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The Economic Impact of Victoria Regional Airport (Texas)

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The Economic Impact of Victoria Regional Airport (Texas)

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SUMMARY OF ECONOMIC IMPACT

- A combined economic impact of \$44.7 million in economic activity, generating \$11.4 million in earnings and supporting 171 jobs. The total economic output includes \$12.0 million in indirect and induced economic activity, with approximately 41% (\$4.9 million) occurring in the city of Victoria.
- Victoria Regional Airport's annual spending of \$2.8 million generates \$4.4 million in total output and supports 23 jobs. The total economic output includes \$1.6 million in indirect and induced economic activity.
- Skywest Airlines and TSA operations generate \$6.6 million in economic activity and supports approximately 30 jobs. The economic activity includes \$2.1 million in indirect and induced economic output.
- The economic activity caused by VCT generated \$131,584 in tax revenue for Victoria County and \$194,195 for local municipalities.

SCOPE OF WORK

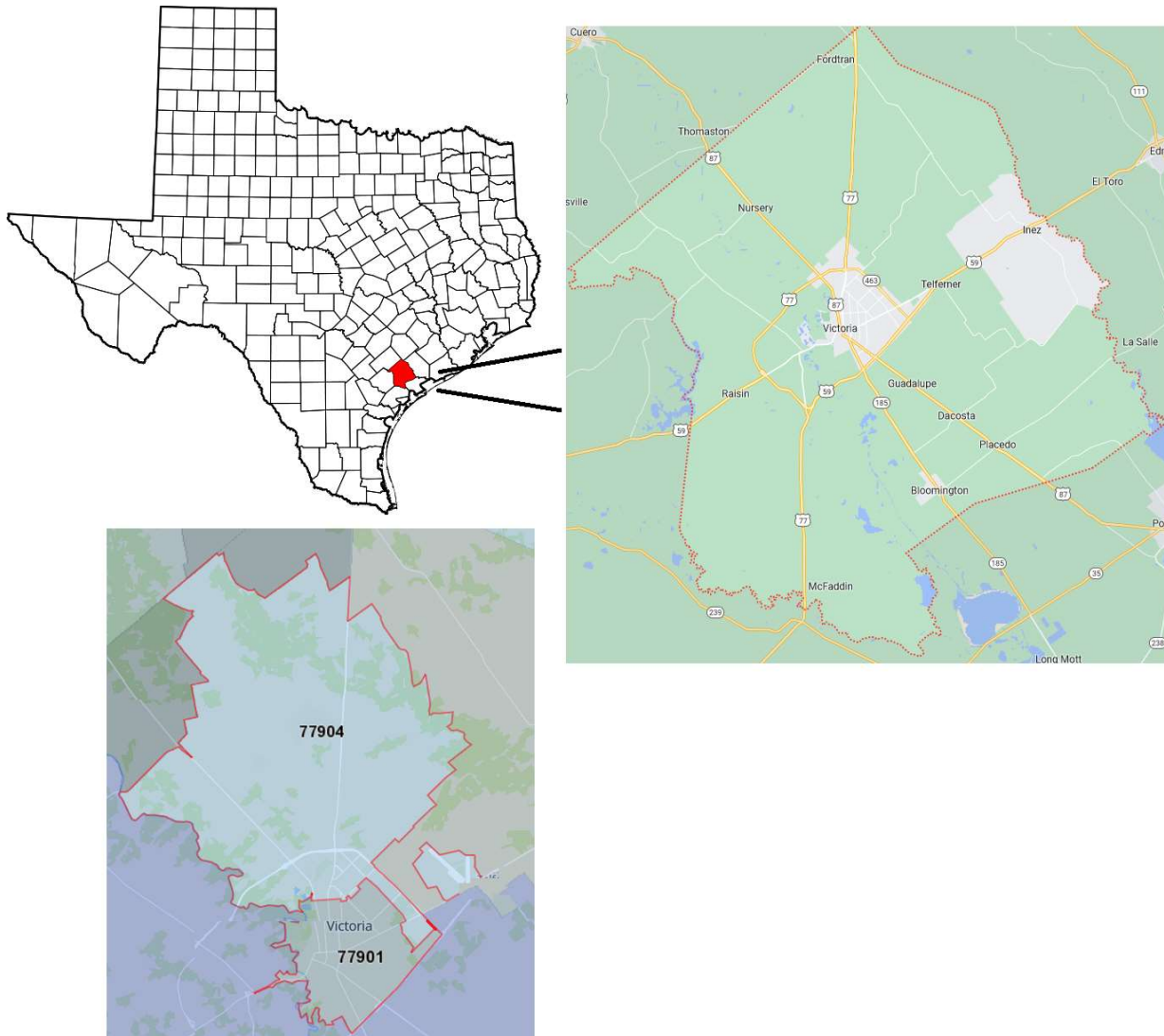
The Seidman College of Business at Grand Valley State University was retained by Steven Baldwin Associates, LLC to perform an economic impact analysis of the Victoria Regional Airport in Victoria, Texas.

