

**Table 9a. U.S. Macroeconomic Energy Indicators**  
 Energy Information Administration/Short-Term Energy Outlook - March 2009

	2008				2009				2010				Year		
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	2008	2009	2010
<b>Macroeconomic</b>															
Real Gross Domestic Product															
(billion chained 2000 dollars - SAAR) .....	<b>11,646</b>	<b>11,727</b>	<b>11,712</b>	<b>11,599</b>	<i>11,419</i>	<i>11,313</i>	<i>11,307</i>	<i>11,349</i>	<i>11,420</i>	<i>11,515</i>	<i>11,610</i>	<i>11,724</i>	<b>11,671</b>	<b>11,347</b>	<b>11,567</b>
Real Disposable Personal Income															
(billion chained 2000 Dollars - SAAR) .....	<b>8,668</b>	<b>8,891</b>	<b>8,689</b>	<b>8,760</b>	<i>8,838</i>	<i>9,011</i>	<i>9,053</i>	<i>9,053</i>	<i>8,992</i>	<i>9,055</i>	<i>9,096</i>	<i>9,094</i>	<b>8,752</b>	<b>8,989</b>	<b>9,059</b>
Real Fixed Investment															
(billion chained 2000 dollars-SAAR) .....	<b>1,762</b>	<b>1,755</b>	<b>1,731</b>	<b>1,636</b>	<i>1,540</i>	<i>1,435</i>	<i>1,365</i>	<i>1,351</i>	<i>1,372</i>	<i>1,408</i>	<i>1,462</i>	<i>1,539</i>	<b>1,721</b>	<b>1,423</b>	<b>1,445</b>
Business Inventory Change															
(billion chained 2000 dollars-SAAR) .....	<b>13.75</b>	<b>-25.98</b>	<b>-25.63</b>	<b>23.82</b>	<i>-32.33</i>	<i>-56.78</i>	<i>-56.57</i>	<i>-39.25</i>	<i>-24.29</i>	<i>-10.37</i>	<i>2.03</i>	<i>5.75</i>	<b>-3.51</b>	<b>-46.23</b>	<b>-6.72</b>
Housing Stock															
(millions) .....	<b>123.1</b>	<b>123.2</b>	<b>123.3</b>	<b>123.4</b>	<i>123.5</i>	<i>123.5</i>	<i>123.5</i>	<i>123.5</i>	<i>123.5</i>	<i>123.6</i>	<i>123.6</i>	<i>123.7</i>	<b>123.4</b>	<b>123.5</b>	<b>123.7</b>
Non-Farm Employment															
(millions) .....	<b>137.9</b>	<b>137.5</b>	<b>137.0</b>	<b>135.8</b>	<i>134.0</i>	<i>133.0</i>	<i>132.3</i>	<i>132.0</i>	<i>132.1</i>	<i>132.4</i>	<i>132.7</i>	<i>133.2</i>	<b>137.1</b>	<b>132.8</b>	<b>132.6</b>
Commercial Employment															
(millions) .....	<b>91.8</b>	<b>91.6</b>	<b>91.3</b>	<b>90.6</b>	<i>89.7</i>	<i>89.3</i>	<i>89.3</i>	<i>89.4</i>	<i>89.7</i>	<i>90.2</i>	<i>90.7</i>	<i>91.2</i>	<b>91.3</b>	<b>89.4</b>	<b>90.5</b>
<b>Industrial Production Indices (Index, 2002=100)</b>															
Total Industrial Production .....	<b>112.3</b>	<b>111.3</b>	<b>108.8</b>	<b>105.5</b>	<i>100.8</i>	<i>99.7</i>	<i>99.1</i>	<i>98.8</i>	<i>99.2</i>	<i>100.0</i>	<i>101.2</i>	<i>102.3</i>	<b>109.5</b>	<b>99.6</b>	<b>100.7</b>
Manufacturing .....	<b>114.8</b>	<b>113.7</b>	<b>111.1</b>	<b>106.1</b>	<i>100.6</i>	<i>99.6</i>	<i>98.8</i>	<i>98.6</i>	<i>99.1</i>	<i>100.0</i>	<i>101.4</i>	<i>102.8</i>	<b>111.4</b>	<b>99.4</b>	<b>100.8</b>
