



Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: Sebring Airport Authority

Government Federal Employer Identification Number 288.075, F.S.

Contact Information:

Primary Contact Name: Mike Willingham

Title: Executive Director

Mailing Address: 128 Authority Lane
Sebring, FL 33870

Phone Number: 863-314-1300

Email: mike@sebring-airport.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Runway 19 Extension - see attachment

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

The Sebring Airport is identified as a key opportunity and investment area in the Region’s Comprehensive Economic Development Strategy (CEDS). Aviation is identified as a targeted industry cluster. The improvements will provide the opportunity for more employers, jobs, import/export activities, and connections to logistics industry activities. Growing both the aviation and logistics cluster in the Region increases the economic health and resiliency of all its neighboring cities and counties. Long term, high paying jobs are needed and these types of improvements lead to increases in the sectors that provide these jobs.

The County’s 2030 Comprehensive Plan supports airport economic development and aviation/aerospace as a targeted industry.



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

See Attachment - Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

See Attachment - The Projected Economic Impact "Runway 1-19 Extension" on the Highlands County Economy



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

11/1/17 - 1095 days to complete construction

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Sebring Regional Airport

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other SAA

E. What permits are necessary for the public infrastructure project?

South Florida Water Management District, ACOE

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Design could begin in November 2017 with permit applications being submitted to SFWMD and ACOE in May 2018. Project would be fully designed and permitted by December 2018.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

A-1 Zoning - airport district which includes any use permitted in an I-2 industrial district, B-3 business district, BC-2 business campus, research, and light manufacturing park district. Improvements will support those types of businesses.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

Land acquisition can commence immediately. Design and permitting will take approximately 12-months.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

Sebring Regional Airport Community Redevelopment Agency

K. Provide any additional information or attachments to be considered for this proposal.

Justification for the Runway extension has been approved by the FAA. Land acquisition offer package has been developed and initial discussions with land owner have begun.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 6,750,000		
Reconstruction	\$		
Design & Engineering	\$ 910,000		
Land Acquisition	\$ 4,000,000		
Land Improvement	\$ 850,000		
Other	\$ 750,000	Please Specify:	CEI / Material Testing
Total Project Costs	\$ 13,256,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	
Total Other Funding	\$		
Total Amount Requested	\$		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Budget represents land acquisition, rail re-alignment, runway and taxiway extension, and associated stormwater drainage and airfield electrical improvements. Project can be phased over multiple years, and FAA & FDOT funding is also anticipated.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Approval of Sebring Airport Authority Board.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

na

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

na

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: Sebring Airport Authority

Name and Title of Authorized Representative: Mike Willingham

Representative Signature: 

Signature Date: 5-9-18

**FLORIDA JOB GROWTH GRANT FUND
PUBLIC INFRASTRUCTURE GRANT PROPOSAL
RUNWAY 1-19 EXTENSION PROJECT (funds to be used for Land Acquisition and other related
infrastructure)**

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.**

The Sebring Airport is identified as a key opportunity and investment area in the Region's Comprehensive Economic Development Strategy (CEDS). Aviation is identified as a targeted industry cluster. The improvements will provide the opportunity for more employers, jobs, import/export activities, and connections to logistics industry activities. Growing both the aviation and logistics cluster in the Region increases the economic health and resiliency of all its neighboring cities and counties. Long term, high paying jobs are needed and these types of improvements lead to increases in the sectors that provide these jobs.

The County's 2030 Comprehensive Plan supports airport economic development and aviation/aerospace as a targeted industry.

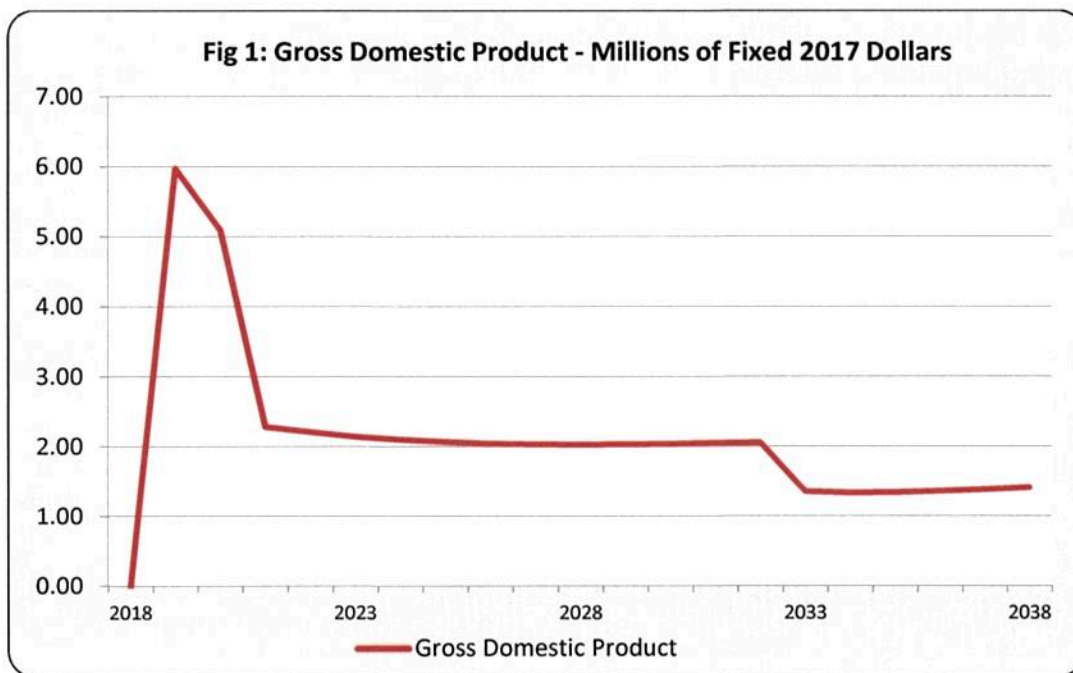
- F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:**

