matanuska-Susitna | 194 | 2,820 | 130 | 610 |
| Nome | 17 | 108 | 12 | 55 |
| North Slope | 34 | 5,689 | 545 | 957 |
| Northwest Arctic | 6 | 28 | 2 | 3 |
| Prince of Wales-Outer | | | | |
| Ketchikan | 0 | 0 | 0 | 0 |
| Sitka | 79 | 531 | 19 | 38 |
| Valdez-Cordova | 138 | 1,351 | 70 | 271 |
| Wade Hampton | 4 | 120 | 5 | 11 |
| Wrangell-Petersburg | 0 | 0 | 0 | 0 |
| Yakutat City and Borough | 12 | 179 | 12 | 56 |
| Great Lakes - West | 8,457 | 167,728 | 3,741 | 7,819 |
| Illinois | 2,471 | 76,658 | 2,201 | 4,731 |
| Cook | 2,137 | 70,446 | 2,026 | 4,390 |
| Lake | 334 | 6,212 | 175 | 340 |
| Indiana | 435 | 7,485 | 140 | 257 |
| La Porte | 121 | 2,554 | 44 | 81 |
| Lake | 163 | 1,963 | 51 | 92 |
| Porter | 151 | 2,968 | 45 | 84 |
| Michigan | 3,364 | 44,877 | 774 | 1,572 |
| Alcona | 11 | 30 | 1 | 1 |
| Alger | 42 | 175 | 5 | 9 |
| Allegan | 107 | 1,423 | 25 | 53 |
| Alpena | 60 | 545 | 11 | 21 |
| Antrim | 32 | 256 | 5 | 11 |
| Arenac | 40 | 155 | 4 | 11 |
| Baraga | 22 | 225 | 3 | 8 |
| Bay | 122 | 2,797 | 48 | 99 |
| Benzie | 30 | 237 | 6 | 12 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|---------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Berrien | 224 | 2,874 | 46 | 93 |
| Charlevoix | 46 | 502 | 13 | 24 |
| Cheboygan | 104 | 811 | 16 | 38 |
| Chippewa | 107 | 713 | 18 | 33 |
| Delta | 101 | 1,394 | 23 | 45 |
| Emmet | 139 | 1,293 | 28 | 54 |
| Gogebic | 45 | 353 | 3 | 8 |
| Grand Traverse | 326 | 5,001 | 100 | 225 |
| Houghton | 23 | 242 | 7 | 13 |
| Huron | 56 | 383 | 8 | 17 |
| Iosco | 46 | 505 | 6 | 11 |
| Keweenaw | 21 | 328 | 9 | 17 |
| Leelanau | 81 | 852 | 19 | 39 |
| Luce | 20 | 139 | 2 | 3 |
| Mackinac | 126 | 1,314 | 33 | 78 |
| Manistee | 66 | 545 | 9 | 20 |
| Marquette | 156 | 2,711 | 35 | 72 |
| Mason | 82 | 862 | 16 | 28 |
| Menominee | 37 | 576 | 11 | 19 |
| Muskegon | 148 | 2,456 | 37 | 69 |
| Oceana | 56 | 460 | 8 | 16 |
| Ontonagon | 9 | 20 | 0 | 1 |
| Ottawa | 177 | 2,511 | 38 | 72 |
| Presque Isle | 27 | 230 | 4 | 8 |
| Saginaw | 278 | 6,770 | 92 | 181 |
| Sanilac | 28 | 279 | 7 | 15 |
| Schoolcraft | 28 | 163 | 3 | 6 |
| St. Clair | 260 | 3,888 | 56 | 108 |
| Tuscola | 15 | 149 | 7 | 15 |
| Van Buren | 66 | 709 | 10 | 20 |
| Minnesota | 301 | 5,434 | 83 | 176 |
| Carlton | 4 | 105 | 5 | 9 |
| Cook | 58 | 662 | 11 | 26 |
| Lake | 43 | 628 | 8 | 18 |
| St. Louis | 196 | 4,040 | 59 | 123 |
| Wisconsin | 1,886 | 33,274 | 543 | 1,083 |
| Ashland | 45 | 690 | 11 | 21 |
| Bayfield | 52 | 482 | 8 | 17 |
| Brown | 263 | 5,027 | 77 | 152 |
| Door | 222 | 2,489 | 43 | 89 |
| Douglas | 97 | 1,904 | 39 | 69 |
| Iron | 2 | 14 | 1 | 2 |
| Kenosha | 110 | 1,773 | 26 | 51 |
| Kewaunee | 45 | 416 | 5 | 10 |
| Manitowoc | 110 | 1,817 | 25 | 55 |
| Marinette | 52 | 817 | 12 | 24 |
| Milwaukee | 531 | 11,253 | 194 | 387 |
| Oconto | 23 | 324 | 6 | 13 |
| Ozaukee | 113 | 2,194 | 29 | 59 |
| Racine | 92 | 1,544 | 29 | 53 |
| Sheboygan | 129 | 2,530 | 38 | 80 |
| Great Lakes - East | 5,665 | 92,062 | 1,774 | 3,378 |
| Michigan | 946 | 17,469 | 449 | 781 |
| Macomb | 254 | 4,084 | 136 | 229 |
| Monroe | 153 | 2,629 | 55 | 98 |
| Wayne | 539 | 10,756 | 258 | 453 |
| New York | 2,511 | 34,170 | 568 | 1,150 |
| Cayuga | 43 | 357 | 8 | 20 |
| Chautauqua | 334 | 4,600 | 70 | 158 |

Table A1. Ocean-related economic activity for U.S. coastal regions, states and counties in 2009

| Region – State - County | Number Business Establishments | Employment (jobs) | Wages (Million \$) | GDP (Million \$) |
|-------------------------|--------------------------------------|----------------------|-----------------------|---------------------|
| Erie | 715 | 12,455 | 213 | 420 |
| Franklin | 100 | 689 | 10 | 20 |
| Jefferson | 118 | 927 | 19 | 41 |
| Monroe | 298 | 5,275 | 107 | 197 |
| Niagara | 445 | 5,051 | 70 | 139 |
| Orleans | 19 | 74 | 2 | 4 |
| Oswego | 146 | 1,402 | 18 | 39 |
| St. Lawrence | 212 | 2,684 | 39 | 92 |
| Wayne | 81 | 656 | 11 | 19 |
| Ohio | 1,999 | 37,605 | 714 | 1,358 |
| Ashtabula | 150 | 1,942 | 28 | 56 |
| Cuyahoga | 655 | 12,565 | 299 | 557 |
| Erie | 218 | 5,161 | 73 | 162 |
| Lake | 390 | 7,657 | 106 | 208 |
| Lorain | 119 | 1,504 | 22 | 42 |
| Lucas | 268 | 5,352 | 85 | 159 |
| Ottawa | 174 | 1,971 | 48 | 93 |
| Sandusky | 10 | 183 | 7 | 12 |
| Wood | 15 | 1,271 | 45 | 69 |
| Pennsylvania | 209 | 2,817 | 43 | 89 |
| Erie | 209 | 2,817 | 43 | 89 |
| Grand Total | 130,885 | 2,400,532 | 84,427 | 218,085 |

Source: National Ocean Economics Program, Ocean Economy Dataset

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|--------------------------|-------------------|------------------|-------------|----------------------|----------------------|----------------|-----------------|
| | (Million Dollars) | | | | | | |
| Atlantic - North | 676.4 | 737.9 | 59.3 | 967.9 | 20,772.8 | 3,237.6 | 26,452.0 |
| Connecticut | 19.5 | 13.5 | 5.4 | 63.9 | 1,151.9 | 315.2 | 1,569.3 |
| Fairfield | 2.5 | 8.9 | 2.2 | 13.8 | 544.5 | 180.3 | 752.1 |
| Middlesex | 11.5 | 1.5 | 0.0 | 0.0 | 110.5 | 38.4 | 162.0 |
| New Haven | 2.9 | 1.3 | 1.2 | 13.8 | 265.0 | 95.8 | 380.1 |
| New London | 2.6 | 1.8 | 2.0 | 36.2 | 231.8 | 0.7 | 275.1 |
| Maine | 20.6 | 59.9 | 4.9 | 564.8 | 886.7 | 235.4 | 1,772.3 |
| Cumberland | 9.5 | 8.3 | 0.7 | 5.5 | 370.2 | 138.0 | 532.3 |
| Hancock | 0.6 | 33.0 | 0.2 | 19.4 | 114.2 | 2.1 | 169.6 |
| Kennebec | 0.7 | 2.6 | 0.2 | 4.6 | 0.0 | 3.6 | 11.8 |
| Knox | 0.7 | 1.2 | 0.2 | 11.0 | 67.0 | 15.3 | 95.4 |
| Lincoln | 3.7 | 3.1 | 0.2 | 69.1 | 51.2 | 19.2 | 146.6 |
| Penobscot | 0.0 | 0.5 | 1.0 | 13.8 | 0.0 | 5.2 | 20.5 |
| Sagadahoc | 0.7 | 4.1 | 0.2 | 9.2 | 0.0 | 3.8 | 18.2 |
| Waldo | 0.7 | 2.6 | 0.2 | 0.8 | 24.3 | 19.2 | 47.8 |
| Washington | 0.0 | 2.8 | 0.5 | 18.4 | 14.4 | 7.7 | 43.7 |
| York | 3.7 | 1.8 | 1.2 | 413.0 | 245.4 | 21.2 | 686.4 |
| Massachusetts | 87.9 | 437.5 | 13.5 | 89.1 | 2,523.9 | 1,425.1 | 4,577.0 |
| Barnstable | 8.2 | 10.5 | 1.5 | 0.8 | 612.1 | 22.3 | 655.5 |
| Bristol | 5.2 | 250.5 | 1.7 | 16.9 | 82.6 | 175.9 | 533.0 |
| Dukes | 0.3 | 2.9 | 0.0 | 4.6 | 77.7 | 7.7 | 93.2 |
| Essex | 7.5 | 121.0 | 5.2 | 23.0 | 303.0 | 25.2 | 485.0 |
| Middlesex | 24.9 | 3.7 | 1.1 | 13.8 | 184.6 | 926.5 | 1,154.6 |
| Nantucket | 0.0 | 0.3 | 0.0 | 9.2 | 60.8 | 0.0 | 70.3 |
| Norfolk | 30.0 | 6.7 | 1.2 | 4.6 | 243.1 | 56.5 | 342.1 |
| Plymouth | 6.4 | 4.5 | 2.0 | 2.3 | 184.9 | 81.1 | 281.1 |
| Suffolk | 5.2 | 37.4 | 0.7 | 13.8 | 774.9 | 129.9 | 962.0 |
| New Hampshire | 3.0 | 9.3 | 3.6 | 13.8 | 268.1 | 61.0 | 358.8 |
| Rockingham | 3.0 | 8.8 | 2.2 | 4.6 | 229.0 | 53.9 | 301.5 |
| Strafford | 0.0 | 0.5 | 1.5 | 9.2 | 39.1 | 7.0 | 57.3 |
| New York | 477.9 | 167.1 | 26.3 | 597.5 | 14,967.5 | 1,069.1 | 17,305.4 |
| Bronx | 14.8 | 17.0 | 0.4 | 21.2 | 119.8 | 22.4 | 195.7 |
| Dutchess | 5.6 | 1.1 | 1.3 | 21.2 | 238.2 | 46.9 | 314.3 |
| Kings | 85.3 | 85.1 | 0.9 | 4.2 | 569.3 | 27.6 | 772.4 |
| Nassau | 17.5 | 10.0 | 1.2 | 63.6 | 447.6 | 49.8 | 589.6 |
| New York | 228.5 | 20.6 | 3.2 | 0.0 | 11,528.8 | 183.3 | 11,964.5 |
| Orange | 4.0 | 1.0 | 2.1 | 0.0 | 260.3 | 14.6 | 282.0 |
| Putnam | 7.4 | 0.4 | 0.0 | 21.2 | 39.1 | 5.9 | 74.0 |
| Queens | 28.9 | 5.6 | 10.3 | 0.0 | 210.8 | 94.6 | 350.1 |
| Richmond | 24.6 | 0.8 | 0.0 | 63.6 | 222.4 | 43.9 | 355.3 |
| Rockland | 7.4 | 1.9 | 0.0 | 21.2 | 203.7 | 40.2 | 274.4 |
| Suffolk | 28.9 | 17.0 | 3.1 | 339.0 | 793.0 | 497.9 | 1,679.0 |
| Ulster | 1.9 | 1.5 | 2.1 | 21.2 | 201.1 | 12.1 | 239.9 |
| Westchester | 23.2 | 5.2 | 1.6 | 21.2 | 133.1 | 30.0 | 214.3 |
| Rhode Island | 12.1 | 53.4 | 4.4 | 115.8 | 974.8 | 173.5 | 1,334.1 |
| Bristol | 1.5 | 4.1 | 0.0 | 92.1 | 49.0 | 7.7 | 154.4 |
| Kent | 0.7 | 2.5 | 0.7 | 9.2 | 196.9 | 15.3 | 225.4 |
| Newport | 3.0 | 1.5 | 0.5 | 0.5 | 278.7 | 46.0 | 330.2 |
| Providence | 3.0 | 1.5 | 1.7 | 13.8 | 277.5 | 58.4 | 355.9 |
| Washington | 3.9 | 43.8 | 1.5 | 0.2 | 172.7 | 46.0 | 268.2 |
| Atlantic - Middle | 625 | 199 | 99 | 3,235 | 7,687 | 5,099 | 16,944 |
| Delaware | 13.3 | 7.8 | 2.3 | 42.4 | 445.5 | 144.3 | 655.7 |
| Kent | 1.9 | 1.5 | 0.4 | 0.0 | 80.7 | 23.5 | 107.9 |
| New Castle | 7.4 | 3.0 | 0.9 | 21.2 | 148.3 | 91.5 | 272.2 |
| Sussex | 4.1 | 3.3 | 1.0 | 21.2 | 216.6 | 29.3 | 275.6 |
| Maryland | 174.5 | 50.8 | 25.0 | 778.7 | 2,228.7 | 996.4 | 4,254.1 |
| Anne Arundel | 36.8 | 8.3 | 3.0 | 360.2 | 548.0 | 90.8 | 1,047.2 |
| Baltimore | 31.1 | 4.6 | 1.7 | 84.8 | 137.6 | 70.0 | 329.8 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|-------------------------|-------------------|------------------|-------------|----------------------|----------------------|----------------|----------------|
| | (Million Dollars) | | | | | | |
| Baltimore City | 29.9 | 3.0 | 0.0 | 15.9 | 633.5 | 217.7 | 900.0 |
| Calvert | 9.3 | 0.8 | 0.0 | 21.2 | 73.2 | 8.8 | 113.2 |
| Caroline | 3.7 | 0.4 | 0.4 | 42.4 | 0.0 | 5.9 | 52.7 |
| Cecil | 11.1 | 0.4 | 2.1 | 21.2 | 74.2 | 46.0 | 154.9 |
| Charles | 1.9 | 1.9 | 0.9 | 0.0 | 35.9 | 14.7 | 55.1 |
| Dorchester | 3.7 | 3.3 | 0.9 | 21.2 | 50.7 | 1.8 | 81.5 |
| Harford | 9.5 | 2.3 | 0.9 | 0.0 | 94.1 | 113.2 | 219.9 |
| Kent | 3.7 | 1.5 | 0.9 | 63.6 | 29.4 | 2.9 | 102.0 |
| Prince George's | 14.7 | 2.1 | 9.2 | 0.0 | 0.0 | 404.8 | 430.8 |
| Queen Anne's | 6.3 | 2.5 | 1.7 | 0.0 | 84.2 | 0.9 | 95.6 |
| Somerset | 5.6 | 9.7 | 0.0 | 21.2 | 7.9 | 5.9 | 50.2 |
| St. Mary's | 3.0 | 3.0 | 0.4 | 0.0 | 70.6 | 5.9 | 82.9 |
| Talbot | 1.9 | 2.3 | 0.9 | 63.6 | 87.8 | 5.9 | 162.2 |
| Wicomico | 1.0 | 0.4 | 0.9 | 63.6 | 2.7 | 0.6 | 69.1 |
| Worcester | 1.5 | 4.5 | 1.3 | 0.0 | 299.0 | 0.8 | 307.0 |
| New Jersey | 257.4 | 46.6 | 35.0 | 598.8 | 2,104.4 | 2,340.6 | 5,382.8 |
| Atlantic | 16.7 | 0.4 | 0.9 | 127.1 | 335.4 | 6.9 | 487.3 |
| Bergen | 19.0 | 3.6 | 2.8 | 21.2 | 0.0 | 226.9 | 273.5 |
| Burlington | 4.3 | 0.4 | 1.7 | 42.4 | 0.0 | 123.7 | 172.5 |
| Camden | 13.9 | 0.7 | 1.3 | 21.2 | 40.6 | 106.0 | 183.6 |
| Cape May | 6.0 | 26.2 | 1.3 | 84.8 | 323.9 | 14.7 | 456.8 |
| Cumberland | 3.7 | 1.2 | 4.5 | 42.4 | 32.1 | 16.7 | 100.5 |
| Essex | 16.4 | 1.7 | 1.3 | 0.0 | 162.9 | 115.6 | 298.0 |
| Gloucester | 21.4 | 1.1 | 4.3 | 0.0 | 0.0 | 37.8 | 64.6 |
| Hudson | 2.9 | 2.0 | 0.4 | 5.5 | 371.3 | 519.3 | 901.5 |
| Middlesex | 8.3 | 1.0 | 0.3 | 21.2 | 41.5 | 567.6 | 639.9 |
| Monmouth | 20.8 | 1.6 | 3.0 | 84.8 | 331.1 | 38.4 | 479.7 |
| Ocean | 17.1 | 2.3 | 2.9 | 84.8 | 354.5 | 11.4 | 472.9 |
| Passaic | 28.2 | 1.9 | 1.3 | 0.0 | 0.0 | 260.1 | 291.5 |
| Salem | 0.0 | 1.1 | 0.0 | 0.0 | 22.5 | 14.7 | 38.3 |
| Somerset | 13.7 | 0.2 | 8.3 | 0.0 | 0.0 | 83.5 | 105.7 |
| Union | 64.9 | 1.2 | 0.9 | 63.6 | 88.6 | 197.5 | 416.7 |
| Pennsylvania | 14.6 | 10.2 | 1.8 | 84.8 | 1,116.9 | 380.3 | 1,608.5 |
| Bucks | 3.2 | 2.8 | 0.5 | 0.0 | 0.0 | 117.7 | 124.2 |
| Delaware | 6.7 | 3.2 | 0.4 | 0.0 | 33.8 | 17.3 | 61.4 |
| Philadelphia | 4.8 | 4.1 | 0.9 | 84.8 | 1,083.2 | 245.3 | 1,423.0 |
| Virginia | 219.2 | 87.7 | 17.6 | 1,457.6 | 1,791.4 | 1,219.2 | 4,792.6 |
| Accomack | 9.3 | 5.4 | 0.0 | 0.0 | 28.4 | 2.9 | 46.0 |
| Alexandria | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 23.1 |
| Arlington | 3.7 | 0.8 | 1.3 | 0.0 | 0.0 | 20.5 | 26.3 |
| Caroline | 3.7 | 0.0 | 0.4 | 0.0 | 0.0 | 10.9 | 15.0 |
| Charles City | 1.9 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 3.1 |
| Chesapeake | 49.3 | 0.8 | 1.7 | 254.3 | 0.0 | 122.8 | 428.8 |
| Chesterfield | 4.3 | 1.5 | 1.7 | 0.0 | 0.0 | 28.9 | 36.4 |
| Colonial Heights | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 |
| Essex | 1.9 | 0.4 | 0.0 | 0.0 | 11.3 | 0.0 | 13.5 |
| Fairfax | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Fairfax City | 1.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| Falls Church | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 |
| Franklin City | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 2.9 | 3.3 |
| Fredericksburg | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 4.8 |
| Gloucester | 4.5 | 0.2 | 0.4 | 84.8 | 25.5 | 2.9 | 118.2 |
| Hampton | 7.4 | 4.1 | 0.0 | 21.2 | 143.8 | 29.3 | 205.9 |
| Hanover | 1.9 | 0.8 | 1.3 | 0.0 | 0.0 | 9.5 | 13.4 |
| Henrico | 5.6 | 1.0 | 0.9 | 0.0 | 0.0 | 28.7 | 36.2 |
| Hopewell | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 |
| Isle of Wight | 7.4 | 0.0 | 0.4 | 0.0 | 14.9 | 5.9 | 28.6 |
| James City | 3.7 | 0.8 | 0.4 | 0.0 | 115.7 | 2.9 | 123.5 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|-------------------------|-------------------|------------------|-------------|----------------------|----------------------|----------------|-----------------|
| | (Million Dollars) | | | | | | |
| King and Queen | 3.7 | 0.4 | 0.0 | 21.2 | 0.0 | 0.0 | 25.3 |
| King George | 0.0 | 0.0 | 0.9 | 0.0 | 9.7 | 0.0 | 10.5 |
| King William | 1.6 | 0.4 | 0.4 | 0.0 | 0.0 | 2.9 | 5.3 |
| Lancaster | 0.4 | 12.4 | 0.4 | 42.4 | 17.2 | 8.8 | 81.6 |
| Manassas | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Manassas Park | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Mathews | 0.8 | 1.5 | 0.0 | 21.2 | 2.3 | 8.8 | 34.5 |
| Middlesex | 0.6 | 1.1 | 0.0 | 84.8 | 9.3 | 5.9 | 101.7 |
| New Kent | 5.6 | 0.4 | 0.0 | 0.0 | 0.0 | 2.9 | 8.9 |
| Newport News | 7.4 | 3.0 | 0.4 | 36.5 | 172.5 | 48.1 | 267.9 |
| Norfolk | 9.3 | 1.2 | 0.0 | 35.1 | 240.0 | 552.9 | 838.5 |
| Northampton | 5.6 | 1.4 | 0.0 | 0.0 | 8.8 | 0.0 | 15.8 |
| Northumberland | 20.4 | 0.4 | 0.4 | 21.2 | 4.2 | 2.9 | 49.5 |
| Petersburg | 1.9 | 0.4 | 0.0 | 0.0 | 0.0 | 8.8 | 11.0 |
| Poquoson | 1.9 | 1.1 | 0.0 | 0.0 | 1.8 | 2.9 | 7.7 |
| Portsmouth | 20.7 | 1.1 | 0.0 | 644.4 | 0.0 | 26.8 | 693.0 |
| Prince George | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.3 | 72.3 |
| Prince William | 3.7 | 0.8 | 2.6 | 0.0 | 169.9 | 5.8 | 182.7 |
| Richmond | 3.7 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 7.6 |
| Richmond City | 2.4 | 3.0 | 0.4 | 0.0 | 0.0 | 27.7 | 33.5 |
| Spotsylvania | 0.7 | 0.4 | 0.4 | 0.0 | 0.0 | 44.6 | 46.1 |
| Stafford | 3.7 | 0.0 | 0.0 | 0.0 | 49.4 | 8.8 | 61.9 |
| Suffolk | 0.6 | 1.9 | 1.3 | 0.0 | 50.6 | 46.4 | 100.7 |
| Surry | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 |
| Virginia Beach | 5.6 | 2.4 | 0.4 | 169.5 | 580.5 | 23.8 | 782.2 |
| Westmoreland | 1.9 | 37.0 | 0.0 | 0.0 | 7.3 | 2.9 | 49.1 |
| Williamsburg | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 4.8 |
| York | 1.9 | 1.1 | 0.0 | 21.2 | 123.7 | 14.7 | 162.5 |
| Atlantic - South | 630.4 | 105.2 | 56.9 | 858.4 | 8,153.8 | 4,505.2 | 14,309.9 |
| Florida | 502.2 | 45.9 | 39.8 | 558.0 | 4,641.4 | 3,856.8 | 9,644.0 |
| Baker | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 4.8 |
| Bradford | 0.0 | 0.3 | 0.6 | 2.8 | 0.0 | 0.0 | 3.7 |
| Brevard | 15.8 | 0.8 | 0.4 | 42.4 | 511.0 | 18.3 | 588.8 |
| Broward | 54.3 | 6.2 | 8.6 | 54.4 | 1,169.6 | 383.9 | 1,677.0 |
| Clay | 27.2 | 0.0 | 2.0 | 8.5 | 0.0 | 21.8 | 59.5 |
| Duval | 54.8 | 4.5 | 1.6 | 144.4 | 282.7 | 560.5 | 1,048.4 |
| Flagler | 3.6 | 0.0 | 0.0 | 5.6 | 43.9 | 18.2 | 71.3 |
| Indian River | 5.6 | 2.1 | 0.6 | 11.3 | 110.2 | 25.4 | 155.1 |
| Lake | 8.5 | 0.6 | 0.9 | 2.8 | 0.0 | 24.3 | 37.1 |
| Martin | 19.6 | 1.5 | 0.9 | 62.1 | 213.5 | 1.8 | 299.4 |
| Miami-Dade | 176.5 | 17.4 | 5.8 | 62.1 | 0.0 | 2,409.8 | 2,671.6 |
| Nassau | 0.0 | 0.6 | 0.0 | 0.0 | 156.1 | 0.6 | 157.3 |
| Okeechobee | 3.6 | 0.3 | 1.2 | 2.8 | 0.0 | 10.9 | 18.8 |
| Orange | 39.6 | 0.9 | 1.6 | 34.9 | 0.0 | 196.9 | 274.0 |
| Osceola | 7.3 | 0.3 | 0.9 | 0.0 | 0.0 | 25.4 | 33.9 |
| Palm Beach | 46.5 | 4.6 | 8.2 | 67.8 | 1,393.3 | 58.0 | 1,578.4 |
| Putnam | 1.0 | 0.6 | 1.2 | 2.8 | 0.0 | 3.6 | 9.2 |
| Seminole | 8.2 | 1.5 | 2.0 | 5.6 | 0.0 | 2.2 | 19.5 |
| St. Johns | 20.3 | 1.8 | 1.4 | 8.5 | 270.4 | 40.0 | 342.3 |
| St. Lucie | 4.0 | 1.5 | 1.4 | 16.6 | 82.0 | 50.9 | 156.4 |
| Volusia | 4.5 | 0.6 | 0.5 | 22.6 | 408.7 | 0.6 | 437.5 |
| Georgia | 19.7 | 5.9 | 3.2 | 22.6 | 499.8 | 357.9 | 908.9 |
| Brantley | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Bryan | 2.4 | 0.3 | 0.0 | 2.8 | 16.4 | 3.6 | 25.5 |
| Camden | 1.2 | 0.3 | 0.6 | 5.6 | 12.5 | 10.9 | 31.1 |
| Charlton | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Chatham | 8.5 | 2.1 | 0.3 | 5.6 | 198.5 | 270.2 | 485.2 |
| Effingham | 0.0 | 0.3 | 0.9 | 0.0 | 0.0 | 18.6 | 19.8 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|------------------------------|-------------------|------------------|----------------|----------------------|----------------------|----------------|-----------------|
| | (Million Dollars) | | | | | | |
| Glynn | 0.3 | 0.9 | 0.3 | 0.0 | 256.5 | 32.7 | 290.6 |
| Liberty | 3.6 | 0.3 | 0.6 | 2.8 | 3.9 | 14.5 | 25.7 |
| Long | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| McIntosh | 1.2 | 1.8 | 0.3 | 5.6 | 12.0 | 3.6 | 24.6 |
| Wayne | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 6.1 |
| North Carolina | 58.6 | 42.3 | 8.2 | 118.6 | 845.0 | 83.6 | 1,156.3 |
| Beaufort | 1.0 | 12.8 | 0.0 | 13.5 | 24.0 | 0.0 | 51.3 |
| Bertie | 0.0 | 0.3 | 0.3 | 0.0 | 2.7 | 3.6 | 6.9 |
| Brunswick | 11.5 | 0.8 | 0.0 | 3.1 | 62.5 | 2.6 | 80.6 |
| Camden | 1.2 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 2.5 |
| Carteret | 3.6 | 1.4 | 0.6 | 50.8 | 97.7 | 43.6 | 197.7 |
| Chowan | 6.1 | 0.3 | 0.0 | 8.7 | 7.5 | 0.0 | 22.6 |
| Craven | 1.1 | 1.2 | 0.6 | 2.8 | 67.4 | 7.1 | 80.1 |
| Currituck | 0.5 | 0.6 | 0.3 | 0.0 | 11.9 | 3.6 | 16.9 |
| Dare | 3.2 | 2.1 | 0.3 | 26.8 | 132.0 | 0.0 | 164.5 |
| Gates | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 3.6 | 3.9 |
| Hertford | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.6 |
| Hyde | 1.2 | 10.7 | 0.0 | 0.0 | 9.0 | 0.0 | 20.9 |
| New Hanover | 18.1 | 1.8 | 4.1 | 1.5 | 242.7 | 4.9 | 273.1 |
| Onslow | 5.9 | 0.3 | 0.3 | 0.0 | 131.1 | 7.3 | 144.8 |
| Pamlico | 0.8 | 7.4 | 0.0 | 5.6 | 5.1 | 0.0 | 18.9 |
| Pasquotank | 1.5 | 1.2 | 0.0 | 0.0 | 27.5 | 3.6 | 33.8 |
| Pender | 0.6 | 0.6 | 1.4 | 5.6 | 13.5 | 0.0 | 21.8 |
| Perquimans | 2.4 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 5.7 |
| Tyrrell | 0.0 | 0.9 | 0.0 | 0.0 | 0.7 | 0.0 | 1.6 |
| Washington | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 5.2 |
| South Carolina | 50.0 | 11.2 | 5.8 | 159.3 | 2,167.6 | 207.0 | 2,600.8 |
| Beaufort | 4.6 | 1.8 | 0.6 | 5.6 | 396.6 | 36.3 | 445.5 |
| Berkeley | 4.8 | 0.0 | 0.3 | 5.6 | 0.0 | 19.5 | 30.3 |
| Charleston | 23.6 | 4.7 | 2.6 | 116.2 | 777.9 | 136.9 | 1,061.9 |
| Colleton | 3.6 | 0.3 | 0.3 | 2.8 | 3.1 | 3.6 | 13.8 |
| Dorchester | 6.3 | 0.0 | 0.6 | 17.6 | 0.0 | 3.2 | 27.7 |
| Georgetown | 3.6 | 2.7 | 0.3 | 5.6 | 98.9 | 0.3 | 111.5 |
| Horry | 2.2 | 1.1 | 1.2 | 5.6 | 876.9 | 7.1 | 894.2 |
| Jasper | 1.2 | 0.6 | 0.0 | 0.0 | 14.1 | 0.0 | 15.9 |
| Gulf of Mexico - East | 479.3 | 88.6 | 1,109.9 | 1,014.2 | 6,838.9 | 1,379.6 | 10,910.4 |
| Alabama | 23.8 | 29.3 | 547.9 | 325.5 | 332.9 | 248.8 | 1,508.2 |
| Baldwin | 2.6 | 2.1 | 42.9 | 10.2 | 214.8 | 7.0 | 279.6 |
| Mobile | 21.2 | 27.2 | 505.0 | 315.3 | 118.1 | 241.8 | 1,228.5 |
| Florida | 447.2 | 53.0 | 463.9 | 629.6 | 6,183.5 | 1,115.6 | 8,892.9 |
| Alachua | 0.0 | 0.9 | 12.3 | 14.6 | 0.0 | 73.0 | 100.8 |
| Bay | 6.2 | 3.9 | 18.4 | 97.4 | 367.6 | 3.1 | 496.6 |
| Calhoun | 2.9 | 0.0 | 12.3 | 15.4 | 0.0 | 0.0 | 30.5 |
| Charlotte | 9.7 | 1.8 | 18.4 | 5.1 | 132.8 | 14.7 | 182.6 |
| Citrus | 14.5 | 0.9 | 12.3 | 5.1 | 45.3 | 9.8 | 87.9 |
| Collier | 8.8 | 1.2 | 36.8 | 5.1 | 601.5 | 3.8 | 657.3 |
| Columbia | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 | 12.7 |
| DeSoto | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| Dixie | 0.0 | 1.0 | 0.0 | 0.0 | 2.6 | 0.0 | 3.6 |
| Escambia | 1.4 | 4.4 | 7.6 | 6.7 | 309.1 | 19.5 | 348.6 |
| Franklin | 1.4 | 1.3 | 0.0 | 0.0 | 23.8 | 2.5 | 29.1 |
| Gadsden | 1.4 | 0.3 | 18.4 | 0.0 | 0.0 | 0.0 | 20.1 |
| Gilchrist | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 |
| Glades | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 5.1 |
| Gulf | 0.0 | 0.8 | 0.0 | 0.0 | 9.6 | 0.0 | 10.4 |
| Hamilton | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 6.1 |
| Hardee | 4.3 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 10.5 |
| Hendry | 1.4 | 0.5 | 12.3 | 5.1 | 0.0 | 0.0 | 19.4 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|------------------------------|-------------------|------------------|-----------------|----------------------|----------------------|----------------|-----------------|
| | (Million Dollars) | | | | | | |
| Hernando | 2.9 | 0.8 | 18.4 | 0.0 | 6.7 | 12.3 | 41.0 |
| Highlands | 1.8 | 0.0 | 6.1 | 15.4 | 0.0 | 4.9 | 28.2 |
| Hillsborough | 213.9 | 2.7 | 5.1 | 56.3 | 766.9 | 149.7 | 1,194.6 |
| Holmes | 1.4 | 0.5 | 12.3 | 0.0 | 0.0 | 0.0 | 14.2 |
| Jackson | 0.0 | 0.3 | 12.3 | 0.0 | 0.0 | 7.4 | 19.9 |
| Jefferson | 1.4 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 3.8 |
| Lafayette | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 5.1 |
| Lee | 26.5 | 3.5 | 0.3 | 12.5 | 644.9 | 5.3 | 693.0 |
| Leon | 15.5 | 1.0 | 24.5 | 5.1 | 0.0 | 1.5 | 47.7 |
| Levy | 0.0 | 1.1 | 12.3 | 5.1 | 14.3 | 2.5 | 35.2 |
| Liberty | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Madison | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Manatee | 2.9 | 1.0 | 12.3 | 92.2 | 259.7 | 4.7 | 372.9 |
| Marion | 1.6 | 0.3 | 61.3 | 15.4 | 0.0 | 17.1 | 95.6 |
| Monroe | 4.1 | 9.1 | 6.1 | 30.7 | 584.5 | 3.0 | 637.5 |
| Okaloosa | 0.1 | 3.1 | 24.5 | 10.2 | 339.2 | 1.5 | 378.6 |
| Pasco | 21.9 | 2.6 | 30.7 | 20.5 | 93.0 | 22.1 | 190.7 |
| Pinellas | 32.1 | 4.6 | 2.4 | 148.5 | 1,185.8 | 435.1 | 1,808.5 |
| Polk | 24.4 | 1.6 | 55.2 | 10.2 | 0.0 | 280.9 | 372.2 |
| Santa Rosa | 15.9 | 0.5 | 0.6 | 10.2 | 102.4 | 4.9 | 134.6 |
| Sarasota | 11.1 | 0.8 | 0.3 | 1.5 | 481.2 | 16.8 | 511.7 |
| Sumter | 4.3 | 0.5 | 0.0 | 5.1 | 0.0 | 2.5 | 12.4 |
| Suwannee | 0.0 | 0.3 | 6.1 | 0.0 | 0.0 | 0.0 | 6.4 |
| Taylor | 1.4 | 0.3 | 0.0 | 10.2 | 14.1 | 0.0 | 26.1 |
| Wakulla | 1.4 | 0.5 | 0.0 | 0.0 | 11.5 | 0.0 | 13.5 |
| Walton | 7.2 | 0.8 | 6.1 | 10.2 | 184.7 | 4.9 | 214.0 |
| Washington | 0.0 | 0.0 | 6.1 | 5.1 | 0.0 | 0.0 | 11.3 |
| Mississippi | 8.3 | 6.3 | 98.1 | 59.1 | 322.4 | 15.1 | 509.4 |
| Hancock | 2.9 | 0.3 | 36.8 | 5.1 | 21.7 | 1.5 | 68.3 |
| Harrison | 2.7 | 4.7 | 12.3 | 30.7 | 195.5 | 6.5 | 252.4 |
| Jackson | 2.7 | 1.3 | 49.1 | 23.2 | 105.3 | 7.1 | 188.7 |
| Gulf of Mexico - West | 1,075.3 | 134.9 | 74,703.1 | 1,696.2 | 2,223.1 | 3,643.3 | 83,475.9 |
| Louisiana | 510.0 | 80.6 | 11,799.1 | 1,172.2 | 1,169.2 | 1,635.4 | 16,366.5 |
| Calcasieu | 188.4 | 0.8 | 175.6 | 7.7 | 0.0 | 8.1 | 380.5 |
| Cameron | 7.4 | 1.4 | 104.4 | 0.0 | 0.0 | 15.2 | 128.4 |
| Iberia | 6.1 | 2.1 | 613.5 | 58.9 | 37.5 | 21.2 | 739.3 |
| Jefferson | 62.5 | 4.1 | 281.1 | 527.9 | 147.3 | 252.3 | 1,275.3 |
| Lafourche | 22.2 | 2.1 | 791.0 | 92.1 | 12.5 | 539.9 | 1,459.9 |
| Livingston | 0.4 | 0.2 | 23.9 | 23.0 | 0.0 | 3.0 | 50.6 |
| Orleans | 34.0 | 6.8 | 5,466.5 | 3.5 | 790.5 | 242.8 | 6,544.2 |
| Plaquemines | 30.4 | 4.6 | 952.9 | 14.0 | 14.1 | 99.8 | 1,115.8 |
| St. Bernard | 11.1 | 2.8 | 179.3 | 38.4 | 18.6 | 15.3 | 265.6 |
| St. Charles | 26.0 | 0.9 | 12.7 | 15.4 | 0.0 | 26.9 | 81.8 |
| St. James | 7.4 | 0.7 | 102.5 | 7.7 | 0.0 | 12.7 | 130.9 |
| St. John the Baptist | 7.4 | 1.1 | 46.3 | 15.4 | 0.0 | 35.5 | 105.6 |
| St. Martin | 0.0 | 8.6 | 64.2 | 7.7 | 0.0 | 3.0 | 83.5 |
| St. Mary | 22.2 | 1.4 | 1,050.4 | 161.2 | 9.6 | 150.0 | 1,394.8 |
| St. Tammany | 10.3 | 1.1 | 111.4 | 23.0 | 15.9 | 5.7 | 167.4 |
| Tangipahoa | 14.8 | 2.1 | 1.9 | 0.0 | 0.0 | 79.1 | 97.9 |
| Terrebonne | 48.1 | 8.3 | 913.8 | 153.5 | 105.2 | 97.7 | 1,326.5 |
| Vermilion | 11.1 | 31.4 | 907.7 | 23.0 | 18.0 | 27.3 | 1,018.5 |
| Texas | 565.3 | 54.3 | 62,904.0 | 524.0 | 1,053.9 | 2,007.9 | 67,109.4 |
| Aransas | 11.1 | 0.1 | 34.0 | 15.4 | 24.3 | 15.2 | 100.1 |
| Brazoria | 37.1 | 1.8 | 147.8 | 30.7 | 9.6 | 27.3 | 254.2 |
| Calhoun | 42.2 | 1.8 | 179.3 | 1.2 | 13.6 | 3.9 | 241.9 |
| Cameron | 1.7 | 4.5 | 0.7 | 117.5 | 75.1 | 52.0 | 251.6 |
| Chambers | 3.7 | 3.2 | 16.2 | 7.7 | 4.5 | 12.1 | 47.5 |
| Galveston | 29.2 | 13.3 | 2.5 | 19.4 | 289.2 | 84.8 | 438.4 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|-----------------------------|-------------------|------------------|----------------|----------------------|----------------------|-----------------|-----------------|
| | (Million Dollars) | | | | | | |
| Harris | 309.3 | 8.2 | 58,820.2 | 129.1 | 142.4 | 1,664.4 | 61,073.5 |
| Jackson | 11.1 | 1.4 | 9.8 | 0.0 | 5.1 | 3.0 | 30.4 |
| Jefferson | 56.8 | 12.1 | 35.8 | 76.8 | 44.8 | 53.1 | 279.4 |
| Kenedy | 0.0 | 0.0 | 51.2 | 0.0 | 0.0 | 0.0 | 51.2 |
| Kleberg | 0.0 | 0.0 | 461.1 | 7.7 | 26.5 | 0.0 | 495.3 |
| Liberty | 3.7 | 0.7 | 10.4 | 0.0 | 0.0 | 6.1 | 20.8 |
| Matagorda | 11.1 | 5.5 | 7.7 | 46.1 | 24.9 | 12.1 | 107.4 |
| Nueces | 29.7 | 0.7 | 714.9 | 23.0 | 356.9 | 35.0 | 1,160.2 |
| Orange | 3.7 | 0.4 | 44.2 | 26.1 | 0.0 | 6.8 | 81.1 |
| Refugio | 0.0 | 0.4 | 54.9 | 0.0 | 3.9 | 0.0 | 59.2 |
| San Patricio | 11.1 | 0.0 | 58.7 | 0.5 | 33.0 | 21.2 | 124.6 |
| Victoria | 3.7 | 0.0 | 2,228.8 | 23.0 | 0.0 | 1.9 | 2,257.4 |
| Willacy | 0.0 | 0.4 | 25.6 | 0.0 | 0.0 | 9.1 | 35.1 |
| Pacific - Hawaii | 126.9 | 29.2 | 3.3 | 58.2 | 4,582.3 | 356.3 | 5,156.3 |
| Hawaii | 126.9 | 29.2 | 3.3 | 58.2 | 4,582.3 | 356.3 | 5,156.3 |
| Hawaii | 30.8 | 6.2 | 0.3 | 2.6 | 624.5 | 26.2 | 690.5 |
| Honolulu | 65.4 | 20.6 | 0.9 | 52.9 | 2,399.1 | 261.5 | 2,800.5 |
| Kalawao | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kauai | 11.5 | 1.2 | 0.0 | 0.0 | 388.7 | 29.4 | 430.8 |
| Maui | 19.2 | 1.2 | 2.1 | 2.6 | 1,170.1 | 39.2 | 1,234.4 |
| Pacific - California | 970.2 | 140.7 | 1,367.7 | 1,240.2 | 14,571.0 | 12,505.0 | 30,794.9 |
| California | 970.2 | 140.7 | 1,367.7 | 1,240.2 | 14,571.0 | 12,505.0 | 30,794.9 |
| Alameda | 28.8 | 0.6 | 4.7 | 35.4 | 796.7 | 691.2 | 1,557.3 |
| Contra Costa | 131.9 | 1.0 | 53.4 | 35.4 | 304.6 | 36.7 | 563.1 |
| Del Norte | 3.4 | 8.1 | 3.6 | 11.8 | 20.7 | 7.3 | 54.9 |
| Humboldt | 1.1 | 6.7 | 10.7 | 35.4 | 103.7 | 4.4 | 162.0 |
| Los Angeles | 249.6 | 62.9 | 323.9 | 12.7 | 1,834.8 | 7,070.7 | 9,554.7 |
| Marin | 31.1 | 2.1 | 21.4 | 2.0 | 344.0 | 73.0 | 473.6 |
| Mendocino | 6.9 | 8.3 | 3.6 | 11.8 | 54.0 | 6.3 | 90.8 |
| Monterey | 13.8 | 7.1 | 21.4 | 0.0 | 637.2 | 32.7 | 712.2 |
| Napa | 5.7 | 0.3 | 17.8 | 0.0 | 0.0 | 13.5 | 37.4 |
| Orange | 42.3 | 1.1 | 38.0 | 141.7 | 1,627.2 | 1,666.7 | 3,517.1 |
| Sacramento | 22.0 | 1.0 | 13.9 | 0.0 | 0.0 | 151.3 | 188.3 |
| San Diego | 224.1 | 16.0 | 104.7 | 788.5 | 2,769.8 | 1,153.3 | 5,056.4 |
| San Francisco | 11.5 | 11.9 | 21.4 | 11.8 | 3,076.4 | 42.4 | 3,175.3 |
| San Joaquin | 9.4 | 0.3 | 36.5 | 11.8 | 0.0 | 352.0 | 410.1 |
| San Luis Obispo | 47.2 | 0.7 | 7.3 | 11.8 | 234.0 | 0.5 | 301.5 |
| San Mateo | 10.3 | 4.8 | 9.6 | 11.8 | 1,034.3 | 26.4 | 1,097.3 |
| Santa Barbara | 15.5 | 1.0 | 67.0 | 11.8 | 523.5 | 350.5 | 969.4 |
| Santa Clara | 46.5 | 1.9 | 32.1 | 11.8 | 279.7 | 465.1 | 837.1 |
| Santa Cruz | 0.0 | 2.8 | 7.1 | 23.6 | 259.0 | 19.6 | 312.1 |
| Solano | 15.6 | 0.7 | 18.7 | 11.8 | 121.8 | 69.8 | 238.4 |
| Sonoma | 8.1 | 0.4 | 2.6 | 23.6 | 177.0 | 25.3 | 237.1 |
| Ventura | 41.9 | 0.8 | 532.4 | 35.4 | 372.7 | 86.7 | 1,070.0 |
| Yolo | 3.4 | 0.0 | 16.0 | 0.0 | 0.0 | 159.3 | 178.8 |
| Pacific - Northwest | 363.5 | 475.6 | 255.4 | 4,017.3 | 2,784.3 | 2,002.9 | 9,898.9 |
| Oregon | 54.4 | 35.3 | 87.2 | 409.4 | 321.7 | 109.0 | 1,017.0 |
| Benton | 0.8 | 3.2 | 5.1 | 0.0 | 0.0 | 4.4 | 13.5 |
| Clatsop | 5.4 | 6.8 | 0.0 | 76.8 | 76.4 | 26.5 | 191.9 |
| Columbia | 1.8 | 0.6 | 12.8 | 51.2 | 17.3 | 13.3 | 96.9 |
| Coos | 5.4 | 3.5 | 2.6 | 76.8 | 60.1 | 3.3 | 151.6 |
| Curry | 1.8 | 4.8 | 2.6 | 25.6 | 23.5 | 8.8 | 67.1 |
| Douglas | 6.8 | 0.9 | 14.2 | 76.8 | 5.7 | 8.8 | 113.2 |
| Lane | 1.2 | 4.0 | 29.6 | 25.6 | 18.9 | 6.7 | 86.1 |
| Lincoln | 7.2 | 6.9 | 2.6 | 51.2 | 105.5 | 17.7 | 191.0 |
| Polk | 0.5 | 0.0 | 5.1 | 0.0 | 0.0 | 0.2 | 5.9 |
| Tillamook | 3.6 | 2.0 | 0.0 | 25.6 | 14.2 | 4.4 | 49.8 |
| Washington | 19.3 | 0.6 | 12.8 | 0.0 | 0.0 | 13.6 | 46.3 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|---------------------------|-------------------|------------------|----------------|----------------------|----------------------|----------------|----------------|
| | (Million Dollars) | | | | | | |
| Yamhill | 0.6 | 1.9 | 0.0 | 0.0 | 0.0 | 1.1 | 3.5 |
| Washington | 309.1 | 440.3 | 168.2 | 3,607.9 | 2,462.6 | 1,893.9 | 8,881.9 |
| Clallam | 9.0 | 7.0 | 7.7 | 127.9 | 62.4 | 22.1 | 236.1 |
| Grays Harbor | 1.7 | 34.1 | 2.6 | 127.9 | 52.6 | 44.2 | 263.1 |
| Island | 3.6 | 1.9 | 5.1 | 127.9 | 45.5 | 4.4 | 188.5 |
| Jefferson | 3.6 | 2.9 | 7.7 | 204.7 | 33.5 | 8.8 | 261.2 |
| King | 177.6 | 268.8 | 22.6 | 202.0 | 1,381.0 | 1,330.0 | 3,381.9 |
| Kitsap | 9.4 | 2.9 | 12.8 | 1,548.6 | 0.0 | 70.7 | 1,644.4 |
| Mason | 5.4 | 19.9 | 2.6 | 25.6 | 39.0 | 22.1 | 114.6 |
| Pacific | 0.0 | 25.6 | 0.0 | 51.2 | 18.2 | 4.4 | 99.3 |
| Pierce | 27.8 | 18.3 | 41.0 | 58.5 | 266.7 | 286.6 | 698.9 |
| San Juan | 1.8 | 1.3 | 2.6 | 0.0 | 44.0 | 4.4 | 54.0 |
| Skagit | 3.2 | 1.3 | 5.1 | 614.1 | 84.9 | 39.8 | 748.3 |
| Snohomish | 43.0 | 31.7 | 43.3 | 33.2 | 223.4 | 18.0 | 392.6 |
| Thurston | 11.4 | 0.3 | 5.1 | 51.2 | 0.0 | 22.5 | 90.5 |
| Wahkiakum | 0.0 | 0.6 | 0.0 | 0.0 | 0.9 | 0.0 | 1.5 |
| Whatcom | 11.6 | 23.7 | 10.2 | 435.0 | 210.7 | 15.8 | 706.9 |
| Pacific - Alaska | 216.7 | 502.6 | 7,223.3 | 0.0 | 723.4 | 65.2 | 8,731.2 |
| Alaska | 216.7 | 502.6 | 7,223.3 | 0.0 | 723.4 | 65.2 | 8,731.2 |
| Aleutians East | 0.0 | 16.5 | 0.0 | 0.0 | 2.3 | 1.4 | 20.3 |
| Aleutians West | 0.0 | 141.7 | 49.5 | 0.0 | 0.6 | 0.4 | 192.1 |
| Anchorage | 73.6 | 30.7 | 4,626.3 | 0.0 | 469.5 | 31.2 | 5,231.2 |
| Bethel | 0.0 | 4.7 | 0.0 | 0.0 | 0.2 | 0.0 | 4.9 |
| Bristol Bay | 0.0 | 52.7 | 0.0 | 0.0 | 3.1 | 1.2 | 57.1 |
| Dillingham | 0.0 | 7.1 | 98.9 | 0.0 | 0.2 | 0.6 | 106.8 |
| Haines | 0.0 | 11.8 | 49.5 | 0.0 | 2.4 | 1.2 | 64.9 |
| Hoonah-Angoon | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Juneau | 98.9 | 7.1 | 49.5 | 0.0 | 51.8 | 2.4 | 209.8 |
| Kenai Peninsula | 0.0 | 12.3 | 504.1 | 0.0 | 73.7 | 3.6 | 593.7 |
| Ketchikan Gateway | 14.7 | 35.4 | 49.5 | 0.0 | 11.0 | 6.1 | 116.6 |
| Kodiak Island | 3.7 | 103.8 | 0.0 | 0.0 | 13.6 | 1.8 | 122.9 |
| Lake and Peninsula | 0.0 | 7.1 | 0.0 | 0.0 | 3.1 | 0.0 | 10.2 |
| Matanuska-Susitna | 3.7 | 2.4 | 544.2 | 0.0 | 57.5 | 1.8 | 609.6 |
| Nome | 3.7 | 0.0 | 49.5 | 0.0 | 0.8 | 0.6 | 54.6 |
| North Slope | 0.0 | 0.0 | 955.1 | 0.0 | 1.7 | 0.6 | 957.4 |
| Northwest Arctic | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.2 | 2.7 |
| Prince of Wales- | | | | | | | |
| Outer Ketchikan | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sitka | 7.4 | 23.6 | 0.0 | 0.0 | 5.8 | 1.2 | 38.0 |
| Valdez-Cordova | 7.4 | 33.9 | 197.9 | 0.0 | 22.4 | 9.7 | 271.3 |
| Wade Hampton | 3.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 |
| Wrangell- | | | | | | | |
| Petersburg | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yakutat City and | | | | | | | |
| Borough | 0.0 | 4.7 | 49.5 | 0.0 | 2.3 | 0.0 | 56.5 |
| Great Lakes - West | 158.5 | 76.9 | 358.7 | 28.3 | 5,627.1 | 1,569.0 | 7,818.6 |
| Illinois | 51.0 | 31.1 | 80.2 | 6.4 | 3,477.1 | 1,085.0 | 4,730.8 |
| Cook | 48.3 | 29.8 | 80.0 | 4.6 | 3,223.4 | 1,004.1 | 4,390.3 |
| Lake | 2.7 | 1.3 | 0.1 | 1.8 | 253.6 | 80.9 | 340.5 |
| Indiana | 34.3 | 0.7 | 14.1 | 0.0 | 141.2 | 67.2 | 257.5 |
| La Porte | 0.6 | 0.0 | 4.6 | 0.0 | 53.5 | 22.7 | 81.5 |
| Lake | 32.4 | 0.7 | 6.4 | 0.0 | 31.2 | 21.8 | 92.4 |
| Porter | 1.3 | 0.0 | 3.1 | 0.0 | 56.5 | 22.7 | 83.6 |
| Michigan | 50.4 | 28.2 | 209.8 | 11.0 | 1,065.6 | 206.8 | 1,571.7 |
| Alcona | 0.6 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 1.4 |
| Alger | 0.0 | 1.3 | 0.0 | 0.0 | 4.5 | 2.8 | 8.6 |
| Allegan | 5.6 | 0.0 | 7.7 | 2.4 | 33.8 | 3.4 | 52.9 |
| Alpena | 0.0 | 0.0 | 6.2 | 0.0 | 9.6 | 5.7 | 21.4 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|---------------------------|-------------------|------------------|--------------|----------------------|----------------------|----------------|----------------|
| | (Million Dollars) | | | | | | |
| Antrim | 2.5 | 0.0 | 3.1 | 0.0 | 5.2 | 0.0 | 10.8 |
| Arenac | 0.6 | 0.7 | 7.7 | 0.0 | 2.0 | 0.0 | 11.0 |
| Baraga | 0.0 | 0.0 | 4.6 | 0.0 | 2.9 | 0.0 | 7.5 |
| Bay | 3.2 | 0.0 | 7.7 | 0.6 | 76.1 | 11.3 | 98.9 |
| Benzie | 0.6 | 0.0 | 1.5 | 0.0 | 4.2 | 5.7 | 12.1 |
| Berrien | 8.3 | 0.0 | 7.7 | 0.6 | 70.3 | 5.9 | 92.9 |
| Charlevoix | 1.2 | 0.7 | 3.1 | 0.6 | 12.4 | 5.7 | 23.6 |
| Cheboygan | 1.9 | 3.3 | 1.5 | 1.2 | 20.4 | 10.0 | 38.3 |
| Chippewa | 0.6 | 4.6 | 3.1 | 0.0 | 8.2 | 17.0 | 33.4 |
| Delta | 0.6 | 1.3 | 3.1 | 1.2 | 24.3 | 14.1 | 44.7 |
| Emmet | 1.3 | 2.6 | 4.6 | 0.0 | 40.0 | 5.7 | 54.1 |
| Gogebic | 0.0 | 0.7 | 0.0 | 0.0 | 7.1 | 0.0 | 7.7 |
| Grand Traverse | 2.4 | 0.7 | 72.8 | 0.0 | 140.9 | 8.5 | 225.3 |
| Houghton | 0.0 | 0.0 | 3.1 | 0.0 | 6.8 | 2.8 | 12.7 |
| Huron | 1.0 | 0.7 | 4.6 | 0.0 | 4.8 | 5.7 | 16.7 |
| Iosco | 0.6 | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 11.4 |
| Keweenaw | 0.6 | 0.0 | 1.5 | 0.0 | 6.1 | 8.5 | 16.7 |
| Leelanau | 0.6 | 0.7 | 6.2 | 0.0 | 29.0 | 2.8 | 39.2 |
| Luce | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.4 |
| Mackinac | 0.6 | 2.1 | 4.6 | 0.0 | 61.8 | 8.5 | 77.7 |
| Manistee | 0.6 | 0.7 | 7.7 | 0.6 | 10.8 | 0.0 | 20.4 |
| Marquette | 0.0 | 0.7 | 3.1 | 0.0 | 62.3 | 5.7 | 71.7 |
| Mason | 0.6 | 1.3 | 0.0 | 0.0 | 15.2 | 11.3 | 28.5 |
| Menominee | 0.6 | 0.7 | 1.5 | 0.0 | 7.5 | 8.5 | 18.8 |
| Muskegon | 2.6 | 0.7 | 3.1 | 0.6 | 47.6 | 14.1 | 68.7 |
| Oceana | 0.6 | 0.0 | 3.1 | 0.0 | 7.1 | 5.1 | 15.9 |
| Ontonagon | 0.6 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.9 |
| Ottawa | 2.5 | 0.7 | 4.5 | 1.4 | 55.8 | 7.0 | 71.9 |
| Presque Isle | 0.0 | 0.7 | 1.5 | 0.0 | 3.5 | 2.8 | 8.5 |
| Saginaw | 1.3 | 2.0 | 4.6 | 0.0 | 168.0 | 5.0 | 180.8 |
| Sanilac | 1.9 | 0.0 | 9.2 | 0.0 | 4.3 | 0.0 | 15.4 |
| Schoolcraft | 0.6 | 0.7 | 1.5 | 0.0 | 3.2 | 0.0 | 6.0 |
| St. Clair | 3.2 | 0.7 | 7.7 | 1.8 | 80.1 | 14.1 | 107.5 |
| Tuscola | 1.3 | 0.0 | 7.7 | 0.0 | 0.2 | 5.7 | 14.8 |
| Van Buren | 0.6 | 0.7 | 0.0 | 0.0 | 14.6 | 3.6 | 19.5 |
| Minnesota | 2.5 | 3.3 | 12.3 | 0.0 | 151.6 | 6.0 | 175.8 |
| Carlton | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 5.7 | 8.7 |
| Cook | 0.0 | 0.7 | 0.0 | 0.0 | 25.7 | 0.0 | 26.3 |
| Lake | 0.0 | 1.3 | 0.0 | 0.0 | 16.3 | 0.0 | 17.6 |
| St. Louis | 2.5 | 1.3 | 9.2 | 0.0 | 109.6 | 0.4 | 123.1 |
| Wisconsin | 20.3 | 13.7 | 42.4 | 10.9 | 791.5 | 204.0 | 1,082.8 |
| Ashland | 0.6 | 0.0 | 0.0 | 0.0 | 14.9 | 5.7 | 21.2 |
| Bayfield | 0.0 | 2.6 | 0.0 | 0.0 | 11.4 | 2.8 | 16.8 |
| Brown | 1.8 | 0.0 | 6.2 | 1.8 | 112.4 | 30.2 | 152.4 |
| Door | 3.9 | 2.6 | 3.1 | 2.4 | 68.7 | 8.5 | 89.2 |
| Douglas | 1.9 | 0.7 | 0.0 | 1.2 | 31.7 | 33.9 | 69.4 |
| Iron | 0.6 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 2.2 |
| Kenosha | 0.0 | 0.0 | 4.6 | 0.0 | 37.4 | 8.8 | 50.8 |
| Kewaunee | 1.3 | 0.7 | 3.1 | 0.0 | 5.2 | 0.0 | 10.2 |
| Manitowoc | 1.3 | 1.3 | 8.6 | 1.2 | 36.9 | 5.7 | 54.9 |
| Marinette | 0.0 | 0.0 | 0.0 | 1.8 | 16.6 | 5.7 | 24.1 |
| Milwaukee | 5.1 | 2.6 | 3.1 | 0.6 | 311.6 | 64.2 | 387.2 |
| Oconto | 0.6 | 0.0 | 3.1 | 1.8 | 4.4 | 2.8 | 12.8 |
| Ozaukee | 0.6 | 1.3 | 1.5 | 0.0 | 49.7 | 5.7 | 58.8 |
| Racine | 2.5 | 0.0 | 3.1 | 0.0 | 27.4 | 19.8 | 52.8 |
| Sheboygan | 0.0 | 2.0 | 4.6 | 0.0 | 63.1 | 10.3 | 80.0 |
| Great Lakes - East | 74.9 | 34.8 | 106.0 | 0.0 | 2,231.6 | 930.8 | 3,378.1 |
| Michigan | 22.0 | 3.3 | 9.1 | 0.0 | 367.4 | 378.8 | 780.6 |

