# WSDOT Aviation
## Aviation Economic Impact Study

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**Port of Bremerton Work Study Session**

**July 24, 2012**

Washington State Department of Transportation

# WSDOT Aviation Division

## Motto

Washington State Department of Transportation
Aviation Division

*"A Steward for Washington's Aviation System"*

## Mission Statement

To enhance Washington State's aviation system interests in ways that strengthens our transportation system, economy and quality of life.

## Vision

To be a leader in aviation system planning and innovation.

# Economic study makes headlines!

- **Aviation economic benefits soar in Washington**
  Impact study provides positive news on state's public airports
  WSDOT Aviation News Service
- **Aviation 'critical' to Washington state economy**
  AOPA AIRCRAFT OWNERS AND PILOTS ASSOCIATION
- **Aviation economic benefits soar**
  Business EXAMINER MEDIA GROUP
- **Impact study provides positive news on state's public airports**
  HOUSE DEMOCRATS THE ADVANCE
- **WA Aviation Industry soars in the last decade**
  BLOG
- **Airport commissions to discuss economic impact**
  THE NEWS TRIBUNE

# Presentation Outline

- Economic Impacts: Bremerton National Airport
- Overview of the Aviation System Plan
- Study's Background and Purpose
- Study's Approach- *Airport, Industry, & User*
- Findings
- Final Products
- Policy Implications & WSDOT Initiative

# Economic Impacts: Bremerton National Airport

**Estimated Regional Impact from Airport Businesses**

- Jobs- 531
- Labor Income- $24.5 million
- Economic Output- $83.3 million

**Estimated Regional Impacts from Visitor Spending**

- Jobs- 18
- Labor Income- $610,000
- Economic Output- $1.867 million


**Tax Revenues Generated by the Bremerton Airport**

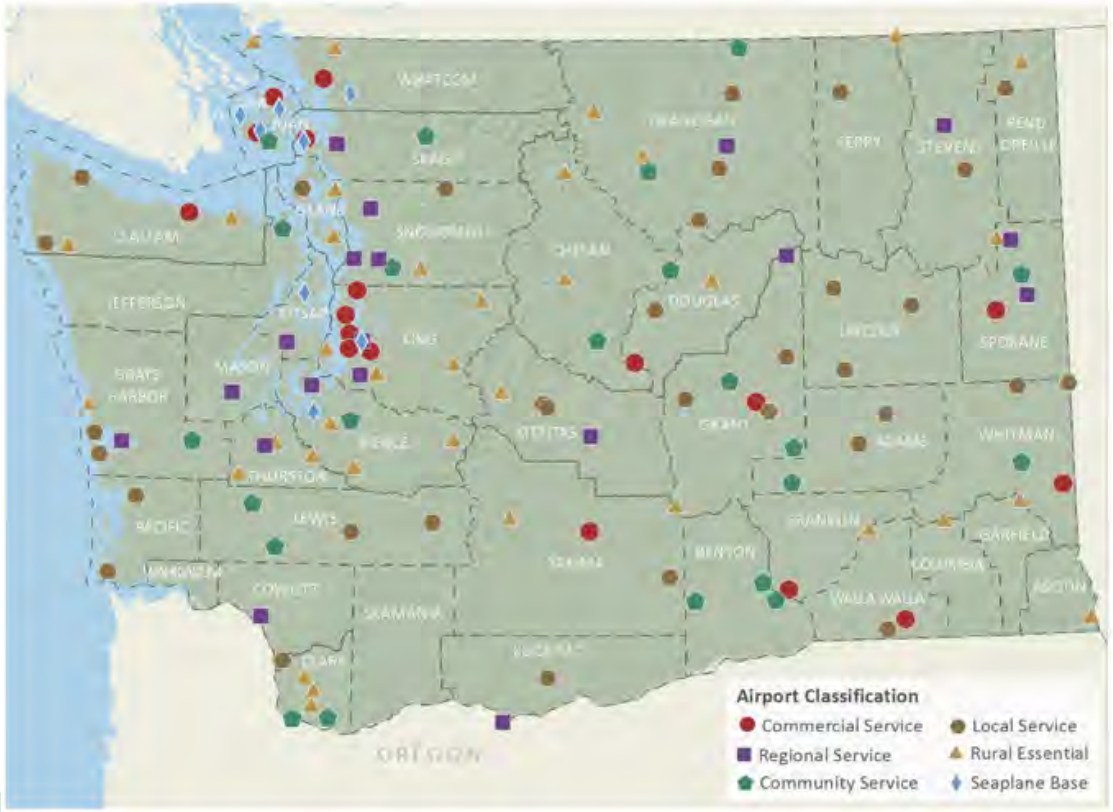
- Cities- $312,000
- County- $126,900
- Special Districts- $280,800
- State- $1,157,000

**$1,877,100**

# The State's Aviation System

- 135 public use airports- 36 of the state's 39 counties.
- 66 airports receive federal support

| Ownership | Airports |
|---|---|
| City/Towns | 42 |
| County | 10 |
| Port Districts | 33 |
| WSDOT | 17 |
| Private | 28 |
| Joint | 5 |



