Minutes

Remote Housing and Economic Development Committee

March 22, 2022

NOTE: This meeting was held via Zoom and can be viewed at this link:

https://www.portlandmaine.gov/129/Agendas-Minutes

These Minutes provide a record of those in attendance, general discussion taking place, and motions made.

A remote meeting of the Housing and Economic Development Committee (HEDC) of the Portland City Council was held on Tuesday, March 22, 2022, at 5:30 p.m. via Zoom. Present from the Committee were Chair Councilor Pious Ali, and members Councilors Tae Chong and Andrew Zarro; member Councilor Roberto Rodriguez could not be present. Also present from the City Council was Councilor April Fournier. Present from the City staff were Interim Housing and Economic Development Department Director Mary Davis, Corporation Counsel Michael Goldman, Parks Director Alex Marshall, HCD Compliance Officer Heidi McCarthy, Assistant City Manager Anne McGuire, Principal Administrative Officer Lori Paulette, and Housing Program Manager Victoria Volent.

Item #1: Zoom Meeting Information – no Committee action required.

Item #2: Review and vote on March 1, 2022, draft meeting Minutes.

On motion made by Councilor Zarro, seconded by Councilor Chong, the Committee voted 3-0 to accept the Minutes as presented.

Item #3: Public Hearing- Review and Vote to Recommend Approval to the City Council of the Draft 5-Year HUD Consolidated Plan and FY 2023 HUD Annual Allocation Plan

Mary Davis recognized and thanked staff members for their involvement and hard work. The U.S. Department of Housing and Urban Development (HUD) requires that communities receiving HUD funding (CDBG, HOME, ESG) undertake a planning process every three to five years to review local affordable housing and community development needs. This process, the 5-Year Plan, is designed to help communities develop priorities and multi-year goals in coordination with other community plans and resources to make a greater impact within the community. The Fiscal Year 2022-2023 Annual Action Plan outlines the allocations for the programming of the Community Development Block Grant Program, HOME Program, and Emergency Solutions Grant Program received from HUD. The Council will take final action on these items on April 11, 2022. The 5-Year Consolidated Plan will be submitted to HUD in May 2022. Mary noted the four goals of the 5-Year Plan; the evaluation of past performance; and summary of citizen participation and consultation process.

Committee members asked clarifying questions.

Councilor Ali opened the meeting to public comment. Seeing no request to speak, the public comment period was closed.

On motion made by Councilor Chong, seconded by Councilor Zarro, the Committee voted 3-0 to forward the recommendations to the City Council with a recommendation for approval.

Item #4: Presentation and Committee Direction to Staff re: Food Truck Plan for the Eastern Promenade.

Mr. Marshall noted that with uptick of food trucks on the Eastern Promenade, staff is looking at options to alleviate four concerns: pedestrian safety, trash, tree health, and carbon emissions. Mr. Marshall then described Options A and B for the Committee with both having reduced parking to assist with pedestrian safety and alternative locations for food trucks, protecting the trees with wooden posts and rope around them, possible solutions to trash maintenance – including new inground trash barrels which are capable of holding 300 gallons of trash in each, and increasing access to electricity to lower carbon emissions, noting that some food trucks operate 10 hours a day. Lastly, he noted that the food truck season is from 4/15/2022 to 10/15/2022, and that staff management of the plan also needs to be considered.

Councilor Chong asked about the biggest complaint, the opportunity to add solar panels for electricity, and the cost difference between Option A and B.

Mr. Marshall noted that the biggest complaint is the trash, and he would need to touch base with Troy Moon about adding solar panels. Option A is estimated to be a bit more costly.

Councilor Chong noted that his preference would be Option B, noting the area of picnic tables near the trail would be good for constituents, and electrify it. Regarding trash, he questioned if dumpster/recycling bins could be installed to assist with that, and Mr. Marshall said that that can be looked into.

Councilor Zarro also noted trash is the issue, particularly at that time of the year, and was leaning towards Option B, which is better for tree health and could be beneficial year-round with additional electric service. Licensing needs to be taken seriously by vendors to contribute to the impact their footprint is making.

Chair Councilor Ali noted that he receives calls as well about trash and seagulls augmenting that by leaving trash on constituents' properties. Mr. Marshall said that he would need dive more into that issue but was confident that the new trash cans will have the capacity to handle the trash and mitigate these issues.

Chair Councilor Ali asked which Option would be more park like, and Mr. Marshall noted that A is more interactive; however, Option B could be as well in the future.

Councilor Zarro noted the Option A has 7 food trucks and Option B has 5 and questioned the numbers. Mr. Marshall noted that last year there were 10-15 at any given time. The 7 for Option A has a food truck in between each tree for added open space; the 5 in Option B may be able to be expanded and could identify that after the snow melts. Councilor Zarro expressed concern with the smaller number of trucks and the impact on the businesses for those who are not able to be licensed to do business there.

Chair Councilor Ali asked about the timeline if approved, and Mr. Marshall noted as soon as possible with the season shortly upon us and thanked the Committee for their feedback.

Item #5: Update, Review and Committee Direction to Staff re: Tourism Improvement District (TID).

Ms. Tillotson, Executive Director of Visit Portland (VP), thanked the Committee for their time and presented a Powerpoint, noting that VP is Greater Portland's "Destination Marketing Organizaton" (DMO), branding and marketing the area in order for people to find this location. With the development of Thompson's Point, Roux Institute, and 58 Fore Street, all with hotels to be included, these bring businesses and people to Portland. The DMO is significantly under-funded and she displayed comparisons. The TID is hotel driven and the hotels understand the program and are onboard. It will help expand the area's shoulder season and will assist VP in mitigating tourism issues. Ms. Tillotson then described visitor spending, as well as hotel spending and the multitude of business contracts they require to operate, which many had to be terminated during the pandemic affecting those local businesses. This holds true for restaurants and bars. In addition, the hotel workforce is large in the hospitality industry, noting that the average now is 3 to 10 languages spoken - building a stronger community.