METHODOLOGY

This study focuses on the economic impact of Victoria Regional Airport (VCT). The economic impact is the amount of economic activity generated within a defined region. This economic activity can include spending on payroll, construction, business operations, and tax (fiscal) collections. For this paper, the local region is defined as Victoria County, Texas. Additional analysis is provided for the city of Victoria using zip codes 77901 and 77904 (see maps below).¹

¹ See Appendix A6: Economic Region Demographics

Figure 1: Regional study area maps



The economic analysis will be primarily based on the financial operations of VCT and survey data from surrounding businesses.

The economic impact is estimated using the IMPLAN model. IMPLAN is a regional economic analysis software application that is designed to estimate the impact or ripple effect (specifically backward linkages) of a given economic activity within a specific geographic area through the implementation of its Input-Output model.² This modeling system uses multipliers that provide a

² Full IMPLAN disclaimer can be found in Appendix A5: IMPLAN Disclaimer

way to measure the complete economic impact that the initial change in demand has on the local economy. The results of an input-out model are broken down into three effects:³

Direct Effects A set of expenditures applied to the input-output multipliers. The direct effect is often referred to as direct spending or initial change in demand. This direct spending, or initial change in demand, is determined by the researcher or analyst. Applying these initial changes to the multipliers in IMPLAN will then display how a region will respond economically to them

Indirect Effects Indirect effects are the business-to-business purchases in the supply chain taking place in the economic region that stem from the initial change in demand or direct spending (direct effects). In other words, this is the increase in sales by businesses that are suppliers to restaurants, hotels, retail stores, etc.

Induced Effects: Increased economic activity from household spending of labor income, after removal of taxes and savings. The induced effects are generated by the spending of employees within the business' supply chain.

The IMPLAN model will report economic impact in four ways:

Output **Gross output** is the total economic activity, including the sum of intermediate inputs and the value they add to the final good or service. The intermediate inputs are the resources used in the production of final goods and services. It should be noted that gross output can be overstated if the intermediate inputs are used multiple times in the production of other goods and services.

Direct output is the same as the direct effect (direct spending). **The indirect output** represents the value of economic activity generated because of direct business-to-business spending. **Induced output** is the total value that all industries take in as a result of household spending.

Labor Income The increase in wages, salaries, and proprietors' income as a result of the initial change in demand (direct effects).

Direct labor income is the total wages, benefits, and payroll taxes associated with the business or organization responsible for the direct effects. **Indirect labor income** represents the amount of compensation that is supported by the business to business transactions. **Induced labor income** is the value of

³ <https://blog.implan.com/understanding-implan-effects>

employee compensation and proprietor income that comes from the household spending of the employees connected to the business/organization and supply chain.

Employment The total number of jobs supported by direct spending or initial change in demand. This measurement does not distinguish between a full-time or part-time employee. It also does not account for employees who moved from one job to another within the defined economic region. Thus it does tend to overstate the number of jobs created.