# The State's Aviation System

## State Airport Classifications

| Classification | Description | # Airports | Example Airports |
|---|---|---|---|
| **Commercial Service** | Accommodates at least 2,500 scheduled passenger boardings per year for at least three years. | 16 | • Bellingham International<br>• Sea-Tac International<br>• Spokane International |
| **Regional Service** | Services large or multiple communities; all NPIAS Relievers; 40 based aircraft and 4,000-foot long runway, with exceptions. | 19 | • Olympia Regional<br>• Renton Municipal<br>• Paine Field |
| **Community Service** | Serves a community; at least 20 based aircraft; paved runway. | 22 | • Lopez Island<br>• Thun Field<br>• Richland |
| **Local Service** | Serves a community; fewer than 20 based aircraft; paved runway. | 33 | • Cle Elum Municipal<br>• Davenport Municipal<br>• Port of Ilwaco |
| **Rural Essential** | Other land-based airports, including residential airparks. | 37 | • Camano Island Airfield<br>• Sequim Valley<br>• Vashon Municipal |
| **Seaplane Bases** | Identified by FAA as a seaplane base, unless it is a commercial service airport. | 8 | • Friday Harbor SPB<br>• Poulsbo SPB<br>• Rosario SPB |

# Aviation Economic Impact Study


**http://www.wsdot.wa.gov/aviation/WAEconomicStudy.htm**

# Background

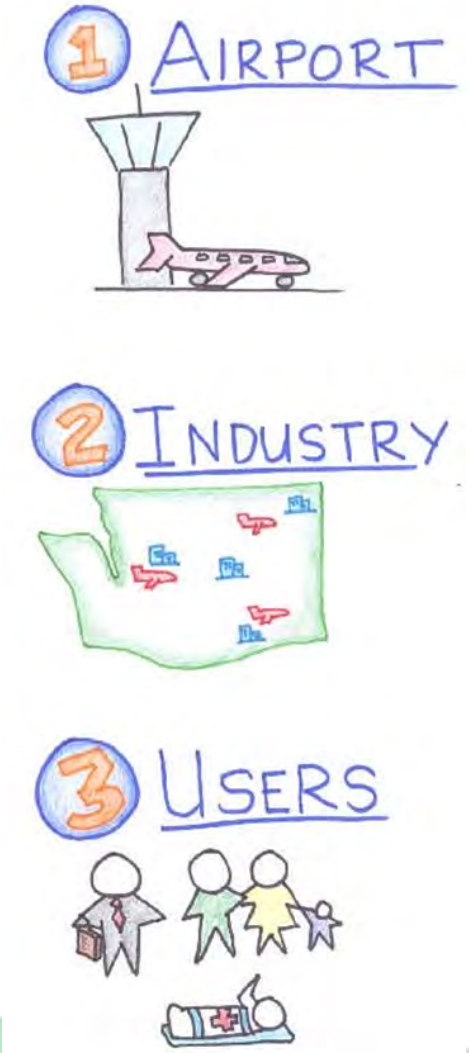
- The Aviation Economic Impact Study was:
  - Conducted by the WSDOT Aviation Division
  - Supported by a grant from the Federal Aviation Administration (FAA).
  - An update to the 2001 Economic Impact Study.
  - A collaborative effort with stakeholders.

- Foundational document to help WSDOT become the primary steward and advocate for protecting the state's aviation system interest.

# Purpose

- Determine the role aviation plays in Washington's economy.
- Measure the economic and fiscal impacts of each airport.
- Demonstrate how the system contributes to the well-being of the state and individual communities.
- Explore how the aviation system supports economic development and competitiveness.

# Approach: Three Perspectives




- Economic impacts are **significant** and **concentrated** at four large airports.
- Significant share of activity on through-the-fence connections (**aircraft manufacturing**).

- **97% of state Gross Business Income (GBI)** within 10 miles of an airport.
- Some industries concentrated near airports, some less so, but **many depend on aviation for critical business factors** (markets, inputs, labor).

- Immense value derived from other aviation services **not captured by traditional impact analysis.**
- User value **important for smaller communities** where airports provide a valuable link to services, commerce, and the broader aviation network.

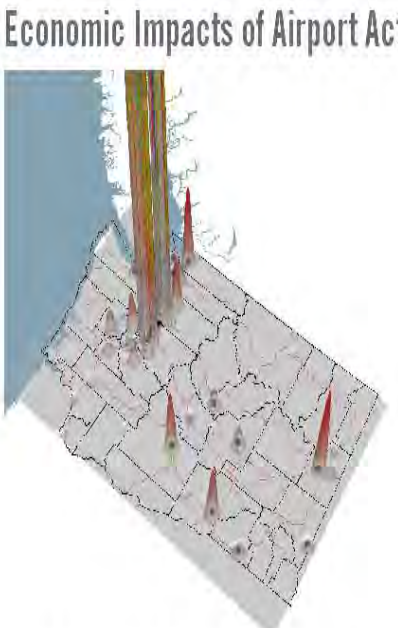
# Airport Perspective

**Why is this perspective important?**

- This is traditional economic impact analysis under FAA guidelines.
- Direct, quantifiable estimate of jobs, wages, and economic activity associated with aviation facilities and services.
- Particularly important for airports with large amounts of on-site business activity or visitor traffic.