Councilor Chong said that he would support this, noting that it helps immigrants and refugees now working in the hospitality industry, many at higher than minimum wage, and the large number of small local businesses also part of the industry. VP also promotes the area nationally and internationally.

Tiffany Gallagher from Civitas also presented a Powerpoint describing the mechanics of a TID. It is much like the Portland Downtown District, except the hotels place a fee on rooms sold which funds the TID. The proposal here is a 2% fee on rooms sold. Businesses will benefit, and the City provides the oversight. The private assessment would be tied to a specific start date and is more forecastable for budgeting purposes. She then described a recent study on the economics of a TID and would share the study upon request and highlighted some of the successes of the Boston TID and the New Portland, Rhode Island TID.

Councilor Zarro asked why hotels with 40 beds and up only in the TID, and Ms. Tillotson noted that programming will be for leisure, meetings, and conferences which is why the larger hotels would be in the TID. In response to Councilor Zarro, she also noted that the smaller boutique hotels could be contacted and educated about the TID and see if they would be interested.

Councilor Zarro asked about the dissolution process, tracking results, and the other municipalities VP represents. Ms. Gallagher described the dissolution process noting the City Council would have to initiate it. Ms. Tillotson said that social media and other software have tracking abilities to provide metrics/results. She also noted that her goal is to get all the municipalities VP represents their own TIDs, with South Portland next.

Councilor Zarro asked if a local option tax were to happen would that be a conflict, and it was indicated that there would be no conflict; many TIDs have them.

Chair Councilor Ali asked if they would support a local option tax, and Ms. Tillotson said that she cannot speak for the hotels but would assume they would be supportive.

Chair Councilor Ali recognized that Gerard Kiladjian, with the hotel industry had his hand up, and Mr. Kiladjian noted that with a TID he believed that there would be support for the local option tax.

Councilor Chong noted that the anchor hotels help the smaller ones, and the TID would make this sustainable and recommended to move forward in creating the TID.

In response to the Chair regarding a timeline, Mr. Goldman noted that the Development Program, District, and Agreement would need to be finalized which could possibly happen in April or May. Ms. Davis said that this is tentatively on the April 19 HEDC Agenda.

Chair Councilor Ali thanked all and requested a copy of the report on the Economics of TIDs. A copy of the report was forwarded to Committee members after the meeting, and a copy is attached.

Item #6 Review and approval of a Purchase and Sale Agreement for City-owned property at 622 Auburn Street and 0 Gray Road, Falmouth; and Amendment to Purchase and Sale Agreement for 165 Lambert Street

Mary Davis introduced this two-part item with an overview of the request that Committee members vote to recommend to the City Council the Purchase and Sale Agreement for the sale of City-owned land located at 622 Auburn Street and 0 Gray Road, Falmouth.

The second request to the Committee is to vote to recommend to the City Council amendments to the Purchase and Sale Agreement for the sale of City-owned property located at 165 Lambert Street.

The Committee held a discussion and asked clarifying questions regarding the Purchase and Sale Agreement for 622 Auburn Street and 0 Gray Road, Falmouth.

Councilor Ali opened the meeting to public comment. Seeing no request to speak, the public comment period was closed.

On motion made by Councilor Zarro, seconded by Councilor Chong, the Committee voted unanimously (3-0) (Councilor Rodrigues absent) to forward the recommendation of the Purchase and Sale Agreement for City-owned property at 622 Auburn Street and 0 Gray Road, Falmouth to the City Council with a recommendation for approval.

Mary Davis introduced the second part of this agenda item - the request the Committee vote to recommend to the City Council amendments to the Purchase and Sale Agreement for the sale of city-owned property located at 165 Lambert Street. The terms of the agreement are not changing; rather the most significant amendment concerns the due diligence period. The proposed amendment would allow for a twenty-five month due diligence period instead of the original thirteen-month period. This amendment would allow the projects at 165 Lambert Street, and 622 Auburn Street and 0 Gray Road, Falmouth to move through due diligence during the same time period.

Councilor Ali opened the meeting to public comment. Seeing no request to speak, the public comment period was closed.

On motion made by Councilor Chong, seconded by Councilor Zarro, the Committee voted 3-0 to forward the recommendation of the amendment of the Purchase and Sale Agreement for City-owned property at 165 Lambert Street to the City Council with a recommendation for approval.

<u>Item #7 Communication/Discussion of 2022 Work Plan and Schedule</u>

Councilor Ali asked about annual items for the Committee, and Ms. Davis said that those have been included later in the year, with two taken up today.

Councilor Chong said that he would like to have a discussion regarding unsafe housing units and the responsibilities, data, and reporting of the Housing Safety Officer versus Inspectors from the Permitting and Inspections office. Also, he would like to discuss the roles, responsibilities, and the differences between this Committee, the Rent Board, and the Rental Housing Advisory Committee.

Ms. Davis noted that there is an annual item scheduled on the Agenda for the second meeting in June for a presentation by Permitting and Inspections and the Fire Department regarding short-term and long-term Rental Housing Safety & Inspection Program. If this is needed sooner, she can talk with the Permitting and Inspections office and perhaps bring it to the Committee in April or May.

Chair Councilor Ali noted that he was fine with the second meeting in June but perhaps a memo before that on the differences, definitions, and who does what would be helpful.

Councilor Zarro agreed that this would be beneficial for a memo and then a discussion in June.

