

**The Economic Impact  
of Travel on  
Tennessee Counties  
2001**

A Study Prepared for the  
**Tennessee Department of Tourist Development**  
by the  
Research Department of the  
Travel Industry Association of America  
Washington, D.C.  
June 2003



## **PREFACE**

This study was conducted by the research department of the Travel Industry Association (TIA) for the *Tennessee Department of Tourist Development*. The study provides preliminary 2001 and revised 2000 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. Multiplier impact of these expenditures is also included.

Additionally, this report provides preliminary 2001 and revised 2000 estimates by county for domestic travel expenditures and employment, payroll income, and state and local tax revenue directly generated by domestic expenditures. Based on newly released, more detailed government data for air transportation, this sector's employment and payroll estimates were revised downward from prior years to present a more accurate picture.

Travel Industry Association of America  
Washington, D.C.  
June 2003

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## **EXECUTIVE SUMMARY**

### ***Total Impact of Travel***

- Total domestic and international travel-related spending in Tennessee, including direct and indirect spending, reached more than \$16.2 billion in 2001, down 0.7 percent from 2000.
- Total payroll income from related employment was \$5 billion in 2001, up 1 percent from 2000.
- Total travel-related employment in Tennessee, both direct and indirect, was 238.2 thousand jobs in 2001, 8.9 percent of the state's total non-agricultural employment.

### ***Direct Impact of Travel***

- Direct spending by domestic and international travelers reached nearly \$10.3 billion in Tennessee during 2001, a 0.6 percent decrease from 2000. Domestic travelers in Tennessee spent nearly \$9.9 billion, while international travelers spent \$381 million.
- In 2001, domestic travel spending in Tennessee was virtually unchanged compared with 2000 while international travel spending declined 13.8 percent.
- Travel-generated employees earned nearly \$2.7 billion in wage and salary income during 2001, up 0.9 percent from 2000. Domestic travel spending generated nearly \$2.6 billion in payroll income in 2001, while international travel spending generated nearly \$111 million.
- Employment generated directly by both domestic and international travelers' spending reached 139.3 thousand jobs within Tennessee in 2001, 5.2 percent of the state's total non-agricultural employment. Domestic travel spending generated 133.5 thousand jobs, while international travel spending supported 5.8 thousand jobs.
- On average, every \$73,626 spent in Tennessee by domestic and international travelers generated one job in 2001.
- Tax revenues for federal, state, and local governments in 2001 generated directly by both domestic and international travelers' spending in Tennessee totaled nearly \$2.2 billion. Of this, nearly \$2.1 billion was from domestic traveler spending, \$84.3 million from international.



## **INTRODUCTION**

This report presents preliminary 2001 and revised 2000 estimates of the impact of domestic and international traveler spending in Tennessee, as well as the employment, payroll income and tax revenue directly generated by the spending. These estimates are produced through use of the Travel Economic Impact Model, a computerized economic model producing estimates of travel spending and its impact on employment, wage and salary (payroll) income, and state and local tax revenues at the state and county levels.

The County/City Travel Economic Impact Model is an extension of TIA's Travel Economic Impact Model (TEIM) initially developed in 1975 for the U.S. Department of the Interior to indicate the economic value of travel and tourism to states and counties. The original TEIM has been revised substantially based upon more accurate and targeted input data available from governments and the private sector.

The TEIM is based upon national travel surveys conducted by TIA and expenditure data developed by the Bureau of the Census, TIA, various federal agencies and national travel organizations each year. A description of the TEIM and the County impact model is provided in Appendix B. The following estimates of travel's economic impact in Tennessee are based upon the most recent version of the TEIM and data available from the U.S. Census Bureau and other sources.

U.S. residents traveling in Tennessee includes both state residents and out-of-state visitors traveling away from home overnight in paid or unpaid accommodations, or on day trips to places 50 miles or more away from home during 2001. 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 2001 will become available subsequent to this study, TIA reserves the right to revise these estimates in the future.

## **TRAVEL INDUSTRY OVERVIEW**

Travel is an extremely diverse and complex industry. The travel industry is not geographically concentrated in one particular region of the country, nor is it characterized by large plants with towering smokestacks. Instead, it is comprised of over a dozen related industries: airlines, restaurants, hotels/motels, travel agencies, gift shops, auto rental and a host of businesses that may not even recognize their dependence on travel and tourism since travelers are usually indistinguishable from local customers.

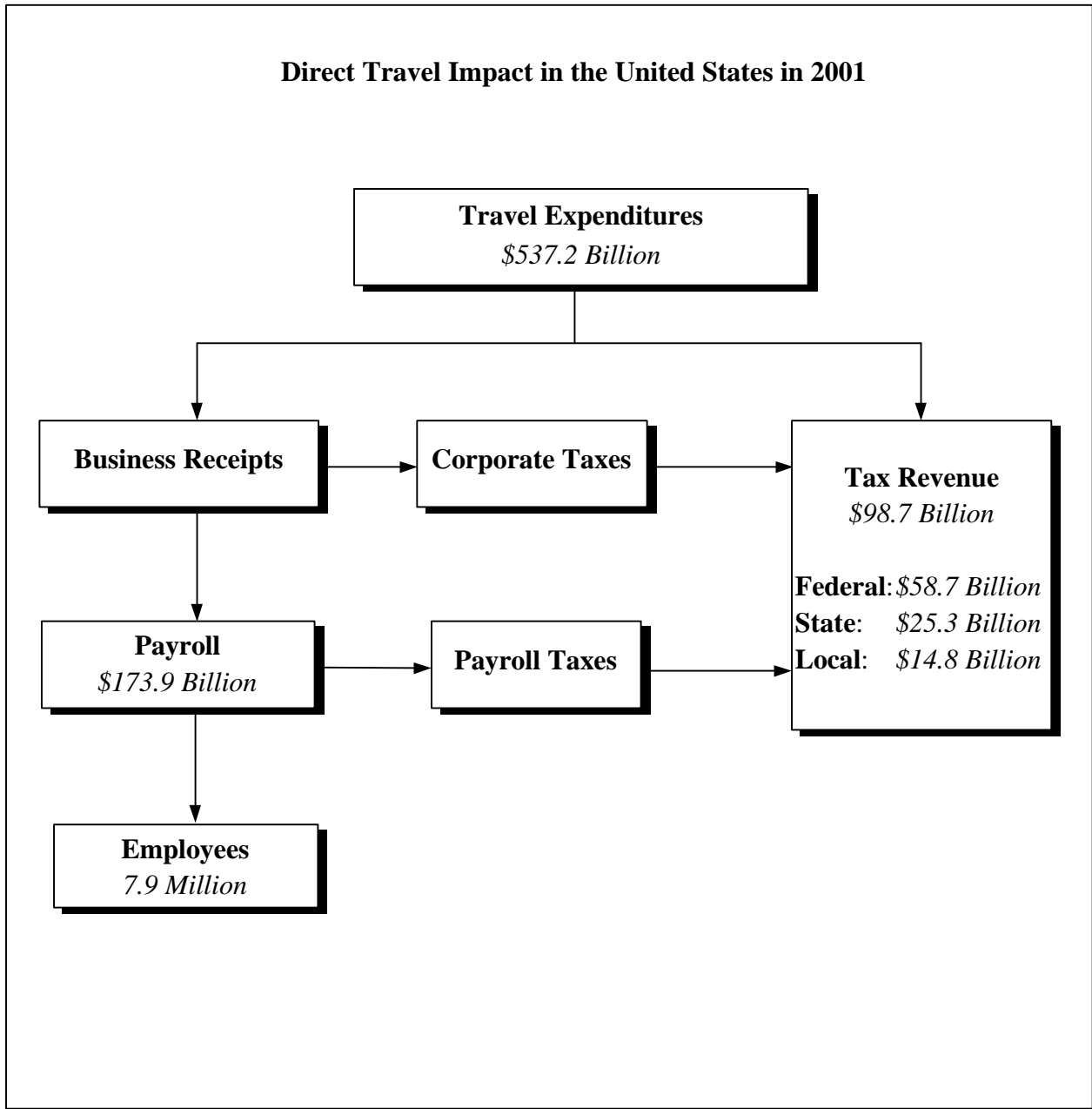
This diversity is both the travel industry's strength and its weakness. Its strength lies in the fact that a large number and wide range of businesses and their employees benefit from travelers. Buses, automobiles, airlines, rail and other transportation companies bring travelers into an economic region. These travelers then buy the products and services offered by establishments located throughout the area. This activity generates a wide variety of employment and business opportunities, as well as helping sustain and expand the local economy. Economic areas dominated by a single product-producing industry (such as the manufacture of automobiles) are more vulnerable to the negative efforts of competition, economic conditions, shifting consumer preferences and technological advances than those having a more diversified economic base.

Historically, one of the major challenges created by this diversity has been the resulting lack of awareness of, and appreciation for, the travel industry as a whole. Even though a large number and wide variety of businesses have benefited from travel and tourism, government officials, business executives and the public at large have been slow to grasp the significance of travel away from home and the industry that has developed to serve it.

The terrorist attacks of 9/11 made all Americans far more aware of the travel industry's existence. More important, there now appears to be far greater appreciation of the vital role travel has played, and continues to play, in maintaining the health of the nation's overall economy.

The travel and tourism industry that has developed to serve travelers contributes enormously to the U.S. economy. In 2001, direct traveler spending in the United States by domestic and international travelers reached \$537.2 billion dollars, 5.3 percent of the nation's gross domestic product (nominal). This activity generated 7.9 million jobs, as well as \$98.7 billion in tax revenue for federal, state, and local governments.

The chart below indicates the main benefits of direct travel spending within the United States during 2001.



Source: TIA

## **2001 NATIONAL ECONOMIC OVERVIEW**

The U.S. economy went into recession in 2001, ending an unprecedented decade-long expansion. Explanations vary, but there seems to be widespread agreement that the nation's high tech sector overheated and started to nosedive in 2001, such that the global reach of capital markets in which these firms were valued played a major role in the domestic recession. The terrorist attacks may have simply deepened and prolonged the nation's economic woes.

In the overall economy, real GDP in 2001 increased just 0.3 percent over 2000, the smallest increase since 1992. At the same time, the nation's unemployment rate hit 4.8 percent. This brought the total number of jobs lost in 2001 to 1.1 million, the largest annual decline in two decades. Reflecting these trends, the Consumer Confidence Index decreased sharply in 2001.

Worldwide, the global economy also slowed down, the result of negative economic fallout from both the U.S. recession and 9/11. This engulfed national economies throughout North and South America, Asia and Europe. Additionally, the terrorist attacks introduced new uncertainties (i.e., political risk, in addition to economic risk), that cast a shadow over the economic outlook of the world as a whole.

The outlook for the U.S. economy in general, and the travel industry in particular, is positive. TIA forecasts that real GDP will rebound to an annual rate of 3.9 percent by 2004. Furthermore, several TIA surveys, including one taken shortly after 9/11, suggest that in spite of the horrific events of 2001, most Americans still feel positively about travel. Travel is widely perceived not simply as a privilege, but as a fundamental American freedom—one that should return to normal levels as quickly as possible.

### ***2001 National Highlights***

*Real Gross Domestic Product* - The output of the U.S. economy after inflation was virtually flat, increasing just 0.3 percent in 2001—the worst year since 1991, when real GDP fell 0.5 percent.

*Real Disposable Personal Income* - Rose just 1.8 percent in 2001, versus 4.8 percent in 2000.

*Real Personal Consumption Expenditures* - Grew 2.5 percent, compared to 4.4 percent in 2000.

*Consumer Prices* – Rose slowly due to weaker consumer demand, up only 2.8 percent in 2001.

*Unemployment Rate* – Due to the weakening economy, this reached an annual average rate of 4.8 percent in 2001, the highest level since 1997.

**Table 1: Overall U.S. Economic Developments, 1999-2001**

<b>Sector</b>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Nominal gross domestic product (\$ billions)	\$9,274.3	\$9,824.6	\$10,082.2
Real gross domestic product (\$ billions)*	\$8,859.0	\$9,191.4	\$9,214.5
Total retail sales (\$ billions)	\$2,868.2	\$3,059.1	\$3,167.8
Real disposable personal income (\$ billions)*	\$6,328.4	\$6,630.3	\$6,748.0
Real personal consumption expenditures (\$ billions)*	\$5,964.5	\$6,223.9	\$6,377.2
Consumer price index	166.6	172.2	177.1
Non-farm payroll employment (millions)	128.9	131.7	131.9
Unemployment rate (%)	4.2	4.0	4.8

***Percentage change from previous year***

Nominal gross domestic product	5.6%	5.9%	2.6%
Real gross domestic product	4.1	3.8	0.3
Total retail sales	8.9	6.7	3.6
Real disposable personal income	2.6	4.8	1.8
Real personal consumption expenditures	4.9	4.4	2.5
Consumer price index	2.2	3.4	2.8
Non-farm payroll employment	2.4	2.2	0.2

Sources: U.S. Dept. of Commerce, U.S. Dept. of Labor

\* Chained 1996 dollars.

## **2001 NATIONAL TRAVEL INDUSTRY PERFORMANCE**

The economic slowdown and terrorist attacks of 9/11 dealt a hard blow to the U.S. travel industry. Although total U.S. resident person-trips increased slightly in 2001, by 2 percent, domestic travelers' spending declined to \$464.1 billion, a 4.9 percent decrease from 2000.

Total international visitors to the U.S. in 2001 fell 11.9 percent from 2000, according to revised figures released by the Office of Travel and Tourism Industries, U.S. Commerce Department. Total international visitors' expenditures in the U.S. declined 11.1 percent.

While air passenger transportation registered a steep decline after 9/11, by year-end 2001 signs of recovery emerged in other travel industry-related sectors, such as entertainment/recreation, gaming and auto transportation. Perhaps a reflection of these shifts in consumer spending, many U.S. "driving destinations" fared better than ones more reliant on air travelers.

### ***Travel Industry Highlights:***

*U.S. resident travel away from home*, as measured by TIA's TravelScope® survey in "person-trips" (one person on a trip to a place 50 miles or more, one-way, away from home), totaled over 1 billion in 2001, up 2.0 percent over 2000.

*International visitors to the U.S.* dropped to 44.9 million, compared to 50.9 million in 2000.

*International travel expenditures* accounted for 13.6 percent of the total combined domestic and international travel spending in 2001, at \$73.1 billion.

*Domestic travel expenditures* decreased 4.9 percent in 2001, to an estimated total of \$464.1 billion.

*The Travel Price Index (TPI)* increased a modest 1.1 percent in 2001, reflecting major decreases in motor fuel and transportation prices due to slackening demand.

*Travel-generated employment* for 2001 fell 0.5 percent, to an estimated 7.9 million jobs.

National Travel Industry Trends in 2001

**Table 2: Travel Industry Trends, 1997-2001**

<u>Category</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Total U.S. resident person-trips (millions)	998.5	1,004.1	987.3	997.6	1,017.8
Total international visitors (millions)	47.8	46.4	48.5	50.9	44.9
U.S. travel expenditures (\$ billions)	\$ 405.9	\$ 425.3	\$ 457.6	\$ 488.2	\$ 464.1
International travel expenditures in the U.S.* (\$ billions)	\$73.4	\$71.3	\$74.7	\$82.3	\$73.1
Travel price index	173.7	177.1	183.6	194.8	196.9
Travel-generated employment ** (thousands)	7,345	7,456	7,716	7,939	7,899

Percentage change from previous year

Total U.S. resident person-trips	3.2%	0.6%	-1.7%	1.0%	2.0%
Total international visitors	2.7%	-2.9%	4.5%	5.1%	-11.9%
U.S. travel expenditures	5.3%	4.8%	7.6%	6.7%	-4.9%
International travel expenditures in the U.S.	5.2%	-2.9%	4.8%	10.1%	-11.1%
Travel price index	3.3%	2.0%	3.7%	6.1%	1.1%
Travel-generated employment	3.0%	1.5%	3.5%	2.9%	-0.5%

Sources: TIA, OTT/ITA

Notes: \* Includes spending within the U.S. only.

\*\* Includes employment generated by both domestic and international travelers

## TRAVEL IMPACT ON TENNESSEE – 2001

### Travel Expenditures

Travel spending in Tennessee, by both domestic and international travelers, reached nearly \$10.3 billion during 2001, down 0.6 percent from 2000. Domestic travel spending comprised 96.3 percent of the total state travel expenditures in 2001. The state's performance was relatively stable compared to the nation as a whole, which realized a 5.8 percent decline.

