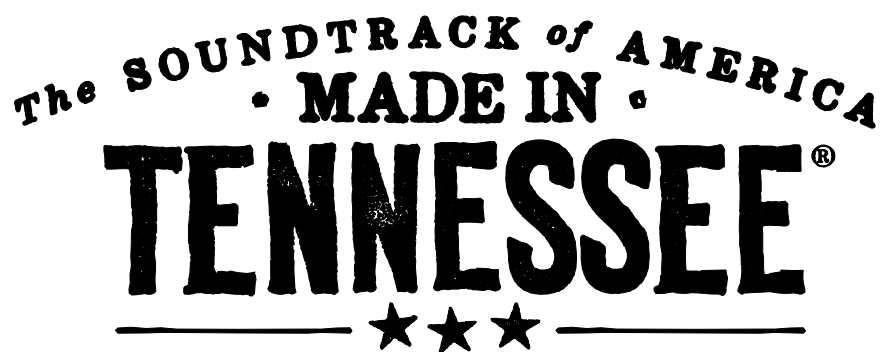


**THE
ECONOMIC IMPACT
OF TRAVEL
ON
TENNESSEE COUNTIES**



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REPORT PREPARED BY:
TENNESSEE DEPARTMENT OF TOURIST DEVELOPMENT
U.S. TRAVEL ASSOCIATION
AUGUST 2020

The Economic Impact of Travel on Tennessee Counties 2019

A Study Prepared for the
Tennessee Department of Tourist Development
by the
Research Department of the
U.S. Travel Association
Washington, D.C.
August 2020

PREFACE

This study was conducted by the Research Department of the U.S. Travel Association for the **Tennessee Department of Tourist Development**. The study provides preliminary 2019 and 2018 estimates of domestic and international traveler expenditures in Tennessee, as well as the employment, payroll income, and federal, state and local tax revenue directly generated by these expenditures. Total impact of travel on output, employment and payroll income (including indirect and induced impact) is also included.

Additionally, this study provides estimates by county for domestic travel expenditures, as well as employment, payroll income, and state and local tax revenue directly generated by domestic travel.

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

This report presents preliminary 2019 estimates of the impact of U.S. resident and international traveler spending in Tennessee, as well as the employment, payroll income and tax revenue directly generated by this spending. For the purpose of comparison, 2018 impact data are also included in this report.

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

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

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

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

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

Since additional data relating to travel and its economic impact in 2019 will become available subsequent to this study, the U.S. Travel Association reserves the right to revise these estimates in the future.

EXECUTIVE SUMMARY

Total Impact of Travel

- Total domestic and international travel output in Tennessee, including direct, indirect and induced output, reached \$37.7 billion in 2019, a 5.5 percent increase from 2018, not adjusted for inflation.
- Total payroll income earned by domestic and international travel-supported employees reached \$8.0 billion in 2019, up 4.5 percent from 2018.
- Total employment in Tennessee supported by domestic and international traveler expenditures reached to 285,200 jobs in 2019, up 2.8 percent from 2018.

Direct Impact of Domestic and International Travel

- Domestic and international travelers directly spent \$23.3 billion in Tennessee during 2019, an increase of 5.7 percent from 2018, not adjusted for inflation.
- Payroll income, supported directly by domestic and international traveler spending in Tennessee, reached \$5.2 billion during 2019, up 4.4 percent from 2018.
- Domestic and international traveler expenditures directly supported 195,000 jobs within Tennessee in 2019, up 2.8 percent from 2018. These jobs in Tennessee comprised 6.2 percent of total non-farm employment in the state during 2019.
- On average, every \$119,354 spent in Tennessee by domestic and international travelers supported one job in the state in 2019.
- Domestic and international traveler spending in Tennessee directly generated \$3.8 billion in tax revenue for federal, state and local governments in 2019, up 5.7 percent from 2018.

Direct Impact of Domestic Travel

- In 2019, domestic travelers directly spent \$22.2 billion in Tennessee, an increase of 5.7 percent from 2018.
 - Payroll supported by domestic travel spending reached \$5.0 billion in 2019, up 4.5 percent from 2018.
-

- Domestic travel directly supported 185,500 jobs for Tennessee residents, up 2.8 percent from 2018.
- Tax revenue generated by domestic traveler spending for federal, state and local governments totaled \$3.6 billion, up 5.8 percent from 2018.
- Davidson County, including the city of Nashville, received \$7.5 billion in domestic traveler expenditures to lead all Tennessee counties during 2019, up 8.1 percent from 2018.
- Twenty-one of Tennessee's 95 counties received over \$100 million in domestic traveler expenditures in 2019. Domestic traveler spending directly supported one thousand jobs or more in eighteen counties during 2019.

NATIONAL SUMMARY 2019

The U.S. economy continued to grow robustly in 2019. Real GDP increased by 2.2% and the unemployment rate touched 3.7%, the lowest point in the past 50 years. Consumer confidence was stable, and real consumer spending increased 2.4%. Private domestic investment grew solidly by 1.7%. At the same time, the inflation rate, measured by the CPI was up only 1.8% and gasoline prices decreased by 3.6%. The healthy economy created a sound environment for travel and tourism in 2019.

Table 1: Overall U.S. Economic Indicators, 2017-2019

<u>Sector</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Nominal gross domestic product (\$Billions)	19,543.0	20,611.9	21,433.2
Real gross domestic product (\$Billions) *	18,144.1	18,687.8	19,091.7
Real disposable personal income (\$Billions) *	14,060.5	14,566.4	14,882.5
Real personal consumption expenditures (\$Billions) *	12,587.2	12,928.1	13,240.2
Consumer price index**	245.1	251.1	255.7
Travel Price Index**	279.4	286.5	291.9
Non-farm payroll employment (Millions)	146.6	148.9	150.9
Unemployment rate (%)	4.4	3.9	3.7
<i>Percentage change from previous year</i>			
Nominal gross domestic product	4.3%	5.5%	4.0%
Real gross domestic product	2.3%	3.0%	2.2%
Real disposable personal income	3.1%	3.6%	2.2%
Real personal consumption expenditures	2.6%	2.7%	2.4%
Consumer price index	2.1%	2.4%	1.8%
Travel Price Index	2.3%	2.5%	1.9%
Non-farm payroll employment	1.6%	1.6%	1.4%

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

* In chained 2012 dollars

** 1982-84=100

U.S. Travel Volume in 2019

U.S. domestic travel, including leisure and business travel, increased 1.9 percent to a total of more than 2,321 million person-trips in 2019. A person-trip is defined as one person on a trip away from home overnight in paid accommodations, or on a day or overnight trip to places 50 miles or more, one-way, away from home.

Domestic leisure travel, which includes visits to friends and relatives as well as trips taken for entertainment and recreation purposes, increased 2.1% in 2019 to 1,858 million person-trips.

Leisure travel accounted for 80 percent of all U.S. domestic travel in 2019. In comparison, business travel had a lower growth in the year, up 0.9% from 2018.

Due to declines in Canadian and Mexican visitors, total international arrivals to the U.S. fell slightly by 0.6% to 79.3 million in 2019. Overseas visitations to the U.S. increased by 1.3% to 40.4 million in 2019.

Travel Expenditures in 2019

Domestic and international travelers spent more than \$1.1 trillion in the U.S. in 2019, up 3.5% (not adjusted for inflation) from 2018. Domestic travel spending in 2019 increased by 4.4% to more than \$972 billion, while international travel spending declined slightly by 1.8%, and remained virtually flat at \$155 billion.

Adjusted for inflation, real travel spending rose 2.3% in 2019. The Travel Price Index—a measurement of the cost inflation of travel goods and services—was up 1.9% in 2019. Prices of food/beverage services as well as lodging both increased by about 3%. On the other hand, the price of motor fuel decreased by 3.6% and airline fares were roughly flat.

International traveler spending excludes international airfare payments to U.S. airlines, as well as international visitors' expenditures on long-term education and health care, and spending by cross border day-trip visitors and seasonal workers. In 2019, international airfare receipts decreased by 2.2%.

Accounting for 70 percent of all travel spending, leisure travelers spent \$792 billion in 2019, up 4.0% from 2018. Business traveler spending increased by 2.1 percent to \$334 billion in 2019 and accounted for 30 percent of all traveler expenditures.

Table 2: Travel Expenditures - U.S. Nationwide

Category	2018 Spending (\$ Billions)			2019 Spending (\$ Billions)		
	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	184.1	16.8	200.9	194.1	16.7	210.8
Auto Transportation	164.8	2.0	166.8	167.6	2.0	169.7
Lodging	181.5	49.8	231.3	192.8	49.4	242.3
Foodservice	234.4	33.1	267.5	246.4	32.5	278.9
Entertainment & Recreation	99.0	13.6	112.6	104.4	13.4	117.8
General Retail Trade	67.1	42.0	109.1	66.8	40.5	107.4
Total	\$930.8	\$157.5	\$1,088.3	\$972.1	\$154.6	\$1,126.7

Source: U.S. Travel Association

* Excludes international passenger fare payments

Travel Employment in 2019

The labor market continued to grow steadily in 2019. Total non-farm employment increase 1.4% to 150.9 million jobs. The unemployment rate dropped from 3.9 percent in 2018 to 3.7 percent in 2019, the lowest annual average unemployment rate since 1969. Additionally, the fall in unemployment was progressive and consistent across 2019: the unemployment rate started the year at 4.0 percent and reached as low as 3.5 percent in November and December 2019.

In 2019, traveler spending directly supported over 9 million U.S. jobs, including both full-time and seasonal/part-time positions (up 1.2 percent from 2018), and accounted for 6 percent of total non-farm employment in the U.S. These 9 million travel-generated jobs are a vital part of the U.S. economy. Without these jobs, the 2019 national unemployment rate of 3.7 percent would have more than doubled to 9.2 percent.

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

Category	2018 Employment (Thousands)			2019 Employment (Thousands)		
	Domestic	Intl.*	Total	Domestic	Intl.*	Total
Public Transportation	991.7	76.6	1,068.3	1,000.1	73.9	1,074.0
Auto Transportation	306.9	2.4	309.2	307.8	2.4	310.2
Lodging	1,365.7	281.6	1,647.2	1,397.6	276.3	1,673.9
Foodservice	3,181.1	443.8	3,624.9	3,237.3	431.6	3,668.9
Entertainment & Recreation	1,312.0	241.6	1,553.6	1,348.9	236.5	1,585.4
General Retail Trade	379.6	160.8	540.4	380.7	155.6	536.2
Travel Planning	183.3		183.3	184.6		184.6
Total	7,720.3	1,206.7	8,927.0	7,856.9	1,176.3	9,033.2

Source: U.S. Travel Association

* Excludes jobs supported by international passenger fare payments

Table 4: U.S. Travel Forecasts

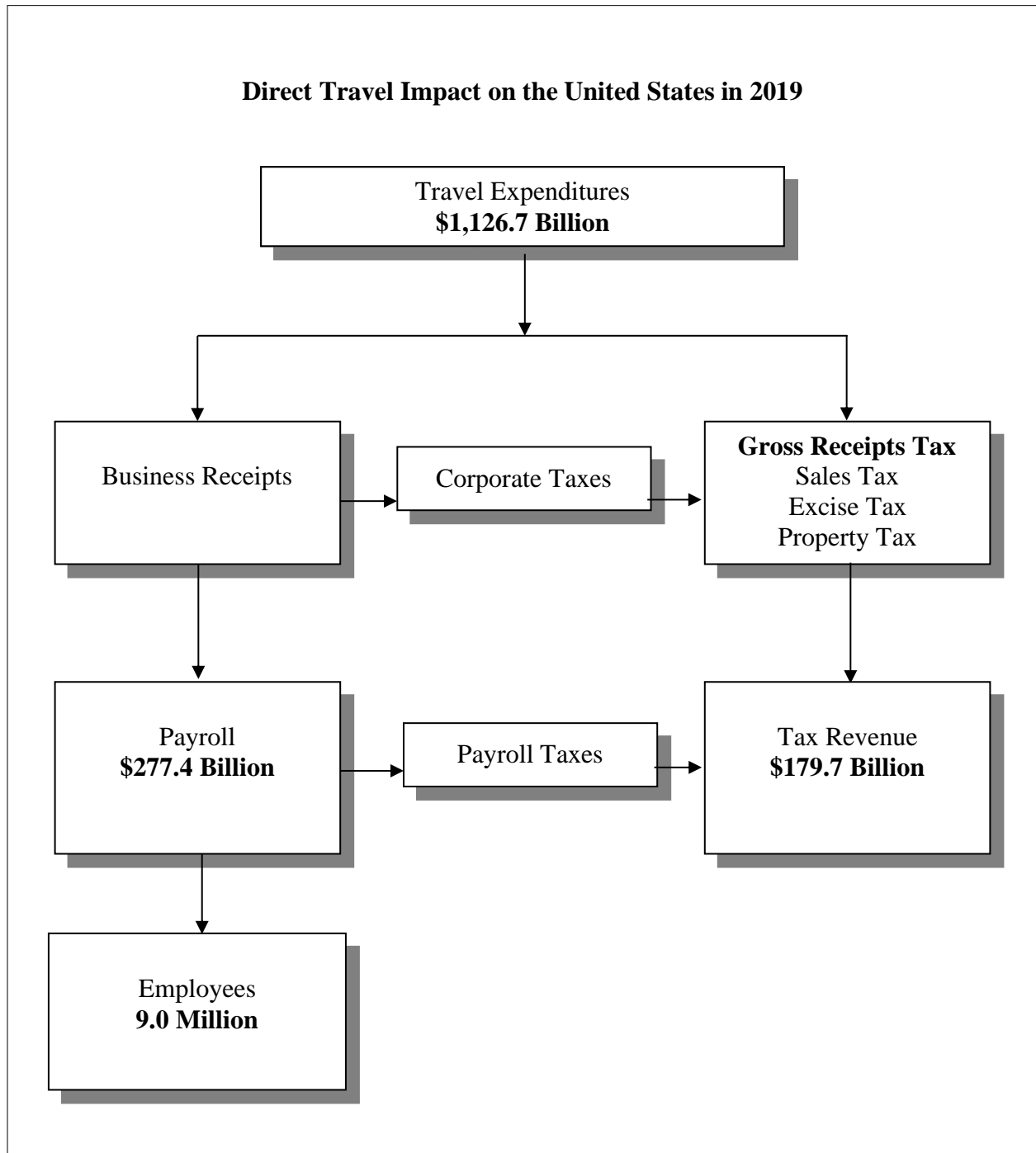
	2018	2019	2020	2021	2022	2023
Consumer Price Index (CPI)*	251.1	255.7	255.7	258.9	264.0	269.2
Travel Price Index (TPI)*	286.5	291.9	265.0	272.8	279.8	286.4
Total Travel Spending in the U.S. (\$ Billions)	1,089	1,127	622	855	976	1,049
U.S. Residents	933	972	583	787	874	921
International Visitors**	156	155	39	67	102	128
Total International Visitors to the U.S. (Millions)	79.7	79.3	28.9	47.3	63.7	73.8
Canada	21.5	20.7	8.4	13.8	18.8	21.7
Mexico	18.4	18.1	8.1	12.9	16.8	19.0
Overseas	39.9	40.4	12.4	20.5	28.2	33.1
Total U.S. Domestic Person-Trips*** (Millions)	2,278	2,321	1,633	2,072	2,254	2,326
Business	458	462	300	387	420	437
Leisure	1,820	1,858	1,332	1,685	1,834	1,889
Percent Change from Previous Year (%)						
Consumer Price Index (CPI)	2.4	1.8	0.0	1.2	2.0	2.0
Travel Price Index (TPI)	2.5	1.9	-9.2	2.9	2.6	2.4
Total Travel Expenditures in U.S.	4.9	3.5	-44.8	37.5	14.2	7.4
U.S. Residents	5.8	4.4	-40.0	35.0	11.0	5.4
International Visitors	0.3	-1.8	-75.1	75.0	52.0	25.0
Total International Visitors to the U.S.	3.3	-0.6	-63.5	63.4	34.8	15.8
Canada	4.8	-3.5	-59.6	65.2	36.0	15.4
Mexico	3.4	-1.3	-55.1	58.6	29.9	13.5
Overseas Arrivals to the U.S.	2.5	1.3	-69.2	65.3	37.0	17.4
Total Domestic Person-Trips	1.7	1.9	-29.6	26.9	8.8	3.2
Business	0.9	0.9	-35.1	28.9	8.6	4.0
Leisure	1.9	2.1	-28.3	26.5	8.8	3.0

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

* 1982-84=100

** Excludes international traveler spending on medical, educational and cross-border/seasonal work-related activities or international passenger fares on U.S.