Direct employment is the jobs supported at the business or organization responsible for the direct effects. **Indirect employment** represents the number of jobs that are supported by the business to business transactions. **Induced employment** is the number of jobs supported by the household spending generated by the business activity.

Value Added The contribution to the economic region's gross domestic product (GDP).

Direct value added is associated with the business or organization responsible for the direct effects. **Indirect value added** is the specific value generated by the business-to-business transaction as a result of the direct effects. **Induced value added** is the specific value associated with household spending as a result of the direct effects.

ECONOMIC ANALYSIS



The economic analysis will be broken into three parts: The economic impact of airport tenants, the economic impact of VCT and tower operations, and the economic impact of Skywest Airlines and TSA operations.

ECONOMIC IMPACT: AIRPORT TENANTS

VCT provided a list of 57 business tenants at the airport, with 25 (44%) of these tenants indicating they have employees located at VCT. All business tenants were surveyed via Qualtrics (email) or by VCT employees, with 16 tenants completing the survey.⁴ Three of the

⁴ Copy of the survey is located in Appendix A1: Business Survey

business tenants include Skywest Airlines, Ci2 Aviation (control tower), and the TSA. These entities are analyzed in separate sections of this report. This economic analysis will be based on data gathered from interviews with the remaining 13 businesses located at VCT.

The data collected includes the level of employment, the amount of influence the airport has on its business, and what percentage of its revenue can be attributed to its proximity to the airport.⁵ The surveys found four out of the 13 businesses were fully or partially influenced by VCT in their decision to establish a presence on airport property.⁶ Three businesses attribute a portion of their revenue as a result of their proximity to VCT.⁷

Using this information and the number of employees, we estimate the annual economic impact of these business tenants at \$31.2 million in gross output, \$7.2 million in earnings, support for 108 jobs, and a contribution of \$11.5 million to the local GDP (see Table 1)⁸. Approximately 43% of the indirect and induced economic activity in Table 1 occurred in the city of Victoria.⁹

Table 1: Annual economic impact of surrounding businesses

Victoria County	Output	Earnings	Jobs	Value-Added (GDP)
Direct Impact	\$23.7M	\$4.9M	60	\$7.6M
Indirect Impact	\$4.5M	\$1.3M	26	\$2.2M
Induced Impact	\$3.0M	\$1.0M	22	\$1.7M
Total Impact	\$31.2M	\$7.2M	108	\$11.5M

The business survey also asked about capital investments in the past year and projected capital investments in the next two years. One of the companies included in Table 1 indicated that they spent \$10 million in the past year (2021) and plan to spend another \$6 million in the next two years. Using IMPLAN construction multipliers, we can estimate the economic impact of this construction spending (See Table 2).¹⁰ It should be noted that this is not an annual impact figure. Construction economic impact only occurs during the construction phase of the project. The

⁵ Full survey results can be found in Appendix A1: Business Survey
⁶ Based on their answer to the survey question: “On a scale from 0-10, what influence does the Victoria Regional Airport have on your decision to establish a presence here?”
⁷ Based on their answer to the survey question: “Approximately what percentage of your business revenue do you attribute to your proximity to the airport?”
⁸ Additional information can be found in Appendix A4: Airport Tenants
⁹ Zip codes 77901 and 77904
¹⁰ The company did not provide any details on the capital investment, therefore we used the conservative construction mutlipliers. We assumed 90% of the construction spending was “new” spending and 72% was spent within Victoria County.

jobs figure is not included because local economies generally do not add jobs for short-term construction projects.

Table 2: Annual economic impact of construction

	Construction this past year	Future construction impact ¹¹
Economic output	\$9.4M	\$5.6M
Earnings	\$4.2M	\$2.5M
Value-Added	\$4.9M	\$3.0M

ECONOMIC IMPACT: VCT AND TOWER OPERATIONS

The economic analysis for Victoria Regional Airport (VCT) operations and the tower operations were combined due to their similarity.