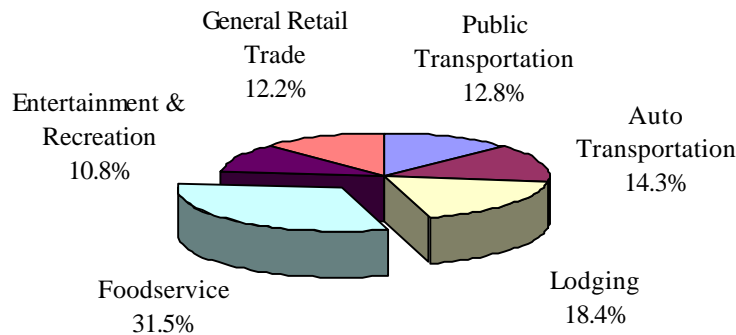
Foodservice was the largest expenditure category in 2001, totaling \$3.2 billion, 31.5 percent of the state total, a 2.1 percent increase from 2000.

The lodging sector ranked second with nearly \$1.9 billion in travel spending in 2001, 18.4 percent of the state total.

Travel spending on entertainment and recreation registered a 3.1 percent increase during 2001, the greatest growth among six categories investigated in this report. This may be due in part to an increased preference in 2001 for driving destinations.

Travel spending on public transportation decreased 7 percent mainly as a result of declining air travel in 2001. The terrorist attacks and economic slowdown were major factors.

**Direct Travel Expenditures in Tennessee  
by Industry Sector, 2001**



- 
1. Foodservice sector includes restaurants, grocery stores and other eating and drinking establishments.
  2. Lodging sector consists of hotels and motels, campgrounds, and ownership or rental of vacation or second homes.
  3. Public transportation sector comprises air, intercity bus, rail, boat or ship, and taxicab or limousine service.
  4. Auto transportation sector includes privately-owned vehicles that are used for trips (e.g., automobiles, trucks, campers or other recreational vehicles), gasoline stations, and automotive rental.
  5. General retail trade sector includes gifts, clothes, souvenirs, and other incidental retail purchases.
  6. Entertainment and recreation sector includes such items as golf, skiing and gaming.
-

Travel Expenditures

**Table 3: Direct Travel Expenditures in Tennessee by Industry Sector, 2000-2001**

<i>2001 Expenditures</i>	<u>Domestic (\$ millions)</u>	<u>International (\$ millions)</u>	<u>Total (\$ millions)</u>	<u>% of Total</u>
Public Transportation	\$1,261.0	\$54.6	\$1,315.6	12.8%
Auto Transportation	1,457.2	6.2	1,463.4	14.3%
Lodging	1,760.7	124.8	1,885.5	18.4%
Foodservice	3,157.7	72.3	3,229.9	31.5%
Entertainment & Recreation	1,072.4	35.3	1,107.7	10.8%
<u>General Retail Trade</u>	<u>1,163.4</u>	<u>88.0</u>	<u>1,251.4</u>	<u>12.2%</u>
<b>TOTAL*</b>	<b>\$9,872.4</b>	<b>\$381.1</b>	<b>\$10,253.5</b>	<b>100.0%</b>
 <i>2000 Expenditures</i>				
Public Transportation	\$1,350.5	\$64.3	\$1,414.8	13.7%
Auto Transportation	1,477.9	7.5	1,485.4	14.4%
Lodging	1,786.8	145.6	1,932.4	18.7%
Foodservice	3,080.4	82.0	3,162.4	30.7%
Entertainment & Recreation	1,034.0	40.5	1,074.5	10.4%
<u>General Retail Trade</u>	<u>1,142.3</u>	<u>102.3</u>	<u>1,244.6</u>	<u>12.1%</u>
<b>TOTAL*</b>	<b>\$9,871.9</b>	<b>\$442.2</b>	<b>\$10,314.1</b>	<b>100.0%</b>
 <i>Percentage Change 2001 over 2000</i>				
Public Transportation	-6.6%	-15.1%	-7.0%	
Auto Transportation	-1.4%	-17.8%	-1.5%	
Lodging	-1.5%	-14.3%	-2.4%	
Foodservice	2.5%	-11.8%	2.1%	
Entertainment & Recreation	3.7%	-12.8%	3.1%	
<u>General Retail Trade</u>	<u>1.8%</u>	<u>-13.9%</u>	<u>0.5%</u>	
<b>TOTAL*</b>	<b>0.0%</b>	<b>-13.8%</b>	<b>-0.6%</b>	

Sources: TIA, OTTI/ITA

Note: \* Total domestic expenditures and percent change from previous year may not match those in county tables due to rounding.

## **TRAVEL IMPACT ON TENNESSEE – 2001**

### **Travel Expenditure Trends**

During 2001, spending by domestic and international travelers in Tennessee was nearly \$10.3 billion, 1.9 percent of the total travel expenditures in the U.S.

Domestic travel expenditures in Tennessee showed steady growth from 1996 to 2000. In 2001, although domestic travel spending in Tennessee was virtually unchanged compared with 2000, it performed much better than the national average, a 4.9 percent decline.

On the other hand, after a sharp increase during 2000, international traveler spending in Tennessee declined 13.8 percent in 2001, worse than the national average, an 11.2 percent decrease.

Travel Expenditures Trends

**Table 4: Travel Expenditure Trends in Tennessee, 1996-2001**

Year	Domestic Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Billions)	U.S. (\$ Billions)	Market Share (%)	Tennessee (%)	U.S. (%)
2001	\$9.9	\$464.1	2.13%	0.0%	-4.9%
2000	9.9	488.2	2.02%	4.9%	6.7%
1999	9.4	457.6	2.06%	5.4%	7.6%
1998	8.9	425.3	2.10%	3.8%	4.8%
1997	8.6	405.9	2.12%	5.5%	5.3%
1996	8.1	385.4	2.11%	6.3%	7.2%

Year	International Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Millions)	U.S. (\$ Millions)	Market Share (%)	Tennessee (%)	U.S. (%)
2001	\$381	\$73,100	0.52%	-13.8%	-11.2%
2000	442	82,300	0.54%	30.8%	10.2%
1999	338	74,700	0.45%	-1.2%	4.8%
1998	342	71,300	0.48%	-4.6%	-2.9%
1997	359	73,400	0.49%	8.7%	5.2%
1996	330	69,800	0.47%	2.3%	10.1%

Year	Total Travel Spending			Percent Change From Previous Year	
	Tennessee (\$ Billions)	U.S. (\$ Billions)	Market Share (%)	Tennessee (%)	U.S. (%)
2001	\$10.3	\$537.2	1.91%	-0.6%	-5.8%
2000	10.3	570.5	1.81%	5.8%	7.2%
1999	9.8	532.3	1.83%	5.2%	7.2%
1998	9.3	496.6	1.87%	3.5%	3.6%
1997	9.0	479.3	1.87%	5.7%	5.3%
1996	8.5	455.2	1.86%	6.1%	7.6%

Sources: TIA, OTTI/ITA

## TRAVEL IMPACT ON TENNESSEE – 2001

### Tennessee Ranking – Domestic Travel Expenditures

- In 2001, Tennessee ranked 15<sup>th</sup> in domestic travel spending among all 50 states and the District of Columbia.
- Among the ten states comprising the Discover America Travel Region of the South, Tennessee ranked 4<sup>th</sup> in domestic travel spending in 2001.
- Tennessee’s market share of domestic travel expenditures in the South region was 9 percent in 2001, a slight increase from 2000.

**Table 5: Share of Domestic Travel Expenditures in the South Region by State, 2001**

<u>State</u>	<u>Rank</u>	<u>Domestic Expenditures (\$ Millions)</u>	<u>Percent of South Region Total</u>
Florida	1	39,937.8	36.4%
Georgia	2	14,094.6	12.8%
North Carolina	3	11,740.0	10.7%
<b>Tennessee</b>	<b>4</b>	<b>9,872.4</b>	<b>9.0%</b>
Louisiana	5	8,490.6	7.7%
South Carolina	6	6,701.3	6.1%
Alabama	7	5,127.9	4.7%
Kentucky	8	5,025.2	4.6%
Mississippi	9	4,930.9	4.5%
<u>Arkansas</u>	<u>10</u>	<u>3,767.3</u>	<u>3.4%</u>
South Region Total		\$109,688.0	100.0%

Source: TIA

**Table 6: Ranking of the Top 20 U.S. States by Domestic Travel Expenditures, 2001**

<u>State</u>	<u>Expenditures (\$ Millions)</u>	<u>Share of U.S. Total</u>	<u>Rank</u>
California	59,210.9	12.6%	1
Florida	39,937.8	8.5%	2
Texas	31,145.6	6.6%	3
New York	26,695.2	5.7%	4
Illinois	20,768.4	4.4%	5
Nevada	18,648.5	4.0%	6
New Jersey	14,378.1	3.1%	7
Pennsylvania	14,342.0	3.1%	8
Georgia	14,094.6	3.0%	9
Virginia	12,885.9	2.7%	10
Ohio	12,132.6	2.6%	11
North Carolina	11,740.0	2.5%	12
Michigan	11,464.0	2.4%	13
Massachusetts	9,889.4	2.1%	14
<b>Tennessee</b>	<b>9,872.4</b>	<b>2.1%</b>	<b>15</b>
Missouri	9,100.5	1.9%	16
Colorado	8,922.6	1.9%	17
Arizona	8,507.4	1.8%	18
Louisiana	8,490.6	1.8%	19
Maryland	8,468.7	1.8%	20
Top 20 State Total	\$350,695.2	74.8%	
U.S. Total	\$468,695.1	100.0%	

Source: TIA

## TRAVEL IMPACT ON TENNESSEE – 2001

### Travel-Generated Payroll

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

Payroll (wages and salaries) paid by Tennessee travel-related firms and directly attributable to travel spending reached nearly \$2.7 billion in 2001, up 0.9 percent from 2001.

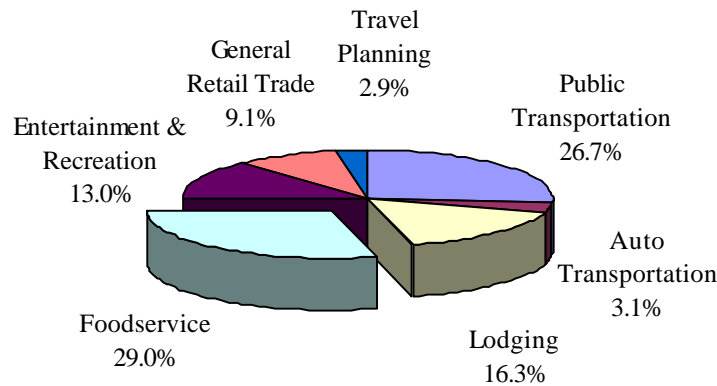
On average, every dollar spent by travelers produced 26 cents in wage and salary income for Tennessee residents in 2001.

In Tennessee, domestic traveler spending generated nearly \$2.6 billion in payroll income during 2001, a 1.2 percent increase from 2000, while international visitor spending produced nearly \$111 million, a 5.8 percent decline from 2000.

In 2001, the foodservice sector posted the largest payroll generated by travel spending at nearly \$773 million, 29 percent of the state total. This represents a 1.1 percent decrease from 2000.

Payroll in the public transportation industry ranked second with nearly \$711 million during 2001, 26.7 percent of the state total. Wage rigidity kept payrolls in this sector from declining, despite lower expenditures for public transportation.

**Travel-Generated Payroll in Tennessee  
by Industry Sector, 2001**



Travel-Generated Payroll

**Table 7: Travel-Generated Payroll in Tennessee by Industry Sector, 2000-2001**

<i><b>2001 Payroll</b></i>	<u>Domestic (\$ millions)</u>	<u>International (\$ millions)</u>	<u>Total (\$ millions)</u>	<u>% of Total</u>
Public Transportation	\$682.4	\$28.4	\$710.8	26.7%
Auto Transportation	81.0	0.4	81.4	3.1%
Lodging	403.1	30.9	434.0	16.3%
Foodservice	752.9	19.6	772.6	29.0%
Entertainment & Recreation	335.0	12.7	347.7	13.0%
General Retail Trade	225.0	18.5	243.5	9.1%
<u>Travel Planning *</u>	<u>76.6</u>	<u>0.0</u>	<u>76.6</u>	<u>2.9%</u>
<b>Total**</b>	<b>\$2,556.1</b>	<b>\$110.5</b>	<b>\$2,666.6</b>	<b>100.0%</b>
 <i><b>2000 Payroll</b></i>				
Public Transportation	\$639.4	\$30.4	\$669.8	25.3%
Auto Transportation	87.2	0.4	87.6	3.3%
Lodging	402.6	32.8	435.4	16.5%
Foodservice	760.8	20.3	781.1	29.6%
Entertainment & Recreation	337.7	13.2	350.9	13.3%
General Retail Trade	218.6	20.1	238.7	9.0%
<u>Travel Planning *</u>	<u>79.2</u>	<u>0.0</u>	<u>79.2</u>	<u>3.0%</u>
<b>Total**</b>	<b>\$2,525.5</b>	<b>\$117.3</b>	<b>\$2,642.8</b>	<b>100.0%</b>
 <i><b>Percentage Change 2001 over 2000</b></i>				
Public Transportation	6.7%	-6.7%	6.1%	
Auto Transportation	-7.1%	-9.7%	-7.1%	
Lodging	0.1%	-5.8%	-0.3%	
Foodservice	-1.0%	-3.1%	-1.1%	
Entertainment & Recreation	-0.8%	-4.2%	-0.9%	
General Retail Trade	2.9%	-7.9%	2.0%	
<u>Travel Planning *</u>	<u>-3.2%</u>	<u>N/A</u>	<u>-3.2%</u>	
<b>Total**</b>	<b>1.2%</b>	<b>-5.8%</b>	<b>0.9%</b>	

Sources: TIA, OTTI/ITA

Notes: \*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; \*\* Total domestic payroll and percent change from previous year may not match those in county tables due to rounding.

## TRAVEL IMPACT ON TENNESSEE – 2001

### Travel-Generated Employment

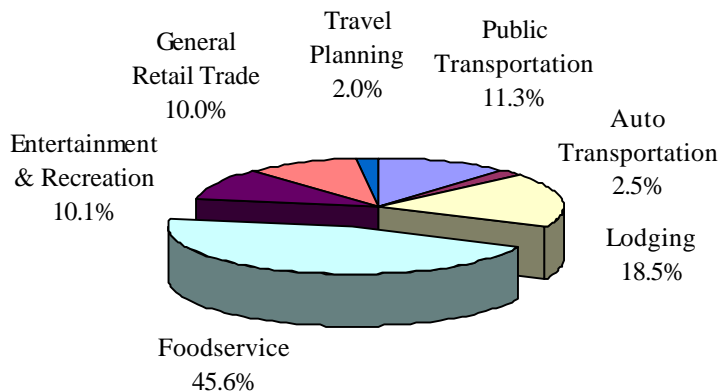
Perhaps the most impressive contribution of travel and tourism to the Tennessee economy is the number of businesses and jobs it supports. Due to the diversity of the travel industry in Tennessee, a wide variety of multi-level jobs are supported. These jobs include a large number of executive and managerial positions, as well as service-oriented occupations.

During 2001, domestic and international traveler spending in Tennessee generated 139.3 thousand jobs, including full-time and seasonal/part-time positions in the state. On average, every \$73,626 spent by travelers in Tennessee directly supported one job.

The 139.3 thousand travel-related jobs comprised 5.2 percent of total non-agricultural employment in Tennessee in 2001. Without these jobs generated by travel, Tennessee's 2001 unemployment rate of 4.4 percent would have been 4.9 percentage points higher than it was, or 9.3 percent of the labor force. The economic slowdown and 9/11 kept job growth relatively flat.

The foodservice sector, including restaurants and other eating and drinking places, provided more jobs than any other industry sector, accounting for 63.5 thousand jobs, and 45.6 percent of the state total. The labor-intensiveness of these businesses and the large proportion of travel expenditures spend on foodservice contribute to the importance of this sector. The lodging sector followed foodservice with 25.7 thousand jobs, 18.5 percent of the state total. The public transportation sector ranked third with 15.7 thousand jobs (11.3 percent of the total).