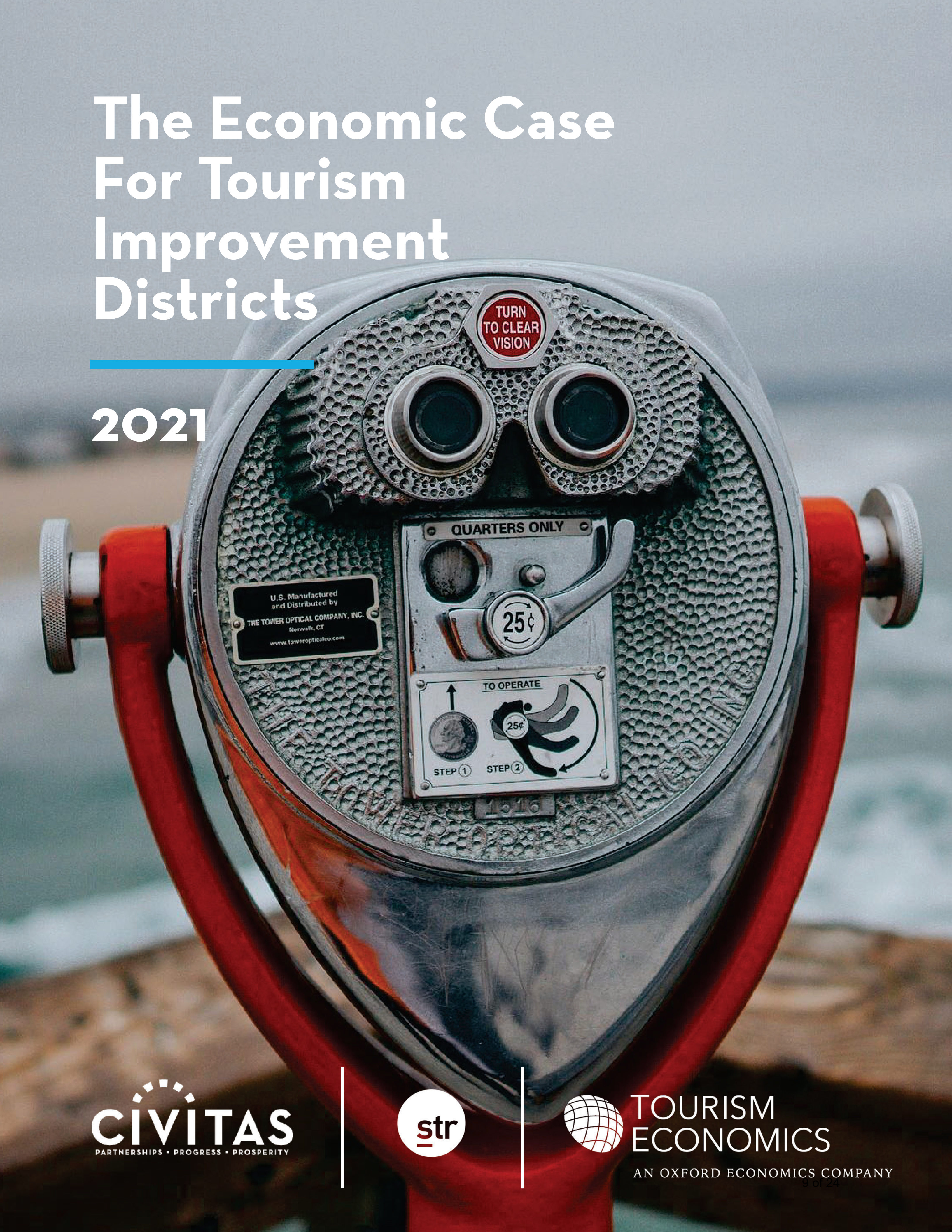
Chair Councilor Ali noted that he has a constituent asking about food trucks and the City allowing the same kind of thing for a clothing and/or small business truck. He will get in touch with the constituent but just wanted to give Ms. Davis the heads-up.

On motion then made by Councilor Zarro, seconded by Councilor Chong, the Committee voted 3-0 to adjourn at 8:13 p.m.

Respectfully, Lori Paulette and Victoria Volent

The Economic Case For Tourism Improvement Districts

2021



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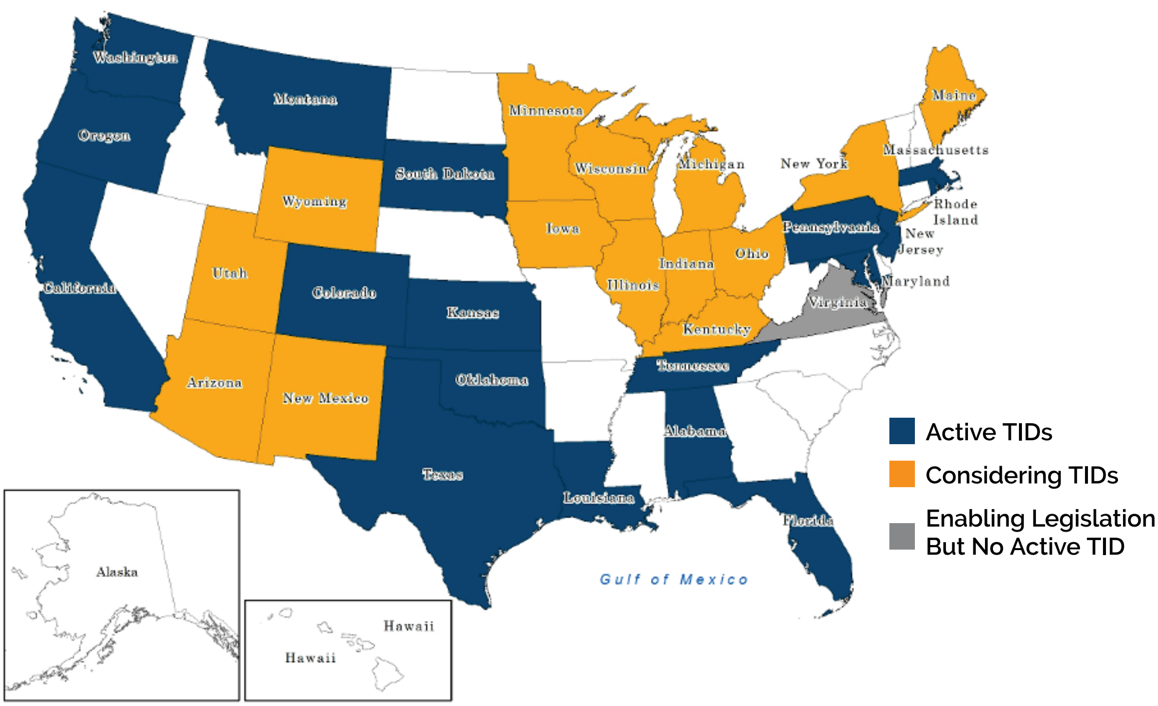
TOURISM ECONOMICS
AN OXFORD ECONOMICS COMPANY

Published July 2021. Updated January 2022. Data included first presented at the Annual National Tourism Improvement District Summit, April 2021.

