



**Tweed-New Haven Airport:  
An Economic Impact Analysis**

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The Tweed-New Haven Airport Authority has undertaken development of a Master Plan Update, with the participation of both the Federal Aviation Administration (FAA) and the Connecticut Department of Transportation. The Master Plan was prepared in conformance with FAA and DOT standards. As a part of the planning process, the Authority requested the Connecticut Center for Economic Analysis (CCEA) at the University of Connecticut prepare an analysis of the economic impact of the airport and of the proposed changes. CCEA has completed this analysis, the results of which appear below, using its 12 region REMI model of Connecticut and Western Massachusetts, a model that Regional Economic Models, Inc. of Amherst, Massachusetts, developed.

### **Basic Assumptions**

A key element of the Master Plan Update was the air service market analysis and demand forecasts. Three forecast scenarios were defined for the Plan; these scenarios served as the basis for developing a number of development alternatives. The market analysis determined that in 1999 Tweed captured only 5% of its potential passenger market due to the lack of jet service to major airline hubs. The large majority of passengers in Tweed's market area use airports such as Bradley, Kennedy, LaGuardia, White Plains, and T.F. Green in Providence.

The analysis done for the Master Plan determined that there were a number of physical constraints to attracting airline jet service to Tweed, among them the limited runway length and obstructions in the vicinity of the airport. The Airport Authority identified a number of alternatives for eliminating those constraints and selected the preferred option. That option served as the basis for the development of the Airport Layout Plan (ALP) and recommends extending the main runway, currently 5,600 feet long, to 7,200 feet long (using displaced thresholds), as well as removing obstructions. In addition there are a number of related recommendations, including expanding the terminal building, constructing taxiways, improving instrument approaches, relocating roads, etc. Implementation of the proposed ALP would occur in a four-phased program, taking approximately 15 to 20 years to implement completely, due in part to necessary environmental review, permitting, and mitigation. (Chapters 5 and 7 of the Master Plan describe the ALP in detail.)

CCEA prepared this REMI analysis to identify the potential economic impacts that fully implementing the ALP would generate (called the "Development scenario) and to compare those net new economic benefits to the "Status-Quo scenario." This Status Quo scenario assumed that the airport would make only the minimum modifications that FAA regulations require and that scheduled commercial passenger service would continue to serve the airport, generating modest growth in passenger traffic to a level of approximately 147,000 enplanements per year in 2019. [It is possible that under the Status Quo scenario, because it would not accommodate the increasingly important regional jets, scheduled commercial airline service might cease altogether. The impact analysis did not consider the economic consequences of this possible outcome, though it would clearly result in a marked loss of jobs, income, and taxes in the region.] However, if developed as shown on the ALP, the Airport would make the modifications and additional investments necessary to permit regional jet operations. The improvements would allow regional jets to fly non-stop from Tweed to major airline hubs within a 1,000 mile radius, hubs such as Atlanta, Cincinnati, Cleveland, Pittsburgh, and Chicago, thus offering competitive scheduled air service to the region. Under this Development scenario, the market analysis projected annual passenger enplanements would grow to nearly 640,000 by 2019—still well below Tweed's market potential, but significantly better than today's level of service. (The extent and type of airline service actually provided in the future will of course ultimately determine the actual number of passenger enplanements that Tweed enjoys. The timing and degree of implementation of the proposed development program and trends in the airline industry as a whole will also influence the type and level of service that Tweed offers.)

For the purposes of this economic impact analysis, CCEA assumed that a significant share of passenger enplanements are visitors to the New Haven region, visitors who occupy motel and hotel rooms and spend money on food, entertainment and business supplies. The spending of these visitors then

spreads through the local economy. As an input to the REMI model for both scenarios, CCEA assumed that visitors coming to Connecticut via Tweed-New Haven mirror those that enter the state via Bradley International in Windsor Locks. A recent study of Bradley's passengers provides the average length of stay of Connecticut visitors along with their typical spending pattern. For this study, CCEA also assumed that half of all passenger enplanements are local residents, the other half are tourists and business travelers.

CCEA also made the reasonable, conservative assumption that growth in passenger enplanements at Tweed-New Haven Airport *above the national growth trend for airline passengers* must come at the expense of other airports. Within Tweed Airport's market area, airline passengers have many alternatives to Tweed-New Haven: Kennedy International, LaGuardia, White Plains, and Newburg in New York, Newark in New Jersey, Providence (T.F. Green) in Rhode Island, and Bradley International in Connecticut. Expenditures by the passengers attracted to Tweed-New Haven Airport at the expense of out-of-state alternatives add both to the New Haven area economy specifically and to the larger Connecticut economy as a whole.

On the other hand, passengers who merely shift from Bradley International add to the New Haven area economy, but not to the state's economy. To account for this factor, CCEA assumed that 50% of the projected growth in passenger enplanements above the national trend at Tweed-New Haven Airport come at the expense of Bradley International; the analysis thus removes their impact from the Hartford County portion of the model, and adds it to the New Haven County portion of the model, but shows no net impact for Connecticut's economy as a whole.