**Travel-Generated Employment in Tennessee  
by Industry Sector, 2001**



Travel-Generated Employment

**Table 8: Travel-Generated Employment in Tennessee by Industry Sector, 2000-2001**

<i>2001 Employment</i>	<u>Domestic (Thousands)</u>	<u>International (Thousands)</u>	<u>Total (Thousands)</u>	<u>% of Total</u>
Public Transportation	15.0	0.7	15.7	11.3%
Auto Transportation	3.5	0.0	3.5	2.5%
Lodging	23.9	1.8	25.7	18.5%
Foodservice	61.9	1.6	63.5	45.6%
Entertainment & Recreation	13.6	0.5	14.1	10.1%
General Retail Trade	12.8	1.1	13.9	10.0%
Travel Planning *	2.8	0.0	2.8	2.0%
<b>Total**</b>	<b>133.5</b>	<b>5.8</b>	<b>139.3</b>	<b>100.0%</b>
<i>2000 Employment</i>				
Public Transportation	15.2	0.7	15.9	11.5%
Auto Transportation	3.5	0.0	3.5	2.5%
Lodging	23.5	1.9	25.4	18.3%
Foodservice	61.6	1.6	63.2	45.5%
Entertainment & Recreation	13.6	0.5	14.1	10.2%
General Retail Trade	12.8	1.2	14.0	10.0%
Travel Planning *	2.9	0.0	2.9	2.1%
<b>Total**</b>	<b>133.1</b>	<b>6.0</b>	<b>139.1</b>	<b>100.0%</b>
<i>Percentage Change 2001 over 2000</i>				
Public Transportation	-1.4%	-4.9%	-1.5%	
Auto Transportation	-0.7%	-7.9%	-0.7%	
Lodging	1.7%	-4.0%	1.3%	
Foodservice	0.5%	-1.2%	0.4%	
Entertainment & Recreation	-0.2%	-2.3%	-0.3%	
General Retail Trade	0.1%	-6.1%	-0.4%	
Travel Planning *	-3.4%	N/A	-3.4%	
<b>Total**</b>	<b>0.3%</b>	<b>-3.6%</b>	<b>0.1%</b>	

Sources: TIA, OTTI/ITA

Notes: \* Refers to jobs created in travel arrangement firms such as travel agencies, wholesale and retail tour companies, and other travel-related service businesses. \*\* Total domestic employment and percent change from previous year may not match those in county tables due to rounding.

## TRAVEL IMPACT ON TENNESSEE – 2001

### Travel-Generated Tax Revenue

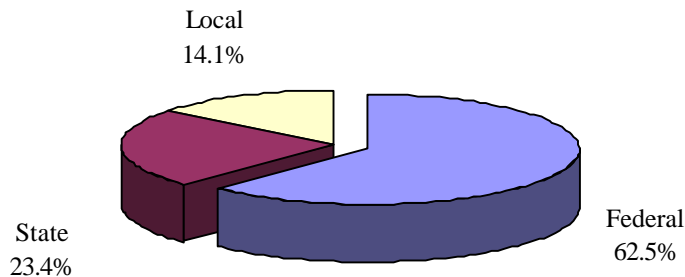
Travel tax receipts includes the federal, state, and local tax revenue attributable to travel spending in Tennessee. Travel-generated tax revenue is a significant economic benefit, as governments use these funds to support the travel infrastructure and help support a variety of public programs.

Travel spending by both domestic and international travelers in Tennessee generated nearly \$1.4 billion for the federal government during 2001. This represents 62.5 percent of all travel-generated tax collections in the state. Each dollar spent by domestic and international travelers in Tennessee produced 13.2 cents for federal coffers.

Travel spending in Tennessee also generated over \$508 million in tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income. This comprised 23.4 percent of all travel-generated tax revenue for 2001 collected in the state. On average, each travel dollar produced 5 cents in state tax receipts.

Local government in Tennessee directly benefited from travel as well. During 2001, traveler spending generated nearly \$307 million in sales and property tax revenue for the municipal government, 14.1 percent of total travel-generated tax revenue in the state. Each travel dollar produced nearly 3 cents for local tax coffers.

**Travel-Generated Tax Revenue in Tennessee by  
Level of Government, 2001**



Travel-Generated Tax Revenue

**Table 9: Travel-Generated Tax Revenue in Tennessee by Level of Government, 2000-2001**

<i>2001 Tax Revenue</i>	Domestic (\$ millions)	International (\$ millions)	Total (\$ millions)	% of Total
Federal	\$1,304.0	\$53.7	\$1,357.8	62.5%
State	488.8	19.3	508.1	23.4%
Local	295.4	11.3	306.7	14.1%
<b>TOTAL</b>	<b>\$2,088.3</b>	<b>\$84.3</b>	<b>\$2,172.6</b>	<b>100.0%</b>
<i>2000 Tax Revenue</i>				
Federal	\$1,311.8	\$58.8	\$1,370.6	62.9%
State	482.1	21.6	503.7	23.1%
Local	290.9	13.0	303.9	14.0%
<b>TOTAL</b>	<b>\$2,084.9</b>	<b>\$93.4</b>	<b>\$2,178.3</b>	<b>100.0%</b>
<i>Percentage Change 2001 over 2000</i>				
Federal	-0.6%	-8.6%	-0.9%	
State	1.4%	-10.8%	0.9%	
Local	1.6%	-13.5%	0.9%	
<b>TOTAL</b>	<b>0.2%</b>	<b>-9.8%</b>	<b>-0.3%</b>	

Sources: TIA, OTTI/ITA

## **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 outputs (sales) and earnings (wage and salary income) 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 (travel spending) plus secondary output to initial expenditures alone is commonly termed the sales or 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 travel spending on the Tennessee economy during 2000 and 2001.

In 2001, the \$10.3 billion spent directly by domestic and international travelers in Tennessee generated total output value of \$16.2 billion, down 0.7 percent from 2000. The ratio of total output to the initial spending is 1.58, the output multiplier. This indicates that the average travel dollar generated an additional 58 cents in secondary sales for a total impact of \$1.58.

In addition to the \$2.7 billion in payroll income generated by direct travel spending, nearly \$2.4 billion in earnings was produced in secondary impact in 2001. The ratio of total earnings generated to the initial spending is 0.49, the earnings multiplier.

Travel spending also produced 238.2 thousand jobs for Tennessee residents, including direct and secondary employment. The ratio of total employment generated to the initial spending is 23.2, the employment multiplier. This means that every million dollars of travel expenditures produced 23.2 jobs in Tennessee during 2001.

**Table 10: Multiplier Impact of Travel Spending in Tennessee, 2000-2001**

***2001 Multiplier Impact***

<u>Impact Measure</u>	<u>Direct Impact</u>	<u>Indirect &amp; Induced Impact</u>	<u>Total Impact</u>	<u>Multipliers</u>
Expenditures (millions)	\$10,253.5	\$5,988.9	\$16,242.4	1.58
Earnings (millions)	\$2,666.6	\$2,355.4	\$5,022.0	0.49
Employment (thousands)	139.3	98.9	238.2	23.2

***2000 Multiplier Impact***

Expenditures (millions)	\$10,314.1	\$6,038.4	\$16,352.5	1.59
Earnings (millions)	\$2,642.7	\$2,330.4	\$4,973.10	0.48
Employment (thousands)	139.1	98.9	238.0	23.1

***Percent Change  
2001 over 2000***

Expenditures (millions)	-0.6%	-0.8%	-0.7%
Earnings (millions)	0.9%	1.1%	1.0%
Employment (thousands)	0.1%	0.0%	0.1%

Sources: U.S. Department of Commerce, Bureau of Economic Analysis, RIMS II; TIA

## **2001 DOMESTIC TRAVEL IMPACT ON TENNESSEE COUNTIES**

During 2001, domestic travelers spent nearly \$9.9 billion while traveling in Tennessee, rarely changed compared with 2002. These expenditures directly generated nearly \$2.6 billion in wages and salaries and 133.5 thousand jobs for Tennessee residents.

Travel expenditures occurred throughout all ninety-five counties in Tennessee. The top five counties in Tennessee received nearly \$7.3 billion in direct domestic travel expenditures, 73.8 percent of the state total. Domestic travel spending in the top five counties generated over \$2 billion in payroll (79.9 percent of the state total) and more than 104.5 thousand jobs (78.3 percent of the state total) in 2001.

Additionally, domestic expenditures of the top five counties generated \$329 million tax revenue for the state treasury and \$194 million tax revenue for local governments during 2001.

### ***Domestic Travel Impact in Top 5 Counties***

**Davidson County**, which includes the city of Nashville, led all counties in 2001. Domestic travel expenditures in Davidson registered over \$2.9 billion, accounting for 29.4 percent of the state total. These expenditures generated more than \$846 million in payroll income and 44.2 thousand jobs for county residents.

**Shelby County** ranked second with more than \$2.2 billion in domestic travel spending in 2001, representing 22.7 percent of the state total. The county's payroll income generated by domestic travel spending reached \$656 million. Jobs directly attributable to domestic travel spending reached nearly 29.4 thousand.

**Sevier County** posted nearly \$1.1 billion in domestic expenditures to rank third. These expenditures generated nearly \$291 million in payroll as well as 17.1 thousand jobs within the county.

**Knox County** received nearly \$550 million from U.S. travelers, 5.6 percent of the state total. These travel expenditures benefited the county with nearly \$134 million in wages and salaries and more than 7 thousand jobs.

**Hamilton County** ranked fifth with almost \$530 million in domestic travel expenditures. This represents 5.4 percent of the state total. These receipts from domestic travelers generated more than \$116 million in payroll income and 6.8 thousand jobs within the county during 2001.

**Table 11: Domestic Travel Impact in Tennessee - Top 5 Counties, 2000-2001**

**2001 Impact**

County	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
DAVIDSON	\$2,903.60	\$846.45	44.24	\$126.37	\$74.74
SHELBY	2,244.51	656.01	29.35	82.68	63.41
SEVIER	1,055.72	290.65	17.10	59.72	31.02
KNOX	549.76	133.59	7.03	29.08	13.29
HAMILTON	529.71	116.48	6.80	31.24	11.77
<b>Top Five</b>	<b>\$7,283.3</b>	<b>\$2,043.2</b>	<b>104.52</b>	<b>\$329.1</b>	<b>\$194.2</b>
STATE TOTALS	\$9,872.37	\$2,556.09	133.47	\$488.81	\$295.45
Share of Top 5 Counties	73.8%	79.9%	78.3%	67.3%	65.7%

**2000 Impact**

DAVIDSON	\$2,939.13	\$845.38	44.68	\$126.59	\$74.53
SHELBY	2,296.50	662.25	29.96	83.72	63.92
SEVIER	1,005.07	273.02	16.24	56.27	29.09
KNOX	546.07	130.92	6.97	28.59	13.01
HAMILTON	541.78	117.54	6.94	31.62	11.86
<b>Top Five</b>	<b>\$7,328.55</b>	<b>\$2,029.12</b>	<b>104.78</b>	<b>\$326.79</b>	<b>\$192.42</b>
STATE TOTALS	\$9,871.90	\$2,525.50	133.11	\$482.14	\$290.90
Share of Top 5 Counties	74.2%	80.3%	78.7%	67.8%	66.1%

**Percent Change  
2001 Over 2000**

DAVIDSON	-1.2%	0.1%	-1.0%	-0.2%	0.3%
SHELBY	-2.3%	-0.9%	-2.0%	-1.2%	-0.8%
SEVIER	5.0%	6.5%	5.3%	6.1%	6.6%
KNOX	0.7%	2.0%	0.9%	1.7%	2.2%
HAMILTON	-2.2%	-0.9%	-2.0%	-1.2%	-0.8%
<b>Top Five</b>	<b>-0.6%</b>	<b>0.7%</b>	<b>-0.3%</b>	<b>0.7%</b>	<b>0.9%</b>
STATE TOTALS	0.0%	1.2%	0.3%	1.4%	1.6%

Source: TIA

## COUNTY TABLES

The following tables list the results of the County Economic Impact Component of the TIA's Travel Economic Impact Model for Tennessee in 2001 and revised estimates for 2000. The estimates presented are for direct domestic travel expenditures and related economic impact.

**Table A** shows the counties listed alphabetically, with 2001 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 2001 travel expenditures from highest to lowest.

**Table C** indicates the percent of the state totals accounted for by each county in 2001.

**Table D** shows the percent change in 2001 over 2000 revised estimates for each of the measures of economic impact.

**Table E** shows the counties, listed alphabetically, with revised 2000 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 2001.

**Table G** indicates the counties grouped by region with 2001 and 2000 revised travel expenditures, shown with the percent change in 2001 over 2000 revised.

**Table H** shows the percent change in 2001 over 2000 revised estimates, with the counties grouped by region.

**Table I** indicates the counties grouped by region, with 2000 revised estimates for each measure of travel impact.

**Table J** shows each measure of travel impact for each region in 2001.

**Table K** shows each measure of travel impact with revised 2000 estimates by each region.

**Table L** indicates the percent change in each measure of travel impact in 2001 over revised 2000 for each Tennessee region.

Table A: Alphabetical by County

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table A: Alphabetical by County</b>					
<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	\$65.19	\$12.76	0.79	\$4.16	\$1.41
BEDFORD	19.22	3.88	0.21	1.18	0.75
BENTON	14.57	2.73	0.13	0.93	1.57
BLEDSON	2.58	0.43	0.02	0.15	0.42
BLOUNT	169.19	36.39	2.07	9.72	5.86
BRADLEY	76.02	14.58	0.92	4.85	1.63
CAMPBELL	36.37	7.46	0.45	2.18	1.90
CANNON	2.68	0.31	0.01	0.18	0.19
CARROLL	12.28	1.97	0.11	0.77	0.47
CARTER	19.59	3.14	0.15	1.27	1.24
CHEATHAM	11.44	2.33	0.12	0.68	0.39
CHESTER	5.28	0.63	0.03	0.37	0.17
CLAIBORNE	10.72	2.11	0.12	0.64	0.81
CLAY	4.90	1.25	0.05	0.28	0.43
COCKE	28.03	6.17	0.41	1.69	1.26
COFFEE	43.58	8.96	0.54	2.69	1.16
CROCKETT	5.22	0.97	0.06	0.31	0.23
CUMBERLAND	71.22	17.77	0.98	4.23	3.01
DAVIDSON	2,903.60	846.45	44.24	126.37	74.74
DECATUR	7.28	1.13	0.04	0.45	1.30
DEKALB	22.39	5.11	0.23	1.32	2.97
DICKSON	34.90	7.07	0.46	2.16	0.86
DYER	26.85	5.26	0.33	1.72	0.64
FAYETTE	4.70	0.68	0.03	0.29	0.26
FENTRESS	8.67	1.58	0.09	0.53	0.59
FRANKLIN	13.94	2.43	0.13	0.90	0.66
GIBSON	22.67	3.14	0.17	1.54	0.68

Table A: Alphabetical by County

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table A: Alphabetical by County (Continued)</b>						
<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	14.53	2.45	0.14	0.94	0.63	
GRAINGER	11.09	2.01	0.09	0.65	2.16	
GREENE	50.23	9.51	0.52	3.18	1.35	
GRUNDY	5.30	0.74	0.02	0.34	0.95	
HAMBLEN	53.88	9.24	0.52	3.42	1.20	
HAMILTON	529.71	116.48	6.80	31.24	11.77	
HANCOCK	0.85	0.12	0.01	0.05	0.18	
HARDEMAN	17.31	2.86	0.16	1.10	1.00	
HARDIN	23.09	4.44	0.19	1.45	1.99	
HAWKINS	21.56	3.84	0.21	1.29	1.20	
HAYWOOD	10.41	1.72	0.09	0.68	0.46	
HENDERSON	14.72	2.44	0.14	0.95	0.47	
HENRY	36.44	7.11	0.31	2.20	4.70	
HICKMAN	5.14	0.88	0.04	0.31	0.50	
HOUSTON	4.09	0.75	0.04	0.24	0.45	
HUMPHREYS	21.07	4.58	0.25	1.17	1.40	
JACKSON	1.67	0.27	0.01	0.11	0.21	
JEFFERSON	31.77	6.55	0.34	1.98	2.34	
JOHNSON	6.88	1.38	0.07	0.41	0.53	
KNOX	549.76	133.59	7.03	29.08	13.29	
LAKE	8.35	2.04	0.13	0.49	0.63	
LAUDERDALE	11.53	1.77	0.09	0.71	0.93	
LAWRENCE	24.22	4.17	0.21	1.58	0.67	
LEWIS	3.87	0.71	0.05	0.23	0.19	
LINCOLN	13.47	2.22	0.13	0.88	0.43	
LOUDON	26.06	4.98	0.30	1.65	0.66	
MCMINN	23.84	4.10	0.25	1.50	0.59	