Food .....	<b>112.6</b>	<b>112.7</b>	<b>111.8</b>	<b>112.5</b>	<i>111.4</i>	<i>111.2</i>	<i>111.3</i>	<i>111.5</i>	<i>111.9</i>	<i>112.4</i>	<i>113.1</i>	<i>113.8</i>	<b>112.4</b>	<b>111.4</b>	<b>112.8</b>
Paper .....	<b>94.9</b>	<b>94.9</b>	<b>93.2</b>	<b>87.7</b>	<i>84.6</i>	<i>83.4</i>	<i>83.1</i>	<i>83.3</i>	<i>83.6</i>	<i>84.2</i>	<i>84.8</i>	<i>85.5</i>	<b>92.7</b>	<b>83.6</b>	<b>84.5</b>
Chemicals .....	<b>113.8</b>	<b>113.1</b>	<b>108.5</b>	<b>104.6</b>	<i>101.3</i>	<i>99.6</i>	<i>99.2</i>	<i>99.6</i>	<i>100.0</i>	<i>100.8</i>	<i>101.9</i>	<i>103.2</i>	<b>110.0</b>	<b>99.9</b>	<b>101.5</b>
Petroleum .....	<b>110.6</b>	<b>110.5</b>	<b>105.2</b>	<b>108.9</b>	<i>106.8</i>	<i>106.3</i>	<i>106.1</i>	<i>106.0</i>	<i>106.3</i>	<i>106.9</i>	<i>107.8</i>	<i>108.4</i>	<b>108.8</b>	<b>106.3</b>	<b>107.3</b>
Stone, Clay, Glass .....	<b>105.9</b>	<b>104.6</b>	<b>103.5</b>	<b>98.1</b>	<i>90.3</i>	<i>85.0</i>	<i>82.9</i>	<i>82.8</i>	<i>83.5</i>	<i>85.2</i>	<i>87.1</i>	<i>89.1</i>	<b>103.0</b>	<b>85.2</b>	<b>86.2</b>
Primary Metals .....	<b>113.9</b>	<b>110.3</b>	<b>109.0</b>	<b>86.2</b>	<i>81.9</i>	<i>80.2</i>	<i>79.4</i>	<i>80.4</i>	<i>80.9</i>	<i>82.5</i>	<i>85.1</i>	<i>87.2</i>	<b>104.8</b>	<b>80.5</b>	<b>83.9</b>
Resins and Synthetic Products .....	<b>104.9</b>	<b>105.4</b>	<b>92.5</b>	<b>87.6</b>	<i>80.8</i>	<i>79.2</i>	<i>79.0</i>	<i>79.8</i>	<i>80.4</i>	<i>82.0</i>	<i>83.6</i>	<i>85.5</i>	<b>97.6</b>	<b>79.7</b>	<b>82.9</b>
Agricultural Chemicals .....	<b>109.9</b>	<b>110.5</b>	<b>108.3</b>	<b>102.7</b>	<i>101.0</i>	<i>100.5</i>	<i>101.5</i>	<i>101.7</i>	<i>104.1</i>	<i>105.2</i>	<i>107.4</i>	<i>109.7</i>	<b>107.8</b>	<b>101.2</b>	<b>106.6</b>
Natural Gas-weighted (a) .....	<b>109.5</b>	<b>108.5</b>	<b>103.7</b>	<b>97.7</b>	<i>93.9</i>	<i>92.5</i>	<i>92.2</i>	<i>92.5</i>	<i>93.2</i>	<i>94.3</i>	<i>95.8</i>	<i>97.3</i>	<b>104.8</b>	<b>92.8</b>	<b>95.2</b>
<b>Price Indexes</b>															
Consumer Price Index															
(index, 1982-1984=1.00) .....	<b>2.13</b>	<b>2.15</b>	<b>2.19</b>	<b>2.14</b>	<i>2.13</i>	<i>2.12</i>	<i>2.12</i>	<i>2.13</i>	<i>2.14</i>	<i>2.14</i>	<i>2.16</i>	<i>2.18</i>	<b>2.15</b>	<b>2.12</b>	<b>2.16</b>
Producer Price Index: All Commodities															
(index, 1982=1.00) .....	<b>1.85</b>	<b>1.95</b>	<b>2.00</b>	<b>1.78</b>	<i>1.69</i>	<i>1.64</i>	<i>1.62</i>	<i>1.63</i>	<i>1.64</i>	<i>1.65</i>	<i>1.66</i>	<i>1.69</i>	<b>1.90</b>	<b>1.64</b>	<b>1.66</b>
Producer Price Index: Petroleum															