Development of Tweed-New Haven Airport would generate significant construction activities that are a major source of economic benefits. Under the Status Quo scenario, expenditures for construction for improvements to the airport required to keep it in compliance with FAA regulations reach \$13.637 million. According to the Master Plan, this construction takes place during Phases I and II. By contrast, the Development scenario for the airport projects construction expenditures of \$69.686 million. This includes both the modifications that FAA requires to meet its regulations as well as expansion of airport facilities to permit regional jets capable of reaching Atlanta and Chicago to use the airport. Much of the spending for construction under the Development scenario occurs during Phases 3 and 4 of the Master Plan.

In addition to growing passenger enplanements and construction activities, employment at the airport will also increase under both scenarios. Under the Status Quo scenario, direct employment at the airport grows from 60 in 2003 to 64 in 2019. Under the Development scenario, direct employment at the airport will reach 93 in 2019. It should be noted that this projected employment growth at Tweed is very conservative: the actual number of employees could double the projected number if traffic increases as projected. These workers will both spend money in the local economy and their activities will generate demand for an array of business supplies, typically purchased from local outlets. The results shown below capture both forms of expenditure, which generate additional regional employment.

The majority of the projects listed in the airport's capital improvement program are eligible for federal and state financial grants (see Chapter 7 for a more detailed discussion of the ACIP). The FAA typically contributes 90% of a project's eligible costs, while DOT normally contributes 7.5%. However, only airport facilities that will be available for public use, such as runways, taxiways, etc., and which are not leased to private operators, are eligible for federal and state grants. Facilities such as those portions of terminal buildings that are leased to airlines, for example, or hangars that are leased to FBOs, are typically not eligible for federal or state grants. As a result, federal grants will cover approximately 80 percent of the anticipated cost of the development program at Tweed Airport, and the Airport Authority and the State of Connecticut will cover the remaining 20 percent of the costs. The actual federal and state share of the program's costs will vary depending on the actual timing on the implementation process, the status of federal and state funding each fiscal year, and any changes that may be made to the federal and state airport aid programs over the life of the development process at Tweed.

In the REMI model, CCEA offsets the local and state share of the construction spending with a corresponding reduction in other state and local spending. This assumption keeps the modeling in

accordance with State of Connecticut Constitutional requirements for a balanced budget. [Effectively, this means that the analysis is highly conservative, assuming that the expenditures will not be bonded and the state budget is strictly balanced, that is, enjoys no surpluses. If either or both approaches were taken, it would increase the economic impacts that CCEA projects.]

## Results

It is possible to measure the economic impact of Tweed-New Haven Airport on the New Haven area and the State of Connecticut in a variety of ways. This report presents a series of key economic indicators to tell the story of the current and potential impacts of Tweed-New Haven Airport. The report also compares and contrasts the results from the Status Quo and the Development scenarios.

The economic variable that reveals the most significant impact is non-farm employment. Under both scenarios, over the period 2003 to 2019, Tweed-New Haven Airport and the economic activity associated with it creates a number of jobs in the New Haven area economy. Under the Status Quo scenario, during this period the average annual new private non-farm employment in New Haven County attributable to the airport will be 1,111 jobs; the Development scenario would generate 4,332 new jobs. Because some of this private non-farm employment is the result of transferring enplanements from Bradley to Tweed-New Haven and the state as a whole bears the cost of financing cost (i.e. the impact of the balanced budget assumption noted above), average annual new private non-farm employment for Connecticut attributable to Tweed New Haven is 952 jobs under the Status Quo scenario, 3,077 jobs under the Development scenario.

The two municipalities most directly associated with Tweed-New Haven Airport, New Haven and East Haven, will capture the bulk of the economic benefits that the airport will generate. Based upon economic modeling, CCEA estimated that the New Haven will get 49.3 percent of the potential economic activity, and East Haven will receive 18.2 percent. Table 1 below show the annual average number of private non-farm jobs that can be directly attributed to the airport. Given that East Haven has a population only one-fifth that of New Haven, East Haven gains proportionately more from the airport's development.

