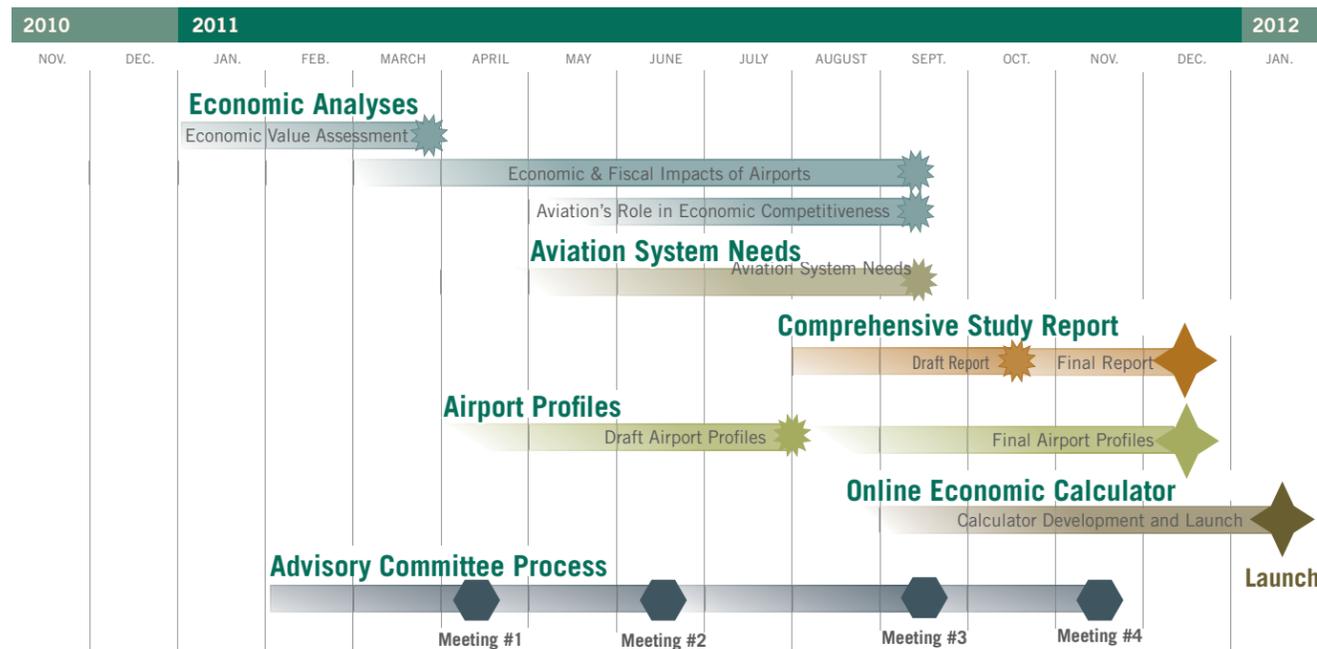


AVIATION ECONOMIC IMPACT STUDY

Aviation Economic Impact Study Schedule

The project will be completed in 15 months, from November 2010 through January 2012. Major milestones in the technical work, stakeholder process, and product development are presented below.

SCHEDULE OVERVIEW



For More Information
www.wsdot.wa.gov/aviation/WAEconomicStudy
 Nisha Marvel, WSDOT Aviation, MarvelIN@wsdot.wa.gov

Americans with Disabilities Act: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (260) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service (TTY) at 7-1-1.

Title VI: The Washington State Department of Transportation (WSDOT) assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360)705-7098 or (509) 324-6018.