VCT is a public-use airport owned and operated by Victoria County (Texas). The airport covers 1700 acres and is composed of two runways. VCT is a towered, fully operational airport that provides commercial airline services, general aviation services, and serves as a fueling stop for military operations. In 2021, VCT had 55,025 flight operations compared to 36,804 in 2020. Figure 2 displays the annual operations since 2017.

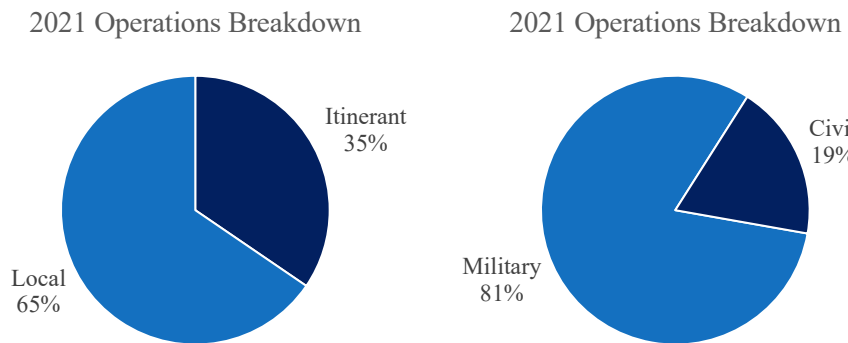
¹¹ No adjustments were made for inflation

Figure 2: Annual flight operations



Approximately 65% of these flight operations are local and 81% of the flight operations are military. Figure 3 shows the operational breakdown.

Figure 3: Operational breakdown



Military flight personnel use VCT for refueling and at times travel into Downtown Victoria for food. However, no survey data on these visits was collected at this time. Therefore, any impact from this additional spending is not included in this study.

The 2022 Victoria County proposed budget reports \$2.88 million in revenue with \$2.8 million in expenditures.¹² These expenditures are down from \$3.05 million reported in 2021. No capital

¹² <https://www.vctx.org/page/cc.Budget>

investment projects were listed. The control tower is operated by Ci2 Aviation, headquartered in Atlanta, Georgia.

The economic impact of VCT operations is based on 2022 budgeted figures and the level of employment. The economic impact of tower operations is based on the number of employees reported in the business survey.

Using these methods, we estimate the two entities have a combined annual economic impact of \$6.9 million in gross output, \$2.1 million in earnings, support for 33 jobs, and contributed \$2.9 million to the local GDP (see Table 3 below).¹³ Approximately 36% of the indirect and induced economic activity in Table 3 occurred in the city of Victoria.¹⁴

Table 3: Annual economic impact of VCT and Tower Operations

Victoria County	Output	Earnings	Jobs	Value-Added (GDP)
Direct Impact (Spending)	\$4.5M	\$1.4M	20	\$1.8M
Indirect Impact	\$1.5M	\$425,000	6	\$594,000
Induced Impact	\$909,000M	\$278,000	6	\$496,000
Total Impact	\$6.9M	\$2.1M	33	\$2.9M

ECONOMIC IMPACT: SKYWEST AIRLINES AND TRANSPORTATION SECURITY ADMINISTRATION (TSA) OPERATIONS

The economic analysis for Skywest Airlines and Transportation Security Administration (TSA) operations were combined due to their similarity.