Table A2. Gross Domestic Product for major ocean sectors in U.S. coastal regions, states and counties in 2009

| Region – State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total |
|-------------------------|-------------------|------------------|-----------------|----------------------|----------------------|-----------------|------------------|
| | (Million Dollars) | | | | | | |
| Macomb | 15.6 | 1.2 | 1.3 | 0.0 | 81.6 | 129.5 | 229.1 |
| Monroe | 0.7 | 1.2 | 1.4 | 0.0 | 57.5 | 37.4 | 98.1 |
| Wayne | 5.7 | 1.0 | 6.4 | 0.0 | 228.3 | 211.9 | 453.3 |
| New York | 28.2 | 23.3 | 55.8 | 0.0 | 861.8 | 180.9 | 1,150.0 |
| Cayuga | 2.2 | 0.0 | 1.4 | 0.0 | 15.1 | 1.8 | 20.5 |
| Chautauqua | 0.7 | 0.6 | 33.0 | 0.0 | 122.9 | 0.6 | 157.8 |
| Erie | 11.2 | 2.3 | 2.7 | 0.0 | 329.5 | 74.7 | 420.4 |
| Franklin | 0.7 | 0.6 | 0.0 | 0.0 | 17.3 | 1.9 | 20.5 |
| Jefferson | 5.0 | 0.0 | 4.2 | 0.0 | 30.8 | 0.6 | 40.6 |
| Monroe | 6.3 | 18.1 | 4.2 | 0.0 | 111.3 | 57.4 | 197.4 |
| Niagara | 0.4 | 1.2 | 0.7 | 0.0 | 128.3 | 8.5 | 139.0 |
| Orleans | 0.0 | 0.0 | 1.4 | 0.0 | 0.9 | 1.7 | 4.0 |
| Oswego | 0.7 | 0.6 | 5.2 | 0.0 | 30.3 | 1.9 | 38.8 |
| St. Lawrence | 0.7 | 0.0 | 2.1 | 0.0 | 63.1 | 25.6 | 91.5 |
| Wayne | 0.1 | 0.0 | 0.7 | 0.0 | 12.4 | 6.2 | 19.4 |
| Ohio | 22.6 | 6.4 | 26.6 | 0.0 | 946.1 | 356.6 | 1,358.3 |
| Ashtabula | 1.4 | 0.0 | 4.0 | 0.0 | 42.1 | 8.0 | 55.5 |
| Cuyahoga | 9.5 | 1.2 | 9.9 | 0.0 | 333.3 | 203.5 | 557.4 |
| Erie | 0.7 | 1.2 | 0.0 | 0.0 | 158.1 | 2.5 | 162.4 |
| Lake | 2.2 | 0.6 | 6.4 | 0.0 | 191.2 | 8.0 | 208.3 |
| Lorain | 3.6 | 0.0 | 1.4 | 0.0 | 33.6 | 3.0 | 41.6 |
| Lucas | 0.8 | 2.3 | 2.1 | 0.0 | 124.6 | 29.5 | 159.3 |
| Ottawa | 2.2 | 1.2 | 0.7 | 0.0 | 63.3 | 25.2 | 92.5 |
| Sandusky | 0.7 | 0.0 | 1.4 | 0.0 | 0.0 | 9.7 | 11.8 |
| Wood | 1.4 | 0.0 | 0.7 | 0.0 | 0.0 | 67.3 | 69.4 |
| Pennsylvania | 2.2 | 1.7 | 14.5 | 0.0 | 56.3 | 14.6 | 89.2 |
| Erie | 2.2 | 1.7 | 14.5 | 0.0 | 56.3 | 14.6 | 89.2 |
| Grand Total | 5,395.8 | 2,532.4 | 85,324.0 | 13,320.0 | 76,195.2 | 35,317.5 | 218,084.8 |

Source: National Ocean Economics Program, Ocean Economy Dataset.