# Airport Perspective

- Overall Impacts and Comparisons to 2001




**Summary of Statewide Impacts Compared to 2001 Study**

| | Direct Impacts | | | | |
|---|---|---|---|---|---|
| | Visitor Spending | On-site Businesses | Total Direct Impacts | Indirect/ Induced Impacts | Total Impacts |
| **2012 STUDY** | | | | | |
| Jobs | 61,400 | 79,900 | 141,350 | 107,150 | **248,500** |
| Labor Income | $ 1.8 B | $ 8.2 B | $ 9.9 B | $ 5.4 B | **$ 15.3 B** |
| Output | $ 5.4 B | $ 29.4 B | $ 34.8 B | $ 16.1 B | **$ 50.9 B** |
| **2001 STUDY** | | | | | |
| Jobs | 91,804 | 21,351 | 113,155 | 58,157 | **171,312** |
| Labor Income | $ 1.4 B | $ 0.7 B | $ 2.1 B | $ 1.9 B | **$ 4.1 B** |
| Output | $ 5.6 B | $ 7.2 B | $ 12.8 B | $ 5.8 B | **$ 18.6 B** |

- Impacts are concentrated in the Central Puget Sound - four airports account for **91% of jobs and 95% of output**.

# Airport Perspective

## List of Major Public Use Airports, Ranked by Total Direct Jobs

| Airport Name | Direct Jobs | | | Total Direct Output | Direct Output per Direct Job |
|---|---|---|---|---|---|
| | Visitor Spending | On-site Businesses | Total Direct Jobs | | |
| Sea-Tac International | 54,700 | 9,910 | 64,610 | $ 7,013.9 M | $ 109,000 |
| Snohomish County/Paine Field | 30 | 34,260 | 34,290 | $ 14,864.5 M | $ 434,000 |
| Boeing Field/King County International | 220 | 18,410 | 18,630 | $ 6,387.9 M | $ 343,000 |
| Renton Municipal | 20 | 10,270 | 10,290 | $ 4,933.9 M | $ 479,000 |
| Spokane International | 3,880 | 2,020 | 5,900 | $ 718.9 M | $ 122,000 |
| Bellingham International | 990 | 620 | 1,610 | $ 160.1 M | $ 99,000 |
| Tri-Cities | 560 | 350 | 910 | $ 100.2 M | $ 110,000 |
| Yakima Air Terminal | 110 | 540 | 650 | $ 89.1 M | $ 136,000 |
| Arlington Municipal | 30 | 570 | 590 | $ 94.5 M | $ 159,000 |
| Skagit Regional | 20 | 350 | 370 | $ 41.3 M | $ 112,000 |
| Kenmore Air Harbor SPB | 80 | 230 | 310 | $ 34.4 M | $ 110,000 |
| All Other Airports | 770 | 2,390 | 3,160 | $ 374.2 M | $ 118,000 |

- The airports with greatest aviation-related activity are commercial service or regional airports.
- Washington State is unique in that aircraft manufacturing activity plays a significant role in generating jobs and economic impacts.

# Airport Perspective

- Fiscal Impact Analysis

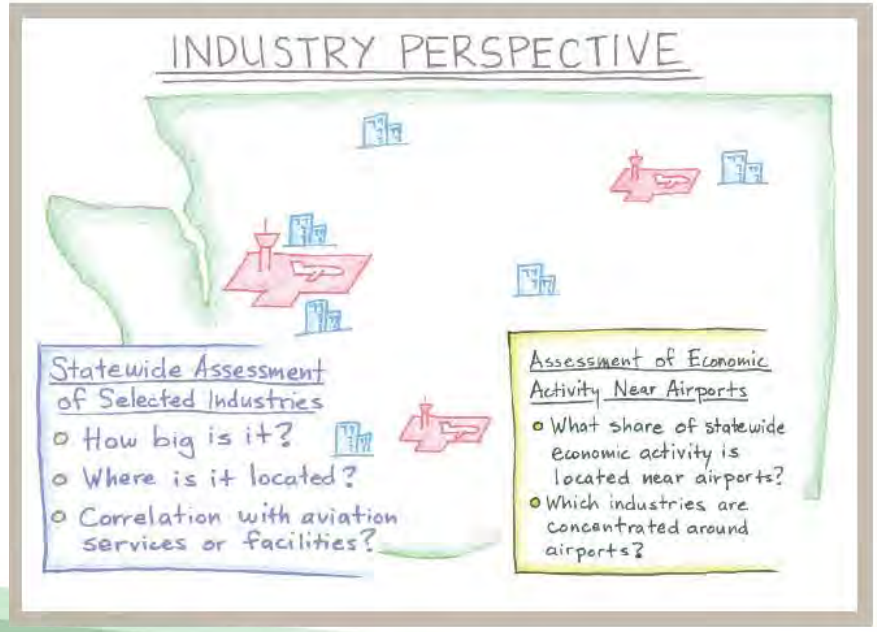
| Classification | Aircraft Excise Tax | Aviation Fuel Tax* | Sales and Use Tax** | Property Tax*** | B&O Tax | Other | Total |
|---|---|---|---|---|---|---|---|
| Commercial | 144,000 | 471,000 | 390,277,000 | 30,335,000 | 121,000,000 | 115,228,000 | 657,455,000 |
| Regional | 235,000 | 829,000 | 7,724,000 | 13,804,000 | 98,980,000 | 6,227,000 | 127,799,000 |
| Rural Essential | 49,000 | 124,000 | 680,000 | 1,628,000 | 89,000 | 163,000 | 2,733,000 |
| Community Service | 105,000 | 364,000 | 923,000 | 604,000 | 401,000 | 334,000 | 2,731,000 |
| Local Service | 19,000 | 60,000 | 132,000 | 255,000 | 169,000 | 37,000 | 672,000 |
| Seaplane Base | 1,000 | 0 | 112,000 | 53,000 | 10,000 | 26,000 | 202,000 |
| **Total** | **553,000** | **1,848,000** | **399,848,000** | **46,679,000** | **220,649,000** | **122,015,000** | **791,592,000** |
| ***% of Total*** | ***0.1%*** | ***0.2%*** | ***50.5%*** | ***5.9%*** | ***27.9%*** | ***15.4%*** | |