Skywest Airlines is the country’s largest regional airline. The airline has contracts with United Express, Delta, American, and Alaska and serves 249 cities in the USA, Canada, and Mexico. In November 2020, Skywest Airlines started providing daily flights between VCT and Houston. The contract is set to expire in October 2023. In March 2022, Skywest announced it will

¹³ Additional information can be found in Appendix A2: VCT and Tower Operations

¹⁴ Zip codes 77901 and 77904

discontinue service to VCT. The U.S. Department of Transportation rejected Skywests request to discontinue service. Skywest must continue to serve VCT until a new air service is selected.¹⁵

The economic impact of Skywest Airlines and TSA operations is based on the number of employees at each facility. Data gathered during an interview survey revealed Skywest had 11 total employees and the TSA had six total employees. The survey also indicated that 100% of their revenue was influenced by VCT. Based on this information, we estimate the annual economic impact for these entities at \$6.6 million in gross output, \$2.1 million in earnings, support for 30 jobs, and a contribution of \$3.6 million to the local GDP (see Table 4).¹⁶ Approximately 35% of the indirect and induced economic activity in Table 4 occurred in the city of Victoria.¹⁷

Table 4: Annual economic impact of Skywest Airlines and TSA operations

Victoria County	Output	Earnings	Jobs	Value-Added (GDP)
Direct Impact	\$4.5M	\$1.4M	17	\$2.5M
Indirect Impact	\$1.2M	\$368,000	7	\$552,000
Induced Impact	\$880,000M	\$270,000	6	\$480,000
Total Impact	\$6.6M	\$2.1M	30	\$3.6M

ECONOMIC IMPACT: FISCAL

The increase in economic activity also produces additional tax revenue at the local, state, and federal levels. The IMPLAN economic model estimates these fiscal impacts. The tax on production and imports (TOPI) at the county and sub-county level consists of property taxes and sales tax.¹⁸ At the state level, the majority of TOPI is sales tax.

¹⁵ https://www.victoriaadvocate.com/premium/skywest-announces-plans-to-stop-service-to-victoria-flights-to-continue/article_81e80a52-a217-11ec-90d0-f359eb122bda.html

¹⁶ Additional information can be found in Appendix A3: Skywest Airlines and TSA operations

¹⁷ Zip codes 77901 and 77904

¹⁸ Texas has a 6.25% sales tax rate. Victoria County has a .5% sales tax and the city of Victoria has a 1.5% sales tax

As shown in Table 5, economic activity at the VCT generates \$131,584 for Victoria County and \$194,195 for the sub-counties (municipalities). The majority of the sub-county tax revenue is attributed to the city of Victoria.¹⁹

Table 5: Annual fiscal impact

	Employee Comp.	TOPI: Sales Tax	TOPI: Property Taxes	TOPI: Other Taxes	Households	Corp. ²⁰	Total
Victoria County	\$0	\$32,717	\$95,284	\$1,909	\$1,675	\$0	\$131,584
Sub-County: Municipalities	\$0	\$108,290	\$83,426	\$2,049	\$430	\$0	\$194,195
Sub-County: Special Districts ²¹	\$0	\$0	\$372,038	\$3	\$1,917	\$0	\$373,959
State	\$11,354	\$654,946	\$0	\$80,161	\$10,025	\$0	\$756,486
Federal	\$1,209,247	\$0	\$0	\$105,111	\$829,423	\$174,119	\$2,317,930

The 2021 construction projects generated tax revenue of \$20,497 for Victoria County, 29,810 for local municipalities, and \$57,639 for special districts. The proposed future construction project could generate \$12,298 in tax revenue for Victoria County, \$17,886 in tax revenue for local municipalities, and \$34,584 in tax revenue for special districts. These are not annual impacts, therefore not included in Table 5.

¹⁹ Zip codes 77901 and 77904

²⁰ Includes proprietor income taxes

²¹ This can include school districts, fire districts, etc.

CONCLUSION



The combined annual economic impact of operations for all entities is estimated at \$44.7 million, which supports 171 jobs. The majority of this impact is generated by business tenants located on the airport property. The total economic output includes \$12 million in indirect and induced economic activity, with approximately 41% (\$4.9 million) occurring in the city of Victoria.²² Table 6 presents these impact figures.