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|--------------|------------------|------------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Atlantic_North | 2,060 | 3,022 | 140 | 2,441 | 66,528 | 12,103 | 86,294 |
| Connecticut | 65 | 40 | 0 | 0 | 3,689 | 1,086 | 4,879 |
| Fairfield | 8 | 26 | 0 | 0 | 1,744 | 621 | 2,399 |
| Middlesex | 38 | 5 | 0 | 0 | 354 | 132 | 529 |
| New Haven | 10 | 4 | 0 | 0 | 849 | 330 | 1,192 |
| New London | 9 | 5 | 0 | 0 | 742 | 2 | 759 |
| Maine | 68 | 251 | 15 | 0 | 2,844 | 721 | 3,900 |
| Cumberland | 32 | 35 | 2 | 0 | 1,187 | 423 | 1,679 |
| Hancock | 2 | 139 | 1 | 0 | 366 | 7 | 514 |
| Kennebec | 2 | 11 | 1 | 0 | 0 | 11 | 25 |
| Knox | 2 | 5 | 1 | 0 | 215 | 47 | 270 |
| Lincoln | 12 | 13 | 1 | 0 | 164 | 59 | 249 |
| Penobscot | 0 | 2 | 3 | 0 | 0 | 16 | 21 |
| Sagadahoc | 2 | 17 | 1 | 0 | 0 | 12 | 32 |
| Waldo | 2 | 11 | 1 | 0 | 78 | 59 | 151 |
| Washington | 0 | 12 | 2 | 0 | 46 | 24 | 83 |
| York | 12 | 7 | 4 | 0 | 787 | 65 | 876 |
| Massachusetts | 291 | 1,850 | 37 | 324 | 8,077 | 5,553 | 16,133 |
| Barnstable | 27 | 45 | 4 | 3 | 1,959 | 87 | 2,125 |
| Bristol | 17 | 1,059 | 5 | 62 | 264 | 686 | 2,093 |
| Dukes | 1 | 12 | 0 | 17 | 249 | 30 | 309 |
| Essex | 25 | 512 | 14 | 84 | 970 | 98 | 1,703 |
| Middlesex | 83 | 16 | 3 | 50 | 591 | 3,610 | 4,352 |
| Nantucket | 0 | 1 | 0 | 33 | 194 | 0 | 229 |
| Norfolk | 100 | 28 | 3 | 17 | 778 | 220 | 1,146 |
| Plymouth | 21 | 19 | 5 | 8 | 592 | 316 | 962 |
| Suffolk | 17 | 158 | 2 | 50 | 2,480 | 506 | 3,214 |
| New Hampshire | 10 | 27 | 10 | 0 | 859 | 186 | 1,092 |
| Rockingham | 10 | 26 | 6 | 0 | 734 | 164 | 940 |
| Strafford | 0 | 2 | 4 | 0 | 125 | 21 | 152 |
| New York | 1,585 | 690 | 78 | 2,117 | 47,935 | 4,015 | 56,419 |
| Bronx | 49 | 70 | 1 | 75 | 384 | 84 | 664 |
| Dutchess | 18 | 5 | 4 | 75 | 763 | 176 | 1,041 |
| Kings | 283 | 351 | 3 | 15 | 1,823 | 104 | 2,579 |
| Nassau | 58 | 41 | 4 | 225 | 1,434 | 187 | 1,948 |
| New York | 758 | 85 | 9 | 0 | 36,922 | 688 | 38,463 |
| Orange | 13 | 4 | 6 | 0 | 834 | 55 | 912 |
| Putnam | 25 | 2 | 0 | 75 | 125 | 22 | 249 |
| Queens | 96 | 23 | 30 | 0 | 675 | 355 | 1,179 |
| Richmond | 82 | 3 | 0 | 225 | 712 | 165 | 1,187 |
| Rockland | 25 | 8 | 0 | 75 | 652 | 151 | 911 |
| Suffolk | 96 | 70 | 9 | 1,201 | 2,540 | 1,869 | 5,786 |
| Ulster | 6 | 6 | 6 | 75 | 644 | 45 | 783 |
| Westchester | 77 | 21 | 5 | 75 | 426 | 113 | 717 |
| Rhode Island | 40 | 164 | 0 | 0 | 3,125 | 543 | 3,872 |
| Bristol | 5 | 13 | 0 | 0 | 157 | 24 | 199 |
| Kent | 2 | 8 | 0 | 0 | 631 | 48 | 689 |
| Newport | 10 | 5 | 0 | 0 | 893 | 144 | 1,052 |
| Providence | 10 | 4 | 0 | 0 | 890 | 183 | 1,087 |
| Washington | 13 | 134 | 0 | 0 | 554 | 144 | 845 |
| Atlantic_Middle | 2,787 | 1,228 | 231 | 10,047 | 30,607 | 21,044 | 65,943 |
| Delaware | 55 | 28 | 0 | 0 | 1,769 | 538 | 2,390 |
| Kent | 8 | 5 | 0 | 0 | 320 | 88 | 421 |
| New Castle | 30 | 11 | 0 | 0 | 589 | 341 | 971 |
| Sussex | 17 | 12 | 0 | 0 | 860 | 109 | 998 |
| Maryland | 716 | 309 | 0 | 3,546 | 8,879 | 4,445 | 17,894 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|--------------|------------------|------------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Anne Arundel | 151 | 51 | 0 | 1,640 | 2,183 | 405 | 4,430 |
| Baltimore | 128 | 28 | 0 | 386 | 548 | 312 | 1,402 |
| Baltimore City | 123 | 18 | 0 | 72 | 2,524 | 971 | 3,708 |
| Calvert | 38 | 5 | 0 | 96 | 292 | 39 | 470 |
| Caroline | 15 | 2 | 0 | 193 | 0 | 26 | 237 |
| Cecil | 46 | 2 | 0 | 96 | 296 | 205 | 645 |
| Charles | 8 | 11 | 0 | 0 | 143 | 65 | 227 |
| Dorchester | 15 | 20 | 0 | 96 | 202 | 8 | 342 |
| Harford | 39 | 14 | 0 | 0 | 375 | 505 | 933 |
| Kent | 15 | 9 | 0 | 289 | 117 | 13 | 444 |
| Prince George's | 60 | 13 | 0 | 0 | 0 | 1,806 | 1,879 |
| Queen Anne's | 26 | 15 | 0 | 0 | 335 | 4 | 381 |
| Somerset | 23 | 59 | 0 | 96 | 31 | 26 | 236 |
| St. Mary's | 12 | 18 | 0 | 0 | 281 | 26 | 338 |
| Talbot | 8 | 14 | 0 | 289 | 350 | 26 | 687 |
| Wicomico | 4 | 2 | 0 | 289 | 11 | 3 | 309 |
| Worcester | 6 | 27 | 0 | 0 | 1,191 | 3 | 1,228 |
| New Jersey | 1,056 | 260 | 147 | 0 | 8,372 | 9,666 | 19,501 |
| Atlantic | 68 | 2 | 4 | 0 | 1,334 | 28 | 1,437 |
| Bergen | 78 | 20 | 12 | 0 | 0 | 937 | 1,047 |
| Burlington | 18 | 2 | 7 | 0 | 0 | 511 | 538 |
| Camden | 57 | 4 | 5 | 0 | 162 | 438 | 665 |
| Cape May | 24 | 146 | 5 | 0 | 1,289 | 61 | 1,525 |
| Cumberland | 15 | 7 | 19 | 0 | 128 | 69 | 237 |
| Essex | 67 | 10 | 5 | 0 | 648 | 478 | 1,208 |
| Gloucester | 88 | 6 | 18 | 0 | 0 | 156 | 268 |
| Hudson | 12 | 11 | 2 | 0 | 1,477 | 2,145 | 3,647 |
| Middlesex | 34 | 6 | 1 | 0 | 165 | 2,344 | 2,550 |
| Monmouth | 86 | 9 | 13 | 0 | 1,317 | 158 | 1,583 |
| Ocean | 70 | 13 | 12 | 0 | 1,410 | 47 | 1,552 |
| Passaic | 116 | 10 | 5 | 0 | 0 | 1,074 | 1,206 |
| Salem | 0 | 6 | 0 | 0 | 89 | 61 | 156 |
| Somerset | 56 | 1 | 35 | 0 | 0 | 345 | 437 |
| Union | 266 | 7 | 4 | 0 | 352 | 816 | 1,445 |
| Pennsylvania | 60 | 36 | 8 | 0 | 4,451 | 1,622 | 6,178 |
| Bucks | 13 | 10 | 2 | 0 | 0 | 502 | 527 |
| Delaware | 27 | 12 | 2 | 0 | 135 | 74 | 249 |
| Philadelphia | 20 | 15 | 4 | 0 | 4,317 | 1,046 | 5,401 |
| Virginia | 899 | 594 | 76 | 6,501 | 7,136 | 4,772 | 19,979 |
| Accomack | 38 | 37 | 0 | 0 | 113 | 11 | 199 |
| Alexandria | 23 | 0 | 0 | 0 | 0 | 69 | 92 |
| Arlington | 15 | 5 | 6 | 0 | 0 | 80 | 106 |
| Caroline | 15 | 0 | 2 | 0 | 0 | 43 | 60 |
| Charles City | 8 | 0 | 6 | 0 | 0 | 0 | 13 |
| Chesapeake | 202 | 5 | 7 | 1,134 | 0 | 481 | 1,830 |
| Chesterfield | 18 | 10 | 7 | 0 | 0 | 113 | 148 |
| Colonial Heights | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| Essex | 8 | 3 | 0 | 0 | 45 | 0 | 55 |
| Fairfax | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairfax City | 8 | 3 | 0 | 0 | 0 | 0 | 10 |
| Falls Church | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| Franklin City | 0 | 3 | 0 | 0 | 0 | 11 | 14 |
| Fredericksburg | 8 | 0 | 0 | 0 | 0 | 11 | 19 |
| Gloucester | 18 | 1 | 2 | 378 | 101 | 11 | 512 |
| Hampton | 30 | 28 | 0 | 95 | 573 | 115 | 841 |
| Hanover | 8 | 5 | 6 | 0 | 0 | 37 | 56 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|-------------------|------------------|-----------|----------------------|----------------------|----------------|-------------------|
| | (Million Dollars) | | | | | | |
| Henrico | 23 | 7 | 4 | 0 | 0 | 112 | 146 |
| Hopewell | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| Isle of Wight | 30 | 0 | 2 | 0 | 59 | 23 | 115 |
| James City | 15 | 5 | 2 | 0 | 461 | 11 | 494 |
| King and Queen | 15 | 3 | 0 | 95 | 0 | 0 | 112 |
| King George | 0 | 0 | 4 | 0 | 39 | 0 | 42 |
| King William | 7 | 3 | 2 | 0 | 0 | 11 | 22 |
| Lancaster | 2 | 84 | 2 | 189 | 68 | 34 | 379 |
| Manassas | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manassas Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mathews | 3 | 10 | 0 | 95 | 9 | 34 | 151 |
| Middlesex | 2 | 8 | 0 | 378 | 37 | 23 | 448 |
| New Kent | 23 | 3 | 0 | 0 | 0 | 11 | 37 |
| Newport News | 30 | 20 | 2 | 163 | 687 | 188 | 1,091 |
| Norfolk | 38 | 8 | 0 | 157 | 956 | 2,164 | 3,323 |
| Northampton | 23 | 10 | 0 | 0 | 35 | 0 | 67 |
| Northumberland | 84 | 3 | 2 | 95 | 17 | 11 | 211 |
| Petersburg | 8 | 3 | 0 | 0 | 0 | 34 | 45 |
| Poquoson | 8 | 8 | 0 | 0 | 7 | 11 | 34 |
| Portsmouth | 85 | 8 | 0 | 2,874 | 0 | 105 | 3,072 |
| Prince George | 0 | 0 | 0 | 0 | 0 | 283 | 283 |
| Prince William | 15 | 5 | 11 | 0 | 677 | 23 | 731 |
| Richmond | 15 | 0 | 0 | 0 | 16 | 0 | 31 |
| Richmond City | 10 | 20 | 2 | 0 | 0 | 108 | 140 |
| Spotsylvania | 3 | 3 | 2 | 0 | 0 | 175 | 182 |
| Stafford | 15 | 0 | 0 | 0 | 197 | 34 | 247 |
| Suffolk | 3 | 13 | 6 | 0 | 202 | 181 | 404 |
| Surry | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Virginia Beach | 23 | 16 | 2 | 756 | 2,312 | 93 | 3,203 |
| Westmoreland | 8 | 251 | 0 | 0 | 29 | 11 | 299 |
| Williamsburg | 8 | 0 | 0 | 0 | 0 | 11 | 19 |
| York | 8 | 8 | 0 | 95 | 493 | 57 | 660 |
| Atlantic_South | 2,417 | 626 | 26 | 2,881 | 28,490 | 17,624 | 52,063 |
| Florida | 1,925 | 269 | 0 | 2,242 | 16,206 | 15,265 | 35,907 |
| Baker | 5 | 0 | 0 | 0 | 0 | 14 | 19 |
| Bradford | 0 | 2 | 0 | 11 | 0 | 0 | 13 |
| Brevard | 61 | 5 | 0 | 170 | 1,784 | 73 | 2,093 |
| Broward | 208 | 36 | 0 | 219 | 4,084 | 1,519 | 6,066 |
| Clay | 104 | 0 | 0 | 34 | 0 | 86 | 225 |
| Duval | 210 | 26 | 0 | 580 | 987 | 2,218 | 4,022 |
| Flagler | 14 | 0 | 0 | 23 | 153 | 72 | 262 |
| Indian River | 21 | 12 | 0 | 45 | 385 | 101 | 564 |
| Lake | 33 | 3 | 0 | 11 | 0 | 96 | 143 |
| Martin | 75 | 9 | 0 | 250 | 745 | 7 | 1,086 |
| Miami-Dade | 677 | 102 | 0 | 249 | 0 | 9,538 | 10,566 |
| Nassau | 0 | 3 | 0 | 0 | 545 | 3 | 551 |
| Okeechobee | 14 | 2 | 0 | 11 | 0 | 43 | 70 |
| Orange | 152 | 5 | 0 | 140 | 0 | 779 | 1,077 |
| Osceola | 28 | 2 | 0 | 0 | 0 | 101 | 130 |
| Palm Beach | 178 | 27 | 0 | 272 | 4,865 | 229 | 5,572 |
| Putnam | 4 | 3 | 0 | 11 | 0 | 14 | 33 |
| Seminole | 31 | 9 | 0 | 23 | 0 | 9 | 71 |
| St. Johns | 78 | 10 | 0 | 34 | 944 | 158 | 1,224 |
| St. Lucie | 15 | 9 | 0 | 67 | 286 | 201 | 578 |
| Volusia | 17 | 3 | 0 | 91 | 1,427 | 2 | 1,541 |
| Georgia | 75 | 19 | 26 | 0 | 1,728 | 1,285 | 3,133 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|--------------|------------------|----------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Brantley | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Bryan | 9 | 1 | 0 | 0 | 57 | 13 | 80 |
| Camden | 5 | 1 | 5 | 0 | 43 | 39 | 93 |
| Charlton | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chatham | 33 | 7 | 2 | 0 | 687 | 970 | 1,698 |
| Effingham | 0 | 1 | 7 | 0 | 0 | 67 | 75 |
| Glynn | 1 | 3 | 2 | 0 | 887 | 117 | 1,011 |
| Liberty | 14 | 1 | 5 | 0 | 13 | 52 | 85 |
| Long | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McIntosh | 5 | 6 | 2 | 0 | 42 | 13 | 67 |
| Wayne | 9 | 0 | 0 | 0 | 0 | 13 | 22 |
| North Carolina | 225 | 303 | 0 | 0 | 2,942 | 317 | 3,787 |
| Beaufort | 4 | 92 | 0 | 0 | 84 | 0 | 179 |
| Bertie | 0 | 2 | 0 | 0 | 9 | 14 | 25 |
| Brunswick | 44 | 6 | 0 | 0 | 218 | 10 | 278 |
| Camden | 5 | 0 | 0 | 0 | 4 | 0 | 9 |
| Carteret | 14 | 10 | 0 | 0 | 340 | 165 | 530 |
| Chowan | 23 | 2 | 0 | 0 | 26 | 0 | 51 |
| Craven | 4 | 8 | 0 | 0 | 235 | 27 | 274 |
| Currituck | 2 | 4 | 0 | 0 | 41 | 14 | 61 |
| Dare | 12 | 15 | 0 | 0 | 460 | 0 | 487 |
| Gates | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| Hertford | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| Hyde | 5 | 77 | 0 | 0 | 31 | 0 | 113 |
| New Hanover | 69 | 13 | 0 | 0 | 845 | 19 | 946 |
| Onslow | 23 | 2 | 0 | 0 | 456 | 28 | 509 |
| Pamlico | 3 | 53 | 0 | 0 | 18 | 0 | 73 |
| Pasquotank | 6 | 8 | 0 | 0 | 96 | 14 | 124 |
| Pender | 2 | 4 | 0 | 0 | 47 | 0 | 53 |
| Perquimans | 9 | 0 | 0 | 0 | 12 | 0 | 21 |
| Tyrrell | 0 | 6 | 0 | 0 | 2 | 0 | 9 |
| Washington | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| South Carolina | 192 | 35 | 0 | 639 | 7,613 | 756 | 9,236 |
| Beaufort | 17 | 6 | 0 | 23 | 1,393 | 133 | 1,571 |
| Berkeley | 19 | 0 | 0 | 23 | 0 | 71 | 112 |
| Charleston | 90 | 15 | 0 | 467 | 2,732 | 500 | 3,804 |
| Colleton | 14 | 1 | 0 | 11 | 11 | 13 | 50 |
| Dorchester | 24 | 0 | 0 | 71 | 0 | 12 | 107 |
| Georgetown | 14 | 9 | 0 | 23 | 347 | 1 | 394 |
| Horry | 9 | 4 | 0 | 23 | 3,080 | 26 | 3,141 |
| Jasper | 5 | 2 | 0 | 0 | 50 | 0 | 56 |
| GOM_East | 1,779 | 441 | 0 | 3,454 | 22,437 | 4,879 | 32,989 |
| Alabama | 88 | 140 | 0 | 1,159 | 1,088 | 801 | 3,276 |
| Baldwin | 10 | 10 | 0 | 36 | 702 | 23 | 780 |
| Mobile | 79 | 130 | 0 | 1,123 | 386 | 778 | 2,495 |
| Florida | 1,660 | 270 | 0 | 2,295 | 20,294 | 4,029 | 28,548 |
| Alachua | 0 | 5 | 0 | 53 | 0 | 264 | 322 |
| Bay | 23 | 20 | 0 | 355 | 1,206 | 11 | 1,616 |
| Calhoun | 11 | 0 | 0 | 56 | 0 | 0 | 67 |
| Charlotte | 36 | 9 | 0 | 19 | 436 | 53 | 553 |
| Citrus | 54 | 5 | 0 | 19 | 149 | 35 | 261 |
| Collier | 33 | 6 | 0 | 19 | 1,974 | 14 | 2,046 |
| Columbia | 11 | 0 | 0 | 0 | 0 | 35 | 46 |
| DeSoto | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Dixie | 0 | 5 | 0 | 0 | 8 | 0 | 14 |
| Escambia | 5 | 22 | 0 | 24 | 1,014 | 70 | 1,137 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|--------------|------------------|----------------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Franklin | 5 | 7 | 0 | 0 | 78 | 9 | 99 |
| Gadsden | 5 | 1 | 0 | 0 | 0 | 0 | 7 |
| Gilchrist | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| Glades | 0 | 0 | 0 | 19 | 0 | 0 | 19 |
| Gulf | 0 | 4 | 0 | 0 | 32 | 0 | 36 |
| Hamilton | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hardee | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hendry | 5 | 3 | 0 | 19 | 0 | 0 | 27 |
| Hernando | 11 | 4 | 0 | 0 | 22 | 44 | 81 |
| Highlands | 7 | 0 | 0 | 56 | 0 | 18 | 80 |
| Hillsborough | 794 | 14 | 0 | 205 | 2,517 | 541 | 4,071 |
| Holmes | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| Jackson | 0 | 1 | 0 | 0 | 0 | 27 | 28 |
| Jefferson | 5 | 0 | 0 | 0 | 8 | 0 | 13 |
| Lafayette | 0 | 0 | 0 | 19 | 0 | 0 | 19 |
| Lee | 98 | 18 | 0 | 46 | 2,116 | 19 | 2,297 |
| Leon | 58 | 5 | 0 | 19 | 0 | 5 | 87 |
| Levy | 0 | 6 | 0 | 19 | 47 | 9 | 80 |
| Liberty | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madison | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manatee | 11 | 5 | 0 | 336 | 852 | 17 | 1,222 |
| Marion | 6 | 1 | 0 | 56 | 0 | 62 | 125 |
| Monroe | 15 | 46 | 0 | 112 | 1,918 | 11 | 2,103 |
| Okaloosa | 0 | 16 | 0 | 37 | 1,113 | 5 | 1,172 |
| Pasco | 81 | 13 | 0 | 75 | 305 | 80 | 554 |
| Pinellas | 119 | 23 | 0 | 541 | 3,892 | 1,571 | 6,147 |
| Polk | 90 | 8 | 0 | 37 | 0 | 1,014 | 1,150 |
| Santa Rosa | 59 | 3 | 0 | 37 | 336 | 18 | 453 |
| Sarasota | 41 | 4 | 0 | 5 | 1,579 | 61 | 1,691 |
| Sumter | 16 | 3 | 0 | 19 | 0 | 9 | 46 |
| Suwannee | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Taylor | 5 | 1 | 0 | 37 | 46 | 0 | 90 |
| Wakulla | 5 | 3 | 0 | 0 | 38 | 0 | 46 |
| Walton | 27 | 4 | 0 | 37 | 606 | 18 | 692 |
| Washington | 0 | 0 | 0 | 19 | 0 | 0 | 19 |
| Mississippi | 31 | 31 | 0 | 0 | 1,055 | 49 | 1,165 |
| Hancock | 11 | 1 | 0 | 0 | 71 | 5 | 88 |
| Harrison | 10 | 23 | 0 | 0 | 639 | 21 | 694 |
| Jackson | 10 | 6 | 0 | 0 | 344 | 23 | 384 |
| GOM_West | 3,363 | 619 | 168,306 | 1,646 | 6,085 | 10,711 | 190,730 |
| Louisiana | 1,595 | 359 | 26,590 | 0 | 3,202 | 4,441 | 36,187 |
| Calcasieu | 589 | 3 | 396 | 0 | 0 | 22 | 1,010 |
| Cameron | 23 | 6 | 235 | 0 | 0 | 41 | 306 |
| Iberia | 19 | 9 | 1,383 | 0 | 103 | 58 | 1,571 |
| Jefferson | 195 | 18 | 633 | 0 | 404 | 685 | 1,936 |
| Lafourche | 70 | 10 | 1,783 | 0 | 34 | 1,466 | 3,362 |
| Livingston | 1 | 1 | 54 | 0 | 0 | 8 | 64 |
| Orleans | 106 | 30 | 12,319 | 0 | 2,165 | 659 | 15,281 |
| Plaquemines | 95 | 20 | 2,147 | 0 | 39 | 271 | 2,573 |
| St. Bernard | 35 | 13 | 404 | 0 | 51 | 41 | 544 |
| St. Charles | 81 | 4 | 29 | 0 | 0 | 73 | 187 |
| St. James | 23 | 3 | 231 | 0 | 0 | 34 | 292 |
| St. John the Baptist | 23 | 5 | 104 | 0 | 0 | 96 | 229 |
| St. Martin | 0 | 38 | 145 | 0 | 0 | 8 | 191 |
| St. Mary | 70 | 6 | 2,367 | 0 | 26 | 407 | 2,877 |
| St. Tammany | 32 | 5 | 251 | 0 | 43 | 16 | 347 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|-------------------|------------------|----------------|----------------------|----------------------|----------------|-------------------|
| | (Million Dollars) | | | | | | |
| Tangipahoa | 46 | 9 | 4 | 0 | 0 | 215 | 275 |
| Terrebonne | 150 | 37 | 2,059 | 0 | 288 | 265 | 2,800 |
| Vermilion | 35 | 140 | 2,045 | 0 | 49 | 74 | 2,344 |
| Texas | 1,768 | 261 | 141,716 | 1,646 | 2,882 | 6,270 | 154,543 |
| Aransas | 35 | 1 | 77 | 48 | 66 | 47 | 274 |
| Brazoria | 116 | 8 | 333 | 96 | 26 | 85 | 665 |
| Calhoun | 132 | 8 | 404 | 4 | 37 | 12 | 597 |
| Cameron | 5 | 22 | 2 | 369 | 205 | 163 | 766 |
| Chambers | 12 | 15 | 37 | 24 | 12 | 38 | 138 |
| Galveston | 91 | 64 | 6 | 61 | 791 | 265 | 1,277 |
| Harris | 967 | 39 | 132,515 | 406 | 390 | 5,197 | 139,514 |
| Jackson | 35 | 7 | 22 | 0 | 14 | 9 | 87 |
| Jefferson | 178 | 58 | 81 | 241 | 123 | 166 | 846 |
| Kenedy | 0 | 0 | 115 | 0 | 0 | 0 | 115 |
| Kleberg | 0 | 0 | 1,039 | 24 | 73 | 0 | 1,136 |
| Liberty | 12 | 3 | 23 | 0 | 0 | 19 | 57 |
| Matagorda | 35 | 26 | 17 | 145 | 68 | 38 | 329 |
| Nueces | 93 | 3 | 1,611 | 72 | 976 | 109 | 2,864 |
| Orange | 12 | 2 | 99 | 82 | 0 | 21 | 216 |
| Refugio | 0 | 2 | 124 | 0 | 11 | 0 | 136 |
| San Patricio | 35 | 0 | 132 | 2 | 90 | 66 | 325 |
| Victoria | 12 | 0 | 5,021 | 72 | 0 | 6 | 5,111 |
| Willacy | 0 | 2 | 58 | 0 | 0 | 28 | 88 |
| Pacific_HI | 270 | 65 | 0 | 0 | 9,814 | 824 | 10,973 |
| Hawaii | 270 | 65 | 0 | 0 | 9,814 | 824 | 10,973 |
| Hawaii | 65 | 14 | 0 | 0 | 1,338 | 60 | 1,477 |
| Honolulu | 139 | 46 | 0 | 0 | 5,138 | 605 | 5,928 |
| Kalawao | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kauai | 25 | 3 | 0 | 0 | 832 | 68 | 928 |
| Maui | 41 | 3 | 0 | 0 | 2,506 | 91 | 2,640 |
| Pacific_CA | 3,707 | 644 | 0 | 5,376 | 52,967 | 52,455 | 115,149 |
| California | 3,707 | 644 | 0 | 5,376 | 52,967 | 52,455 | 115,149 |
| Alameda | 110 | 3 | 0 | 154 | 2,896 | 2,899 | 6,061 |
| Contra Costa | 504 | 5 | 0 | 154 | 1,107 | 154 | 1,924 |
| Del Norte | 13 | 37 | 0 | 51 | 75 | 31 | 207 |
| Humboldt | 4 | 31 | 0 | 154 | 377 | 18 | 584 |
| Los Angeles | 954 | 288 | 0 | 55 | 6,670 | 29,660 | 37,626 |
| Marin | 119 | 9 | 0 | 9 | 1,250 | 306 | 1,694 |
| Mendocino | 26 | 38 | 0 | 51 | 196 | 26 | 338 |
| Monterey | 53 | 33 | 0 | 0 | 2,316 | 137 | 2,539 |
| Napa | 22 | 2 | 0 | 0 | 0 | 57 | 80 |
| Orange | 162 | 5 | 0 | 614 | 5,915 | 6,991 | 13,688 |
| Sacramento | 84 | 5 | 0 | 0 | 0 | 635 | 724 |
| San Diego | 856 | 73 | 0 | 3,418 | 10,068 | 4,838 | 19,254 |
| San Francisco | 44 | 55 | 0 | 51 | 11,183 | 178 | 11,510 |
| San Joaquin | 36 | 2 | 0 | 51 | 0 | 1,477 | 1,565 |
| San Luis Obispo | 180 | 3 | 0 | 51 | 850 | 2 | 1,087 |
| San Mateo | 39 | 22 | 0 | 51 | 3,760 | 111 | 3,983 |
| Santa Barbara | 59 | 5 | 0 | 51 | 1,903 | 1,470 | 3,488 |
| Santa Clara | 178 | 9 | 0 | 51 | 1,017 | 1,951 | 3,205 |
| Santa Cruz | 0 | 13 | 0 | 102 | 942 | 82 | 1,139 |
| Solano | 59 | 3 | 0 | 51 | 443 | 293 | 850 |
| Sonoma | 31 | 2 | 0 | 102 | 644 | 106 | 885 |
| Ventura | 160 | 4 | 0 | 154 | 1,355 | 364 | 2,036 |
| Yolo | 13 | 0 | 0 | 0 | 0 | 668 | 682 |
| Pacific_NW | 1,181 | 1,988 | 0 | 13,432 | 8,502 | 6,351 | 31,454 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|--------------|------------------|---------------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Oregon | 177 | 148 | 0 | 1,339 | 983 | 385 | 3,031 |
| Benton | 3 | 13 | 0 | 0 | 0 | 16 | 32 |
| Clatsop | 18 | 29 | 0 | 251 | 233 | 94 | 624 |
| Columbia | 6 | 3 | 0 | 167 | 53 | 47 | 275 |
| Coos | 18 | 15 | 0 | 251 | 184 | 12 | 479 |
| Curry | 6 | 20 | 0 | 84 | 72 | 31 | 213 |
| Douglas | 22 | 4 | 0 | 251 | 18 | 31 | 326 |
| Lane | 4 | 17 | 0 | 84 | 58 | 24 | 186 |
| Lincoln | 23 | 29 | 0 | 167 | 323 | 62 | 604 |
| Polk | 2 | 0 | 0 | 0 | 0 | 1 | 3 |
| Tillamook | 12 | 8 | 0 | 84 | 43 | 16 | 163 |
| Washington | 63 | 3 | 0 | 0 | 0 | 48 | 113 |
| Yamhill | 2 | 8 | 0 | 0 | 0 | 4 | 14 |
| Washington | 1,004 | 1,840 | 0 | 12,094 | 7,519 | 5,966 | 28,423 |
| Clallam | 29 | 29 | 0 | 429 | 190 | 70 | 747 |
| Grays Harbor | 6 | 142 | 0 | 429 | 161 | 139 | 877 |
| Island | 12 | 8 | 0 | 429 | 139 | 14 | 601 |
| Jefferson | 12 | 12 | 0 | 686 | 102 | 28 | 840 |
| King | 577 | 1,123 | 0 | 677 | 4,217 | 4,190 | 10,784 |
| Kitsap | 30 | 12 | 0 | 5,191 | 0 | 223 | 5,456 |
| Mason | 18 | 83 | 0 | 86 | 119 | 70 | 375 |
| Pacific | 0 | 107 | 0 | 172 | 55 | 14 | 348 |
| Pierce | 90 | 77 | 0 | 196 | 814 | 903 | 2,080 |
| San Juan | 6 | 5 | 0 | 0 | 134 | 14 | 159 |
| Skagit | 10 | 5 | 0 | 2,058 | 259 | 125 | 2,459 |
| Snohomish | 140 | 132 | 0 | 111 | 682 | 57 | 1,122 |
| Thurston | 37 | 1 | 0 | 172 | 0 | 71 | 281 |
| Wahkiakum | 0 | 3 | 0 | 0 | 3 | 0 | 5 |
| Whatcom | 38 | 99 | 0 | 1,458 | 643 | 50 | 2,288 |
| Pacific_AK | 562 | 2,205 | 16,539 | 0 | 1,899 | 173 | 21,378 |
| Alaska | 562 | 2,205 | 16,539 | 0 | 1,899 | 173 | 21,378 |
| Aleutians East | 0 | 72 | 0 | 0 | 6 | 4 | 82 |
| Aleutians West | 0 | 622 | 113 | 0 | 1 | 1 | 738 |
| Anchorage | 191 | 135 | 10,593 | 0 | 1,232 | 83 | 12,233 |
| Bethel | 0 | 21 | 0 | 0 | 0 | 0 | 21 |
| Bristol Bay | 0 | 231 | 0 | 0 | 8 | 3 | 243 |
| Dillingham | 0 | 31 | 227 | 0 | 0 | 2 | 260 |
| Haines | 0 | 52 | 113 | 0 | 6 | 3 | 175 |
| Hoonah-Angoon | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juneau | 257 | 31 | 113 | 0 | 136 | 6 | 544 |
| Kenai Peninsula | 0 | 54 | 1,154 | 0 | 193 | 9 | 1,411 |
| Ketchikan Gateway | 38 | 155 | 113 | 0 | 29 | 16 | 352 |
| Kodiak Island | 10 | 456 | 0 | 0 | 36 | 5 | 506 |
| Lake and Peninsula | 0 | 31 | 0 | 0 | 8 | 0 | 39 |
| Matanuska-Susitna | 10 | 10 | 1,246 | 0 | 151 | 5 | 1,422 |
| Nome | 10 | 0 | 113 | 0 | 2 | 2 | 127 |
| North Slope | 0 | 0 | 2,187 | 0 | 4 | 2 | 2,193 |
| Northwest Arctic | 0 | 0 | 0 | 0 | 4 | 3 | 7 |
| Prince of Wales- | | | | | | | |
| Outer Ketchikan | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sitka | 19 | 104 | 0 | 0 | 15 | 3 | 141 |
| Valdez-Cordova | 19 | 149 | 453 | 0 | 59 | 26 | 706 |
| Wade Hampton | 10 | 31 | 0 | 0 | 0 | 0 | 41 |
| Wrangell-Petersb. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yakutat City & Brgh. | 0 | 21 | 113 | 0 | 6 | 0 | 140 |
| Great_Lakes_West | 566 | 289 | 872 | 83 | 18,871 | 5,424 | 26,105 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|-------------------|------------------|------------|----------------------|----------------------|----------------|-------------------|
| | (Million Dollars) | | | | | | |
| Illinois | 182 | 144 | 241 | 0 | 11,694 | 3,622 | 15,883 |
| Cook | 172 | 138 | 241 | 0 | 10,841 | 3,352 | 14,744 |
| Lake | 10 | 6 | 0 | 0 | 853 | 270 | 1,139 |
| Indiana | 123 | 0 | 0 | 0 | 475 | 217 | 815 |
| La Porte | 2 | 0 | 0 | 0 | 180 | 73 | 256 |
| Lake | 116 | 0 | 0 | 0 | 105 | 70 | 291 |
| Porter | 5 | 0 | 0 | 0 | 190 | 73 | 268 |
| Michigan | 180 | 84 | 631 | 42 | 3,576 | 813 | 5,326 |
| Alcona | 2 | 0 | 0 | 0 | 3 | 0 | 5 |
| Alger | 0 | 4 | 0 | 0 | 15 | 11 | 30 |
| Allegan | 20 | 0 | 23 | 9 | 113 | 13 | 179 |
| Alpena | 0 | 0 | 19 | 0 | 32 | 22 | 73 |
| Antrim | 9 | 0 | 9 | 0 | 17 | 0 | 36 |
| Arenac | 2 | 2 | 23 | 0 | 7 | 0 | 34 |
| Baraga | 0 | 0 | 14 | 0 | 10 | 0 | 24 |
| Bay | 11 | 0 | 23 | 2 | 256 | 44 | 337 |
| Benzie | 2 | 0 | 5 | 0 | 14 | 22 | 43 |
| Berrien | 30 | 0 | 23 | 2 | 236 | 23 | 315 |
| Charlevoix | 4 | 2 | 9 | 2 | 42 | 22 | 82 |
| Cheboygan | 7 | 10 | 5 | 5 | 69 | 39 | 134 |
| Chippewa | 2 | 14 | 9 | 0 | 28 | 67 | 119 |
| Delta | 2 | 4 | 9 | 5 | 82 | 56 | 157 |
| Emmet | 5 | 8 | 14 | 0 | 134 | 22 | 183 |
| Gogebic | 0 | 2 | 0 | 0 | 24 | 0 | 26 |
| Grand Traverse | 8 | 2 | 219 | 0 | 473 | 33 | 736 |
| Houghton | 0 | 0 | 9 | 0 | 23 | 11 | 43 |
| Huron | 4 | 2 | 14 | 0 | 16 | 22 | 58 |
| Iosco | 2 | 0 | 0 | 0 | 36 | 0 | 38 |
| Keweenaw | 2 | 0 | 5 | 0 | 20 | 33 | 61 |
| Leelanau | 2 | 2 | 19 | 0 | 97 | 11 | 131 |
| Luce | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| Mackinac | 2 | 6 | 14 | 0 | 207 | 33 | 263 |
| Manistee | 2 | 2 | 23 | 2 | 36 | 0 | 66 |
| Marquette | 0 | 2 | 9 | 0 | 209 | 22 | 243 |
| Mason | 2 | 4 | 0 | 0 | 51 | 44 | 102 |
| Menominee | 2 | 2 | 5 | 0 | 25 | 33 | 67 |
| Muskegon | 9 | 2 | 9 | 2 | 160 | 55 | 238 |
| Oceana | 2 | 0 | 9 | 0 | 24 | 20 | 55 |
| Ontonagon | 2 | 0 | 0 | 0 | 1 | 0 | 3 |
| Ottawa | 9 | 2 | 14 | 5 | 187 | 28 | 245 |
| Presque Isle | 0 | 2 | 5 | 0 | 12 | 11 | 29 |
| Saginaw | 5 | 6 | 14 | 0 | 564 | 20 | 608 |
| Sanilac | 7 | 0 | 28 | 0 | 14 | 0 | 49 |
| Schoolcraft | 2 | 2 | 5 | 0 | 11 | 0 | 20 |
| St. Clair | 11 | 2 | 23 | 7 | 269 | 56 | 368 |
| Tuscola | 5 | 0 | 23 | 0 | 1 | 22 | 51 |
| Van Buren | 2 | 2 | 0 | 0 | 49 | 14 | 68 |
| Minnesota | 9 | 10 | 0 | 0 | 472 | 25 | 516 |
| Carlton | 0 | 0 | 0 | 0 | 0 | 23 | 23 |
| Cook | 0 | 2 | 0 | 0 | 80 | 0 | 82 |
| Lake | 0 | 4 | 0 | 0 | 51 | 0 | 55 |
| St. Louis | 9 | 4 | 0 | 0 | 341 | 2 | 356 |
| Wisconsin | 72 | 52 | 0 | 40 | 2,655 | 747 | 3,566 |
| Ashland | 2 | 0 | 0 | 0 | 50 | 21 | 73 |
| Bayfield | 0 | 10 | 0 | 0 | 38 | 10 | 58 |
| Brown | 6 | 0 | 0 | 7 | 377 | 111 | 501 |

Table A3. Total Gross Domestic Product contribution by ocean-related sectors in U.S. coastal regions, states and counties in 2009