INTRODUCTION: SECURE FUNDING FOR DESTINATION PROMOTION

193 TID DESTINATIONS IN 18 STATES

Tourism improvement districts (TIDs) are mechanisms for funding tourism promotion and destination development activities. TID funding is raised via industry-imposed assessments, typically on lodging stays, within a designated geographic area. Those funds are then used to provide services desired by and directly benefiting the assessed businesses in the district. Because TIDs are dedicated for the benefit of tourism, funds raised cannot be diverted to government programs.



This structure has made TIDs an invaluable piece of the tourism funding puzzle for destinations. First implemented in California in the early 1990s, the innovative concept has spread to 193 destinations in 18 states, with more destinations looking to create their own TIDs.

MEASURING SUCCESS: INCREASED ROOM DEMAND, REVENUE INCREASES, AND VISITOR SPENDING

Thanks to an innovative study conducted by Tourism Economics in partnership with STR and Civitas, we have comprehensive, industry-wide data that proves TIDs provide a competitive advantage for destinations. By examining TID impacts on room demand, revenue, and visitor spending, this white paper will explore that groundbreaking research and explain how TIDs enhance destinations' economic impact.

GOALS & METHODOLOGY:
100 CITIES, 30 YEARS OF DATA

DEFINE LIST OF CITIES: In collaboration with Civitas, Tourism Economics selected 100 US cities for this analysis. This included 29 cities with TIDs, and 71 non-TID cities. The 100 locations represented a mix of market sizes, geographic regions, and states. For each city, Tourism Economics identified a corresponding representative county as the basis for analysis.

100 CITIES:

29 TID CITIES

71 NON-TID CITIES

COMPILE DATA: Tourism Economics selected relevant measures and prepared a dataset containing 30 years of annual data (1990 to 2019). The measures selected included lodging performance and local economic characteristics, such as GDP and employment. STR provided lodging performance measures, such as supply, demand and room revenue, for each destination. Tourism Economics sourced economic variables from Oxford Economics' subscription databases. The resulting panel dataset contained 100 geographies, with 30 time periods, resulting in 3,000 observations.

ESTABLISH TIMING: Tourism Economics defined a variable to reflect whether a TID was active in each location, for each year, based on the TID start dates prepared by Civitas.

ANALYZE RELATIONSHIPS: The goal was to assess whether the presence of a TID had a measurable impact on lodging performance. This impact can be difficult to discern when examining the performance of individual markets, because factors such as business cycles, local demand and business trends, major events, weather and holiday patterns, and random fluctuations can impact hotel performance year to year. Therefore, the approach was to analyze the panel data set as a whole, using regression models to control for several factors and isolate the contribution of the presence of a TID to lodging demand (occupied hotel room nights), and hotel room revenue.

In the lodging demand model, Tourism Economics explored variables that help explain the level of lodging demand in each market, each year. The team found that the combination of three variables explained a large share of the variation in demand levels: the size of the local economy measured as GDP, the size of the local arts, entertainment and recreation sector, measured as GDP within that sector, and the presence of an active TID. The room revenue model that the team explored was similar to the lodging demand model in terms of its structure and data inputs, but with hotel room revenue as the dependent variable of focus.

RESULTS:
TOURISM IMPROVEMENT DISTRICTS PROVIDE A COMPETITIVE EDGE

Destinations with TIDs are more competitive and drive higher economic impact than those destinations without them. The high-level results of the study show that TID cities are growing faster than non-TID cities, with that growth especially accelerating in the five years before the pandemic.

"THERE REALLY IS A STRONG CASE TO BE MADE THAT TIDs ARE NOT JUST GENERATING ACTIVITY FOR HOTELS, BUT THEY REALLY ARE LEVERAGED FOR ECONOMIC DEVELOPMENT."

ADAM SACKS, PRESIDENT, TOURISM ECONOMICS

To explore the growth of destinations utilizing a TID funding model, Tourism Economics examined a three-year period before and after a TID was implemented in each of the study's 29 TID cities. The team then compared those cities against their non-TID competitors and found that after a TID is implemented, destinations experience a stronger rate of growth in both room revenue and demand. This "growth premium" accumulates year-over-year, and the increase in hotel room revenue and demand translates to increased visitor spending, and in turn tax revenue for the destination.

TIDs INCREASE ROOM DEMAND & REVENUE, LEADING TO AN INCREASE IN VISITOR SPENDING

To further assess the effect of TIDs on destination performance, Tourism Economics created a regression model that shows destinations with TIDs in place consistently outperform others. On average, TIDs produce an average 2.1% lift in hotel room demand and an average 4.5% lift in hotel room revenue for their destinations as compared to those destinations without TIDs. To put this in perspective, lift on hotel room demand and revenue represented an increase in 150,000 room nights and $51M, respectively, for the average destination in 2019.