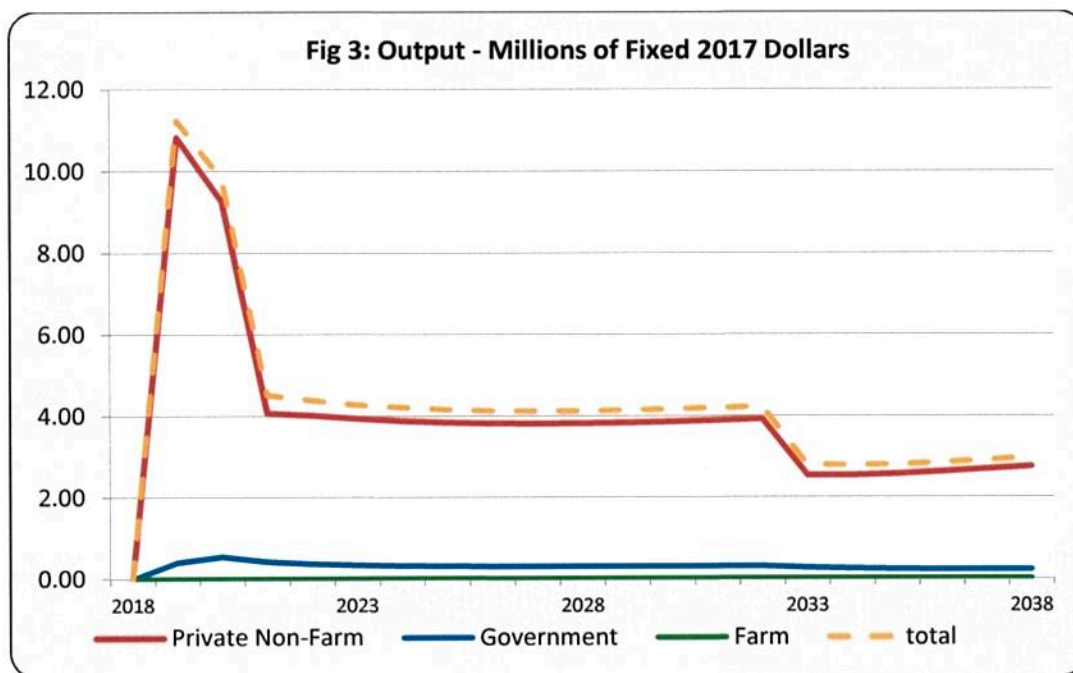
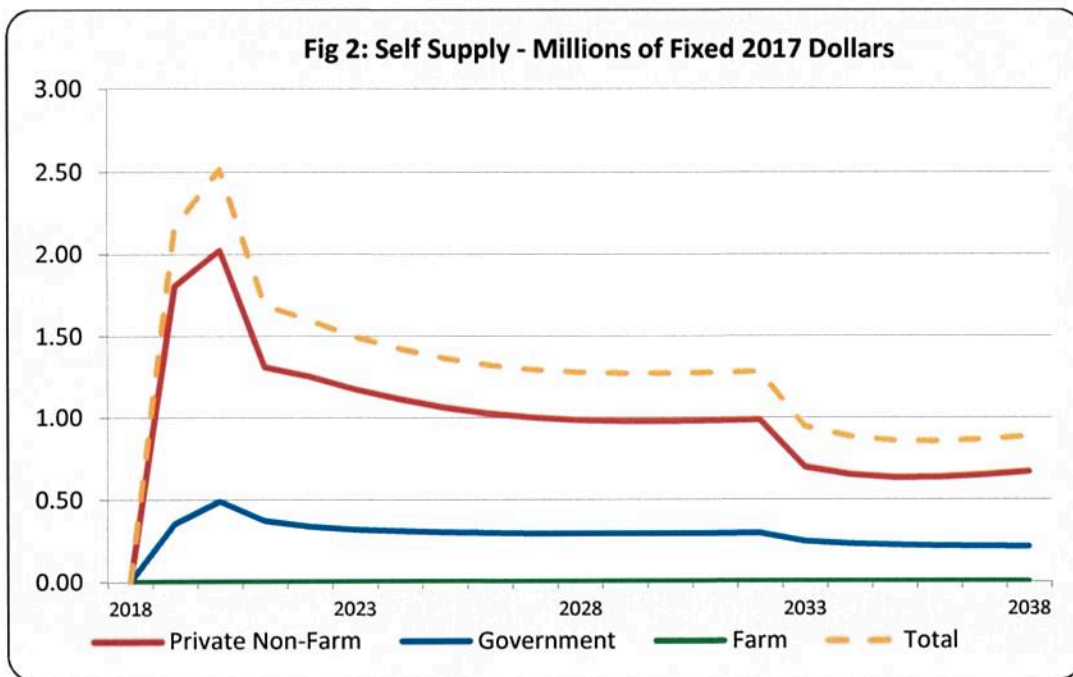
- **Economic recovery in specific regions of the state;**
- **Economic diversification; or**
- **Economic enhancement of a Targeted Industry (View Florida's Targeted Industries here.)**
 - **As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.**
 - **Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.**

Highlands County is located in a designated Rural Area of Opportunity (RAO). Its location in the middle of the state makes it an ideal location for aviation industry expansion as increased freight and passengers move through the area. The Sebring Airport is the RAO Catalyst Project and contains a Foreign Trade Zone, making it a valuable economic development asset. The Comprehensive Economic Development Strategy (CEDS) for the region, including Highlands County, identifies aviation as a target industry for economic development as well as identifying the Sebring Airport as a key opportunity and investment area for the entire region. Additionally, the airport and its related activities correspond with the targeted industry of logistics, both clusters represent major value to the economic health of the county and the region. The added value of additional airport expansion provides further opportunities for economic diversification for the region, as in recent years it has suffered significant employment loss due to industry disruptions and natural disasters. Long term, stable jobs in a strong emerging industry are necessary for economic resiliency.

The construction of the Runway 1-19 extension will provide a boost to the overall economy of Highlands County, with additional positive impacts to gross domestic product and output in all surrounding counties. In terms of employment added, 25 direct jobs will be created by the 1-19 Runway Expansion, and approximately 24 indirect jobs, through the 20-year period, many of these in aircraft maintenance (NAICS Code 336411). There is a projected high added employment in 2019 of 114 jobs, due to the construction phase of the project. The Transportation and Warehousing (NAICS Codes 48-49) and the Construction (NAICS Code 23) receive the largest impacts from the Runway 1-19 expansion project. The positive boosts to these sectors are felt throughout the 20-year study period. REMI Policy Insight model (PI+ Florida Counties v.2.1.0 Build 4362) was used to generate the forecasts of the impacts of the project through 2038.

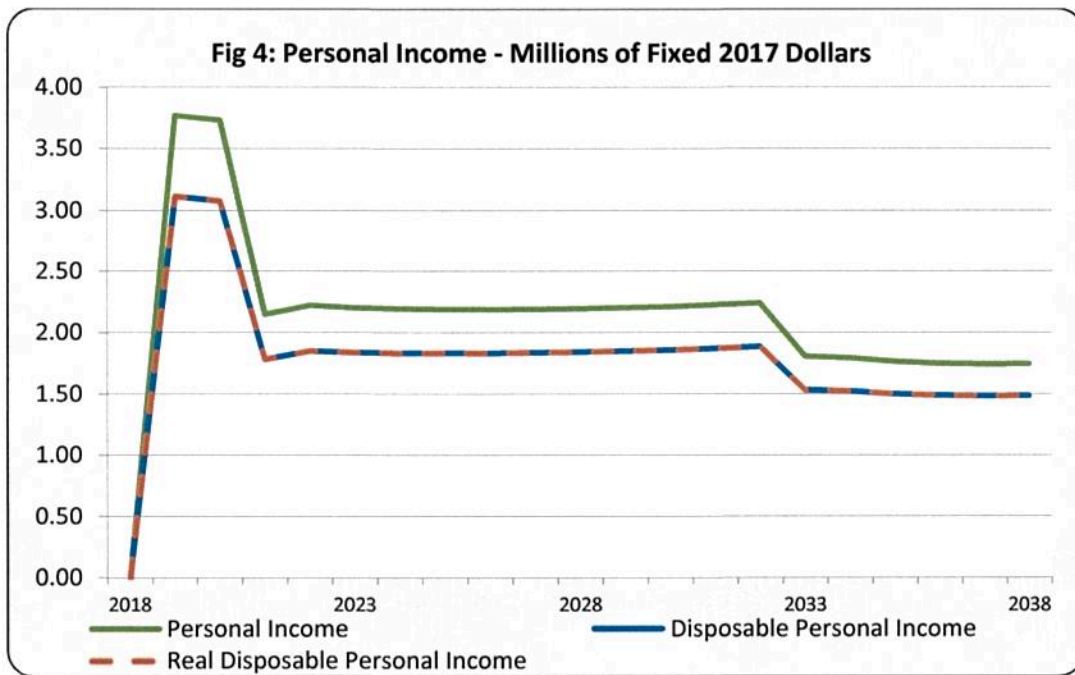
The Runway 1-19 expansion project, including construction, new flights, and new jobs, will provide an approximately \$6.0 million boost to the county's gross domestic product. As the construction and job hiring period ends, the boost to the GDP levels off at an average of \$2.11 million through 2038 (Figure 1). The expansion also improves the quantity of goods or services produced (output) and the amount of local demand supplied locally (self supply).