*** One person trip of 50 miles or more, one way, away from home or including one or more nights away from home.



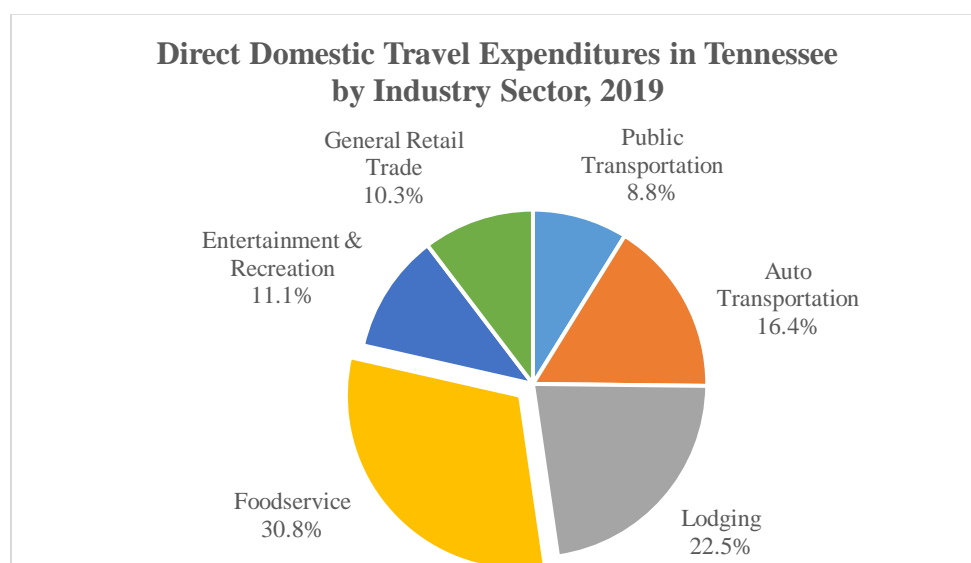
DIRECT TRAVEL IMPACT ON TENNESSEE

TRAVEL IMPACT ON TENNESSEE – 2019

Direct Travel Expenditures

Travel spending in Tennessee by both domestic and international travelers reached \$23.3 billion on transportation, lodging, food, entertainment and recreation and general retail trade, up 5.7 percent from 2018.

- In 2019, foodservice, the largest domestic traveler spending sector in Tennessee, reached \$6.8 billion and accounted for nearly one third (30.8%) of the state total domestic travel expenditures, up 5.8 percent from 2018.
- Domestic traveler spending on lodging ranked second (22.5% of domestic total) with almost \$5.0 billion in 2019, up 7.5 percent from 2018.
- Auto transportation accounted for 16.4 percent of the domestic total at \$3.6 billion, up 3.4 percent from 2018 largely caused by gasoline price increases.



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

Table 5: Direct Travel Expenditures in Tennessee by Industry Sector, 2018-2019

2019 Expenditures	Expenditures (\$ Millions)	% of Domestic Total
<u>Domestic Travel</u>		
Public Transportation	\$1,958.8	8.8%
Auto Transportation	3,626.7	16.4%
Lodging	4,995.6	22.5%
Foodservice	6,843.0	30.8%
Entertainment & Recreation	2,461.8	11.1%
General Retail Trade	2,295.7	10.3%
Domestic Total	\$22,181.5	100.0%
International Total	1,091.6	
Grand Total	\$23,273.2	
2018 Expenditures		
<u>Domestic Travel</u>		
Public Transportation	\$1,833.9	8.7%
Auto Transportation	3,508.8	16.7%
Lodging	4,645.6	22.1%
Foodservice	6,469.4	30.8%
Entertainment & Recreation	2,341.6	11.2%
General Retail Trade	2,177.2	10.4%
Domestic Total	\$20,976.5	100.0%
International Total	1,041.4	
Grand Total	\$22,017.9	
Percentage Change, 2019 over 2018		
<u>Domestic Travel</u>		
Public Transportation	6.8%	
Auto Transportation	3.4%	
Lodging	7.5%	
Foodservice	5.8%	
Entertainment & Recreation	5.1%	
General Retail Trade	5.4%	
Domestic Total	5.7%	
International Total	4.8%	
Grand Total	5.7%	

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

TRAVEL IMPACT ON TENNESSEE, 2009-2019

Direct Travel Expenditure Trends

Total nominal direct travel expenditures in Tennessee had increased steadily from 2010 to 2019. From 2009 to 2019, total nominal direct travel expenditures in Tennessee increased 73.1 percent, faster than the nationwide growth rate of 62.1 percent during the same period. Tennessee had performed better than U.S. total on travel spending growth from 2014 to 2019.

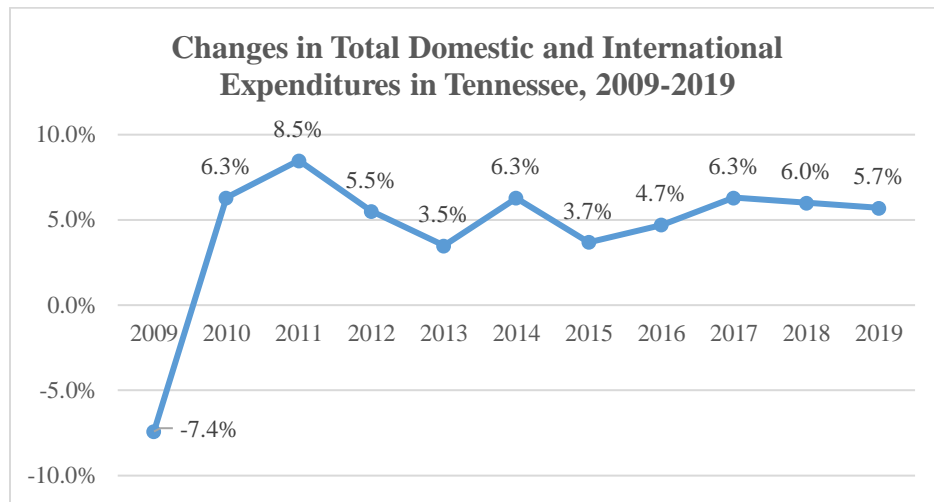


Table 6: Direct Travel Expenditure Trends in Tennessee, 2009-2019

<u>Year</u>	Domestic Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Millions)	U.S. (\$ Millions)	Market Share (%)	Tennessee (%)	U.S. (%)
2019	22,182	972,089	2.28%	5.7%	4.4%
2018	20,976	930,794	2.25%	6.0%	5.5%
2017	19,783	881,870	2.24%	5.9%	5.2%
2016	18,688	838,470	2.23%	4.9%	2.9%
2015	17,822	814,992	2.19%	3.7%	2.8%
2014	17,185	792,425	2.17%	6.2%	5.4%
2013	16,183	751,930	2.15%	3.3%	3.2%
2012	15,661	728,685	2.15%	5.0%	4.5%
2011	14,910	697,292	2.14%	8.5%	8.1%
2010	13,740	645,083	2.13%	6.3%	6.7%
2009	12,927	604,484	2.14%	-7.8%	-8.0%

<u>Year</u>	International Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Millions)	U.S. (\$ Millions)	Market Share (%)	Tennessee (%)	U.S. (%)
2019	1,092	154,618	0.71%	4.8%	-1.8%
2018	1,041	157,467	0.66%	5.4%	1.1%
2017	988	155,807	0.63%	16.1%	0.1%
2016	851	155,606	0.55%	1.6%	-2.7%
2015	838	159,942	0.52%	3.2%	6.8%
2014	811	149,755	0.54%	8.4%	7.4%
2013	748	139,452	0.54%	7.0%	10.0%
2012	699	126,745	0.55%	17.3%	6.8%
2011	596	118,645	0.50%	7.9%	11.0%
2010	553	106,853	0.52%	6.8%	17.8%
2009	517	90,679	0.57%	4.1%	-13.3%

<u>Year</u>	Total Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Millions)	U.S. (\$ Millions)	Market Share (%)	Tennessee (%)	U.S. (%)
2019	23,273	1,126,707	2.07%	5.7%	3.5%
2018	22,018	1,088,261	2.02%	6.0%	4.9%
2017	20,771	1,037,677	2.00%	6.3%	4.4%
2016	19,539	994,076	1.97%	4.7%	2.0%
2015	18,660	974,934	1.91%	3.7%	3.5%
2014	17,997	942,180	1.91%	6.3%	5.7%
2013	16,931	891,382	1.90%	3.5%	4.2%
2012	16,360	855,430	1.91%	5.5%	4.8%
2011	15,506	815,937	1.90%	8.5%	8.5%
2010	14,293	751,936	1.90%	6.3%	8.2%
2009	13,445	695,163	1.93%	-7.4%	-8.7%

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

TRAVEL IMPACT ON TENNESSEE – 2019

Direct Travel-Generated Payroll

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

- In 2019, total salary and wages paid by Tennessee travel-related firms and directly attributable to domestic and international traveler spending increased 4.4 percent compared with 2018 at \$5.2 billion.
- The foodservice sector posted the largest payroll generated by domestic travel spending in 2019, with nearly \$1.8 billion paid to employees, up 5.6 percent from 2018.
- The payroll generated by domestic travel spending in the lodging sector ranked second in 2019 with \$987.4 million, up 5.9 percent from 2018.
- The entertainment and recreation sector reported a 3.2 percent increase from 2018 in domestic payroll, totaling \$937.9 million.

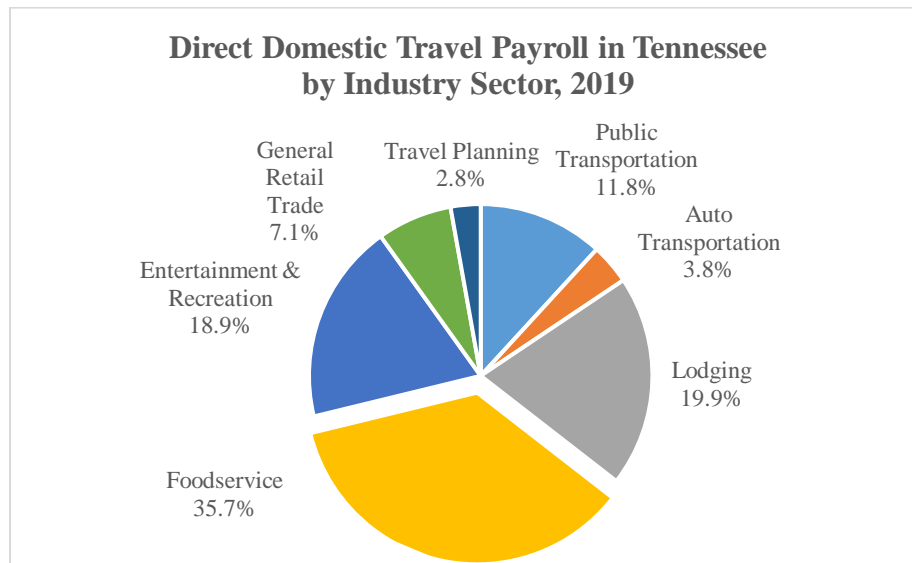


Table 7: Direct Travel-Generated Payroll in Tennessee by Industry Sector, 2018-2019

2019 Payroll	Payroll (\$ Millions)	% of Domestic Total
<u><i>Domestic Travel</i></u>		
Public Transportation	\$586.0	11.8%
Auto Transportation	188.3	3.8%
Lodging	987.4	19.9%
Foodservice	1,771.0	35.7%
Entertainment & Recreation	937.9	18.9%
General Retail Trade	351.1	7.1%
Travel Planning *	140.0	2.8%
Domestic Total	\$4,961.7	100.0%
International Total	254.6	
Grand Total	\$5,216.3	
 2018 Payroll		
<u><i>Domestic Travel</i></u>		
Public Transportation	\$583.3	12.3%
Auto Transportation	180.8	3.8%
Lodging	932.2	19.6%
Foodservice	1,676.5	35.3%
Entertainment & Recreation	909.0	19.1%
General Retail Trade	349.7	7.4%
Travel Planning *	118.0	2.5%
Domestic Total	\$4,749.6	100.0%
International Total	246.9	
Grand Total	\$4,996.4	
<i>Percentage Change, 2019 over 2018</i>		
<u><i>Domestic Travel</i></u>		
Public Transportation	0.5%	
Auto Transportation	4.1%	
Lodging	5.9%	
Foodservice	5.6%	
Entertainment & Recreation	3.2%	
General Retail Trade	0.4%	
Travel Planning *	18.7%	
Domestic Total	4.5%	
International Total	3.1%	
Grand Total	4.4%	

Source: U.S. Travel Association

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

TRAVEL IMPACT ON TENNESSEE – 2019

Direct Travel-Generated Employment

The most impressive contribution that travel and tourism makes to the Tennessee economy is the number of businesses and jobs it supports. These jobs include a large number of executive and managerial positions, as well as service-oriented occupations.

During 2019, domestic and international traveler spending in Tennessee supported 195,000 jobs, including full-time and seasonal/part-time positions in the state, up 2.8 percent from 2018. On average, every \$119,354 spent by domestic and international travelers in Tennessee directly supported one job.

- It is important to note that domestic and international traveler spending-supported jobs comprised 6.2 percent of total nonfarm employment in Tennessee during 2019. Without these jobs, Tennessee's 2019 unemployment rate of 3.4 percent would have been 5.8 percentage points higher, to 9.2 percent.
- Within the travel industry, the foodservice sector, which includes restaurants and other eating and drinking places, provided more jobs than any other industry sector. During 2019, domestic traveler spending in this sector supported 92,100 jobs, accounting for 49.7 percent of the state total. The labor-intensiveness of these businesses and the large proportion of travel expenditures spent on foodservice contribute to the importance of this sector.