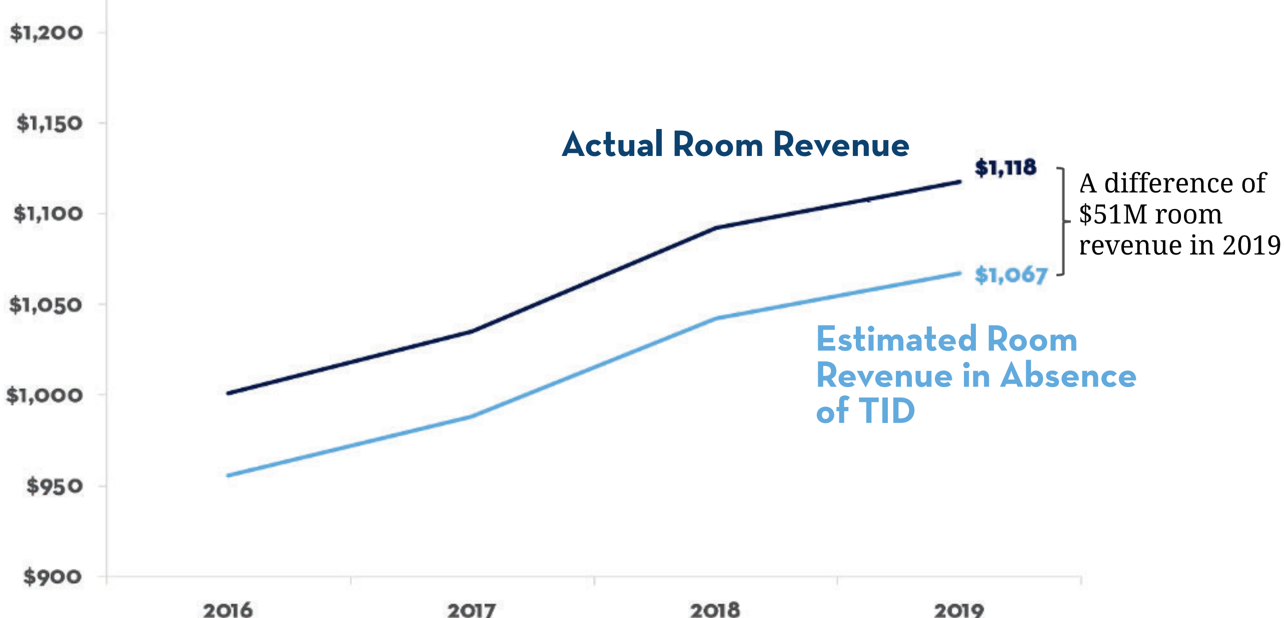
AVERAGE IMPACT OF TIDs ON DESTINATIONS: TIDs vs. NON-TIDS

2.1% ROOM DEMAND → **150K** DIFFERENCE IN DEMAND

4.5% ROOM REVENUE → **$51M** DIFFERENCE IN REVENUE

Average Annual Hotel Room Revenue

TID Cities, Millions



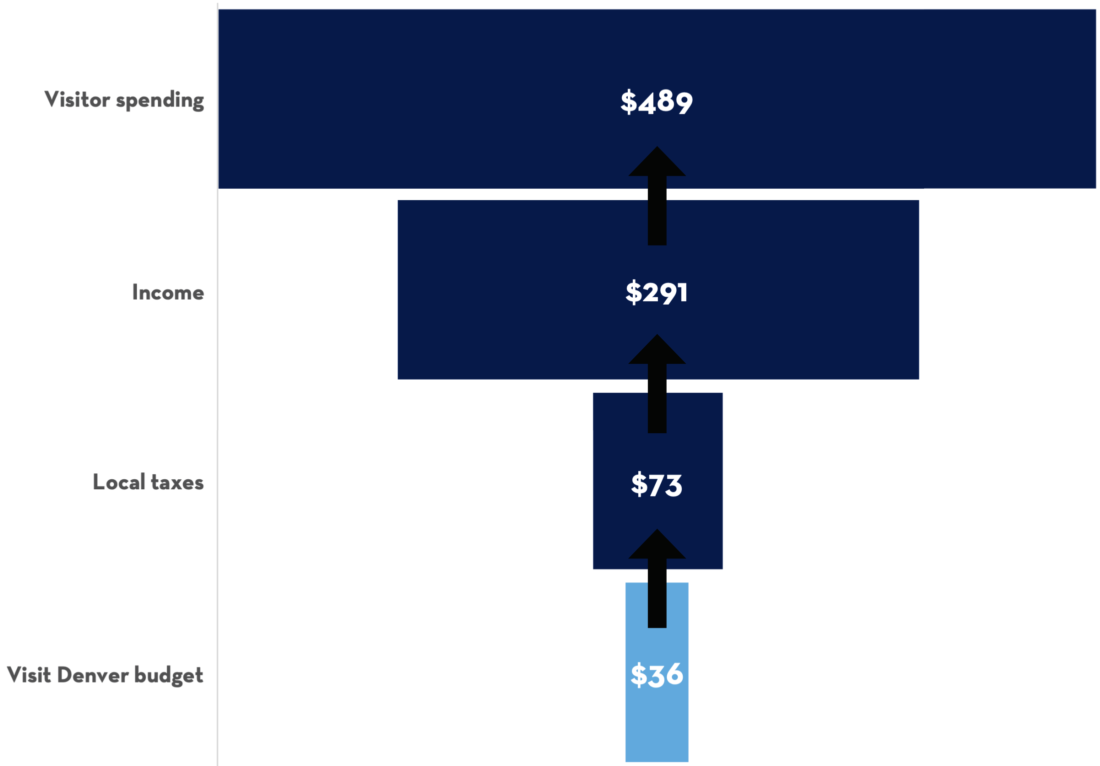
TID RESULTS IN ACTION: DENVER, CO

Managed by Visit Denver, the Denver Tourism Improvement District (DTID) was created in 2016 with the intent to generate revenue for tourism-related services to increase overnight visitation, including funding capital improvement projects such as the Convention Center. Tourism Economics analyzed the effects of the DTID in 2019 and found that Visit Denver's $36M budget generated $73M in local tax revenue – double the investment to Visit Denver's budget. It is clear that a TID's benefits are not isolated to generating hotel sales but are a key component to increasing overall economic growth.

2019 ROI: $36M BUDGET GENERATED $73M IN LOCAL TAX REVENUE

Visit Denver's Impact on the City of Denver

2019, Millions



TID RESULTS IN ACTION:
SAN ANTONIO, TX

Working together with Visit San Antonio and the San Antonio Hotel and Lodging Association (SAHLA), Civitas assisted with forming the San Antonio Tourism Promotion Improvement District (SATPID) in 2019. The SATPID collects a 1.25% assessment on gross room night sales at participating lodging properties with 100 rooms or more. Before the effects of COVID-19, Tourism Economics found that in just the first year of its operation, the TPID generated 190,000 room nights of definite and tentative group business, with $15.70 in room revenue for every $1.00 investment. Furthermore, when utilizing mobile device locations, Tourism Economics found that for every $1.00 spent on advertising, $50 in visitor spending was generated.