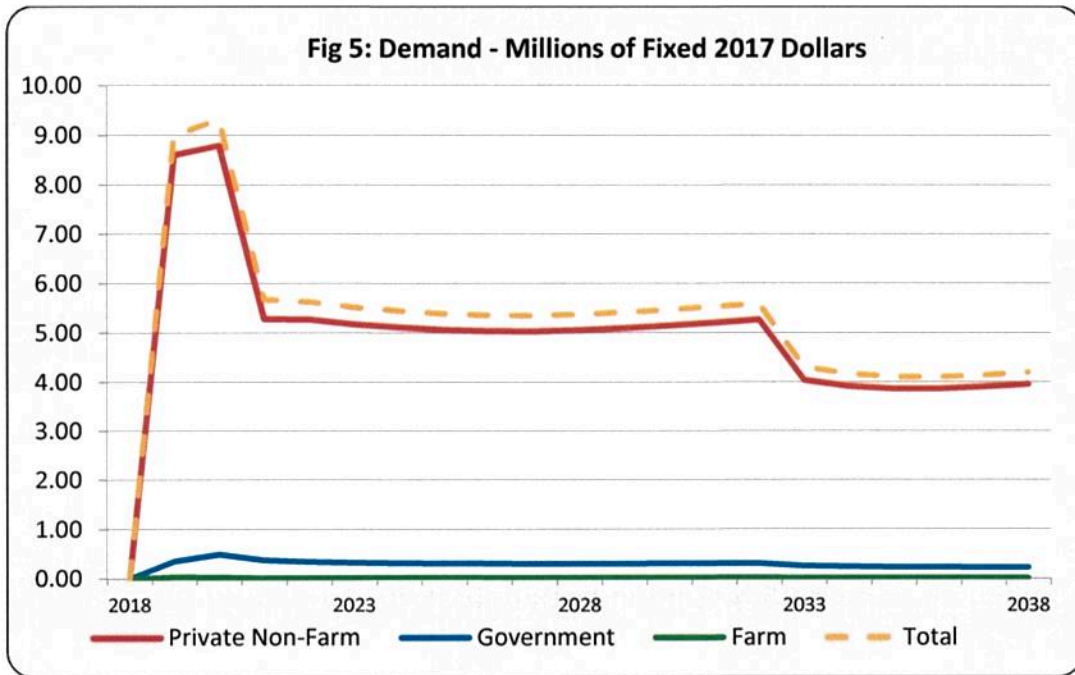
As illustrated in Figure 4, the addition of the 25 “Runway 1-19 expansion” jobs and \$13.8 million in capital investments is estimated to result in approximately \$3.77 million in personal income, \$3.11 million in disposable personal income, and \$3.11 million in real disposable personal income in 2019 and an average of \$2.12 million in personal income, \$1.77 million in disposable personal income, and \$1.77 million in real disposable personal income between 2019 and 2038. Changes in real disposable personal income often foreshadow changes in consumer spending patterns. The increase in real disposable personal income generated by the addition of the Runway 1-19

expansion may lead to a rise in spending and vice versa. Consumer spending has an effect on economic growth because two-thirds of GDP is personal consumption.



The amount of goods and services demanded by the local region (imports plus self-supply) is illustrated through Demand. Demand is an economic principle that describes a consumer's desire and willingness to pay a price for a specific good or service. Holding all other factors constant, an increase in the price of a good or service will decrease demand, and vice versa. Figure 5 illustrates the total demand by sector. As shown on Figure 5, the private non-farm sector receives the majority of the demand increase and the government and farm sectors receive a small portion of the demand each year.

For more detail, please see the attached report titled: *The Projected Economic Impact of "The Runway 1-19 Extension" on the Highlands County Economy.*



THE PROJECTED ECONOMIC IMPACT OF
“THE RUNWAY 1-19 EXTENSION” ON THE HIGHLANDS
COUNTY ECONOMY

PREPARED FOR
SEBRING AIRPORT AUTHORITY

PREPARED BY
CENTRAL FLORIDA REGIONAL PLANNING COUNCIL



MAY 4, 2018

EXECUTIVE SUMMARY:

This report details an economic impact analysis for the Runway 1-19 Extension, which includes the proposed land acquisition and construction of the Runway 1-19 extension in Highlands County, Florida over 18 months, starting in 2019. It also includes an analysis of projected operations and jobs resulting from the extension of Runway 1-19. The REMI Policy Insight model (PI+ Florida Counties v.2.1.0 Build 4362) was used to generate the forecasts of the project impacts through 2038.

With the addition of the 25 “Runway 1-19 expansion” jobs starting in 2020 and the \$13.8 million of facility and capital improvement expansions through 2022, the project is anticipated to have positive impacts on the economy over the next 20 years. Highlands County’s population is anticipated to increase by an average of 47 persons through 2038 due to the impact of Runway 1-19 expansion on Highlands County’s economy. In addition to the 25 direct jobs created by Runway 1-19 expansion, approximately 24 indirect jobs are projected to be added in the county through the 20-year period, with a high of 114 jobs in 2019. Runway 1-19 expansion has the potential to create an average of \$2.3 million in total value added to the gross domestic product (GDP) of Highlands County and approximately \$1.77 million in real disposable personal income.

The Summary of Economic Impacts in Highlands County includes a snapshot of impacts of Runway 1-19 expansion over a 20-year period in 5-year increments. The amounts are shown in fixed 2017 dollars and are not cumulative but individual to the included year.