Table A: Alphabetical by County

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table A: Alphabetical by County (Continued)</b>						
<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	7.01	1.15	0.05	0.43	0.40	
MACON	4.51	0.78	0.05	0.27	0.24	
MADISON	115.02	25.32	1.57	7.07	2.49	
MARION	19.48	3.75	0.23	1.20	0.71	
MARSHALL	15.94	3.16	0.16	1.03	0.42	
MAURY	63.82	10.56	0.61	4.05	1.34	
MEIGS	5.42	1.10	0.04	0.32	0.71	
MONROE	24.94	5.03	0.28	1.51	1.71	
MONTGOMERY	94.85	18.52	1.09	6.19	1.83	
MOORE	0.99	0.17	0.01	0.06	0.05	
MORGAN	2.94	0.37	0.01	0.19	0.38	
OBION	32.02	6.26	0.35	2.00	0.97	
OVERTON	5.02	0.82	0.04	0.33	0.32	
PERRY	4.61	0.76	0.02	0.25	1.22	
PICKETT	5.12	1.27	0.05	0.30	0.75	
POLK	15.85	4.36	0.20	0.92	1.47	
PUTNAM	65.34	12.20	0.76	4.09	1.34	
RHEA	20.92	4.27	0.23	1.28	1.41	
ROANE	36.86	6.75	0.39	2.31	1.93	
ROBERTSON	22.21	3.67	0.20	1.50	0.60	
RUTHERFORD	140.15	26.81	1.63	8.89	3.03	
SCOTT	7.77	1.38	0.08	0.45	0.46	
SEQUATCHIE	4.32	0.74	0.03	0.27	0.32	
SEVIER	1,055.72	290.65	17.10	59.72	31.02	
SHELBY	2,244.51	656.01	29.35	82.68	63.41	
SMITH	6.77	1.02	0.05	0.43	0.30	
STEWART	5.04	0.78	0.03	0.31	0.76	

Table A: Alphabetical by County

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table A: Alphabetical by County (Continued)</b>					
<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	190.23	44.34	2.32	10.72	5.25
SUMNER	60.76	11.71	0.69	3.87	1.40
TIPTON	16.73	2.65	0.14	1.10	0.55
TROUSDALE	2.35	0.31	0.02	0.15	0.08
UNICOI	5.90	1.47	0.08	0.35	0.48
UNION	4.47	0.83	0.03	0.27	0.67
VAN BUREN	6.43	1.68	0.07	0.37	0.68
WARREN	17.69	3.20	0.17	1.11	0.72
WASHINGTON	134.40	27.52	1.62	8.32	3.15
WAYNE	7.53	1.51	0.08	0.46	0.48
WEAKLEY	12.06	2.00	0.11	0.76	0.41
WHITE	11.24	1.44	0.07	0.76	0.53
WILLIAMSON	149.80	29.26	1.73	9.28	3.10
WILSON	61.72	12.89	0.72	3.84	1.84
<b>STATE TOTALS</b>	<b>\$9,872.37</b>	<b>\$2,556.09</b>	<b>133.47</b>	<b>\$488.81</b>	<b>\$295.45</b>

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Table B: Ranking of Counties by Expenditure Levels

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table B: Ranking of Counties by Expenditure Levels</b>					
<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	\$2,903.60	\$846.45	44.24	\$126.37	\$74.74
SHELBY	2,244.51	656.01	29.35	82.68	63.41
SEVIER	1,055.72	290.65	17.10	59.72	31.02
KNOX	549.76	133.59	7.03	29.08	13.29
HAMILTON	529.71	116.48	6.80	31.24	11.77
SULLIVAN	190.23	44.34	2.32	10.72	5.25
BLOUNT	169.19	36.39	2.07	9.72	5.86
WILLIAMSON	149.80	29.26	1.73	9.28	3.10
RUTHERFORD	140.15	26.81	1.63	8.89	3.03
WASHINGTON	134.40	27.52	1.62	8.32	3.15
MADISON	115.02	25.32	1.57	7.07	2.49
MONTGOMERY	94.85	18.52	1.09	6.19	1.83
BRADLEY	76.02	14.58	0.92	4.85	1.63
CUMBERLAND	71.22	17.77	0.98	4.23	3.01
PUTNAM	65.34	12.20	0.76	4.09	1.34
ANDERSON	65.19	12.76	0.79	4.16	1.41
MAURY	63.82	10.56	0.61	4.05	1.34
WILSON	61.72	12.89	0.72	3.84	1.84
SUMNER	60.76	11.71	0.69	3.87	1.40
HAMBLEN	53.88	9.24	0.52	3.42	1.20
GREENE	50.23	9.51	0.52	3.18	1.35
COFFEE	43.58	8.96	0.54	2.69	1.16
ROANE	36.86	6.75	0.39	2.31	1.93
HENRY	36.44	7.11	0.31	2.20	4.70
CAMPBELL	36.37	7.46	0.45	2.18	1.90
DICKSON	34.90	7.07	0.46	2.16	0.86
OBION	32.02	6.26	0.35	2.00	0.97

Table B: Ranking of Counties by Expenditure Levels

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table B: Ranking of Counties by Expenditure Levels (Continued)</b>						
<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>	
JEFFERSON	31.77	6.55	0.34	1.98	2.34	
COCKE	28.03	6.17	0.41	1.69	1.26	
DYER	26.85	5.26	0.33	1.72	0.64	
LOUDON	26.06	4.98	0.30	1.65	0.66	
MONROE	24.94	5.03	0.28	1.51	1.71	
LAWRENCE	24.22	4.17	0.21	1.58	0.67	
MCMINN	23.84	4.10	0.25	1.50	0.59	
HARDIN	23.09	4.44	0.19	1.45	1.99	
GIBSON	22.67	3.14	0.17	1.54	0.68	
DEKALB	22.39	5.11	0.23	1.32	2.97	
ROBERTSON	22.21	3.67	0.20	1.50	0.60	
HAWKINS	21.56	3.84	0.21	1.29	1.20	
HUMPHREYS	21.07	4.58	0.25	1.17	1.40	
RHEA	20.92	4.27	0.23	1.28	1.41	
CARTER	19.59	3.14	0.15	1.27	1.24	
MARION	19.48	3.75	0.23	1.20	0.71	
BEDFORD	19.22	3.88	0.21	1.18	0.75	
WARREN	17.69	3.20	0.17	1.11	0.72	
HARDEMAN	17.31	2.86	0.16	1.10	1.00	
TIPTON	16.73	2.65	0.14	1.10	0.55	
MARSHALL	15.94	3.16	0.16	1.03	0.42	
POLK	15.85	4.36	0.20	0.92	1.47	
HENDERSON	14.72	2.44	0.14	0.95	0.47	
BENTON	14.57	2.73	0.13	0.93	1.57	
GILES	14.53	2.45	0.14	0.94	0.63	
FRANKLIN	13.94	2.43	0.13	0.90	0.66	
LINCOLN	13.47	2.22	0.13	0.88	0.43	

Table B: Ranking of Counties by Expenditure Levels

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table B: Ranking of Counties by Expenditure Levels (Continued)</b>						
<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>	
CARROLL	12.28	1.97	0.11	0.77	0.47	
WEAKLEY	12.06	2.00	0.11	0.76	0.41	
LAUDERDALE	11.53	1.77	0.09	0.71	0.93	
CHEATHAM	11.44	2.33	0.12	0.68	0.39	
WHITE	11.24	1.44	0.07	0.76	0.53	
GRAINGER	11.09	2.01	0.09	0.65	2.16	
CLAIBORNE	10.72	2.11	0.12	0.64	0.81	
HAYWOOD	10.41	1.72	0.09	0.68	0.46	
FENTRESS	8.67	1.58	0.09	0.53	0.59	
LAKE	8.35	2.04	0.13	0.49	0.63	
SCOTT	7.77	1.38	0.08	0.45	0.46	
WAYNE	7.53	1.51	0.08	0.46	0.48	
DECATUR	7.28	1.13	0.04	0.45	1.30	
MCNAIRY	7.01	1.15	0.05	0.43	0.40	
JOHNSON	6.88	1.38	0.07	0.41	0.53	
SMITH	6.77	1.02	0.05	0.43	0.30	
VAN BUREN	6.43	1.68	0.07	0.37	0.68	
UNICOI	5.90	1.47	0.08	0.35	0.48	
MEIGS	5.42	1.10	0.04	0.32	0.71	
GRUNDY	5.30	0.74	0.02	0.34	0.95	
CHESTER	5.28	0.63	0.03	0.37	0.17	
CROCKETT	5.22	0.97	0.06	0.31	0.23	
HICKMAN	5.14	0.88	0.04	0.31	0.50	
PICKETT	5.12	1.27	0.05	0.30	0.75	
STEWART	5.04	0.78	0.03	0.31	0.76	
OVERTON	5.02	0.82	0.04	0.33	0.32	
CLAY	4.90	1.25	0.05	0.28	0.43	

Table B: Ranking of Counties by Expenditure Levels

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table B: Ranking of Counties by Expenditure Levels (Continued)</b>						
<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>	
FAYETTE	4.70	0.68	0.03	0.29	0.26	
PERRY	4.61	0.76	0.02	0.25	1.22	
MACON	4.51	0.78	0.05	0.27	0.24	
UNION	4.47	0.83	0.03	0.27	0.67	
SEQUATCHIE	4.32	0.74	0.03	0.27	0.32	
HOUSTON	4.09	0.75	0.04	0.24	0.45	
LEWIS	3.87	0.71	0.05	0.23	0.19	
MORGAN	2.94	0.37	0.01	0.19	0.38	
CANNON	2.68	0.31	0.01	0.18	0.19	
BLEDSON	2.58	0.43	0.02	0.15	0.42	
TROUSDALE	2.35	0.31	0.02	0.15	0.08	
JACKSON	1.67	0.27	0.01	0.11	0.21	
MOORE	0.99	0.17	0.01	0.06	0.05	
HANCOCK	0.85	0.12	0.01	0.05	0.18	
<b>STATE TOTALS</b>	<b>\$9,872.37</b>	<b>\$2,556.09</b>	<b>133.47</b>	<b>\$488.81</b>	<b>\$295.45</b>	

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Table C: Percent Distribution by County

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table C: Percent Distribution by County</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
ANDERSON	0.66%	0.50%	0.59%	0.85%	0.48%
BEDFORD	0.19%	0.15%	0.16%	0.24%	0.26%
BENTON	0.15%	0.11%	0.10%	0.19%	0.53%
BLEDSON	0.03%	0.02%	0.01%	0.03%	0.14%
BLOUNT	1.71%	1.42%	1.55%	1.99%	1.98%
BRADLEY	0.77%	0.57%	0.69%	0.99%	0.55%
CAMPBELL	0.37%	0.29%	0.34%	0.45%	0.64%
CANNON	0.03%	0.01%	0.01%	0.04%	0.06%
CARROLL	0.12%	0.08%	0.08%	0.16%	0.16%
CARTER	0.20%	0.12%	0.11%	0.26%	0.42%
CHEATHAM	0.12%	0.09%	0.09%	0.14%	0.13%
CHESTER	0.05%	0.02%	0.02%	0.08%	0.06%
CLAIBORNE	0.11%	0.08%	0.09%	0.13%	0.27%
CLAY	0.05%	0.05%	0.04%	0.06%	0.15%
COCKE	0.28%	0.24%	0.31%	0.35%	0.43%
COFFEE	0.44%	0.35%	0.40%	0.55%	0.39%
CROCKETT	0.05%	0.04%	0.05%	0.06%	0.08%
CUMBERLAND	0.72%	0.70%	0.73%	0.87%	1.02%
DAVIDSON	29.41%	33.12%	33.14%	25.85%	25.30%
DECATUR	0.07%	0.04%	0.03%	0.09%	0.44%
DEKALB	0.23%	0.20%	0.17%	0.27%	1.00%
DICKSON	0.35%	0.28%	0.35%	0.44%	0.29%
DYER	0.27%	0.21%	0.25%	0.35%	0.22%
FAYETTE	0.05%	0.03%	0.02%	0.06%	0.09%
FENTRESS	0.09%	0.06%	0.07%	0.11%	0.20%
FRANKLIN	0.14%	0.10%	0.09%	0.18%	0.22%
GIBSON	0.23%	0.12%	0.13%	0.31%	0.23%

Table C: Percent Distribution by County

**2001 Impact of Travel on Tennessee****Table C: Percent Distribution by County (Continued)**

<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
GILES	0.15%	0.10%	0.10%	0.19%	0.21%
GRAINGER	0.11%	0.08%	0.06%	0.13%	0.73%
GREENE	0.51%	0.37%	0.39%	0.65%	0.46%
GRUNDY	0.05%	0.03%	0.01%	0.07%	0.32%
HAMBLEN	0.55%	0.36%	0.39%	0.70%	0.41%
HAMILTON	5.37%	4.56%	5.09%	6.39%	3.98%
HANCOCK	0.01%	0.00%	0.01%	0.01%	0.06%
HARDEMAN	0.18%	0.11%	0.12%	0.23%	0.34%
HARDIN	0.23%	0.17%	0.15%	0.30%	0.67%
HAWKINS	0.22%	0.15%	0.16%	0.26%	0.41%
HAYWOOD	0.11%	0.07%	0.07%	0.14%	0.16%
HENDERSON	0.15%	0.10%	0.10%	0.19%	0.16%
HENRY	0.37%	0.28%	0.23%	0.45%	1.59%
HICKMAN	0.05%	0.03%	0.03%	0.06%	0.17%
HOUSTON	0.04%	0.03%	0.03%	0.05%	0.15%
HUMPHREYS	0.21%	0.18%	0.19%	0.24%	0.47%
JACKSON	0.02%	0.01%	0.01%	0.02%	0.07%
JEFFERSON	0.32%	0.26%	0.26%	0.41%	0.79%
JOHNSON	0.07%	0.05%	0.05%	0.08%	0.18%
KNOX	5.57%	5.23%	5.27%	5.95%	4.50%
LAKE	0.08%	0.08%	0.10%	0.10%	0.21%
LAUDERDALE	0.12%	0.07%	0.07%	0.14%	0.31%
LAWRENCE	0.25%	0.16%	0.16%	0.32%	0.23%
LEWIS	0.04%	0.03%	0.04%	0.05%	0.06%
LINCOLN	0.14%	0.09%	0.09%	0.18%	0.15%
LOUDON	0.26%	0.19%	0.22%	0.34%	0.22%
MCMINN	0.24%	0.16%	0.19%	0.31%	0.20%

Table C: Percent Distribution by County

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table C: Percent Distribution by County (Continued)</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
MCNAIRY	0.07%	0.05%	0.04%	0.09%	0.13%
MACON	0.05%	0.03%	0.03%	0.06%	0.08%
MADISON	1.17%	0.99%	1.18%	1.45%	0.84%
MARION	0.20%	0.15%	0.17%	0.25%	0.24%
MARSHALL	0.16%	0.12%	0.12%	0.21%	0.14%
MAURY	0.65%	0.41%	0.46%	0.83%	0.45%
MEIGS	0.05%	0.04%	0.03%	0.07%	0.24%
MONROE	0.25%	0.20%	0.21%	0.31%	0.58%
MONTGOMERY	0.96%	0.72%	0.82%	1.27%	0.62%
MOORE	0.01%	0.01%	0.01%	0.01%	0.02%
MORGAN	0.03%	0.01%	0.01%	0.04%	0.13%
OBION	0.32%	0.24%	0.26%	0.41%	0.33%
OVERTON	0.05%	0.03%	0.03%	0.07%	0.11%
PERRY	0.05%	0.03%	0.01%	0.05%	0.41%
PICKETT	0.05%	0.05%	0.04%	0.06%	0.26%
POLK	0.16%	0.17%	0.15%	0.19%	0.50%
PUTNAM	0.66%	0.48%	0.57%	0.84%	0.45%
RHEA	0.21%	0.17%	0.17%	0.26%	0.48%
ROANE	0.37%	0.26%	0.30%	0.47%	0.65%
ROBERTSON	0.23%	0.14%	0.15%	0.31%	0.20%
RUTHERFORD	1.42%	1.05%	1.22%	1.82%	1.02%
SCOTT	0.08%	0.05%	0.06%	0.09%	0.16%
SEQUATCHIE	0.04%	0.03%	0.02%	0.05%	0.11%
SEVIER	10.69%	11.37%	12.81%	12.22%	10.50%
SHELBY	22.74%	25.66%	21.99%	16.92%	21.46%
SMITH	0.07%	0.04%	0.04%	0.09%	0.10%
STEWART	0.05%	0.03%	0.02%	0.06%	0.26%