- Public-use airports generated about $790M in tax revenue in 2009.
- 99% of impacts are from commercial (83%) and regional airports (16%)
  - Sales tax accounts for 51% of total, B&O tax accounts for 28%
  - About $548M (69%) of this revenue goes to the state. The rest is split fairly evenly amongst cities, counties, and special purpose districts.

# Industry Perspective

**Why is this perspective important?**

- Looks at relationships between aviation and businesses beyond the limited airport footprint.
- Important to capture the ways in which aviation affects business factors of production and location decisions.
- This is something that has not been done before.



# Industry Perspective

- Economic activity and aviation are **intrinsically linked**.
- Airports play an important role for many industries core business needs: **access to markets, access to inputs of production, and access to labor.**
- Share of Gross Business Income (GBI) near airports:
  - **70% within 5 miles**
  - **97% within 10 miles**

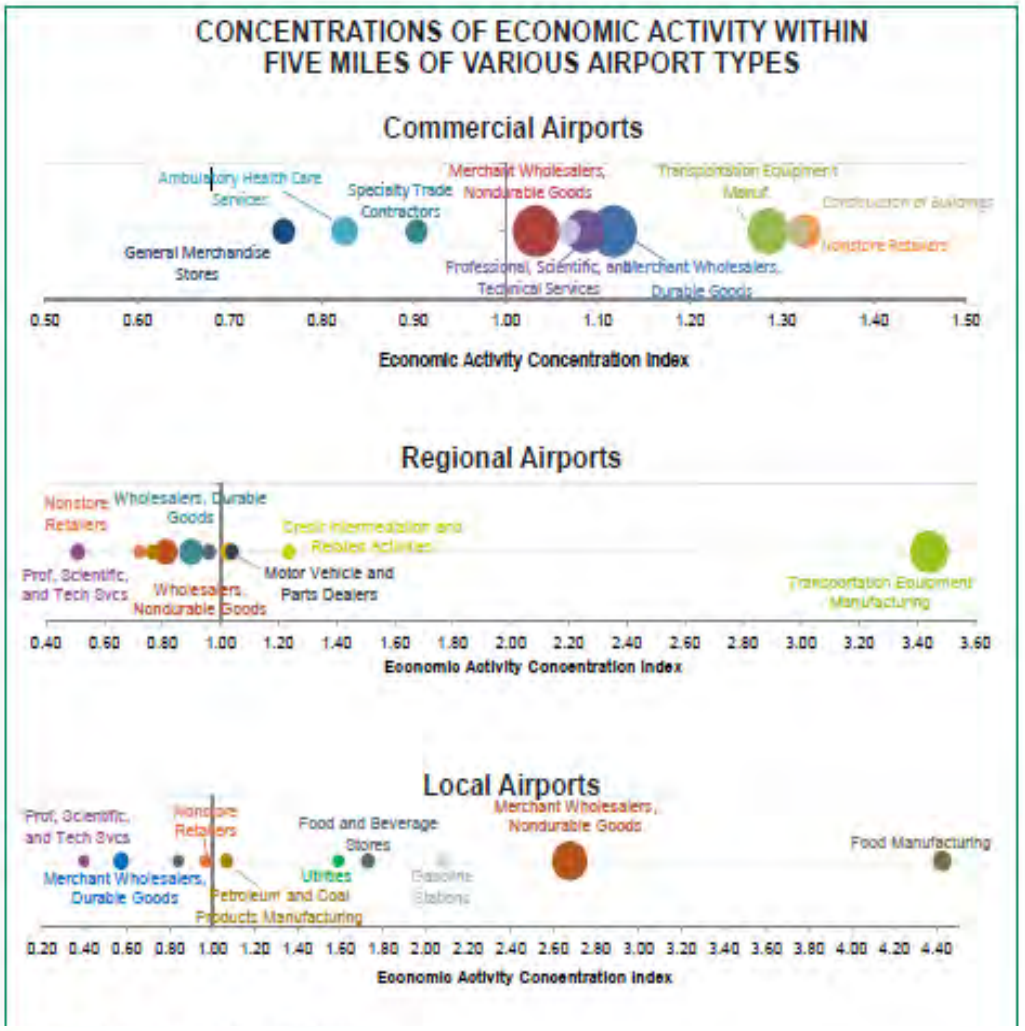

**Share of State GBI**

Within 5 miles: 70%

Within 10 miles: 97%

# Industry Perspective

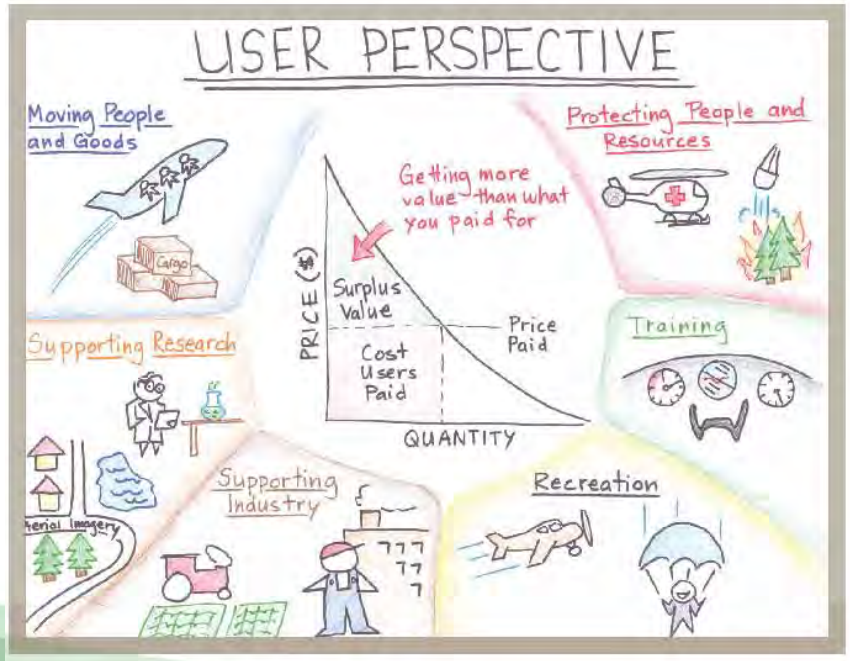
- The size of the bubbles represent total industry GBI within 5 miles of each airport type.
- If the index is over 1.0, then the industry is more concentrated around airports than it is statewide.



# User Perspective

**Why is this perspective important?**

- Looks at the value users derive from all types of aviation services.
