



METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY

# ECONOMIC IMPACT STUDY - 2009

*Presentation to:*



Metropolitan Washington Council of Governments  
Metropolitan Development Policy Committee

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# A Multimodal Transportation Agency

- **Aviation**

Reagan National Airport and Dulles International Airports

- 20.3 million passenger enplanements
- 620 million pounds of air freight

- **Dulles Toll Road**

- 108.7 million transactions
- \$64.9 million in toll revenue

- **Dulles Corridor Metrorail Project**

- 23-mile extension of existing regional rail system under construction



# Economic Impact Study Basics

- Key drivers: Airports Authority capital and O&M expenditures, visitor spending, airport dependent industries
- Impact Areas: Washington DC MSA, Virginia, DC, and Maryland
- Local spending by Airports Authority, its employees and by airport users (visitors and airport dependent firms) will trigger a multiplier effect, supporting additional jobs throughout the region.
- The magnitude of the Multiplier Effect was estimated with the IMPLAN input-output modeling system; measured in jobs, labor income and associated tax impacts

## *Impact estimation includes:*

**DIRECT EFFECT:**  
On-site jobs  
(e.g., Jobs at the airports, toll road, metrorail construction site)

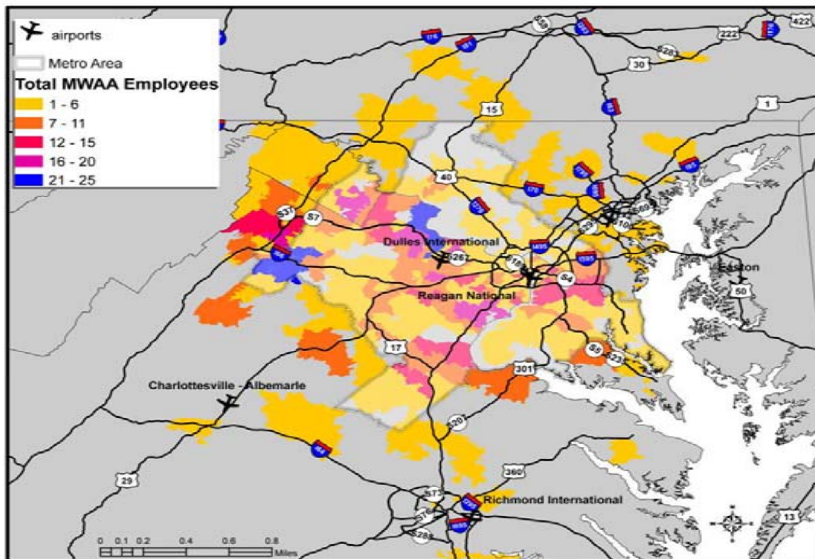
**INDIRECT EFFECT:**  
Jobs supported by spending at local businesses  
(e.g., Jobs supported by purchasing by Airports Authority purchases)

**INDUCED EFFECT:**  
Jobs supported by local household spending  
(e.g., Jobs supported by household spending by Airports Authority employees, by vendor employees)



