



## **Mansfield Training Center: A Dynamic Impact Analysis**

By

Edmund J. Zolnik

**Research Assistant**

May 24, 2000

**Connecticut Center for Economic Analysis©**

University of Connecticut  
341 Mansfield Road, U-1240  
Storrs, CT 06269-1240  
Voice: 860-486-0485 Facsimile: 860-486-0204  
<http://ceea.uconn.edu>

## Introduction

This report presents results of a dynamic analysis of the economic impact of the development of the Mansfield Training Center (MTC) in Mansfield, Connecticut. This study has been undertaken by the Connecticut Center for Economic Analysis (CCEA) at the behest of the University of Connecticut. The Center houses the Regional Economic Model (REMI), a sophisticated 53 sector replication of the regional economic structure of Connecticut that can project economic impacts out to the year 2035. This analysis examines the impacts over a period of thirty-six years, with the year 2000 as the first year. The objective of this report is to determine the net benefits to the region (Tolland County) and to the State from the development of MTC in terms of employment, personal income and population growth, as well as Gross Regional Product (GRP).

## Assumptions and Methodology

The assumptions for both the regional and State simulations are as follows. First, since the State conveyed the 300-acre MTC site to the University for academic use in 1993, the University will not incur land acquisition costs. Also, both simulations assume that development at the Mansfield site has been completed, therefore this analysis does not include construction or renovation costs and any induced investment from subsequent employment is nullified. Assumptions as to the usage and capacity of the development derive from a Recommendation Summary for the MTC Planning Study by JJR Incorporated. The JJR Summary divides the 300-acre site into seven parcels by acreage, usage, capacity in gross square feet and employment (Table 1). The specific type of structure for each parcel is unknown.

<b>Parcel</b>	<b>Acres</b>	<b>Use</b>	<b>Capacity (gsf)</b>	<b>Employment</b>
1	23.2	Miscellaneous Professional Services	315,000	630
1b	3.4	Residential	?	?
2	6.0	Miscellaneous Professional Services	135,000	270
2b	3.1	Preservation		
2c	1.8	None		
3 & 3b	14.9	Personal Services and Repair	147,000	210
4 & 4b	15.8	Education	255,000	510
5	7.9	Residential	?	?
5b	8.2	Miscellaneous Professional Services	80,000	160
6	5.1	Non-University	?	?
7	11.5	Non-University	?	?
<b>Totals</b>	100.9		932,000	1780

Estimates of the employment capacity of each parcel derive from estimates for parking requirements. Such estimates of employment capacity are conservative because they ignore alternative modes of transportation. The total estimated employment capacity, by sector, for the

MTC Planning Study appears in Table 2. This analysis excludes usage of any parcels of MTC for residential or non-university purposes.

<b>Table 2 Employment by Sector at MTC</b>	
<b>Sector</b>	<b>Employment</b>
Education	510
Miscellaneous Professional Services	1060
Personal Services and Repair	210

## Results

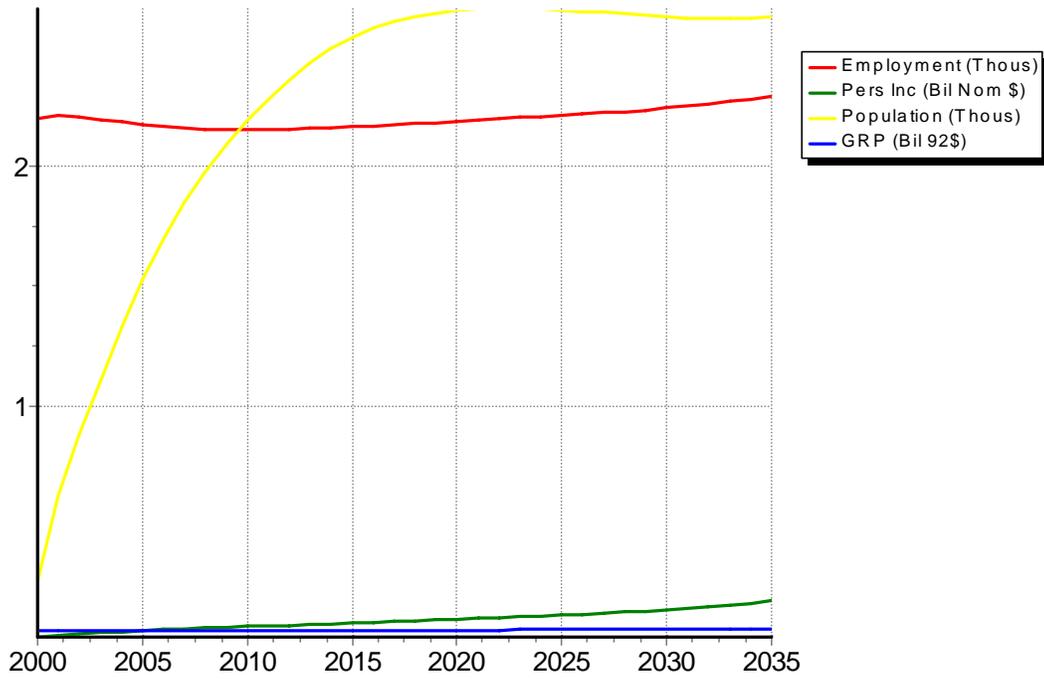
This analysis of the economic impact of the development of MTC tracks a variety of economic variables, the most significant of which are employment, personal income and population growth, as well as Gross Regional Product (GRP). The following tables (Tables 3 and 4) highlight the economic impact of this project on each of the above variables for the regional economy (Table 3) and the State economy (Table 4). That is, the tables show the average annual changes that flow, directly and indirectly, from the development of MTC over 36 years compared to a benchmark status quo forecast of the economic performance of the region and State. Because the sources of funding are unknown, there is no negative effect on government spending due to, for example, debt service.