Table C: Percent Distribution by County

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table C: Percent Distribution by County (Continued)</b>					
<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%	1.73%	1.74%	2.19%	1.78%
SUMNER	0.62%	0.46%	0.52%	0.79%	0.48%
TIPTON	0.17%	0.10%	0.11%	0.23%	0.18%
TROUSDALE	0.02%	0.01%	0.02%	0.03%	0.03%
UNICOI	0.06%	0.06%	0.06%	0.07%	0.16%
UNION	0.05%	0.03%	0.02%	0.05%	0.23%
VAN BUREN	0.07%	0.07%	0.05%	0.08%	0.23%
WARREN	0.18%	0.13%	0.13%	0.23%	0.24%
WASHINGTON	1.36%	1.08%	1.21%	1.70%	1.07%
WAYNE	0.08%	0.06%	0.06%	0.09%	0.16%
WEAKLEY	0.12%	0.08%	0.08%	0.16%	0.14%
WHITE	0.11%	0.06%	0.05%	0.15%	0.18%
WILLIAMSON	1.52%	1.14%	1.30%	1.90%	1.05%
WILSON	0.63%	0.50%	0.54%	0.79%	0.62%
<b>STATE TOTALS</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

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Table D: Percent Change Over Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table D: Percent Change Over Revised 2000</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
ANDERSON	-1.7%	-0.4%	-1.5%	-0.7%	-0.3%
BEDFORD	2.3%	3.7%	2.6%	3.4%	3.9%
BENTON	-4.4%	-3.1%	-4.1%	-3.4%	-2.9%
BLEDSON	0.5%	1.9%	0.8%	1.6%	2.0%
BLOUNT	4.6%	6.0%	4.9%	5.7%	6.2%
BRADLEY	2.9%	4.3%	3.1%	4.0%	4.4%
CAMPBELL	3.5%	4.9%	3.7%	4.5%	5.0%
CANNON	0.6%	1.9%	0.8%	1.6%	2.1%
CARROLL	-3.6%	-2.3%	-3.4%	-2.6%	-2.2%
CARTER	-2.6%	-1.3%	-2.4%	-1.6%	-1.2%
CHEATHAM	-0.7%	0.7%	-0.5%	0.3%	0.8%
CHESTER	2.4%	3.8%	2.6%	3.5%	3.9%
CLAIBORNE	-7.4%	-6.2%	-7.2%	-6.5%	-6.0%
CLAY	-1.9%	-0.6%	-1.7%	-0.9%	-0.4%
COCKE	4.5%	5.9%	4.7%	5.6%	6.1%
COFFEE	1.7%	3.1%	2.0%	2.8%	3.2%
CROCKETT	-0.4%	0.9%	-0.2%	0.6%	1.1%
CUMBERLAND	8.1%	9.5%	8.3%	9.2%	9.7%
DAVIDSON	-1.2%	0.1%	-1.0%	-0.2%	0.3%
DECATUR	-0.8%	0.5%	-0.6%	0.2%	0.7%
DEKALB	8.3%	9.8%	8.6%	9.5%	10.0%
DICKSON	-4.3%	-3.0%	-4.1%	-3.3%	-2.8%
DYER	-0.6%	0.7%	-0.4%	0.4%	0.9%
FAYETTE	3.1%	4.5%	3.3%	4.1%	4.6%
FENTRESS	7.5%	9.0%	7.8%	8.7%	9.2%
FRANKLIN	2.8%	4.2%	3.0%	3.9%	4.3%
GIBSON	-6.4%	-5.2%	-6.2%	-5.4%	-5.0%

Table D: Percent Change Over Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table D: Percent Change Over Revised 2000 (Continued)</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
GILES	-3.7%	-2.4%	-3.5%	-2.7%	-2.2%
GRAINGER	2.5%	3.9%	2.7%	3.6%	4.0%
GREENE	6.0%	7.4%	6.2%	7.1%	7.6%
GRUNDY	-5.1%	-3.8%	-4.9%	-4.1%	-3.7%
HAMBLEN	1.2%	2.5%	1.4%	2.2%	2.7%
HAMILTON	-2.2%	-0.9%	-2.0%	-1.2%	-0.8%
HANCOCK	2.2%	3.6%	2.4%	3.3%	3.7%
HARDEMAN	-0.2%	1.2%	0.0%	0.8%	1.3%
HARDIN	1.3%	2.6%	1.5%	2.3%	2.8%
HAWKINS	3.9%	5.3%	4.1%	5.0%	5.4%
HAYWOOD	1.9%	3.3%	2.2%	3.0%	3.5%
HENDERSON	-4.6%	-3.3%	-4.4%	-3.6%	-3.2%
HENRY	-7.8%	-6.5%	-7.6%	-6.8%	-6.4%
HICKMAN	4.9%	6.3%	5.1%	5.9%	6.4%
HOUSTON	9.2%	10.7%	9.5%	10.4%	10.9%
HUMPHREYS	-0.7%	0.7%	-0.4%	0.4%	0.8%
JACKSON	2.1%	3.5%	2.3%	3.2%	3.6%
JEFFERSON	9.3%	10.8%	9.5%	10.4%	10.9%
JOHNSON	-0.9%	0.4%	-0.7%	0.1%	0.6%
KNOX	0.7%	2.0%	0.9%	1.7%	2.2%
LAKE	3.2%	4.6%	3.4%	4.3%	4.7%
LAUDERDALE	10.7%	12.2%	10.9%	11.8%	12.3%
LAWRENCE	1.5%	2.9%	1.8%	2.6%	3.1%
LEWIS	-4.7%	-3.4%	-4.5%	-3.7%	-3.3%
LINCOLN	-1.3%	0.0%	-1.1%	-0.3%	0.2%
LOUDON	13.8%	15.3%	14.0%	15.0%	15.5%
MCMINN	-3.8%	-2.5%	-3.6%	-2.8%	-2.3%

Table D: Percent Change Over Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table D: Percent Change Over Revised 2000 (Continued)</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
MCNAIRY	-7.6%	-6.3%	-7.3%	-6.6%	-6.2%
MACON	-4.6%	-3.4%	-4.4%	-3.6%	-3.2%
MADISON	-1.0%	0.3%	-0.8%	0.0%	0.5%
MARION	0.3%	1.7%	0.6%	1.4%	1.8%
MARSHALL	-6.2%	-4.9%	-5.9%	-5.2%	-4.8%
MAURY	6.2%	7.7%	6.5%	7.4%	7.8%
MEIGS	-7.6%	-6.3%	-7.4%	-6.6%	-6.2%
MONROE	-8.0%	-6.7%	-7.7%	-7.0%	-6.6%
MONTGOMERY	-2.7%	-1.4%	-2.5%	-1.7%	-1.2%
MOORE	-4.5%	-3.2%	-4.3%	-3.5%	-3.1%
MORGAN	-1.9%	-0.5%	-1.6%	-0.8%	-0.4%
OBION	-1.0%	0.4%	-0.7%	0.1%	0.5%
OVERTON	-1.0%	0.4%	-0.7%	0.1%	0.5%
PERRY	-3.5%	-2.2%	-3.3%	-2.5%	-2.0%
PICKETT	1.7%	3.0%	1.9%	2.7%	3.2%
POLK	3.4%	4.8%	3.6%	4.5%	4.9%
PUTNAM	-2.2%	-0.9%	-2.0%	-1.2%	-0.8%
RHEA	-2.5%	-1.2%	-2.3%	-1.5%	-1.0%
ROANE	5.2%	6.6%	5.4%	6.3%	6.7%
ROBERTSON	-5.1%	-3.8%	-4.8%	-4.1%	-3.6%
RUTHERFORD	8.4%	9.8%	8.6%	9.5%	10.0%
SCOTT	-2.5%	-1.2%	-2.3%	-1.5%	-1.0%
SEQUATCHIE	-2.1%	-0.8%	-1.9%	-1.1%	-0.7%
SEVIER	5.0%	6.5%	5.3%	6.1%	6.6%
SHELBY	-2.3%	-0.9%	-2.0%	-1.2%	-0.8%
SMITH	1.7%	3.0%	1.9%	2.7%	3.2%
STEWART	10.9%	12.4%	11.1%	12.0%	12.6%

Table D: Percent Change Over Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table D: Percent Change Over Revised 2000 (Continued)</b>					
<u>County</u>	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax Receipts</u>	<u>Local Tax Receipts</u>
SULLIVAN	4.5%	5.9%	4.7%	5.6%	6.0%
SUMNER	-4.6%	-3.3%	-4.4%	-3.6%	-3.1%
TIPTON	3.9%	5.3%	4.1%	5.0%	5.4%
TROUSDALE	1.7%	3.1%	2.0%	2.8%	3.2%
UNICOI	1.9%	3.3%	2.2%	3.0%	3.5%
UNION	0.2%	1.6%	0.5%	1.3%	1.7%
VAN BUREN	-7.7%	-6.4%	-7.5%	-6.7%	-6.3%
WARREN	-3.3%	-2.0%	-3.1%	-2.3%	-1.9%
WASHINGTON	3.7%	5.1%	3.9%	4.8%	5.2%
WAYNE	1.4%	2.8%	1.7%	2.5%	3.0%
WEAKLEY	-9.0%	-7.7%	-8.7%	-8.0%	-7.6%
WHITE	0.9%	2.3%	1.1%	2.0%	2.4%
WILLIAMSON	4.8%	6.2%	5.0%	5.8%	6.3%
WILSON	6.2%	7.7%	6.5%	7.4%	7.8%
<b>STATE TOTALS</b>	<b>0.0%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>1.4%</b>	<b>1.6%</b>

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Table E: Alphabetical by County, Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table E: Alphabetical by County, Revised 2000</b>					
<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	\$66.34	\$12.81	0.80	\$4.19	\$1.42
BEDFORD	18.78	3.74	0.21	1.14	0.73
BENTON	15.24	2.82	0.14	0.97	1.62
BLEDSON	2.57	0.42	0.02	0.15	0.41
BLOUNT	161.73	34.32	1.97	9.19	5.52
BRADLEY	73.89	13.99	0.89	4.67	1.56
CAMPBELL	35.15	7.12	0.43	2.08	1.81
CANNON	2.66	0.30	0.01	0.17	0.18
CARROLL	12.74	2.02	0.11	0.79	0.48
CARTER	20.12	3.18	0.16	1.29	1.25
CHEATHAM	11.52	2.31	0.12	0.68	0.39
CHESTER	5.16	0.61	0.03	0.36	0.16
CLAIBORNE	11.58	2.25	0.13	0.69	0.86
CLAY	5.00	1.26	0.05	0.29	0.44
COCKE	26.82	5.83	0.40	1.60	1.18
COFFEE	42.85	8.69	0.53	2.62	1.12
CROCKETT	5.24	0.96	0.06	0.31	0.23
CUMBERLAND	65.90	16.22	0.90	3.88	2.74
DAVIDSON	2,939.13	845.38	44.68	126.59	74.53
DECATUR	7.34	1.12	0.04	0.45	1.29
DEKALB	20.66	4.65	0.21	1.21	2.70
DICKSON	36.46	7.29	0.48	2.24	0.89
DYER	27.02	5.22	0.33	1.71	0.63
FAYETTE	4.56	0.65	0.03	0.28	0.25
FENTRESS	8.06	1.45	0.08	0.49	0.54
FRANKLIN	13.56	2.33	0.12	0.86	0.63
GIBSON	24.23	3.31	0.18	1.63	0.72

Table E: Alphabetical by County, Revised 2000

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table E: Alphabetical by County, Revised 2000 (Continued)</b>						
<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	15.09	2.51	0.14	0.97	0.65	
GRAINGER	10.82	1.93	0.08	0.63	2.07	
GREENE	47.39	8.85	0.49	2.97	1.26	
GRUNDY	5.58	0.77	0.02	0.35	0.98	
HAMBLEN	53.27	9.01	0.51	3.35	1.17	
HAMILTON	541.78	117.54	6.94	31.62	11.86	
HANCOCK	0.84	0.11	0.01	0.05	0.17	
HARDEMAN	17.35	2.83	0.16	1.09	0.99	
HARDIN	22.80	4.32	0.19	1.42	1.93	
HAWKINS	20.75	3.65	0.20	1.23	1.14	
HAYWOOD	10.21	1.67	0.09	0.66	0.45	
HENDERSON	15.44	2.53	0.14	0.98	0.49	
HENRY	39.51	7.60	0.34	2.36	5.02	
HICKMAN	4.91	0.83	0.04	0.29	0.47	
HOUSTON	3.75	0.67	0.04	0.22	0.40	
HUMPHREYS	21.21	4.55	0.25	1.16	1.39	
JACKSON	1.64	0.26	0.01	0.10	0.20	
JEFFERSON	29.07	5.91	0.31	1.80	2.11	
JOHNSON	6.95	1.37	0.07	0.41	0.53	
KNOX	546.07	130.92	6.97	28.59	13.01	
LAKE	8.09	1.95	0.12	0.47	0.60	
LAUDERDALE	10.42	1.58	0.08	0.63	0.83	
LAWRENCE	23.86	4.06	0.21	1.54	0.65	
LEWIS	4.06	0.74	0.05	0.24	0.19	
LINCOLN	13.65	2.22	0.13	0.89	0.43	
LOUDON	22.91	4.32	0.26	1.44	0.58	
MCMINN	24.78	4.20	0.26	1.54	0.61	

Table E: Alphabetical by County, Revised 2000

<b>2001 Impact of Travel on Tennessee</b>						
<b>Table E: Alphabetical by County, Revised 2000 (Continued)</b>						
<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	7.59	1.23	0.06	0.46	0.42	
MACON	4.73	0.81	0.05	0.28	0.25	
MADISON	116.22	25.24	1.58	7.07	2.48	
MARION	19.41	3.69	0.23	1.19	0.70	
MARSHALL	16.98	3.32	0.17	1.08	0.45	
MAURY	60.07	9.81	0.57	3.77	1.25	
MEIGS	5.87	1.17	0.04	0.34	0.76	
MONROE	27.10	5.39	0.30	1.62	1.83	
MONTGOMERY	97.48	18.78	1.12	6.30	1.85	
MOORE	1.03	0.17	0.01	0.06	0.05	
MORGAN	2.99	0.37	0.01	0.19	0.38	
OBION	32.34	6.23	0.36	2.00	0.97	
OVERTON	5.07	0.82	0.04	0.33	0.32	
PERRY	4.78	0.77	0.02	0.26	1.24	
PICKETT	5.03	1.24	0.05	0.29	0.73	
POLK	15.34	4.16	0.19	0.88	1.41	
PUTNAM	66.82	12.31	0.78	4.14	1.35	
RHEA	21.45	4.32	0.24	1.30	1.42	
ROANE	35.05	6.33	0.37	2.17	1.81	
ROBERTSON	23.40	3.82	0.21	1.57	0.62	
RUTHERFORD	129.32	24.40	1.50	8.12	2.75	
SCOTT	7.97	1.39	0.09	0.46	0.47	
SEQUATCHIE	4.41	0.75	0.03	0.27	0.32	
SEVIER	1,005.07	273.02	16.24	56.27	29.09	
SHELBY	2,296.50	662.25	29.96	83.72	63.92	
SMITH	6.66	0.99	0.05	0.42	0.29	
STEWART	4.54	0.69	0.03	0.27	0.67	

Table E: Alphabetical by County, Revised 2000

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table E: Alphabetical by County, Revised 2000 (Continued)</b>					
<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	182.11	41.88	2.21	10.15	4.96
SUMNER	63.68	12.11	0.72	4.02	1.45
TIPTON	16.10	2.51	0.14	1.05	0.52
TROUSDALE	2.31	0.30	0.02	0.14	0.08
UNICOI	5.79	1.42	0.07	0.34	0.47
UNION	4.46	0.82	0.03	0.26	0.66
VAN BUREN	6.96	1.80	0.08	0.40	0.73
WARREN	18.30	3.27	0.17	1.13	0.73
WASHINGTON	129.62	26.18	1.56	7.94	3.00
WAYNE	7.42	1.47	0.07	0.45	0.47
WEAKLEY	13.25	2.17	0.12	0.83	0.44
WHITE	11.14	1.40	0.06	0.74	0.52
WILLIAMSON	143.00	27.56	1.65	8.76	2.91
WILSON	58.09	11.97	0.67	3.58	1.71
<b>STATE TOTALS</b>	<b>\$9,871.90</b>	<b>\$2,525.50</b>	<b>133.11</b>	<b>\$482.14</b>	<b>\$290.90</b>