Table 6: Summary of total annual economic impact

	Output	Earnings	Jobs	Value-Added
Direct Impact	\$32.7M	\$7.7M	97	\$12.0M
Indirect Impact	\$7.2M	\$2.2M	39	\$3.4M
Induced Impact	\$4.8M	\$1.5M	35	\$2.6M
Total	\$44.7M	\$11.4M	171	\$18.0M

It should be noted that this aggregate economic impact figure does not include economic activity associated with construction spending, or spending associated with military flight personnel.

In the past year, capital investment projects added \$9.5 million in economic output. In the next two years, a local business tenant expects to spend an additional \$6 million on capital improvement. This could add \$5.6 million in economic output during the construction phase.²³

The total annual fiscal impact on Victoria County is estimated at \$131,584 and the total fiscal impact on local municipalities is estimated at \$194,195. This fiscal impact includes sales tax and property tax. [Ω](#)

²² Zip codes 77901 and 77904

²³ No adjustments for inflation were made

CONFIDENTIAL APPENDIX



The following information should not be made public without the consent of all the entities involved.

A1: BUSINESS SURVEY

The business survey below was first administered via Qualtrics (email), however, the response rate was very low. VCT collected the majority of the surveys through interviews with the business tenants.

1. Name of your company: _____
2. Which industry best describes your business: _____
3. How many full-time employees: _____
4. How many part-time employees: _____
5. On a scale from 0-10, what influence does Victoria Regional Airport have on your decision to establish a presence here? _____ (1 being No Influence and 10 being Extremely Influential)
6. On a scale from 0-10, How important is the Victoria Regional Airport to your revenue?
_____ (1 being No Influence and 10 being Extremely Influential)
7. Approximately what percentage of your business revenue do you attribute to your proximity to the airport?

8. On a scale of 1 to 5, with 1 being low and 5 being high, how confident are you about the percentage given in the prior question? _____
9. Have you expanded your facilities or invested in capital equipment in the past year?
Construction \$__ Equipment \$__
10. Do you plan to expand your facilities or invest in capital equipment in the next two years?
Construction \$__ Equipment \$__
11. Approximate square footage of your facility?
12. What industry would best classify your establishment?
____ Retail ____ Dining ____ Services ____ Education
____ Construction ____ Manufacturing ____ Other
13. What year did your business open? _____

There are 57 tenants at the airport, however, only 16 tenants completed the survey. A summary of the survey results is shown in table A1-1 below. As shown in the table, there are 353 jobs located directly at the airport (not including VCT operations).

Table A1-1: Summary of survey results

What is the name of your business?	Total jobs at VCT (FT & PT)	Q5	Q7	Net jobs influenced by VCT
Victoria Fire Marshal's/Fire Department	8	10	65%	8
TSA	6	10	100%	8
Ci2 Aviation (Control Tower)	5	10	100%	5
Skywest Airlines	11	10	100%	11
Tropacaval Media	2	8	30%	2
Master Gardeners Association	0	5	0%	0
Sparkman Industries	51	9	0%	46
Victoria County Juvenile Services Detention Center	90	0	0	0
Tejas	115	0	0%	0
Sky Restaurant	14	0	25%	4
Crossroads Mortuary	4	0	0%	0
Gracious Paws	2	0	0%	0
Extension	6	0	0%	0
Faith Academy	15	0	0%	0
Animal Control	12	0	0%	0
DOCPAC	12	0	0%	0

A2: VCT OPERATIONS AND TOWER OPERATIONS

The economic impact for VCT operations is based on the 2022 proposed budget (see table A2-1) and the number of employees reported on the business survey. Retail categories were discounted 50% for retail margins.

