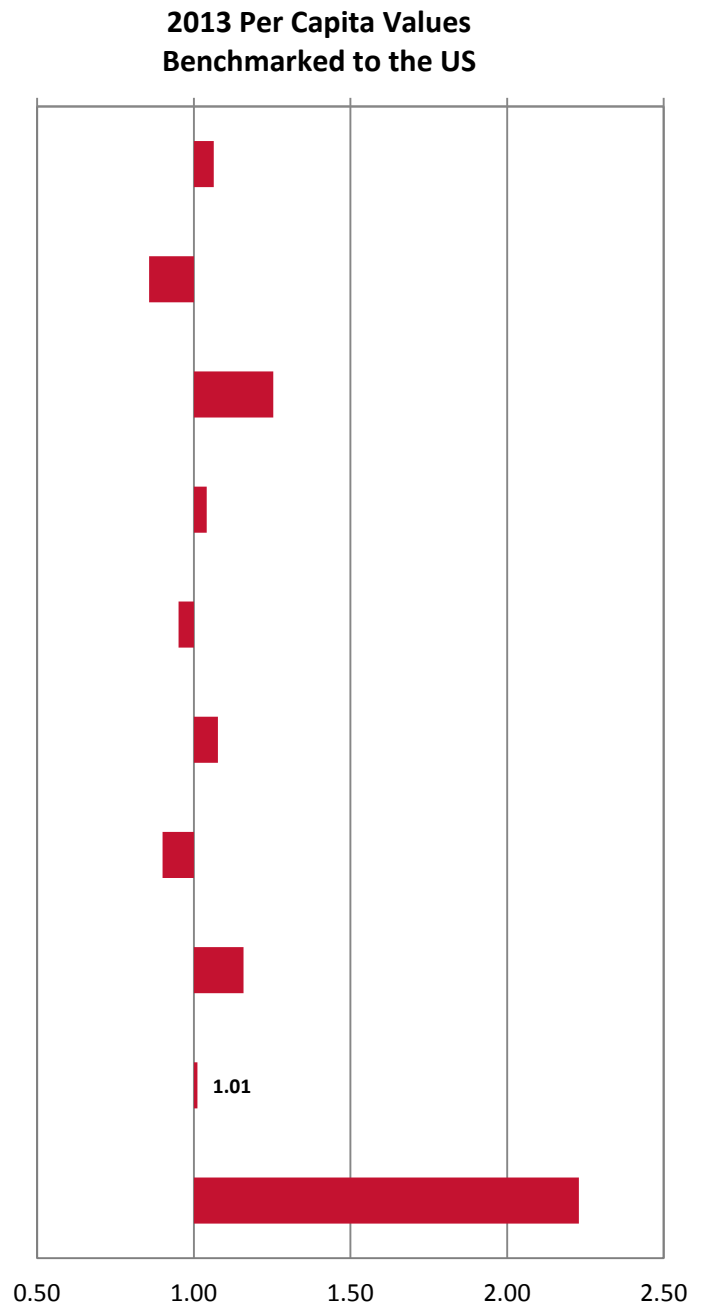


## Economic Drivers Pennsylvania Shale Region

Every community or state is shaped by certain **economic drivers** that generate income for that place. This **Economic Drivers** report uses data on personal income to create a profile for Pennsylvania's Shale Region. This profile highlights the top 10 **economic drivers** for the Shale Region, how each of these has done over the last decade and the relative importance of each when benchmarked to U.S. averages.

	Personal Income 2013 (thousands)	Change 2001-2013
Retirees	\$1,245,520	1.0%
Government	\$385,099	-7.7%
Health care and social assistance	\$321,147	34.0%
Manufacturing	\$168,441	NA
Professional and technical services	\$154,702	-13.6%
Hardship Related Transfer Payments	\$142,207	10.0%
Finance and insurance	\$107,669	-47.9%
Construction	\$106,176	12.5%
Retail trade	\$86,324	11.8%
Management of companies and enterprises	\$75,673	93.7%



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## Economic Drivers Explained

### Sources

The research used in this **Economic Drivers** profile is provided by Headwaters Economics ([www.headwaterseconomics.org](http://www.headwaterseconomics.org)) as part of *A Profile of Socioeconomic Measures* and *Non-Labor Income* reports. Source data for these reports is provided by the U.S. Department of Commerce, Bureau of Economic Analysis, Regional Economic Accounts, Washington, D.C., Tables CA05N, CA35, CA30 and CA91.

### Definitions

The first column identifies **economic drivers** ranked from the largest to smallest as measured by personal income generated in 2013 (these values are represented in inflation adjusted dollars), as reflected in the second column. Both traditional economic **sectors** (e.g. manufacturing) and non-traditional **sources of income** are included. These non-traditional drivers include:

- **Retirees.** The personal income contributed by retirees includes “Dividend, Interest and Rent” income (these assets are largely held by the elderly and retirees) and “Age-Related Transfer Payments” including Social Security and Medicare.
- **Hardship-Related.** “Hardship-Related Transfer Payments” are associated with those unable to work, and underemployed and unemployed persons receiving assistance including Medicaid, Other Medical Assistance, income maintenance (welfare), food assistance and unemployment insurance compensation.
- **Commuters.** For many communities, workers are mobile and may live in one county but work in another county. The inflow (live in the county, but work in another county – import income) and outflow (live outside the county, but work in the county – export income) measures the impact of commuters on an area’s economy. This driver is not calculated as part of a state or regional profile.

The third column provides the percentage change in personal income from 2001 to 2013. These values have been adjusted for inflation meaning that a dollar in 2013 has the same purchasing power as a dollar in 2001. Therefore, we are measuring real change for the period.

The chart illustrates state 2013 per capita personal income values benchmarked to the corresponding values for the U.S. Values to the right of “1.00” (the center axis) indicate that the economic driver generates more income per capita within the region than nationally, suggesting that this driver is more important in the region than nationally. Values to the left of the center axis indicate that the driver is less important in the region than nationally. A value equal to “1.00” indicates that the region per capita income associated with the driver is the same as that of the U.S.