- Includes benefits not captured in traditional economic impact analysis of jobs, wages, and output.
- This perspective particularly demonstrates the importance airports have in smaller communities.



# User Perspective

**The state's aviation system supports a diverse range of activities:**

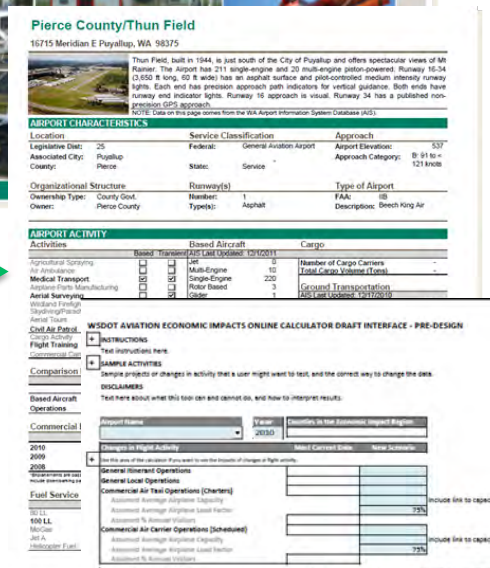
- **Moving people and goods.** Commercial passenger service; corporate travel; personal travel; pilot training; air cargo; and blood, tissue, and organ transportation.
- **Supporting industry.** Analysis considered two examples: Aircraft manufacturing and agriculture.
- **Protecting people and resources.** Medical air transport, search and rescue, firefighting, national security, and emergency response.
- **Supporting research.** Scientific research and aerial photography.
- **Flying for recreation.** Aerial sightseeing and skydiving.

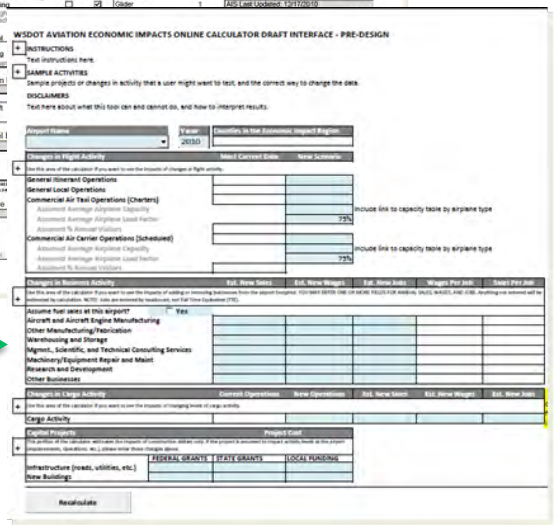
# Findings

- There are significant direct economic and fiscal benefits created by the aviation system in the state.
- The system is a core element of the state's transportation infrastructure, which supports local and state economic prosperity.
- The value derived by individuals, communities, and businesses from their access to and use of aviation services far exceeds even the direct job, wage, and output impacts.
- It will be critical that aviation system needs be thoughtfully considered when discussing priorities for public funding.