Table A2-1: 2022 Proposed budget

Category	Budget	50% Margins
Salaries	\$831,452	
Fringe	\$243,564	
606-3005 TRAINING & TRAVEL AIRP/FBO 22,000	\$22,000	
606-3006 ADMINIST. SUPPLIES/OPS/FBO 12,000	\$12,000	
606-3008 DUES/MEMBERSHIPS 6,500	\$6,500	
606-3011 UNIFORMS 2,000	\$2,000	\$1,000
606-3016 UTILITIES 160,000	\$160,000	
606-3030 MISCELLANEOUS 2,250	\$2,250	
606-3100 AIRPORT/FBO ADVERTISING 8,000	\$8,000	
606-3105 AIR SERVICE MARKETING 30,000	\$30,000	
606-3110 INSURANCE 90,000	\$90,000	
606-3111 FUEL INCENTIVE PROGRAM 25,000	\$25,000	
606-3120 LEGAL FEES 10,000	\$10,000	
606-3130 CONTRACT SERVICES 35,000	\$35,000	
606-3205 PILOT SUPPLIES 6,000	\$6,000	\$3,000
606-3210 VEHICLE MAINTENANCE 5,000	\$5,000	
606-3225 RAMP/APRON MAINTENANCE 200	\$200	
606-3310 ARFF STATION MAINTENANCE 1,000	\$1,000	
606-3315 AIR CONTROL TOWER MAINT 15,000	\$15,000	
606-3320 RUNWAY/TAXIWAY/APR MAINT 4,000	\$4,000	
606-3325 OPERATIONAL EQUIP MAINT 20,000	\$20,000	
606-3400 AIRPORT GROUNDS 9,000	\$9,000	
606-3402 WATER & SEWER MAINTENANCE 4,000	\$4,000	
606-3405 BUILDING MAINTENANCE 10,000	\$10,000	
606-3407 FUEL & OIL 18,000	\$18,000	
606-3410 SMALL TOOLS 5,000	\$5,000	
606-3415 JANITORIAL SUPPLIES 5,000	\$5,000	
606-3417 GROUND SERV EQUIP MAINT. 3,000	\$3,000	
606-3419 FBO FUEL OPERATIONS 1,200,000	\$1,200,000	
606-3420 EPIC CONCESSIONS 13,500	\$13,500	\$6,750
Total Budgeted Expenses	\$2,796,466	

The economic impact of tower operations is based on the number of employees reported on the business survey. VCT indicated they have 15 employees and the tower operations indicated they have five employees. IMPLAN uses this data to estimate direct output and the economic impact (see table below).

Table A2-2: Annual economic impact for VCT operations and tower operations

	Direct Output	Economic Output	Earnings	Jobs
VCT	\$2.8M	\$4.4M	\$1.8M	23
Tower Operations	\$1.7M	\$2.5M	\$586,000	10
Total	\$4.5M	\$6.9M	\$2.1M	33

A3: SKYWEST AIRLINES AND TSA OPERATIONS

The economic impact of operations is based on the number of employees at each facility (as indicated in the business survey). Skywest Airlines indicated they have 11 employees and TSA operations indicated they have six employees. IMPLAN uses this data to estimate direct output and the economic impact (see tables below).

Table A3-1: Annual economic impact for Skywest Airlines and TSA operations

	Direct Output	Economic Output	Earnings	Jobs
Skywest Airlines	\$3.6M	\$5.4M	\$1.3M	22
TSA Operations	\$899,000	\$1.2M	\$781,000	8
Total	\$4.5M	\$6.6M	\$2.1M	30

A4: AIRPORT TENANTS

The economic impact was based on the number of employees reported on the business survey. This employee figure was adjusted based on the influence of VCT (see Table A4-1).²⁴ IMPLAN uses this data to estimate direct output and the economic impact (see table A4-2).

Table A4-1: Total employees and percentage of revenue as a result of VCT

	Employees	% influenced by VCT	Net Employees
Victoria Fire Marshall/Fire Department	8	100%	8
Sky Restaurant	14	25%	4
Tropacaval Media	2	100%	2
Sparkman Industries	51	90%	46
Total	75		60

Table A4-2: Annual economic impact for business tenants

	Direct Output	Economic Output	Earnings	Jobs
Victoria Fire Marshall/Fire Dept.	\$653,500	\$924,000	\$634,000	10
Sky Restaurant	\$255,000	\$371,000	\$133,000	5
Tropacaval Media	\$269,000	\$397,000	\$118,000	3
Sparkman Industries	\$22.5M	\$29.5M	\$6.3M	91
Total	\$23.4M	\$31.2M	\$7.2M	108

²⁴ Sky Restaurant indicated that VCT had 0% influence on their decision to locate at the airport, however 25% of their revenue was attributed to the airport. Therefore, we used the 25% figure to adjust employee count for the IMPLAN economic model.