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Table F: Alphabetical by Region, 2001

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table F: Alphabetical by Region, 2001</b>					
<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>
<b>NORTHEAST TENNESSEE REGION</b>					
CARTER	\$19.59	\$3.14	0.15	\$1.27	\$1.24
GREENE	50.23	9.51	0.52	3.18	1.35
HANCOCK	0.85	0.12	0.01	0.05	0.18
HAWKINS	21.56	3.84	0.21	1.29	1.20
JOHNSON	6.88	1.38	0.07	0.41	0.53
SULLIVAN	190.23	44.34	2.32	10.72	5.25
UNICOI	5.90	1.47	0.08	0.35	0.48
WASHINGTON	134.40	27.52	1.62	8.32	3.15
<b>Total</b>	<b>\$429.65</b>	<b>\$91.30</b>	<b>4.97</b>	<b>\$25.59</b>	<b>\$13.40</b>
<b>EAST TENNESSEE REGION</b>					
ANDERSON	\$65.19	\$12.76	0.79	\$4.16	\$1.41
BLOUNT	169.19	36.39	2.07	9.72	5.86
CAMPBELL	36.37	7.46	0.45	2.18	1.90
CLAIBORNE	10.72	2.11	0.12	0.64	0.81
COCKE	28.03	6.17	0.41	1.69	1.26
GRAINGER	11.09	2.01	0.09	0.65	2.16
HAMBLEN	53.88	9.24	0.52	3.42	1.20
JEFFERSON	31.77	6.55	0.34	1.98	2.34
KNOX	549.76	133.59	7.03	29.08	13.29
LOUDON	26.06	4.98	0.30	1.65	0.66
MONROE	24.94	5.03	0.28	1.51	1.71
MORGAN	2.94	0.37	0.01	0.19	0.38
ROANE	36.86	6.75	0.39	2.31	1.93
SCOTT	7.77	1.38	0.08	0.45	0.46
SEVIER	1,055.72	290.65	17.10	59.72	31.02
UNION	4.47	0.83	0.03	0.27	0.67
<b>Total</b>	<b>\$2,114.76</b>	<b>\$526.28</b>	<b>30.01</b>	<b>\$119.63</b>	<b>\$67.06</b>

Table F: Alphabetical by Region, 2001

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table F: Alphabetical by Region, 2001 (Continued)</b>					
<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>
<b>UPPER CUMBERLAND REGION</b>					
CANNON	\$2.68	\$0.31	0.01	\$0.18	\$0.19
CLAY	4.90	1.25	0.05	0.28	0.43
CUMBERLAND	71.22	17.77	0.98	4.23	3.01
DEKALB	22.39	5.11	0.23	1.32	2.97
FENTRESS	8.67	1.58	0.09	0.53	0.59
JACKSON	1.67	0.27	0.01	0.11	0.21
MACON	4.51	0.78	0.05	0.27	0.24
OVERTON	5.02	0.82	0.04	0.33	0.32
PICKETT	5.12	1.27	0.05	0.30	0.75
PUTNAM	65.34	12.20	0.76	4.09	1.34
SMITH	6.77	1.02	0.05	0.43	0.30
VAN BUREN	6.43	1.68	0.07	0.37	0.68
WARREN	17.69	3.20	0.17	1.11	0.72
WHITE	11.24	1.44	0.07	0.76	0.53
<b>Total</b>	<b>\$233.65</b>	<b>\$48.70</b>	<b>2.62</b>	<b>\$14.30</b>	<b>\$12.28</b>
<b>SOUTHEAST TENNESSEE REGION</b>					
BLEDSON	2.58	0.43	0.02	0.15	0.42
BRADLEY	76.02	14.58	0.92	4.85	1.63
GRUNDY	5.30	0.74	0.02	0.34	0.95
HAMILTON	529.71	116.48	6.80	31.24	11.77
MCMINN	23.84	4.10	0.25	1.50	0.59
MARION	19.48	3.75	0.23	1.20	0.71
MEIGS	5.42	1.10	0.04	0.32	0.71
POLK	15.85	4.36	0.20	0.92	1.47
RHEA	20.92	4.27	0.23	1.28	1.41
SEQUATCHIE	4.32	0.74	0.03	0.27	0.32
<b>Total</b>	<b>\$703.43</b>	<b>\$150.55</b>	<b>8.73</b>	<b>\$42.07</b>	<b>\$19.99</b>

Table F: Alphabetical by Region, 2001

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table F: Alphabetical by Region, 2001 (Continued)</b>					
<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>
<b>MID-CUMBERLAND REGION</b>					
CHEATHAM	\$11.44	\$2.33	0.12	\$0.68	\$0.39
DAVIDSON	2,903.60	846.45	44.24	126.37	74.74
DICKSON	34.90	7.07	0.46	2.16	0.86
HOUSTON	4.09	0.75	0.04	0.24	0.45
HUMPHREYS	21.07	4.58	0.25	1.17	1.40
MONTGOMERY	94.85	18.52	1.09	6.19	1.83
ROBERTSON	22.21	3.67	0.20	1.50	0.60
RUTHERFORD	140.15	26.81	1.63	8.89	3.03
STEWART	5.04	0.78	0.03	0.31	0.76
SUMNER	60.76	11.71	0.69	3.87	1.40
TROUSDALE	2.35	0.31	0.02	0.15	0.08
WILLIAMSON	149.80	29.26	1.73	9.28	3.10
WILSON	61.72	12.89	0.72	3.84	1.84
<b>Total</b>	<b>\$3,511.99</b>	<b>\$965.13</b>	<b>51.23</b>	<b>\$164.66</b>	<b>\$90.48</b>
<b>SOUTH CENTRAL TENNESSEE REGION</b>					
BEDFORD	\$19.22	\$3.88	0.21	\$1.18	\$0.75
COFFEE	43.58	8.96	0.54	2.69	1.16
FRANKLIN	13.94	2.43	0.13	0.90	0.66
GILES	14.53	2.45	0.14	0.94	0.63
HICKMAN	5.14	0.88	0.04	0.31	0.50
LAWRENCE	24.22	4.17	0.21	1.58	0.67
LEWIS	3.87	0.71	0.05	0.23	0.19
LINCOLN	13.47	2.22	0.13	0.88	0.43
MARSHALL	15.94	3.16	0.16	1.03	0.42
MAURY	63.82	10.56	0.61	4.05	1.34
MOORE	0.99	0.17	0.01	0.06	0.05
PERRY	4.61	0.76	0.02	0.25	1.22
WAYNE	7.53	1.51	0.08	0.46	0.48
<b>Total</b>	<b>\$230.85</b>	<b>\$41.86</b>	<b>2.32</b>	<b>\$14.56</b>	<b>\$8.51</b>

Table F: Alphabetical by Region, 2001

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table F: Alphabetical by Region, 2001 (Continued)</b>					
<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>
<b>NORTHWEST TENNESSEE REGION</b>					
BENTON	\$14.57	\$2.73	0.13	\$0.93	\$1.57
CARROLL	12.28	1.97	0.11	0.77	0.47
CROCKETT	5.22	0.97	0.06	0.31	0.23
DYER	26.85	5.26	0.33	1.72	0.64
GIBSON	22.67	3.14	0.17	1.54	0.68
HENRY	36.44	7.11	0.31	2.20	4.70
LAKE	8.35	2.04	0.13	0.49	0.63
OBION	32.02	6.26	0.35	2.00	0.97
WEAKLEY	12.06	2.00	0.11	0.76	0.41
<b>Total</b>	<b>\$170.46</b>	<b>\$31.46</b>	<b>1.71</b>	<b>\$10.72</b>	<b>\$10.30</b>
<b>SOUTHWEST TENNESSEE REGION</b>					
CHESTER	\$5.28	\$0.63	0.03	\$0.37	\$0.17
DECATUR	7.28	1.13	0.04	0.45	1.30
HARDEMAN	17.31	2.86	0.16	1.10	1.00
HARDIN	23.09	4.44	0.19	1.45	1.99
HAYWOOD	10.41	1.72	0.09	0.68	0.46
HENDERSON	14.72	2.44	0.14	0.95	0.47
MCNAIRY	7.01	1.15	0.05	0.43	0.40
MADISON	115.02	25.32	1.57	7.07	2.49
<b>Total</b>	<b>\$200.12</b>	<b>\$39.70</b>	<b>2.27</b>	<b>\$12.50</b>	<b>\$8.28</b>
<b>MEMPHIS DELTA REGION</b>					
FAYETTE	\$4.70	\$0.68	0.03	\$0.29	\$0.26
LAUDERDALE	11.53	1.77	0.09	0.71	0.93
SHELBY	2,244.51	656.01	29.35	82.68	63.41
TIPTON	16.73	2.65	0.14	1.10	0.55
<b>Total</b>	<b>\$2,277.47</b>	<b>\$661.11</b>	<b>29.61</b>	<b>\$84.78</b>	<b>\$65.15</b>
<b>STATE TOTALS</b>	<b>\$9,872.37</b>	<b>\$2,556.09</b>	<b>133.47</b>	<b>\$488.81</b>	<b>\$295.45</b>

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Table G: Change in Travel Spending From Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>			
<b>Table G: Change in Travel Spending from Revised 2000 by Region</b>			
<u>Region/County</u>	<u>2001 Travel Expenditures (\$ Millions)</u>	<u>2000 Travel Expenditures (\$ Millions)</u>	<u>Change 2001/2000 (Percent)</u>
<b>NORTHEAST TENNESSEE REGION</b>			
CARTER	\$19.59	\$20.12	-2.6%
GREENE	50.23	47.39	6.0%
HANCOCK	0.85	0.84	2.2%
HAWKINS	21.56	20.75	3.9%
JOHNSON	6.88	6.95	-0.9%
SULLIVAN	190.23	182.11	4.5%
UNICOI	5.90	5.79	1.9%
WASHINGTON	134.40	129.62	3.7%
<b>Total</b>	<b>\$429.65</b>	<b>\$413.56</b>	<b>3.9%</b>
<b>EAST TENNESSEE REGION</b>			
ANDERSON	\$65.19	\$66.34	-1.7%
BLOUNT	169.19	161.73	4.6%
CAMPBELL	36.37	35.15	3.5%
CLAIBORNE	10.72	11.58	-7.4%
COCKE	28.03	26.82	4.5%
GRAINGER	11.09	10.82	2.5%
HAMBLEN	53.88	53.27	1.2%
JEFFERSON	31.77	29.07	9.3%
KNOX	549.76	546.07	0.7%
LOUDON	26.06	22.91	13.8%
MONROE	24.94	27.10	-8.0%
MORGAN	2.94	2.99	-1.9%
ROANE	36.86	35.05	5.2%
SCOTT	7.77	7.97	-2.5%
SEVIER	1055.72	1005.07	5.0%
UNION	4.47	4.46	0.2%
<b>Total</b>	<b>\$2,114.76</b>	<b>\$2,046.39</b>	<b>3.3%</b>

Table G: Change in Travel Spending From Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>			
<b>Table G: Change in Travel Spending from Revised 2000 by Region (Continued)</b>			
<u>Region/County</u>	<u>2001 Travel Expenditures (\$ Millions)</u>	<u>2000 Travel Expenditures (\$ Millions)</u>	<u>Change 2001/2000 (Percent)</u>
<b>UPPER CUMBERLAND REGION</b>			
CANNON	\$2.68	\$2.66	0.6%
CLAY	4.90	5.00	-1.9%
CUMBERLAND	71.22	65.90	8.1%
DEKALB	22.39	20.66	8.3%
FENTRESS	8.67	8.06	7.5%
JACKSON	1.67	1.64	2.1%
MACON	4.51	4.73	-4.6%
OVERTON	5.02	5.07	-1.0%
PICKETT	5.12	5.03	1.7%
PUTNAM	65.34	66.82	-2.2%
SMITH	6.77	6.66	1.7%
VAN BUREN	6.43	6.96	-7.7%
WARREN	17.69	18.30	-3.3%
WHITE	11.24	11.14	0.9%
<b>Total</b>	<b>\$233.65</b>	<b>\$228.64</b>	<b>2.2%</b>
<b>SOUTHEAST TENNESSEE REGION</b>			
BLEDSON	2.58	2.57	0.5%
BRADLEY	76.02	73.89	2.9%
GRUNDY	5.30	5.58	-5.1%
HAMILTON	529.71	541.78	-2.2%
MCMINN	23.84	24.78	-3.8%
MARION	19.48	19.41	0.3%
MEIGS	5.42	5.87	-7.6%
POLK	15.85	15.34	3.4%
RHEA	20.92	21.45	-2.5%
SEQUATCHIE	4.32	4.41	-2.1%
<b>Total</b>	<b>703.43</b>	<b>715.08</b>	<b>-1.6%</b>

Table G: Change in Travel Spending From Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>			
<b>Table G: Change in Travel Spending from Revised 2000 by Region (Continued)</b>			
<u>Region/County</u>	<u>2001 Travel Expenditures (\$ Millions)</u>	<u>2000 Travel Expenditures (\$ Millions)</u>	<u>Change 2001/2000 (Percent)</u>
<b>MID-CUMBERLAND REGION</b>			
CHEATHAM	\$11.44	\$11.52	-0.7%
DAVIDSON	2903.60	2939.13	-1.2%
DICKSON	34.90	36.46	-4.3%
HOUSTON	4.09	3.75	9.2%
HUMPHREYS	21.07	21.21	-0.7%
MONTGOMERY	94.85	97.48	-2.7%
ROBERTSON	22.21	23.40	-5.1%
RUTHERFORD	140.15	129.32	8.4%
STEWART	5.04	4.54	10.9%
SUMNER	60.76	63.68	-4.6%
TROUSDALE	2.35	2.31	1.7%
WILLIAMSON	149.80	143.00	4.8%
WILSON	61.72	58.09	6.2%
<b>Total</b>	<b>\$3,511.99</b>	<b>\$3,533.88</b>	<b>-0.6%</b>
<b>SOUTH CENTRAL TENNESSEE REGION</b>			
BEDFORD	\$19.22	\$18.78	2.3%
COFFEE	43.58	42.85	1.7%
FRANKLIN	13.94	13.56	2.8%
GILES	14.53	15.09	-3.7%
HICKMAN	5.14	4.91	4.9%
LAWRENCE	24.22	23.86	1.5%
LEWIS	3.87	4.06	-4.7%
LINCOLN	13.47	13.65	-1.3%
MARSHALL	15.94	16.98	-6.2%
MAURY	63.82	60.07	6.2%
MOORE	0.99	1.03	-4.5%
PERRY	4.61	4.78	-3.5%
WAYNE	7.53	7.42	1.4%
<b>Total</b>	<b>\$230.85</b>	<b>\$227.03</b>	<b>1.7%</b>

Table G: Change in Travel Spending From Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>			
<b>Table G: Change in Travel Spending from Revised 2000 by Region (Continued)</b>			
<u>Region/County</u>	<u>2001 Travel Expenditures (\$ Millions)</u>	<u>2000 Travel Expenditures (\$ Millions)</u>	<u>Change 2001/2000 (Percent)</u>
<b>NORTHWEST TENNESSEE REGION</b>			
BENTON	\$14.57	\$15.24	-4.4%
CARROLL	12.28	12.74	-3.6%
CROCKETT	5.22	5.24	-0.4%
DYER	26.85	27.02	-0.6%
GIBSON	22.67	24.23	-6.4%
HENRY	36.44	39.51	-7.8%
LAKE	8.35	8.09	3.2%
OBION	32.02	32.34	-1.0%
WEAKLEY	12.06	13.25	-9.0%
<b>Total</b>	<b>\$170.46</b>	<b>\$177.65</b>	<b>-4.0%</b>
<b>SOUTHWEST TENNESSEE REGION</b>			
CHESTER	\$5.28	\$5.16	2.4%
DECATUR	7.28	7.34	-0.8%
HARDEMAN	17.31	17.35	-0.2%
HARDIN	23.09	22.80	1.3%
HAYWOOD	10.41	10.21	1.9%
HENDERSON	14.72	15.44	-4.6%
MCNAIRY	7.01	7.59	-7.6%
MADISON	115.02	116.22	-1.0%
<b>Total</b>	<b>\$200.12</b>	<b>\$202.09</b>	<b>-1.0%</b>
<b>MEMPHIS DELTA REGION</b>			
FAYETTE	\$4.70	\$4.56	3.1%
LAUDERDALE	11.53	10.42	10.7%
SHELBY	2244.51	2296.50	-2.3%
TIPTON	16.73	16.10	3.9%
<b>Total</b>	<b>\$2,277.47</b>	<b>\$2,327.59</b>	<b>-2.2%</b>
<b>STATE TOTALS</b>	<b>\$9,872.37</b>	<b>\$9,871.90</b>	<b>0.0%</b>