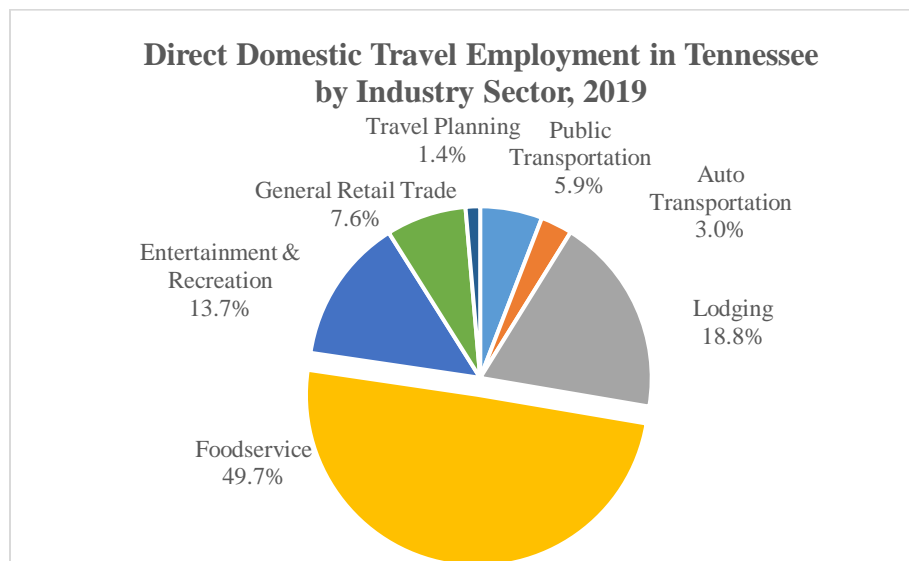


Table 8: Direct Travel-Generated Employment in Tennessee by Industry Sector, 2018-2019

2019 Employment	Employment (Thousands)	% of Domestic Total
<u><i>Domestic Travel</i></u>		
Public Transportation	10.9	5.9%
Auto Transportation	5.5	3.0%
Lodging	34.9	18.8%
Foodservice	92.1	49.7%
Entertainment & Recreation	25.5	13.7%
General Retail Trade	14.1	7.6%
Travel Planning *	2.5	1.4%
Domestic Total	185.5	100.0%
International Total	9.5	
Grand Total	195.0	
 2018 Employment		
<u><i>Domestic Travel</i></u>		
Public Transportation	10.3	5.7%
Auto Transportation	5.4	3.0%
Lodging	33.9	18.8%
Foodservice	90.3	50.1%
Entertainment & Recreation	24.4	13.5%
General Retail Trade	13.9	7.7%
Travel Planning *	2.2	1.2%
Domestic Total	180.5	100.0%
International Total	9.3	
Grand Total	189.8	
 Percentage Change, 2019 over 2018		
<u><i>Domestic Travel</i></u>		
Public Transportation	6.0%	
Auto Transportation	1.9%	
Lodging	3.0%	
Foodservice	2.0%	
Entertainment & Recreation	4.4%	
General Retail Trade	1.2%	
Travel Planning *	15.2%	
Domestic Total	2.8%	
International Total	1.6%	
Grand Total	2.8%	

Source: U.S. Travel Association

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

TRAVEL IMPACT ON TENNESSEE – 2019

Direct Travel-Generated Tax Revenue

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

- In 2019, total tax revenue generated by domestic and international traveler spending in Tennessee was over \$3.8 billion, an increase of 5.7 percent compared to 2018.
- Domestic traveler spending in Tennessee generated \$1.8 billion for the federal government in 2019, up 5.6 percent from 2018. This represents half of all domestic travel-generated tax collections in the state. Each dollar spent by domestic travelers in Tennessee produced 8.2 cents for federal tax coffers.
- Spending by domestic travelers in Tennessee also generated \$1.2 billion in tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income, up 6.4 percent from 2018. This composed close to one-third (32.8%) of all domestic travel-generated tax revenue collected in the state for 2019. On average, each domestic travel dollar produced 5.4 cents in state tax receipts.
- Local governments in Tennessee directly benefited from travel as well. During 2019, domestic traveler spending generated \$625.9 million in sales and property tax revenue for localities, up 4.9 percent from 2018. This represents 17.2 percent of total domestic travel-generated tax revenue in the state. Each domestic travel dollar produced 2.8 cents for local tax coffers.

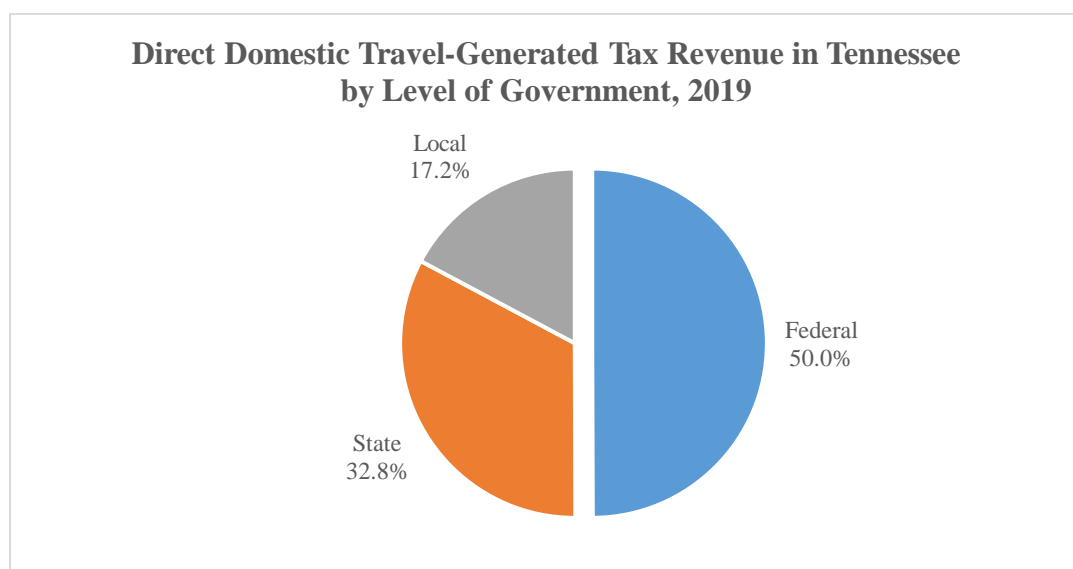


Table 9: Direct Travel-Generated Tax Revenue in Tennessee by Level of Government, 2018-2019

2019 Tax Revenue	Tax Revenue (\$ Millions)	% of Domestic Total
<u><i>Domestic Travel</i></u>		
Federal	\$1,817.7	50.0%
State	1,195.4	32.8%
Local	625.9	17.2%
Domestic Total	\$3,639.0	100.0%
International Total	208.6	
Grand Total	\$3,847.6	
2018 Tax Revenue		
<u><i>Domestic Travel</i></u>		
Federal	\$1,721.0	50.0%
State	1,123.4	32.6%
Local	596.5	17.3%
Domestic Total	\$3,440.9	100.0%
International Total	200.2	
Grand Total	\$3,641.1	
Percentage Change, 2019 over 2018		
<u><i>Domestic Travel</i></u>		
Federal	5.6%	
State	6.4%	
Local	4.9%	
Domestic Total	5.8%	
International Total	4.2%	
Grand Total	5.7%	

Source: U.S. Travel Association

MULTIPLIER IMPACT OF TRAVEL SPENDING IN TENNESSEE

Travelers in Tennessee produce “secondary” impacts over and above that of their original expenditures previously detailed. These secondary impacts arise from “indirect” and “induced” spending.

Indirect impact occurs as travel industry business operators, such as restaurants, purchase goods, such as food and beverages, and services, such as electricity and building maintenance, from local suppliers. These purchases generate additional output or sales indirectly.

Induced impact occurs as a result of the employees of businesses, and their suppliers, spending part of their earnings in the area. This spending itself generates sales additional to the indirect impact.

The sum of the indirect and induced effects comprises the total secondary impact of traveler expenditures in the area. The ratio of the sum of primary output generated plus secondary output to initial expenditures alone is commonly termed the output “multiplier.”

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

Table 10 summarizes the direct, indirect and induced, and total impacts of domestic and international travel spending on the Tennessee economy during 2018 and 2019.

In 2019, the \$23.3 billion spent directly by domestic and international travelers in Tennessee generated \$37.7 billion in total output, a 5.5 percent increase compared with 2018. The ratio of the total output to the initial spending is 1.6, the output multiplier.

In addition to \$5.2 billion in payroll income supported by direct domestic and international travelers’ spending, \$2.8 billion in earnings was produced in secondary impact during 2019. The ratio of total earnings generated to the initial spending is 0.34, the earnings multiplier. Each dollar of domestic and international travelers’ expenditures generated 34 cents in total earnings in the Tennessee economy.

Travel produced a total of 285,200 jobs for Tennessee residents, including direct, indirect and induced employment in travel industry and other industries of the Tennessee economy. The ratio of total employment to the initial direct spending is about 12, the employment multiplier. This means that every million dollars in domestic and international travel expenditures supported 12 jobs directly and indirectly in Tennessee during 2019.

Table 10: Multiplier Impact of Travel Spending in Tennessee, 2018-2019

2019 Multiplier Impact

<u>Impact Measure</u>	<u>Direct Impact</u>	<u>Indirect & Induced Impact</u>	<u>Total Impact</u>
Expenditures (\$ millions)	\$23,273.2	\$14,400.4	\$37,673.5
Earnings (\$ millions)	\$5,216.3	\$2,800.5	\$8,016.8
Employment (thousands)	195.0	90.2	285.2

2018 Multiplier Impact (Revised)

Expenditures (\$ millions)	\$22,017.9	\$13,688.2	\$35,706.1
Earnings (\$ millions)	\$4,996.4	\$2,678.5	\$7,675.0
Employment (thousands)	189.8	87.6	277.4

Percent Change, 2019 over 2018

Expenditures	5.7%	5.2%	5.5%
Earnings	4.4%	4.6%	4.5%
Employment	2.8%	3.0%	2.8%

Sources: U.S. Department of Commerce, Bureau of Economic Analysis, RIMS II; IMPLAN; U.S. Travel Association

DOMESTIC TRAVEL IMPACT ON TENNESSEE COUNTIES IN 2019

During 2019, travel-related expenditures occurred throughout all ninety-five counties of Tennessee. Domestic travelers spent nearly \$22.2 billion while traveling in Tennessee, up 5.7 percent from 2018. The \$22.2 billion of domestic traveler spending in Tennessee directly supported almost \$5.0 billion in payroll and 185,500 jobs.

Additionally, domestic traveler spending in Tennessee generated \$1.2 billion in tax revenue for the state treasury and \$625.9 million tax revenue for local governments during 2019.

Domestic Travel Impact in Top Five Counties

The top five counties in Tennessee received \$16.4 billion in direct domestic travel expenditures, 73.9 percent of the state total. The top five counties also earned \$3.8 billion in payroll and 143,800 jobs in 2019.

Additionally, domestic travel in the top five counties generated \$850.5 million in tax revenue for the state treasury and \$424.6 million tax revenue for local governments during 2019.

Davidson County, which includes the city of Nashville, led all counties in 2019. Domestic traveler expenditures in Davidson County registered more than \$7.5 billion, accounting for 33.9 percent of the state total. More than \$1.9 billion in payroll income and 74,400 jobs were supported in this county.

Shelby County, which includes the city of Memphis, ranked second with \$3.8 billion in domestic travel spending in 2019, representing 17.2 percent of the state total. The county's payroll income of \$803.3 million was paid to 23,700 workers.

Sevier County posted more than \$2.6 billion in domestic expenditures to rank third. These expenditures supported \$672.0 million in payroll as well as 25,800 jobs within the county.

Knox County ranked fourth with more than \$1.2 billion from domestic travelers, 5.5 percent of the state total. This county benefited from \$240.0 million in payroll and 10,700 jobs.

Hamilton County followed Knox County closely with \$1.2 billion on domestic travel expenditures in 2019. The \$1.2 billion domestic travel expenditures accounted for 5.5 percent of the state total and generated \$226.9 million in payroll income and 9,100 jobs within the county.

Table 11: Domestic Travel Impact in Tennessee - Top 5 Counties, 2018 and 2019

2019 Impact

County	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
DAVIDSON	\$7,524.3	\$1,902.8	74.4	\$377.4	\$189.0
SHELBY	3,812.5	803.3	23.7	188.7	105.1
SEVIER	2,624.0	672.0	25.8	148.6	75.2
KNOX	1,222.5	240.0	10.7	64.0	28.6
<u>HAMILTON</u>	<u>1,219.8</u>	<u>226.9</u>	<u>9.1</u>	<u>71.7</u>	<u>26.7</u>
Top Five Total	\$16,403.0	\$3,844.9	143.8	\$850.5	\$424.6
State Total	\$22,181.5	\$4,961.7	185.5	\$1,195.4	\$625.9
Share of Top 5 Counties	73.9%	77.5%	77.5%	71.1%	67.8%

2018 Impact

DAVIDSON	\$6,961.4	\$1,786.0	71.1	\$346.7	\$175.7
SHELBY	3,652.3	780.7	23.4	179.5	101.2
SEVIER	2,458.0	638.7	24.9	138.2	70.8
KNOX	1,174.1	233.8	10.6	61.1	27.6
<u>HAMILTON</u>	<u>1,165.4</u>	<u>219.9</u>	<u>9.0</u>	<u>68.0</u>	<u>25.6</u>
Top Five Total	\$15,411.1	\$3,659.1	139.0	\$793.5	\$400.9
State Total	\$20,976.5	\$4,749.6	180.5	\$1,123.4	\$596.5
Share of Top 5 Counties	73.5%	77.0%	77.0%	70.6%	67.2%

***Percent Change
2019 Over 2018***

DAVIDSON	8.1%	6.5%	4.6%	8.9%	7.6%
SHELBY	4.4%	2.9%	1.3%	5.1%	3.9%
SEVIER	6.8%	5.2%	3.6%	7.5%	6.3%
KNOX	4.1%	2.6%	1.0%	4.9%	3.6%
<u>HAMILTON</u>	<u>4.7%</u>	<u>3.2%</u>	<u>1.6%</u>	<u>5.4%</u>	<u>4.2%</u>
Top Five Total	6.4%	5.1%	3.4%	7.2%	5.9%
State Total	5.7%	4.5%	2.8%	6.4%	4.9%

Source: U.S. Travel Association

COUNTY TABLES

The following tables list the results of the County Economic Impact Component of the U.S. Travel Association's Travel Economic Impact Model for Tennessee in 2018 and 2019. The estimates presented are for direct domestic traveler expenditures and related economic impact.

Table A shows the counties listed alphabetically, with 2019 travel expenditures, travel-generated payroll and employment, and state tax revenue and the local tax revenue for each.

Table B ranks the counties in order of 2019 travel expenditures from highest to lowest.

Table C indicates the percent of the state totals accounted for by each county in 2019.

Table D shows the percent change in 2019 over 2018 estimates for each of the measures of economic impact.

Table E shows the counties, listed alphabetically, with 2018 travel expenditures, travel-generated payroll and employment, and state tax revenue and local tax revenue shown for each.

Table F shows the counties grouped by region with each measure of travel impact in 2019.

Table G indicates the counties grouped by region with 2019 and 2018 travel expenditures, shown with the percent change in 2019 over 2018.

Table H shows the percent change in 2019 over 2018 estimates, with the counties grouped by region.

Table I indicates the counties grouped by region, with 2019 estimates for each measure of travel impact.

Table J shows each measure of travel impact for each region in 2019.

Table K shows each measure of travel impact with 2018 estimates by each region.

Table L indicates the percent change in each measure of travel impact in 2019 over 2018 for each Tennessee region.