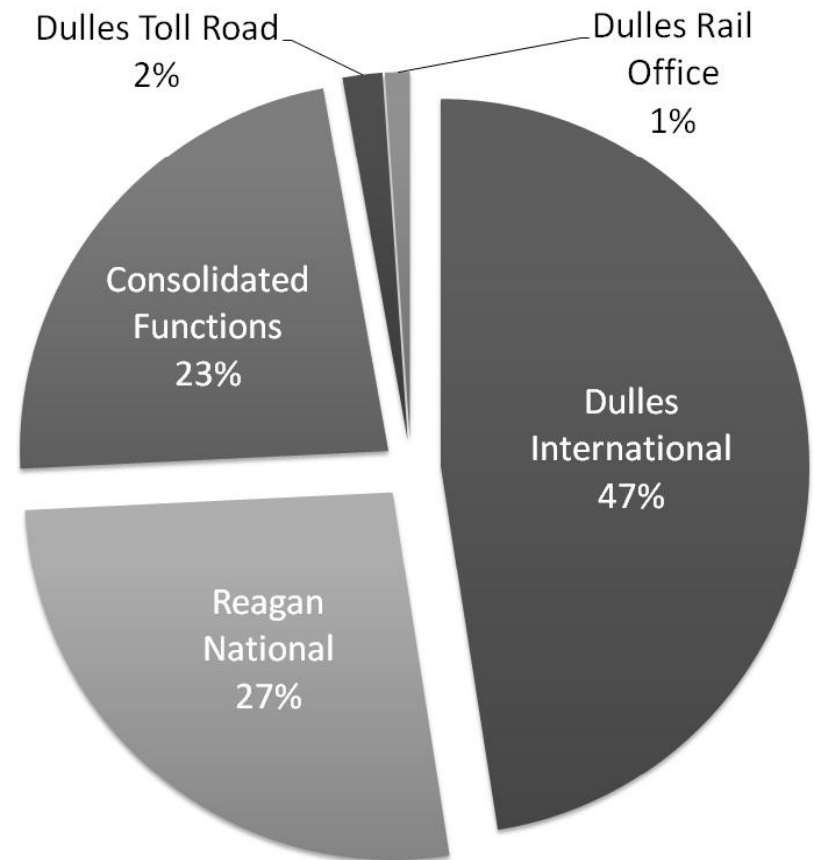
# Airports Authority Employment

- 1,346 full-time and 28 part-time employees
- \$93.7M payroll, \$84.7M of which went to employees residing in the 22-county metro region



Source: MWAAs, Louis Berger Group Inc.

MWAAs Employment Distribution by Function

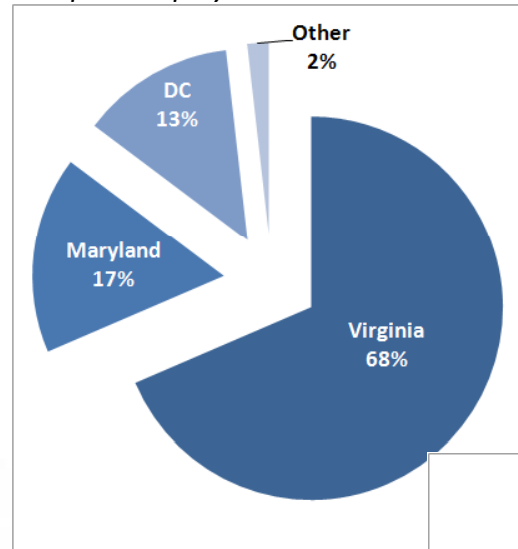




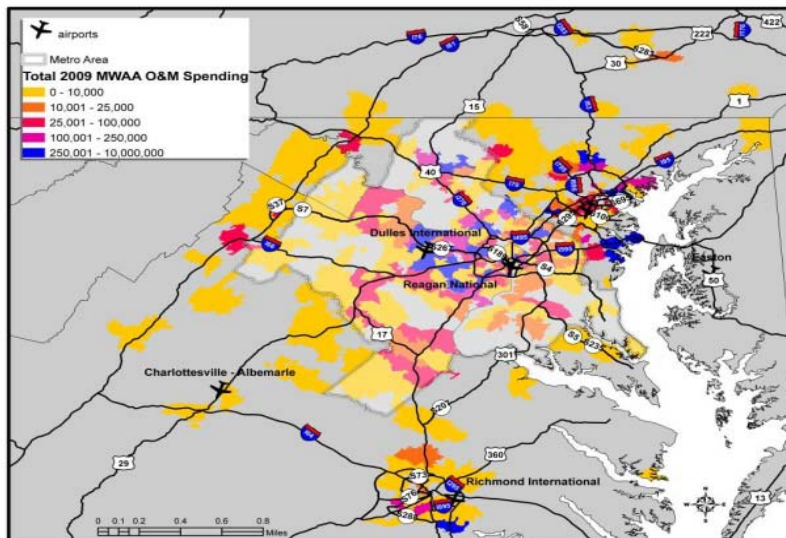
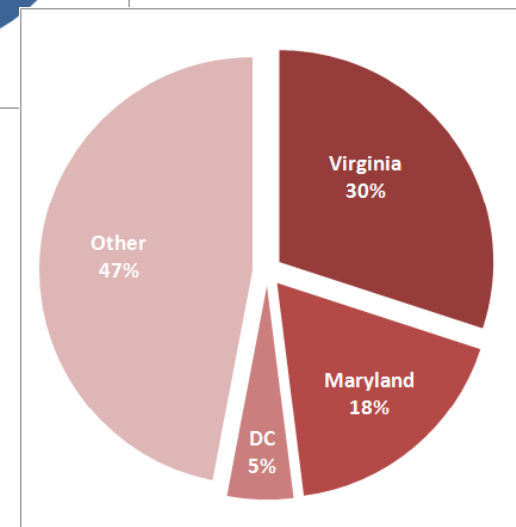
# Airport Operations