| Region - State - County | Construction | Living Resources | Minerals | Ship & Boat Building | Tourism & Recreation | Transportation | Total All Sectors |
|-------------------------|---------------|------------------|----------------|----------------------|----------------------|----------------|-------------------|
| (Million Dollars) | | | | | | | |
| Door | 14 | 10 | 0 | 9 | 230 | 31 | 294 |
| Douglas | 7 | 2 | 0 | 4 | 106 | 124 | 244 |
| Iron | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Kenosha | 0 | 0 | 0 | 0 | 125 | 32 | 158 |
| Kewaunee | 5 | 2 | 0 | 0 | 17 | 0 | 24 |
| Manitowoc | 5 | 5 | 0 | 4 | 124 | 21 | 159 |
| Marinette | 0 | 0 | 0 | 7 | 56 | 21 | 83 |
| Milwaukee | 18 | 10 | 0 | 2 | 1,045 | 235 | 1,310 |
| Oconto | 2 | 0 | 0 | 7 | 15 | 10 | 34 |
| Ozaukee | 2 | 5 | 0 | 0 | 167 | 21 | 195 |
| Racine | 9 | 0 | 0 | 0 | 92 | 72 | 173 |
| Sheboygan | 0 | 7 | 0 | 0 | 212 | 38 | 257 |
| Great_Lakes_East | 271 | 122 | 309 | 0 | 7,535 | 3,486 | 11,724 |
| Michigan | 79 | 10 | 26 | 0 | 1,239 | 1,452 | 2,806 |
| Macomb | 56 | 3 | 4 | 0 | 275 | 496 | 835 |
| Monroe | 3 | 3 | 4 | 0 | 194 | 143 | 347 |
| Wayne | 20 | 3 | 18 | 0 | 770 | 812 | 1,624 |
| New York | 102 | 88 | 167 | 0 | 2,910 | 691 | 3,958 |
| Cayuga | 8 | 0 | 4 | 0 | 51 | 7 | 70 |
| Chautauqua | 3 | 2 | 99 | 0 | 415 | 2 | 521 |
| Erie | 41 | 9 | 8 | 0 | 1,113 | 285 | 1,455 |
| Franklin | 3 | 2 | 0 | 0 | 58 | 7 | 70 |
| Jefferson | 18 | 0 | 13 | 0 | 104 | 2 | 137 |
| Monroe | 23 | 68 | 13 | 0 | 376 | 219 | 699 |
| Niagara | 2 | 4 | 2 | 0 | 433 | 32 | 474 |
| Orleans | 0 | 0 | 4 | 0 | 3 | 7 | 14 |
| Oswego | 3 | 2 | 16 | 0 | 102 | 7 | 130 |
| St. Lawrence | 3 | 0 | 6 | 0 | 213 | 98 | 320 |
| Wayne | 0 | 0 | 2 | 0 | 42 | 24 | 68 |
| Ohio | 82 | 19 | 75 | 0 | 3,196 | 1,290 | 4,662 |
| Ashtabula | 5 | 0 | 11 | 0 | 142 | 29 | 188 |
| Cuyahoga | 34 | 4 | 28 | 0 | 1,126 | 736 | 1,928 |
| Erie | 3 | 3 | 0 | 0 | 534 | 9 | 549 |
| Lake | 8 | 2 | 18 | 0 | 646 | 29 | 702 |
| Lorain | 13 | 0 | 4 | 0 | 113 | 11 | 141 |
| Lucas | 3 | 7 | 6 | 0 | 421 | 107 | 543 |
| Ottawa | 8 | 3 | 2 | 0 | 214 | 91 | 318 |
| Sandusky | 3 | 0 | 4 | 0 | 0 | 35 | 42 |
| Wood | 5 | 0 | 2 | 0 | 0 | 243 | 251 |
| Pennsylvania | 8 | 5 | 41 | 0 | 190 | 54 | 298 |
| Erie | 8 | 5 | 41 | 0 | 190 | 54 | 298 |
| Grand Total | 18,961 | 11,249 | 186,422 | 39,360 | 253,736 | 135,073 | 644,803 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Atlantic - North | 25,585 | 21,751 | 41% | 0.52 | 0.01 | 37,009 | 45% | 305 |
| Connecticut | 1,496 | 1,822 | -18% | 0.07 | 0.39 | | | |
| Fairfield | 736 | 776 | -33% | 0.61 | 0.00 | 354 | -52% | 490 |
| Construction | 2 | 12 | -79% | 0.61 | 0.07 | | | |
| Living Resources | 9 | 14 | -33% | 0.29 | 0.06 | | | |
| Minerals | | 4 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 544 | 581 | -5% | 0.05 | 0.45 | | | |
| Transportation | 180 | 176 | -64% | 0.50 | 0.01 | 0 | -100% | 523 |
| Middlesex | 122 | 122 | 18% | 0.74 | 0.00 | 174 | 43% | 318 |
| Construction | 12 | 14 | | 0.01 | 0.82 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 111 | 110 | 7% | 0.61 | 0.00 | 132 | 20% | 436 |
| Transportation | | 3 | | 0.77 | 0.02 | 24 | | |
| New Haven | 365 | 393 | -3% | 0.32 | 0.04 | 311 | -15% | 460 |
| Construction | 3 | 6 | -62% | 0.26 | 0.08 | | | |
| Living Resources | 1 | 3 | -54% | 0.41 | 0.02 | 0 | -100% | 523 |
| Minerals | | 3 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 265 | 292 | -4% | 0.21 | 0.11 | | | |
| Transportation | 96 | 91 | 8% | 0.03 | 0.59 | | | |
| New London | 273 | 531 | 8% | 0.00 | 0.97 | | | |
| Construction | 3 | 9 | | 0.27 | 0.16 | | | |
| Living Resources | 2 | 6 | -65% | 0.22 | 0.11 | | | |
| Minerals | | 11 | | 0.06 | 0.75 | | | |
| Ship & Boat Building | 36 | 35 | | 0.10 | 0.54 | | | |
| Tourism & Recreation | 232 | 491 | -6% | 0.01 | 0.79 | | | |
| Transportation | 1 | 12 | | 0.04 | 0.62 | | | |
| Maine | 1,534 | 1,704 | -4% | 0.03 | 0.60 | | | |
| Cumberland | 532 | 469 | 30% | 0.86 | 0.00 | 707 | 33% | 381 |
| Construction | 10 | 10 | 33% | 0.12 | 0.25 | | | |
| Living Resources | 8 | 21 | -56% | 0.05 | 0.46 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 6 | 15 | -64% | 0.68 | 0.00 | 0 | -100% | 523 |
| Tourism & Recreation | 370 | 333 | 46% | 0.89 | 0.00 | 546 | 47% | 284 |
| Transportation | 138 | 90 | 23% | 0.09 | 0.33 | | | |
| Hancock | 136 | 153 | 6% | 0.00 | 0.85 | | | |
| Construction | 1 | 1 | | 0.10 | 0.48 | | | |
| Living Resources | | 17 | | 0.48 | 0.04 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 19 | 43 | | 0.98 | 0.01 | 0 | -100% | 523 |
| Tourism & Recreation | 114 | 127 | 5% | 0.01 | 0.72 | | | |
| Transportation | 2 | 1 | | 0.97 | 0.01 | 5 | 131% | 54 |
| Kennebec | 4 | 41 | -90% | 0.07 | 0.51 | | | |
| Construction | | | | | | | | |
| Living Resources | | 0 | | 0.57 | 0.24 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 51 | | 0.96 | 0.00 | 126 | | |
| Transportation | 4 | 4 | | | | | | |
| Knox | 79 | 85 | 9% | 0.01 | 0.73 | | | |
| Construction | | | | | | | | |
| Living Resources | 1 | 19 | -91% | 0.39 | 0.02 | 0 | -100% | 523 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Minerals | | | | | | | | |
| Ship & Boat Building | 11 | 14 | | 0.01 | 0.86 | | | |
| Tourism & Recreation | 67 | 65 | 12% | 0.58 | 0.00 | 79 | 17% | 444 |
| Transportation | | | | | | | | |
| Lincoln | 54 | 36 | 7125% | 0.77 | 0.00 | 131 | 142% | 44 |
| Construction | | 1 | | 0.28 | 0.36 | | | |
| Living Resources | 3 | 3 | 309% | 0.21 | 0.11 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 20 | | | | | | |
| Tourism & Recreation | 51 | 42 | | 0.72 | 0.00 | 97 | 90% | 135 |
| Transportation | | 1 | | 0.83 | 0.09 | | | |
| Penobscot | 5 | 90 | -95% | 0.46 | 0.04 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 96 | | 0.66 | 0.01 | 130 | | |
| Transportation | 5 | 5 | 46% | 0.17 | 0.27 | | | |
| Sagadahoc | | 19 | | 0.38 | 0.10 | | | |
| Construction | | 2 | | | | | | |
| Living Resources | | 1 | | 0.01 | 0.88 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 25 | | | | | | |
| Tourism & Recreation | | 23 | | 0.27 | 0.48 | | | |
| Transportation | | | | | | | | |
| Waldo | 25 | 16 | 78% | 0.42 | 0.02 | 46 | 84% | 150 |
| Construction | | | | | | | | |
| Living Resources | | 4 | | 0.56 | 0.15 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 1 | 1 | | 0.98 | 0.01 | 0 | -100% | 523 |
| Tourism & Recreation | 24 | 21 | 113% | 0.93 | 0.00 | 39 | 60% | 228 |
| Transportation | | 3 | | 0.10 | 0.33 | | | |
| Washington | 17 | 20 | -29% | 0.23 | 0.10 | | | |
| Construction | | | | | | | | |
| Living Resources | 3 | 6 | -76% | 0.83 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 2 | | 0.81 | 0.00 | 0 | | |
| Tourism & Recreation | 14 | 14 | 14% | 0.09 | 0.35 | | | |
| Transportation | | 0 | | | | | | |
| York | 681 | 824 | -17% | 0.39 | 0.02 | 542 | -20% | 464 |
| Construction | | 1 | | 0.27 | 0.65 | | | |
| Living Resources | 2 | 3 | -41% | 0.23 | 0.10 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 413 | 592 | -35% | 0.60 | 0.00 | 188 | -54% | 493 |
| Tourism & Recreation | 245 | 224 | 36% | 0.89 | 0.00 | 321 | 31% | 395 |
| Transportation | 21 | 20 | | 0.71 | 0.36 | | | |
| Massachusetts | 4,473 | 3,938 | 36% | 0.86 | 0.00 | 5,645 | 26% | 416 |
| Barnstable | 646 | 610 | 34% | 0.60 | 0.00 | 803 | 24% | 421 |
| Construction | | 8 | | 0.03 | 0.68 | | | |
| Living Resources | 11 | 7 | 247% | 0.70 | 0.00 | 23 | 119% | 72 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 1 | 1 | | | | | | |
| Tourism & Recreation | 612 | 584 | 34% | 0.63 | 0.00 | 776 | 27% | 412 |
| Transportation | 22 | 13 | 50% | 0.01 | 0.78 | | | |
| Bristol | 531 | 359 | 227% | 0.85 | 0.00 | 964 | 81% | 160 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | 5 | 4 | 94% | 0.25 | 0.12 | | | |
| Living Resources | 250 | 196 | 216% | 0.57 | 0.00 | 482 | 92% | 128 |
| Minerals | | 9 | | | | | | |
| Ship & Boat Building | 17 | 20 | | 0.02 | 0.84 | | | |
| Tourism & Recreation | 83 | 62 | 88% | 0.63 | 0.00 | 103 | 25% | 418 |
| Transportation | 176 | 96 | 382% | 0.77 | 0.00 | 341 | 94% | 127 |
| Dukes | 81 | 57 | 90% | 0.57 | 0.00 | 114 | 41% | 326 |
| Construction | 0 | 0 | | 0.06 | 0.70 | | | |
| Living Resources | 3 | 3 | | 0.14 | 0.53 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 78 | 56 | 83% | 0.52 | 0.01 | 107 | 38% | 351 |
| Transportation | | | | | | | | |
| Essex | 462 | 494 | 9% | 0.14 | 0.21 | | | |
| Construction | 8 | 9 | -65% | 0.26 | 0.09 | | | |
| Living Resources | 121 | 119 | 23% | 0.41 | 0.02 | 149 | 23% | 426 |
| Minerals | 5 | 10 | | 0.09 | 0.47 | | | |
| Ship & Boat Building | | 1 | | 0.80 | 0.02 | 12 | | |
| Tourism & Recreation | 303 | 318 | 14% | 0.23 | 0.09 | | | |
| Transportation | 25 | 41 | -35% | 0.22 | 0.10 | | | |
| Middlesex | 1,141 | 937 | 18% | 0.05 | 0.47 | | | |
| Construction | 25 | 76 | -84% | 0.78 | 0.00 | 0 | -100% | 523 |
| Living Resources | 4 | 3 | | 0.44 | 0.22 | | | |
| Minerals | 1 | 10 | -79% | 0.00 | 0.98 | | | |
| Ship & Boat Building | | 4 | | | | | | |
| Tourism & Recreation | 185 | 129 | 218% | 0.66 | 0.00 | 305 | 65% | 205 |
| Transportation | 926 | 719 | 24% | 0.11 | 0.27 | | | |
| Nantucket | 61 | 73 | 8% | 0.04 | 0.52 | | | |
| Construction | | | | | | | | |
| Living Resources | 0 | 1 | | 0.82 | 0.09 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 61 | 72 | 7% | 0.03 | 0.54 | | | |
| Transportation | | | | | | | | |
| Norfolk | 330 | 261 | 149% | 0.78 | 0.00 | 574 | 74% | 177 |
| Construction | 30 | 25 | 365% | 0.37 | 0.03 | 59 | 96% | 123 |
| Living Resources | | 4 | | 0.97 | 0.01 | 21 | | |
| Minerals | | 2 | | 0.93 | 0.01 | 0 | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 243 | 158 | 286% | 0.87 | 0.00 | 455 | 87% | 142 |
| Transportation | 56 | 76 | -11% | 0.08 | 0.36 | | | |
| Plymouth | 279 | 220 | 148% | 0.82 | 0.00 | 555 | 99% | 116 |
| Construction | 6 | 8 | -10% | 0.25 | 0.08 | | | |
| Living Resources | 4 | 6 | | 0.00 | 0.96 | | | |
| Minerals | | 25 | | 0.15 | 0.75 | | | |
| Ship & Boat Building | 2 | 4 | | 0.78 | 0.12 | | | |
| Tourism & Recreation | 185 | 154 | 75% | 0.85 | 0.00 | 300 | 62% | 219 |
| Transportation | 81 | 70 | | 0.21 | 0.22 | | | |
| Suffolk | 942 | 926 | 5% | 0.03 | 0.60 | | | |
| Construction | | 67 | | 0.68 | 0.00 | 0 | | |
| Living Resources | 37 | 23 | | 0.78 | 0.02 | 97 | 159% | 29 |
| Minerals | | 5 | | 0.95 | 0.15 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 775 | 694 | 25% | 0.22 | 0.11 | | | |
| Transportation | 130 | 164 | -29% | 0.22 | 0.11 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| New Hampshire | 334 | 351 | -8% | 0.06 | 0.43 | | | |
| Rockingham | 288 | 308 | -11% | 0.04 | 0.52 | | | |
| Construction | 3 | 6 | -92% | 0.28 | 0.08 | | | |
| Living Resources | | 45 | | 0.40 | 0.05 | 0 | | |
| Minerals | 2 | 3 | | 0.96 | 0.14 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 229 | 209 | 21% | 0.29 | 0.06 | | | |
| Transportation | 54 | 63 | 10% | 0.00 | 0.98 | | | |
| Strafford | 46 | 47 | 21% | 0.47 | 0.01 | 61 | 32% | 390 |
| Construction | | 3 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 39 | 42 | 11% | 0.19 | 0.16 | | | |
| Transportation | 7 | 5 | 146% | 0.75 | 0.00 | 12 | 75% | 173 |
| New York | 16,661 | 13,007 | 61% | 0.52 | 0.01 | 26,765 | 61% | 226 |
| Bronx | 159 | 206 | -12% | 0.03 | 0.54 | | | |
| Construction | | 8 | | 0.01 | 0.82 | | | |
| Living Resources | 17 | 9 | 100% | 0.31 | 0.06 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 120 | 154 | 3% | 0.01 | 0.81 | | | |
| Transportation | 22 | 39 | -60% | 0.23 | 0.10 | | | |
| Dutchess | 286 | 250 | | 0.77 | 0.05 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 1 | 1 | | 0.71 | 0.07 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 238 | 228 | | 0.39 | 0.26 | | | |
| Transportation | 47 | 52 | | | | | | |
| Kings | 772 | 546 | 113% | 0.90 | 0.00 | 1,119 | 45% | 302 |
| Construction | 85 | 24 | | 0.72 | 0.03 | 177 | 107% | 97 |
| Living Resources | 85 | 46 | 206% | 0.73 | 0.00 | 149 | 76% | 170 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 4 | 3 | | 0.52 | 0.03 | 11 | 159% | 30 |
| Tourism & Recreation | 569 | 424 | 126% | 0.85 | 0.00 | 930 | 63% | 214 |
| Transportation | 28 | 61 | -67% | 0.88 | 0.00 | 0 | -100% | 523 |
| Nassau | 526 | 620 | -22% | 0.38 | 0.03 | 430 | -18% | 461 |
| Construction | 17 | 32 | 34% | 0.06 | 0.42 | | | |
| Living Resources | 10 | 16 | -45% | 0.38 | 0.03 | 1 | -88% | 517 |
| Minerals | 1 | 2 | | 0.87 | 0.02 | 0 | -100% | 523 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 448 | 422 | 41% | 0.64 | 0.00 | 606 | 35% | 368 |
| Transportation | 50 | 149 | -85% | 0.67 | 0.00 | 0 | -100% | 523 |
| New York | 11,964 | 9,869 | 73% | 0.97 | 0.00 | 17,687 | 48% | 281 |
| Construction | 229 | 79 | 718% | 0.43 | 0.02 | 243 | 6% | 456 |
| Living Resources | 21 | 46 | -70% | 0.88 | 0.00 | 0 | -100% | 523 |
| Minerals | 3 | 10 | | 0.22 | 0.35 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11,529 | 9,532 | 76% | 0.97 | 0.00 | 17,295 | 50% | 270 |
| Transportation | 183 | 206 | -28% | 0.05 | 0.47 | | | |
| Orange | 280 | 130 | 1200% | 0.74 | 0.00 | 602 | 115% | 81 |
| Construction | 4 | 4 | 119% | 0.42 | 0.02 | 8 | 105% | 101 |
| Living Resources | 1 | 1 | 82% | 0.10 | 0.34 | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 260 | 208 | | 0.54 | 0.10 | | | |
| Transportation | 15 | 21 | -24% | 0.02 | 0.63 | | | |
| Putnam | 39 | 25 | 3829% | 0.69 | 0.00 | 93 | 138% | 49 |
| Construction | | | | | | | | |
| Living Resources | | 1 | | 0.64 | 0.20 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 39 | 32 | 3829% | 0.94 | 0.00 | 83 | 112% | 90 |
| Transportation | | 9 | | 0.19 | 0.39 | | | |
| Queens | 350 | 465 | -19% | 0.20 | 0.15 | | | |
| Construction | 29 | 55 | | 0.86 | 0.00 | 0 | -100% | 523 |
| Living Resources | 6 | 10 | -72% | 0.93 | 0.00 | 0 | -100% | 523 |
| Minerals | 10 | 10 | | 0.36 | 0.40 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 211 | 315 | -37% | 0.36 | 0.04 | 24 | -89% | 518 |
| Transportation | 95 | 95 | 19% | 0.08 | 0.38 | | | |
| Richmond | 292 | 275 | 66% | 0.30 | 0.06 | | | |
| Construction | 25 | 22 | | 0.43 | 0.08 | | | |
| Living Resources | 1 | 0 | | 0.05 | 0.60 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 6 | | 0.63 | 0.42 | | | |
| Tourism & Recreation | 222 | 176 | 90% | 0.97 | 0.00 | 330 | 49% | 279 |
| Transportation | 44 | 82 | -25% | 0.26 | 0.09 | | | |
| Rockland | 246 | 122 | 229% | 0.59 | 0.00 | 432 | 76% | 168 |
| Construction | | 2 | | | | | | |
| Living Resources | 2 | 2 | | 0.03 | 0.64 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 204 | 133 | 287% | 0.82 | 0.00 | 378 | 86% | 147 |
| Transportation | 40 | 23 | 82% | 0.15 | 0.24 | | | |
| Suffolk | 1,340 | 1,275 | 16% | 0.00 | 0.83 | | | |
| Construction | 29 | 29 | -23% | 0.50 | 0.01 | 15 | -49% | 485 |
| Living Resources | 17 | 18 | -5% | 0.00 | 0.85 | | | |
| Minerals | 3 | 5 | | 0.96 | 0.00 | 0 | -100% | 523 |
| Ship & Boat Building | | 2 | | 0.62 | 0.04 | 5 | | |
| Tourism & Recreation | 793 | 785 | 31% | 0.23 | 0.12 | | | |
| Transportation | 498 | 440 | 2% | 0.29 | 0.07 | | | |
| Ulster | 213 | 126 | | 0.78 | 0.00 | 671 | 215% | 7 |
| Construction | | 0 | | | | | | |
| Living Resources | | 4 | | 0.47 | 0.52 | | | |
| Minerals | | 3 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 201 | 209 | | 0.17 | 0.49 | | | |
| Transportation | 12 | 11 | | 0.78 | 0.01 | 19 | 54% | 247 |
| Westchester | 193 | 346 | -49% | 0.41 | 0.03 | 0 | -100% | 523 |
| Construction | 23 | 28 | 203% | 0.00 | 0.91 | | | |
| Living Resources | 5 | 7 | -53% | 0.87 | 0.00 | 0 | -100% | 523 |
| Minerals | 2 | 2 | | 0.95 | 0.01 | 0 | -95% | 521 |
| Ship & Boat Building | | 5 | | | | | | |
| Tourism & Recreation | 133 | 273 | -60% | 0.55 | 0.01 | 0 | -100% | 523 |
| Transportation | 30 | 36 | -3% | 0.06 | 0.43 | | | |
| Rhode Island | 1,087 | 929 | 53% | 0.14 | 0.21 | | | |
| Bristol | 49 | 45 | 82% | 0.19 | 0.14 | | | |
| Construction | | 0 | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | | 0 | | 0.05 | 0.77 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 77 | | | | | | |
| Tourism & Recreation | 49 | 39 | 82% | 0.95 | 0.00 | 76 | 55% | 245 |
| Transportation | | | | | | | | |
| Kent | 199 | 174 | 72% | 0.79 | 0.00 | 312 | 56% | 240 |
| Construction | | | | | | | | |
| Living Resources | 3 | 2 | | 0.02 | 0.73 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 197 | 171 | 70% | 0.80 | 0.00 | 301 | 53% | 257 |
| Transportation | | 11 | | | | | | |
| Newport | 281 | 198 | 29% | 0.21 | 0.12 | | | |
| Construction | | 2 | | 0.03 | 0.78 | | | |
| Living Resources | 1 | 3 | -56% | 0.22 | 0.11 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 0 | 17 | | 0.43 | 0.15 | | | |
| Tourism & Recreation | 279 | 269 | 30% | 0.47 | 0.04 | 379 | 36% | 362 |
| Transportation | | 1 | | | | | | |
| Providence | 337 | 300 | 80% | 0.60 | 0.00 | 573 | 70% | 188 |
| Construction | | 18 | | 0.01 | 0.82 | | | |
| Living Resources | 1 | 3 | -51% | 0.49 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 278 | 229 | 111% | 0.68 | 0.00 | 485 | 75% | 171 |
| Transportation | 58 | 57 | 11% | 0.01 | 0.77 | | | |
| Washington | 221 | 212 | 35% | 0.74 | 0.00 | 312 | 41% | 324 |
| Construction | 4 | 5 | 29% | 0.00 | 0.97 | | | |
| Living Resources | 44 | 27 | 331% | 0.66 | 0.00 | 99 | 126% | 61 |
| Minerals | | 15 | | 0.58 | 0.24 | | | |
| Ship & Boat Building | 0 | 0 | | 0.20 | 0.71 | | | |
| Tourism & Recreation | 173 | 174 | 15% | 0.03 | 0.56 | | | |
| Transportation | | 1 | | 0.33 | 0.31 | | | |
| Atlantic - Middle | 13,887 | 11,768 | 34% | 0.57 | 0.00 | 19,903 | 43% | 314 |
| Delaware | 554 | 550 | 57% | 0.27 | 0.07 | | | |
| Kent | 81 | 81 | 14% | 0.39 | 0.02 | 99 | 22% | 429 |
| Construction | | | | | | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 81 | 80 | 14% | 0.41 | 0.02 | 98 | 22% | 432 |
| Transportation | | 4 | | 0.72 | 0.35 | | | |
| New Castle | 248 | 246 | 70% | 0.22 | 0.10 | | | |
| Construction | 7 | 46 | -55% | 0.01 | 0.72 | | | |
| Living Resources | | 3 | | 0.42 | 0.03 | 0 | | |
| Minerals | 1 | 1 | | 0.35 | 0.29 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 148 | 124 | 75% | 0.74 | 0.00 | 227 | 53% | 253 |
| Transportation | 91 | 77 | 118% | 0.50 | 0.01 | 159 | 74% | 179 |
| Sussex | 225 | 223 | 66% | 0.28 | 0.06 | | | |
| Construction | 4 | 48 | | 0.00 | 1.00 | | | |
| Living Resources | 3 | 4 | | 0.81 | 0.10 | | | |
| Minerals | 1 | 2 | | 0.69 | 0.08 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 217 | 198 | 60% | 0.77 | 0.00 | 351 | 62% | 221 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | | 5 | | 0.71 | 0.36 | | | |
| Maryland | 3,372 | 2,247 | 95% | 0.74 | 0.00 | 5,319 | 58% | 237 |
| Anne Arundel | 684 | 542 | 27% | 0.35 | 0.03 | 983 | 44% | 309 |
| Construction | 37 | 36 | 9% | 0.41 | 0.02 | 52 | 41% | 329 |
| Living Resources | 8 | 12 | -39% | 0.43 | 0.01 | 4 | -49% | 484 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 5 | | 0.55 | 0.04 | 14 | | |
| Tourism & Recreation | 548 | 496 | 16% | 0.56 | 0.01 | 736 | 34% | 375 |
| Transportation | 91 | 33 | 412% | 0.57 | 0.00 | 144 | 59% | 232 |
| Baltimore | 243 | 332 | -37% | 0.56 | 0.00 | 0 | -100% | 523 |
| Construction | 31 | 27 | -16% | 0.21 | 0.12 | | | |
| Living Resources | 5 | 7 | -62% | 0.82 | 0.00 | 0 | -100% | 523 |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 138 | 117 | 96% | 0.09 | 0.36 | | | |
| Transportation | 70 | 189 | -74% | 0.74 | 0.00 | 0 | -100% | 523 |
| Baltimore City | 900 | 521 | 205% | 0.79 | 0.00 | 1,641 | 82% | 153 |
| Construction | 30 | 15 | 105% | 0.06 | 0.44 | | | |
| Living Resources | 3 | 8 | -75% | 0.80 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 16 | 7 | | 0.86 | 0.07 | | | |
| Tourism & Recreation | 634 | 314 | 616% | 0.77 | 0.00 | 1,325 | 109% | 93 |
| Transportation | 218 | 208 | 21% | 0.71 | 0.00 | 290 | 33% | 380 |
| Calvert | 73 | 45 | 129% | 0.57 | 0.00 | 128 | 74% | 176 |
| Construction | | 6 | | 0.41 | 0.06 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 73 | 44 | 296% | 0.85 | 0.00 | 140 | 92% | 131 |
| Transportation | | 1 | | 0.75 | 0.34 | | | |
| Caroline | | 1 | | 0.65 | 0.20 | | | |
| Construction | | 1 | | 0.88 | 0.22 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 0 | | | | | | |
| Transportation | | | | | | | | |
| Cecil | 120 | 68 | 200% | 0.87 | 0.00 | 192 | 60% | 229 |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 74 | 57 | 85% | 0.89 | 0.00 | 126 | 69% | 190 |
| Transportation | 46 | 25 | | 0.98 | 0.00 | 167 | 263% | 3 |
| Charles | 36 | 29 | 31% | 0.35 | 0.03 | 43 | 21% | 435 |
| Construction | | | | | | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 36 | 29 | 31% | 0.32 | 0.04 | 43 | 19% | 440 |
| Transportation | | 1 | | | | | | |
| Dorchester | 56 | 79 | -42% | 0.19 | 0.13 | | | |
| Construction | | 2 | | 0.41 | 0.06 | | | |
| Living Resources | 3 | 49 | -96% | 0.71 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | 0 | | 0.85 | 0.08 | | | |
| Tourism & Recreation | 51 | 31 | 374% | 0.80 | 0.00 | 112 | 121% | 70 |
| Transportation | 2 | 2 | | 0.80 | 0.00 | 0 | -100% | 523 |
| Harford | 219 | 143 | 181% | 0.84 | 0.00 | 421 | 92% | 129 |
| Construction | 10 | 7 | 47% | 0.57 | 0.00 | 14 | 48% | 280 |
| Living Resources | 2 | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 94 | 63 | 103% | 0.79 | 0.00 | 158 | 68% | 197 |
| Transportation | 113 | 77 | 352% | 0.80 | 0.00 | 240 | 112% | 88 |
| Kent | 29 | 27 | 56% | 0.14 | 0.20 | | | |
| Construction | | 0 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 29 | 29 | 56% | 0.17 | 0.18 | | | |
| Transportation | | | | | | | | |
| Prince George's | 431 | 311 | | 0.85 | 0.03 | 1,048 | 143% | 38 |
| Construction | 15 | 16 | | 0.55 | 0.15 | | | |
| Living Resources | 2 | 2 | | 0.23 | 0.41 | | | |
| Minerals | 9 | 20 | | 0.24 | 0.40 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 405 | 272 | | 0.84 | 0.03 | 1,061 | 162% | 27 |
| Queen Anne's | 94 | 71 | 254% | 0.77 | 0.00 | 200 | 113% | 87 |
| Construction | 6 | 8 | | 0.20 | 0.26 | | | |
| Living Resources | 3 | 7 | | 0.57 | 0.08 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 84 | 67 | 217% | 0.86 | 0.00 | 171 | 103% | 104 |
| Transportation | 1 | 1 | | 0.27 | 0.29 | | | |
| Somerset | 18 | 9 | 111% | 0.32 | 0.06 | | | |
| Construction | | | | | | | | |
| Living Resources | 10 | 5 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 8 | 8 | -5% | 0.08 | 0.37 | | | |
| Transportation | | 0 | | | | | | |
| St. Mary's | 74 | 58 | 32% | 0.34 | 0.04 | 107 | 45% | 301 |
| Construction | 3 | 3 | 139% | 0.48 | 0.01 | 5 | 78% | 166 |
| Living Resources | | 1 | | 0.73 | 0.01 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 71 | 58 | 29% | 0.67 | 0.00 | 93 | 32% | 388 |
| Transportation | | 6 | | 0.59 | 0.44 | | | |
| Talbot | 90 | 75 | 3% | 0.21 | 0.11 | | | |
| Construction | 2 | 3 | -35% | 0.20 | 0.15 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 88 | 78 | 5% | 0.46 | 0.02 | 115 | 31% | 397 |
| Transportation | | | | | | | | |
| Wicomico | 4 | 3 | 170% | 0.61 | 0.00 | 8 | 90% | 133 |
| Construction | 1 | 1 | | 0.55 | 0.09 | | | |
| Living Resources | | | | | | | | |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 3 | | 0.59 | 0.07 | | | |
| Transportation | 1 | 1 | -61% | 0.59 | 0.00 | 0 | -100% | 523 |
| Worcester | 301 | 133 | 722% | 0.73 | 0.00 | 651 | 116% | 79 |
| Construction | 1 | 2 | -36% | 0.02 | 0.69 | | | |
| Living Resources | | 2 | | 0.83 | 0.00 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 299 | 140 | 879% | 0.73 | 0.00 | 646 | 116% | 78 |
| Transportation | 1 | 1 | | | | | | |
| New Jersey | 4,724 | 4,510 | 4% | 0.10 | 0.29 | | | |
| Atlantic | 343 | 324 | 30% | 0.28 | 0.07 | | | |
| Construction | | 11 | | 0.26 | 0.38 | | | |
| Living Resources | 0 | 1 | -31% | 0.05 | 0.49 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 14 | | 0.55 | 0.09 | | | |
| Tourism & Recreation | 335 | 329 | 33% | 0.64 | 0.00 | 494 | 47% | 288 |
| Transportation | 7 | 10 | -36% | 0.36 | 0.04 | 5 | -26% | 466 |
| Bergen | 252 | 397 | -37% | 0.48 | 0.01 | 0 | -100% | 523 |
| Construction | 19 | 15 | 77% | 0.22 | 0.13 | | | |
| Living Resources | 4 | 3 | 31% | 0.10 | 0.32 | | | |
| Minerals | 3 | 5 | | 0.65 | 0.10 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 238 | | 0.63 | 0.06 | | | |
| Transportation | 227 | 258 | 33% | 0.15 | 0.22 | | | |
| Burlington | 128 | 153 | -23% | 0.58 | 0.00 | 63 | -51% | 488 |
| Construction | 4 | 6 | -55% | 0.86 | 0.00 | 0 | -100% | 523 |
| Living Resources | 0 | 2 | | 0.74 | 0.34 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 73 | | 0.84 | 0.00 | 112 | | |
| Transportation | 124 | 104 | 34% | 0.45 | 0.02 | 148 | 20% | 439 |
| Camden | 161 | 188 | -18% | 0.43 | 0.02 | 107 | -34% | 471 |
| Construction | 14 | 11 | | 0.04 | 0.62 | | | |
| Living Resources | 1 | 2 | -15% | 0.03 | 0.61 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 41 | 45 | -49% | 0.36 | 0.04 | 10 | -74% | 504 |
| Transportation | 106 | 135 | -8% | 0.19 | 0.15 | | | |
| Cape May | 356 | 347 | 22% | 0.22 | 0.13 | | | |
| Construction | 6 | 10 | -40% | 0.00 | 0.87 | | | |
| Living Resources | 26 | 33 | 24% | 0.00 | 0.88 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 2 | | | | | | |
| Tourism & Recreation | 324 | 330 | 24% | 0.63 | 0.00 | 458 | 41% | 325 |
| Transportation | | 3 | | 0.71 | 0.02 | 7 | | |
| Cumberland | 54 | 51 | 21% | 0.35 | 0.04 | 94 | 73% | 181 |
| Construction | | 0 | | | | | | |
| Living Resources | 1 | 15 | -93% | 0.25 | 0.10 | | | |
| Minerals | 5 | 13 | | 0.86 | 0.07 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 32 | 24 | 78% | 0.72 | 0.00 | 46 | 44% | 308 |
| Transportation | 17 | 12 | 66% | 0.12 | 0.27 | | | |
| Essex | 297 | 413 | -28% | 0.25 | 0.10 | | | |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | 16 | 22 | -42% | 0.08 | 0.38 | | | |
| Living Resources | 2 | 14 | -91% | 0.35 | 0.04 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 163 | 145 | 51% | 0.81 | 0.00 | 241 | 48% | 283 |
| Transportation | 116 | 244 | -55% | 0.34 | 0.05 | 0 | -100% | 523 |
| Gloucester | 63 | 87 | 31% | 0.04 | 0.52 | | | |
| Construction | 21 | 27 | | 0.06 | 0.56 | | | |
| Living Resources | | 57 | | | | | | |
| Minerals | 4 | 15 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 52 | | 0.05 | 0.61 | | | |
| Transportation | 38 | 35 | 65% | 0.05 | 0.48 | | | |
| Hudson | 901 | 692 | 54% | 0.51 | 0.01 | 1,465 | 63% | 218 |
| Construction | 3 | 8 | | 0.61 | 0.12 | | | |
| Living Resources | 2 | 2 | -17% | 0.37 | 0.04 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 6 | 7 | | 0.94 | 0.03 | 0 | -100% | 523 |
| Tourism & Recreation | 371 | 304 | 52% | 0.59 | 0.00 | 626 | 69% | 193 |
| Transportation | 519 | 404 | 53% | 0.40 | 0.02 | 784 | 51% | 265 |
| Mercer | | 29 | | 0.76 | 0.01 | 159 | | |
| Construction | | 1 | | | | | | |
| Living Resources | | 4 | | 0.21 | 0.54 | | | |
| Minerals | | | | | | | | |
| Transportation | | 26 | | 0.70 | 0.02 | 141 | | |
| Middlesex | 619 | 543 | -4% | 0.06 | 0.44 | | | |
| Construction | 8 | 25 | 4% | 0.06 | 0.46 | | | |
| Living Resources | 1 | 1 | | 0.11 | 0.46 | | | |
| Minerals | 0 | 0 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 41 | 49 | 3% | 0.21 | 0.16 | | | |
| Transportation | 568 | 472 | -5% | 0.05 | 0.47 | | | |
| Monmouth | 392 | 349 | 36% | 0.39 | 0.03 | 630 | 61% | 225 |
| Construction | 21 | 24 | -11% | 0.11 | 0.29 | | | |
| Living Resources | 2 | 3 | -49% | 0.45 | 0.02 | 0 | -82% | 511 |
| Minerals | | 2 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 331 | 312 | 41% | 0.69 | 0.00 | 509 | 54% | 251 |
| Transportation | 38 | 36 | 48% | 0.44 | 0.02 | 59 | 53% | 255 |
| Ocean | 388 | 364 | 4% | 0.00 | 0.93 | | | |
| Construction | 17 | 25 | -26% | 0.04 | 0.54 | | | |
| Living Resources | 2 | 4 | 6% | 0.20 | 0.14 | | | |
| Minerals | 3 | 15 | | 0.54 | 0.16 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 354 | 382 | 5% | 0.21 | 0.18 | | | |
| Transportation | 11 | 11 | 20% | 0.06 | 0.46 | | | |
| Passaic | 288 | 306 | 9% | 0.28 | 0.08 | | | |
| Construction | 28 | 39 | 11% | 0.02 | 0.80 | | | |
| Living Resources | | 0 | | 0.45 | 0.33 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 5 | | 0.76 | 0.01 | 0 | | |
| Transportation | 260 | 283 | 12% | 0.23 | 0.11 | | | |
| Salem | 22 | 27 | 97% | 0.33 | 0.06 | | | |
| Construction | | 6 | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 22 | 18 | 97% | 0.79 | 0.00 | 38 | 69% | 192 |
| Transportation | | 16 | | 0.78 | 0.05 | 171 | | |
| Somerset | 106 | 73 | 66% | 0.47 | 0.01 | 122 | 15% | 449 |
| Construction | 14 | 4 | | 0.96 | 0.02 | 32 | 134% | 52 |
| Living Resources | 0 | 0 | | 0.95 | 0.03 | 0 | -100% | 523 |
| Minerals | 8 | 10 | | 0.10 | 0.60 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 83 | 67 | 31% | 0.21 | 0.13 | | | |
| Union | 352 | 494 | -23% | 0.19 | 0.15 | | | |
| Construction | 65 | 82 | | 0.60 | 0.01 | 15 | -77% | 508 |
| Living Resources | 1 | 2 | -8% | 0.05 | 0.49 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 101 | -11% | 0.06 | 0.47 | | | |
| Transportation | 198 | 338 | -44% | 0.48 | 0.01 | 0 | -100% | 523 |
| Pennsylvania | 1,522 | 1,182 | 101% | 0.84 | 0.00 | 2,616 | 72% | 186 |
| Bucks | 124 | 166 | -24% | 0.09 | 0.31 | | | |
| Construction | 3 | 6 | | 0.55 | 0.06 | | | |
| Living Resources | 3 | 5 | 84% | 0.00 | 0.96 | | | |
| Minerals | 0 | 1 | | 0.96 | 0.02 | 0 | -100% | 523 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 85 | | 0.38 | 0.10 | | | |
| Transportation | 118 | 106 | 35% | 0.70 | 0.00 | 184 | 56% | 241 |
| Delaware | 61 | 84 | -44% | 0.75 | 0.00 | 33 | -46% | 481 |
| Construction | 7 | 8 | -13% | 0.01 | 0.78 | | | |
| Living Resources | 3 | 5 | -34% | 0.59 | 0.00 | 1 | -77% | 507 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 34 | 40 | 27% | 0.12 | 0.25 | | | |
| Transportation | 17 | 32 | -75% | 0.67 | 0.00 | 0 | -100% | 523 |
| Philadelphia | 1,337 | 931 | 175% | 0.80 | 0.00 | 2,474 | 85% | 149 |
| Construction | 5 | 49 | | 0.76 | 0.00 | 0 | -100% | 523 |
| Living Resources | 4 | 10 | -54% | 0.55 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 61 | | 0.14 | 0.76 | | | |
| Tourism & Recreation | 1,083 | 627 | 303% | 0.76 | 0.00 | 2,182 | 101% | 107 |
| Transportation | 245 | 236 | 18% | 0.38 | 0.02 | 353 | 44% | 307 |
| Virginia | 3,715 | 3,280 | 23% | 0.27 | 0.07 | | | |
| Accomack | 34 | 67 | -60% | 0.51 | 0.01 | 0 | -100% | 523 |
| Construction | | 0 | | 0.92 | 0.01 | 2 | | |
| Living Resources | 5 | 60 | -93% | 0.61 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 28 | 12 | 193% | 0.66 | 0.03 | 40 | 40% | 332 |
| Transportation | | | | | | | | |
| Alexandria | | 189 | | 0.62 | 0.06 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 189 | | 0.62 | 0.06 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | | | | | | | | |
| Arlington | | 7 | | 0.92 | 0.04 | 0 | | |
| Construction | | | | | | | | |
| Living Resources | | 7 | | 0.92 | 0.04 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Caroline | 11 | 10 | | 0.63 | 0.11 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 11 | 10 | | 0.63 | 0.11 | | | |
| Charles City | | 3 | | 0.80 | 0.01 | 12 | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 4 | | 0.66 | 0.40 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 1 | | 0.77 | 0.12 | | | |
| Transportation | | | | | | | | |
| Chesterfield | 33 | 40 | -28% | 0.17 | 0.16 | | | |
| Construction | 4 | 8 | -33% | 0.00 | 0.96 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 29 | 32 | -27% | 0.17 | 0.16 | | | |
| Essex | 11 | 11 | 33% | 0.79 | 0.00 | 16 | 38% | 342 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 11 | 33% | 0.79 | 0.00 | 16 | 38% | 342 |
| Transportation | | | | | | | | |
| Fairfax | | 112 | | 0.00 | 0.99 | | | |
| Construction | | 18 | | 0.43 | 0.08 | | | |
| Living Resources | | 5 | | 0.79 | 0.30 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 52 | | 0.01 | 0.86 | | | |
| Transportation | | 53 | | 0.51 | 0.05 | 0 | | |
| Fairfax City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Franklin City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Gloucester | 30 | 25 | 80% | 0.01 | 0.78 | | | |
| Construction | 4 | 5 | 32% | 0.22 | 0.13 | | | |
| Living Resources | 0 | 6 | | 0.29 | 0.13 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 25 | 30 | 91% | 0.02 | 0.74 | | | |
| Transportation | | | | | | | | |
| Hanover | 10 | 14 | -55% | 0.80 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 10 | 14 | -55% | 0.80 | 0.00 | 0 | -100% | 523 |
| Henrico | 30 | 43 | -50% | 0.79 | 0.00 | 0 | -100% | 523 |
| Construction | | 7 | | 0.95 | 0.14 | | | |
| Living Resources | 1 | 2 | | 0.48 | 0.13 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 5 | | 0.89 | 0.05 | | | |
| Transportation | 29 | 39 | -41% | 0.83 | 0.00 | 0 | -100% | 523 |
| Isle of Wight | 15 | 12 | 65% | 0.88 | 0.00 | 22 | 47% | 286 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 15 | 12 | 65% | 0.88 | 0.00 | 22 | 47% | 286 |
| Transportation | | | | | | | | |
| James City | 116 | 120 | 6% | 0.47 | 0.02 | 158 | 36% | 356 |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 116 | 120 | 6% | 0.46 | 0.02 | 157 | 36% | 361 |
| Transportation | | | | | | | | |
| King and Queen | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| King George | 10 | 5 | 251% | 0.91 | 0.00 | 16 | 64% | 211 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 10 | 5 | 251% | 0.91 | 0.00 | 16 | 64% | 211 |
| Transportation | | | | | | | | |
| King William | 2 | 1 | | | | | | |
| Construction | 2 | 2 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | 0 | | | | | | |
| Lancaster | 30 | 17 | | 0.01 | 0.74 | | | |
| Construction | 0 | 1 | | 0.08 | 0.53 | | | |
| Living Resources | 12 | 12 | | 0.03 | 0.64 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 1 | | 0.01 | 0.90 | | | |
| Tourism & Recreation | 17 | 14 | | 0.83 | 0.03 | 24 | 39% | 337 |
| Transportation | | | | | | | | |
| Mathews | 3 | 2 | 150% | 0.00 | 0.89 | | | |
| Construction | 1 | 1 | | 0.32 | 0.19 | | | |
| Living Resources | | 1 | | 0.91 | 0.04 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 2 | 88% | 0.79 | 0.01 | 3 | 32% | 391 |
| Transportation | | | | | | | | |
| Middlesex | 10 | 8 | 106% | 0.04 | 0.58 | | | |
| Construction | 1 | 1 | | 0.02 | 0.75 | | | |
| Living Resources | | 18 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 2 | | 0.70 | 0.16 | | | |
| Tourism & Recreation | 9 | 8 | 94% | 0.80 | 0.01 | 14 | 53% | 252 |
| Transportation | | | | | | | | |
| New Kent | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Northampton | 10 | 13 | 28% | 0.01 | 0.81 | | | |
| Construction | | 0 | | | | | | |
| Living Resources | 1 | 9 | | 0.02 | 0.75 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 9 | 9 | 10% | 0.08 | 0.54 | | | |
| Transportation | | | | | | | | |
| Northumberland | 5 | 11 | -60% | 0.03 | 0.58 | | | |
| Construction | | 2 | | 0.72 | 0.02 | 4 | | |
| Living Resources | 0 | 10 | | 0.84 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 5 | -61% | 0.37 | 0.11 | | | |
| Transportation | | | | | | | | |
| Prince George | 72 | 67 | | 0.76 | 0.05 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 72 | 67 | | 0.76 | 0.05 | | | |
| Prince William | 176 | 100 | 490% | 0.74 | 0.00 | 370 | 111% | 91 |
| Construction | | 3 | | | | | | |
| Living Resources | | 4 | | 0.78 | 0.31 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 170 | 96 | 470% | 0.72 | 0.00 | 363 | 114% | 85 |
| Transportation | 6 | 6 | | 0.98 | 0.09 | | | |
| Richmond | 4 | 4 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 4 | | | | | | |
| Transportation | | | | | | | | |
| Richmond City | 33 | 67 | -67% | 0.82 | 0.00 | 0 | -100% | 523 |
| Construction | 2 | 2 | | | | | | |
| Living Resources | 3 | 21 | -89% | 0.60 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 28 | 46 | -62% | 0.89 | 0.00 | 0 | -100% | 523 |
| Spotsylvania | 45 | 21 | | 0.53 | 0.06 | | | |
| Construction | 1 | 3 | | 0.80 | 0.01 | 0 | -100% | 523 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 45 | 43 | | 0.79 | 0.31 | | | |
| Stafford | 49 | 44 | 67% | 0.85 | 0.00 | 77 | 56% | 243 |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 49 | 44 | 67% | 0.88 | 0.00 | 76 | 54% | 249 |
| Transportation | | | | | | | | |
| Surry | 1 | 1 | | 0.28 | 0.47 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 1 | | 0.28 | 0.47 | | | |
| Transportation | | | | | | | | |
| Westmoreland | 44 | 48 | -24% | 0.28 | 0.06 | | | |
| Construction | | | | | | | | |
| Living Resources | 37 | 52 | -31% | 0.51 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 7 | 6 | 55% | 0.77 | 0.00 | 11 | 47% | 294 |
| Transportation | | | | | | | | |
| York | 124 | 48 | 219% | 0.19 | 0.28 | | | |
| Construction | | 0 | | | | | | |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 124 | 54 | 219% | 0.64 | 0.03 | 171 | 38% | 345 |
| Transportation | | 1 | | | | | | |
| Chesapeake City | 172 | 160 | 46% | 0.01 | 0.78 | | | |
| Construction | 49 | 51 | 2% | 0.01 | 0.73 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 30 | | 0.92 | 0.00 | 121 | | |
| Tourism & Recreation | | 1 | | 0.06 | 0.76 | | | |
| Transportation | 123 | 90 | 120% | 0.04 | 0.49 | | | |
| Colonial Heights City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Falls Church City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Fredericksburg City | 3 | 5 | | 0.02 | 0.72 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 2 | | 0.17 | 0.49 | | | |
| Transportation | 3 | 5 | | 0.68 | 0.02 | 0 | -100% | 523 |
| Hampton City | 144 | 55 | 371% | 0.20 | 0.23 | | | |
| Construction | | 1 | | 0.73 | 0.35 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 144 | 61 | 371% | 0.58 | 0.03 | 258 | 79% | 165 |
| Transportation | | 2 | | | | | | |
| Hopewell City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Manassas City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Manassas Park City | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Newport News City | 257 | 121 | 63% | 0.07 | 0.39 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | | | | | | | | |
| Living Resources | | 2 | | 0.95 | 0.00 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 36 | 37 | | 0.03 | 0.75 | | | |
| Tourism & Recreation | 173 | 108 | 126% | 0.76 | 0.13 | | | |
| Transportation | 48 | 70 | -41% | 0.59 | 0.00 | 6 | -87% | 515 |
| Norfolk City | 829 | 756 | 21% | 0.28 | 0.06 | | | |
| Construction | | 11 | | 0.39 | 0.14 | | | |
| Living Resources | 1 | 5 | | 0.81 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 35 | 140 | -81% | 0.47 | 0.01 | 0 | -100% | 523 |