A5: IMPLAN DISCLAIMER

IMPLAN is a regional economic analysis software application that is designed to estimate the impact or ripple effect (specifically backward linkages) of a given economic activity within a specific geographic area through the implementation of its Input-Output model. Studies, results, and reports that rely on IMPLAN data or applications are limited by the researcher's assumptions concerning the subject or event being modeled. Studies such as this one are in no way endorsed or verified by IMPLAN Group, LLC unless otherwise stated by a representative of IMPLAN.

IMPLAN provides the estimated Indirect and Induced Effects of the given economic activity as defined by the user's inputs. Some Direct Effects may be estimated by IMPLAN when such information is not specified by the user. While IMPLAN is an excellent tool for its designed purposes, it is the responsibility of analysts using IMPLAN to be sure inputs are defined appropriately and to be aware of the following assumptions within any I-O Model:

- Constant returns to scale
- No supply constraints
- Fixed input structure
- Industry technology assumption
- Constant byproducts coefficients
- The model is static

By design, the following key limitations apply to Input-Output Models such as IMPLAN and should be considered by analysts using the tool:

- **Feasibility:** The assumption that there are no supply constraints and there is a fixed input structure means that even if input resources required are scarce, IMPLAN will assume it will still only require the same portion of production value to acquire that input unless otherwise specified by the user. The assumption of no supply constraints also applies to human resources, so there is assumed to be no constraint on the talent pool from which a business or organization can draw. Analysts should evaluate the logistical feasibility of a business outside of IMPLAN. Similarly, IMPLAN cannot determine whether a given business venture being analyzed will be financially successful.
- **Backward-linked and Static model:** I-O models do not account for forward linkages, nor do I-O models account for offsetting effects such as cannibalization of other existing businesses, diverting funds used for the project from other potential or existing projects, etc. It falls upon the analyst to take such possible countervailing or offsetting effects into account or to note the omission of such possible effects from the analysis.
- **Like the model, prices are also static:** Price changes cannot be modeled in IMPLAN directly; instead, the final demand effects of a price change must be estimated by the analyst before modeling them in IMPLAN to estimate the additional economic impacts of such changes.

A6: ECONOMIC REGION DEMOGRAPHICS²⁵

Demographics of Victoria County (Texas)			
Population	90,964	Education	
Employed population	32,611	High school graduate or higher	83.4%
Median age	43	Bachelor's degree or higher	18.9%
Households	37939	Income and Poverty	
Persons per household	2.39	Median household income	\$58,959
Persons under 18	25.4%	Per capita income	\$29,424
Persons 65 years and older	16.7%	Poverty rate	16.5%
Female persons	50.8%	Top 5 Employment by industry	
Race		Full/Limited Service Restaurants	6.71%
White	89.3%	Local Government: Education	6.65%
Black or African American	6.5%	Support for Oil and Gas Operations	2.69%
American Indian and Alaska Native	.9%	Hospitals	2.51%
Asian	1.4%	Local Government: Other Services	2.32%
Two or more races	1.8%	Top 5 Employment by Occupation	
Hispanic or Latino	49.1%	Retail Sales Workers	7.06%
Housing		Food and Beverage Serving Workers	5.83%
Median house value	\$152,900	Material Moving Workers	4.94%
Homeownership rate	67.3%	Health Diagnosing & Treating Practitioners	3.95%
		K-12 Teachers	3.93%

²⁵ <https://www.census.gov/quickfacts/fact/table/victoriacountytexas/HSG860220> and IMPLAN