SUMMARY OF ECONOMIC IMPACTS IN HIGHLANDS COUNTY OVER A 20-YEAR PERIOD IN FIXED 2017 DOLLARS*

		2019	2024	2029	2034	2038
Total Population Added	Individuals	31	51	54	48	42
Economic Migration	Individuals	31	0	0	-3	-1
Total Employment Added	Individuals (jobs)	114	50	46	28	28
Labor Force	Individuals	26	35	33	27	23
Labor Force Population	Individuals	23	36	38	35	33
Gross Domestic Product	Amount (in millions)	\$5.98	\$2.10	\$2.03	\$1.34	\$1.41
Total Value Added to Gross Domestic Product	Amount (in millions)	\$6.20	\$2.21	\$2.13	\$1.41	\$1.49
Value Added – Private Non-Farm	Amount (in millions)	\$5.93	\$2.00	\$1.94	\$1.26	\$1.35
Value Added – Government	Amount (in millions)	\$0.26	\$0.20	\$0.19	\$0.15	\$0.13
Value Added – Farm	Amount (in millions)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Imports	Amount (in millions)	\$6.88	\$4.07	\$4.21	\$3.34	\$3.38
Exports	Amount (in millions)	\$8.71	\$2.59	\$2.66	\$1.75	\$1.93
Total Self Supply	Amount (in millions)	\$2.16	\$1.42	\$1.27	\$0.88	\$0.88
Self Supply – Private Non-Farm	Amount (in millions)	\$1.81	\$1.11	\$0.98	\$0.65	\$0.67
Self Supply – Government	Amount (in millions)	\$0.36	\$0.31	\$0.29	\$0.23	\$0.21
Self Supply – Farm	Amount (in millions)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Demand – Total	Amount (in millions)	\$9.00	\$5.44	\$5.41	\$4.17	\$4.19
Demand – Private Non-Farm	Amount (in millions)	\$8.61	\$5.12	\$5.10	\$3.93	\$3.96
Demand – Government	Amount (in millions)	\$0.36	\$0.32	\$0.30	\$0.24	\$0.22
Demand – Farm	Amount (in millions)	\$0.03	\$0.01	\$0.01	\$0.01	\$0.01
Personal Income	Amount (in millions)	\$3.77	\$2.19	\$2.18	\$1.79	\$1.74
Disposable Personal Income	Amount (in millions)	\$3.11	\$1.83	\$1.83	\$1.52	\$1.48
Real Disposable Personal Income	Amount (in millions)	\$3.11	\$1.83	\$1.83	\$1.52	\$1.48

* Numbers are not cumulative

INTRODUCTION:

This report details an economic impact analysis for the Runway 1-19 Extension, which includes the proposed land acquisition and construction of the Runway 1-19 extension in Highlands County, Florida over 18 months, starting in 2019. It also includes an analysis of projected operations and jobs resulting from the extension of Runway 1-19. The REMI Policy Insight model (PI+ Florida Counties v.2.1.0 Build 4362) was used to generate the forecasts of the impacts of the project through 2038. The PI+ Model is an economic and demographic model of sub-national units of the economy of the United States. Regional Economic Models, Inc (REMI) updates this model annually with data from US Bureau of Labor Statistics, US Bureau of Economic Analysis, US Census, and other sources.

METHODOLOGY:

The analysis generates estimates of the economic contribution associated with the proposed Runway 1-19 expansion by inputting project-specific data into the specially constructed regional economic impact model. The data provided by project leaders for input into the model included employment and compensation and expected land and construction expenses. The version of the model used in this study represents the economies of all the counties in Florida, Alabama, and Georgia - and the rest of the United States. This model allows for simulating the interaction among all the regional economies and the rest of the nation, providing for an accounting of interregional trade and migration. Therefore, the model can simulate economic impacts that may occur in any one region, resulting from changing the project's level of activities in any or all of the regions. The REMI model generates a "standard regional control" of the region's macroeconomy, which predicts the various components of the region's economy into the future (currently to 2060). A hypothetical simulation of the model estimates the impact of the proposed Runway 1-19 expansion based on designated assumptions. The difference between the standard regional control and the simulation produces a measure of the total economic impact of the addition of the proposed expansion of a transportation and material moving occupation firm in Highlands County. *Due to rounding, numbers presented throughout this report may not add up precisely to the totals indicated and percentages may not precisely reflect the absolute figures for the same reason.*

The Runway 1-19 expansion analysis incorporated the following assumptions based on information provided by the project team:

- Project commencement in 2019 with an 18-month duration;
- 25 Full Time Equivalent (FTE) Maintenance and Repair Operation jobs starting in 2020;
- Average wage of \$44,720;
- Capital investment totaling \$13.8 million based on the schedule provided in Table 1 below;
- Addition of airport operations (flights); and
- Impact analysis between 2019 and 2038, with inputs starting in 2019.

**TABLE 1:
PROJECTED CAPITAL INVESTMENT**

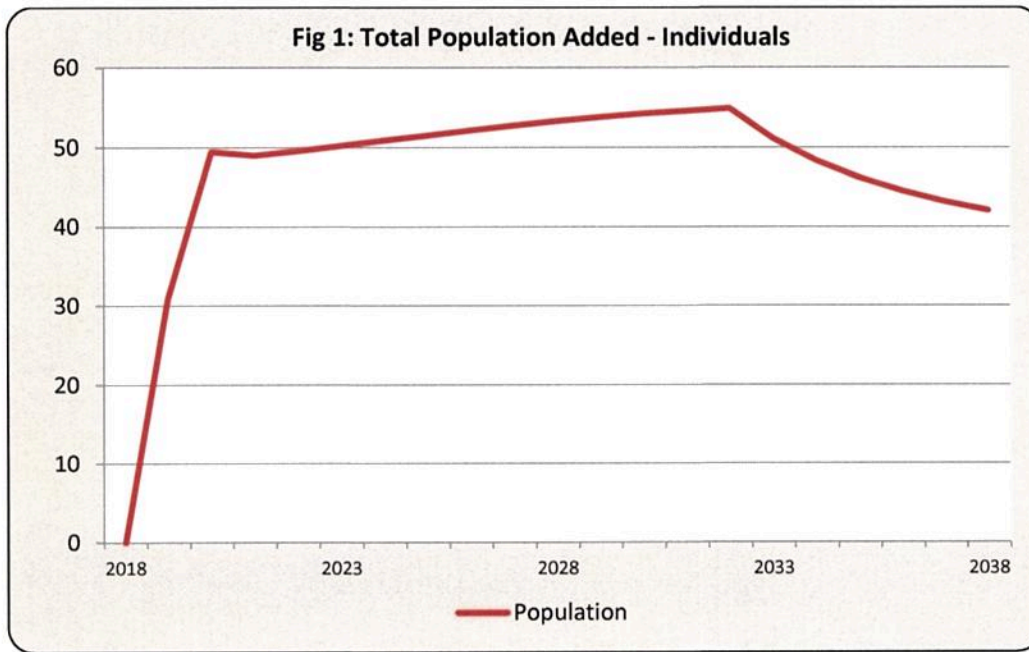
	Total
Design and Permitting of Extension & Associated Improvements	\$950,000
Property Acquisition	\$6,000,000
Wetland Mitigation	\$850,000
Relocation of CSX Rail Spur	\$1,433,000
Construction Management & Inspection	\$750,000
Construct Runway 1-19 Extension	\$5,821,000
Total Capital Investment	\$13,804,000

RESULTS:

The results include major macroeconomic indicators, such as total employment, GDP, total output, population changes, and disposable personal income. The numbers illustrate the difference from a baseline that does not include the Runway 1-19 expansion versus one that does include it given the inputs from the previous section. The project would have a generally positive impact by itself on the economy given the input of 25 jobs and over \$13.8 million in capital investments.

Population Impacts

The economic “shock” of the Runway 1-19 expansion project will create a demand for workers, some of whom will come from the local economy while others will come from other communities outside the local economy, attracted to the employment opportunities at the Sebring Airport as well as to other employment opportunities in the Highlands County area that are created as a result of the increase in economic activity. Some of these workers will bring families with them, thus increasing the population over time. By 2032, an additional 55 people will be added to Highlands County’s population as a result of the impact of the 25 new direct jobs and the capital improvement expenditures (Figure 1). The total additional population includes direct and ancillary population impacts. The direct population impacts include the people who will move here to work with the Runway 1-19 expansion. The indirect population impacts include members of their families either existing today or that are born once they are here as well as persons who move to Highlands County as a result of the positive economic impacts of Runway 1-19 expansion.