| Tourism & Recreation | 240 | 204 | 58% | 0.73 | 0.00 | 391 | 63% | 216 |
| Transportation | 553 | 433 | 60% | 0.20 | 0.13 | | | |
| Petersburg City | | 2 | | 0.47 | 0.13 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | 2 | | 0.47 | 0.13 | | | |
| Poquoson City | 2 | 3 | 25% | 0.04 | 0.57 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 3 | 25% | 0.04 | 0.57 | | | |
| Transportation | | | | | | | | |
| Portsmouth City | 692 | 837 | 11% | 0.06 | 0.44 | | | |
| Construction | 21 | 20 | | 0.07 | 0.61 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 644 | 750 | 6% | 0.05 | 0.48 | | | |
| Tourism & Recreation | | 32 | | 0.62 | 0.01 | 134 | | |
| Transportation | 27 | 53 | 479% | 0.25 | 0.08 | | | |
| Suffolk City | 98 | 73 | 117% | 0.81 | 0.00 | 165 | 69% | 194 |
| Construction | 1 | 1 | | 0.69 | 0.04 | 0 | -100% | 523 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 51 | 19 | 11930% | 0.73 | 0.00 | 101 | 100% | 115 |
| Transportation | 46 | 56 | 4% | 0.06 | 0.44 | | | |
| Virginia Beach, City | 612 | 467 | 47% | 0.60 | 0.00 | 1,151 | 88% | 138 |
| Construction | 6 | 11 | -39% | 0.06 | 0.41 | | | |
| Living Resources | 2 | 9 | -57% | 0.12 | 0.24 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 34 | | | | | | |
| Tourism & Recreation | 581 | 495 | 55% | 0.85 | 0.00 | 865 | 49% | 274 |
| Transportation | 24 | 24 | -14% | 0.05 | 0.45 | | | |
| Williamsburg City | | 188 | | 0.22 | 0.34 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 188 | | 0.22 | 0.34 | | | |
| Transportation | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Atlantic - South | 13,466 | 9,802 | 137% | 0.61 | 0.00 | 23,437 | 74% | 178 |
| Florida | 9,152 | 6,748 | 258% | 0.71 | 0.00 | 18,884 | 106% | 98 |
| Baker | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Bradford | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Brevard | 546 | 365 | 783% | 0.76 | 0.00 | 1,180 | 116% | 80 |
| Construction | 16 | 31 | -47% | 0.05 | 0.49 | | | |
| Living Resources | 1 | 2 | -18% | 0.01 | 0.78 | | | |
| Minerals | 0 | 2 | | 1.00 | 0.01 | 0 | -100% | 523 |
| Ship & Boat Building | | 2 | | | | | | |
| Tourism & Recreation | 511 | 465 | | 0.78 | 0.01 | 690 | 35% | 369 |
| Transportation | 18 | 60 | -41% | 0.04 | 0.54 | | | |
| Broward | 1,677 | 1,130 | 114% | 0.23 | 0.11 | | | |
| Construction | 54 | 100 | -23% | 0.13 | 0.25 | | | |
| Living Resources | 6 | 20 | -63% | 0.14 | 0.23 | | | |
| Minerals | 9 | 12 | | 0.03 | 0.69 | | | |
| Ship & Boat Building | 54 | 65 | -25% | 0.23 | 0.11 | | | |
| Tourism & Recreation | 1,170 | 1,265 | | 0.00 | 0.93 | | | |
| Transportation | 384 | 410 | -38% | 0.29 | 0.07 | | | |
| Clay | 27 | 17 | 1526% | 0.55 | 0.01 | 67 | 145% | 36 |
| Construction | 27 | 17 | 1526% | 0.55 | 0.01 | 66 | 143% | 39 |
| Living Resources | | | | | | | | |
| Minerals | | 0 | | | | | | |
| Ship & Boat Building | | 2 | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Duval | 1,048 | 733 | 95% | 0.81 | 0.00 | 1,305 | 25% | 419 |
| Construction | 55 | 48 | 29% | 0.04 | 0.53 | | | |
| Living Resources | 5 | 5 | -17% | 0.53 | 0.01 | 1 | -69% | 499 |
| Minerals | 2 | 5 | | 0.96 | 0.00 | 0 | -100% | 523 |
| Ship & Boat Building | 144 | 109 | 22% | 0.02 | 0.73 | | | |
| Tourism & Recreation | 283 | 229 | | 0.80 | 0.01 | 605 | 114% | 84 |
| Transportation | 560 | 463 | 51% | 0.44 | 0.02 | 657 | 17% | 445 |
| Flagler | 44 | 47 | | 0.33 | 0.13 | | | |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 44 | 53 | | 0.00 | 0.91 | | | |
| Transportation | | | | | | | | |
| Indian River | 116 | 70 | 8261% | 0.80 | 0.00 | 294 | 154% | 32 |
| Construction | 6 | 5 | 302% | 0.28 | 0.17 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | 2 | | 0.44 | 0.54 | | | |
| Tourism & Recreation | 110 | 112 | | 0.36 | 0.16 | | | |
| Transportation | | 3 | | | | | | |
| Lake | 24 | 25 | | 0.00 | 0.88 | | | |
| Construction | | 3 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 8 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 24 | 23 | | 0.00 | 0.96 | | | |
| Martin | 235 | 149 | 1311% | 0.80 | 0.00 | 575 | 145% | 35 |
| Construction | 20 | 19 | 30% | 0.07 | 0.39 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 13 | | | | | | |
| Tourism & Recreation | 213 | 217 | | 0.48 | 0.09 | | | |
| Transportation | 2 | 2 | 15% | 0.19 | 0.16 | | | |
| Miami-Dade | 2,672 | 2,358 | 348% | 0.68 | 0.00 | 7,133 | 167% | 22 |
| Construction | 177 | 116 | 118% | 0.45 | 0.02 | 258 | 46% | 300 |
| Living Resources | 17 | 49 | -62% | 0.41 | 0.02 | 0 | -100% | 523 |
| Minerals | 6 | 14 | | 0.09 | 0.51 | | | |
| Ship & Boat Building | 62 | 72 | -12% | 0.16 | 0.19 | | | |
| Tourism & Recreation | | 2,191 | | 0.88 | 0.01 | 4,109 | | |
| Transportation | 2,410 | 1,018 | 503% | 0.33 | 0.05 | 2,523 | 5% | 457 |
| Nassau | 157 | 156 | | 0.48 | 0.06 | | | |
| Construction | | 3 | | | | | | |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 156 | 176 | | 0.23 | 0.28 | | | |
| Transportation | 1 | 5 | | | | | | |
| Okeechobee | | 1 | | 1.00 | 0.01 | 7 | | |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 2 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Orange | 274 | 342 | -22% | 0.62 | 0.00 | 83 | -70% | 500 |
| Construction | 40 | 47 | -14% | 0.13 | 0.24 | | | |
| Living Resources | 1 | 1 | | 0.05 | 0.61 | | | |
| Minerals | 2 | 1 | | | | | | |
| Ship & Boat Building | 35 | 61 | -45% | 0.45 | 0.14 | | | |
| Tourism & Recreation | | 7 | | | | | | |
| Transportation | 197 | 263 | -19% | 0.44 | 0.02 | 120 | -39% | 473 |
| Osceola | | 12 | | 0.20 | 0.26 | | | |
| Construction | | 17 | | 0.95 | 0.01 | 86 | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 5 | | | | | | |
| Transportation | | 1 | | 0.84 | 0.26 | | | |
| Palm Beach | 1,511 | 892 | 971% | 0.51 | 0.01 | 3,139 | 108% | 96 |
| Construction | 47 | 70 | -19% | 0.02 | 0.66 | | | |
| Living Resources | 5 | 10 | -61% | 0.56 | 0.00 | 0 | -100% | 523 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Minerals | 8 | 10 | | 0.12 | 0.46 | | | |
| Ship & Boat Building | | 45 | | 0.55 | 0.01 | 94 | | |
| Tourism & Recreation | 1,393 | 1,412 | | 0.42 | 0.16 | | | |
| Transportation | 58 | 60 | 58% | 0.26 | 0.09 | | | |
| Putnam | 1 | 2 | | 0.03 | 0.70 | | | |
| Construction | 1 | 2 | | 0.26 | 0.20 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | 2 | | | | | | |
| Seminole | 12 | 16 | -20% | 0.42 | 0.02 | 2 | -85% | 513 |
| Construction | 8 | 9 | 1% | 0.33 | 0.06 | | | |
| Living Resources | | | | | | | | |
| Minerals | 2 | 1 | | 0.78 | 0.12 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 1 | | | | | | |
| Transportation | 2 | 7 | -70% | 0.45 | 0.02 | 0 | -100% | 523 |
| St. Johns | 291 | 171 | 5265% | 0.83 | 0.00 | 724 | 149% | 33 |
| Construction | 20 | 13 | 274% | 0.74 | 0.00 | 38 | 87% | 144 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 270 | 271 | | 0.54 | 0.06 | | | |
| Transportation | | 2 | | 0.01 | 0.88 | | | |
| St. Lucie | 103 | 78 | 367% | 0.72 | 0.00 | 233 | 127% | 60 |
| Construction | 4 | 6 | -25% | 0.02 | 0.66 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 17 | 24 | 0% | 0.02 | 0.69 | | | |
| Tourism & Recreation | 82 | 88 | | 0.03 | 0.70 | | | |
| Transportation | | 0 | | | | | | |
| Volusia | 415 | 268 | 3312% | 0.75 | 0.00 | 1,091 | 163% | 25 |
| Construction | 5 | 7 | -41% | 0.00 | 0.88 | | | |
| Living Resources | 1 | 2 | | 0.69 | 0.01 | 0 | -100% | 523 |
| Minerals | 0 | 1 | | 0.71 | 0.07 | | | |
| Ship & Boat Building | | 53 | | 0.98 | 0.01 | 164 | | |
| Tourism & Recreation | 409 | 410 | | 0.44 | 0.10 | | | |
| Transportation | 1 | 3 | -87% | 0.75 | 0.00 | 0 | -100% | 523 |
| Georgia | 800 | 675 | 24% | 0.01 | 0.81 | | | |
| Brantley | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Bryan | 16 | 14 | 59% | 0.72 | 0.00 | 22 | 37% | 353 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 16 | 14 | 59% | 0.72 | 0.00 | 22 | 37% | 353 |
| Transportation | | | | | | | | |
| Camden | 12 | 11 | 33% | 0.69 | 0.00 | 18 | 47% | 290 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 12 | 11 | 33% | 0.69 | 0.00 | 18 | 47% | 290 |
| Transportation | | | | | | | | |
| Charlton | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Chatham | 479 | 505 | 1% | 0.03 | 0.60 | | | |
| Construction | 8 | 9 | 29% | 0.30 | 0.05 | | | |
| Living Resources | 2 | 3 | | 0.42 | 0.06 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 11 | | | | | | |
| Tourism & Recreation | 199 | 296 | -33% | 0.44 | 0.02 | 27 | -86% | 514 |
| Transportation | 270 | 219 | 56% | 0.75 | 0.00 | 389 | 44% | 306 |
| Effingham | 19 | 19 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 19 | 19 | | | | | | |
| Glynn | 257 | 151 | 75% | 0.08 | 0.36 | | | |
| Construction | 0 | 1 | | 0.68 | 0.04 | 0 | -100% | 523 |
| Living Resources | | 5 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 256 | 213 | 75% | 0.45 | 0.07 | | | |
| Transportation | | 10 | | 0.49 | 0.02 | 0 | | |
| Liberty | 4 | 6 | | 0.15 | 0.34 | | | |
| Construction | | 1 | | 0.74 | 0.06 | | | |
| Living Resources | 0 | 0 | | 0.82 | 0.09 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 4 | | 0.03 | 0.79 | | | |
| Transportation | | 26 | | | | | | |
| Long | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| McIntosh | 12 | 7 | 134% | 0.05 | 0.65 | | | |
| Construction | | | | | | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 12 | 8 | 134% | 0.85 | 0.01 | 18 | 50% | 267 |
| Transportation | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Wayne | | 2 | | | | | | |
| Construction | | 2 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| North Carolina | 1,001 | 920 | 5% | 0.02 | 0.64 | | | |
| Beaufort | 51 | 70 | -64% | 0.59 | 0.00 | 0 | -100% | 523 |
| Construction | 1 | 1 | | 0.67 | 0.02 | 2 | 123% | 65 |
| Living Resources | 13 | 51 | -89% | 0.88 | 0.00 | 0 | -100% | 523 |
| Minerals | | 5 | | | | | | |
| Ship & Boat Building | 13 | 25 | | | | | | |
| Tourism & Recreation | 24 | 26 | 5% | 0.01 | 0.80 | | | |
| Transportation | | | | | | | | |
| Bertie | 3 | 2 | 61% | 0.84 | 0.00 | 3 | 23% | 427 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 2 | 61% | 0.84 | 0.00 | 3 | 23% | 427 |
| Transportation | | | | | | | | |
| Brunswick | 81 | 85 | 29% | 0.06 | 0.45 | | | |
| Construction | 12 | 13 | 30% | 0.01 | 0.77 | | | |
| Living Resources | 1 | 12 | | 0.65 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 3 | 3 | | | | | | |
| Tourism & Recreation | 63 | 54 | 84% | 0.80 | 0.00 | 117 | 86% | 145 |
| Transportation | 3 | 13 | -87% | 0.44 | 0.02 | 0 | -100% | 523 |
| Camden | 1 | 62 | -25% | 0.04 | 0.72 | | | |
| Construction | | 17 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 40 | -25% | 0.04 | 0.72 | | | |
| Transportation | | 117 | | | | | | |
| Carteret | 103 | 96 | -17% | 0.40 | 0.03 | 0 | -100% | 523 |
| Construction | 4 | 4 | -7% | 0.23 | 0.11 | | | |
| Living Resources | 1 | 18 | -90% | 0.20 | 0.15 | | | |
| Minerals | | 0 | | 0.71 | 0.36 | | | |
| Ship & Boat Building | | 5 | | 0.90 | 0.00 | 20 | | |
| Tourism & Recreation | 98 | 103 | 2% | 0.04 | 0.64 | | | |
| Transportation | | 5 | | 0.81 | 0.01 | 0 | | |
| Chowan | 16 | 22 | 62% | 0.35 | 0.04 | 61 | 274% | 2 |
| Construction | | 3 | | 0.23 | 0.68 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 9 | 15 | 315% | 0.42 | 0.02 | 52 | 500% | 1 |
| Tourism & Recreation | 7 | 8 | -5% | 0.10 | 0.42 | | | |
| Transportation | | | | | | | | |
| Craven | 76 | 72 | 22% | 0.01 | 0.82 | | | |
| Construction | 1 | 1 | | | | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Tourism & Recreation | 67 | 73 | 9% | 0.00 | 0.95 | | | |
| Transportation | 7 | 6 | | 0.01 | 0.86 | | | |
| Currituck | 12 | 14 | -23% | 0.20 | 0.19 | | | |
| Construction | 0 | 1 | | 0.12 | 0.77 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 12 | 17 | -26% | 0.07 | 0.52 | | | |
| Transportation | | | | | | | | |
| Dare | 164 | 141 | 0% | 0.22 | 0.11 | | | |
| Construction | 3 | 3 | 142% | 0.22 | 0.13 | | | |
| Living Resources | 2 | 12 | -85% | 0.58 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 27 | 22 | 985% | 0.60 | 0.00 | 89 | 232% | 6 |
| Tourism & Recreation | 132 | 151 | -10% | 0.00 | 0.87 | | | |
| Transportation | | 8 | | 0.77 | 0.12 | | | |
| Gates | | 5 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 1 | | | | | | |
| Transportation | | 4 | | | | | | |
| Hertford | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Hyde | 20 | 19 | 64% | 0.00 | 0.98 | | | |
| Construction | | 1 | | 0.99 | 0.06 | | | |
| Living Resources | 11 | 18 | | 0.81 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 9 | 12 | -25% | 0.19 | 0.29 | | | |
| Transportation | | | | | | | | |
| New Hanover | 271 | 277 | 19% | 0.67 | 0.00 | 370 | 36% | 358 |
| Construction | 18 | 22 | 72% | 0.43 | 0.02 | 44 | 143% | 40 |
| Living Resources | | 15 | | 0.10 | 0.60 | | | |
| Minerals | 4 | 5 | | | | | | |
| Ship & Boat Building | 1 | 2 | | 0.55 | 0.09 | | | |
| Tourism & Recreation | 243 | 230 | 37% | 0.84 | 0.00 | 361 | 49% | 278 |
| Transportation | 5 | 17 | -83% | 0.78 | 0.00 | 0 | -100% | 523 |
| Onslow | 137 | 107 | 61% | 0.87 | 0.00 | 182 | 33% | 384 |
| Construction | 6 | 4 | | 0.68 | 0.01 | 8 | 43% | 316 |
| Living Resources | 0 | 1 | | 0.64 | 0.06 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 131 | 103 | 54% | 0.80 | 0.00 | 170 | 30% | 399 |
| Transportation | | 1 | | | | | | |
| Pamlico | 13 | 9 | 52% | 0.34 | 0.05 | 18 | 40% | 333 |
| Construction | 1 | 1 | | | | | | |
| Living Resources | 7 | 10 | | 0.92 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 6 | -41% | 0.56 | 0.02 | 1 | -75% | 505 |
| Transportation | | | | | | | | |
| Pasquotank | 29 | 19 | 51% | 0.11 | 0.28 | | | |
| Construction | 1 | 2 | | 0.50 | 0.05 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 27 | 24 | 43% | 0.69 | 0.01 | 37 | 35% | 372 |
| Transportation | | | | | | | | |
| Pender | 14 | 13 | 55% | 0.60 | 0.00 | 22 | 58% | 235 |
| Construction | 1 | 1 | | 0.81 | 0.10 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 13 | 13 | 49% | 0.50 | 0.01 | 21 | 54% | 250 |
| Transportation | | | | | | | | |
| Perquimans | 3 | 3 | 40% | 0.64 | 0.01 | 6 | 80% | 163 |
| Construction | | 2 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 3 | 40% | 0.61 | 0.01 | 5 | 49% | 275 |
| Transportation | | | | | | | | |
| Tyrrell | 1 | 1 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 1 | | | | | | |
| Transportation | | | | | | | | |
| Washington | 5 | 6 | -15% | 0.40 | 0.09 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 6 | -15% | 0.40 | 0.09 | | | |
| Transportation | | | | | | | | |
| South Carolina | 2,514 | 1,978 | 65% | 0.88 | 0.00 | 3,530 | 40% | 330 |
| Beaufort | 401 | 289 | 24% | 0.08 | 0.34 | | | |
| Construction | 5 | 4 | | 0.30 | 0.34 | | | |
| Living Resources | | 4 | | 0.41 | 0.06 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 397 | 370 | 23% | 0.71 | 0.00 | 511 | 29% | 402 |
| Transportation | | 1 | | | | | | |
| Berkeley | 19 | 35 | 49% | 0.03 | 0.60 | | | |
| Construction | | 8 | | 0.75 | 0.03 | 0 | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 3 | | 0.99 | 0.06 | | | |
| Transportation | 19 | 31 | 49% | 0.02 | 0.62 | | | |
| Charleston | 1,059 | 698 | 203% | 0.81 | 0.00 | 2,017 | 90% | 132 |
| Construction | 24 | 16 | 225% | 0.88 | 0.00 | 37 | 59% | 233 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | 5 | 9 | -62% | 0.84 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 116 | 92 | | 0.66 | 0.03 | 329 | 183% | 15 |
| Tourism & Recreation | 778 | 446 | 365% | 0.83 | 0.00 | 1,562 | 101% | 108 |
| Transportation | 137 | 178 | -16% | 0.19 | 0.13 | | | |
| Colleton | 3 | 4 | -25% | 0.09 | 0.37 | | | |
| Construction | | 0 | | 0.08 | 0.72 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 4 | -25% | 0.12 | 0.29 | | | |
| Transportation | | | | | | | | |
| Dorchester | 27 | 24 | 289% | 0.67 | 0.00 | 84 | 212% | 8 |
| Construction | 6 | 14 | | 0.74 | 0.03 | 0 | -100% | 523 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 18 | 29 | | 0.01 | 0.83 | | | |
| Tourism & Recreation | | 2 | | 0.66 | 0.03 | 4 | | |
| Transportation | 3 | 3 | -41% | 0.47 | 0.01 | 0 | -100% | 523 |
| Georgetown | 102 | 86 | 165% | 0.90 | 0.00 | 179 | 76% | 169 |
| Construction | | 0 | | 0.12 | 0.57 | | | |
| Living Resources | 3 | 2 | | 0.03 | 0.67 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 99 | 82 | 157% | 0.90 | 0.00 | 172 | 74% | 180 |
| Transportation | 0 | 3 | | 0.85 | 0.03 | 0 | -100% | 523 |
| Horry | 887 | 834 | 13% | 0.69 | 0.00 | 1,099 | 24% | 422 |
| Construction | 2 | 5 | -77% | 0.12 | 0.25 | | | |
| Living Resources | 1 | 2 | -82% | 0.67 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 877 | 823 | 15% | 0.71 | 0.00 | 1,090 | 24% | 420 |
| Transportation | 7 | 4 | 288% | 0.57 | 0.00 | 14 | 98% | 119 |
| Jasper | 14 | 9 | 61% | 0.61 | 0.00 | 21 | 47% | 292 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 14 | 9 | 61% | 0.61 | 0.00 | 21 | 47% | 292 |
| Transportation | | | | | | | | |
| Gulf of Mexico - East | 9,577 | 5,792 | 265% | 0.65 | 0.00 | 16,742 | 75% | 172 |
| Alabama | 1,455 | 846 | 86% | 0.05 | 0.47 | | | |
| Baldwin | 226 | 200 | 53% | 0.65 | 0.00 | 309 | 36% | 357 |
| Construction | 3 | 5 | -17% | 0.00 | 0.83 | | | |
| Living Resources | 2 | 2 | 65% | 0.03 | 0.55 | | | |
| Minerals | | 4 | | | | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 215 | 188 | 49% | 0.59 | 0.00 | 280 | 30% | 398 |
| Transportation | 7 | 8 | | 0.10 | 0.45 | | | |
| Mobile | 1,229 | 646 | 93% | 0.02 | 0.69 | | | |
| Construction | 21 | 30 | -47% | 0.67 | 0.00 | 0 | -100% | 523 |
| Living Resources | 27 | 36 | -26% | 0.51 | 0.01 | 1 | -95% | 520 |
| Minerals | 505 | 210 | 334% | 0.08 | 0.38 | | | |
| Ship & Boat Building | 315 | 127 | 229% | 0.50 | 0.02 | 417 | 32% | 387 |
| Tourism & Recreation | 118 | 155 | -30% | 0.51 | 0.01 | 71 | -40% | 475 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | 242 | 134 | 35% | 0.06 | 0.43 | | | |
| Florida | 7,756 | 4,959 | 412% | 0.81 | 0.00 | 15,546 | 100% | 109 |
| Alachua | 89 | 46 | 92% | 0.01 | 0.77 | | | |
| Construction | | 0 | | | | | | |
| Living Resources | 1 | 1 | | 0.32 | 0.25 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 15 | 38 | -65% | 0.60 | 0.02 | 0 | -100% | 523 |
| Tourism & Recreation | | 2 | | | | | | |
| Transportation | 73 | 26 | 1747% | 0.88 | 0.00 | 142 | 95% | 125 |
| Bay | 474 | 270 | 1005% | 0.84 | 0.00 | 1,055 | 122% | 69 |
| Construction | 6 | 21 | -63% | 0.07 | 0.42 | | | |
| Living Resources | | 2 | | 0.19 | 0.18 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | 97 | 75 | | 0.98 | 0.00 | 233 | 139% | 47 |
| Tourism & Recreation | 368 | 351 | | 0.33 | 0.18 | | | |
| Transportation | 3 | 12 | -87% | 0.91 | 0.00 | 0 | -100% | 523 |
| Calhoun | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Charlotte | 143 | 115 | | 0.61 | 0.02 | 310 | 117% | 76 |
| Construction | 10 | 9 | | 0.47 | 0.06 | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | 9 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 133 | 119 | | 0.40 | 0.13 | | | |
| Transportation | | 0 | | 0.63 | 0.20 | | | |
| Citrus | 46 | 25 | 1898% | 0.86 | 0.00 | 103 | 123% | 67 |
| Construction | | 3 | | 0.38 | 0.19 | | | |
| Living Resources | 1 | 1 | | 0.71 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 45 | 39 | | 0.92 | 0.00 | 75 | 65% | 203 |
| Transportation | | | | | | | | |
| Collier | 615 | 279 | 4726% | 0.92 | 0.00 | 1,305 | 112% | 89 |
| Construction | 9 | 21 | -20% | 0.05 | 0.49 | | | |
| Living Resources | 1 | 2 | | 0.36 | 0.15 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 2 | | 0.18 | 0.34 | | | |
| Tourism & Recreation | 602 | 435 | | 0.85 | 0.00 | 1,375 | 129% | 58 |
| Transportation | 4 | 3 | | 0.37 | 0.11 | | | |
| Columbia | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| DeSoto | 0 | 0 | | 0.62 | 0.42 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 0 | 0 | | 0.62 | 0.42 | | | |
| Dixie | 3 | 2 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 2 | | | | | | |
| Transportation | | | | | | | | |
| Escambia | 349 | 192 | 1834% | 0.87 | 0.00 | 796 | 128% | 59 |
| Construction | 1 | 7 | -83% | 0.84 | 0.00 | 0 | -100% | 523 |
| Living Resources | 4 | 2 | | 0.30 | 0.21 | | | |
| Minerals | 8 | 7 | | 0.00 | 0.95 | | | |
| Ship & Boat Building | 7 | 4 | | 0.95 | 0.02 | 13 | 98% | 118 |
| Tourism & Recreation | 309 | 286 | | 0.80 | 0.01 | 469 | 52% | 260 |
| Transportation | 19 | 13 | 101% | 0.77 | 0.00 | 32 | 64% | 213 |
| Franklin | 24 | 18 | | 0.03 | 0.77 | | | |
| Construction | | 1 | | | | | | |
| Living Resources | | 6 | | 0.73 | 0.15 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 24 | 22 | | 0.96 | 0.14 | | | |
| Transportation | | | | | | | | |
| Gadsden | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Gilchrist | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Glades | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Gulf | 10 | 5 | | 0.94 | 0.16 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 10 | 5 | | 0.94 | 0.16 | | | |
| Transportation | | | | | | | | |
| Hamilton | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Hardee | | 1 | | | | | | |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Hendry | | 2 | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Hernando | 7 | 15 | | 0.00 | 0.97 | | | |
| Construction | | 1 | | | | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 7 | 15 | | 0.00 | 0.98 | | | |
| Transportation | | | | | | | | |
| Highlands | 2 | 3 | | 0.00 | 0.92 | | | |
| Construction | 2 | 4 | | 0.91 | 0.05 | 0 | -100% | 523 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | 0 | | | | | | |
| Hillsborough | 1,138 | 869 | 276% | 0.85 | 0.00 | 2,325 | 104% | 102 |
| Construction | 214 | 134 | 167% | 0.64 | 0.00 | 297 | 39% | 336 |
| Living Resources | 3 | 25 | -88% | 0.11 | 0.29 | | | |
| Minerals | 5 | 18 | | 0.14 | 0.46 | | | |
| Ship & Boat Building | | 58 | | 0.43 | 0.11 | | | |
| Tourism & Recreation | 767 | 741 | | 0.72 | 0.02 | 1,183 | 54% | 248 |
| Transportation | 150 | 235 | 3% | 0.08 | 0.38 | | | |
| Holmes | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Jackson | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Jefferson | | | | | | | | |
| Construction | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Lafayette | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Lee | 693 | 500 | 998% | 0.70 | 0.00 | 1,840 | 165% | 23 |
| Construction | 27 | 39 | 17% | 0.09 | 0.34 | | | |
| Living Resources | 3 | 11 | -80% | 0.48 | 0.01 | 0 | -100% | 523 |
| Minerals | 0 | 4 | | 0.00 | 0.98 | | | |
| Ship & Boat Building | 13 | 18 | -23% | 0.00 | 0.84 | | | |
| Tourism & Recreation | 645 | 695 | | 0.01 | 0.85 | | | |
| Transportation | 5 | 25 | -22% | 0.07 | 0.39 | | | |
| Leon | 17 | 21 | -7% | 0.00 | 0.85 | | | |
| Construction | 16 | 19 | 16% | 0.24 | 0.12 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 2 | | | | | | |
| Transportation | 1 | 4 | -69% | 0.71 | 0.00 | 0 | -100% | 523 |
| Levy | 15 | 15 | | 0.34 | 0.17 | | | |
| Construction | | | | | | | | |
| Living Resources | 1 | 2 | | 0.52 | 0.10 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 14 | 13 | | 0.39 | 0.13 | | | |
| Transportation | | | | | | | | |
| Liberty | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Madison | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Manatee | 267 | 172 | 242% | 0.86 | 0.00 | 487 | 82% | 154 |
| Construction | 3 | 4 | 107% | 0.01 | 0.77 | | | |
| Living Resources | | 1 | | 0.71 | 0.36 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 73 | | 0.27 | 0.23 | | | |
| Tourism & Recreation | 260 | 208 | | 0.87 | 0.00 | 512 | 97% | 122 |
| Transportation | 5 | 8 | | 0.11 | 0.47 | | | |
| Marion | 19 | 14 | 254% | 0.39 | 0.03 | 49 | 162% | 26 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | 2 | 1 | | 0.50 | 0.05 | | | |
| Living Resources | | | | | | | | |
| Minerals | | 10 | | 0.60 | 0.22 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 17 | 10 | 224% | 0.38 | 0.05 | 36 | 114% | 86 |
| Monroe | 601 | 184 | 12961% | 0.08 | 0.39 | | | |
| Construction | 4 | 3 | 655% | 0.80 | 0.00 | 8 | 95% | 126 |
| Living Resources | 9 | 8 | 379% | 0.62 | 0.00 | 22 | 144% | 37 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 584 | 684 | | 0.39 | 0.57 | | | |
| Transportation | 3 | 3 | 39% | 0.00 | 0.84 | | | |
| Okaloosa | 341 | 220 | 3204% | 0.77 | 0.00 | 872 | 156% | 31 |
| Construction | 0 | 3 | -99% | 0.17 | 0.21 | | | |
| Living Resources | | 2 | | 0.01 | 0.76 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 339 | 336 | | 0.34 | 0.17 | | | |
| Transportation | 1 | 21 | 11% | 0.01 | 0.78 | | | |
| Pasco | 115 | 80 | 1383% | 0.67 | 0.00 | 326 | 184% | 14 |
| Construction | 22 | 30 | 182% | 0.43 | 0.05 | | | |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 93 | 98 | | 0.11 | 0.47 | | | |
| Transportation | | | | | | | | |
| Pinellas | 1,660 | 1,171 | 202% | 0.76 | 0.00 | 3,105 | 87% | 143 |
| Construction | 32 | 44 | -39% | 0.15 | 0.21 | | | |
| Living Resources | 5 | 22 | -87% | 0.78 | 0.00 | 0 | -100% | 523 |
| Minerals | 2 | 3 | | 0.32 | 0.62 | | | |
| Ship & Boat Building | | 40 | | 0.09 | 0.52 | | | |
| Tourism & Recreation | 1,186 | 1,119 | | 0.59 | 0.04 | 1,609 | 36% | 366 |
| Transportation | 435 | 428 | 3% | 0.08 | 0.37 | | | |
| Polk | 305 | 358 | -2% | 0.02 | 0.65 | | | |
| Construction | 24 | 30 | -6% | 0.03 | 0.62 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 4 | | | | | | |
| Transportation | 281 | 327 | -1% | 0.03 | 0.59 | | | |
| Santa Rosa | 103 | 64 | 1453% | 0.80 | 0.00 | 282 | 174% | 18 |
| Construction | | 4 | | 0.77 | 0.00 | 14 | | |
| Living Resources | | 1 | | 0.93 | 0.17 | | | |
| Minerals | 1 | 37 | | 0.89 | 0.21 | | | |
| Ship & Boat Building | | 5 | | 0.59 | 0.13 | | | |
| Tourism & Recreation | 102 | 83 | | 0.86 | 0.00 | 162 | 58% | 236 |
| Transportation | | | | | | | | |
| Sarasota | 511 | 316 | 1406% | 0.81 | 0.00 | 1,231 | 141% | 45 |
| Construction | 11 | 15 | -25% | 0.49 | 0.01 | 7 | -41% | 476 |
| Living Resources | | | | | | | | |
| Minerals | 0 | 1 | | 0.68 | 0.38 | | | |
| Ship & Boat Building | 2 | 6 | 56% | 0.03 | 0.62 | | | |
| Tourism & Recreation | 481 | 470 | | 0.71 | 0.02 | 663 | 38% | 349 |
| Transportation | 17 | 21 | -8% | 0.03 | 0.58 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Sumter | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Suwannee | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Taylor | 14 | 14 | | 0.20 | 0.31 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 14 | 14 | | 0.20 | 0.31 | | | |
| Transportation | | | | | | | | |
| Wakulla | 11 | 9 | | 0.40 | 0.37 | | | |
| Construction | | | | | | | | |
| Living Resources | | 4 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 10 | | 0.76 | 0.33 | | | |
| Transportation | | | | | | | | |
| Walton | 185 | 108 | | 0.59 | 0.04 | 448 | 143% | 41 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 185 | 108 | | 0.59 | 0.04 | 448 | 143% | 41 |
| Transportation | | | | | | | | |
| Washington | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Mississippi | 366 | 369 | 11% | 0.15 | 0.20 | | | |
| Hancock | 23 | 17 | 82% | 0.51 | 0.01 | 33 | 42% | 323 |
| Construction | | 0 | | 0.02 | 0.87 | | | |
| Living Resources | | | | | | | | |
| Minerals | | 1 | | 0.36 | 0.59 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 22 | 16 | 70% | 0.48 | 0.01 | 29 | 33% | 383 |
| Transportation | 2 | 2 | | 0.72 | 0.36 | | | |
| Harrison | 205 | 243 | -10% | 0.00 | 0.87 | | | |
| Construction | 3 | 5 | | 0.02 | 0.73 | | | |
| Living Resources | | 49 | | 0.67 | 0.00 | 0 | | |
| Minerals | | 0 | | | | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Tourism & Recreation | 195 | 171 | 54% | 0.22 | 0.11 | | | |
| Transportation | 7 | 28 | -83% | 0.58 | 0.00 | 3 | -59% | 494 |
| Jackson | 138 | 108 | 54% | 0.77 | 0.00 | 223 | 61% | 222 |
| Construction | 3 | 5 | | 0.14 | 0.33 | | | |
| Living Resources | | 7 | | 0.93 | 0.01 | 0 | | |
| Minerals | | 4 | | 0.07 | 0.83 | | | |
| Ship & Boat Building | 23 | 24 | | 0.01 | 0.89 | | | |
| Tourism & Recreation | 105 | 71 | 149% | 0.81 | 0.00 | 173 | 64% | 209 |
| Transportation | 7 | 19 | -85% | 0.79 | 0.00 | 0 | -100% | 523 |
| Gulf of Mexico - West | 77,968 | 58,110 | 125% | 0.82 | 0.00 | 157,629 | 102% | 105 |
| Louisiana | 14,251 | 11,424 | 89% | 0.66 | 0.00 | 24,509 | 72% | 184 |
| Calcasieu | 373 | 343 | | 0.05 | 0.71 | | | |
| Construction | 188 | 185 | | 0.48 | 0.19 | | | |
| Living Resources | 1 | 1 | | 0.22 | 0.43 | | | |
| Minerals | 176 | 236 | | 0.21 | 0.70 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 8 | 15 | | 0.56 | 0.15 | | | |
| Cameron | 104 | 106 | 205% | 0.44 | 0.01 | 293 | 181% | 16 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 104 | 117 | | 0.42 | 0.06 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 3 | | 0.26 | 0.20 | | | |
| Transportation | | 38 | | 0.54 | 0.04 | 0 | | |
| Iberia | 716 | 684 | 128% | 0.41 | 0.02 | 1,327 | 85% | 148 |
| Construction | 6 | 4 | | 0.67 | 0.05 | 9 | 52% | 262 |
| Living Resources | | 11 | | | | | | |
| Minerals | 613 | 584 | 128% | 0.33 | 0.04 | 1,110 | 81% | 161 |
| Ship & Boat Building | 59 | 99 | | 0.81 | 0.04 | 0 | -100% | 523 |
| Tourism & Recreation | 37 | 39 | 5% | 0.21 | 0.11 | | | |
| Transportation | | 24 | | 0.27 | 0.10 | | | |
| Jefferson | 1,275 | 1,370 | 19% | 0.04 | 0.53 | | | |
| Construction | 62 | 47 | 63% | 0.11 | 0.27 | | | |
| Living Resources | 4 | 12 | -63% | 0.13 | 0.23 | | | |
| Minerals | 281 | 355 | | 0.11 | 0.43 | | | |
| Ship & Boat Building | 528 | 478 | 103% | 0.52 | 0.01 | 990 | 88% | 141 |
| Tourism & Recreation | 147 | 397 | -68% | 0.47 | 0.01 | 0 | -100% | 523 |
| Transportation | 252 | 254 | -14% | 0.29 | 0.06 | | | |
| Lafourche | 1,346 | 858 | 302% | 0.89 | 0.00 | 2,658 | 98% | 120 |
| Construction | | 2 | | 0.40 | 0.12 | | | |
| Living Resources | 2 | 3 | -2% | 0.02 | 0.64 | | | |
| Minerals | 791 | 451 | 1088% | 0.86 | 0.00 | 1,770 | 124% | 64 |
| Ship & Boat Building | | 109 | | 0.00 | 0.92 | | | |
| Tourism & Recreation | 12 | 8 | 141% | 0.86 | 0.00 | 21 | 68% | 200 |
| Transportation | 540 | 363 | 213% | 0.86 | 0.00 | 974 | 80% | 162 |
| Livingston | 25 | 19 | 52% | 0.00 | 0.96 | | | |
| Construction | 0 | 1 | | 0.99 | 0.07 | | | |
| Living Resources | 0 | 0 | | | | | | |
| Minerals | 24 | 17 | | 0.75 | 0.06 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 21 | | 0.88 | 0.00 | 42 | | |
| Transportation | | | | | | | | |
| Orleans | 6,544 | 6,044 | 69% | 0.49 | 0.01 | 13,230 | 102% | 106 |
| Construction | 34 | 17 | 265% | 0.03 | 0.59 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Living Resources | 7 | 7 | 5% | 0.10 | 0.30 | | | |
| Minerals | 5,467 | 4,434 | 149% | 0.52 | 0.01 | 12,749 | 133% | 53 |
| Ship & Boat Building | 4 | 63 | -96% | 0.73 | 0.00 | 0 | -100% | 523 |
| Tourism & Recreation | 791 | 1,188 | -35% | 0.36 | 0.03 | 379 | -52% | 491 |
| Transportation | 243 | 335 | -34% | 0.30 | 0.05 | | | |
| Plaquemines | 1,111 | 373 | 82% | 0.03 | 0.54 | | | |
| Construction | 30 | 27 | 20% | 0.14 | 0.20 | | | |
| Living Resources | | 26 | | 0.03 | 0.76 | | | |
| Minerals | 953 | 583 | 99% | 0.91 | 0.01 | 1,441 | 51% | 263 |
| Ship & Boat Building | 14 | 23 | -21% | 0.15 | 0.21 | | | |
| Tourism & Recreation | 14 | 12 | 77% | 0.64 | 0.01 | 23 | 64% | 210 |
| Transportation | 100 | 82 | 21% | 0.06 | 0.42 | | | |
| St. Bernard | 34 | 39 | -24% | 0.25 | 0.08 | | | |
| Construction | | | | | | | | |
| Living Resources | | 5 | | 0.02 | 0.68 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 3 | | | | | | |
| Tourism & Recreation | 19 | 29 | -33% | 0.22 | 0.20 | | | |
| Transportation | 15 | 15 | 6% | 0.16 | 0.18 | | | |
| St. Charles | 40 | 102 | -70% | 0.37 | 0.03 | 0 | -100% | 523 |
| Construction | | 36 | | 0.75 | 0.00 | 0 | | |
| Living Resources | 1 | 2 | | 0.36 | 0.21 | | | |
| Minerals | 13 | 17 | | 0.49 | 0.12 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 13 | | 0.89 | 0.00 | 34 | | |
| Transportation | 27 | 64 | -63% | 0.04 | 0.53 | | | |
| St. James | 13 | 14 | 187% | 0.04 | 0.52 | | | |
| Construction | | 7 | | 0.84 | 0.03 | 0 | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 5 | | 0.84 | 0.00 | 10 | | |
| Transportation | 13 | 13 | | 0.33 | 0.14 | | | |
| St. John the Baptist | 82 | 79 | 67% | 0.48 | 0.01 | 159 | 95% | 124 |
| Construction | | 15 | | 0.87 | 0.00 | 0 | | |
| Living Resources | | | | | | | | |
| Minerals | 46 | 65 | | 0.06 | 0.70 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 19 | | 0.91 | 0.00 | 41 | | |
| Transportation | 35 | 30 | 128% | 0.57 | 0.00 | 52 | 47% | 289 |
| St. Martin | 73 | 104 | | 0.88 | 0.02 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | 9 | 9 | | 0.81 | 0.10 | | | |
| Minerals | 64 | 96 | | 0.80 | 0.04 | 0 | -100% | 523 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| St. Mary | 160 | 248 | -36% | 0.00 | 0.83 | | | |
| Construction | | 13 | | 0.09 | 0.69 | | | |
| Living Resources | | 0 | | 0.56 | 0.25 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 155 | | 0.00 | 0.99 | | | |
| Tourism & Recreation | 10 | 13 | -28% | 0.01 | 0.69 | | | |
| Transportation | 150 | 183 | -36% | 0.32 | 0.05 | 0 | -100% | 523 |
| St. Tammany | 144 | 130 | 51% | 0.24 | 0.09 | | | |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Construction | 10 | 8 | 182% | 0.52 | 0.01 | 21 | 106% | 100 |
| Living Resources | 1 | 1 | | 0.14 | 0.63 | | | |
| Minerals | 111 | 111 | | 0.31 | 0.33 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 16 | 69 | -80% | 0.53 | 0.00 | 0 | -100% | 523 |
| Transportation | 6 | 10 | -46% | 0.01 | 0.76 | | | |
| Tangipahoa | 81 | 27 | 1553% | 0.61 | 0.00 | 140 | 73% | 182 |
| Construction | | 2 | | | | | | |
| Living Resources | | 9 | | 0.99 | 0.07 | | | |
| Minerals | 2 | 2 | | | | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | | 6 | | 0.71 | 0.01 | 12 | | |
| Transportation | 79 | 82 | | 0.89 | 0.22 | | | |
| Terrebonne | 1,173 | 517 | 838% | 0.50 | 0.01 | 2,513 | 114% | 83 |
| Construction | 48 | 22 | 4311% | 0.95 | 0.00 | 88 | 83% | 151 |
| Living Resources | 8 | 19 | -66% | 0.45 | 0.01 | 0 | -100% | 523 |
| Minerals | 914 | 1,166 | | 0.77 | 0.32 | | | |
| Ship & Boat Building | | 274 | | | | | | |
| Tourism & Recreation | 105 | 42 | 2321% | 0.73 | 0.00 | 228 | 117% | 77 |
| Transportation | 98 | 124 | 3% | 0.13 | 0.23 | | | |
| Vermilion | 957 | 645 | 66% | 0.02 | 0.61 | | | |
| Construction | | | | | | | | |
| Living Resources | 31 | 14 | | 0.10 | 0.42 | | | |
| Minerals | 908 | 728 | 64% | 0.31 | 0.07 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 18 | 16 | 13% | 0.29 | 0.06 | | | |
| Transportation | | 5 | | 0.31 | 0.12 | | | |
| Texas | 63,718 | 46,686 | 135% | 0.82 | 0.00 | 133,121 | 109% | 94 |
| Aransas | 58 | 40 | 234% | 0.74 | 0.00 | 119 | 103% | 103 |
| Construction | | 4 | | | | | | |
| Living Resources | 0 | 2 | | 0.36 | 0.15 | | | |
| Minerals | 34 | 35 | | 0.01 | 0.88 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 24 | 23 | 39% | 0.59 | 0.00 | 33 | 36% | 360 |
| Transportation | | 5 | | 0.99 | 0.05 | | | |
| Brazoria | 185 | 183 | 40% | 0.00 | 0.83 | | | |
| Construction | | 101 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 148 | 91 | 205% | 0.11 | 0.26 | | | |
| Ship & Boat Building | | 3 | | | | | | |
| Tourism & Recreation | 10 | 57 | -87% | 0.61 | 0.00 | 0 | -100% | 523 |
| Transportation | 27 | 19 | 307% | 0.46 | 0.01 | 41 | 50% | 271 |
| Calhoun | 61 | 29 | 522% | 0.85 | 0.00 | 101 | 66% | 202 |
| Construction | 42 | 40 | | 0.71 | 0.04 | 71 | 69% | 189 |
| Living Resources | | | | | | | | |
| Minerals | | 6 | | | | | | |
| Ship & Boat Building | 1 | 1 | | | | | | |
| Tourism & Recreation | 14 | 12 | 39% | 0.77 | 0.00 | 18 | 33% | 379 |
| Transportation | 4 | 3 | | 0.72 | 0.02 | 6 | 51% | 264 |
| Cameron | 252 | 286 | -3% | 0.11 | 0.26 | | | |
| Construction | 2 | 1 | 200% | 0.57 | 0.00 | 3 | 49% | 276 |
| Living Resources | 5 | 50 | -92% | 0.61 | 0.00 | 0 | -100% | 523 |
| Minerals | 1 | 1 | | | | | | |
| Ship & Boat Building | 118 | 61 | 204% | 0.61 | 0.00 | 157 | 34% | 378 |
| Tourism & Recreation | 75 | 131 | -45% | 0.35 | 0.03 | 6 | -92% | 519 |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | 52 | 43 | 95% | 0.66 | 0.00 | 95 | 82% | 159 |
| Chambers | 21 | 50 | -62% | 0.08 | 0.36 | | | |
| Construction | | | | | | | | |
| Living Resources | | 5 | | 0.00 | 0.98 | | | |
| Minerals | 16 | 60 | -66% | 0.02 | 0.71 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 7 | -31% | 0.41 | 0.02 | 1 | -77% | 506 |
| Transportation | | | | | | | | |
| Galveston | 438 | 476 | 14% | 0.38 | 0.03 | 877 | 100% | 113 |
| Construction | 29 | 20 | 53% | 0.37 | 0.03 | 41 | 41% | 328 |
| Living Resources | 13 | 21 | -42% | 0.62 | 0.00 | 0 | -100% | 523 |
| Minerals | 3 | 109 | | 0.29 | 0.13 | | | |
| Ship & Boat Building | 19 | 20 | 119% | 0.03 | 0.64 | | | |
| Tourism & Recreation | 289 | 291 | 13% | 0.25 | 0.10 | | | |
| Transportation | 85 | 75 | 10% | 0.07 | 0.39 | | | |
| Harris | 61,073 | 43,989 | 142% | 0.82 | 0.00 | 128,166 | 110% | 92 |
| Construction | 309 | 266 | 9% | 0.33 | 0.04 | 378 | 22% | 430 |
| Living Resources | 8 | 14 | -26% | 0.07 | 0.37 | | | |
| Minerals | 58,820 | 41,854 | 155% | 0.82 | 0.00 | 126,208 | 115% | 82 |
| Ship & Boat Building | 129 | 105 | 8% | 0.07 | 0.44 | | | |
| Tourism & Recreation | 142 | 493 | -79% | 0.63 | 0.00 | 0 | -100% | 523 |
| Transportation | 1,664 | 1,273 | 61% | 0.68 | 0.00 | 2,105 | 26% | 414 |
| Jackson | 15 | 12 | 5% | 0.06 | 0.43 | | | |
| Construction | | 2 | | 0.93 | 0.18 | | | |
| Living Resources | | | | | | | | |
| Minerals | 10 | 12 | -31% | 0.13 | 0.35 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 5 | | 0.60 | 0.04 | 7 | 41% | 327 |
| Transportation | | | | | | | | |
| Jefferson | 203 | 304 | -27% | 0.15 | 0.20 | | | |
| Construction | 57 | 32 | 84% | 0.08 | 0.33 | | | |
| Living Resources | 12 | 11 | | | | | | |
| Minerals | 36 | 151 | | 0.15 | 0.53 | | | |
| Ship & Boat Building | | 71 | | 0.27 | 0.08 | | | |
| Tourism & Recreation | 45 | 85 | -53% | 0.50 | 0.01 | 0 | -100% | 523 |
| Transportation | 53 | 69 | -44% | 0.15 | 0.18 | | | |
| Kenedy | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Kleberg | 27 | 39 | -49% | 0.55 | 0.01 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 24 | | 0.32 | 0.11 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 27 | 19 | 34% | 0.30 | 0.13 | | | |
| Transportation | | | | | | | | |
| Liberty | 10 | 11 | | 0.47 | 0.31 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 10 | 11 | | 0.47 | 0.31 | | | |
| Ship & Boat Building | | | | | | | | |