- More than 24,000 On-site Jobs
- Additional 6,400 Flight crew based at Dulles and Reagan
- Total Aviation related O&M expenditures in 2009: \$134.8M, \$68.8M of which spent at vendors located in VA, MD, and DC

*Airport Employee Residential Location*



*O&M Spending by Vendor Location*



Source: MWA, Louis Berger Group Inc.

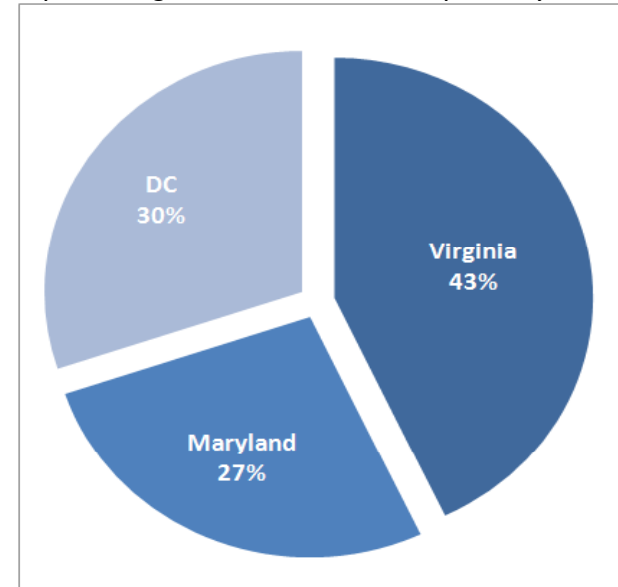


# Airport Capital Expenditures

- Dulles International Airport
  - \$256.5M in spending
  - 1,200 direct jobs
  - \$85.0M in direct labor income
- Reagan National Airport
  - \$56.3M in spending
  - 250 direct jobs
  - \$16.0M in direct labor income



*Capital Program Labor Income Impacts by State*

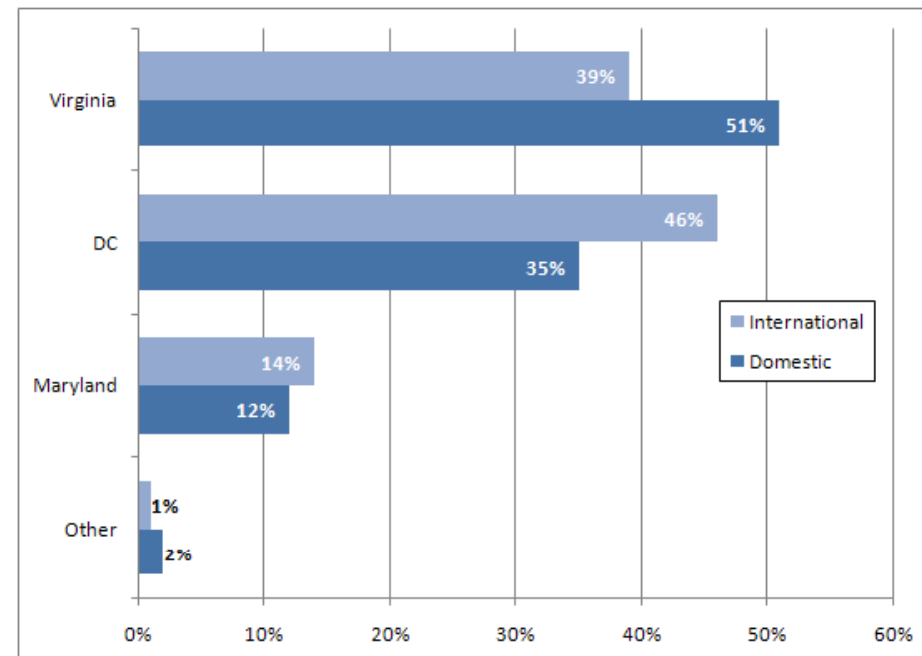


# Other Aviation Impacts

- Airport Dependent Industries
  - Access to air transport for exports and domestic shipments
  - \$5.2B goods produced in VA, DC, and MD

- Visitor Industries
  - 12.2 million arriving passengers were visitors
  - \$10.6 billion in visitor spending at hotels, transportation, restaurants, stores etc.