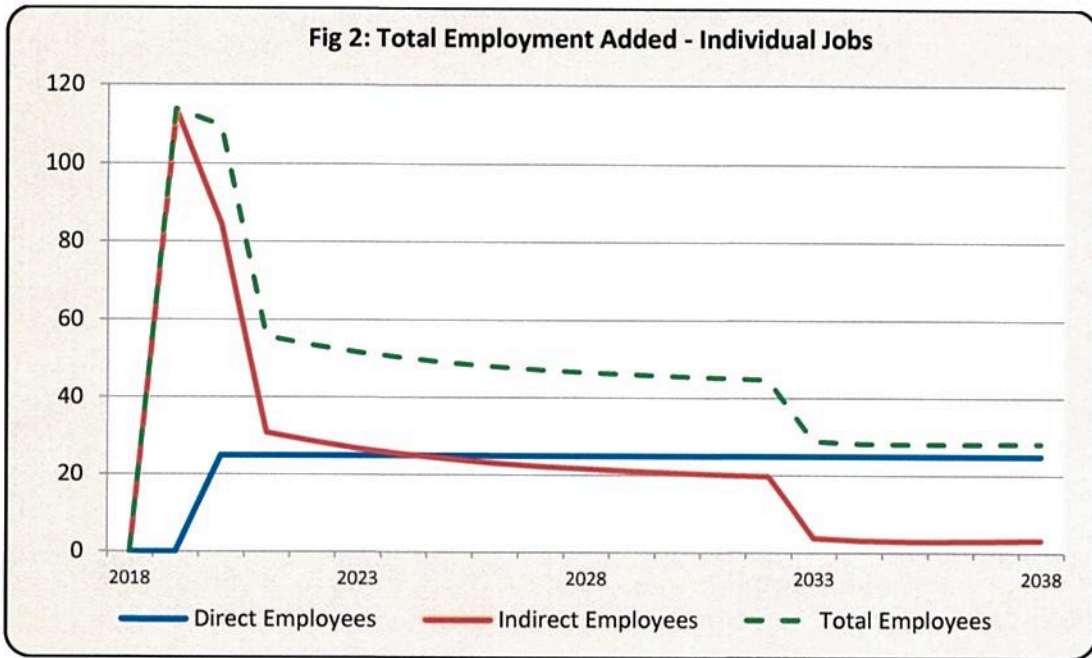


Economic migrants are domestic movements of people who come to a new location to take advantage of a comparatively better economy. Economic migration affects the population size. People will move into an area if the real after-tax wage rates or the likelihood of being employed increases in a region. The inflow of economic migrants can arrive quickly and just as quickly satisfy the increased labor demand. In other words, an initial surge of economic migrants is typically sufficient to meet the new demand, thereby negating the need for ongoing in-migration in the future. The Runway 1-19 expansion project is anticipated to generate an average of 24 economic migrants during the construction and job hiring period (2019 to 2020).

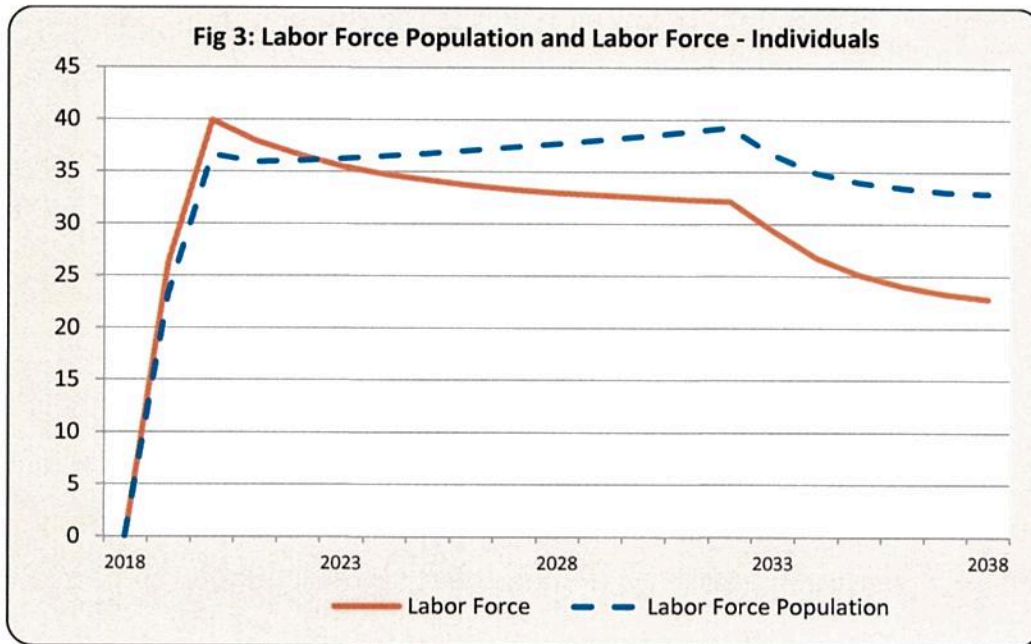
During the Runway 1-19 expansion project construction period (2019 to 2020), an average of 112 new jobs would occur. During that time, an average of 24 persons would move to the area for these jobs and/or the positive economic impacts created by the Runway 1-19 expansion project. The number of economic migrants peaks at 31 in 2019. Over the lifetime of the analysis (2018 to 2037), an average 46 new jobs would occur. During that time, an average of 1.3 persons would move to the area for these jobs and/or the positive economic impacts created by Runway 1-19 expansion project. The US Census Bureau calculates the persons per household (2012-2016) for Highlands County to be 2.40 persons per household. Based on the number of economic migrants forecasted for each year, at a rate of 2.40 persons per household, an average of 13 homes would be needed during the construction period (2019-2020).

Employment and Labor Force Impacts

The impacts of Runway 1-19 expansion's \$13.8 million of capital investments and addition of 25 new full time equivalent direct jobs in Highlands County are estimated to create an additional average of 24 indirect and induced jobs for an average of 46 new jobs in Highlands County through 2038. As shown in Figure 2, the peak of employment is in 2019 with 114 total additional jobs. The total employment mirrors the indirect employment generated by the land acquisition and the construction that occurs prior to the anticipated Runway 1-19 expansion employment starting in 2020.