Table A: Alphabetical by County, 2019

Table A: Alphabetical by County, 2019

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ANDERSON	\$144.68	\$27.81	1.12	\$8.83	\$3.06
BEDFORD	31.09	6.16	0.23	1.84	1.19
BENTON	29.04	4.78	0.16	1.78	3.05
BLEDSON	3.64	0.54	0.02	0.21	0.57
BLOUNT	425.55	112.99	3.69	23.45	14.38
BRADLEY	152.95	18.59	1.05	9.52	3.20
CAMPBELL	63.56	12.45	0.50	3.74	3.24
CANNON	4.54	0.48	0.01	0.28	0.31
CARROLL	21.73	3.27	0.12	1.28	0.81
CARTER	42.17	6.59	0.22	2.59	2.60
CHEATHAM	24.79	4.75	0.16	1.45	0.83
CHESTER	12.46	1.36	0.04	0.78	0.39
CLAIBORNE	21.83	3.88	0.15	1.28	1.61
CLAY	7.44	1.74	0.05	0.42	0.64
COCKE	52.62	10.91	0.48	3.10	2.30
COFFEE	104.46	20.94	0.82	6.25	2.71
CROCKETT	9.75	1.62	0.07	0.57	0.42
CUMBERLAND	132.10	30.56	1.10	7.66	5.45
DAVIDSON	7,524.26	1,902.76	74.44	377.42	189.01
DECATUR	14.50	1.98	0.05	0.83	2.53
DEKALB	51.20	11.05	0.34	3.00	6.62
DICKSON	77.45	15.58	0.66	4.64	1.87
DYER	68.14	12.44	0.49	4.22	1.57
FAYETTE	10.11	1.48	0.05	0.59	0.55
FENTRESS	13.32	2.24	0.09	0.79	0.89
FRANKLIN	25.67	4.70	0.16	1.58	1.18
GIBSON	51.45	6.75	0.24	3.32	1.51

Table A: Alphabetical by County, 2019

Table A: Alphabetical by County, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
GILES	26.18	4.30	0.16	1.63	1.11
GRAINGER	18.01	2.96	0.09	1.03	0.34
GREENE	96.77	17.42	0.63	5.96	2.54
GRUNDY	9.39	1.18	0.02	0.56	1.64
HAMBLEN	109.33	11.65	0.57	6.79	2.37
HAMILTON	1,219.79	226.85	9.11	71.71	26.67
HANCOCK	1.35	0.17	0.01	0.08	0.28
HARDEMAN	27.87	4.41	0.16	1.67	1.57
HARDIN	45.23	8.19	0.25	2.70	3.80
HAWKINS	40.37	6.82	0.25	2.33	2.19
HAYWOOD	16.58	2.67	0.09	0.98	0.72
HENDERSON	30.61	4.70	0.18	1.87	0.96
HENRY	57.69	10.73	0.32	3.39	7.21
HICKMAN	9.03	1.39	0.05	0.53	0.85
HOUSTON	6.47	1.03	0.04	0.38	0.69
HUMPHREYS	39.01	7.96	0.29	2.09	2.53
JACKSON	2.45	0.36	0.01	0.15	0.30
JEFFERSON	66.18	13.47	0.47	4.06	4.76
JOHNSON	10.31	1.97	0.06	0.59	0.78
KNOX	1,222.45	239.98	10.70	64.04	28.59
LAKE	11.51	2.46	0.10	0.66	0.85
LAUDERDALE	18.38	2.65	0.09	1.08	1.45
LAWRENCE	44.85	7.03	0.24	2.74	1.21
LEWIS	7.14	1.19	0.05	0.42	0.34
LINCOLN	25.19	3.89	0.15	1.57	0.79
LOUDON	63.92	12.26	0.48	3.92	1.59
MCMINN	49.94	8.56	0.34	3.05	1.22

Table A: Alphabetical by County, 2019

Table A: Alphabetical by County, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MCNAIRY	12.43	1.87	0.06	0.72	0.68
MACON	8.44	1.36	0.05	0.49	0.44
MADISON	226.55	47.28	1.93	13.62	4.80
MARION	41.92	8.28	0.32	2.53	1.50
MARSHALL	24.95	4.89	0.17	1.53	0.65
MAURY	143.27	22.77	0.88	8.83	2.94
MEIGS	7.97	1.51	0.04	0.46	1.03
MONROE	43.28	8.46	0.31	2.55	2.89
MONTGOMERY	254.42	49.23	1.91	15.97	4.78
MOORE	7.08	1.04	0.05	0.49	0.17
MORGAN	5.33	0.63	0.01	0.32	0.67
OBION	58.36	10.97	0.41	3.51	1.73
OVERTON	8.43	1.40	0.05	0.51	0.52
PERRY	7.03	0.97	0.02	0.38	1.79
PICKETT	8.15	1.86	0.06	0.45	1.14
POLK	30.06	7.60	0.24	1.64	2.58
PUTNAM	145.45	26.99	1.09	8.84	2.92
RHEA	42.39	8.24	0.30	2.49	2.79
ROANE	74.23	12.79	0.49	4.48	3.80
ROBERTSON	61.86	9.75	0.36	4.05	1.64
RUTHERFORD	385.22	70.92	2.87	23.60	8.12
SCOTT	12.60	1.94	0.08	0.71	0.73
SEQUATCHIE	7.30	1.13	0.03	0.42	0.53
SEVIER	2,623.99	672.02	25.84	148.58	75.24
SHELBY	3,812.49	803.30	23.67	188.71	105.12
SMITH	12.84	1.73	0.06	0.78	0.55
STEWART	9.31	1.24	0.03	0.54	1.36

Table A: Alphabetical by County, 2019

Table A: Alphabetical by County, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
SULLIVAN	427.36	121.07	3.64	23.58	11.52
SUMNER	165.03	28.96	1.15	10.26	3.72
TIPTON	38.93	5.93	0.23	2.49	1.24
TROUSDALE	4.33	0.55	0.02	0.26	0.14
UNICOI	9.74	2.20	0.08	0.54	0.78
UNION	7.26	1.30	0.03	0.42	1.06
VAN BUREN	10.02	2.38	0.07	0.57	1.04
WARREN	27.49	4.65	0.16	1.64	1.08
WASHINGTON	283.55	37.98	2.02	16.87	6.49
WAYNE	11.61	2.11	0.07	0.69	0.73
WEAKLEY	22.35	3.54	0.13	1.35	0.74
WHITE	23.79	2.83	0.09	1.44	1.11
WILLIAMSON	497.20	96.57	3.74	29.85	10.03
WILSON	181.02	36.80	1.37	10.86	5.28
Total	\$22,181.52	\$4,961.69	185.54	\$1,195.41	\$625.91

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Table B: Ranking of Counties by Expenditure Levels, 2019

Table B: Ranking of Counties by Expenditure Levels, 2019

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
DAVIDSON	\$7,524.26	\$1,902.76	74.44	\$377.42	\$189.01
SHELBY	3,812.49	803.30	23.67	188.71	105.12
SEVIER	2,623.99	672.02	25.84	148.58	75.24
KNOX	1,222.45	239.98	10.70	64.04	28.59
HAMILTON	1,219.79	226.85	9.11	71.71	26.67
WILLIAMSON	497.20	96.57	3.74	29.85	10.03
SULLIVAN	427.36	121.07	3.64	23.58	11.52
BLOUNT	425.55	112.99	3.69	23.45	14.38
RUTHERFORD	385.22	70.92	2.87	23.60	8.12
WASHINGTON	283.55	37.98	2.02	16.87	6.49
MONTGOMERY	254.42	49.23	1.91	15.97	4.78
MADISON	226.55	47.28	1.93	13.62	4.80
WILSON	181.02	36.80	1.37	10.86	5.28
SUMNER	165.03	28.96	1.15	10.26	3.72
BRADLEY	152.95	18.59	1.05	9.52	3.20
PUTNAM	145.45	26.99	1.09	8.84	2.92
ANDERSON	144.68	27.81	1.12	8.83	3.06
MAURY	143.27	22.77	0.88	8.83	2.94
CUMBERLAND	132.10	30.56	1.10	7.66	5.45
HAMBLEN	109.33	11.65	0.57	6.79	2.37
COFFEE	104.46	20.94	0.82	6.25	2.71
GREENE	96.77	17.42	0.63	5.96	2.54
DICKSON	77.45	15.58	0.66	4.64	1.87
ROANE	74.23	12.79	0.49	4.48	3.80
DYER	68.14	12.44	0.49	4.22	1.57
JEFFERSON	66.18	13.47	0.47	4.06	4.76
LOUDON	63.92	12.26	0.48	3.92	1.59

Table B: Ranking of Counties by Expenditure Levels, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
CAMPBELL	63.56	12.45	0.50	3.74	3.24
ROBERTSON	61.86	9.75	0.36	4.05	1.64
OBION	58.36	10.97	0.41	3.51	1.73
HENRY	57.69	10.73	0.32	3.39	7.21
COCKE	52.62	10.91	0.48	3.10	2.30
GIBSON	51.45	6.75	0.24	3.32	1.51
DEKALB	51.20	11.05	0.34	3.00	6.62
MCMINN	49.94	8.56	0.34	3.05	1.22
HARDIN	45.23	8.19	0.25	2.70	3.80
LAWRENCE	44.85	7.03	0.24	2.74	1.21
MONROE	43.28	8.46	0.31	2.55	2.89
RHEA	42.39	8.24	0.30	2.49	2.79
CARTER	42.17	6.59	0.22	2.59	2.60
MARION	41.92	8.28	0.32	2.53	1.50
HAWKINS	40.37	6.82	0.25	2.33	2.19
HUMPHREYS	39.01	7.96	0.29	2.09	2.53
TIPTON	38.93	5.93	0.23	2.49	1.24
BEDFORD	31.09	6.16	0.23	1.84	1.19
HENDERSON	30.61	4.70	0.18	1.87	0.96
POLK	30.06	7.60	0.24	1.64	2.58
BENTON	29.04	4.78	0.16	1.78	3.05
HARDEMAN	27.87	4.41	0.16	1.67	1.57
WARREN	27.49	4.65	0.16	1.64	1.08
GILES	26.18	4.30	0.16	1.63	1.11
FRANKLIN	25.67	4.70	0.16	1.58	1.18
LINCOLN	25.19	3.89	0.15	1.57	0.79
MARSHALL	24.95	4.89	0.17	1.53	0.65

Table B: Ranking of Counties by Expenditure Levels, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
CHEATHAM	24.79	4.75	0.16	1.45	0.83
WHITE	23.79	2.83	0.09	1.44	1.11
WEAKLEY	22.35	3.54	0.13	1.35	0.74
CLAIBORNE	21.83	3.88	0.15	1.28	1.61
CARROLL	21.73	3.27	0.12	1.28	0.81
LAUDERDALE	18.38	2.65	0.09	1.08	1.45
GRAINGER	18.01	2.96	0.09	1.03	0.34
HAYWOOD	16.58	2.67	0.09	0.98	0.72
DECATUR	14.50	1.98	0.05	0.83	2.53
FENTRESS	13.32	2.24	0.09	0.79	0.89
SMITH	12.84	1.73	0.06	0.78	0.55
SCOTT	12.60	1.94	0.08	0.71	0.73
CHESTER	12.46	1.36	0.04	0.78	0.39
MCNAIRY	12.43	1.87	0.06	0.72	0.68
WAYNE	11.61	2.11	0.07	0.69	0.73
LAKE	11.51	2.46	0.10	0.66	0.85
JOHNSON	10.31	1.97	0.06	0.59	0.78
FAYETTE	10.11	1.48	0.05	0.59	0.55
VAN BUREN	10.02	2.38	0.07	0.57	1.04
CROCKETT	9.75	1.62	0.07	0.57	0.42
UNICOI	9.74	2.20	0.08	0.54	0.78
GRUNDY	9.39	1.18	0.02	0.56	1.64
STEWART	9.31	1.24	0.03	0.54	1.36
HICKMAN	9.03	1.39	0.05	0.53	0.85
MACON	8.44	1.36	0.05	0.49	0.44
OVERTON	8.43	1.40	0.05	0.51	0.52
PICKETT	8.15	1.86	0.06	0.45	1.14

Table B: Ranking of Counties by Expenditure Levels, 2019

Table B: Ranking of Counties by Expenditure Levels, 2019 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MEIGS	7.97	1.51	0.04	0.46	1.03
CLAY	7.44	1.74	0.05	0.42	0.64
SEQUATCHIE	7.30	1.13	0.03	0.42	0.53
UNION	7.26	1.30	0.03	0.42	1.06
LEWIS	7.14	1.19	0.05	0.42	0.34
MOORE	7.08	1.04	0.05	0.49	0.17
PERRY	7.03	0.97	0.02	0.38	1.79
HOUSTON	6.47	1.03	0.04	0.38	0.69
MORGAN	5.33	0.63	0.01	0.32	0.67
CANNON	4.54	0.48	0.01	0.28	0.31
TROUSDALE	4.33	0.55	0.02	0.26	0.14
BLEDSON	3.64	0.54	0.02	0.21	0.57
JACKSON	2.45	0.36	0.01	0.15	0.30
HANCOCK	1.35	0.17	0.01	0.08	0.28
Total	\$22,181.52	\$4,961.69	185.54	\$1,195.41	\$625.91

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Table C: Percent Distribution by County, 2019

Table C: Percent Distribution by County, 2019

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
ANDERSON	0.65%	0.56%	0.60%	0.74%	0.49%
BEDFORD	0.14%	0.12%	0.12%	0.15%	0.19%
BENTON	0.13%	0.10%	0.09%	0.15%	0.49%
BLEDSON	0.02%	0.01%	0.01%	0.02%	0.09%
BLOUNT	1.92%	2.28%	1.99%	1.96%	2.30%
BRADLEY	0.69%	0.37%	0.56%	0.80%	0.51%
CAMPBELL	0.29%	0.25%	0.27%	0.31%	0.52%
CANNON	0.02%	0.01%	0.01%	0.02%	0.05%
CARROLL	0.10%	0.07%	0.07%	0.11%	0.13%
CARTER	0.19%	0.13%	0.12%	0.22%	0.42%
CHEATHAM	0.11%	0.10%	0.08%	0.12%	0.13%
CHESTER	0.06%	0.03%	0.02%	0.07%	0.06%
CLAIBORNE	0.10%	0.08%	0.08%	0.11%	0.26%
CLAY	0.03%	0.04%	0.03%	0.04%	0.10%
COCKE	0.24%	0.22%	0.26%	0.26%	0.37%
COFFEE	0.47%	0.42%	0.44%	0.52%	0.43%
CROCKETT	0.04%	0.03%	0.04%	0.05%	0.07%
CUMBERLAND	0.60%	0.62%	0.59%	0.64%	0.87%
DAVIDSON	33.92%	38.35%	40.12%	31.57%	30.20%
DECATUR	0.07%	0.04%	0.03%	0.07%	0.40%
DEKALB	0.23%	0.22%	0.18%	0.25%	1.06%
DICKSON	0.35%	0.31%	0.35%	0.39%	0.30%
DYER	0.31%	0.25%	0.27%	0.35%	0.25%
FAYETTE	0.05%	0.03%	0.03%	0.05%	0.09%
FENTRESS	0.06%	0.05%	0.05%	0.07%	0.14%
FRANKLIN	0.12%	0.09%	0.09%	0.13%	0.19%
GIBSON	0.23%	0.14%	0.13%	0.28%	0.24%