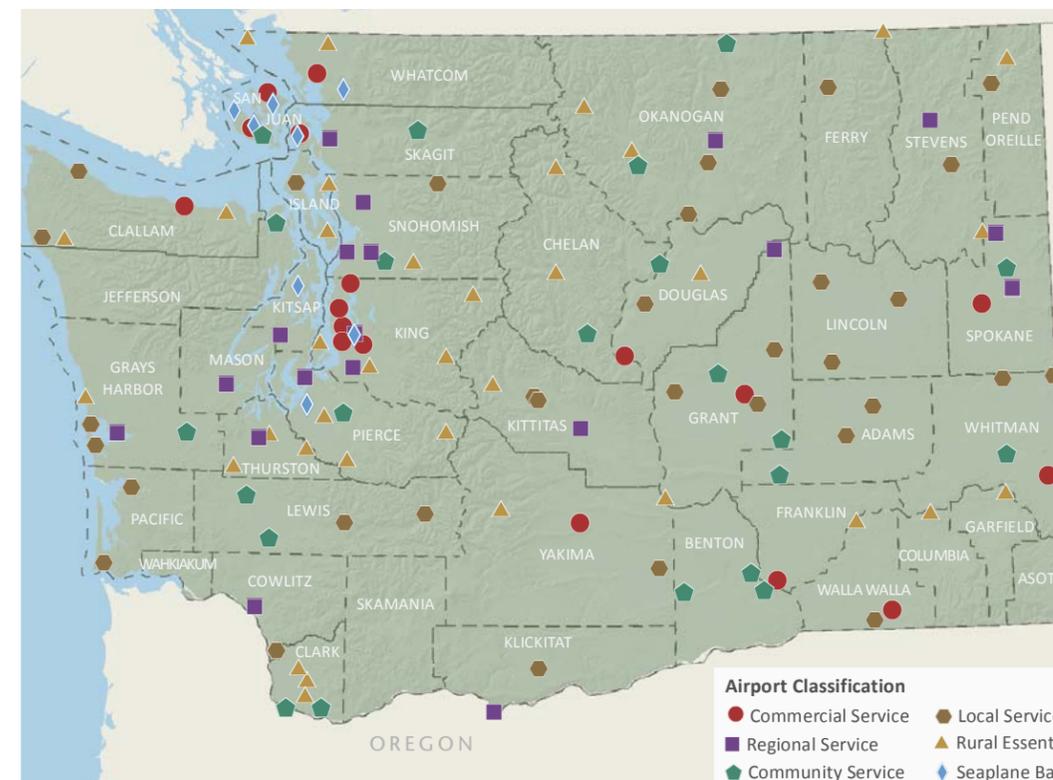
About the Project

Airports provide essential connections to the nation's air space, commerce, and emergency services. The state's aviation system includes 138 public use airports located in 36 of its 39 counties. These airports are an economic engine for the state and integral to the transportation system.

The Washington State Department of Transportation (WSDOT) Aviation Division, with the support of the Federal Aviation Administration (FAA), is conducting a study on the role aviation plays in Washington's economy. The **Aviation Economic Impact Study** will provide a holistic picture of how Washington's public use airports contribute to the economy statewide and at the community level by:

- Measuring the economic and fiscal impacts of each public use airport.
- Building understanding of how the state's aviation system creates economic value for people and communities across the state.
- Demonstrating how the aviation system supports economic development and competitiveness at the local and statewide levels.

WASHINGTON'S 138 PUBLIC USE AIRPORTS



AVIATION GENERATES JOBS!

The study will identify the number of jobs, where they are, and how they contribute to Washington's economy to demonstrate the importance of aviation to Washington State.

NEED TO MAKE WISE INVESTMENTS.

The study will give decisionmakers the tools they need to generate airport economic benefit and impact estimates, conduct what-if analyses, and better inform decision making. One product will be an innovative, online economic impact calculator that airports, decisionmakers, and the public can use for years to come.

WE ARE ALL AVIATION STAKEHOLDERS.

The aviation system is a fundamental part of the infrastructure on which our economy is built. To best demonstrate the value of aviation to all of Washington's citizens, the study will engage the public and draw upon diverse perspectives to build a better understanding and appreciation of the aviation system's value.



WHAT'S AN ECONOMIC IMPACT STUDY ABOUT?

How does aviation contribute to Washington's economy? This study examines economic contribution from different perspectives to create a comprehensive picture of aviation's economic value and impact in the state.

AIRPORTS HAVE INTRINSIC VALUE.

Airports create value to the people and communities they serve. Passenger service allows personal connections and the exchange of ideas; air cargo and freight drives down the costs of goods and services. In some cases, the worth of a single trip is tremendous: the critically-ill child from Omak flying to Seattle to receive life-saving care or the business executive flying to China to land a multi-million dollar deal.