(index, 1982=1.00) .....	<b>2.58</b>	<b>3.18</b>	<b>3.28</b>	<b>1.85</b>	<i>1.39</i>	<i>1.38</i>	<i>1.41</i>	<i>1.40</i>	<i>1.49</i>	<i>1.65</i>	<i>1.69</i>	<i>1.69</i>	<b>2.72</b>	<b>1.39</b>	<b>1.63</b>
GDP Implicit Price Deflator															
(index, 2000=100) .....	<b>121.6</b>	<b>122.0</b>	<b>123.1</b>	<b>123.1</b>	<i>123.6</i>	<i>123.4</i>	<i>123.5</i>	<i>123.9</i>	<i>124.4</i>	<i>124.3</i>	<i>124.7</i>	<i>125.3</i>	<b>122.5</b>	<b>123.6</b>	<b>124.7</b>
<b>Miscellaneous</b>															
Vehicle Miles Traveled (b)															
(million miles/day) .....	<b>7,635</b>	<b>8,318</b>	<b>8,135</b>	<b>7,845</b>	<i>7,481</i>	<i>8,165</i>	<i>8,116</i>	<i>7,857</i>	<i>7,594</i>	<i>8,262</i>	<i>8,203</i>	<i>7,978</i>	<b>7,983</b>	<b>7,906</b>	<b>8,011</b>
Air Travel Capacity															
(Available ton-miles/day, thousands) .....	<b>537</b>	<b>543</b>	<b>528</b>	<b>498</b>	<i>497</i>	<i>514</i>	<i>518</i>	<i>493</i>	<i>494</i>	<i>525</i>	<i>533</i>	<i>502</i>	<b>527</b>	<b>506</b>	<b>514</b>
Aircraft Utilization															
(Revenue ton-miles/day, thousands) .....	<b>321</b>	<b>338</b>	<b>328</b>	<b>303</b>	<i>292</i>	<i>314</i>	<i>319</i>	<i>296</i>	<i>290</i>	<i>328</i>	<i>336</i>	<i>307</i>	<b>323</b>	<b>305</b>	<b>316</b>
Airline Ticket Price Index															
(index, 1982-1984=100) .....	<b>263.5</b>	<b>288.1</b>	<b>305.6</b>	<b>270.7</b>	<i>254.6</i>	<i>259.7</i>	<i>277.6</i>	<i>272.4</i>	<i>261.5</i>	<i>268.2</i>	<i>289.3</i>	<i>284.6</i>	<b>282.0</b>	<b>266.1</b>	<b>275.9</b>
Raw Steel Production															
(million short tons per day) .....	<b>0.302</b>	<b>0.303</b>	<b>0.298</b>	<b>0.200</b>	<i>0.150</i>	<i>0.172</i>	<i>0.192</i>	<i>0.203</i>	<i>0.192</i>	<i>0.197</i>	<i>0.207</i>	<i>0.185</i>	<b>0.276</b>	<b>0.179</b>	<b>0.195</b>

- = no data available

(a) Natural gas share weights of individual sector indices based on EIA *Manufacturing Energy Consumption Survey*, 2002.

(b) Total highway travel includes gasoline and diesel fuel vehicles.

**Notes:** The approximate break between historical and forecast values is shown with historical data printed in bold; estimates and forecasts in italics.

**Historical data:** Latest data available from U.S. Department of Commerce, Bureau of Economic Analysis; Federal Reserve System, Statistical release G17; Federal Highway Administration; and Federal Aviation Administration.

Minor discrepancies with published historical data are due to independent rounding.

**Projections:** Macroeconomic projections are based on the Global Insight Model of the U.S. Economy and Regional Economic Information and simulation of the EIA Regional Short-Term Energy Model.