Table C: Percent Distribution by County, 2019

Table C: Percent Distribution by County, 2019 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
GILES	0.12%	0.09%	0.09%	0.14%	0.18%
GRAINGER	0.08%	0.06%	0.05%	0.09%	0.05%
GREENE	0.44%	0.35%	0.34%	0.50%	0.41%
GRUNDY	0.04%	0.02%	0.01%	0.05%	0.26%
HAMBLÉN	0.49%	0.23%	0.31%	0.57%	0.38%
HAMILTON	5.50%	4.57%	4.91%	6.00%	4.26%
HANCOCK	0.01%	0.00%	0.01%	0.01%	0.04%
HARDEMAN	0.13%	0.09%	0.09%	0.14%	0.25%
HARDIN	0.20%	0.16%	0.13%	0.23%	0.61%
HAWKINS	0.18%	0.14%	0.14%	0.19%	0.35%
HAYWOOD	0.07%	0.05%	0.05%	0.08%	0.11%
HENDERSON	0.14%	0.09%	0.10%	0.16%	0.15%
HENRY	0.26%	0.22%	0.17%	0.28%	1.15%
HICKMAN	0.04%	0.03%	0.02%	0.04%	0.14%
HOUSTON	0.03%	0.02%	0.02%	0.03%	0.11%
HUMPHREYS	0.18%	0.16%	0.16%	0.17%	0.40%
JACKSON	0.01%	0.01%	0.00%	0.01%	0.05%
JEFFERSON	0.30%	0.27%	0.25%	0.34%	0.76%
JOHNSON	0.05%	0.04%	0.03%	0.05%	0.12%
KNOX	5.51%	4.84%	5.77%	5.36%	4.57%
LAKE	0.05%	0.05%	0.06%	0.06%	0.14%
LAUDERDALE	0.08%	0.05%	0.05%	0.09%	0.23%
LAWRENCE	0.20%	0.14%	0.13%	0.23%	0.19%
LEWIS	0.03%	0.02%	0.03%	0.03%	0.05%
LINCOLN	0.11%	0.08%	0.08%	0.13%	0.13%
LOUDON	0.29%	0.25%	0.26%	0.33%	0.25%
MCMINN	0.23%	0.17%	0.18%	0.26%	0.19%

Table C: Percent Distribution by County, 2019

Table C: Percent Distribution by County, 2019 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
MCNAIRY	0.06%	0.04%	0.03%	0.06%	0.11%
MACON	0.04%	0.03%	0.03%	0.04%	0.07%
MADISON	1.02%	0.95%	1.04%	1.14%	0.77%
MARION	0.19%	0.17%	0.17%	0.21%	0.24%
MARSHALL	0.11%	0.10%	0.09%	0.13%	0.10%
MAURY	0.65%	0.46%	0.47%	0.74%	0.47%
MEIGS	0.04%	0.03%	0.02%	0.04%	0.16%
MONROE	0.20%	0.17%	0.17%	0.21%	0.46%
MONTGOMERY	1.15%	0.99%	1.03%	1.34%	0.76%
MOORE	0.03%	0.02%	0.03%	0.04%	0.03%
MORGAN	0.02%	0.01%	0.01%	0.03%	0.11%
OBION	0.26%	0.22%	0.22%	0.29%	0.28%
OVERTON	0.04%	0.03%	0.03%	0.04%	0.08%
PERRY	0.03%	0.02%	0.01%	0.03%	0.29%
PICKETT	0.04%	0.04%	0.03%	0.04%	0.18%
POLK	0.14%	0.15%	0.13%	0.14%	0.41%
PUTNAM	0.66%	0.54%	0.59%	0.74%	0.47%
RHEA	0.19%	0.17%	0.16%	0.21%	0.45%
ROANE	0.33%	0.26%	0.26%	0.37%	0.61%
ROBERTSON	0.28%	0.20%	0.19%	0.34%	0.26%
RUTHERFORD	1.74%	1.43%	1.55%	1.97%	1.30%
SCOTT	0.06%	0.04%	0.04%	0.06%	0.12%
SEQUATCHIE	0.03%	0.02%	0.02%	0.04%	0.08%
SEVIER	11.83%	13.54%	13.93%	12.43%	12.02%
SHELBY	17.19%	16.19%	12.76%	15.79%	16.79%
SMITH	0.06%	0.03%	0.03%	0.07%	0.09%
STEWART	0.04%	0.02%	0.02%	0.05%	0.22%

Table C: Percent Distribution by County, 2019

Table C: Percent Distribution by County, 2019 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
SULLIVAN	1.93%	2.44%	1.96%	1.97%	1.84%
SUMNER	0.74%	0.58%	0.62%	0.86%	0.59%
TIPTON	0.18%	0.12%	0.12%	0.21%	0.20%
TROUSDALE	0.02%	0.01%	0.01%	0.02%	0.02%
UNICOI	0.04%	0.04%	0.04%	0.05%	0.12%
UNION	0.03%	0.03%	0.02%	0.03%	0.17%
VAN BUREN	0.05%	0.05%	0.04%	0.05%	0.17%
WARREN	0.12%	0.09%	0.09%	0.14%	0.17%
WASHINGTON	1.28%	0.77%	1.09%	1.41%	1.04%
WAYNE	0.05%	0.04%	0.04%	0.06%	0.12%
WEAKLEY	0.10%	0.07%	0.07%	0.11%	0.12%
WHITE	0.11%	0.06%	0.05%	0.12%	0.18%
WILLIAMSON	2.24%	1.95%	2.01%	2.50%	1.60%
WILSON	0.82%	0.74%	0.74%	0.91%	0.84%
Total	100.00%	100.00%	100.00%	100.00%	100.00%

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Table D: Percent Change, 2019 over 2018

Table D: Percent Change, 2019 Over 2018

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
ANDERSON	5.7%	4.1%	2.5%	6.4%	5.2%
BEDFORD	3.3%	1.8%	0.2%	4.0%	2.8%
BENTON	3.3%	1.8%	0.2%	4.0%	2.8%
BLEDSON	4.8%	3.3%	1.7%	5.6%	4.4%
BLOUNT	4.3%	2.8%	1.2%	5.1%	3.9%
BRADLEY	3.0%	1.6%	0.0%	3.8%	2.5%
CAMPBELL	4.4%	2.9%	1.3%	5.2%	3.9%
CANNON	2.2%	1.0%	-0.9%	2.9%	1.7%
CARROLL	3.1%	1.7%	0.1%	3.9%	2.7%
CARTER	3.0%	1.5%	-0.1%	3.7%	2.5%
CHEATHAM	3.3%	1.8%	0.2%	4.0%	2.8%
CHESTER	2.1%	0.9%	-1.0%	2.8%	1.6%
CLAIBORNE	3.3%	1.8%	0.2%	4.0%	2.8%
CLAY	1.8%	0.8%	-1.3%	2.5%	1.4%
COCKE	3.2%	1.7%	0.2%	4.0%	2.7%
COFFEE	4.2%	2.7%	1.1%	5.0%	3.7%
CROCKETT	2.4%	0.9%	-0.6%	3.1%	1.9%
CUMBERLAND	3.4%	1.9%	0.3%	4.1%	2.9%
DAVIDSON	8.1%	6.5%	4.6%	8.9%	7.6%
DECATUR	2.5%	1.0%	-0.6%	3.2%	2.0%
DEKALB	3.3%	1.9%	0.3%	4.1%	2.9%
DICKSON	4.5%	3.0%	1.4%	5.3%	4.1%
DYER	6.2%	4.6%	3.0%	6.9%	5.7%
FAYETTE	3.3%	1.9%	0.3%	4.1%	2.9%
FENTRESS	2.3%	0.8%	-0.8%	3.0%	1.8%
FRANKLIN	3.9%	2.4%	0.8%	4.6%	3.4%
GIBSON	3.2%	1.7%	0.1%	3.9%	2.7%

Table D: Percent Change, 2019 over 2018

Table D: Percent Change, 2019 Over 2018 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
GILES	1.9%	0.7%	-1.1%	2.6%	1.4%
GRAINGER	3.6%	2.1%	0.5%	4.3%	3.1%
GREENE	2.9%	1.4%	-0.2%	3.6%	2.4%
GRUNDY	2.5%	1.1%	-0.5%	3.3%	2.1%
HAMBLEN	2.5%	1.1%	-0.5%	3.3%	2.0%
HAMILTON	4.7%	3.2%	1.6%	5.4%	4.2%
HANCOCK	2.0%	0.8%	-1.0%	2.7%	1.5%
HARDEMAN	3.6%	2.2%	0.6%	4.4%	3.2%
HARDIN	3.3%	1.8%	0.2%	4.0%	2.8%
HAWKINS	3.3%	1.8%	0.2%	4.0%	2.8%
HAYWOOD	3.0%	1.5%	0.0%	3.7%	2.5%
HENDERSON	3.6%	2.2%	0.6%	4.4%	3.2%
HENRY	-1.5%	-2.9%	-4.4%	-0.6%	-2.6%
HICKMAN	2.3%	0.8%	-0.8%	3.0%	1.8%
HOUSTON	3.5%	2.0%	0.4%	4.2%	3.0%
HUMPHREYS	3.2%	1.7%	0.1%	3.9%	2.7%
JACKSON	1.3%	-0.2%	-1.7%	1.6%	0.8%
JEFFERSON	2.7%	1.3%	-0.3%	3.5%	2.3%
JOHNSON	1.7%	0.8%	-1.3%	2.4%	1.2%
KNOX	4.1%	2.6%	1.0%	4.9%	3.6%
LAKE	1.6%	0.9%	-1.4%	2.3%	1.1%
LAUDERDALE	2.2%	1.1%	-0.9%	2.9%	1.7%
LAWRENCE	3.0%	1.5%	-0.1%	3.7%	2.5%
LEWIS	2.4%	1.0%	-0.6%	3.2%	2.0%
LINCOLN	3.6%	2.1%	0.5%	4.3%	3.1%
LOUDON	4.9%	3.4%	1.8%	5.7%	4.4%
MCMINN	3.3%	1.8%	0.2%	4.0%	2.8%

Table D: Percent Change, 2019 over 2018

Table D: Percent Change, 2019 Over 2018 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
MCNAIRY	2.0%	1.0%	-1.0%	2.8%	1.6%
MACON	3.2%	1.7%	0.1%	3.9%	2.7%
MADISON	5.5%	3.9%	2.3%	6.2%	5.0%
MARION	3.2%	1.7%	0.1%	3.9%	2.7%
MARSHALL	1.8%	0.8%	-1.2%	2.5%	1.3%
MAURY	3.2%	1.7%	0.1%	3.9%	2.7%
MEIGS	2.8%	1.3%	-0.3%	3.5%	2.3%
MONROE	3.4%	1.9%	0.3%	4.1%	2.9%
MONTGOMERY	4.0%	2.5%	0.9%	4.7%	3.5%
MOORE	2.3%	0.9%	-0.7%	3.1%	1.8%
MORGAN	2.3%	0.8%	-0.8%	3.0%	1.8%
OBION	3.7%	2.3%	0.7%	4.5%	3.3%
OVERTON	0.3%	-1.1%	-2.7%	0.7%	-0.2%
PERRY	-1.8%	-3.2%	-4.7%	-0.8%	-3.4%
PICKETT	1.5%	0.1%	-1.5%	1.8%	1.3%
POLK	-1.2%	-2.6%	-4.1%	-0.4%	-2.1%
PUTNAM	3.8%	2.3%	0.7%	4.5%	3.3%
RHEA	6.7%	5.2%	3.5%	7.5%	6.2%
ROANE	4.1%	2.6%	1.0%	4.8%	3.6%
ROBERTSON	3.0%	1.5%	-0.1%	3.7%	2.5%
RUTHERFORD	4.8%	3.3%	1.7%	5.5%	4.3%
SCOTT	2.9%	1.5%	-0.1%	3.7%	2.5%
SEQUATCHIE	1.1%	-0.4%	-1.9%	1.4%	0.7%
SEVIER	6.8%	5.2%	3.6%	7.5%	6.3%
SHELBY	4.4%	2.9%	1.3%	5.1%	3.9%
SMITH	3.2%	1.7%	0.1%	3.9%	2.7%
STEWART	3.6%	2.1%	0.5%	4.4%	3.1%

Table D: Percent Change, 2019 over 2018

Table D: Percent Change, 2019 Over 2018 (Continued)

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
SULLIVAN	4.2%	2.7%	1.1%	5.0%	3.7%
SUMNER	4.5%	3.0%	1.4%	5.2%	4.0%
TIPTON	4.6%	3.1%	1.5%	5.4%	4.1%
TROUSDALE	2.5%	1.0%	-0.6%	3.2%	2.0%
UNICOI	2.4%	0.9%	-0.6%	3.1%	1.9%
UNION	3.2%	1.8%	0.2%	4.0%	2.8%
VAN BUREN	2.3%	0.8%	-0.7%	3.0%	1.8%
WARREN	3.2%	1.7%	0.1%	3.9%	2.7%
WASHINGTON	4.0%	2.5%	0.9%	4.8%	3.6%
WAYNE	2.2%	0.9%	-0.9%	2.9%	1.7%
WEAKLEY	3.0%	1.5%	-0.1%	3.7%	2.5%
WHITE	1.3%	-0.2%	-1.8%	1.6%	0.9%
WILLIAMSON	3.7%	2.2%	0.6%	4.4%	3.2%
WILSON	5.1%	3.6%	2.0%	5.8%	4.6%
Total	5.7%	4.5%	2.8%	6.4%	4.9%

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Table E: Alphabetical by County, 2018

Table E: Alphabetical by County, 2018

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
ANDERSON	\$136.92	\$26.71	1.09	\$8.29	\$2.91
BEDFORD	30.11	6.05	0.23	1.77	1.16
BENTON	28.12	4.70	0.16	1.72	2.97
BLEDSON	3.48	0.52	0.02	0.20	0.55
BLOUNT	407.85	109.86	3.65	22.31	13.85
BRADLEY	148.46	18.30	1.05	9.18	3.12
CAMPBELL	60.87	12.09	0.49	3.55	3.12
CANNON	4.44	0.48	0.01	0.27	0.31
CARROLL	21.07	3.22	0.12	1.24	0.79
CARTER	40.94	6.49	0.22	2.49	2.54
CHEATHAM	24.00	4.66	0.15	1.40	0.81
CHESTER	12.21	1.35	0.04	0.76	0.38
CLAIBORNE	21.14	3.81	0.15	1.23	1.57
CLAY	7.31	1.73	0.05	0.41	0.63
COCKE	50.98	10.72	0.48	2.98	2.24
COFFEE	100.23	20.39	0.82	5.95	2.61
CROCKETT	9.52	1.61	0.07	0.56	0.41
CUMBERLAND	127.80	29.99	1.09	7.36	5.29
DAVIDSON	6,961.35	1,786.00	71.14	346.72	175.69
DECATUR	14.15	1.96	0.05	0.80	2.48
DEKALB	49.54	10.85	0.33	2.88	6.44
DICKSON	74.09	15.11	0.65	4.40	1.79
DYER	64.18	11.89	0.48	3.95	1.49
FAYETTE	9.79	1.45	0.05	0.57	0.53
FENTRESS	13.02	2.22	0.09	0.76	0.87
FRANKLIN	24.71	4.59	0.16	1.51	1.14
GIBSON	49.87	6.64	0.24	3.19	1.47