AIRPORTS GENERATE ECONOMIC IMPACTS.

Airports create jobs, wages, and spending. Not only do airports support aviation-related businesses, they support all kinds of businesses in direct and indirect ways. In addition, vendors that supply aviation businesses and the employees that spend their wages in the community create additional economic activity. More broadly, access to an airport makes a community a more desirable place to locate and grow a business.



Photos courtesy of Cessna

WHAT WILL THE PROJECT PRODUCE?

This project will create a set of useful resources and tools for airports and decisionmakers to use for years to come, including:

- **Airport profiles** will provide a comprehensive summary of each public use airport in Washington, including information such as airport attributes, services offered, and economic impacts (jobs and wages).
- **An economic assessment** will describe and measure the economic value and impacts of the state's aviation system and describe the role of aviation in the economic development of communities across the state.
- **An economic calculator** will allow airports and decisionmakers to access useful airport economic benefit and impact information for years to come. The dynamic, online tool will keep our understanding of aviation's role in our economy up-to-date and relevant.

An Update to the 2000 Study

WSDOT and the FAA typically conduct economic impact studies every five years. The previous study, done in 2000, found aviation created:

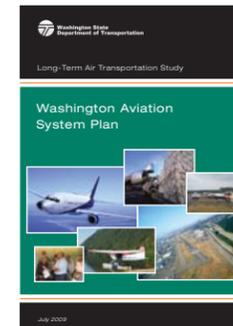
- 171,312 jobs
- \$4.1 billion in wages
- \$18.6 billion in total economic output

That was ten years ago, and much has changed in the economy. An update on the economic impacts and a closer look at how the aviation system supports local economic activity is needed.

HOW DOES THIS RELATE TO OTHER PROJECTS?

Recent studies provide useful context for understanding the scale and role of aviation as a part of the state's transportation system, most notably:

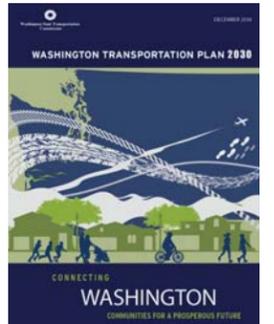
Long-Term Air Transportation Study (2009)



Beginning in 2005, WSDOT assessed existing statewide aviation capacity and aviation transportation needs through the Long-Term Air Transportation Study (LATS). The study includes an overview of state system performance; commercial, general aviation, and air cargo activity forecasts; system capacity analysis; and an assessment of potential alternate airports to address forecasted shortfalls in available capacity. LATS recommends Washington take a lead role in addressing long-term aviation system capacity needs from a systemwide and regional perspective. The Aviation Economic Impact Study responds to this need by building on the classification and needs assessments developed in LATS to create a framework that strategically prioritizes system investments.

Washington Transportation Plan 2030 (2010)

The Washington State Transportation Commission developed the Washington Transportation Plan (WTP) as a comprehensive and balanced statewide transportation policy plan for Washington State. The WTP finds that Washington State needs at least \$175 billion to \$200 billion in funding to meet statewide transportation needs over the next 20 years. The WTP establishes the following foundational policy directions for the state: maintaining existing capacity, developing new revenue sources, and approaching the transportation system as an integrated whole. The Aviation Economic Impact Study furthers the work of the WTP by taking a closer look at the role aviation plays in the state's economy and considers the system needs of our current network of aviation facilities to guide strategic investment.



HOW CAN I LEARN MORE?

Aviation affects us all. Public and stakeholder involvement is key to developing a comprehensive understanding of the role of aviation in Washington State.

The project website (www.wsdot.wa.gov/aviation/WAEconomicStudy) is your source for the latest project news. All project updates, stakeholder events, and interim results will be posted. In addition, the project will engage stakeholders at meetings and events, including:

- **A Project Advisory Committee**—comprised of aviation users, operators, and beneficiaries—will act as a sounding board to ensure the analysis and findings are useful and easy-to-understand. Recruitment by invitation will begin in February 2011. The Committee will meet four times during the course of the project, starting in Spring 2011.
- **Project presentations** across the state for aviation and economic development organizations such as industry meetings, economic development events, and county associations will happen throughout 2011. Check the website for scheduled events.