2019 ROI:
$50 IN VISITOR SPENDING GENERATED PER EVERY AD DOLLAR INVESTED

2018 ROI:
$44.40 OF VISITOR SPENDING INFLUENCED PER EVERY DOLLAR INVESTED

TID RESULTS IN ACTION:
SAN LUIS OBSIPO, CA

In 2008, Visit SLO established the San Luis Obispo Tourism Business Improvement District (SLOTBID). The SLOTBID assesses all lodging properties in the City of San Luis Obispo including hotels, motels, bed and breakfasts, hostels, inns and owner occupied homestays. The SLOTBID services stand out as a unique case in the TID world - Visit SLO not only funds sales and marketing programs typical to TIDs, but also more specific initiatives such as airlift. Tourism Economics found that in 2018, each dollar invested influenced $44.40 of visitor spending, contributing to $40.5M in total visitor spending.

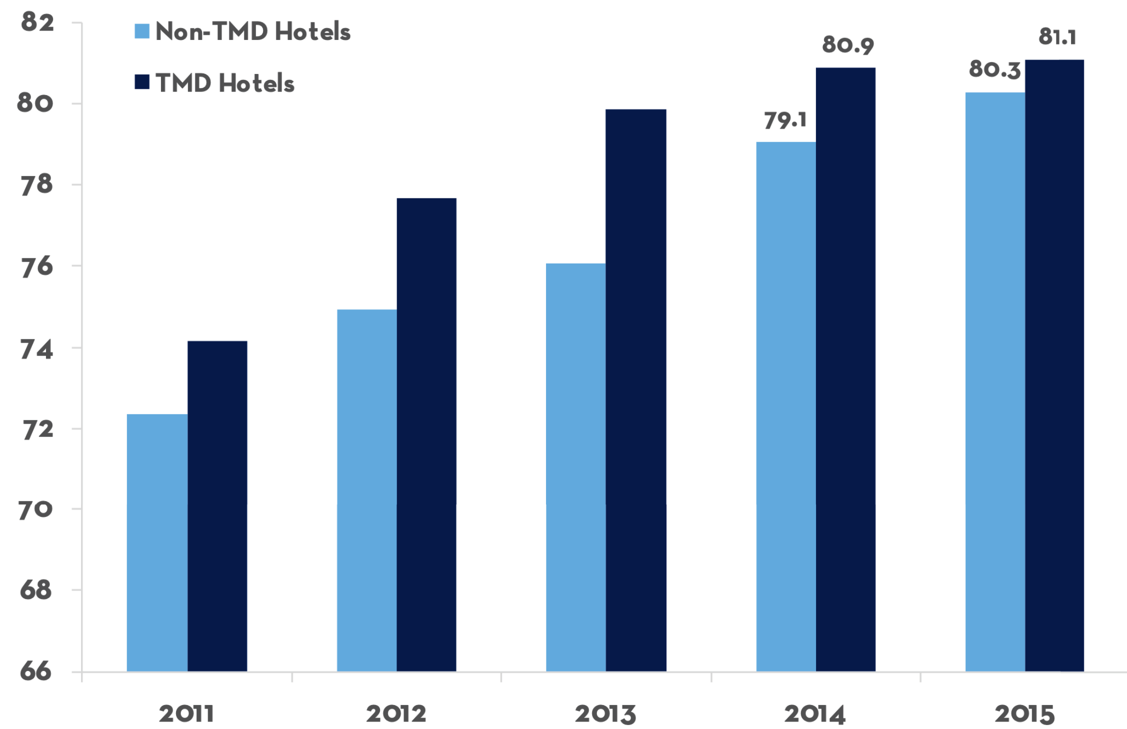
TID RESULTS IN ACTION:
LOS ANGELES, CA

Just how much do TID-participating lodging businesses benefit compared to their non-TID counterparts? To explore this question, Tourism Economics looked to the Los Angeles Tourism Marketing District (LATMD). Formed in 2011, the LATMD levies an assessment on lodging businesses with 50 rooms or more. When Tourism Economics delved into the benefits that participating lodging businesses receive in comparison to their non-LATMD counterparts, the results conclusively showed that hotels participating in the LATMD not only received benefits commensurate with the amount they paid in, but saw their revenue exceeding the mandated benefit threshold. Simply put - lodging businesses within the LATMD receive more than their fair share in benefit as a direct result of LATMD efforts.