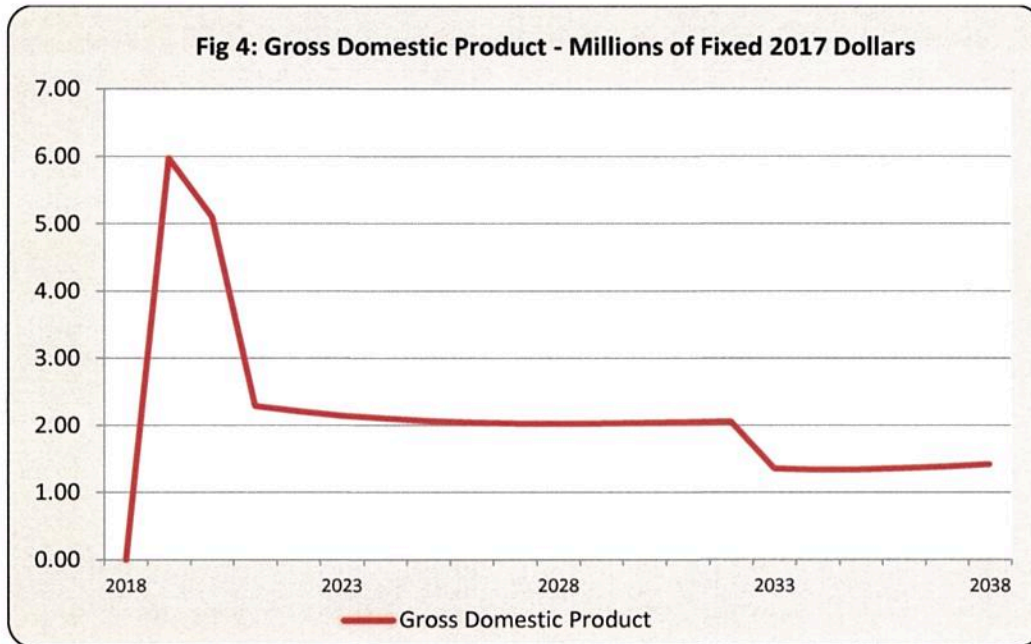


The Runway 1-19 expansion will create a small increase in the labor force, the total number of people employed and unemployed, and the labor force population, the working-age population (excluding military personnel and prisoners). This increase results in a slight increase to the County's labor force participation rate, which means more of the labor force population is employed or seeking employment, which has positive impacts on the GDP of the County.



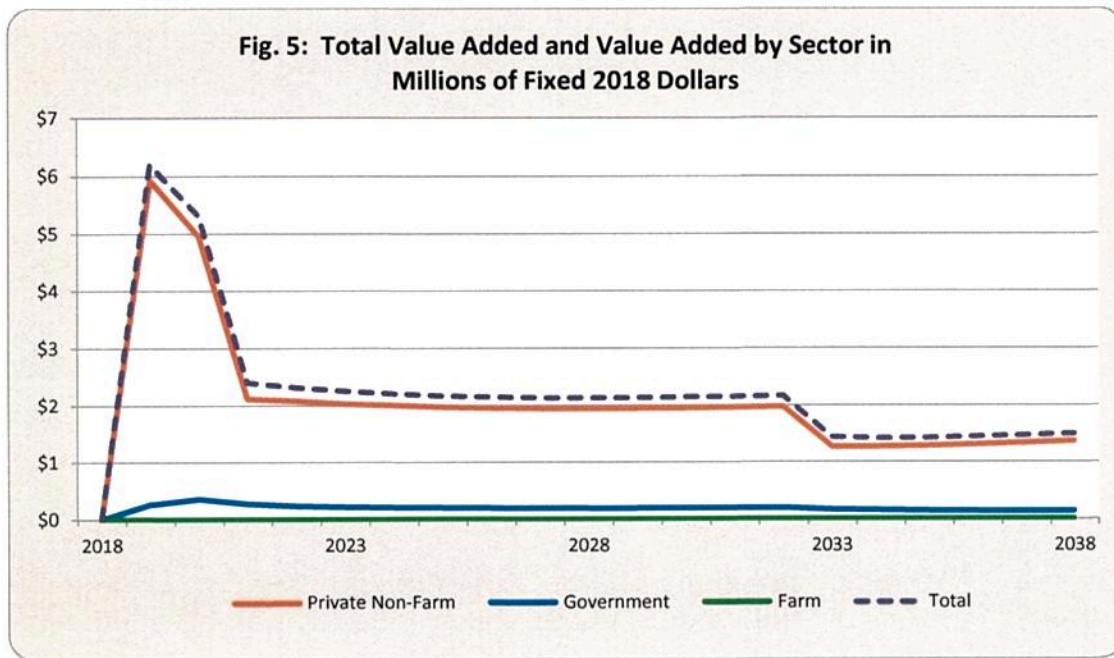
Gross Domestic Product

Gross domestic product (GDP) measures the monetary value of final goods and services purchased by the final user in a given period of time. GDP is composed of goods and services produced for sale in the market and also includes some nonmarket production, such as defense or education services provided by the government. As illustrated in Figure 4, the impact of the additional 25 “Runway 1-19 expansion” jobs and the facility and capital improvement expansions result in approximately an average of \$2.11 million through 2038.



Value Added

Total new employment, salaries, wages, purchases of goods and services, and the provision of services through the addition of Runway 1-19 expansion would contribute an estimated boost to the economy, or value added, of \$6.2 million in 2019 (start of construction), \$5.3 million in 2021 (start of employment), and \$1.5 million in 2038. Value added is the gross output of an industry or a sector less its intermediate inputs, the sum of compensation of employees, taxes on production and imports less subsidies, and gross operating surplus. Figure 5 illustrates the total value added and value by sector through the year 2038. As shown on Figure 5, the private non-farm sector receives the majority of the value added and the government sector receives a small portion of the value added each year. The farm sector does not receive any value added from the impacts of Runway 1-19 expansion.