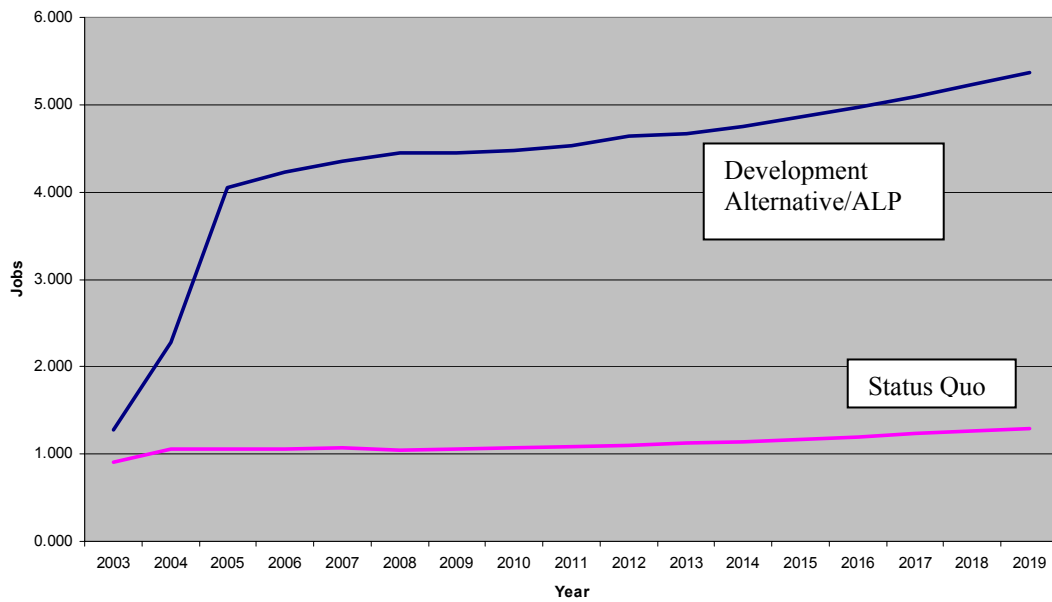
Table 1: Annual Average Number of Private Non-Farm Jobs Attributed to the Airport

	Status Quo Scenario	Development Scenario
New Haven	548	2,136
East Haven	202	788

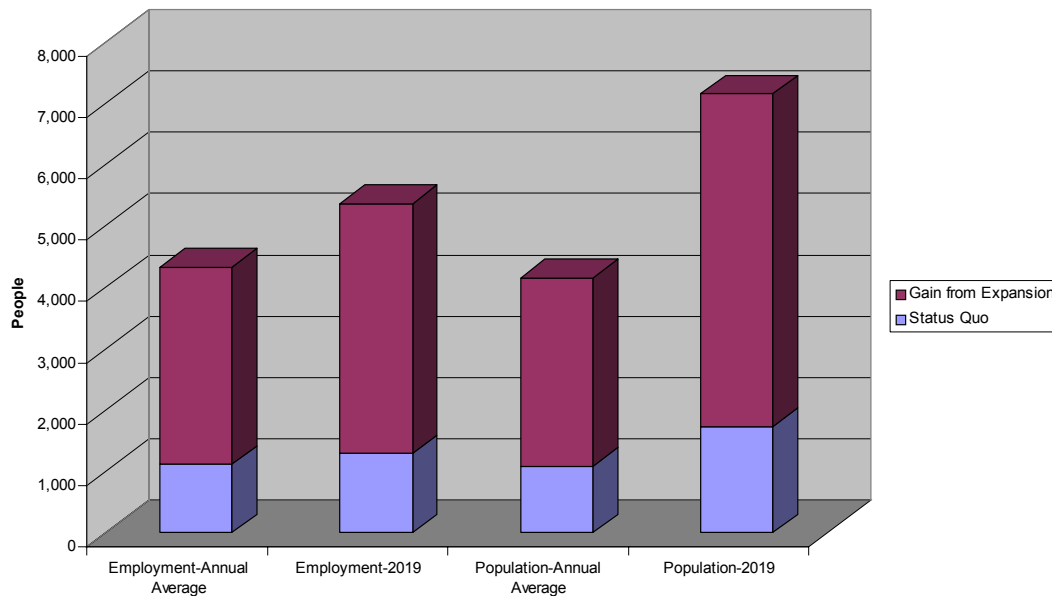
Because the figures shown above are averages for the whole 17-year period, they significantly understate the cumulative impact on employment in the two towns. Looking to the end of the period of study, 2019, the analysis shows that jobs in New Haven County attributable to Tweed-New Haven Airport will be 1,295 for the Status Quo scenario, 5,364 for the Development scenario. The gain in 2019 from the Development option relative to the Status Quo is slightly over 4,000 jobs for New Haven County (see Figure 1).

New jobs attract people to an area. Under the Status Quo scenario, the average new population in New Haven County that can be associated with Tweed-New Haven Airport growth will be 1,090 residents for the period 2003 to 2019. The corresponding figure for the Development scenario will be 4,157 new residents for the same period. Figure 2 shows the Non-Farm employment and population in New Haven County attributable to Tweed-New Haven Airport, along with the values for these variables associated with the Development scenario.

**Figure 1: New Haven County Employment Attributable to Tweed-New Haven Airport.**



**Figure 2: Tweed-New Haven Airport Economic Impact Private Non-Farm Employment and Population**



Two other economic variables are important to economic planners: gross regional product and personal income. Gross regional product measures the total value of all final goods and services produced during some time period, typically one year. Personal income measure the flow of funds of earnings to households during a year. It includes wages, salaries, interest, dividends and rents. Measured

in constant 2001 dollars, New Haven County can expect, on average, \$46.43 million in gross regional product annually as a result of the Status Quo scenario for the period 2003 to 2019. By contrast, this figure grows to an annual average \$175.98 million (an increase of 379%) for the Development scenario over the same period. Perhaps more revealing, in 2019, the annual impact will reach \$57.19 million for the Status Quo scenario, and \$220.42 million for the Development scenario.