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| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Matagorda | 38 | 34 | 50% | 0.10 | 0.30 | | | |
| Construction | | 14 | | 0.00 | 0.92 | | | |
| Living Resources | 5 | 3 | | 0.18 | 0.34 | | | |
| Minerals | 8 | 11 | | 0.15 | 0.52 | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 25 | 20 | 26% | 0.39 | 0.02 | 27 | 9% | 454 |
| Transportation | | 1 | | | | | | |
| Nueces | 1,107 | 1,049 | 88% | 0.76 | 0.00 | 2,531 | 129% | 56 |
| Construction | | 18 | | 0.41 | 0.02 | 33 | | |
| Living Resources | | 0 | | | | | | |
| Minerals | 715 | 626 | 228% | 0.79 | 0.00 | 2,041 | 186% | 13 |
| Ship & Boat Building | | 6 | | 0.77 | 0.12 | | | |
| Tourism & Recreation | 357 | 365 | 7% | 0.27 | 0.07 | | | |
| Transportation | 35 | 40 | 20% | 0.03 | 0.54 | | | |
| Orange | 77 | 53 | 87% | 0.08 | 0.36 | | | |
| Construction | | 9 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 44 | 21 | 319% | 0.46 | 0.01 | 77 | 74% | 175 |
| Ship & Boat Building | 26 | 26 | | | | | | |
| Tourism & Recreation | | 32 | | 0.37 | 0.11 | | | |
| Transportation | 7 | 12 | | 0.14 | 0.32 | | | |
| Refugio | 59 | 36 | 1334% | 0.89 | 0.00 | 144 | 145% | 34 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 55 | 48 | | 0.75 | 0.00 | 130 | 137% | 50 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 4 | -5% | 0.03 | 0.69 | | | |
| Transportation | | | | | | | | |
| San Patricio | 92 | 79 | 277% | 0.45 | 0.01 | 211 | 129% | 57 |
| Construction | | 21 | | 0.51 | 0.11 | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | 59 | 59 | | 0.28 | 0.14 | | | |
| Ship & Boat Building | 0 | 9 | | 0.60 | 0.04 | 0 | -100% | 523 |
| Tourism & Recreation | 33 | 23 | 87% | 0.87 | 0.00 | 47 | 43% | 313 |
| Transportation | | 1 | | 0.74 | 0.34 | | | |
| Victoria | 2 | 53 | | 0.21 | 0.26 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 203 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 2 | | | | | | |
| Transportation | 2 | 3 | | 0.44 | 0.15 | | | |
| Willacy | | 2 | | 0.95 | 0.00 | 0 | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 3 | | 0.12 | 0.65 | | | |
| Transportation | | 1 | | 0.92 | 0.19 | | | |
| Pacific - Hawaii | 4,991 | 3,630 | 6% | 0.32 | 0.05 | 0 | -100% | 523 |
| Hawaii | 4,991 | 3,630 | 6% | 0.32 | 0.05 | 0 | -100% | 523 |
| Hawaii | 631 | 404 | 41% | 0.22 | 0.13 | | | |
| Construction | | 7 | | 0.91 | 0.20 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | 6 | 5 | 487% | 0.77 | 0.00 | 13 | 118% | 73 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 624 | 531 | 40% | 0.77 | 0.00 | 747 | 20% | 437 |
| Transportation | | | | | | | | |
| Honolulu | 2,801 | 2,010 | 2% | 0.34 | 0.04 | 0 | -100% | 523 |
| Construction | 65 | 50 | 19% | 0.35 | 0.03 | 73 | 12% | 452 |
| Living Resources | 21 | 33 | -42% | 0.34 | 0.04 | 15 | -29% | 467 |
| Minerals | 1 | 1 | | 0.81 | 0.29 | | | |
| Ship & Boat Building | 53 | 46 | 58% | 0.55 | 0.00 | 96 | 82% | 157 |
| Tourism & Recreation | 2,399 | 2,354 | 2% | 0.30 | 0.13 | | | |
| Transportation | 262 | 251 | 5% | 0.08 | 0.34 | | | |
| Kalawao | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Kauai | 390 | 389 | 29% | 0.33 | 0.11 | | | |
| Construction | | | | | | | | |
| Living Resources | 1 | 2 | | 0.91 | 0.05 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 389 | 388 | 29% | 0.32 | 0.11 | | | |
| Transportation | | | | | | | | |
| Maui | 1,170 | 1,271 | -4% | 0.15 | 0.27 | | | |
| Construction | | | | | | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1,170 | 1,412 | -4% | 0.05 | 0.55 | | | |
| Transportation | | 1 | | | | | | |
| Pacific - California | 30,030 | 28,700 | 15% | 0.12 | 0.24 | | | |
| California | 30,030 | 28,700 | 15% | 0.12 | 0.24 | | | |
| Alameda | 1,522 | 1,537 | 20% | 0.00 | 0.83 | | | |
| Construction | 29 | 34 | 18% | 0.04 | 0.50 | | | |
| Living Resources | 1 | 3 | -82% | 0.40 | 0.02 | 0 | -100% | 523 |
| Minerals | 5 | 9 | | 0.15 | 0.44 | | | |
| Ship & Boat Building | | 13 | | 0.83 | 0.09 | | | |
| Tourism & Recreation | 797 | 888 | 3% | 0.05 | 0.46 | | | |
| Transportation | 691 | 604 | 49% | 0.00 | 0.86 | | | |
| Contra Costa | 473 | 544 | 18% | 0.04 | 0.53 | | | |
| Construction | 132 | 129 | 18% | 0.30 | 0.05 | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | 19 | | 0.75 | 0.13 | | | |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 305 | 361 | 18% | 0.01 | 0.74 | | | |
| Transportation | 37 | 48 | 18% | 0.16 | 0.18 | | | |
| Del Norte | 29 | 29 | 11% | 0.07 | 0.38 | | | |
| Construction | | | | | | | | |
| Living Resources | 8 | 10 | -35% | 0.24 | 0.09 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 21 | 21 | 54% | 0.34 | 0.05 | 31 | 49% | 277 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | | | | | | | | |
| Humboldt | 116 | 115 | 13% | 0.07 | 0.38 | | | |
| Construction | 1 | 1 | | | | | | |
| Living Resources | 7 | 9 | -49% | 0.05 | 0.48 | | | |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 104 | 100 | 24% | 0.17 | 0.16 | | | |
| Transportation | 4 | 5 | -23% | 0.57 | 0.00 | 1 | -66% | 497 |
| Los Angeles | 9,555 | 9,820 | -7% | 0.30 | 0.05 | | | |
| Construction | 250 | 372 | -34% | 0.17 | 0.17 | | | |
| Living Resources | 63 | 136 | -49% | 0.51 | 0.01 | 8 | -87% | 516 |
| Minerals | 324 | 927 | -73% | 0.22 | 0.11 | | | |
| Ship & Boat Building | 13 | 21 | | 0.59 | 0.07 | | | |
| Tourism & Recreation | 1,835 | 1,094 | 254% | 0.78 | 0.00 | 3,522 | 92% | 130 |
| Transportation | 7,071 | 7,281 | -12% | 0.48 | 0.01 | 2,853 | -60% | 495 |
| Marin | 377 | 377 | 22% | 0.18 | 0.14 | | | |
| Construction | 31 | 27 | | 0.46 | 0.04 | 50 | 61% | 224 |
| Living Resources | | 5 | | 0.61 | 0.43 | | | |
| Minerals | | 1 | | 0.33 | 0.43 | | | |
| Ship & Boat Building | 2 | 1 | | 1.00 | 0.00 | 3 | 71% | 187 |
| Tourism & Recreation | 344 | 356 | 12% | 0.05 | 0.46 | | | |
| Transportation | | 2 | | 0.15 | 0.31 | | | |
| Mendocino | 60 | 73 | 0% | 0.04 | 0.51 | | | |
| Construction | | | | | | | | |
| Living Resources | | 11 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 54 | 64 | -7% | 0.06 | 0.41 | | | |
| Transportation | 6 | 8 | 204% | 0.53 | 0.00 | 22 | 243% | 4 |
| Monterey | 677 | 711 | 12% | 0.41 | 0.02 | 886 | 31% | 393 |
| Construction | | 10 | | 0.00 | 0.85 | | | |
| Living Resources | 7 | 8 | -53% | 0.45 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 637 | 659 | 14% | 0.51 | 0.01 | 842 | 32% | 389 |
| Transportation | 33 | 37 | 36% | 0.34 | 0.04 | 56 | 73% | 183 |
| Napa | 19 | 53 | -36% | 0.16 | 0.18 | | | |
| Construction | 6 | 12 | -60% | 0.32 | 0.04 | 1 | -84% | 512 |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 51 | | 0.50 | 0.05 | | | |
| Transportation | 14 | 13 | | 0.55 | 0.02 | 22 | 63% | 217 |
| Orange | 3,375 | 3,127 | 36% | 0.55 | 0.00 | 4,655 | 38% | 347 |
| Construction | 42 | 67 | -36% | 0.34 | 0.04 | 0 | -100% | 523 |
| Living Resources | 1 | 2 | -72% | 0.75 | 0.00 | 0 | -100% | 523 |
| Minerals | 38 | 146 | -85% | 0.86 | 0.00 | 0 | -100% | 523 |
| Ship & Boat Building | | 22 | | 0.65 | 0.02 | 0 | | |
| Tourism & Recreation | 1,627 | 1,331 | 87% | 0.93 | 0.00 | 2,736 | 68% | 196 |
| Transportation | 1,667 | 1,568 | 32% | 0.19 | 0.13 | | | |
| Sacramento | 187 | 169 | 12% | 0.04 | 0.51 | | | |
| Construction | 22 | 15 | -16% | 0.32 | 0.04 | 0 | -100% | 523 |
| Living Resources | | 8 | | 0.96 | 0.02 | 0 | | |
| Minerals | 14 | 7 | | 0.23 | 0.23 | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Tourism & Recreation | | 10 | | 0.80 | 0.04 | 0 | | |
| Transportation | 151 | 143 | 19% | 0.05 | 0.46 | | | |
| San Diego | 5,056 | 4,115 | 81% | 0.89 | 0.00 | 6,785 | 34% | 376 |
| Construction | 224 | 172 | 245% | 0.65 | 0.00 | 443 | 98% | 121 |
| Living Resources | 16 | 20 | 250% | 0.01 | 0.73 | | | |
| Minerals | 105 | 31 | | 0.70 | 0.00 | 197 | 89% | 137 |
| Ship & Boat Building | 788 | 473 | 127% | 0.74 | 0.00 | 1,122 | 42% | 320 |
| Tourism & Recreation | 2,770 | 2,716 | 46% | 0.48 | 0.01 | 3,712 | 34% | 377 |
| Transportation | 1,153 | 713 | 138% | 0.69 | 0.00 | 1,341 | 16% | 447 |
| San Francisco | 3,142 | 2,705 | 44% | 0.85 | 0.00 | 4,715 | 50% | 269 |
| Construction | 11 | 9 | 151% | 0.39 | 0.04 | 19 | 65% | 207 |
| Living Resources | 12 | 21 | -24% | 0.09 | 0.33 | | | |
| Minerals | | 29 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3,076 | 2,541 | 62% | 0.87 | 0.00 | 4,762 | 55% | 246 |
| Transportation | 42 | 133 | -84% | 0.46 | 0.01 | 0 | -100% | 523 |
| San Joaquin | 398 | 430 | 32% | 0.02 | 0.62 | | | |
| Construction | 9 | 12 | 4% | 0.32 | 0.04 | 21 | 120% | 71 |
| Living Resources | | | | | | | | |
| Minerals | 36 | 21 | | 0.31 | 0.12 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 140 | | 0.55 | 0.04 | 302 | | |
| Transportation | 352 | 317 | 104% | 0.66 | 0.00 | 528 | 50% | 272 |
| San Luis Obispo | 290 | 242 | 45% | 0.69 | 0.00 | 371 | 28% | 409 |
| Construction | 47 | 20 | | 0.18 | 0.22 | | | |
| Living Resources | 1 | 1 | | 0.00 | 0.97 | | | |
| Minerals | 7 | 9 | | 0.97 | 0.12 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 234 | 221 | 20% | 0.75 | 0.00 | 303 | 29% | 401 |
| Transportation | 1 | 4 | -90% | 0.53 | 0.01 | 0 | -100% | 523 |
| San Mateo | 1,075 | 1,028 | 19% | 0.41 | 0.02 | 1,219 | 13% | 450 |
| Construction | | 4 | | | | | | |
| Living Resources | 5 | 13 | -62% | 0.46 | 0.01 | 0 | -100% | 523 |
| Minerals | 10 | 10 | | 0.93 | 0.17 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1,034 | 958 | 27% | 0.68 | 0.00 | 1,259 | 22% | 433 |
| Transportation | 26 | 55 | -65% | 0.75 | 0.00 | 0 | -100% | 523 |
| Santa Barbara | 957 | 840 | 5% | 0.00 | 0.86 | | | |
| Construction | 15 | 7 | 219% | 0.61 | 0.00 | 18 | 17% | 446 |
| Living Resources | | 1 | | | | | | |
| Minerals | 67 | 107 | -77% | 0.56 | 0.00 | 0 | -100% | 523 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 523 | 526 | 24% | 0.32 | 0.04 | 694 | 33% | 386 |
| Transportation | 351 | 201 | 89% | 0.21 | 0.11 | | | |
| Santa Clara | 793 | 1,096 | -47% | 0.80 | 0.00 | 0 | -100% | 523 |
| Construction | 46 | 30 | 149% | 0.62 | 0.00 | 77 | 66% | 201 |
| Living Resources | 2 | 2 | | 0.11 | 0.38 | | | |
| Minerals | | 15 | | 0.57 | 0.05 | 86 | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 280 | 305 | 14% | 0.03 | 0.59 | | | |
| Transportation | 465 | 754 | -62% | 0.85 | 0.00 | 0 | -100% | 523 |
| Santa Cruz | 279 | 353 | -10% | 0.03 | 0.59 | | | |
| Construction | | | | | | | | |
| Living Resources | | 3 | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | 1 | | 0.99 | 0.07 | | | |
| Tourism & Recreation | 259 | 334 | -12% | 0.01 | 0.75 | | | |
| Transportation | 20 | 18 | 35% | 0.77 | 0.00 | 30 | 52% | 261 |
| Solano | 226 | 193 | 52% | 0.53 | 0.00 | 354 | 57% | 239 |
| Construction | 16 | 15 | -60% | 0.26 | 0.13 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | 19 | 42 | | 0.06 | 0.61 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 122 | 99 | 82% | 0.94 | 0.00 | 186 | 52% | 259 |
| Transportation | 70 | 59 | 66% | 0.35 | 0.03 | 103 | 48% | 282 |
| Sonoma | 214 | 226 | 25% | 0.26 | 0.08 | | | |
| Construction | 8 | 13 | 24% | 0.15 | 0.19 | | | |
| Living Resources | 0 | 1 | | 0.16 | 0.50 | | | |
| Minerals | 3 | 7 | | 0.64 | 0.06 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 177 | 179 | 37% | 0.35 | 0.03 | 232 | 31% | 394 |
| Transportation | 25 | 30 | -28% | 0.60 | 0.00 | 17 | -32% | 469 |
| Ventura | 1,035 | 733 | 12% | 0.24 | 0.09 | | | |
| Construction | 42 | 27 | 158% | 0.74 | 0.00 | 57 | 36% | 359 |
| Living Resources | 1 | 2 | | 0.55 | 0.03 | 0 | -100% | 523 |
| Minerals | 532 | 309 | 2% | 0.16 | 0.18 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 373 | 312 | 48% | 0.79 | 0.00 | 490 | 31% | 392 |
| Transportation | 87 | 108 | -34% | 0.57 | 0.00 | 47 | -46% | 480 |
| Yolo | 175 | 184 | 34% | 0.51 | 0.01 | 277 | 58% | 234 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 16 | 27 | | 0.04 | 0.80 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 2 | | 0.31 | 0.44 | | | |
| Transportation | 159 | 175 | 24% | 0.33 | 0.04 | 233 | 46% | 299 |
| Pacific - Northwest | 7,225 | 7,375 | -6% | 0.04 | 0.50 | | | |
| Oregon | 449 | 442 | 3% | 0.22 | 0.11 | | | |
| Benton | 1 | 1 | | 0.27 | 0.30 | | | |
| Construction | 1 | 1 | | 0.27 | 0.30 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Clatsop | 83 | 92 | -22% | 0.35 | 0.03 | 67 | -20% | 463 |
| Construction | | 3 | | 0.42 | 0.55 | | | |
| Living Resources | 7 | 26 | -87% | 0.81 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 76 | 65 | 40% | 0.85 | 0.00 | 100 | 31% | 396 |
| Transportation | | 2 | | | | | | |
| Columbia | 17 | 14 | | 0.64 | 0.03 | 58 | 238% | 5 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 17 | 19 | | 0.03 | 0.80 | | | |
| Transportation | | 2 | | | | | | |
| Coos | 67 | 70 | 9% | 0.13 | 0.23 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | | 1 | | | | | | |
| Living Resources | 3 | 6 | -67% | 0.33 | 0.04 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 60 | 61 | 19% | 0.48 | 0.01 | 83 | 38% | 350 |
| Transportation | 3 | 6 | | 0.42 | 0.12 | | | |
| Curry | 28 | 30 | -3% | 0.05 | 0.48 | | | |
| Construction | | | | | | | | |
| Living Resources | 5 | 6 | -49% | 0.50 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 24 | 23 | 19% | 0.69 | 0.00 | 33 | 38% | 339 |
| Transportation | | | | | | | | |
| Douglas | 28 | 13 | 307% | 0.36 | 0.04 | 31 | 12% | 453 |
| Construction | 7 | 5 | | 0.75 | 0.03 | 16 | 142% | 43 |
| Living Resources | 1 | 1 | | 0.58 | 0.05 | 2 | 72% | 185 |
| Minerals | 14 | 14 | | | | | | |
| Ship & Boat Building | | 12 | | 0.99 | 0.01 | 79 | | |
| Tourism & Recreation | 6 | 6 | -16% | 0.56 | 0.02 | 5 | -19% | 462 |
| Transportation | | | | | | | | |
| Lane | 60 | 50 | 58% | 0.28 | 0.06 | | | |
| Construction | 1 | 2 | | 0.30 | 0.16 | | | |
| Living Resources | 4 | 4 | | 0.00 | 0.87 | | | |
| Minerals | 30 | 23 | | 0.73 | 0.07 | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 19 | 32 | -38% | 0.24 | 0.10 | | | |
| Transportation | 7 | 7 | -12% | 0.20 | 0.13 | | | |
| Lincoln | 112 | 126 | -17% | 0.03 | 0.57 | | | |
| Construction | | 8 | | | | | | |
| Living Resources | 7 | 16 | -81% | 0.38 | 0.03 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 2 | | | | | | |
| Tourism & Recreation | 106 | 109 | 6% | 0.04 | 0.50 | | | |
| Transportation | | 0 | | | | | | |
| Polk | 1 | 1 | | 0.76 | 0.13 | | | |
| Construction | 1 | 0 | | 0.62 | 0.21 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 0 | 0 | | | | | | |
| Tillamook | 16 | 13 | 31% | 0.30 | 0.05 | | | |
| Construction | | 2 | | 0.52 | 0.28 | | | |
| Living Resources | 2 | 2 | | 0.54 | 0.06 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 14 | 13 | 15% | 0.49 | 0.02 | 16 | 16% | 448 |
| Transportation | | | | | | | | |
| Washington | 33 | 42 | -27% | 0.30 | 0.05 | | | |
| Construction | 19 | 20 | 245% | 0.50 | 0.01 | 46 | 141% | 46 |
| Living Resources | | 0 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 14 | 23 | -66% | 0.83 | 0.00 | 0 | -100% | 523 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Yamhill | 2 | 1 | | 0.46 | 0.53 | | | |
| Construction | 1 | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 1 | 1 | | | | | | |
| Washington | 6,776 | 7,511 | -7% | 0.17 | 0.19 | | | |
| Clallam | 62 | 62 | 40% | 0.45 | 0.02 | 90 | 44% | 311 |
| Construction | | | | | | | | |
| Living Resources | | 2 | | 0.99 | 0.07 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 62 | 62 | 40% | 0.49 | 0.01 | 89 | 43% | 315 |
| Transportation | | | | | | | | |
| Grays Harbor | 88 | 73 | 52% | 0.70 | 0.00 | 149 | 69% | 195 |
| Construction | 2 | 3 | | 0.37 | 0.20 | | | |
| Living Resources | 34 | 26 | 109% | 0.75 | 0.00 | 68 | 100% | 112 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 53 | 43 | 85% | 0.60 | 0.00 | 85 | 61% | 223 |
| Transportation | | 8 | | 0.92 | 0.01 | 0 | | |
| Island | 46 | 42 | 17% | 0.50 | 0.01 | 54 | 19% | 443 |
| Construction | | 1 | | 0.89 | 0.06 | | | |
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 46 | 42 | 17% | 0.55 | 0.01 | 54 | 19% | 441 |
| Transportation | | | | | | | | |
| Jefferson | 36 | 40 | -5% | 0.18 | 0.17 | | | |
| Construction | | | | | | | | |
| Living Resources | 3 | 3 | | 0.08 | 0.60 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 3 | | 0.85 | 0.00 | 11 | | |
| Tourism & Recreation | 34 | 36 | -9% | 0.01 | 0.75 | | | |
| Transportation | | | | | | | | |
| King | 3,382 | 4,601 | -33% | 0.71 | 0.00 | 1,752 | -48% | 483 |
| Construction | 178 | 151 | 52% | 0.76 | 0.00 | 293 | 65% | 204 |
| Living Resources | 269 | 705 | -64% | 0.00 | 0.84 | | | |
| Minerals | 23 | 10 | | 0.94 | 0.00 | 53 | 135% | 51 |
| Ship & Boat Building | 202 | 158 | 80% | 0.44 | 0.02 | 255 | 26% | 415 |
| Tourism & Recreation | 1,381 | 2,438 | -53% | 0.76 | 0.00 | 0 | -100% | 523 |
| Transportation | 1,330 | 1,142 | 19% | 0.19 | 0.16 | | | |
| Kitsap | 1,561 | 1,126 | 126% | 0.77 | 0.00 | 2,343 | 50% | 268 |
| Construction | 9 | 12 | -7% | 0.08 | 0.38 | | | |
| Living Resources | 3 | 6 | | 0.99 | 0.01 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | 1,549 | 936 | 196% | 0.77 | 0.00 | 2,208 | 43% | 319 |
| Tourism & Recreation | | 190 | | 0.47 | 0.02 | 268 | | |
| Transportation | | 2 | | 0.56 | 0.09 | | | |
| Mason | 59 | 40 | 970% | 0.77 | 0.00 | 140 | 138% | 48 |
| Construction | | | | | | | | |
| Living Resources | 20 | 14 | 262% | 0.77 | 0.00 | 54 | 172% | 19 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Tourism & Recreation | 39 | 39 | | 0.71 | 0.01 | 53 | 36% | 365 |
| Transportation | | | | | | | | |
| Pacific | 44 | 46 | -13% | 0.08 | 0.37 | | | |
| Construction | | | | | | | | |
| Living Resources | 26 | 34 | -24% | 0.14 | 0.23 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 18 | 18 | 9% | 0.69 | 0.01 | 23 | 28% | 410 |
| Transportation | | | | | | | | |
| Pierce | 699 | 549 | 56% | 0.27 | 0.08 | | | |
| Construction | 28 | 41 | -10% | 0.06 | 0.44 | | | |
| Living Resources | 18 | 24 | 20% | 0.11 | 0.35 | | | |
| Minerals | 41 | 39 | | | | | | |
| Ship & Boat Building | 58 | 31 | 320% | 0.79 | 0.00 | 82 | 40% | 331 |
| Tourism & Recreation | 267 | 280 | 21% | 0.00 | 0.90 | | | |
| Transportation | 287 | 170 | 70% | 0.26 | 0.09 | | | |
| San Juan | 44 | 48 | -44% | 0.03 | 0.61 | | | |
| Construction | | | | | | | | |
| Living Resources | | 2 | | 0.42 | 0.35 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 44 | 58 | -44% | 0.78 | 0.00 | 21 | -53% | 492 |
| Transportation | | | | | | | | |
| Skagit | 89 | 172 | -58% | 0.67 | 0.00 | 0 | -100% | 523 |
| Construction | 3 | 5 | -66% | 0.42 | 0.02 | 0 | -100% | 523 |
| Living Resources | 1 | 28 | -97% | 0.64 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 31 | | 0.89 | 0.00 | 125 | | |
| Tourism & Recreation | 85 | 120 | -44% | 0.74 | 0.00 | 16 | -81% | 510 |
| Transportation | | 2 | | 0.34 | 0.41 | | | |
| Snohomish | 393 | 437 | 7% | 0.06 | 0.44 | | | |
| Construction | 43 | 26 | 57% | 0.31 | 0.06 | | | |
| Living Resources | 32 | 54 | -52% | 0.50 | 0.01 | 22 | -31% | 468 |
| Minerals | 43 | 25 | | 0.85 | 0.03 | 117 | 169% | 20 |
| Ship & Boat Building | 33 | 56 | -26% | 0.18 | 0.17 | | | |
| Tourism & Recreation | 223 | 282 | -1% | 0.11 | 0.30 | | | |
| Transportation | 18 | 14 | 281% | 0.63 | 0.00 | 39 | 118% | 74 |
| Thurston | 34 | 34 | 915% | 0.10 | 0.33 | | | |
| Construction | 11 | 10 | | 0.19 | 0.29 | | | |
| Living Resources | 0 | 4 | -91% | 0.24 | 0.21 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 37 | | 0.86 | 0.07 | | | |
| Transportation | 23 | 22 | | 0.31 | 0.19 | | | |
| Wahkiakum | 1 | 1 | | 0.90 | 0.05 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 1 | | 0.90 | 0.05 | | | |
| Transportation | | | | | | | | |
| Whatcom | 238 | 244 | 14% | 0.17 | 0.18 | | | |
| Construction | 12 | 15 | | 0.65 | 0.40 | | | |
| Living Resources | | 37 | | 0.36 | 0.05 | 0 | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | 15 | | 0.78 | 0.01 | 41 | | |
| Tourism & Recreation | 211 | 182 | 52% | 0.89 | 0.00 | 303 | 44% | 310 |
| Transportation | 16 | 16 | -1% | 0.05 | 0.47 | | | |
| Pacific - Alaska | 7,164 | 6,176 | 113% | 0.83 | 0.00 | 16,160 | 126% | 62 |
| Alaska | 7,164 | 6,176 | 113% | 0.83 | 0.00 | 16,160 | 126% | 62 |
| Aleutians East | 1 | 39 | | 0.81 | 0.10 | | | |
| Construction | | | | | | | | |
| Living Resources | | 76 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 1 | 1 | | | | | | |
| Aleutians West | 143 | 61 | 2406% | 0.38 | 0.02 | 235 | 64% | 208 |
| Construction | | | | | | | | |
| Living Resources | 142 | 111 | | 0.04 | 0.71 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 3 | -90% | 0.92 | 0.00 | 0 | -100% | 523 |
| Transportation | 0 | 15 | | 0.77 | 0.02 | 0 | -100% | 523 |
| Anchorage | 5,201 | 3,905 | 345% | 0.83 | 0.00 | 13,599 | 161% | 28 |
| Construction | 74 | 64 | 102% | 0.76 | 0.00 | 137 | 86% | 146 |
| Living Resources | | 12 | | 0.23 | 0.23 | | | |
| Minerals | 4,626 | 3,306 | 533% | 0.83 | 0.00 | 12,828 | 177% | 17 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 469 | 465 | 57% | 0.48 | 0.01 | 708 | 51% | 266 |
| Transportation | 31 | 63 | -67% | 0.59 | 0.00 | 0 | -100% | 523 |
| Bethel | 0 | 1 | | 0.89 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 0 | 1 | | 0.89 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Bristol Bay | 56 | 25 | 2476% | 0.78 | 0.00 | 106 | 89% | 136 |
| Construction | | | | | | | | |
| Living Resources | 53 | 41 | | 0.18 | 0.41 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 3 | 45% | 0.39 | 0.04 | 4 | 39% | 335 |
| Transportation | | | | | | | | |
| Dillingham | 0 | 9 | -94% | 0.04 | 0.57 | | | |
| Construction | | | | | | | | |
| Living Resources | | 26 | | 0.87 | 0.24 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 0 | 2 | -94% | 0.87 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Haines | 2 | 13 | -83% | 0.54 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | 12 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 12 | -83% | 0.67 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Hoonah-Angoon | | 12 | | 0.68 | 0.39 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 12 | | 0.68 | 0.39 | | | |
| Transportation | | | | | | | | |
| Juneau | 59 | 48 | 50% | 0.02 | 0.68 | | | |
| Construction | | 4 | | | | | | |
| Living Resources | 7 | 5 | | 0.82 | 0.01 | 11 | 60% | 227 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 52 | 45 | 32% | 0.04 | 0.49 | | | |
| Transportation | | | | | | | | |
| Kenai Peninsula | 594 | 442 | 383% | 0.77 | 0.00 | 1,586 | 167% | 21 |
| Construction | | 3 | | | | | | |
| Living Resources | 12 | 31 | -84% | 0.80 | 0.00 | 0 | -100% | 523 |
| Minerals | 504 | 484 | | 0.53 | 0.03 | 1,510 | 200% | 10 |
| Ship & Boat Building | | 1 | | | | | | |
| Tourism & Recreation | 74 | 69 | 66% | 0.73 | 0.00 | 117 | 59% | 231 |
| Transportation | 4 | 11 | | 0.72 | 0.01 | 0 | -100% | 523 |
| Ketchikan Gateway | 11 | 49 | -85% | 0.68 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | 30 | | 0.71 | 0.16 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 18 | -49% | 0.59 | 0.00 | 3 | -71% | 502 |
| Transportation | | 40 | | 0.71 | 0.02 | 0 | | |
| Kodiak Island | 14 | 115 | -93% | 0.78 | 0.00 | 0 | -100% | 523 |
| Construction | | 2 | | | | | | |
| Living Resources | | 149 | | 0.68 | 0.01 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 14 | 12 | 22% | 0.32 | 0.05 | | | |
| Transportation | | 2 | | 0.29 | 0.46 | | | |
| Lake and Peninsula | 3 | 4 | | 0.24 | 0.22 | | | |
| Construction | | | | | | | | |
| Living Resources | | 6 | | 0.70 | 0.37 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 3 | | 0.79 | 0.04 | 7 | 117% | 75 |
| Transportation | | | | | | | | |
| Matanuska-Susitna | 57 | 47 | 111% | 0.84 | 0.00 | 114 | 98% | 117 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 6 | | 0.02 | 0.83 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 57 | 44 | 111% | 0.90 | 0.00 | 103 | 80% | 164 |
| Transportation | | | | | | | | |
| Nome | 1 | 3 | -82% | 0.65 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 3 | -82% | 0.65 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|------------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| North Slope | 957 | 1,350 | -39% | 0.06 | 0.42 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 955 | 1,347 | -39% | 0.06 | 0.42 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 3 | -73% | 0.80 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Northwest Arctic | 1 | 2 | | 0.03 | 0.73 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 2 | | 0.03 | 0.73 | | | |
| Transportation | | | | | | | | |
| Prince of Wales-Outer Ketchikan | | 3 | | 0.02 | 0.70 | | | |
| Construction | | | | | | | | |
| Living Resources | | 3 | | 0.61 | 0.43 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 3 | | 0.18 | 0.25 | | | |
| Transportation | | | | | | | | |
| Sitka | 6 | 17 | -48% | 0.08 | 0.35 | | | |
| Construction | | | | | | | | |
| Living Resources | | 13 | | 0.07 | 0.67 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 6 | 12 | -48% | 0.42 | 0.02 | 2 | -74% | 503 |
| Transportation | | | | | | | | |
| Valdez-Cordova | 56 | 47 | -15% | 0.40 | 0.02 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | 34 | 26 | -31% | 0.57 | 0.00 | 0 | -100% | 523 |
| Minerals | | 13 | | 0.84 | 0.26 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 22 | 17 | 35% | 0.07 | 0.38 | | | |
| Transportation | | 6 | | | | | | |
| Wade Hampton | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Wrangell-Petersburg | | 32 | | 0.64 | 0.00 | 0 | | |
| Construction | | | | | | | | |
| Living Resources | | 33 | | 0.46 | 0.03 | 0 | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 4 | | 0.71 | 0.00 | 0 | | |
| Transportation | | 9 | | | | | | |
| Yakutat City and Borough | 2 | 2 | 33% | 0.00 | 0.98 | | | |
| Construction | | | | | | | | |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 2 | 33% | 0.01 | 0.80 | | | |
| Transportation | | | | | | | | |
| Great Lakes - West | 7,288 | 6,818 | 23% | 0.87 | 0.00 | 9,342 | 28% | 407 |
| Illinois | 4,728 | 4,408 | 22% | 0.74 | 0.00 | 5,827 | 23% | 423 |
| Cook | 4,390 | 4,079 | 22% | 0.72 | 0.00 | 5,407 | 23% | 425 |
| Construction | 48 | 71 | -49% | 0.76 | 0.00 | 0 | -100% | 523 |
| Living Resources | 30 | 33 | 14% | 0.05 | 0.47 | | | |
| Minerals | 80 | 47 | 109% | 0.56 | 0.00 | 160 | 100% | 114 |
| Ship & Boat Building | 5 | 4 | | 0.49 | 0.19 | | | |
| Tourism & Recreation | 3,223 | 2,751 | 44% | 0.78 | 0.00 | 4,335 | 34% | 373 |
| Transportation | 1,004 | 1,176 | -17% | 0.63 | 0.00 | 884 | -12% | 459 |
| Lake | 337 | 328 | 22% | 0.21 | 0.12 | | | |
| Construction | 3 | 5 | -39% | 0.25 | 0.08 | | | |
| Living Resources | | | | | | | | |
| Minerals | 0 | 0 | | 0.97 | 0.02 | 0 | -100% | 523 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 254 | 293 | -7% | 0.01 | 0.76 | | | |
| Transportation | 81 | 77 | | 0.29 | 0.35 | | | |
| Indiana | 247 | 295 | -9% | 0.00 | 0.97 | | | |
| La Porte | 76 | 104 | -37% | 0.21 | 0.11 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 54 | 62 | -4% | 0.01 | 0.82 | | | |
| Transportation | 23 | 42 | -65% | 0.89 | 0.00 | 0 | -100% | 523 |
| Lake | 92 | 114 | -6% | 0.00 | 0.86 | | | |
| Construction | 32 | 31 | -9% | 0.00 | 0.87 | | | |
| Living Resources | | | | | | | | |
| Minerals | 6 | 6 | | 0.04 | 0.88 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 31 | 58 | 3% | 0.01 | 0.81 | | | |
| Transportation | 22 | 25 | -32% | 0.47 | 0.01 | 6 | -71% | 501 |
| Porter | 79 | 76 | 52% | 0.45 | 0.01 | 107 | 35% | 371 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 57 | 47 | 61% | 0.86 | 0.00 | 77 | 36% | 364 |
| Transportation | 23 | 29 | 34% | 0.00 | 0.91 | | | |
| Michigan | 1,222 | 1,151 | 28% | 0.72 | 0.00 | 1,670 | 37% | 355 |
| Alcona | 1 | 2 | -52% | 0.18 | 0.15 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 2 | -52% | 0.18 | 0.15 | | | |
| Transportation | | | | | | | | |
| Alger | 4 | 8 | -43% | 0.18 | 0.15 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 8 | -43% | 0.18 | 0.15 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Transportation | | | | | | | | |
| Allegan | 43 | 22 | 274% | 0.82 | 0.00 | 59 | 38% | 348 |
| Construction | 6 | 3 | | 0.99 | 0.07 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 34 | 20 | 195% | 0.85 | 0.00 | 48 | 44% | 312 |
| Transportation | 3 | 3 | | 0.59 | 0.13 | | | |
| Alpena | 10 | 12 | -26% | 0.72 | 0.00 | 6 | -41% | 477 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 10 | 12 | -26% | 0.72 | 0.00 | 6 | -41% | 477 |
| Transportation | | | | | | | | |
| Antrim | 5 | 3 | 438% | 0.62 | 0.00 | 10 | 100% | 110 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 3 | 438% | 0.62 | 0.00 | 10 | 100% | 110 |
| Transportation | | | | | | | | |
| Arenac | 2 | 12 | -82% | 0.46 | 0.01 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 1 | | 0.71 | 0.02 | 9 | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 2 | 12 | -82% | 0.52 | 0.01 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Baraga | 3 | 3 | 7% | 0.12 | 0.24 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 3 | 7% | 0.12 | 0.24 | | | |
| Transportation | | | | | | | | |
| Bay | 76 | 56 | 95% | 0.60 | 0.00 | 98 | 28% | 405 |
| Construction | | 1 | | 0.22 | 0.69 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 76 | 55 | 95% | 0.59 | 0.00 | 97 | 28% | 411 |
| Transportation | | 1 | | | | | | |
| Benzie | 4 | 23 | -88% | 0.59 | 0.00 | 0 | -100% | 523 |
| Construction | | 2 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 23 | -88% | 0.60 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Berrien | 85 | 81 | 13% | 0.63 | 0.00 | 114 | 34% | 374 |
| Construction | 8 | 9 | | 0.09 | 0.43 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Tourism & Recreation | 70 | 64 | 39% | 0.74 | 0.00 | 93 | 33% | 382 |
| Transportation | 6 | 11 | -75% | 0.38 | 0.02 | 0 | -100% | 523 |
| Charlevoix | 14 | 18 | -2% | 0.03 | 0.60 | | | |
| Construction | 1 | 1 | | 0.23 | 0.27 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 12 | 17 | -11% | 0.08 | 0.34 | | | |
| Transportation | | | | | | | | |
| Cheboygan | 30 | 19 | 295% | 0.40 | 0.02 | 48 | 56% | 242 |
| Construction | | 8 | | 0.90 | 0.05 | 0 | | |
| Living Resources | | 1 | | 0.45 | 0.33 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 20 | 15 | 166% | 0.70 | 0.00 | 37 | 82% | 155 |
| Transportation | 10 | 7 | | 1.00 | 0.02 | 17 | 68% | 198 |
| Chippewa | 8 | 28 | -76% | 0.13 | 0.23 | | | |
| Construction | | | | | | | | |
| Living Resources | | 1 | | 0.96 | 0.12 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 8 | 28 | -76% | 0.13 | 0.23 | | | |
| Transportation | | 1 | | 0.93 | 0.04 | 0 | | |
| Delta | 24 | 22 | 26% | 0.43 | 0.02 | 29 | 21% | 434 |
| Construction | | | | | | | | |
| Living Resources | | 0 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 24 | 22 | 26% | 0.63 | 0.00 | 29 | 19% | 442 |
| Transportation | | 3 | | | | | | |
| Emmet | 40 | 68 | -24% | 0.01 | 0.82 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 40 | 68 | -24% | 0.00 | 0.83 | | | |
| Transportation | | 2 | | | | | | |
| Gogebic | 7 | 9 | -48% | 0.76 | 0.00 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 7 | 9 | -48% | 0.76 | 0.00 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Grand Traverse | 216 | 175 | 60% | 0.53 | 0.00 | 314 | 45% | 303 |
| Construction | 2 | 2 | | 0.44 | 0.54 | | | |
| Living Resources | | | | | | | | |
| Minerals | 73 | 64 | 46% | 0.32 | 0.04 | 133 | 83% | 152 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 141 | 108 | 71% | 0.63 | 0.00 | 181 | 28% | 404 |
| Transportation | | 4 | | 0.00 | 0.86 | | | |
| Houghton | 7 | 9 | 15% | 0.26 | 0.07 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 7 | 9 | 15% | 0.26 | 0.07 | | | |
| Transportation | | | | | | | | |
| Huron | 6 | 6 | 3% | 0.24 | 0.09 | | | |
| Construction | 1 | 1 | | 0.52 | 0.04 | 1 | 27% | 413 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 5 | -15% | 0.13 | 0.24 | | | |
| Transportation | | | | | | | | |
| Iosco | 11 | 14 | -8% | 0.02 | 0.62 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 14 | -8% | 0.02 | 0.62 | | | |
| Transportation | | | | | | | | |
| Keweenaw | 6 | 5 | | 0.06 | 0.69 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 6 | 5 | | 0.06 | 0.69 | | | |
| Transportation | | | | | | | | |
| Leelanau | 29 | 32 | 13% | 0.01 | 0.73 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 29 | 32 | 13% | 0.01 | 0.73 | | | |
| Transportation | | | | | | | | |
| Luce | 3 | 5 | 21% | 0.01 | 0.78 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 5 | 21% | 0.01 | 0.78 | | | |
| Transportation | | | | | | | | |
| Mackinac | 64 | 64 | 5% | 0.08 | 0.34 | | | |
| Construction | | | | | | | | |
| Living Resources | 2 | 2 | | 0.03 | 0.66 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 62 | 62 | 2% | 0.06 | 0.44 | | | |
| Transportation | | | | | | | | |
| Manistee | 11 | 13 | 29% | 0.00 | 0.88 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 3 | | 0.03 | 0.89 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 13 | 29% | 0.00 | 0.83 | | | |
| Transportation | | | | | | | | |
| Marquette | 62 | 47 | 66% | 0.74 | 0.00 | 86 | 38% | 340 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 62 | 47 | 66% | 0.74 | 0.00 | 86 | 38% | 340 |
| Transportation | | | | | | | | |
| Mason | 15 | 16 | 7% | 0.01 | 0.75 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 15 | 16 | 7% | 0.01 | 0.75 | | | |
| Transportation | | | | | | | | |
| Menominee | 8 | 7 | 3% | 0.00 | 0.89 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 8 | 7 | 3% | 0.00 | 0.89 | | | |
| Transportation | | | | | | | | |
| Muskegon | 64 | 85 | -10% | 0.03 | 0.57 | | | |
| Construction | 3 | 3 | | 0.18 | 0.41 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 48 | 70 | -33% | 0.32 | 0.04 | 31 | -34% | 472 |
| Transportation | 14 | 14 | 1818% | 0.70 | 0.00 | 37 | 164% | 24 |
| Oceana | 12 | 11 | -7% | 0.26 | 0.08 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 7 | 10 | -46% | 0.60 | 0.00 | 0 | -100% | 523 |
| Transportation | 5 | 4 | | 0.44 | 0.54 | | | |
| Ontonagon | 0 | 2 | -90% | 0.34 | 0.04 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 0 | 2 | -90% | 0.34 | 0.04 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Ottawa | 69 | 99 | -38% | 0.63 | 0.00 | 46 | -33% | 470 |
| Construction | | 2 | | 0.93 | 0.00 | 0 | | |
| Living Resources | | | | | | | | |
| Minerals | 5 | 3 | | 0.88 | 0.22 | | | |
| Ship & Boat Building | 1 | 4 | | 0.75 | 0.33 | | | |
| Tourism & Recreation | 56 | 86 | -42% | 0.67 | 0.00 | 29 | -48% | 482 |
| Transportation | 7 | 9 | -16% | 0.06 | 0.42 | | | |
| Presque Isle | 3 | 2 | 35% | 0.14 | 0.21 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 2 | 35% | 0.14 | 0.21 | | | |
| Transportation | | | | | | | | |
| Saginaw | 173 | 99 | | 0.74 | 0.00 | 514 | 197% | 11 |
| Construction | | 0 | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | | 1 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 168 | 94 | | 0.73 | 0.00 | 507 | 202% | 9 |
| Transportation | 5 | 5 | | 0.38 | 0.11 | | | |
| Sanilac | 4 | 3 | 148% | 0.75 | 0.00 | 8 | 82% | 156 |
| Construction | | 1 | | 0.51 | 0.11 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 3 | 148% | 0.76 | 0.00 | 6 | 49% | 273 |
| Transportation | | | | | | | | |
| Schoolcraft | 3 | 4 | -33% | 0.55 | 0.00 | 2 | -50% | 486 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 3 | 4 | -33% | 0.55 | 0.00 | 2 | -50% | 486 |
| Transportation | | | | | | | | |
| St. Clair | 80 | 82 | -1% | 0.07 | 0.39 | | | |
| Construction | | 1 | | 0.06 | 0.56 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 80 | 81 | -1% | 0.05 | 0.47 | | | |
| Transportation | | 3 | | | | | | |
| Tuscola | 0 | 1 | -77% | 0.00 | 1.00 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 0 | 0 | -77% | 0.84 | 0.00 | 0 | -100% | 523 |
| Transportation | | 1 | | | | | | |
| Van Buren | 18 | 19 | 22% | 0.00 | 0.85 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 15 | 15 | 7% | 0.11 | 0.27 | | | |
| Transportation | 4 | 4 | 173% | 0.18 | 0.15 | | | |
| Wexford | | | | | | | | |
| Construction | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Transportation | | | | | | | | |
| Minnesota | 152 | 94 | 93% | 0.51 | 0.01 | 191 | 25% | 417 |
| Carlton | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Cook | 26 | 33 | -11% | 0.00 | 0.96 | | | |
| Construction | | | | | | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 26 | 33 | -11% | 0.00 | 0.96 | | | |
| Transportation | | | | | | | | |
| Lake | 16 | 11 | 126% | 0.98 | 0.00 | 24 | 46% | 297 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 16 | 11 | 126% | 0.98 | 0.00 | 24 | 46% | 297 |
| Transportation | | | | | | | | |
| St. Louis | 110 | 74 | 157% | 0.80 | 0.00 | 200 | 82% | 158 |
| Construction | | 3 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 2 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 110 | 72 | 156% | 0.77 | 0.00 | 193 | 76% | 167 |
| Transportation | 0 | 2 | | 0.47 | 0.04 | 0 | -100% | 523 |
| Wisconsin | 939 | 944 | 32% | 0.70 | 0.00 | 1,533 | 63% | 215 |
| Ashland | 15 | 12 | 72% | 0.86 | 0.00 | 22 | 46% | 295 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 15 | 12 | 72% | 0.86 | 0.00 | 22 | 46% | 295 |
| Transportation | | | | | | | | |
| Bayfield | 11 | 17 | -62% | 0.50 | 0.01 | 0 | -100% | 523 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 11 | 17 | -62% | 0.50 | 0.01 | 0 | -100% | 523 |
| Transportation | | | | | | | | |
| Brown | 144 | 124 | 33% | 0.51 | 0.01 | 163 | 13% | 451 |
| Construction | 2 | 2 | | 1.00 | 0.04 | 1 | -44% | 479 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 112 | 99 | 34% | 0.59 | 0.00 | 139 | 23% | 424 |
| Transportation | 30 | 24 | 23% | 0.00 | 0.93 | | | |
| Door | 73 | 72 | -9% | 0.00 | 0.99 | | | |
| Construction | 4 | 4 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 69 | 72 | -13% | 0.00 | 0.87 | | | |
| Transportation | | | | | | | | |
| Douglas | 32 | 35 | 20% | 0.05 | 0.48 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 32 | 31 | 20% | 0.13 | 0.25 | | | |
| Transportation | | 12 | | 0.23 | 0.52 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Iron | | | | | | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | | | | | | | | |
| Kenosha | 46 | 43 | 36% | 0.41 | 0.02 | 55 | 20% | 438 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 37 | 34 | 37% | 0.32 | 0.06 | | | |
| Transportation | 9 | 9 | 32% | 0.12 | 0.28 | | | |
| Kewaunee | 5 | 6 | -11% | 0.18 | 0.25 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 5 | 6 | -11% | 0.47 | 0.04 | 5 | -10% | 458 |
| Transportation | | | | | | | | |
| Manitowoc | 46 | 48 | 2% | 0.11 | 0.30 | | | |
| Construction | | 14 | | 0.95 | 0.14 | | | |
| Living Resources | | | | | | | | |
| Minerals | 9 | 7 | | 0.99 | 0.05 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 37 | 43 | -17% | 0.45 | 0.02 | 22 | -39% | 474 |
| Transportation | | | | | | | | |
| Marinette | 17 | 17 | 4% | 0.19 | 0.16 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 17 | 17 | 4% | 0.19 | 0.16 | | | |
| Transportation | | | | | | | | |
| Milwaukee | 376 | 430 | 52% | 0.56 | 0.01 | 865 | 130% | 55 |
| Construction | | 9 | | 0.43 | 0.34 | | | |
| Living Resources | | 1 | | 0.11 | 0.58 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 312 | 242 | 71% | 0.80 | 0.00 | 476 | 53% | 258 |
| Transportation | 64 | 185 | -1% | 0.19 | 0.15 | | | |
| Oconto | 4 | 6 | -19% | 0.10 | 0.38 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 4 | 6 | -19% | 0.10 | 0.38 | | | |
| Transportation | | | | | | | | |
| Ozaukee | 50 | 43 | 53% | 0.74 | 0.00 | 69 | 38% | 346 |
| Construction | | 1 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 50 | 42 | 53% | 0.72 | 0.00 | 67 | 35% | 367 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Transportation | | 1 | | 0.95 | 0.15 | | | |
| Racine | 47 | 42 | 32% | 0.69 | 0.00 | 67 | 43% | 317 |
| Construction | | 2 | | 1.00 | 0.03 | 0 | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 27 | 26 | 34% | 0.78 | 0.00 | 43 | 55% | 244 |
| Transportation | 20 | 15 | 30% | 0.28 | 0.08 | | | |
| Sheboygan | 73 | 54 | 102% | 0.84 | 0.00 | 123 | 68% | 199 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 63 | 51 | 74% | 0.83 | 0.00 | 104 | 65% | 206 |
| Transportation | 10 | 9 | | 0.79 | 0.11 | | | |
| Great Lakes - East | 3,266 | 3,437 | 2% | 0.24 | 0.09 | | | |
| Michigan | 770 | 1,168 | -38% | 0.26 | 0.08 | | | |
| Macomb | 228 | 281 | -32% | 0.30 | 0.05 | | | |
| Construction | 16 | 14 | -6% | 0.03 | 0.55 | | | |
| Living Resources | | 1 | | 0.54 | 0.16 | | | |
| Minerals | 1 | 11 | | 0.04 | 0.87 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 82 | 87 | -12% | 0.12 | 0.24 | | | |
| Transportation | 129 | 177 | -43% | 0.35 | 0.03 | 63 | -51% | 489 |
| Monroe | 95 | 86 | 40% | 0.81 | 0.00 | 131 | 38% | 344 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 57 | 53 | 30% | 0.81 | 0.00 | 78 | 36% | 363 |
| Transportation | 37 | 32 | 57% | 0.62 | 0.00 | 53 | 42% | 322 |
| Wayne | 447 | 801 | -46% | 0.20 | 0.12 | | | |
| Construction | 6 | 15 | -59% | 0.40 | 0.02 | 0 | -100% | 523 |
| Living Resources | 1 | 3 | -83% | 0.60 | 0.00 | 0 | -100% | 523 |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 228 | 242 | 48% | 0.09 | 0.31 | | | |
| Transportation | 212 | 540 | -68% | 0.70 | 0.00 | 5 | -98% | 522 |
| New York | 1,118 | 931 | 55% | 0.92 | 0.00 | 1,549 | 39% | 338 |
| Cayuga | 17 | 14 | | 0.04 | 0.59 | | | |
| Construction | | | | | | | | |
| Living Resources | | 15 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 15 | 14 | | 0.05 | 0.68 | | | |
| Transportation | 2 | 4 | | 0.37 | 0.06 | | | |
| Chautauqua | 157 | 120 | 306% | 0.04 | 0.52 | | | |
| Construction | | 13 | | | | | | |
| Living Resources | | 24 | | | | | | |
| Minerals | 33 | 27 | 343% | 0.71 | 0.00 | 98 | 196% | 12 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 123 | 75 | 296% | 0.41 | 0.02 | 199 | 62% | 220 |
| Transportation | 1 | 35 | | 0.52 | 0.07 | | | |
| Erie | 418 | 373 | 32% | 0.34 | 0.04 | 456 | 9% | 455 |
| Construction | 11 | 17 | -8% | 0.08 | 0.35 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Living Resources | | 2 | | 0.60 | 0.02 | 1 | | |
| Minerals | 3 | 6 | | 0.00 | 0.98 | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 330 | 272 | 70% | 0.46 | 0.01 | 402 | 22% | 431 |
| Transportation | 75 | 80 | -33% | 0.12 | 0.24 | | | |
| Franklin | 17 | 17 | | 0.24 | 0.27 | | | |
| Construction | | 0 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 17 | 19 | | 0.13 | 0.48 | | | |
| Transportation | | | | | | | | |
| Jefferson | 31 | 44 | -33% | 0.59 | 0.00 | 12 | -63% | 496 |
| Construction | | 2 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | 0 | | | | | | |
| Tourism & Recreation | 31 | 43 | -34% | 0.65 | 0.00 | 10 | -68% | 498 |
| Transportation | 1 | 1 | | 0.01 | 0.77 | | | |
| Monroe | 193 | 154 | 66% | 0.90 | 0.00 | 285 | 47% | 285 |
| Construction | 6 | 6 | | 0.46 | 0.32 | | | |
| Living Resources | 18 | 19 | -16% | 0.27 | 0.08 | | | |
| Minerals | | 1 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 111 | 87 | 76% | 0.83 | 0.00 | 150 | 35% | 370 |
| Transportation | 57 | 46 | 82% | 0.74 | 0.00 | 109 | 90% | 134 |
| Niagara | 137 | 146 | 21% | 0.14 | 0.24 | | | |
| Construction | 0 | 7 | | 0.82 | 0.04 | 0 | -100% | 523 |
| Living Resources | | 2 | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 128 | 131 | 26% | 0.19 | 0.16 | | | |
| Transportation | 8 | 12 | -25% | 0.42 | 0.02 | 2 | -79% | 509 |
| Orleans | 3 | 4 | -6% | 0.00 | 0.92 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 1 | 1 | | 0.28 | 0.18 | | | |
| Transportation | 2 | 3 | -38% | 0.04 | 0.52 | | | |
| Oswego | 37 | 31 | 16% | 0.00 | 0.95 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | 5 | 5 | | 0.09 | 0.80 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 30 | 29 | -6% | 0.16 | 0.20 | | | |
| Transportation | 2 | 3 | | 0.77 | 0.05 | | | |
| St. Lawrence | 89 | 56 | 138% | 0.72 | 0.00 | 140 | 57% | 238 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | 0 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 63 | 38 | 171% | 0.75 | 0.00 | 106 | 69% | 191 |
| Transportation | 26 | 17 | 84% | 0.55 | 0.01 | 33 | 28% | 408 |
| Wayne | 19 | 17 | 15% | 0.19 | 0.16 | | | |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|---------|---|--------------------------------------|------------------------|
| Construction | 0 | 1 | | 0.99 | 0.00 | 0 | -100% | 523 |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 12 | 13 | 7% | 0.03 | 0.60 | | | |
| Transportation | 6 | 5 | 34% | 0.73 | 0.00 | 8 | 33% | 385 |
| Ohio | 1,293 | 1,202 | 20% | 0.80 | 0.00 | 1,778 | 38% | 352 |
| Ashtabula | 54 | 43 | 58% | 0.72 | 0.00 | 75 | 39% | 334 |
| Construction | | 9 | | 0.96 | 0.13 | | | |
| Living Resources | | | | | | | | |
| Minerals | 4 | 4 | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 42 | 39 | 23% | 0.69 | 0.00 | 54 | 28% | 406 |
| Transportation | 8 | 3 | | 0.42 | 0.35 | | | |
| Cuyahoga | 547 | 584 | -11% | 0.01 | 0.80 | | | |
| Construction | 10 | 17 | -15% | 0.19 | 0.14 | | | |
| Living Resources | 1 | 6 | -90% | 0.82 | 0.00 | 0 | -100% | 523 |
| Minerals | | 5 | | 0.64 | 0.20 | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 333 | 341 | -1% | 0.27 | 0.07 | | | |
| Transportation | 203 | 219 | -20% | 0.34 | 0.04 | 160 | -21% | 465 |
| Erie | 161 | 129 | 63% | 0.91 | 0.00 | 246 | 53% | 254 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 158 | 128 | 60% | 0.90 | 0.00 | 242 | 53% | 256 |
| Transportation | 2 | 3 | | 0.65 | 0.19 | | | |
| Lake | 199 | 170 | 63% | 0.93 | 0.00 | 283 | 42% | 321 |
| Construction | | 1 | | 0.78 | 0.31 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 191 | 167 | 58% | 0.92 | 0.00 | 277 | 45% | 304 |
| Transportation | 8 | 4 | 824% | 0.84 | 0.00 | 14 | 75% | 174 |
| Lorain | 37 | 40 | -3% | 0.01 | 0.69 | | | |
| Construction | | 1 | | 0.09 | 0.48 | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 34 | 37 | -7% | 0.02 | 0.66 | | | |
| Transportation | 3 | 3 | 79% | 0.07 | 0.39 | | | |
| Lucas | 155 | 140 | 57% | 0.61 | 0.00 | 323 | 108% | 95 |
| Construction | 1 | 2 | -74% | 0.61 | 0.00 | 0 | -100% | 523 |
| Living Resources | | 1 | | 0.33 | 0.43 | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 125 | 65 | 377% | 0.73 | 0.00 | 257 | 106% | 99 |
| Transportation | 29 | 72 | -57% | 0.01 | 0.76 | | | |
| Ottawa | 63 | 66 | 2% | 0.35 | 0.03 | 81 | 29% | 403 |
| Construction | | 0 | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 63 | 66 | 3% | 0.38 | 0.02 | 82 | 29% | 400 |