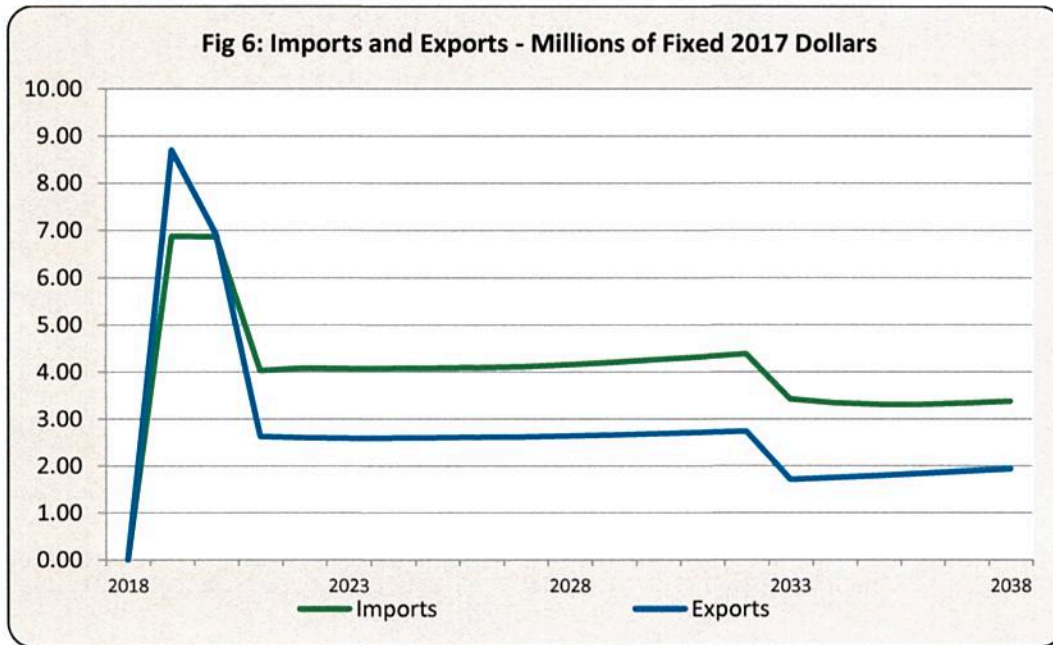


**TABLE 3:
TOTAL VALUE ADDED IN FIXED 2017 DOLLARS**

Year	Private Non-Farm	Government	Farm	Total Value Added
2018	\$0	\$0	\$0	\$0
2019	\$5,934,232	\$263,909	\$0	\$6,198,142
2020	\$4,961,724	\$353,639	\$0	\$5,315,363
2021	\$2,121,574	\$276,421	\$0	\$2,397,994
2022	\$2,084,524	\$237,175	\$0	\$2,321,699
2023	\$2,036,654	\$216,017	\$0	\$2,252,671
2024	\$2,002,218	\$204,091	\$0	\$2,206,309
2025	\$1,973,171	\$197,510	\$0	\$2,170,680
2026	\$1,952,396	\$193,682	\$0	\$2,146,077
2027	\$1,942,168	\$191,358	\$0	\$2,133,525
2028	\$1,940,071	\$190,418	\$0	\$2,130,489
2029	\$1,943,920	\$190,350	\$0	\$2,134,270
2030	\$1,951,532	\$190,859	\$0	\$2,142,391
2031	\$1,962,169	\$191,207	\$0	\$2,153,376
2032	\$1,975,245	\$191,771	\$0	\$2,167,016
2033	\$1,264,001	\$163,261	\$0	\$1,427,262
2034	\$1,260,732	\$148,199	\$0	\$1,408,931
2035	\$1,271,788	\$140,122	\$0	\$1,411,910
2036	\$1,295,395	\$135,952	\$0	\$1,431,347
2037	\$1,322,902	\$133,914	\$0	\$1,456,816
2038	\$1,353,583	\$133,034	\$0	\$1,486,616

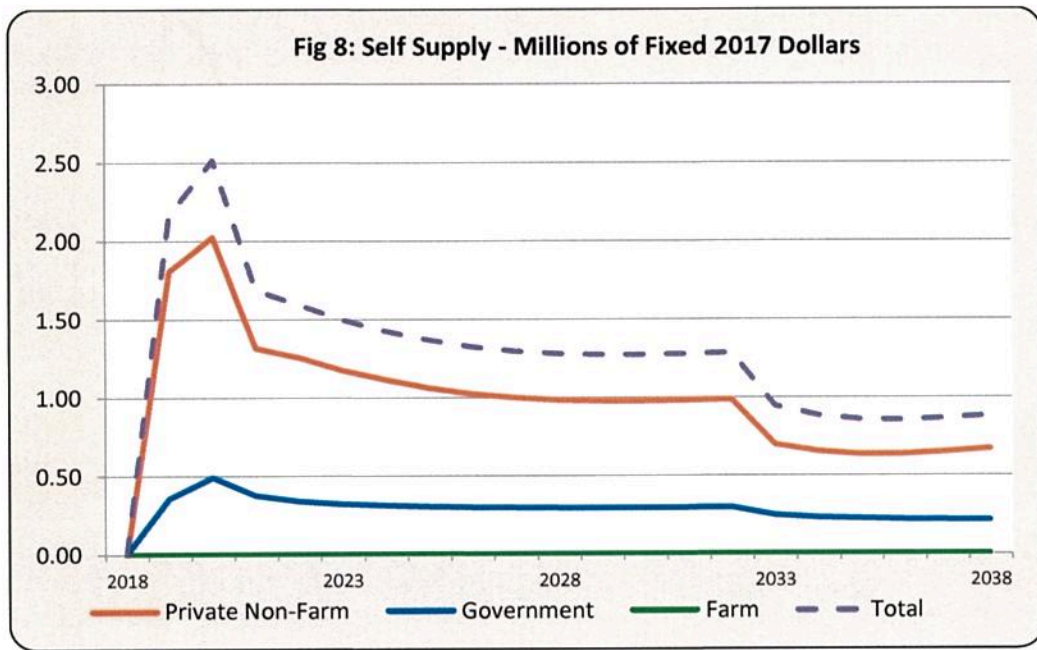
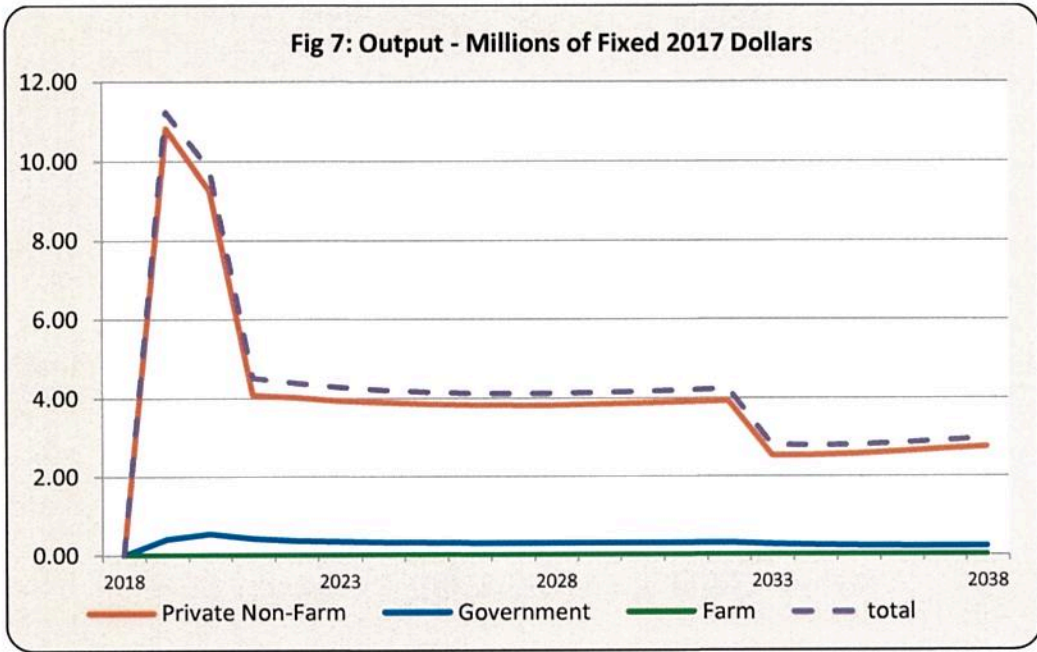
Imports and Exports

Imports are the amount of goods and services produced in the rest of the world/nation/multi-region that are consumed locally while exports are the amount of goods and services produced locally and consumed in the rest of the world/nation/multi-region. The Runway 1-19 Extension results in more imports than exports for Highlands County. This is a positive change as more imports and less exports means there is more activity in the area and potentially a greater investment in infrastructure.