In present value terms, Tweed-New Haven Airport will contribute \$602.41 million in gross regional product to the New Haven County economy under the Status Quo Scenario, and \$2.249 billion under the Development scenario, in aggregate through 2019.

To the average citizen, the key consideration is earnings, as expressed by the question: “How many more dollars will we have?” Tweed-Hew Haven Airport puts money into the pockets of New Haven County residents. Over the period from 2003 to 2019, measured in 2001 dollars, New Haven County residents collectively will receive \$41.63 million annually on average in new personal income under the Status Quo scenario, and \$156.79 million annually on average under the Development scenario. In present value terms, these numbers corresponded to an aggregate impact of \$532.75 million for the Status Quo scenario, and \$1.975 billion for the Development scenario. Again, it is helpful to see the impact at the end of the period: in 2019 the increase in annual personal income that Tweed-New Haven Airport generates for the County is \$55.1 million in the Status Quo Scenario, \$220.54 million in the Development scenario.

Tables 2 and 3 show New Haven’s and East Haven’s share of this annual average personal income figure that is attributable to Tweed-New Haven Airport:

Table 2: Annual Average Personal Income

	Status Quo Scenario (\$M)	Development Scenario (\$M)
New Haven	\$20.52	\$77.30
East Haven	\$7.58	\$28.54

Table 3: Personal Income (Present Value \$)

	Status Quo Scenario (\$M)	Development Scenario (\$M)
New Haven	\$262.65	\$974
East Haven	\$96.96	\$360

Figure 3 and Tables 4 and 5 below summarize the economic impact of Tweed-New Haven Airport on New Haven County’s gross regional product, personal income and disposable income in present value terms for both scenarios during the period 2003 to 2019.

**Figure 3: Tweed New Haven Airport  
Economic Impact - New Haven Country  
2003-2019  
Present Value**



<b>Table 4: Economic Impact Tweed-New Haven Airport 2003-2019</b>						
Variable	Status Quo					
	New Haven County			Connecticut		
	Average	2019	Present Value	Average	2019	Present Value
Private Non-Farm Employment	1,111	1,295	-	952	1,149	-
Gross State Product (Mil 01\$)	\$46.43	\$57.19	\$602.41	\$48.74	\$62.80	\$631.27
Personal Income (Mil 01\$)	\$41.63	\$55.10	\$532.75	\$44.95	\$60.63	\$576.14
Disposable Income (Mil 01\$)	\$32.36	\$43.47	\$413.30	\$34.97	\$47.73	\$447.36
Population	1,090	1,731	-	1,033	1,631	-
Development Scenario						
Private Non-Farm Employment	4,332	5,364	-	3,077	3,815	-
Gross State Product (Mil 01\$)	\$175.98	\$225.42	\$2,249.22	\$151.88	\$194.49	\$1,941.76
Personal Income (Mil 01\$)	\$156.79	\$220.54	\$1,975.32	\$137.62	\$191.28	\$1,736.95
Disposable Income (Mil 01\$)	\$121.80	\$173.99	\$1,531.32	\$106.96	\$150.74	\$1,347.45
Population	4,157	7,161	-	3,333	5,682	-
Gain from Expansion						
Private Non-Farm Employment	3,220	4,069	-	2,125	2,666	-
Gross State Product (Mil 01\$)	\$129.55	\$168.23	\$1,646.80	\$103.15	\$131.68	\$1,310.49
Personal Income (Mil 01\$)	\$115.17	\$165.44	\$1,442.57	\$92.67	\$130.65	\$1,160.81
Disposable Income (Mil 01\$)	\$89.44	\$130.51	\$1,118.01	\$71.99	\$103.01	\$900.09
Population	3,067	5,430	-	2,300	4,051	-

<b>Table 5: Economic Impact Tweed-New Haven 2003-2019</b>						
	<b>Status Quo</b>					
	<b>New Haven</b>			<b>East Haven</b>		
<b>Variable</b>	Average	2019	Present Value	Average	2019	Present Value
Private Non-Farm Employment	548	638	-	202	236	-
Gross State Product (Mil 01\$)	\$22.89	\$28.20	\$296.99	\$8.45	\$10.41	\$109.64
Personal Income (Mil 01\$)	\$20.52	\$27.17	\$262.65	\$7.58	\$10.03	\$96.96
Disposable Income (Mil 01\$)	\$15.96	\$21.43	\$203.76	\$5.89	\$7.91	\$75.22
Population	537	853	-	198	315	-
<b>Development Scenario</b>						
Private Non-Farm Employment	2,136	2,644	-	788	976	-
Gross State Product (Mil 01\$)	\$86.76	\$111.13	\$1,108.86	\$32.03	\$41.03	\$409.36
Personal Income (Mil 01\$)	\$77.30	\$108.73	\$973.83	\$28.54	\$40.14	\$359.51
Disposable Income (Mil 01\$)	\$60.05	\$85.78	\$754.94	\$22.17	\$31.67	\$278.70
Population	2,049	3,530	-	757	1,303	-
<b>Gain from Expansion</b>						
Private Non-Farm Employment	1,588	2,006	-	586	741	-
Gross State Product (Mil 01\$)	\$63.87	\$82.94	\$811.87	\$23.58	\$30.62	\$299.72
Personal Income (Mil 01\$)	\$56.78	\$81.56	\$711.18	\$20.96	\$30.11	\$262.55
Disposable Income (Mil 01\$)	\$44.09	\$64.34	\$551.18	\$16.28	\$23.75	\$203.48
Population	1,512	2,677	-	558	988	-