# Final Products

- Economic Assessment Report
- 135 Airport Profiles
- Online Economic Calculator

# Airport Profile: Bremerton

## Bremerton National

**8850 SW State Highway 3 Port Orchard, WA 98367**

Bremerton National is served by a fully instrumented runway, providing precision and non-precision approaches. The long 6,000 foot runway and wide open spaces provide an excellent training environment for fixed and rotary wing pilots. A main attraction is the Airport Diner, known for its delicious fish and chips. Bremerton National is a short flight from anywhere in the Puget Sound Region and serves as the gateway into the beutiful Kitap Peninsula and surrounding recreational facilities.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

### AIRPORT CHARACTERISTICS

| Location | | Service Classification | | Approach | |
|---|---|---|---|---|---|
| **Legislative Dist:** | 26 | **Federal:** | General Aviation Airport | **Airport Elevation:** | 439 |
| **Associated City:** | Bremerton | | | **Approach Category:** | A: < 91 knots |
| **County:** | Kitsap | **State:** | Regional | | |

| Organizational Structure | | Runway(s) | | Type of Airport | |
|---|---|---|---|---|---|
| **Ownership Type:** | Port | **Number:** | 2 | **FAA:** | IsA |
| **Owner:** | Port of Bremerton | **Type(s):** | Asphalt,Other | **Description:** | Piper Seneca |

# Airport Profile: Bremerton

## AIRPORT ACTIVITY

### Activities

| | Based | Transient |
|---|---|---|
| Agricultural Spraying | ☐ | ☐ |
| Air Ambulance | ☐ | ☐ |
| **Medical Transport** | ☐ | ☑ |
| Airplane Parts Manufacturing | ☐ | ☐ |
| **Aerial Surveying** | ☐ | ☑ |
| Wildland Firefighting | ☐ | ☐ |
| Skydiving/Parachute Drops | ☐ | ☐ |
| Aerial Tours | ☐ | ☐ |
| **Civil Air Patrol** | ☑ | ☐ |
| Cargo Activity | ☐ | |
| **Flight Training** | ☑ | |
| Commercial Carrier Activity | ☐ | |

### Based Aircraft

AIS Last Updated: 12/14/2011

| | |
|---|---|
| Jet | 3 |
| Multi-Engine | 11 |
| Single-Engine | 174 |
| Rotor Based | 5 |
| Glider | 0 |
| Military | 0 |
| Ultralight | 1 |
| Seaplane | 0 |
| **Total** | **194** |

### Fixed Based Operators

AIS Last Updated: 12/29/2010

| | |
|---|---|
| **No. of FBOs** | 1 |

### Cargo

| | |
|---|---|
| **Number of Cargo Carriers** | - |
| **Total Cargo Volume (Tons)** | - |

### Ground Transportation

AIS Last Updated: 12/29/2010

| | |
|---|---|
| Bus Service | ☐ |
| **Taxi Service** | ☑ |
| Marine Service | ☐ |
| Rail Service | ☐ |
| Shuttle Service | ☐ |
| Limo Town Car | ☐ |
| **Other Ground Transportation** | ☑ |

### Comparison by State Classification

| | Airport | Classification Low | Classification High |
|---|---|---|---|
| **Based Aircraft** | 194 | 5 | 658 |
| **Operations** | 64,577 | 4,254 | 142,000 |

### Commercial Enplanements*

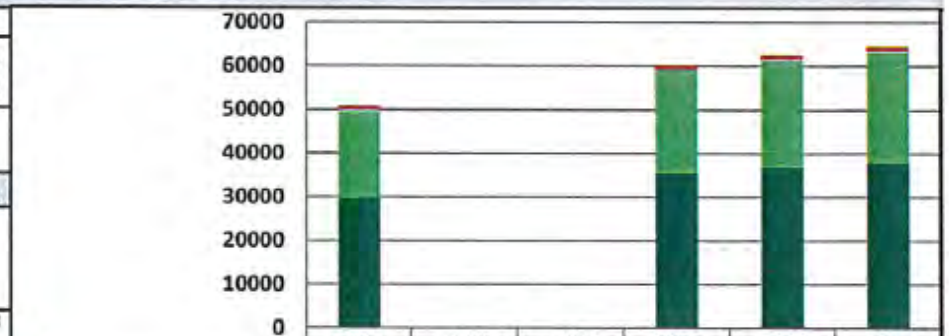
| | |
|---|---|
| **2010** | - |
| **2009** | - |
| **2008** | - |

*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

### Fuel Service

| | |
|---|---|
| 80 LL | ☐ |
| **100 LL** | ☑ |
| MoGas | ☐ |
| **Jet A** | ☑ |
| Helicopter Fuel | ☐ |

### Take Offs and Landings (Operations)




| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|---|---|---|---|---|---|
| Military Itinerant | 900 | | | 900 | 900 | 900 |
| Military Local | 0 | | | 0 | 0 | 0 |
| Commercial Air Taxi | 400 | | | 73 | 487 | 502 |
| Commercial Air Carrier | 0 | | | 0 | 0 | 0 |
| General Itinerant | 19800 | | | 23724 | 24485 | 25270 |
| General Local | 29700 | | | 35588 | 36729 | 37905 |

# Airport Profile: Bremerton

## Bremerton National

8850 SW State Highway 3 Port Orchard, WA 98367

### Airport Businesses and Visitors

**Economic and Fiscal Impacts** calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.

**NOTE: All impacts are shown in 2010 dollars.**

### ECONOMIC IMPACTS

#### AIRPORT BUSINESSES

| | |
|---|---|
| **Counties in Impact Region:** | Kitsap |
| **Direct Jobs:** | Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent). |
| **Direct Labor Income:** | Estimated income paid to the Direct Jobs located on the airport footprint. |
| **Direct Output:** | Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region). |
| **Indirect/Induced Impacts:** | Increases in regional impacts from the local re-spending of direct dollars. |
| **Total Impacts:** | The sum of Direct, Indirect, and Induced Impacts, for a total regionall impact. |