Table A4. Change in ocean-related GDP for U.S coastal regions, states and counties, 1990-2009, and predicted values in 2020

| Region, State, County, Sector | GDP 2009 (Million \$) | GDP avg. 1997-2009 (Million \$) | 1997-2009 change (%) | Coefficient of Deter- mination | P-value | GDP Predicted value, 2020 (Million \$) | 2009-2020 predicted change (%) | Rank in % change |
|-------------------------------|--------------------------|---------------------------------------|-------------------------|--------------------------------------|-------------|---|--------------------------------------|------------------------|
| Transportation | | 1 | | 0.40 | 0.13 | | | |
| Sandusky | 10 | 5 | | 0.68 | 0.09 | | | |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | | | | | | | |
| Transportation | 10 | 5 | | 0.68 | 0.09 | | | |
| Wood | 67 | 28 | 923% | 0.83 | 0.00 | 126 | 88% | 140 |
| Construction | | | | | | | | |
| Living Resources | | | | | | | | |
| Minerals | | | | | | | | |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | | 1 | | | | | | |
| Transportation | 67 | 27 | 923% | 0.83 | 0.00 | 126 | 88% | 139 |
| Pennsylvania | 85 | 136 | -52% | 0.27 | 0.07 | | | |
| Erie | 85 | 136 | -52% | 0.27 | 0.07 | | | |
| Construction | | 3 | | | | | | |
| Living Resources | | 0 | | 0.22 | 0.69 | | | |
| Minerals | 14 | 9 | | 0.68 | 0.01 | 32 | 123% | 66 |
| Ship & Boat Building | | | | | | | | |
| Tourism & Recreation | 56 | 131 | -68% | 0.65 | 0.00 | 0 | -100% | 523 |
| Transportation | 15 | 8 | 310% | 0.79 | 0.00 | 32 | 123% | 68 |
| Grand Total | 200,447 | 163,359 | 64% | 0.91 | 0.00 | 319,271 | 59% | 230 |