## Conclusions

Tweed-New Haven Airport, under both scenarios, will contribute increasingly to the economic vitality of New Haven County and its towns, in particular New Haven and East Haven. Airport improvements will create new jobs, and new people will locate in the County as result of development of the airport as shown on the ALP and the associated growth in enplanements. Gross regional product will grow significantly, and people will earn more as measured by personal income. The analysis shows convincingly that the most dramatic gains will come from pursuing the Development scenario. The Development scenario will add, in annual average terms, 3,220 new private-sector jobs to New Haven County's economy, and \$1.443 billion in personal income (in present value terms). Access to quality air service is critical to the capacity of a region to sustain and expand its economic base. Moreover, recent studies have underlined this consideration, arguing strongly that the New Economy is travel intensive. Thus it is reasonable to believe that the long-term vitality and competitive position of the New Haven regional economy is linked fundamentally to the decisions made about the future of Tweed-New Haven Airport.

The Appendix provides detailed results from the REMI analyses.



**APPENDIX : REMI OUTPUT**

Tweed  
 Status Quo  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 New Haven County, CT

Variable	2003	2004	2005	2006	2007	2008	2009
Total Emp (Thous)	0.9062	1.069	1.075	1.083	1.102	1.092	1.113
Total Emp As % of US	0.0005218	0.0006097	0.0006079	0.0006072	0.0006131	0.0006035	0.0006118
Priv Non-Farm Emp (Thous)	0.9048	1.058	1.054	1.051	1.065	1.043	1.058
Priv Non-Farm Emp As % of US	0.0006177	0.0007145	0.0007055	0.0006978	0.0007009	0.0006816	0.000688
GRP (Bil Fixed 92\$)	0.03296	0.03866	0.03868	0.03846	0.03904	0.03807	0.03854
Pers Inc (Bil Nom \$)	0.02499	0.0327	0.03608	0.03899	0.04204	0.04364	0.04633
Pers Inc As % of US	0.0002646	0.0003305	0.0003483	0.0003595	0.0003702	0.0003673	0.0003735
Disp Pers Inc (Bil Nom \$)	0.01859	0.02456	0.02735	0.02976	0.03227	0.03367	0.03588
PCE-Price Index (Fixed 92\$)	0.02322	0.03461	0.0397	0.04247	0.04442	0.04445	0.04454
Real Disp Pers Inc (Bil Fixed 92\$)	0.01089	0.01339	0.0143	0.0152	0.01622	0.0167	0.01769
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	0.01003	0.007406	0.002731	-0.001478	-0.005171	-0.009106	-0.01204
Population (Thous)	0.1199	0.3008	0.4763	0.6305	0.7675	0.8864	0.9932
Pop As % of US	0.00004235	0.0001054	0.0001655	0.0002172	0.0002622	0.0003003	0.0003337
Variable	2010	2011	2012	2013	2014	2015	2016
Total Emp (Thous)	1.126	1.145	1.169	1.194	1.221	1.251	1.284
Total Emp As % of US	0.0006166	0.0006234	0.0006326	0.0006424	0.0006533	0.0006652	0.0006791
Priv Non-Farm Emp (Thous)	1.066	1.08	1.099	1.12	1.143	1.169	1.199
Priv Non-Farm Emp As % of US	0.0006905	0.0006955	0.0007035	0.0007125	0.000723	0.0007348	0.0007489
GRP (Bil Fixed 92\$)	0.03898	0.03966	0.04064	0.04171	0.04293	0.04432	0.04593
Pers Inc (Bil Nom \$)	0.04886	0.05158	0.0545	0.05755	0.06087	0.06443	0.06829
Pers Inc As % of US	0.0003776	0.0003822	0.0003876	0.0003932	0.0003994	0.0004062	0.0004138
Disp Pers Inc (Bil Nom \$)	0.03798	0.04021	0.04259	0.04507	0.04776	0.05064	0.05374
PCE-Price Index (Fixed 92\$)	0.04413	0.04388	0.0437	0.04359	0.04362	0.04379	0.04413
Real Disp Pers Inc (Bil Fixed 92\$)	0.01865	0.01962	0.02062	0.02162	0.02268	0.02378	0.02493
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.01481	-0.01737	-0.01972	-0.02187	-0.02381	-0.02557	-0.02718
Population (Thous)	1.091	1.181	1.264	1.342	1.416	1.486	1.552
Pop As % of US	0.0003637	0.0003905	0.0004147	0.0004368	0.000457	0.0004758	0.0004931