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Table H: Percent Change Over Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table H: Percent Change Over Revised 2000 by Region</b>					
<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>
<b>NORTHEAST TENNESSEE REGION</b>					
CARTER	-2.6%	-1.3%	-2.4%	-1.6%	-1.2%
GREENE	6.0%	7.4%	6.2%	7.1%	7.6%
HANCOCK	2.2%	3.6%	2.4%	3.3%	3.7%
HAWKINS	3.9%	5.3%	4.1%	5.0%	5.4%
JOHNSON	-0.9%	0.4%	-0.7%	0.1%	0.6%
SULLIVAN	4.5%	5.9%	4.7%	5.6%	6.0%
UNICOI	1.9%	3.3%	2.2%	3.0%	3.5%
WASHINGTON	3.7%	5.1%	3.9%	4.8%	5.2%
<b>Total</b>	<b>3.9%</b>	<b>5.4%</b>	<b>4.2%</b>	<b>5.0%</b>	<b>4.9%</b>
<b>EAST TENNESSEE REGION</b>					
ANDERSON	-1.7%	-0.4%	-1.5%	-0.7%	-0.3%
BLOUNT	4.6%	6.0%	4.9%	5.7%	6.2%
CAMPBELL	3.5%	4.9%	3.7%	4.5%	5.0%
CLAIBORNE	-7.4%	-6.2%	-7.2%	-6.5%	-6.0%
COCKE	4.5%	5.9%	4.7%	5.6%	6.1%
GRAINGER	2.5%	3.9%	2.7%	3.6%	4.0%
HAMBLÉN	1.2%	2.5%	1.4%	2.2%	2.7%
JEFFERSON	9.3%	10.8%	9.5%	10.4%	10.9%
KNOX	0.7%	2.0%	0.9%	1.7%	2.2%
LOUDON	13.8%	15.3%	14.0%	15.0%	15.5%
MONROE	-8.0%	-6.7%	-7.7%	-7.0%	-6.6%
MORGAN	-1.9%	-0.5%	-1.6%	-0.8%	-0.4%
ROANE	5.2%	6.6%	5.4%	6.3%	6.7%
SCOTT	-2.5%	-1.2%	-2.3%	-1.5%	-1.0%
SEVIER	5.0%	6.5%	5.3%	6.1%	6.6%
UNION	0.2%	1.6%	0.5%	1.3%	1.7%
<b>Total</b>	<b>3.3%</b>	<b>4.9%</b>	<b>3.8%</b>	<b>4.5%</b>	<b>4.8%</b>

Table H: Percent Change Over Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table H: Percent Change Over Revised 2000 by Region (Continued)</b>					
<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>
<b>UPPER CUMBERLAND REGION</b>					
CANNON	0.6%	1.9%	0.8%	1.6%	2.1%
CLAY	-1.9%	-0.6%	-1.7%	-0.9%	-0.4%
CUMBERLAND	8.1%	9.5%	8.3%	9.2%	9.7%
DEKALB	8.3%	9.8%	8.6%	9.5%	10.0%
FENTRESS	7.5%	9.0%	7.8%	8.7%	9.2%
JACKSON	2.1%	3.5%	2.3%	3.2%	3.6%
MACON	-4.6%	-3.4%	-4.4%	-3.6%	-3.2%
OVERTON	-1.0%	0.4%	-0.7%	0.1%	0.5%
PICKETT	1.7%	3.0%	1.9%	2.7%	3.2%
PUTNAM	-2.2%	-0.9%	-2.0%	-1.2%	-0.8%
SMITH	1.7%	3.0%	1.9%	2.7%	3.2%
VAN BUREN	-7.7%	-6.4%	-7.5%	-6.7%	-6.3%
WARREN	-3.3%	-2.0%	-3.1%	-2.3%	-1.9%
WHITE	0.9%	2.3%	1.1%	2.0%	2.4%
<b>Total</b>	<b>2.2%</b>	<b>4.1%</b>	<b>2.9%</b>	<b>3.2%</b>	<b>4.8%</b>
<b>SOUTHEAST TENNESSEE REGION</b>					
BLEDSON	0.5%	1.9%	0.8%	1.6%	2.0%
BRADLEY	2.9%	4.3%	3.1%	4.0%	4.4%
GRUNDY	-5.1%	-3.8%	-4.9%	-4.1%	-3.7%
HAMILTON	-2.2%	-0.9%	-2.0%	-1.2%	-0.8%
MCMINN	-3.8%	-2.5%	-3.6%	-2.8%	-2.3%
MARION	0.3%	1.7%	0.6%	1.4%	1.8%
MEIGS	-7.6%	-6.3%	-7.4%	-6.6%	-6.2%
POLK	3.4%	4.8%	3.6%	4.5%	4.9%
RHEA	-2.5%	-1.2%	-2.3%	-1.5%	-1.0%
SEQUATCHIE	-2.1%	-0.8%	-1.9%	-1.1%	-0.7%
<b>Total</b>	<b>-1.6%</b>	<b>-0.3%</b>	<b>-1.4%</b>	<b>-0.6%</b>	<b>-0.2%</b>

Table H: Percent Change Over Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table H: Percent Change Over Revised 2000 by Region (Continued)</b>					
<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>
<b>MID-CUMBERLAND REGION</b>					
CHEATHAM	-0.7%	0.7%	-0.5%	0.3%	0.8%
DAVIDSON	-1.2%	0.1%	-1.0%	-0.2%	0.3%
DICKSON	-4.3%	-3.0%	-4.1%	-3.3%	-2.8%
HOUSTON	9.2%	10.7%	9.5%	10.4%	10.9%
HUMPHREYS	-0.7%	0.7%	-0.4%	0.4%	0.8%
MONTGOMERY	-2.7%	-1.4%	-2.5%	-1.7%	-1.2%
ROBERTSON	-5.1%	-3.8%	-4.8%	-4.1%	-3.6%
RUTHERFORD	8.4%	9.8%	8.6%	9.5%	10.0%
STEWART	10.9%	12.4%	11.1%	12.0%	12.6%
SUMNER	-4.6%	-3.3%	-4.4%	-3.6%	-3.1%
TROUSDALE	1.7%	3.1%	2.0%	2.8%	3.2%
WILLIAMSON	4.8%	6.2%	5.0%	5.8%	6.3%
WILSON	6.2%	7.7%	6.5%	7.4%	7.8%
<b>Total</b>	<b>-0.6%</b>	<b>0.6%</b>	<b>-0.5%</b>	<b>0.6%</b>	<b>0.9%</b>
<b>SOUTH CENTRAL TENNESSEE REGION</b>					
BEDFORD	2.3%	3.7%	2.6%	3.4%	3.9%
COFFEE	1.7%	3.1%	2.0%	2.8%	3.2%
FRANKLIN	2.8%	4.2%	3.0%	3.9%	4.3%
GILES	-3.7%	-2.4%	-3.5%	-2.7%	-2.2%
HICKMAN	4.9%	6.3%	5.1%	5.9%	6.4%
LAWRENCE	1.5%	2.9%	1.8%	2.6%	3.1%
LEWIS	-4.7%	-3.4%	-4.5%	-3.7%	-3.3%
LINCOLN	-1.3%	0.0%	-1.1%	-0.3%	0.2%
MARSHALL	-6.2%	-4.9%	-5.9%	-5.2%	-4.8%
MAURY	6.2%	7.7%	6.5%	7.4%	7.8%
MOORE	-4.5%	-3.2%	-4.3%	-3.5%	-3.1%
PERRY	-3.5%	-2.2%	-3.3%	-2.5%	-2.0%
WAYNE	1.4%	2.8%	1.7%	2.5%	3.0%
<b>Total</b>	<b>1.7%</b>	<b>2.9%</b>	<b>1.9%</b>	<b>2.7%</b>	<b>2.2%</b>

Table H: Percent Change Over Revised 2000 by Region

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table H: Percent Change Over Revised 2000 by Region (Continued)</b>					
<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>
<b>NORTHWEST TENNESSEE REGION</b>					
BENTON	-4.4%	-3.1%	-4.1%	-3.4%	-2.9%
CARROLL	-3.6%	-2.3%	-3.4%	-2.6%	-2.2%
CROCKETT	-0.4%	0.9%	-0.2%	0.6%	1.1%
DYER	-0.6%	0.7%	-0.4%	0.4%	0.9%
GIBSON	-6.4%	-5.2%	-6.2%	-5.4%	-5.0%
HENRY	-7.8%	-6.5%	-7.6%	-6.8%	-6.4%
LAKE	3.2%	4.6%	3.4%	4.3%	4.7%
OBION	-1.0%	0.4%	-0.7%	0.1%	0.5%
WEAKLEY	-9.0%	-7.7%	-8.7%	-8.0%	-7.6%
<b>Total</b>	<b>-4.0%</b>	<b>-2.5%</b>	<b>-3.2%</b>	<b>-3.1%</b>	<b>-3.8%</b>
<b>SOUTHWEST TENNESSEE REGION</b>					
CHESTER	2.4%	3.8%	2.6%	3.5%	3.9%
DECATUR	-0.8%	0.5%	-0.6%	0.2%	0.7%
HARDEMAN	-0.2%	1.2%	0.0%	0.8%	1.3%
HARDIN	1.3%	2.6%	1.5%	2.3%	2.8%
HAYWOOD	1.9%	3.3%	2.2%	3.0%	3.5%
HENDERSON	-4.6%	-3.3%	-4.4%	-3.6%	-3.2%
MCNAIRY	-7.6%	-6.3%	-7.3%	-6.6%	-6.2%
MADISON	-1.0%	0.3%	-0.8%	0.0%	0.5%
<b>Total</b>	<b>-1.0%</b>	<b>0.4%</b>	<b>-0.8%</b>	<b>0.1%</b>	<b>0.8%</b>
<b>MEMPHIS DELTA REGION</b>					
FAYETTE	3.1%	4.5%	3.3%	4.1%	4.6%
LAUDERDALE	10.7%	12.2%	10.9%	11.8%	12.3%
SHELBY	-2.3%	-0.9%	-2.0%	-1.2%	-0.8%
TIPTON	3.9%	5.3%	4.1%	5.0%	5.4%
<b>Total</b>	<b>-2.2%</b>	<b>-0.9%</b>	<b>-2.0%</b>	<b>-1.1%</b>	<b>-0.6%</b>
<b>STATE TOTALS</b>	<b>0.0%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>1.4%</b>	<b>1.6%</b>

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Table I: Alphabetical by Region, Revised 2000

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table I: Alphabetical by Region, Revised 2000</b>					
	<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>
<b>NORTHEAST TENNESSEE REGION</b>					
CARTER	\$20.12	\$3.18	0.16	\$1.29	\$1.25
GREENE	47.39	8.85	0.49	2.97	1.26
HANCOCK	0.84	0.11	0.01	0.05	0.17
HAWKINS	20.75	3.65	0.20	1.23	1.14
JOHNSON	6.95	1.37	0.07	0.41	0.53
SULLIVAN	182.11	41.88	2.21	10.15	4.96
UNICOI	5.79	1.42	0.07	0.34	0.47
WASHINGTON	129.62	26.18	1.56	7.94	3.00
<b>Total</b>	<b>\$413.56</b>	<b>\$86.65</b>	<b>4.77</b>	<b>\$24.38</b>	<b>\$12.77</b>
<b>EAST TENNESSEE REGION</b>					
ANDERSON	\$66.34	\$12.81	0.80	\$4.19	\$1.42
BLOUNT	161.73	34.32	1.97	9.19	5.52
CAMPBELL	35.15	7.12	0.43	2.08	1.81
CLAIBORNE	11.58	2.25	0.13	0.69	0.86
COCKE	26.82	5.83	0.40	1.60	1.18
GRAINGER	10.82	1.93	0.08	0.63	2.07
HAMBLEN	53.27	9.01	0.51	3.35	1.17
JEFFERSON	29.07	5.91	0.31	1.80	2.11
KNOX	546.07	130.92	6.97	28.59	13.01
LOUDON	22.91	4.32	0.26	1.44	0.58
MONROE	27.10	5.39	0.30	1.62	1.83
MORGAN	2.99	0.37	0.01	0.19	0.38
ROANE	35.05	6.33	0.37	2.17	1.81
SCOTT	7.97	1.39	0.09	0.46	0.47
SEVIER	1,005.07	273.02	16.24	56.27	29.09
UNION	4.46	0.82	0.03	0.26	0.66
<b>Total</b>	<b>\$2,046.39</b>	<b>\$501.75</b>	<b>28.91</b>	<b>\$114.53</b>	<b>\$63.96</b>

Table I: Alphabetical by Region, Revised 2000

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table I: Alphabetical by Region, Revised 2000 (Continued)</b>					
	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax</u>	<u>Local Tax</u>
	<u>(\$ Millions)</u>	<u>(\$ Millions)</u>	<u>(Thousands)</u>	<u>Receipts</u>	<u>Receipts</u>
				<u>(\$ Millions)</u>	<u>(\$ Millions)</u>
<b>UPPER CUMBERLAND REGION</b>					
CANNON	\$2.66	\$0.30	0.01	\$0.17	\$0.18
CLAY	5.00	1.26	0.05	0.29	0.44
CUMBERLAND	65.90	16.22	0.90	3.88	2.74
DEKALB	20.66	4.65	0.21	1.21	2.70
FENTRESS	8.06	1.45	0.08	0.49	0.54
JACKSON	1.64	0.26	0.01	0.10	0.20
MACON	4.73	0.81	0.05	0.28	0.25
OVERTON	5.07	0.82	0.04	0.33	0.32
PICKETT	5.03	1.24	0.05	0.29	0.73
PUTNAM	66.82	12.31	0.78	4.14	1.35
SMITH	6.66	0.99	0.05	0.42	0.29
VAN BUREN	6.96	1.80	0.08	0.40	0.73
WARREN	18.30	3.27	0.17	1.13	0.73
WHITE	11.14	1.40	0.06	0.74	0.52
<b>Total</b>	<b>\$228.64</b>	<b>\$46.78</b>	<b>2.55</b>	<b>\$13.86</b>	<b>\$11.72</b>
<b>SOUTHEAST TENNESSEE REGION</b>					
BLEDSON	\$2.57	\$0.42	0.02	\$0.15	\$0.41
BRADLEY	73.89	13.99	0.89	4.67	1.56
GRUNDY	5.58	0.77	0.02	0.35	0.98
HAMILTON	541.78	117.54	6.94	31.62	11.86
MCMINN	24.78	4.20	0.26	1.54	0.61
MARION	19.41	3.69	0.23	1.19	0.70
MEIGS	5.87	1.17	0.04	0.34	0.76
POLK	15.34	4.16	0.19	0.88	1.41
RHEA	21.45	4.32	0.24	1.30	1.42
SEQUATCHIE	4.41	0.75	0.03	0.27	0.32
<b>Total</b>	<b>\$715.08</b>	<b>\$151.01</b>	<b>8.85</b>	<b>\$42.31</b>	<b>\$20.03</b>

Table I: Alphabetical by Region, Revised 2000

**2001 Impact of U.S. Resident Travel on Tennessee****Table I: Alphabetical by Region, Revised 2000 (Continued)**

	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
<b>MID-CUMBERLAND REGION</b>					
CHEATHAM	\$11.52	\$2.31	0.12	\$0.68	\$0.39
DAVIDSON	2,939.13	845.38	44.68	126.59	74.53
DICKSON	36.46	7.29	0.48	2.24	0.89
HOUSTON	3.75	0.67	0.04	0.22	0.40
HUMPHREYS	21.21	4.55	0.25	1.16	1.39
MONTGOMERY	97.48	18.78	1.12	6.30	1.85
ROBERTSON	23.40	3.82	0.21	1.57	0.62
RUTHERFORD	129.32	24.40	1.50	8.12	2.75
STEWART	4.54	0.69	0.03	0.27	0.67
SUMNER	63.68	12.11	0.72	4.02	1.45
TROUSDALE	2.31	0.30	0.02	0.14	0.08
WILLIAMSON	143.00	27.56	1.65	8.76	2.91
WILSON	58.09	11.97	0.67	3.58	1.71
<b>Total</b>	<b>\$3,533.88</b>	<b>\$959.84</b>	<b>51.50</b>	<b>\$163.65</b>	<b>\$89.65</b>
<b>SOUTH CENTRAL TENNESSEE REGION</b>					
BEDFORD	\$18.78	\$3.74	0.21	\$1.14	\$0.73
COFFEE	42.85	8.69	0.53	2.62	1.12
FRANKLIN	13.56	2.33	0.12	0.86	0.63
GILES	15.09	2.51	0.14	0.97	0.65
HICKMAN	4.91	0.83	0.04	0.29	0.47
LAWRENCE	23.86	4.06	0.21	1.54	0.65
LEWIS	4.06	0.74	0.05	0.24	0.19
LINCOLN	13.65	2.22	0.13	0.89	0.43
MARSHALL	16.98	3.32	0.17	1.08	0.45
MAURY	60.07	9.81	0.57	3.77	1.25
MOORE	1.03	0.17	0.01	0.06	0.05
PERRY	4.78	0.77	0.02	0.26	1.24
WAYNE	7.42	1.47	0.07	0.45	0.47
<b>Total</b>	<b>\$227.03</b>	<b>\$40.66</b>	<b>2.28</b>	<b>\$14.17</b>	<b>\$8.33</b>