BENEFITS TO TID HOTELS OVER NON-TID HOTELS: HIGHER OCCUPANCY RATES, ROOM REVENUES, & CONTRACTED ROOM NIGHTS

City of Los Angeles Hotel Occupancy Rates

Occupancy Rate, %

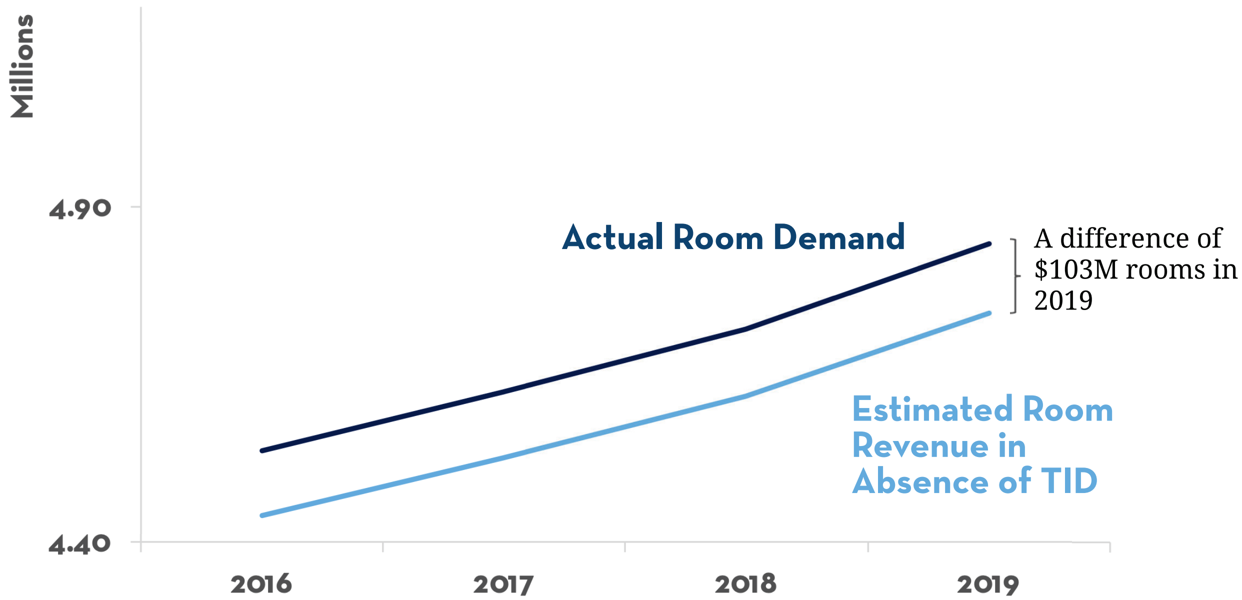


TID RESULTS IN ACTION:
PORTLAND, OR

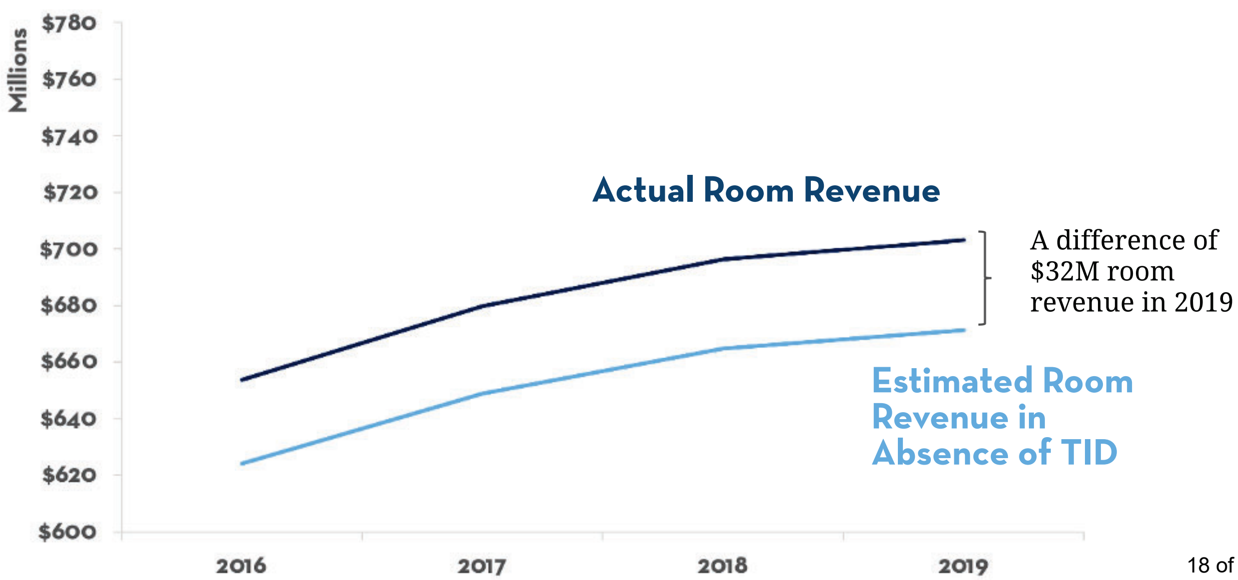
Tourism Economics also examined how a destination with an existing TID would be affected if the TID was not in place. By applying its economic model to Portland, Oregon over an eight-year period, Tourism Economics found that the Portland TID generated an average lift in hotel room demand of 2.1% per year – a difference of about 103,000 room nights in 2019. This room demand lift translated to an average lift in hotel room revenue of 4.5%, which equates to a difference of $32M.

AVERAGE LIFT: 103K ROOM NIGHTS, $32M ROOM REVENUE PER YEAR

Portland Room Demand
2016-2019



Portland Room Revenue
2016-2019



TID RESULTS IN ACTION: SAN FRANCISCO, CA

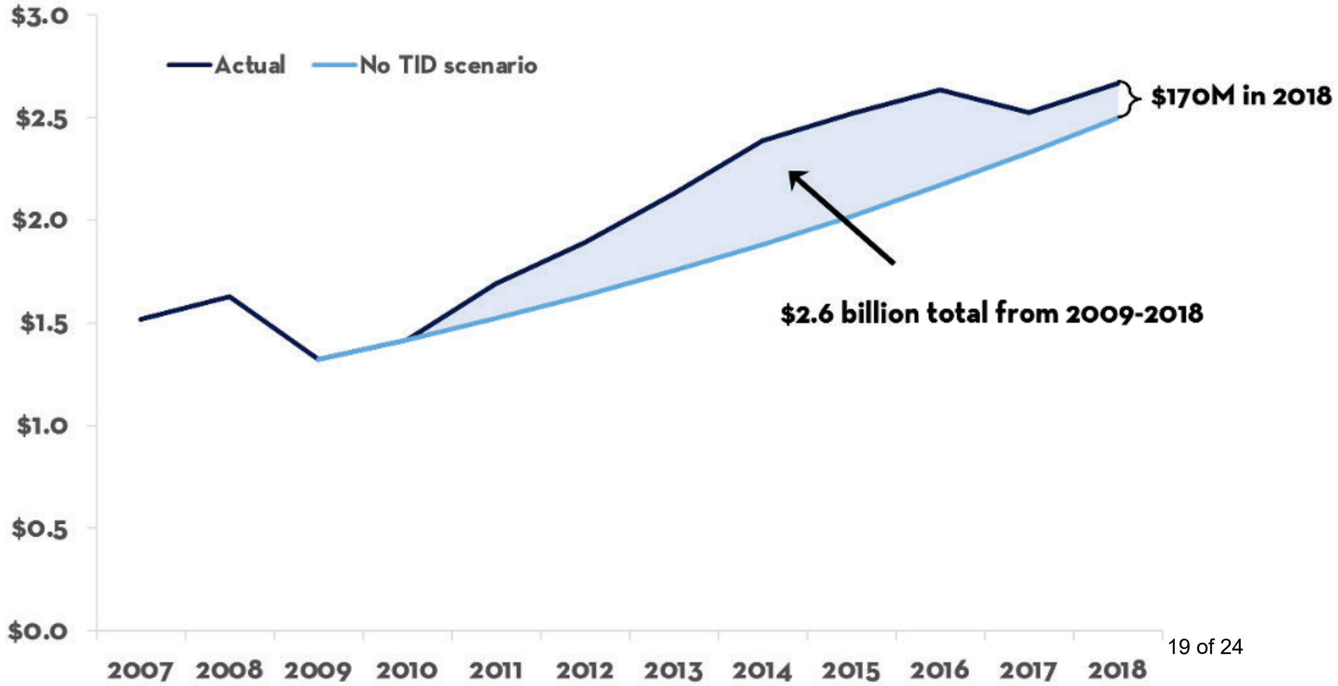
The benefit of TIDs exceeds the scope of their effects on traditional hotels. Established in 2009, the SFTID levies a tiered assessment rate based on proximity to the main San Francisco tourism infrastructure: an assessment of 1% or 1.5% is levied on gross room revenue. When Tourism Economics analyzed the SFTID, it looked at traditional data surrounding hotels as well as short term rentals (STRs). After examining 69 event days, it found a correlation between dates when an event took place and a higher number of rentals: 32K in revenue was added as a result of STR stays during these event dates. Further, the study found a 19% increase in STR room nights booked in San Francisco during major events.