**Tweed  
 Status Quo  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 New Haven County, CT**

<b>Variable</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Total Emp (Thous)</b>	1.317	1.351	1.389
<b>Total Emp As % of US</b>	0.0006928	0.0007075	0.000724
<b>Priv Non-Farm Emp (Thous)</b>	1.229	1.26	1.295
<b>Priv Non-Farm Emp As % of US</b>	0.0007631	0.0007786	0.0007963
<b>GRP (Bil Fixed 92\$)</b>	0.04754	0.04926	0.0512
<b>Pers Inc (Bil Nom \$)</b>	0.0724	0.07668	0.08136
<b>Pers Inc As % of US</b>	0.0004214	0.0004292	0.0004378
<b>Disp Pers Inc (Bil Nom \$)</b>	0.05703	0.06046	0.06419
<b>PCE-Price Index (Fixed 92\$)</b>	0.04453	0.04492	0.04549
<b>Real Disp Pers Inc (Bil Fixed 92\$)</b>	0.0261	0.02728	0.02853
<b>Real Disp Pers Inc Per Cap (Thous Fixed 92\$)</b>	-0.02867	-0.03004	-0.03127
<b>Population (Thous)</b>	1.615	1.674	1.731
<b>Pop As % of US</b>	0.0005091	0.0005238	0.0005376

Tweed  
 Status Quo  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 Connecticut

Variable	2003	2004	2005	2006	2007	2008	2009
Total Emp (Thous)	0.8398	0.9275	0.915	0.905	0.9065	0.8967	0.9207
Total Emp As % of US	0.0004838	0.0005289	0.0005172	0.0005074	0.0005046	0.0004958	0.0005064
Priv Non-Farm Emp (Thous)	0.8416	0.9193	0.8984	0.8793	0.8782	0.8545	0.8734
Priv Non-Farm Emp As % of US	0.0005745	0.0006208	0.0006013	0.0005836	0.0005779	0.0005587	0.0005685
GRP (Bil Fixed 92\$)	0.03488	0.03841	0.0376	0.03664	0.03645	0.03548	0.03618
Pers Inc (Bil Nom \$)	0.03069	0.03746	0.04008	0.04214	0.04443	0.04555	0.04834
Pers Inc As % of US	0.000325	0.0003784	0.000387	0.000389	0.0003911	0.0003836	0.0003901
Disp Pers Inc (Bil Nom \$)	0.02303	0.02837	0.03056	0.03238	0.03416	0.03522	0.03752
PCE-Price Index (Fixed 92\$)	0.005066	0.007111	0.007996	0.008255	0.008499	0.008362	0.008362
Real Disp Pers Inc (Bil Fixed 92\$)	0.01379	0.01591	0.01648	0.01708	0.01775	0.01806	0.01909
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	0.003054	0.002085	0.0007915	-0.000309	-0.001287	-0.002253	-0.002926
Population (Thous)	0.1372	0.3259	0.49	0.627	0.7463	0.8477	0.9392
Pop As % of US	0.0000484	0.0001142	0.0001701	0.0002161	0.0002551	0.0002872	0.0003155
Variable	2010	2011	2012	2013	2014	2015	2016
Total Emp (Thous)	0.938	0.9607	0.9878	1.016	1.047	1.08	1.115
Total Emp As % of US	0.0005136	0.0005229	0.0005345	0.0005467	0.0005599	0.0005741	0.0005894
Priv Non-Farm Emp (Thous)	0.8867	0.905	0.9287	0.9534	0.9805	1.01	1.042
Priv Non-Farm Emp As % of US	0.0005742	0.0005831	0.0005944	0.0006065	0.0006201	0.000635	0.0006506
GRP (Bil Fixed 92\$)	0.0369	0.03786	0.03926	0.04068	0.04224	0.04402	0.04591
Pers Inc (Bil Nom \$)	0.05107	0.05411	0.05745	0.06104	0.06496	0.0692	0.07367
Pers Inc As % of US	0.0003945	0.0004007	0.0004086	0.0004169	0.0004259	0.0004361	0.0004467
Disp Pers Inc (Bil Nom \$)	0.0397	0.04218	0.04491	0.04778	0.0509	0.05429	0.05789
PCE-Price Index (Fixed 92\$)	0.008316	0.00827	0.008224	0.008316	0.008423	0.00853	0.008682
Real Disp Pers Inc (Bil Fixed 92\$)	0.02007	0.02114	0.02231	0.02345	0.02468	0.02598	0.02729
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.003586	-0.004183	-0.004726	-0.005234	-0.005688	-0.006107	-0.006493
Population (Thous)	1.025	1.105	1.181	1.253	1.321	1.388	1.451
Pop As % of US	0.0003417	0.0003655	0.0003874	0.0004076	0.0004264	0.0004443	0.0004613