Table E: Alphabetical by County, 2018

Table E: Alphabetical by County, 2018 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
GILES	25.69	4.27	0.16	1.59	1.10
GRAINGER	17.39	2.90	0.09	0.99	0.33
GREENE	94.09	17.18	0.64	5.75	2.48
GRUNDY	9.15	1.17	0.02	0.54	1.60
HAMBLEN	106.65	11.53	0.58	6.58	2.32
HAMILTON	1,165.45	219.90	8.97	68.03	25.61
HANCOCK	1.33	0.17	0.01	0.08	0.27
HARDEMAN	26.89	4.32	0.16	1.60	1.52
HARDIN	43.78	8.04	0.25	2.59	3.69
HAWKINS	39.08	6.70	0.25	2.24	2.13
HAYWOOD	16.09	2.63	0.09	0.95	0.70
HENDERSON	29.54	4.60	0.18	1.79	0.93
HENRY	58.57	11.05	0.33	3.41	7.40
HICKMAN	8.83	1.38	0.05	0.52	0.84
HOUSTON	6.25	1.01	0.04	0.36	0.67
HUMPHREYS	37.81	7.83	0.29	2.01	2.46
JACKSON	2.42	0.36	0.01	0.15	0.29
JEFFERSON	64.42	13.30	0.47	3.93	4.66
JOHNSON	10.13	1.95	0.06	0.58	0.77
KNOX	1,174.09	233.84	10.59	61.07	27.58
LAKE	11.33	2.44	0.11	0.65	0.84
LAUDERDALE	17.99	2.62	0.09	1.05	1.42
LAWRENCE	43.54	6.93	0.24	2.64	1.18
LEWIS	6.97	1.18	0.05	0.40	0.33
LINCOLN	24.32	3.81	0.15	1.50	0.77
LOUDON	60.91	11.85	0.47	3.71	1.52
MCMINN	48.35	8.41	0.34	2.94	1.18

Table E: Alphabetical by County, 2018

Table E: Alphabetical by County, 2018 (Continued)

<u>County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MCNAIRY	12.18	1.85	0.06	0.70	0.67
MACON	8.18	1.34	0.05	0.48	0.43
MADISON	214.83	45.49	1.89	12.82	4.57
MARION	40.62	8.14	0.32	2.44	1.46
MARSHALL	24.51	4.85	0.17	1.50	0.64
MAURY	138.87	22.39	0.88	8.50	2.87
MEIGS	7.76	1.49	0.04	0.45	1.00
MONROE	41.86	8.30	0.31	2.45	2.81
MONTGOMERY	244.72	48.04	1.90	15.25	4.62
MOORE	6.92	1.04	0.05	0.47	0.17
MORGAN	5.21	0.62	0.01	0.31	0.66
OBION	56.26	10.73	0.41	3.36	1.68
OVERTON	8.40	1.42	0.05	0.51	0.52
PERRY	7.16	1.00	0.02	0.38	1.86
PICKETT	8.02	1.86	0.06	0.44	1.12
POLK	30.42	7.80	0.25	1.64	2.63
PUTNAM	140.15	26.39	1.08	8.46	2.82
RHEA	39.73	7.84	0.29	2.32	2.63
ROANE	71.32	12.47	0.48	4.27	3.66
ROBERTSON	60.06	9.60	0.36	3.90	1.60
RUTHERFORD	367.60	68.66	2.82	22.36	7.78
SCOTT	12.24	1.91	0.08	0.68	0.72
SEQUATCHIE	7.22	1.14	0.03	0.42	0.53
SEVIER	2,457.95	638.65	24.94	138.20	70.81
SHELBY	3,652.27	780.73	23.37	179.50	101.17
SMITH	12.44	1.70	0.06	0.75	0.54
STEWART	8.98	1.21	0.03	0.52	1.32

Table E: Alphabetical by County, 2018

Table E: Alphabetical by County, 2018 (Continued)

<u>County</u>	<u>Expenditures</u> (\$ Millions)	<u>Payroll</u> (\$ Millions)	<u>Employment</u> (Thousands)	<u>State Tax</u> <u>Receipts</u> (\$ Millions)	<u>Local Tax</u> <u>Receipts</u> (<u>\$</u> Millions)
SULLIVAN	410.06	117.86	3.60	22.46	11.11
SUMNER	157.99	28.12	1.14	9.75	3.58
TIPTON	37.21	5.75	0.22	2.37	1.19
TROUSDALE	4.23	0.54	0.02	0.26	0.14
UNICOI	9.51	2.18	0.08	0.53	0.77
UNION	7.03	1.28	0.03	0.40	1.03
VAN BUREN	9.80	2.36	0.07	0.55	1.02
WARREN	26.64	4.57	0.16	1.57	1.06
WASHINGTON	272.55	37.04	2.00	16.10	6.27
WAYNE	11.37	2.09	0.07	0.67	0.72
WEAKLEY	21.69	3.49	0.13	1.30	0.72
WHITE	23.49	2.83	0.09	1.42	1.10
WILLIAMSON	479.58	94.51	3.71	28.59	9.72
WILSON	172.25	35.52	1.34	10.26	5.04
Total	\$20,976.49	\$4,749.57	180.45	\$1,123.39	\$596.52

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Table F: Alphabetical by Region, 2019

Table F: Alphabetical by Region, 2019

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHEAST TENNESSEE REGION					
CARTER	\$42.17	\$6.59	0.22	\$2.59	\$2.60
GREENE	96.77	17.42	0.63	5.96	2.54
HANCOCK	1.35	0.17	0.01	0.08	0.28
HAWKINS	40.37	6.82	0.25	2.33	2.19
JOHNSON	10.31	1.97	0.06	0.59	0.78
SULLIVAN	427.36	121.07	3.64	23.58	11.52
UNICOI	9.74	2.20	0.08	0.54	0.78
WASHINGTON	283.55	37.98	2.02	16.87	6.49
Total	\$911.62	\$194.20	6.91	\$52.53	\$27.19
EAST TENNESSEE REGION					
ANDERSON	\$144.68	\$27.81	1.12	\$8.83	\$3.06
BLOUNT	425.55	112.99	3.69	23.45	14.38
CAMPBELL	63.56	12.45	0.50	3.74	3.24
CLAIBORNE	21.83	3.88	0.15	1.28	1.61
COCKE	52.62	10.91	0.48	3.10	2.30
GRAINGER	18.01	2.96	0.09	1.03	0.34
HAMBLEN	109.33	11.65	0.57	6.79	2.37
JEFFERSON	66.18	13.47	0.47	4.06	4.76
KNOX	1,222.45	239.98	10.70	64.04	28.59
LOUDON	63.92	12.26	0.48	3.92	1.59
MONROE	43.28	8.46	0.31	2.55	2.89
MORGAN	5.33	0.63	0.01	0.32	0.67
ROANE	74.23	12.79	0.49	4.48	3.80
SCOTT	12.60	1.94	0.08	0.71	0.73
SEVIER	2,623.99	672.02	25.84	148.58	75.24
UNION	7.26	1.30	0.03	0.42	1.06
Total	\$4,954.83	\$1,145.49	45.01	\$277.29	\$146.64

Table F: Alphabetical by Region, 2019

Table F: Alphabetical by Region, 2019 (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
UPPER CUMBERLAND REGION					
CANNON	\$4.54	\$0.48	0.01	\$0.28	\$0.31
CLAY	7.44	1.74	0.05	0.42	0.64
CUMBERLAND	132.10	30.56	1.10	7.66	5.45
DEKALB	51.20	11.05	0.34	3.00	6.62
FENTRESS	13.32	2.24	0.09	0.79	0.89
JACKSON	2.45	0.36	0.01	0.15	0.30
MACON	8.44	1.36	0.05	0.49	0.44
OVERTON	8.43	1.40	0.05	0.51	0.52
PICKETT	8.15	1.86	0.06	0.45	1.14
PUTNAM	145.45	26.99	1.09	8.84	2.92
SMITH	12.84	1.73	0.06	0.78	0.55
VAN BUREN	10.02	2.38	0.07	0.57	1.04
WARREN	27.49	4.65	0.16	1.64	1.08
WHITE	23.79	2.83	0.09	1.44	1.11
Total	\$455.65	\$89.64	3.22	\$27.02	\$22.99
SOUTHEAST TENNESSEE REGION					
BLEDSE	\$3.64	\$0.54	0.02	\$0.21	\$0.57
BRADLEY	152.95	18.59	1.05	9.52	3.20
GRUNDY	9.39	1.18	0.02	0.56	1.64
HAMILTON	1,219.79	226.85	9.11	71.71	26.67
MCMINN	49.94	8.56	0.34	3.05	1.22
MARION	41.92	8.28	0.32	2.53	1.50
MEIGS	7.97	1.51	0.04	0.46	1.03
POLK	30.06	7.60	0.24	1.64	2.58
RHEA	42.39	8.24	0.30	2.49	2.79
SEQUATCHIE	7.30	1.13	0.03	0.42	0.53
Total	\$1,565.35	\$282.49	11.47	\$92.60	\$41.72

Table F: Alphabetical by Region, 2019

Table F: Alphabetical by Region, 2019 (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MID-CUMBERLAND REGION					
CHEATHAM	\$24.79	\$4.75	0.16	\$1.45	\$0.83
DAVIDSON	7,524.26	1,902.76	74.44	377.42	189.01
DICKSON	77.45	15.58	0.66	4.64	1.87
HOUSTON	6.47	1.03	0.04	0.38	0.69
HUMPHREYS	39.01	7.96	0.29	2.09	2.53
MONTGOMERY	254.42	49.23	1.91	15.97	4.78
ROBERTSON	61.86	9.75	0.36	4.05	1.64
RUTHERFORD	385.22	70.92	2.87	23.60	8.12
STEWART	9.31	1.24	0.03	0.54	1.36
SUMNER	165.03	28.96	1.15	10.26	3.72
TROUSDALE	4.33	0.55	0.02	0.26	0.14
WILLIAMSON	497.20	96.57	3.74	29.85	10.03
WILSON	181.02	36.80	1.37	10.86	5.28
<i>Total</i>	<i>\$9,230.37</i>	<i>\$2,226.08</i>	<i>87.05</i>	<i>\$481.36</i>	<i>\$230.00</i>
SOUTH CENTRAL TENNESSEE REGION					
BEDFORD	\$31.09	\$6.16	0.23	\$1.84	\$1.19
COFFEE	104.46	20.94	0.82	6.25	2.71
FRANKLIN	25.67	4.70	0.16	1.58	1.18
GILES	26.18	4.30	0.16	1.63	1.11
HICKMAN	9.03	1.39	0.05	0.53	0.85
LAWRENCE	44.85	7.03	0.24	2.74	1.21
LEWIS	7.14	1.19	0.05	0.42	0.34
LINCOLN	25.19	3.89	0.15	1.57	0.79
MARSHALL	24.95	4.89	0.17	1.53	0.65
MAURY	143.27	22.77	0.88	8.83	2.94
MOORE	7.08	1.04	0.05	0.49	0.17
PERRY	7.03	0.97	0.02	0.38	1.79
WAYNE	11.61	2.11	0.07	0.69	0.73
<i>Total</i>	<i>\$467.54</i>	<i>\$81.39</i>	<i>3.04</i>	<i>\$28.46</i>	<i>\$15.67</i>

Table F: Alphabetical by Region, 2019

Table F: Alphabetical by Region, 2019 (Continued)

Region/County	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
NORTHWEST TENNESSEE REGION					
BENTON	\$29.04	\$4.78	0.16	\$1.78	\$3.05
CARROLL	21.73	3.27	0.12	1.28	0.81
CROCKETT	9.75	1.62	0.07	0.57	0.42
DYER	68.14	12.44	0.49	4.22	1.57
GIBSON	51.45	6.75	0.24	3.32	1.51
HENRY	57.69	10.73	0.32	3.39	7.21
LAKE	11.51	2.46	0.10	0.66	0.85
OBION	58.36	10.97	0.41	3.51	1.73
WEAKLEY	22.35	3.54	0.13	1.35	0.74
Total	\$330.02	\$56.57	2.05	\$20.09	\$17.91
SOUTHWEST TENNESSEE REGION					
CHESTER	\$12.46	\$1.36	0.04	\$0.78	\$0.39
DECATUR	14.50	1.98	0.05	0.83	2.53
HARDEMAN	27.87	4.41	0.16	1.67	1.57
HARDIN	45.23	8.19	0.25	2.70	3.80
HAYWOOD	16.58	2.67	0.09	0.98	0.72
HENDERSON	30.61	4.70	0.18	1.87	0.96
MCNAIRY	12.43	1.87	0.06	0.72	0.68
MADISON	226.55	47.28	1.93	13.62	4.80
Total	\$386.24	\$72.46	2.77	\$23.18	\$15.44
MEMPHIS DELTA REGION					
FAYETTE	\$10.11	\$1.48	0.05	\$0.59	\$0.55
LAUDERDALE	18.38	2.65	0.09	1.08	1.45
SHELBY	3,812.49	803.30	23.67	188.71	105.12
TIPTON	38.93	5.93	0.23	2.49	1.24
Total	<u>\$3,879.91</u>	<u>\$813.35</u>	<u>24.03</u>	<u>\$192.88</u>	<u>\$108.35</u>
STATE TOTALS	\$22,181.52	\$4,961.69	185.54	\$1,195.41	\$625.91

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Table G: Change in Travel Spending from 2018 by Region

Table G: Change in Travel Spending from 2018 by Region

<u>Region/County</u>	<u>2019 Travel Expenditures (\$ Millions)</u>	<u>2018 Travel Expenditures (\$ Millions)</u>	<u>2019/2018 Change (Percent)</u>
NORTHEAST TENNESSEE REGION			
CARTER	\$42.17	\$40.94	3.0%
GREENE	96.77	94.09	2.9%
HANCOCK	1.35	1.33	2.0%
HAWKINS	40.37	39.08	3.3%
JOHNSON	10.31	10.13	1.7%
SULLIVAN	427.36	410.06	4.2%
UNICOI	9.74	9.51	2.4%
WASHINGTON	283.55	272.55	4.0%
Total	\$911.62	\$877.68	3.9%
EAST TENNESSEE REGION			
ANDERSON	\$144.68	\$136.92	5.7%
BLOUNT	425.55	407.85	4.3%
CAMPBELL	63.56	60.87	4.4%
CLAIBORNE	21.83	21.14	3.3%
COCKE	52.62	50.98	3.2%
GRAINGER	18.01	17.39	3.6%
HAMBLEN	109.33	106.65	2.5%
JEFFERSON	66.18	64.42	2.7%
KNOX	1,222.45	1,174.09	4.1%
LOUDON	63.92	60.91	4.9%
MONROE	43.28	41.86	3.4%
MORGAN	5.33	5.21	2.3%
ROANE	74.23	71.32	4.1%
SCOTT	12.60	12.24	2.9%
SEVIER	2,623.99	2,457.95	6.8%
UNION	7.26	7.03	3.2%
Total	\$4,954.83	\$4,696.84	5.5%

Table G: Change in Travel Spending from 2018 by Region

Table G: Change in Travel Spending from 2018 by Region (Continued)

<u>Region/County</u>	<u>2019 Travel Expenditures (\$ Millions)</u>	<u>2018 Travel Expenditures (\$ Millions)</u>	<u>2019/2018 Change (Percent)</u>
UPPER CUMBERLAND REGION			
CANNON	\$4.54	\$4.44	2.2%
CLAY	7.44	7.31	1.8%
CUMBERLAND	132.10	127.80	3.4%
DEKALB	51.20	49.54	3.3%
FENTRESS	13.32	13.02	2.3%
JACKSON	2.45	2.42	1.3%
MACON	8.44	8.18	3.2%
OVERTON	8.43	8.40	0.3%
PICKETT	8.15	8.02	1.5%
PUTNAM	145.45	140.15	3.8%
SMITH	12.84	12.44	3.2%
VAN BUREN	10.02	9.80	2.3%
WARREN	27.49	26.64	3.2%
WHITE	23.79	23.49	1.3%
Total	\$455.65	\$441.66	3.2%
SOUTHEAST TENNESSEE REGION			
BLEDSON	\$3.64	\$3.48	4.8%
BRADLEY	152.95	148.46	3.0%
GRUNDY	9.39	9.15	2.5%
HAMILTON	1,219.79	1,165.45	4.7%
MCMINN	49.94	48.35	3.3%
MARION	41.92	40.62	3.2%
MEIGS	7.97	7.76	2.8%
POLK	30.06	30.42	-1.2%
RHEA	42.39	39.73	6.7%
SEQUATCHIE	7.30	7.22	1.1%
Total	\$1,565.35	\$1,500.63	4.3%