1. OLS regression analysis was not carried out for counties and/or sectors with less than 3 observations for the study period - 1997 through 2009.

2. Statistical significance is determined by the probability value (P-value) of a T-test of the slope coefficient. Predictions were not computed if the P-value was greater than 0.05 or 5 percent.

3. Values for the coefficient of determination range from zero to one, with values close to one indicating that the regression model explains more of the variation in the independent variable (GDP).

4. The predicted value for 2020 was estimated by multiplying the estimated slope coefficient by the 2020 and adding the intercept coefficient. If this value was less than zero, then zero was used for that predicted value.

Source: National Ocean Economics Program, Ocean economic data.

Figure B2. Map of counties within 50 miles of Atlantic coast from Virginia to Georgia

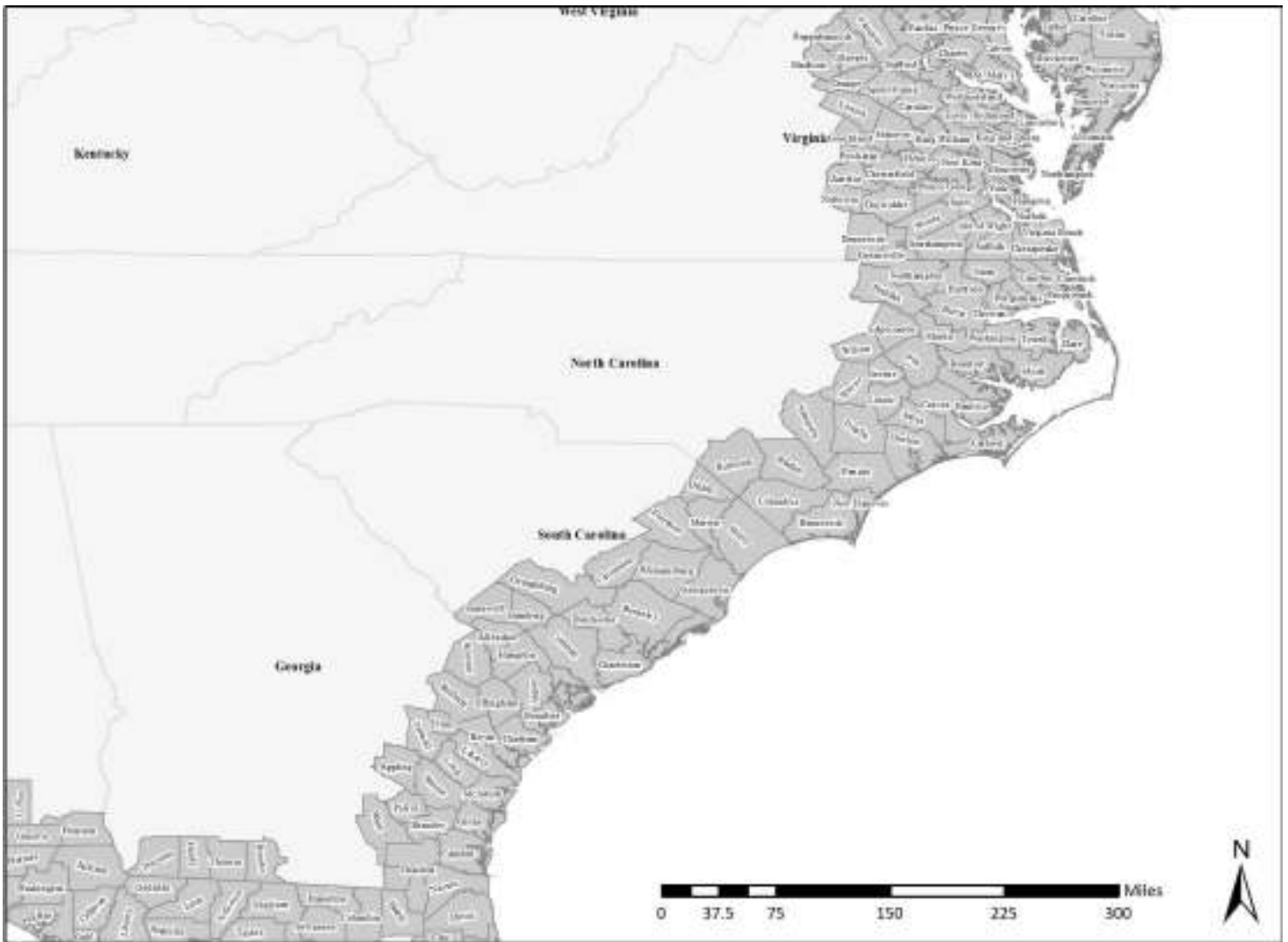


Figure B3. Map of counties within 50 miles of Atlantic and Gulf coasts from Georgia to Louisiana

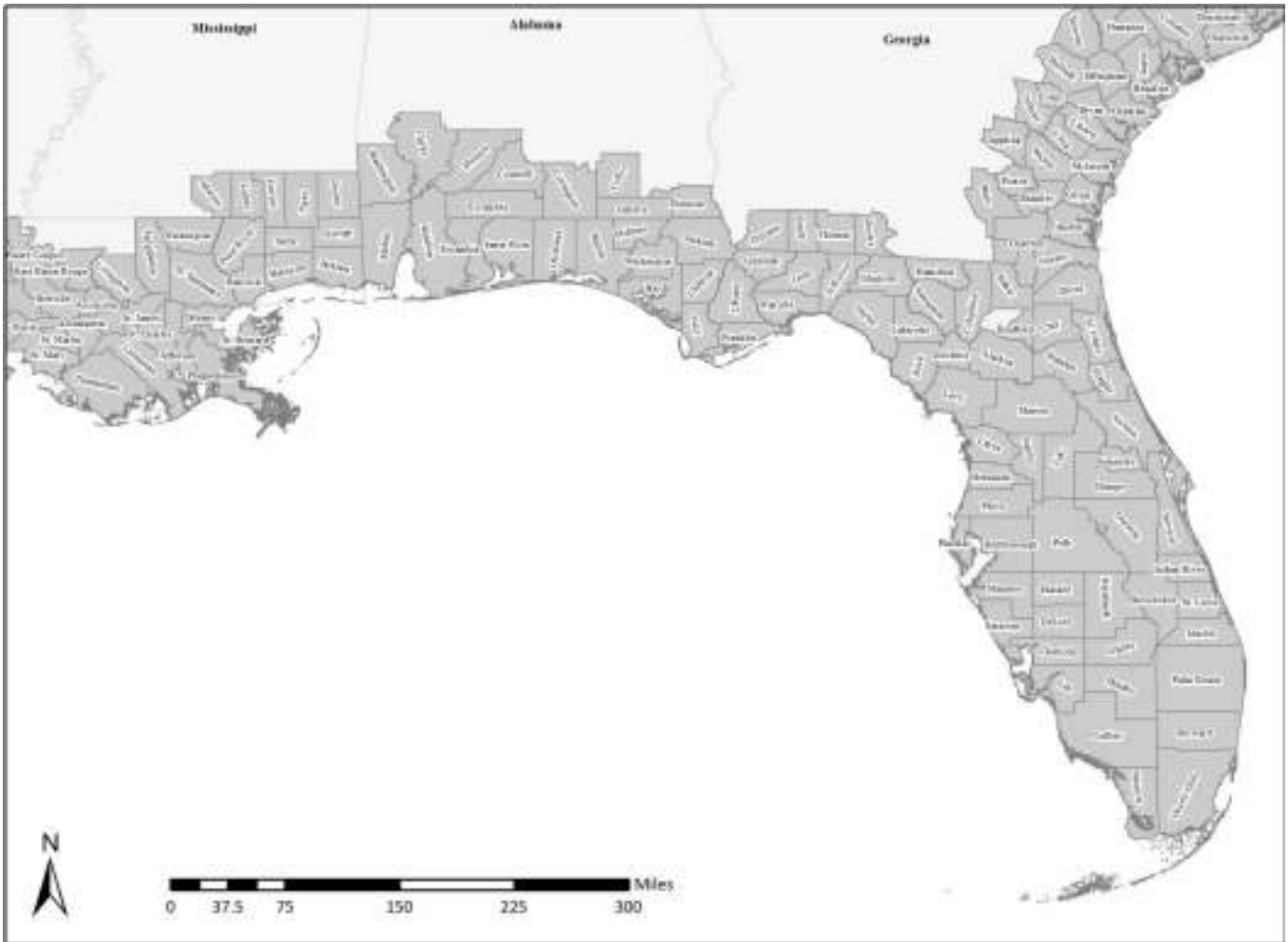


Figure B4. Map of counties within 50 miles of Gulf Coast from Alabama to Texas

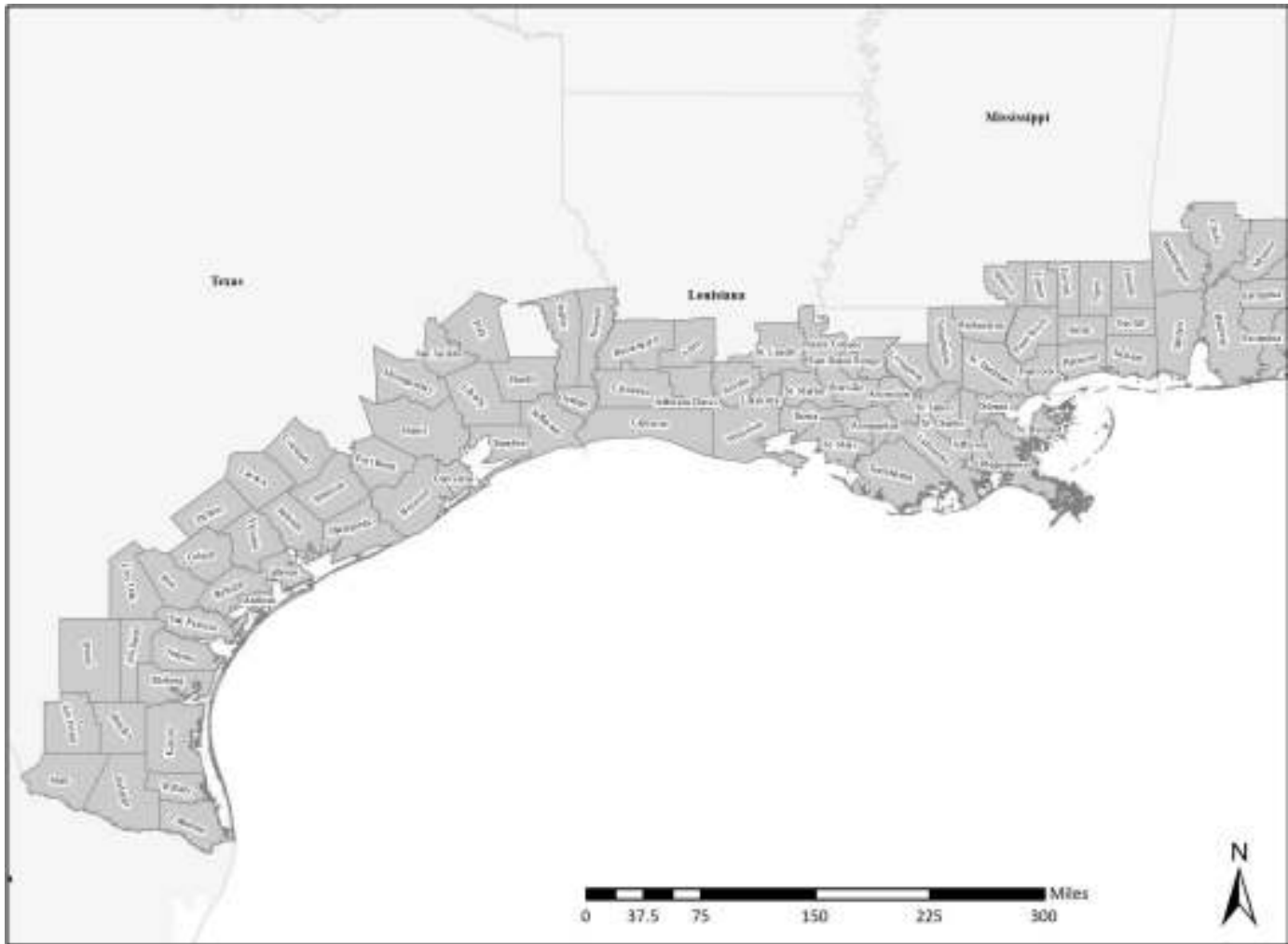


Figure B5. Map of counties within 50 miles of Great Lakes coast from New York to Michigan

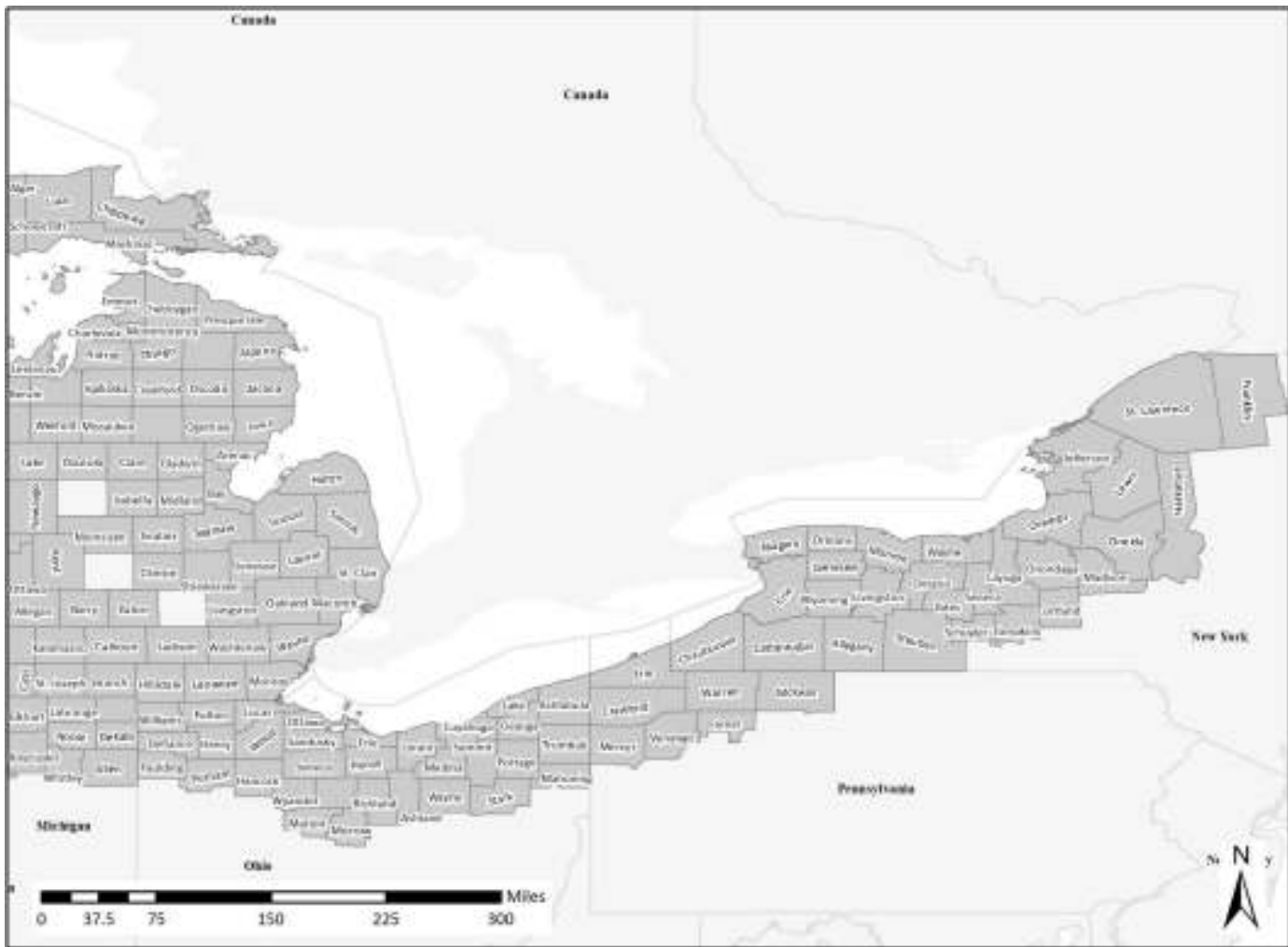


Figure B7. Map of counties within 50 miles of Pacific Coast from Washington to Northern California

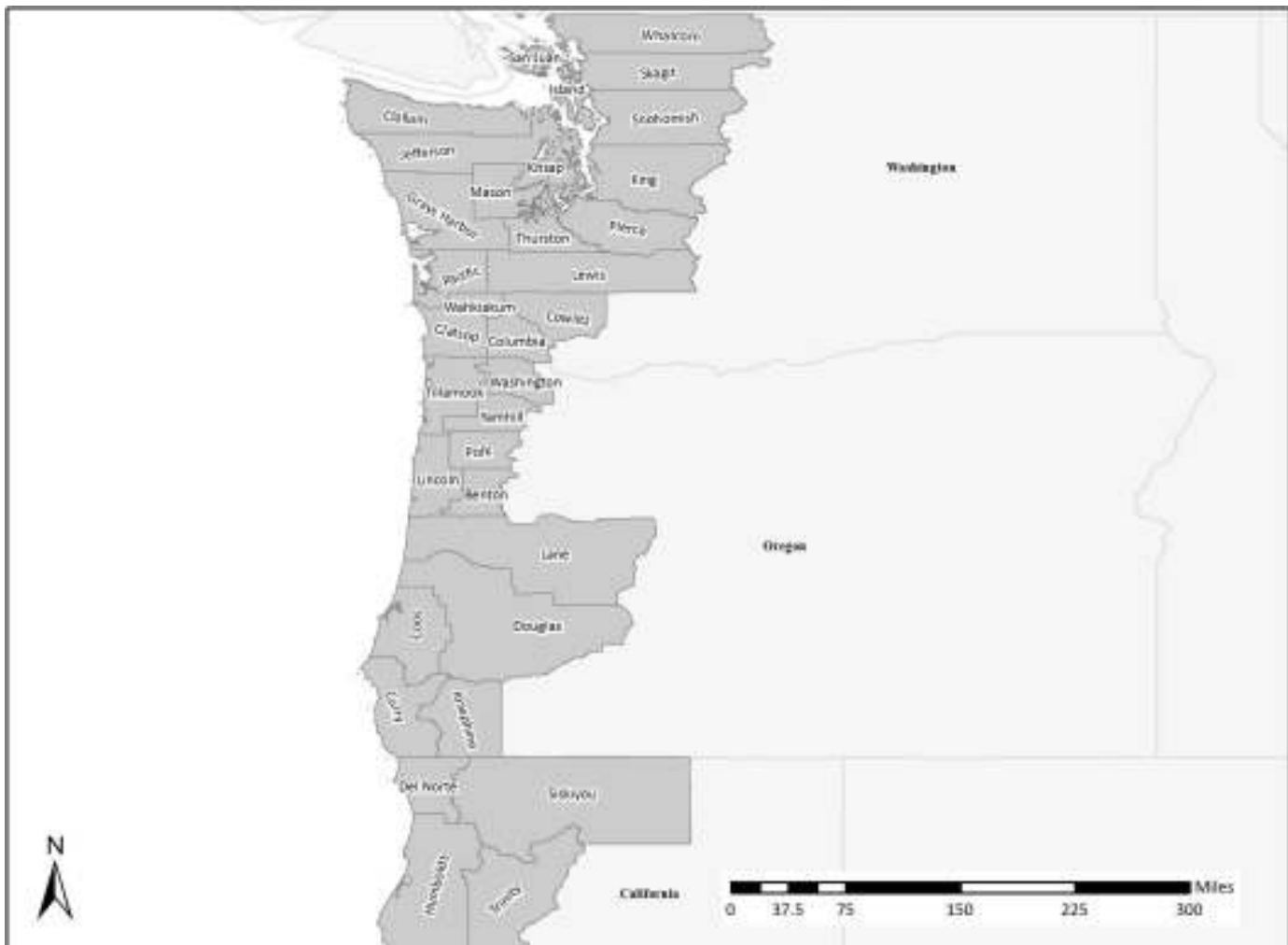


Figure B9. Map of counties within 50 miles of coast of Alaska

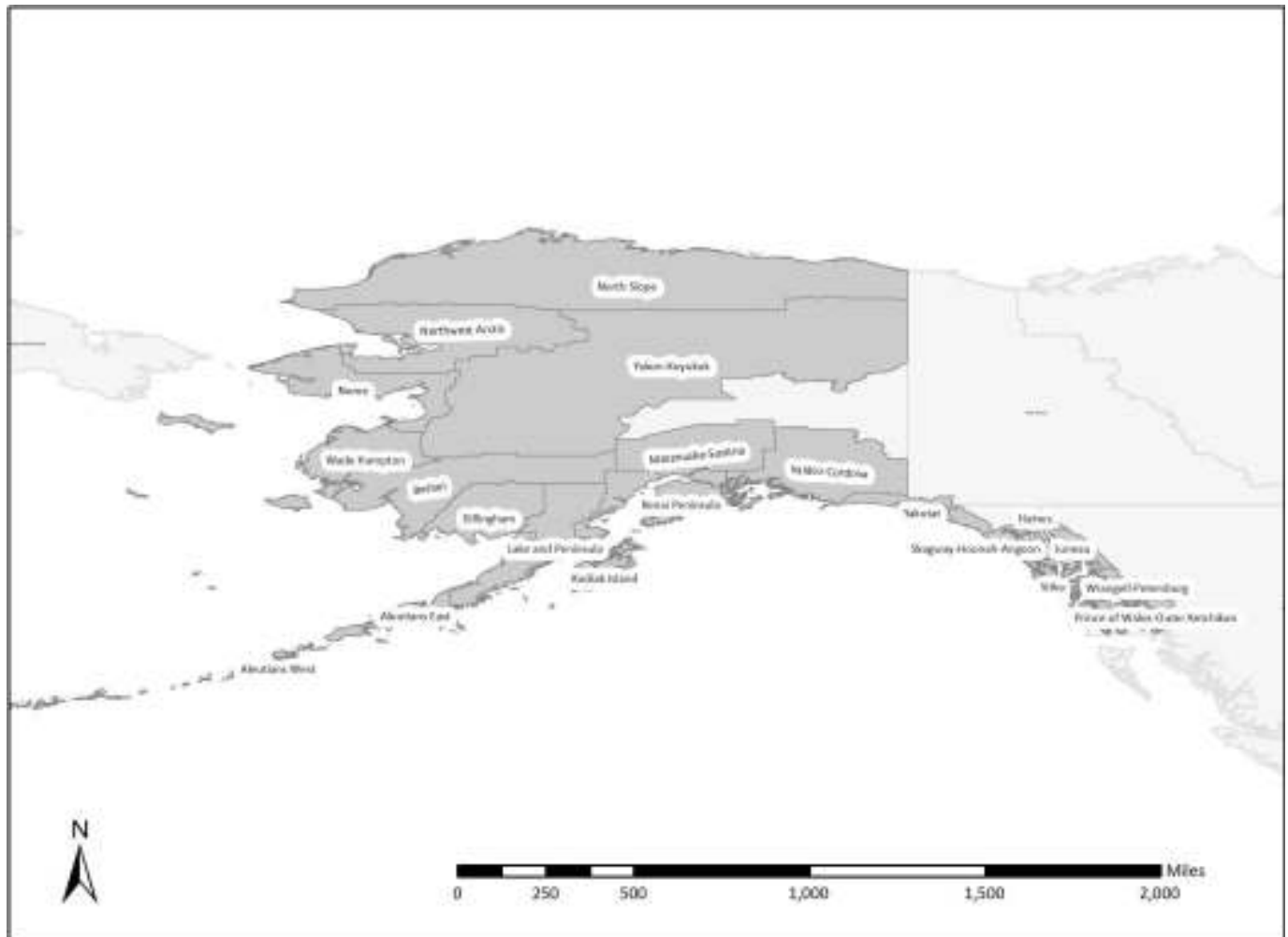
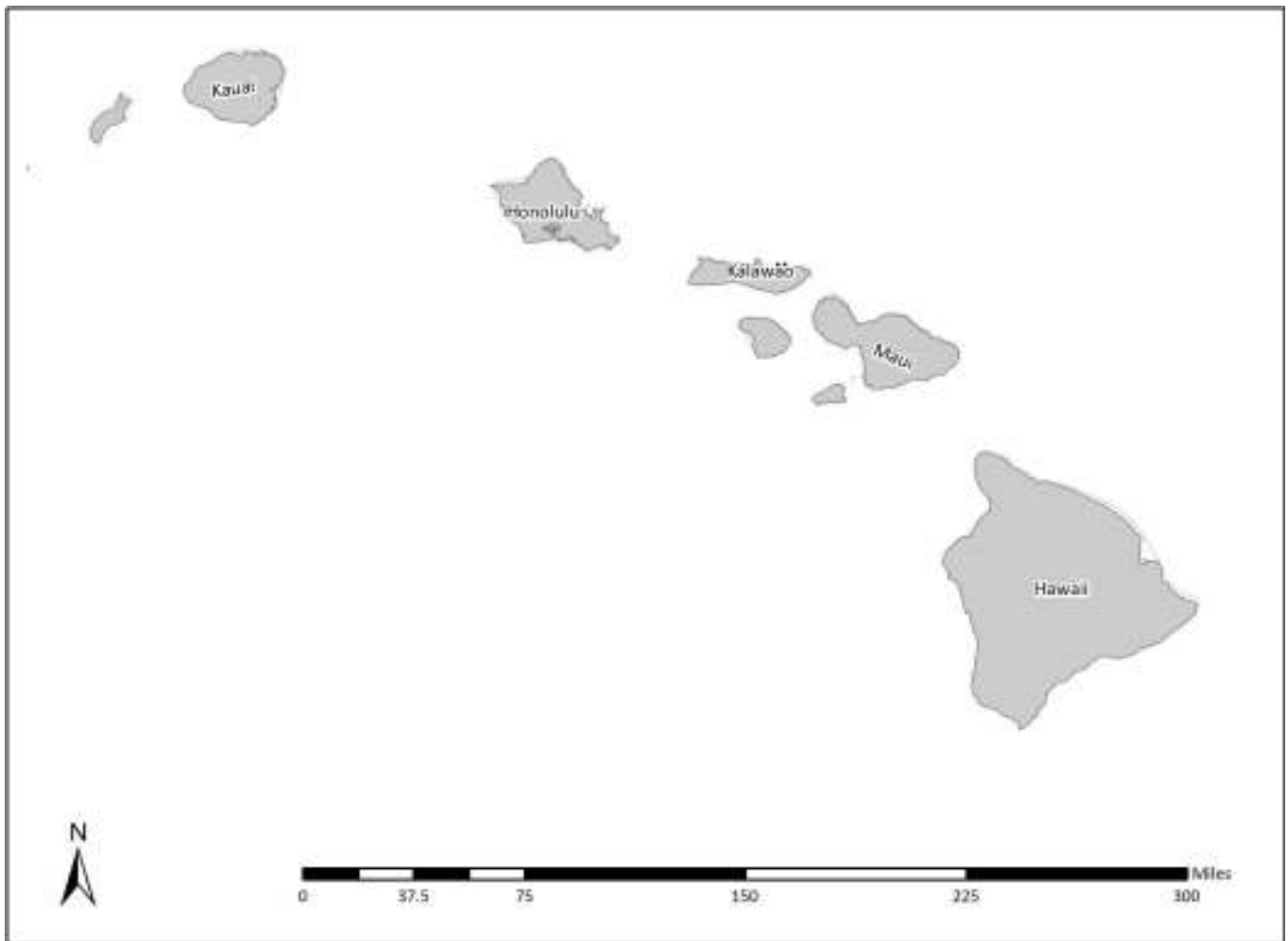


Figure B10. Map of counties within 50 miles of coast of Hawaii



The *Sustainable Working Waterfronts Toolkit* is available at:

<http://www.WaterAccessUS.com>

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