**Tweed  
 Status Quo  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 Connecticut**

<b>Variable</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Total Emp (Thous)</b>	1.151	1.189	1.23
<b>Total Emp As % of US</b>	0.0006055	0.0006224	0.0006411
<b>Priv Non-Farm Emp (Thous)</b>	1.075	1.11	1.149
<b>Priv Non-Farm Emp As % of US</b>	0.0006679	0.0006857	0.0007064
<b>GRP (Bil Fixed 92\$)</b>	0.04791	0.05014	0.05254
<b>Pers Inc (Bil Nom \$)</b>	0.07864	0.08386	0.08957
<b>Pers Inc As % of US</b>	0.0004575	0.0004693	0.000482
<b>Disp Pers Inc (Bil Nom \$)</b>	0.06186	0.06596	0.07051
<b>PCE-Price Index (Fixed 92\$)</b>	0.008896	0.009033	0.009308
<b>Real Disp Pers Inc (Bil Fixed 92\$)</b>	0.02869	0.03012	0.03165
<b>Real Disp Pers Inc Per Cap (Thous Fixed 92\$)</b>	-0.006851	-0.007179	-0.007469
<b>Population (Thous)</b>	1.513	1.573	1.631
<b>Pop As % of US</b>	0.0004772	0.0004921	0.0005068

Development  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 New Haven County, CT

Variable	2003	2004	2005	2006	2007	2008	2009
Total Emp (Thous)	1.279	2.305	4.103	4.321	4.489	4.607	4.645
Total Emp As % of US	0.0007367	0.001314	0.00232	0.002423	0.002497	0.002547	0.002554
Priv Non-Farm Emp (Thous)	1.275	2.282	4.045	4.224	4.356	4.442	4.454
Priv Non-Farm Emp As % of US	0.0008706	0.001541	0.002708	0.002803	0.002867	0.002904	0.002898
GRP (Bil Fixed 92\$)	0.04581	0.08165	0.1451	0.1518	0.1567	0.1605	0.1607
Pers Inc (Bil Nom \$)	0.0344	0.06607	0.1225	0.1418	0.1582	0.1735	0.1845
Pers Inc As % of US	0.0003643	0.0006678	0.001182	0.001307	0.001394	0.001461	0.001487
Disp Pers Inc (Bil Nom \$)	0.02557	0.04941	0.09185	0.1073	0.1206	0.133	0.1422
PCE-Price Index (Fixed 92\$)	0.03255	0.06857	0.1276	0.1539	0.1703	0.1807	0.1847
Real Disp Pers Inc (Bil Fixed 92\$)	0.01489	0.02709	0.04884	0.05461	0.05993	0.06515	0.06882
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	0.01362	0.01768	0.02494	0.008831	-0.007799	-0.02343	-0.03928
Population (Thous)	0.1669	0.522	1.138	1.831	2.496	3.103	3.647
Pop As % of US	0.00005901	0.0001829	0.0003952	0.0006305	0.0008525	0.001051	0.001226
Variable	2010	2011	2012	2013	2014	2015	2016
Total Emp (Thous)	4.692	4.766	4.904	4.95	5.06	5.179	5.308
Total Emp As % of US	0.002569	0.002594	0.002654	0.002664	0.002707	0.002755	0.002808
Priv Non-Farm Emp (Thous)	4.475	4.525	4.636	4.662	4.752	4.856	4.968
Priv Non-Farm Emp As % of US	0.002899	0.002914	0.002968	0.002966	0.003005	0.003052	0.003103
GRP (Bil Fixed 92\$)	0.1613	0.1632	0.1668	0.168	0.1719	0.177	0.1823
Pers Inc (Bil Nom \$)	0.1953	0.2067	0.2202	0.2307	0.2438	0.2579	0.273
Pers Inc As % of US	0.001509	0.001531	0.001566	0.001576	0.0016	0.001626	0.001655
Disp Pers Inc (Bil Nom \$)	0.1512	0.1606	0.1716	0.1804	0.1911	0.2025	0.2147
PCE-Price Index (Fixed 92\$)	0.1858	0.1857	0.1866	0.1848	0.1843	0.1846	0.1853
Real Disp Pers Inc (Bil Fixed 92\$)	0.07266	0.07671	0.08144	0.08492	0.08922	0.09364	0.0982
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.05336	-0.06604	-0.07704	-0.08841	-0.09786	-0.1064	-0.1143
Population (Thous)	4.133	4.572	4.981	5.354	5.698	6.022	6.328
Pop As % of US	0.001377	0.001512	0.001634	0.001742	0.00184	0.001929	0.002011

Development  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 New Haven County, CT