Table G: Change in Travel Spending from 2018 by Region

Table G: Change in Travel Spending from 2018 by Region (Continued)

<u>Region/County</u>	<u>2019 Travel Expenditures (\$ Millions)</u>	<u>2018 Travel Expenditures (\$ Millions)</u>	<u>2019/2018 Change (Percent)</u>
MID-CUMBERLAND REGION			
CHEATHAM	\$24.79	\$24.00	3.3%
DAVIDSON	7,524.26	6,961.35	8.1%
DICKSON	77.45	74.09	4.5%
HOUSTON	6.47	6.25	3.5%
HUMPHREYS	39.01	37.81	3.2%
MONTGOMERY	254.42	244.72	4.0%
ROBERTSON	61.86	60.06	3.0%
RUTHERFORD	385.22	367.60	4.8%
STEWART	9.31	8.98	3.6%
SUMNER	165.03	157.99	4.5%
TROUSDALE	4.33	4.23	2.5%
WILLIAMSON	497.20	479.58	3.7%
WILSON	181.02	172.25	5.1%
Total	\$9,230.37	\$8,598.91	7.3%
SOUTH CENTRAL TENNESSEE REGION			
BEDFORD	\$31.09	\$30.11	3.3%
COFFEE	104.46	100.23	4.2%
FRANKLIN	25.67	24.71	3.9%
GILES	26.18	25.69	1.9%
HICKMAN	9.03	8.83	2.3%
LAWRENCE	44.85	43.54	3.0%
LEWIS	7.14	6.97	2.4%
LINCOLN	25.19	24.32	3.6%
MARSHALL	24.95	24.51	1.8%
MAURY	143.27	138.87	3.2%
MOORE	7.08	6.92	2.3%
PERRY	7.03	7.16	-1.8%
WAYNE	11.61	11.37	2.2%
Total	\$467.54	\$453.22	3.2%

Table G: Change in Travel Spending from 2018 by Region

Table G: Change in Travel Spending from 2018 by Region (Continued)

<u>Region/County</u>	<u>2019 Travel Expenditures (\$ Millions)</u>	<u>2018 Travel Expenditures (\$ Millions)</u>	<u>2019/2018 Change (Percent)</u>
NORTHWEST TENNESSEE REGION			
BENTON	\$29.04	\$28.12	3.3%
CARROLL	21.73	21.07	3.1%
CROCKETT	9.75	9.52	2.4%
DYER	68.14	64.18	6.2%
GIBSON	51.45	49.87	3.2%
HENRY	57.69	58.57	-1.5%
LAKE	11.51	11.33	1.6%
OBION	58.36	56.26	3.7%
WEAKLEY	22.35	21.69	3.0%
<i>Total</i>	<i>\$330.02</i>	<i>\$320.61</i>	<i>2.9%</i>
SOUTHWEST TENNESSEE REGION			
CHESTER	\$12.46	\$12.21	2.1%
DECATUR	14.50	14.15	2.5%
HARDEMAN	27.87	26.89	3.6%
HARDIN	45.23	43.78	3.3%
HAYWOOD	16.58	16.09	3.0%
HENDERSON	30.61	29.54	3.6%
MCNAIRY	12.43	12.18	2.0%
MADISON	226.55	214.83	5.5%
<i>Total</i>	<i>\$386.24</i>	<i>\$369.67</i>	<i>4.5%</i>
MEMPHIS DELTA REGION			
FAYETTE	\$10.11	\$9.79	3.3%
LAUDERDALE	18.38	17.99	2.2%
SHELBY	3,812.49	3,652.27	4.4%
TIPTON	38.93	37.21	4.6%
<i>Total</i>	<i>\$3,879.91</i>	<i>\$3,717.26</i>	<i>4.4%</i>
STATE TOTALS	\$22,181.52	\$20,976.49	5.7%

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Table H: Percent Change Over 2018 by Region

Table H: Percent Change Over 2018 by Region

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHEAST TENNESSEE REGION					
CARTER	3.0%	1.5%	-0.1%	3.7%	2.5%
GREENE	2.9%	1.4%	-0.2%	3.6%	2.4%
HANCOCK	2.0%	0.8%	-1.0%	2.7%	1.5%
HAWKINS	3.3%	1.8%	0.2%	4.0%	2.8%
JOHNSON	1.7%	0.8%	-1.3%	2.4%	1.2%
SULLIVAN	4.2%	2.7%	1.1%	5.0%	3.7%
UNICOI	2.4%	0.9%	-0.6%	3.1%	1.9%
WASHINGTON	4.0%	2.5%	0.9%	4.8%	3.6%
Total	3.9%	2.5%	0.8%	4.6%	3.2%
EAST TENNESSEE REGION					
ANDERSON	5.7%	4.1%	2.5%	6.4%	5.2%
BLOUNT	4.3%	2.8%	1.2%	5.1%	3.9%
CAMPBELL	4.4%	2.9%	1.3%	5.2%	3.9%
CLAIBORNE	3.3%	1.8%	0.2%	4.0%	2.8%
COCKE	3.2%	1.7%	0.2%	4.0%	2.7%
GRAINGER	3.6%	2.1%	0.5%	4.3%	3.1%
HAMBLEN	2.5%	1.1%	-0.5%	3.3%	2.0%
JEFFERSON	2.7%	1.3%	-0.3%	3.5%	2.3%
KNOX	4.1%	2.6%	1.0%	4.9%	3.6%
LOUDON	4.9%	3.4%	1.8%	5.7%	4.4%
MONROE	3.4%	1.9%	0.3%	4.1%	2.9%
MORGAN	2.3%	0.8%	-0.8%	3.0%	1.8%
ROANE	4.1%	2.6%	1.0%	4.8%	3.6%
SCOTT	2.9%	1.5%	-0.1%	3.7%	2.5%
SEVIER	6.8%	5.2%	3.6%	7.5%	6.3%
UNION	3.2%	1.8%	0.2%	4.0%	2.8%
Total	5.5%	4.2%	2.5%	6.3%	4.9%

Table H: Percent Change Over 2018 by Region

Table H: Percent Change Over 2018 by Region (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
UPPER CUMBERLAND REGION					
CANNON	2.2%	1.0%	-0.9%	2.9%	1.7%
CLAY	1.8%	0.8%	-1.3%	2.5%	1.4%
CUMBERLAND	3.4%	1.9%	0.3%	4.1%	2.9%
DEKALB	3.3%	1.9%	0.3%	4.1%	2.9%
FENTRESS	2.3%	0.8%	-0.8%	3.0%	1.8%
JACKSON	1.3%	-0.2%	-1.7%	1.6%	0.8%
MACON	3.2%	1.7%	0.1%	3.9%	2.7%
OVERTON	0.3%	-1.1%	-2.7%	0.7%	-0.2%
PICKETT	1.5%	0.1%	-1.5%	1.8%	1.3%
PUTNAM	3.8%	2.3%	0.7%	4.5%	3.3%
SMITH	3.2%	1.7%	0.1%	3.9%	2.7%
VAN BUREN	2.3%	0.8%	-0.7%	3.0%	1.8%
WARREN	3.2%	1.7%	0.1%	3.9%	2.7%
WHITE	1.3%	-0.2%	-1.8%	1.6%	0.9%
Total	3.2%	1.7%	0.2%	3.9%	2.5%
SOUTHEAST TENNESSEE REGION					
BLEDSON	4.8%	3.3%	1.7%	5.6%	4.4%
BRADLEY	3.0%	1.6%	0.0%	3.8%	2.5%
GRUNDY	2.5%	1.1%	-0.5%	3.3%	2.1%
HAMILTON	4.7%	3.2%	1.6%	5.4%	4.2%
MCMINN	3.3%	1.8%	0.2%	4.0%	2.8%
MARION	3.2%	1.7%	0.1%	3.9%	2.7%
MEIGS	2.8%	1.3%	-0.3%	3.5%	2.3%
POLK	-1.2%	-2.6%	-4.1%	-0.4%	-2.1%
RHEA	6.7%	5.2%	3.5%	7.5%	6.2%
SEQUATCHIE	1.1%	-0.4%	-1.9%	1.4%	0.7%
Total	4.3%	2.8%	1.2%	5.1%	3.5%

Table H: Percent Change Over 2018 by Region

Table H: Percent Change Over 2018 by Region (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MID-CUMBERLAND REGION					
CHEATHAM	3.3%	1.8%	0.2%	4.0%	2.8%
DAVIDSON	8.1%	6.5%	4.6%	8.9%	7.6%
DICKSON	4.5%	3.0%	1.4%	5.3%	4.1%
HOUSTON	3.5%	2.0%	0.4%	4.2%	3.0%
HUMPHREYS	3.2%	1.7%	0.1%	3.9%	2.7%
MONTGOMERY	4.0%	2.5%	0.9%	4.7%	3.5%
ROBERTSON	3.0%	1.5%	-0.1%	3.7%	2.5%
RUTHERFORD	4.8%	3.3%	1.7%	5.5%	4.3%
STEWART	3.6%	2.1%	0.5%	4.4%	3.1%
SUMNER	4.5%	3.0%	1.4%	5.2%	4.0%
TROUSDALE	2.5%	1.0%	-0.6%	3.2%	2.0%
WILLIAMSON	3.7%	2.2%	0.6%	4.4%	3.2%
WILSON	5.1%	3.6%	2.0%	5.8%	4.6%
Total	7.3%	6.0%	4.1%	8.0%	6.9%
SOUTH CENTRAL TENNESSEE REGION					
BEDFORD	3.3%	1.8%	0.2%	4.0%	2.8%
COFFEE	4.2%	2.7%	1.1%	5.0%	3.7%
FRANKLIN	3.9%	2.4%	0.8%	4.6%	3.4%
GILES	1.9%	0.7%	-1.1%	2.6%	1.4%
HICKMAN	2.3%	0.8%	-0.8%	3.0%	1.8%
LAWRENCE	3.0%	1.5%	-0.1%	3.7%	2.5%
LEWIS	2.4%	1.0%	-0.6%	3.2%	2.0%
LINCOLN	3.6%	2.1%	0.5%	4.3%	3.1%
MARSHALL	1.8%	0.8%	-1.2%	2.5%	1.3%
MAURY	3.2%	1.7%	0.1%	3.9%	2.7%
MOORE	2.3%	0.9%	-0.7%	3.1%	1.8%
PERRY	-1.8%	-3.2%	-4.7%	-0.8%	-3.4%
WAYNE	2.2%	0.9%	-0.9%	2.9%	1.7%
Total	3.2%	1.8%	0.2%	3.9%	1.9%

Table H: Percent Change Over 2018 by Region

Table H: Percent Change Over 2018 by Region (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHWEST TENNESSEE REGION					
BENTON	3.3%	1.8%	0.2%	4.0%	2.8%
CARROLL	3.1%	1.7%	0.1%	3.9%	2.7%
CROCKETT	2.4%	0.9%	-0.6%	3.1%	1.9%
DYER	6.2%	4.6%	3.0%	6.9%	5.7%
GIBSON	3.2%	1.7%	0.1%	3.9%	2.7%
HENRY	-1.5%	-2.9%	-4.4%	-0.6%	-2.6%
LAKE	1.6%	0.9%	-1.4%	2.3%	1.1%
OBION	3.7%	2.3%	0.7%	4.5%	3.3%
WEAKLEY	3.0%	1.5%	-0.1%	3.7%	2.5%
Total	2.9%	1.5%	0.0%	3.8%	0.7%
SOUTHWEST TENNESSEE REGION					
CHESTER	2.1%	0.9%	-1.0%	2.8%	1.6%
DECATUR	2.5%	1.0%	-0.6%	3.2%	2.0%
HARDEMAN	3.6%	2.2%	0.6%	4.4%	3.2%
HARDIN	3.3%	1.8%	0.2%	4.0%	2.8%
HAYWOOD	3.0%	1.5%	0.0%	3.7%	2.5%
HENDERSON	3.6%	2.2%	0.6%	4.4%	3.2%
MCNAIRY	2.0%	1.0%	-1.0%	2.8%	1.6%
MADISON	5.5%	3.9%	2.3%	6.2%	5.0%
Total	4.5%	3.2%	1.7%	5.2%	3.3%
MEMPHIS DELTA REGION					
FAYETTE	3.3%	1.9%	0.3%	4.1%	2.9%
LAUDERDALE	2.2%	1.1%	-0.9%	2.9%	1.7%
SHELBY	4.4%	2.9%	1.3%	5.1%	3.9%
TIPTON	4.6%	3.1%	1.5%	5.4%	4.1%
Total	4.4%	2.9%	1.3%	5.1%	3.9%
STATE TOTALS	5.7%	4.5%	2.8%	6.4%	4.9%

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Table I: Alphabetical by Region, 2018

Table I: Alphabetical by Region, 2018

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHEAST TENNESSEE REGION					
CARTER	\$40.94	\$6.49	0.22	\$2.49	\$2.54
GREENE	94.09	17.18	0.64	5.75	2.48
HANCOCK	1.33	0.17	0.01	0.08	0.27
HAWKINS	39.08	6.70	0.25	2.24	2.13
JOHNSON	10.13	1.95	0.06	0.58	0.77
SULLIVAN	410.06	117.86	3.60	22.46	11.11
UNICOI	9.51	2.18	0.08	0.53	0.77
WASHINGTON	272.55	37.04	2.00	16.10	6.27
Total	\$877.68	\$189.55	6.85	\$50.23	\$26.34
EAST TENNESSEE REGION					
ANDERSON	\$136.92	\$26.71	1.09	\$8.29	\$2.91
BLOUNT	407.85	109.86	3.65	22.31	13.85
CAMPBELL	60.87	12.09	0.49	3.55	3.12
CLAIBORNE	21.14	3.81	0.15	1.23	1.57
COCKE	50.98	10.72	0.48	2.98	2.24
GRAINGER	17.39	2.90	0.09	0.99	0.33
HAMBLEN	106.65	11.53	0.58	6.58	2.32
JEFFERSON	64.42	13.30	0.47	3.93	4.66
KNOX	1,174.09	233.84	10.59	61.07	27.58
LOUDON	60.91	11.85	0.47	3.71	1.52
MONROE	41.86	8.30	0.31	2.45	2.81
MORGAN	5.21	0.62	0.01	0.31	0.66
ROANE	71.32	12.47	0.48	4.27	3.66
SCOTT	12.24	1.91	0.08	0.68	0.72
SEVIER	2,457.95	638.65	24.94	138.20	70.81
UNION	7.03	1.28	0.03	0.40	1.03
Total	\$4,696.84	\$1,099.85	43.91	\$260.96	\$139.79

Table I: Alphabetical by Region, 2018

Table I: Alphabetical by Region, 2018 (Continued)