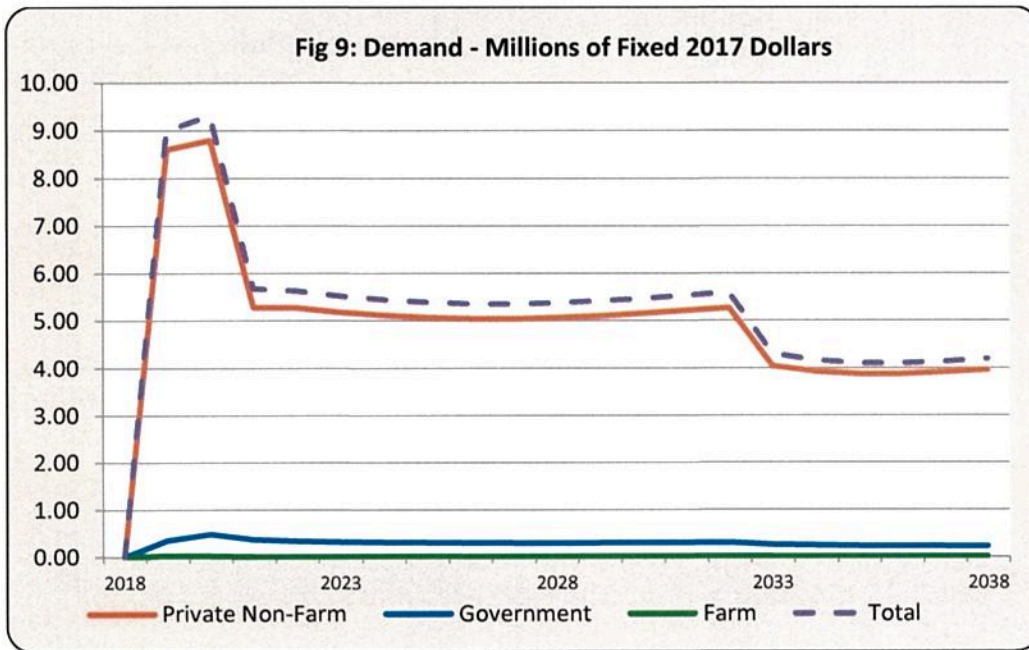
Output and Self Supply

Output is the quantity of goods or services produced in a given time period, by a farm, industry, or country, whether consumed or used for further production. It can also be thought of as sales or supply. Self Supply refers to the amount of local demand supplied locally. The components of output are self supply and exports as shown in Figures 7 and 8; the Runway 1-19 expansion project provides for an increase in self supply and therefore also in output. The increases do not occur in the farm sector.



Demand

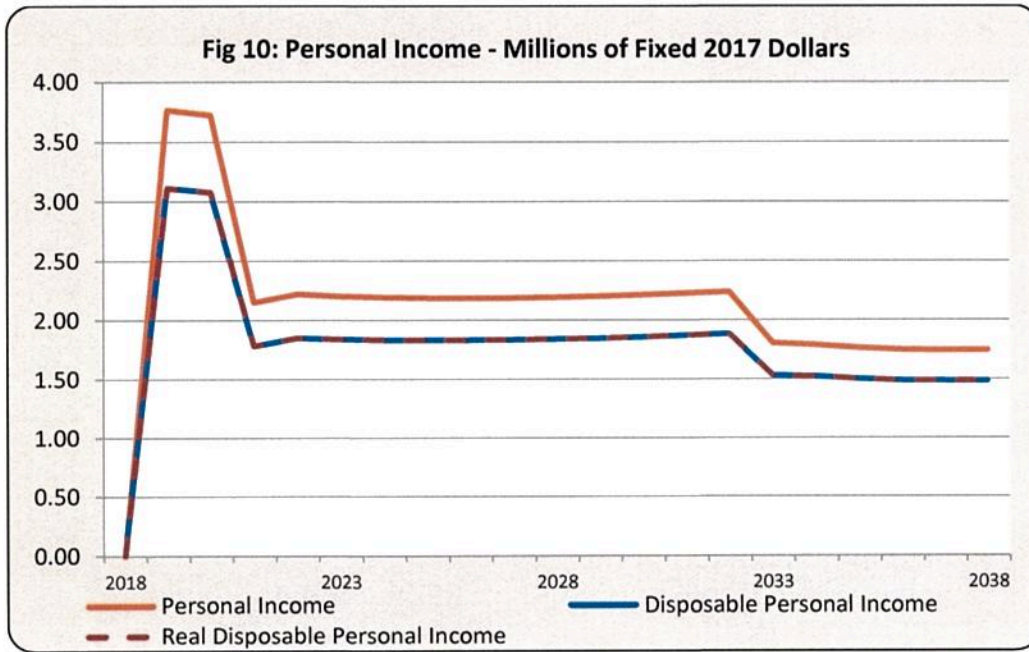
The amount of goods and services demanded by the local region (imports plus self-supply) is illustrated through Demand. Demand is an economic principle that describes a consumer's desire and willingness to pay a price for a specific good or service. Holding all other factors constant, an increase in the price of a good or service will decrease demand, and vice versa. Figure 9 illustrates the total demand by sector. As shown on Figure 9, the private non-farm sector receives the majority of the demand increase and the government and farm sectors receive a small portion of the demand each year.



Personal Income

The personal income of a location is all the income received from all the persons located in that place from all sources, except contributions from government social insurance. Disposable income is what remains of personal income after taxes. Real disposable personal income is the disposable personal income deflated by Personal Consumption Expenditure Price Index (PCE-Price Index). The PCE-Price Index is a United States-wide indicator of the average increase in prices for all domestic personal consumption, which adjusts disposable income by inflation.

As illustrated in Figure 10, the addition of the 25 “Runway 1-19 expansion” jobs and 13.8 million in capital investments is estimated to result in approximately \$3.77 million in personal income, \$3.11 million in disposable personal income, and \$3.11 million in real disposable personal income in 2019 and an average of \$2.12 million in personal income, \$1.77 million in disposable personal income, and \$1.77 million in real disposable personal income between 2019 and 2038. Changes in real disposable personal income often foreshadow changes in consumer spending patterns. The increase in real disposable personal income generated by the addition of the Runway 1-19 expansion may lead to a rise in spending and vice versa. Consumer spending has an effect on economic growth because two-thirds of GDP is personal consumption. Table 5 includes the personal income generated between 2018 and 2038.



**TABLE 4:
PERSONAL INCOME AND DISPOSABLE PERSONAL INCOME IN FIXED 2017 DOLLARS**

Year	Personal Income	Disposable Personal Income	Real Disposable Personal Income
2018	\$0	\$0	\$0
2019	\$3,767,891	\$3,113,732	\$3,113,732
2020	\$3,729,274	\$3,078,067	\$3,078,067
2021	\$2,148,657	\$1,781,166	\$1,781,166
2022	\$2,219,557	\$1,848,673	\$1,848,673
2023	\$2,200,318	\$1,835,964	\$1,835,964
2024	\$2,189,591	\$1,829,329	\$1,829,329
2025	\$2,185,219	\$1,827,581	\$1,827,581
2026	\$2,184,145	\$1,828,476	\$1,828,476
2027	\$2,186,367	\$1,832,189	\$1,832,189
2028	\$2,190,782	\$1,837,557	\$1,837,557
2029	\$2,198,731	\$1,845,712	\$1,845,712
2030	\$2,208,673	\$1,855,375	\$1,855,375
2031	\$2,221,941	\$1,867,893	\$1,867,893
2032	\$2,237,334	\$1,882,092	\$1,882,092
2033	\$1,803,007	\$1,531,469	\$1,531,469
2034	\$1,787,847	\$1,521,742	\$1,521,742
2035	\$1,760,336	\$1,499,325	\$1,499,325
2036	\$1,745,691	\$1,487,030	\$1,487,030
2037	\$1,740,507	\$1,482,482	\$1,482,482
2038	\$1,742,510	\$1,483,872	\$1,483,872