Estimated Regional Impact from Airport Businesses

| Estimated Economic Impact | Direct | Indirect/Induced | Total Impact |
|---|---|---|---|
| Jobs | 269 | 262 | 531 |
| Labor Income | $ 14,000,000 | $ 10,500,000 | 24,500,000 |
| Output | $ 51,200,000 | $ 32,100,000 | 83,300,000 |

#### VISITOR SPENDING

| | |
|---|---|
| **Impact Region:** | Washington State (once visitors land they may spend their money throughout the state). |
| **Total Visitor Spending:** | Estimated total annual spending by visitors traveling through this airport. |
| **Direct Jobs:** | Estimated jobs supported by the total estimated visitor expenditures. |
| **Direct Labor Income:** | Estimated income paid to the Direct Jobs supported by visitor expenditures. |
| **Direct Output:** | Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state). |
| **Indirect/Induced Impacts:** | Increases in regional impacts from the local re-spending of direct dollars. |
| **Total Impacts:** | The sum of Direct, Indirect, and Induced Impacts, for a total regional impact. |

Estimated Regional Impacts from Visitor Spending

| Total Estimated Visitor Spending: | | | $ 1,170,000 | | | |
|---|---|---|---|---|---|---|
| | Direct | Indirect/Induced | Total Impact | All State Impacts | % State Impact |
| Jobs | 12 | 6 | 18 | 94,000 | 0.02% |
| Labor Income | $ 329,000 | $ 281,000 | $ 610,000 | $ 3,311,700,000 | 0.02% |
| Output | $ 998,000 | $ 869,000 | $ 1,867,000 | $ 10,160,600,000 | 0.02% |

### FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

| | Cities | Counties | Special Districts | State | Total Taxes |
|---|---|---|---|---|---|
| Airport Businesses | $ 304,000 | $ 118,000 | $ 272,000 | $ 1,100,000 | $ 1,794,000 |
| Visitors | $ 8,400 | $ 8,900 | $ 8,800 | $ 57,000 | $ 83,100 |
| Total | $ 312,400 | $ 126,900 | $ 280,800 | $ 1,157,000 | $ 1,877,100 |

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax.

# Airport Profile: Bremerton

## ECONOMIC IMPACTS

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# Airport Profile: Bremerton

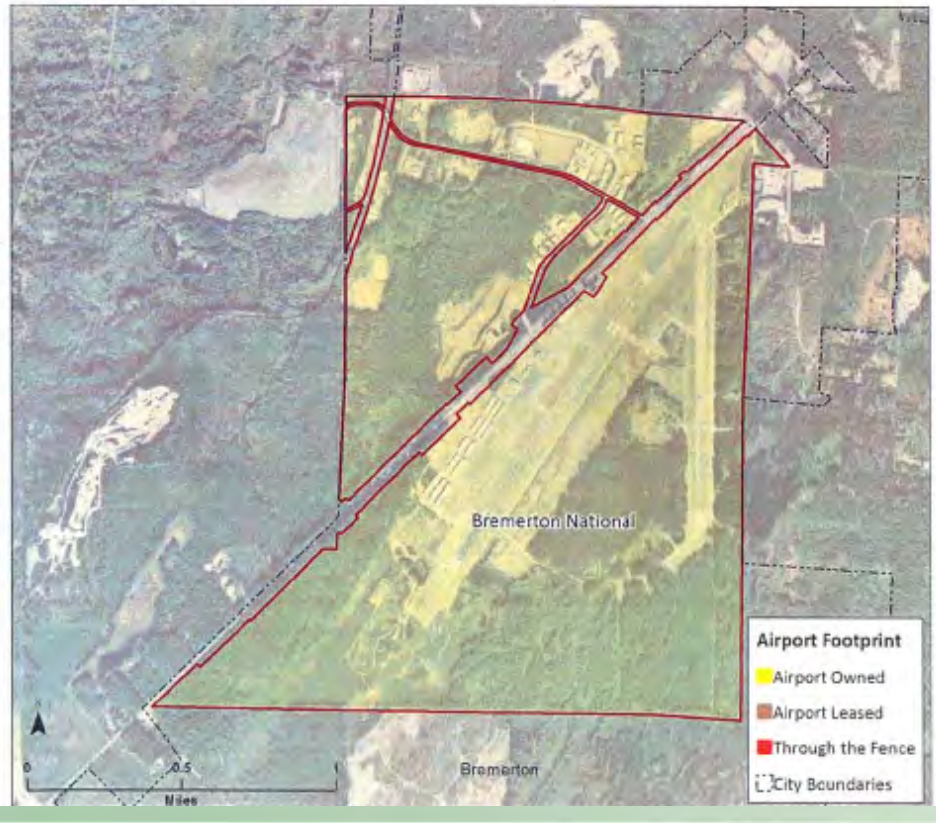
## Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