Variable	2017	2018	2019
Total Emp (Thous)	5.451	5.596	5.746
Total Emp As % of US	0.002868	0.00293	0.002995
Priv Non-Farm Emp (Thous)	5.097	5.228	5.364
Priv Non-Farm Emp As % of US	0.003165	0.003229	0.003298
GRP (Bil Fixed 92\$)	0.1886	0.195	0.2018
Pers Inc (Bil Nom \$)	0.2899	0.3074	0.3259
Pers Inc As % of US	0.001688	0.00172	0.001754
Disp Pers Inc (Bil Nom \$)	0.2283	0.2423	0.2571
PCE-Price Index (Fixed 92\$)	0.1866	0.1883	0.1901
Real Disp Pers Inc (Bil Fixed 92\$)	0.1032	0.1081	0.1131
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.1214	-0.1282	-0.1344
Population (Thous)	6.619	6.897	7.161
Pop As % of US	0.002087	0.002158	0.002223

Development  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 Connecticut

Variable	2003	2004	2005	2006	2007	2008	2009
Total Emp (Thous)	1.07	1.689	2.778	2.877	2.949	3.357	3.355
Total Emp As % of US	0.0006162	0.0009629	0.00157	0.001613	0.001641	0.001855	0.001845
Priv Non-Farm Emp (Thous)	1.07	1.673	2.741	2.816	2.87	3.257	3.242
Priv Non-Farm Emp As % of US	0.0007308	0.00113	0.001834	0.001869	0.001889	0.002129	0.002109
GRP (Bil Fixed 92\$)	0.04384	0.06854	0.1124	0.1154	0.1173	0.1348	0.1336
Pers Inc (Bil Nom \$)	0.03804	0.06334	0.1068	0.1198	0.1306	0.1569	0.1655
Pers Inc As % of US	0.0004028	0.0006399	0.001031	0.001105	0.00115	0.001321	0.001335
Disp Pers Inc (Bil Nom \$)	0.02852	0.0477	0.0806	0.09113	0.09985	0.1204	0.1276
PCE-Price Index (Fixed 92\$)	0.006317	0.01167	0.01978	0.02313	0.02512	0.02881	0.02972
Real Disp Pers Inc (Bil Fixed 92\$)	0.01705	0.02699	0.04432	0.04816	0.0515	0.06138	0.06397
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	0.003744	0.004025	0.004967	0.001406	-0.002125	-0.003944	-0.007755
Population (Thous)	0.1736	0.4944	0.9863	1.507	1.985	2.472	2.926
Pop As % of US	0.00006139	0.0001731	0.0003425	0.000519	0.0006779	0.0008374	0.0009831
Variable	2010	2011	2012	2013	2014	2015	2016
Total Emp (Thous)	3.367	3.403	3.487	3.51	3.581	3.659	3.747
Total Emp As % of US	0.001843	0.001852	0.001887	0.001889	0.001916	0.001946	0.001982
Priv Non-Farm Emp (Thous)	3.235	3.255	3.315	3.326	3.382	3.451	3.528
Priv Non-Farm Emp As % of US	0.002095	0.002096	0.002122	0.002116	0.002139	0.002169	0.002204
GRP (Bil Fixed 92\$)	0.1329	0.1333	0.1353	0.1356	0.1382	0.142	0.1461
Pers Inc (Bil Nom \$)	0.1738	0.1826	0.1935	0.2016	0.2123	0.2238	0.2364
Pers Inc As % of US	0.001343	0.001353	0.001376	0.001377	0.001393	0.001411	0.001433
Disp Pers Inc (Bil Nom \$)	0.1346	0.1419	0.1508	0.1575	0.1663	0.1756	0.1859
PCE-Price Index (Fixed 92\$)	0.02986	0.02972	0.02965	0.02922	0.02905	0.02898	0.02901
Real Disp Pers Inc (Bil Fixed 92\$)	0.0668	0.06985	0.07369	0.07632	0.0798	0.0834	0.08724
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.0111	-0.01406	-0.01656	-0.0191	-0.02117	-0.02304	-0.02472
Population (Thous)	3.323	3.677	4.001	4.291	4.556	4.804	5.039
Pop As % of US	0.001108	0.001216	0.001312	0.001396	0.001471	0.001539	0.001601



Development  
 Primary:Super Summary Table  
 Differences as Compared to REMI Standard Reg Control  
 Connecticut

Variable	2017	2018	2019
Total Emp (Thous)	3.849	3.953	4.062
Total Emp As % of US	0.002025	0.00207	0.002117
Priv Non-Farm Emp (Thous)	3.621	3.715	3.815
Priv Non-Farm Emp As % of US	0.002249	0.002295	0.002345
GRP (Bil Fixed 92\$)	0.1513	0.1567	0.1627
Pers Inc (Bil Nom \$)	0.2511	0.2663	0.2826
Pers Inc As % of US	0.001461	0.00149	0.00152
Disp Pers Inc (Bil Nom \$)	0.1976	0.2097	0.2227
PCE-Price Index (Fixed 92\$)	0.02924	0.02946	0.0298
Real Disp Pers Inc (Bil Fixed 92\$)	0.09155	0.0958	0.1003
Real Disp Pers Inc Per Cap (Thous Fixed 92\$)	-0.02619	-0.02759	-0.02884
Population (Thous)	5.263	5.478	5.682
Pop As % of US	0.001659	0.001714	0.001764