Table I: Alphabetical by Region, Revised 2000

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table I: Alphabetical by Region, Revised 2000 (Continued)</b>					
	<u>Expenditures</u>	<u>Payroll</u>	<u>Employment</u>	<u>State Tax</u>	<u>Local Tax</u>
	<u>(\$ Millions)</u>	<u>(\$ Millions)</u>	<u>(Thousands)</u>	<u>Receipts</u>	<u>Receipts</u>
				<u>(\$ Millions)</u>	<u>(\$ Millions)</u>
<b>NORTHWEST TENNESSEE REGION</b>					
BENTON	\$15.24	\$2.82	0.14	\$0.97	\$1.62
CARROLL	12.74	2.02	0.11	0.79	0.48
CROCKETT	5.24	0.96	0.06	0.31	0.23
DYER	27.02	5.22	0.33	1.71	0.63
GIBSON	24.23	3.31	0.18	1.63	0.72
HENRY	39.51	7.60	0.34	2.36	5.02
LAKE	8.09	1.95	0.12	0.47	0.60
OBION	32.34	6.23	0.36	2.00	0.97
WEAKLEY	13.25	2.17	0.12	0.83	0.44
<b>Total</b>	<b>\$177.65</b>	<b>\$32.27</b>	<b>1.77</b>	<b>\$11.05</b>	<b>\$10.71</b>
<b>SOUTHWEST TENNESSEE REGION</b>					
CHESTER	\$5.16	\$0.61	0.03	\$0.36	\$0.16
DECATUR	7.34	1.12	0.04	0.45	1.29
HARDEMAN	17.35	2.83	0.16	1.09	0.99
HARDIN	22.80	4.32	0.19	1.42	1.93
HAYWOOD	10.21	1.67	0.09	0.66	0.45
HENDERSON	15.44	2.53	0.14	0.98	0.49
MCNAIRY	7.59	1.23	0.06	0.46	0.42
MADISON	116.22	25.24	1.58	7.07	2.48
<b>Total</b>	<b>\$202.09</b>	<b>\$39.55</b>	<b>2.29</b>	<b>\$12.49</b>	<b>\$8.21</b>
<b>MEMPHIS DELTA REGION</b>					
FAYETTE	\$4.56	\$0.65	0.03	\$0.28	\$0.25
LAUDERDALE	10.42	1.58	0.08	0.63	0.83
SHELBY	2296.50	662.25	29.96	83.72	63.92
TIPTON	16.10	2.51	0.14	1.05	0.52
<b>Total</b>	<b>\$2,327.59</b>	<b>\$666.99</b>	<b>30.21</b>	<b>\$85.68</b>	<b>\$65.52</b>
<b>STATE TOTALS</b>	<b>\$9,871.90</b>	<b>\$2,525.50</b>	<b>133.11</b>	<b>\$482.14</b>	<b>\$290.90</b>

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Table J: Region Total, 2001

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table J: Region Total, 2001</b>					
<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>
<b>NORTHEAST</b>	\$429.65	\$91.30	4.97	\$25.59	\$13.40
<b>EAST</b>	2,114.76	526.28	30.01	119.63	67.06
<b>UPPER CUMBERLAND</b>	233.65	48.70	2.62	14.30	12.28
<b>SOUTHEAST</b>	703.43	150.55	8.73	42.07	19.99
<b>MID-CUMBERLAND</b>	3,511.99	965.13	51.23	164.66	90.48
<b>SOUTH CENTRAL</b>	230.85	41.86	2.32	14.56	8.51
<b>NORTHWEST</b>	170.46	31.46	1.71	10.72	10.30
<b>SOUTHWEST</b>	200.12	39.70	2.27	12.50	8.28
<b>MEMPHIS DELTA</b>	2,277.47	661.11	29.61	84.78	65.15
<b>STATE TOTALS</b>	<b>\$9,872.37</b>	<b>\$2,556.09</b>	<b>133.47</b>	<b>\$488.81</b>	<b>\$295.45</b>

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Table K: Region Total, Revised 2000

<b>2001 Impact of U.S. Resident Travel on Tennessee</b>					
<b>Table K: Region Total, Revised 2000</b>					
<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>
<b>NORTHEAST</b>	\$413.56	\$86.65	4.77	\$24.38	\$12.77
<b>EAST</b>	2,046.39	501.75	28.91	114.53	63.96
<b>UPPER CUMBERLAND</b>	228.64	46.78	2.55	13.86	11.72
<b>SOUTHEAST</b>	715.08	151.01	8.85	42.31	20.03
<b>MID-CUMBERLAND</b>	3,533.88	959.84	51.50	163.65	89.65
<b>SOUTH CENTRAL</b>	227.03	40.66	2.28	14.17	8.33
<b>NORTHWEST</b>	177.65	32.27	1.77	11.05	10.71
<b>SOUTHWEST</b>	202.09	39.55	2.29	12.49	8.21
<b>MEMPHIS DELTA</b>	\$2,327.59	\$666.99	30.21	\$85.68	\$65.52
<b>STATE TOTALS</b>	<b>\$9,871.90</b>	<b>\$2,525.50</b>	<b>133.11</b>	<b>\$482.14</b>	<b>\$290.90</b>

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Table L: Percent Change Over Revised 2000 by Region Total

<b>2001 Impact of Travel on Tennessee</b>					
<b>Table L: Percent Change Over Revised 2000 by Region Total</b>					
<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>
<b>NORTHEAST</b>	3.9%	5.4%	4.2%	5.0%	4.9%
<b>EAST</b>	3.3%	4.9%	3.8%	4.5%	4.8%
<b>UPPER CUMBERLAND</b>	2.2%	4.1%	2.9%	3.2%	4.8%
<b>SOUTHEAST</b>	-1.6%	-0.3%	-1.4%	-0.6%	-0.2%
<b>MID-CUMBERLAND</b>	-0.6%	0.6%	-0.5%	0.6%	0.9%
<b>SOUTH CENTRAL</b>	1.7%	2.9%	1.9%	2.7%	2.2%
<b>NORTHWEST</b>	-4.0%	-2.5%	-3.2%	-3.1%	-3.8%
<b>SOUTHWEST</b>	-1.0%	0.4%	-0.8%	0.1%	0.8%
<b>MEMPHIS DELTA</b>	-2.2%	-0.9%	-2.0%	-1.1%	-0.6%
<b>STATE TOTALS</b>	<b>0.0%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>1.4%</b>	<b>1.6%</b>

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**APPENDICES**

**Appendix A: TravelScope Data**

<b>U.S. Resident Travel Volumes, 1994-2001</b>				
<b>(Millions)</b>				
<u>Year</u>	<u>Person-Trips</u>	<u>Pleasure</u>	<u>Business/ Convention</u>	<u>Total Business</u>
1994	941.2	615.0	164.6	202.3
1995	965.7	624.4	171.7	208.9
1996	967.3	628.7	167.0	202.3
1997	998.5	655.4	164.6	203.4
1998	1,004.1	655.5	171.7	210.1
1999	987.3	640.6	169.5	207.2
2000	997.6	649.8	165.7	202.1
2001	1,017.8	670.5	158.5	195.3

<b>Travelers To And Through Tennessee, 1994-2001</b>					
<b>(Millions)</b>					
<u>Year</u>	<u>Total</u>	<u>Out-of-State</u>	<u>In-State</u>	<u>Pleasure</u>	<u>Total Business</u>
1994	36.6	29.7	6.9	24.8	7.8
1995	38.2	30.8	7.4	25.8	7.9
1996	38.8	30.1	8.7	26.4	7.7
1997	40.2	31.5	8.7	25.8	8.3
1998	38.4	30.1	8.3	25.2	8.4
1999	37.8	30.4	7.4	24.8	7.5
2000	35.7	28.4	7.3	23.0	7.2
2001	37.9	30.2	7.7	25.2	7.2

Source: TIA

## Appendix B: Travel Economic Impact Model

### INTRODUCTION

The Travel Economic Impact Model (TEIM) was developed by the research department at TIA (formerly known as the U.S. Travel Data Center) to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model comprised of 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 revised TEIM has been used to develop estimates of 1987 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll, and tax revenue in each of the 50 states and the District of Columbia. TIA has also produced a time series of estimates for the years 1977-87 through the revised TEIM. 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 trips to places 50 miles or more, one way, from the traveler's origin. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places less than 50 miles away from home.

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 Appendix C: 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**

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights spent away from home spent by type of accommodation) are available from TIA's Travel Surveys and Smith Travel Research's Hotel and Motel Survey. 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 campgrounds in Tennessee is multiplied by the average cost per night per travel party of staying in a campground facility in Tennessee to obtain the estimate of traveler expenditures for camping accommodations.

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 Tennessee 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 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 is 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 Tennessee.

The 1987 benchmark estimates of travel expenditures, and travel generated employment, payroll and federal, state and local tax revenue, are updated for each successive year. 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, TIA's Travel Survey and other sources are used for this purpose. 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 C: Glossary of Terms**

Automobile Transportation Expenditures. 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 Expenditures. 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 Expenditures. Traveler spending in commercial eating facilities and grocery stores or carryouts, as well as on food purchased for off-premise consumption.

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

Lodging Expenditures. Traveler spending on hotels and motels, campgrounds and trailer parks, rental of vacation homes and other types of lodging.

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the National Travel Survey.

Tourism. Generally avoided in this study, this can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip".

Traveler. Person taking a "trip".

Travel Expenditure. The exchange of money or the promise of money for goods or services while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip.

Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home is allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area.

These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed description of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Volume 92, No. 12, December 1969.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodging) paid during the year to all employees. Tips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit or other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

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.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons goes to a place 50 miles or more, each way, from home in one day, or is out of town one or more nights in paid accommodations, and returns to his/her origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school.

## Appendix D: 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, TIA 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 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, TIA 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, TIA'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)
<b>Accommodations</b>			
<i>Hotels and Motels</i>	701	<i>Traveler Accommodation</i>	7211
<i>Recreational Vehicle Parks &amp; Campsites</i>	703	<i>Recreational Vehicle Parks &amp; Campgrounds</i>	7212
<b>Auto Transportation</b>			
<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 &amp; Parts Dealers</i>	4411; 4412; 4413
<b>Entertainment and Recreation</b>			
<i>Amusement and Recreational Services</i>	79	<i>Amusement, Gambling &amp; Recreation Industries</i>	713
		<i>Performing Arts, Spectator Sports &amp; Related Industries</i>	711
<i>Museums, Art Galleries, Botanical and Zoological Gardens</i>	84	<i>Museums, Historical Sites &amp; Similar Institutions</i>	712
<b>Food</b>			
<i>Eating &amp; Drinking Places (Alcoholic Beverages)</i>	581	<i>Foodservices &amp; Drinking Places</i>	7221; 7222; 7224
<i>Grocery Stores</i>	541	<i>Food and Beverage stores</i>	4451; 4452; 4453
<b>Public Transportation</b>			
<i>Air Transportation</i>	45	<i>Passenger Air Transportation; Airport Support Activities</i>	481; 4881
<i>Interurban &amp; Rural Bus Carriers</i>	413	<i>Interurban &amp; Rural Bus Transportation</i>	4852
<i>Charter Bus/Interstate</i>	4142	<i>Charter Bus (interstate/interurban)</i>	4855102
<i>Taxi &amp; Limousine Services</i>	412	<i>Taxi &amp; Limousine Services</i>	4853
<i>Water Transportation of Passengers</i>	448	<i>Water Passenger Transportation and Excursion &amp; Sightseeing Boats</i>	483112; 483114; 483212; 487210
<b>Retail</b>			
<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
<b>Travel Arrangement</b>			
<i>Travel Arrangement</i>	472	<i>Travel Arrangement &amp; Reservation Services (includes travel agencies and tour operators)</i>	5615

## **Appendix E: Sources of Data**

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

### **Organizations**

Air Transport Association  
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  
Federal Aviation Administration, U.S. Department of Transportation  
Federal Highway Administration, U.S. Department of Transportation  
National Park Service  
Tennessee Department of Tourist Development  
Tennessee Office of Employment Security  
Peterson, Howell & Heather, Inc.  
Runzheimer International Ltd.  
Smith Travel Research  
Office of Travel and Tourism Industries (OTTI)/ITA, U.S. Department of Commerce

**Appendix F: 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 approaches, 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 G: Accommodations Tax Collections**

The following Tennessee localities collect a hotel/motel tax on accommodations. Bedford and Franklin counties did not report in time and listed an estimate based on 2000 figures.

### **2001 City Hotel/Motel Tax Collections**

Bartlett (Shelby)  
Bristol (Sullivan)  
Caryville (Campbell)  
Collierville (Shelby)  
Dyersburg (Dyer)  
Franklin (Williamson)  
Gatlinburg (Sevier)  
Germantown (Shelby)  
Goodlettsville (Davidson)  
Gordonsville (Smith)  
Harriman (Roane)  
Huntingdon (Carroll)  
Jellico (Campbell)  
Johnson City (Washington)  
Jonesborough (Washington)  
Kimball (Marion)  
Lake City (Anderson)  
Lebanon (Wilson)  
Manchester (Coffee)  
Monteagle (Grundy & Marion)  
Morristown (Hamblen)  
Mountain City (Johnson)  
Murfreesboro (Rutherford)  
Nashville (Davidson)  
Oak Ridge (Anderson & Roane)  
Pigeon Forge (Sevier)  
Pittman Center (Sevier)  
Samburg (Obion)  
Selmer (McNairy)  
Shelbyville (Bedford)  
South Fulton (Obion)  
Tullahoma (Coffee)  
Winchester (Franklin)

**Appendix H:**

**Top 6 Nonagricultural Industries by Payroll and Employment in Tennessee in 2001**

Based on total payroll income, travel and tourism was Tennessee's sixth largest industry, generating nearly \$2.7 billion in wages in 2001.

Travel and tourism was the state's second largest industry after administrative and support services, providing more than 139 thousand jobs for Tennessee residents in 2001.

**Top 6 Industries by Payroll in the Private Sector (Tennessee, 2001)**

<u>Rank</u>	<u>NAICS Code*</u>	<u>Industry Name</u>	<u>Total Wage (\$ Millions)</u>
1	541	Professional and technical services	\$4,462,975
2	621	Ambulatory health care services	4,065,304
3	561	Administrative and support services**	3,701,585
4	423	Merchant wholesalers, durable goods	2,739,370
5	622	Hospitals	2,729,769
<b>6</b>		<b>Travel &amp; Tourism***</b>	<b>2,666,586</b>

**Top 6 Industries by Employment in the Private Sector (Tennessee, 2001)**

<u>Rank</u>	<u>NAICS Code*</u>	<u>Industry Name</u>	<u>Employment (Thousands)</u>
1	561	Administrative and support services**	168.3
<b>2</b>		<b>Travel &amp; Tourism***</b>	<b>139.3</b>
3	722	Food services and drinking places**	108.1
4	541	Professional and technical services	97.3
5	621	Ambulatory health care services	86.7
6	622	Hospitals	81.1

Sources: TIA, U.S. Bureau of Labor Statistics.

Notes: \* The 1997 North American Industry Classification System. NAICS 541 includes certain professional and business services (formerly SIC 73, 87). NAICS 561 includes business services NEC (formerly SIC 7389).

\*\* Excludes jobs attributable to the travel and tourism industry.

\*\*\* Jobs generated by both domestic and international travel spending.