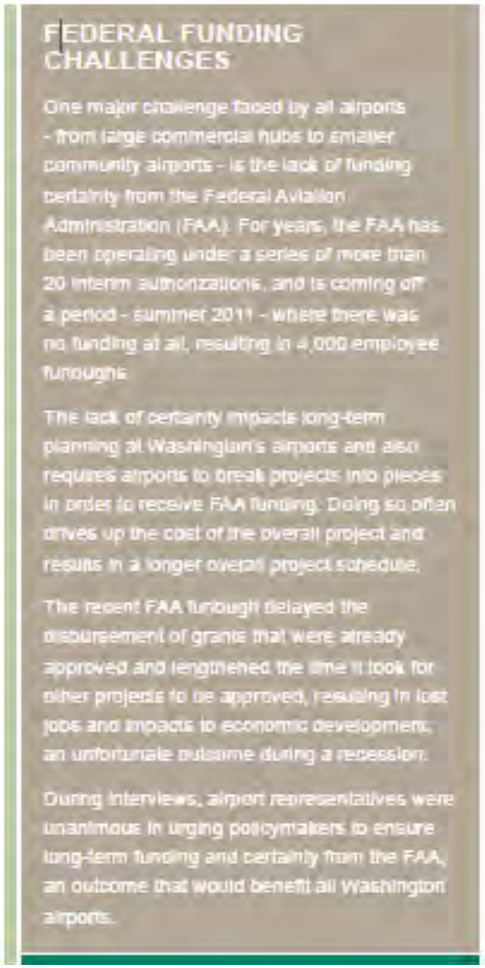
**Through-the-fence Connections.** In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered "through-the-fence" connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing's aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

**Exhibit 1**
**Airport Footprint Map**



# Policy Implications



FEDERAL FUNDING CHALLENGES

One major challenge faced by all airports - from large commercial hubs to smaller community airports - is the lack of funding certainty from the Federal Aviation Administration (FAA). For years, the FAA has been operating under a series of more than 20 interim authorizations, and is coming off a period - summer 2011 - where there was no funding at all, resulting in 4,000 employee furloughs.

The lack of certainty impacts long-term planning at Washington's airports and also requires airports to break projects into pieces in order to receive FAA funding. Doing so often drives up the cost of the overall project and results in a longer overall project schedule.

The recent FAA furlough delayed the disbursement of grants that were already approved and lengthened the time it took for other projects to be approved, resulting in lost jobs and impacts to economic development, an unfortunate outcome during a recession.

During interviews, airport representatives were unanimous in urging policymakers to ensure long-term funding and certainty from the FAA, an outcome that would benefit all Washington airports.

## Federal Funding Challenges

*page 44*

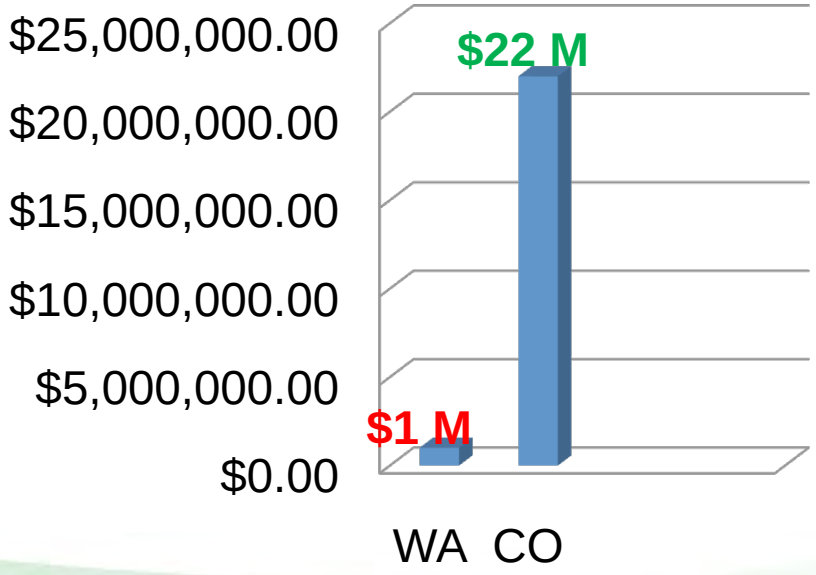
- Lack of funding certainty from FAA
- Interim authorizations/furloughs
- 95% funding to 90% (90/10)
- Impacts  Washington's airports
- Airport sponsors unanimous in urging policymakers to ensure funding/certainty

# New Initiative #1- *enhanced funding for airports*

## Do we have a funding problem in our state?

**Annual airport grant monies available (state $):** Washington vs. Colorado

| State | Annual Grants $ | Public Use Airports | Per Airport Investment $ |
|---|---|---|---|
| Washington | $ 1 million | 137 | $ 7,299 |
| Colorado | $ 22 million | 76 | $ 289,473 |

# New Initiative #1 *(continued)*

## Enhanced funding for airport investments

- RCW 82.48.020 imposes a registration fee and an excise tax on aircraft.

- RCW 82.48.080 credits **90%** of the excise tax to the **general fund** and **10%** to the **aeronautics account**.

- This proposal would modify RCW 82.48.080 by crediting more of the aircraft excise tax to the **aeronautics account**.

- Annual airport grant monies available (state $): Washington vs. Colorado

| State | Annual Grants $ | Public Use Airports | Per Airport Investment $ |
|---|---|---|---|
| **Washington** | **$ 1 million** | **137** | **$ 7,299** |
| **Colorado** | **$ 22 million** | **76** | **$ 289,473** |

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# Questions