<b>Table 3 Differences in Key Economic Variables (Annual Average) – MTC Regional Simulation</b>	
Employment	2,201
Personal Income (Nominal)	\$100,086,944
Population	2,233
Gross Regional Product (1992)	\$60,430,278

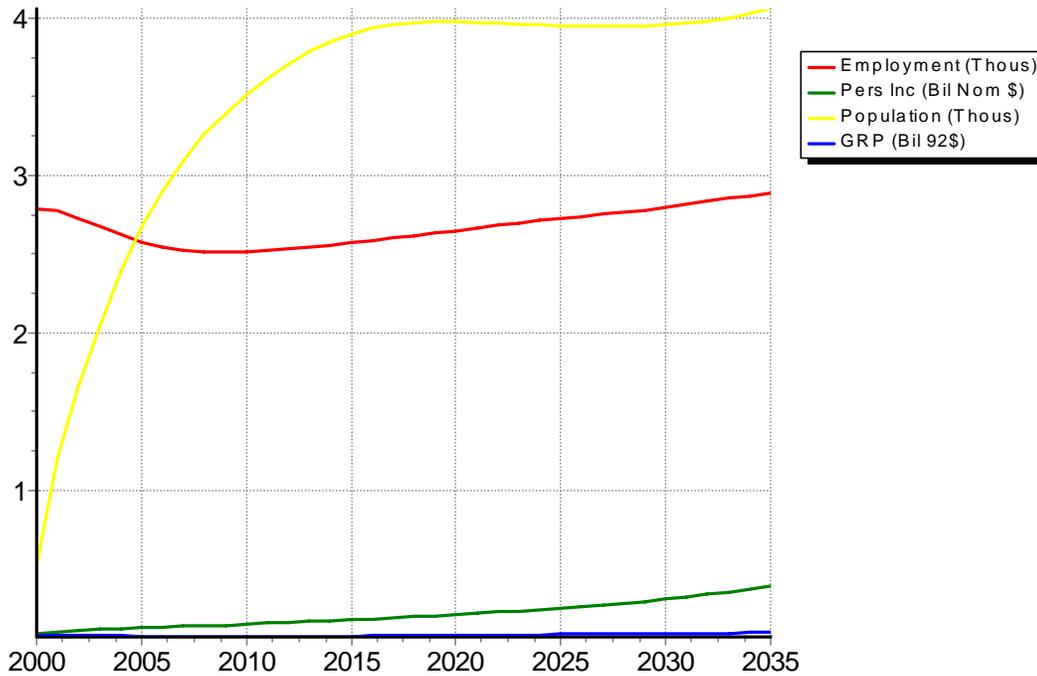
<b>Table 4 Differences in Key Economic Variables (Annual Average) – MTC State Simulation</b>	
Employment	2,671
Personal Income (Nominal)	\$214,101,900
Population	3,469
Gross Regional Product (1992)	\$83,986,900

As would be expected, the benefits to the regional economy (Figure 1) of development of the MTC are of a lesser magnitude than those to the State economy (Figure 2). The following analysis compares and contrasts each of the key economic variables from both the regional and State simulations. Employment increases by an average of 2,201 jobs in the region and 2,671 jobs in the State over the benchmark forecast. Personal income increases by an average of \$100 million in the region and \$214 million in the State. The increase in population to the region is approximately 2,233, while the increase in population to the State is approximately 3,469. Finally, GRP increases by \$60 million in the region and \$83 million in the State. From these results, both the region and State obtain net gains from development of the MTC by the University of Connecticut.

**Figure 1:** Differences in Key Economic Variables – MTC Regional Simulation



**Figure 2:** Differences in Key Economic Variables – MTC State Simulation



## Conclusions

This report has summarized our best estimates of the economic impact to Tolland County and the State of Connecticut as a result of the development of the MTC at the University of Connecticut. The development shows growth for Tolland County and the State of Connecticut in terms of employment, personal income, population and GRP. The results therefore suggest that both the region and State will gain as a result of the development of the MTC. These results are conservative because we have not counted the impact of new residents in parcels 1b or 5, nor the non-University employment possible in parcels 6 and 7. In addition, employment estimated by parking spaces is conservative because of alternative modes of transportation.