<u>Region/County</u>	<u>Expenditures</u> <u>(\$ Millions)</u>	<u>Payroll</u> <u>(\$ Millions)</u>	<u>Employment</u> <u>(Thousands)</u>	<u>State Tax</u> <u>Receipts</u> <u>(\$ Millions)</u>	<u>Local Tax</u> <u>Receipts</u> <u>(\$ Millions)</u>
UPPER CUMBERLAND REGION					
CANNON	\$4.44	\$0.48	0.01	\$0.27	\$0.31
CLAY	7.31	1.73	0.05	0.41	0.63
CUMBERLAND	127.80	29.99	1.09	7.36	5.29
DEKALB	49.54	10.85	0.33	2.88	6.44
FENTRESS	13.02	2.22	0.09	0.76	0.87
JACKSON	2.42	0.36	0.01	0.15	0.29
MACON	8.18	1.34	0.05	0.48	0.43
OVERTON	8.40	1.42	0.05	0.51	0.52
PICKETT	8.02	1.86	0.06	0.44	1.12
PUTNAM	140.15	26.39	1.08	8.46	2.82
SMITH	12.44	1.70	0.06	0.75	0.54
VAN BUREN	9.80	2.36	0.07	0.55	1.02
WARREN	26.64	4.57	0.16	1.57	1.06
WHITE	23.49	2.83	0.09	1.42	1.10
Total	\$441.66	\$88.10	3.21	\$26.01	\$22.43
SOUTHEAST TENNESSEE REGION					
BLEDSON	\$3.48	\$0.52	0.02	\$0.20	\$0.55
BRADLEY	148.46	18.30	1.05	9.18	3.12
GRUNDY	9.15	1.17	0.02	0.54	1.60
HAMILTON	1,165.45	219.90	8.97	68.03	25.61
MCMINN	48.35	8.41	0.34	2.94	1.18
MARION	40.62	8.14	0.32	2.44	1.46
MEIGS	7.76	1.49	0.04	0.45	1.00
POLK	30.42	7.80	0.25	1.64	2.63
RHEA	39.73	7.84	0.29	2.32	2.63
SEQUATCHIE	7.22	1.14	0.03	0.42	0.53
Total	\$1,500.63	\$274.72	11.33	\$88.14	\$40.30

Table I: Alphabetical by Region, 2018

Table I: Alphabetical by Region, 2018 (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
MID-CUMBERLAND REGION					
CHEATHAM	\$24.00	\$4.66	0.15	\$1.40	\$0.81
DAVIDSON	6,961.35	1,786.00	71.14	346.72	175.69
DICKSON	74.09	15.11	0.65	4.40	1.79
HOUSTON	6.25	1.01	0.04	0.36	0.67
HUMPHREYS	37.81	7.83	0.29	2.01	2.46
MONTGOMERY	244.72	48.04	1.90	15.25	4.62
ROBERTSON	60.06	9.60	0.36	3.90	1.60
RUTHERFORD	367.60	68.66	2.82	22.36	7.78
STEWART	8.98	1.21	0.03	0.52	1.32
SUMNER	157.99	28.12	1.14	9.75	3.58
TROUSDALE	4.23	0.54	0.02	0.26	0.14
WILLIAMSON	479.58	94.51	3.71	28.59	9.72
WILSON	172.25	35.52	1.34	10.26	5.04
Total	\$8,598.91	\$2,100.84	83.61	\$445.78	\$215.23
SOUTH CENTRAL TENNESSEE REGION					
BEDFORD	\$30.11	\$6.05	0.23	\$1.77	\$1.16
COFFEE	100.23	20.39	0.82	5.95	2.61
FRANKLIN	24.71	4.59	0.16	1.51	1.14
GILES	25.69	4.27	0.16	1.59	1.10
HICKMAN	8.83	1.38	0.05	0.52	0.84
LAWRENCE	43.54	6.93	0.24	2.64	1.18
LEWIS	6.97	1.18	0.05	0.40	0.33
LINCOLN	24.32	3.81	0.15	1.50	0.77
MARSHALL	24.51	4.85	0.17	1.50	0.64
MAURY	138.87	22.39	0.88	8.50	2.87
MOORE	6.92	1.04	0.05	0.47	0.17
PERRY	7.16	1.00	0.02	0.38	1.86
WAYNE	11.37	2.09	0.07	0.67	0.72
Total	\$453.22	\$79.97	3.04	\$27.40	\$15.37

Table I: Alphabetical by Region, 2018

Table I: Alphabetical by Region, 2018 (Continued)

<u>Region/County</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHWEST TENNESSEE REGION					
BENTON	\$28.12	\$4.70	0.16	\$1.72	\$2.97
CARROLL	21.07	3.22	0.12	1.24	0.79
CROCKETT	9.52	1.61	0.07	0.56	0.41
DYER	64.18	11.89	0.48	3.95	1.49
GIBSON	49.87	6.64	0.24	3.19	1.47
HENRY	58.57	11.05	0.33	3.41	7.40
LAKE	11.33	2.44	0.11	0.65	0.84
OBION	56.26	10.73	0.41	3.36	1.68
WEAKLEY	21.69	3.49	0.13	1.30	0.72
Total	\$320.61	\$55.76	2.05	\$19.36	\$17.78
SOUTHWEST TENNESSEE REGION					
CHESTER	\$12.21	\$1.35	0.04	\$0.76	\$0.38
DECATUR	14.15	1.96	0.05	0.80	2.48
HARDEMAN	26.89	4.32	0.16	1.60	1.52
HARDIN	43.78	8.04	0.25	2.59	3.69
HAYWOOD	16.09	2.63	0.09	0.95	0.70
HENDERSON	29.54	4.60	0.18	1.79	0.93
MCNAIRY	12.18	1.85	0.06	0.70	0.67
MADISON	214.83	45.49	1.89	12.82	4.57
Total	\$369.67	\$70.24	2.72	\$22.02	\$14.95
MEMPHIS DELTA REGION					
FAYETTE	\$9.79	\$1.45	0.05	\$0.57	\$0.53
LAUDERDALE	17.99	2.62	0.09	1.05	1.42
SHELBY	3,652.27	780.73	23.37	179.50	101.17
TIPTON	37.21	5.75	0.22	2.37	1.19
Total	\$3,717.26	\$790.55	23.73	\$183.49	\$104.31
STATE TOTALS	\$20,976.49	\$4,749.57	180.45	\$1,123.39	\$596.52

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Table J: Region Total, 2019

2019 Impact of U.S. Resident Travel on Tennessee
Table J: Region Total, 2019

<u>Region</u>	<u>Expenditures (\$ Millions)</u>	<u>Payroll (\$ Millions)</u>	<u>Employment (Thousands)</u>	<u>State Tax Receipts (\$ Millions)</u>	<u>Local Tax Receipts (\$ Millions)</u>
NORTHEAST TENNESSEE	\$911.62	\$194.20	6.91	\$52.53	\$27.19
EAST TENNESSEE	4,954.83	1,145.49	45.01	277.29	146.64
UPPER CUMBERLAND	455.65	89.64	3.22	27.02	22.99
SOUTHEAST TENNESSEE	1,565.35	282.49	11.47	92.60	41.72
MID-CUMBERLAND	9,230.37	2,226.08	87.05	481.36	230.00
SOUTH CENTRAL TENNESSEE	467.54	81.39	3.04	28.46	15.67
NORTHWEST TENNESSEE	330.02	56.57	2.05	20.09	17.91
SOUTHWEST TENNESSEE	386.24	72.46	2.77	23.18	15.44
<u>MEMPHIS DELTA</u>	<u>3,879.91</u>	<u>813.35</u>	<u>24.03</u>	<u>192.88</u>	<u>108.35</u>
STATE TOTALS	\$22,181.52	\$4,961.69	185.54	\$1,195.41	\$625.91

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Table K: Region Total, 2018

2018 Impact of Travel on Tennessee
Table K: Region Total, 2018

<u>Region</u>	<u>Expenditures</u> <u>(\$ Millions)</u>	<u>Payroll</u> <u>(\$ Millions)</u>	<u>Employment</u> <u>(Thousands)</u>	<u>State Tax</u> <u>Receipts</u> <u>(\$</u> <u>Millions)</u>	<u>Local Tax</u> <u>Receipts</u> <u>(\$</u> <u>Millions)</u>
NORTHEAST TENNESSEE	\$877.68	\$189.55	6.85	\$50.23	\$26.34
EAST TENNESSEE	4,696.84	1,099.85	43.91	260.96	139.79
UPPER CUMBERLAND	441.66	88.10	3.21	26.01	22.43
SOUTHEAST TENNESSEE	1,500.63	274.72	11.33	88.14	40.30
MID-CUMBERLAND	8,598.91	2,100.84	83.61	445.78	215.23
SOUTH CENTRAL TENNESSEE	453.22	79.97	3.04	27.40	15.37
NORTHWEST TENNESSEE	320.61	55.76	2.05	19.36	17.78
SOUTHWEST TENNESSEE	369.67	70.24	2.72	22.02	14.95
<u>MEMPHIS DELTA</u>	<u>3,717.26</u>	<u>790.55</u>	<u>23.73</u>	<u>183.49</u>	<u>104.31</u>
STATE TOTALS	\$20,976.49	\$4,749.57	180.45	\$1,123.39	\$596.52

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Table L: Percent Change Over 2018 by Region Total

2019 Impact of U.S. Resident Travel on Tennessee

Table L: Percent Change Over 2018 by Region

<u>Region</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
NORTHEAST TENNESSEE	3.9%	2.5%	0.8%	4.6%	3.2%
EAST TENNESSEE	5.5%	4.2%	2.5%	6.3%	4.9%
UPPER CUMBERLAND	3.2%	1.7%	0.2%	3.9%	2.5%
SOUTHEAST TENNESSEE	4.3%	2.8%	1.2%	5.1%	3.5%
MID-CUMBERLAND	7.3%	6.0%	4.1%	8.0%	6.9%
SOUTH CENTRAL TENNESSEE	3.2%	1.8%	0.2%	3.9%	1.9%
NORTHWEST TENNESSEE	2.9%	1.5%	0.0%	3.8%	0.7%
SOUTHWEST TENNESSEE	4.5%	3.2%	1.7%	5.2%	3.3%
<u>MEMPHIS DELTA</u>	<u>4.4%</u>	<u>2.9%</u>	<u>1.3%</u>	<u>5.1%</u>	<u>3.9%</u>
STATE TOTALS	5.7%	4.5%	2.8%	6.4%	4.9%

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APPENDICES

Appendix A: Travel Economic Impact Model

Introduction

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

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

Definition of Terms

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

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

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

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

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

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

Description of the Model

Estimates of Travel Expenditures

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

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

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

Estimates of Business Receipts, Payroll and Employment

The Economic Impact Component of the TEIM estimates travel generated business receipts, employment, and payroll. Basically, the 16 travel categories are associated with a type of

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

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

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

Estimates of Tax Revenues

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

Estimates for Counties and Local Areas

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

Data from the U.S. Bureau of the Census, Smith Travel Research, Enos Foundation, Runzheimer International, Cruise Lines International Association, Prentice-Hall, U.S. Department of Labor's Consumer Expenditure Survey and ES-202, American Society of Travel Agents, the Federal Aviation Administration, the Department of Transportation, Amtrak, the Federal Highway Administration, state revenue departments, U.S. Travel Association's travel surveys and other sources are used in building and updating the model. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

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

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

Appendix B: Glossary of Terms

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

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

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

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

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

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities.

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

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

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

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

Appendix C: Travel-Related Industry Measurement

SIC-NAICS TRANSITION

As described in Appendix A, the 16 types of travel categories used in TEIM are associated with types of travel-related businesses. For many years, U.S. Travel Association selected these business types using 1987 U.S. Standard Industrial Classification (SIC) system codes.

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

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

In 1998, the United States Office of Management and Budget published a new industry classification system – the 1997 (and 2002 update) North American Industry Classification System (NAICS) to replace the SIC system. In contrast, the 2- to 6-digit NAICS industry classification system includes more useful and detailed economic data and provides a more comprehensive statistical representation of our industry. NAICS offers four major advantages over the SIC system:

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

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

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

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

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

TEIM: SIC/NAICS INDUSTRY CATEGORIES

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

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

1. Automobile Transportation Industry: Gasoline service stations, motor vehicle/parts dealers and passenger car rental.
2. Entertainment/Recreation Industry: Entertainment, art, and recreation industry.
3. Foodservice Industry: Eating & drinking places, and grocery stores.
4. General Retail Trade Industry: General merchandise group stores and miscellaneous retail stores, including gift and souvenir shops.

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

5. Lodging Industry: This industry includes hotels, motels, and motor hotels, camps and trailer parks.
6. Public Transportation Industry: Air transportation, taxicab companies, interurban & rural bus transportation, railroad passenger transportation (Amtrak) and water passenger transportation. Also is the "dummy" industry of "other transportation."
7. Travel Arrangement Industry: This includes travel agencies, tour operators, and other travel arrangement & reservation services.

1987 SIC – 1997 NAICS:
Selected Travel-Related Categories

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

Appendix D: Sources of Data

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

Organizations

Airlines for America (A4A), (formerly known as Air Transport Association of America - ATA)
American Automobile Association
Amtrak
American Society of Travel Agents
Bureau of Census, U.S. Department of Commerce
Bureau of Economic Analysis, U.S. Department of Commerce
Bureau of Labor Statistics, U.S. Department of Labor
Bureau of Transportation Statistics, U.S. Department of Transportation
Federal Aviation Administration, U.S. Department of Transportation
Federal Highway Administration, U.S. Department of Transportation
National Park Service, U.S. Department of the Interior
Office of Travel and Tourism Industries (OTTI)/ITA, U.S. Department of Commerce
Tennessee Department of Tourist Development
Tennessee Department of Labor & Workforce Development
Tennessee Department of Revenue
Smith Travel Research
U.S. Travel Association

Appendix E: RIMS II

REGIONAL INPUT-OUTPUT MODELING SYSTEM

A BRIEF DESCRIPTION

Regional Economic Analysis Division
Bureau of Economic Analysis
U.S. Department of Commerce
Washington, D.C. 20230
(202) 523-0594

RIMS II

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

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

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

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

RIMS II METHODOLOGY

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

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

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

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

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

ACCURACY OF RIMS II

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

ADVANTAGES OF RIMS II

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

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

APPLICATIONS OF RIMS II

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

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

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

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

RIMS II MULTIPLIERS

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

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

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

Appendix F: Industry Ranking by Employment and Payroll in Tennessee, 2019**Top 10 Industries by Nonfarm Payroll in Tennessee, 2019**

Rank	NAICS Code*	Industry Name	Total Wages (\$ Millions)
1	541	Professional and technical services	\$12,142
2	621	Ambulatory health care services	10,296
3	561	Administrative and support services**	7,957
4	622	Hospitals	6,734
5	551	Management of companies and enterprises	5,963
6	423	Merchant wholesalers, durable goods	5,237
7		Travel & Tourism***	5,216
8	238	Specialty trade contractors	4,690
9	336	Transportation equipment manufacturing	4,675
10	524	Insurance carriers and related activities	4,116

Top 10 Industries by Nonfarm Employment in Tennessee, 2019

Rank	NAICS Code*	Industry Name	Total Employment (Thousands)
1	561	Administrative and support services**	216.0
2		Travel & Tourism***	195.0
3	722	Food services and drinking places**	181.2
4	621	Ambulatory health care services	155.5
5	541	Professional and technical services	146.2
6	622	Hospitals	109.6
7	238	Specialty trade contractors	85.8
8	336	Transportation equipment manufacturing	75.1
9	452	General merchandise stores	71.7
10	423	Merchant wholesalers, durable goods	71.3

Sources: U.S. Travel Association, U.S. Bureau of Labor Statistics.

* The North American Industry Classification System. NAICS 541 includes certain professional and business services (formerly SICs 73, 87). NAICS 561 includes business services NEC (formerly SIC 7389).

** Excludes wages or jobs attributable to the travel and tourism industry.

*** Payroll and employment generated by both domestic and international travel spending