Tourism Economics also examined what San Francisco hotel revenue would look like without the SFTID in place. By examining the market from 2009 to 2018, Tourism Economics found that that the average 200 room hotel in the SFTID realized $1M of additional revenue compared to an alternative scenario in which the market grew at the same rate as the typical top 25 US hotel markets. This represented $2.6 billion in additional revenue over the past decade.

HOTEL REVENUE GROWTH: $1M PER HOTEL, $2.6B OVER 10 YEARS (2009 - 18)

San Francisco Hotel Revenue

Dollars, Billions



CONCLUSION: TIDs ARE BOTH A RECOVERY AND GROWTH TOOL

As the tourism industry finds itself at the forefront of rebuilding destinations after the COVID-19 pandemic, the findings of Tourism Economics have never been more pertinent. For the first time, destinations have data that conclusively shows that TIDs provide a competitive edge to their destinations - driving room demand and revenue and increasing visitor spending. TIDs are levers for economic development: not only do TIDs increase DMO budgets, but they also generate outsized economic impact benefiting destinations as a whole. The results of this research show that there is a strong economic case for utilizing TIDs both to help destinations recover from the pandemic, and to enhance growth beyond recovery.

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APPENDIX:
CITIES SAMPLE SIZE - 29 TID CITIES vs 71 NON-TID CITIES

TID Cities: City, State, Year Established

1 Mobile	AL	2020	16 Billings	MT	2007
2 Sacramento	CA	2019	17 Newark	NJ	2013
3 Los Angeles	CA	2011	18 Tulsa	OK	2019
4 Anaheim	CA	2010	19 Portland	OR	2012
5 Napa	CA	2010	20 Philadelphia	PA	2017
6 Palm Springs	CA	2008	21 Newport	RI	2017
7 San Francisco	CA	2008	22 Sioux Falls	SD	2011
8 San Diego	CA	2007	23 Memphis	TN	2015
9 Monterey	CA	2006	24 San Antonio	TX	2018
10 San Jose	CA	2006	25 Fort Worth	TX	2017
11 Denver	CO	2017	26 Arlington	TX	2016
12 Tampa	FL	2020	27 Dallas	TX	2012
13 Wichita	KS	2014	28 Seattle	WA	2012
14 New Orleans	LA	2014	29 Spokane	WA	2003
15 Baltimore	MD	2019			

Non-TID Cities: City, State

1 Anchorage	AK	27 Boston	MA
2 Birmingham	AL	28 Portland	ME
3 Huntsville	AL	29 Detroit	MI
4 Little Rock	AR	30 Grand Rapids	MI
5 Tucson	AZ	31 Minneapolis	MN
6 Mesa	AZ	32 Saint Paul	MN
7 Colorado Springs	CO	33 St. Louis	MO
8 Aspen	CO	34 Kansas City	MO
9 Hartford	CT	35 Jackson	MS
10 New Haven	CT	36 Charlotte	NC
11 Washington	DC	37 Asheville	NC
12 Jacksonville	FL	38 Greensboro	NC
13 Miami	FL	39 Raleigh	NC
14 Orlando	FL	40 Fargo	ND
15 Pensacola	FL	41 Omaha	NE
16 Atlanta	GA	42 Atlantic City	NJ
17 Savannah	GA	43 Albuquerque	NM
18 Honolulu	HI	44 Las Vegas	NV
19 Des Moines	IA	45 Syracuse	NY
20 Boise	ID	46 Albany	NY
21 Chicago	IL	47 Buffalo	NY
22 Fort Wayne	IN	48 New York	NY
23 Indianapolis	IN	49 Lake George	NY
24 Louisville	KY		
25 Lexington	KY		
26 Baton Rouge	LA		

Non-TID Cities: City, State

50 Cincinnati	OH
51 Cleveland	OH
52 Columbus	OH
53 Oklahoma City	OK
54 Gettysburg	PA
55 Pittsburgh	PA
56 Harrisburg	PA
57 Providence	RI
58 Charleston	SC
59 Hilton Head Island	SC
60 Myrtle Beach	SC
61 Chattanooga	TN
62 Nashville	TN
63 Austin	TX
64 Salt Lake City	UT
65 Richmond	VA
66 Virginia Beach	VA
67 Tacoma	WA
68 Madison	WI
69 Milwaukee	WI
70 Charleston	WV
71 Jackson	WY

Published July 2021. Updated January 2022.
Data included first presented at the Annual
National Tourism Improvement District
Summit, April 2021.