*Location of Visitor Spending Impacts by State*





# Dulles Toll Road

- MWA Operation since October 2009
- 25 Direct Jobs
- \$1.3M in payroll
- Other O&M expenditures: \$14.9M
- Capital expenditures: \$2.6M



## Total Impact

- Over 480 jobs
- \$32 million in labor income
- \$2.3 million in tax income





# Dulles Corridor Metrorail Construction

- \$362.9M Airports Authority spending in 2009
- 15 Airports Authority staff members
- Additional 200 construction workers and 300 other workers (Dulles Transit Partners, LLC)



## Total Impact

- Over 1,400 jobs
- \$96 million in labor income
- \$14.5 million in tax income



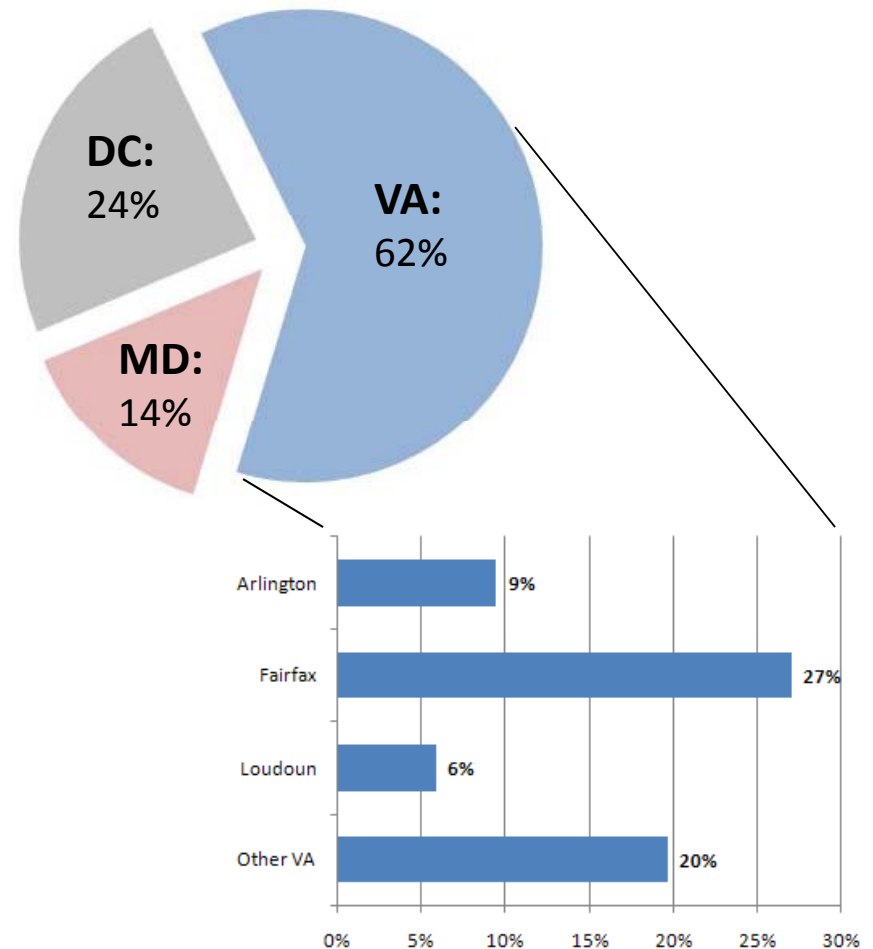
# Economic Impact Summary

- **MSA** - 312,970 jobs and \$14.0 billion in labor income
- **VA** - 199,260 jobs, \$8.6 billion in labor income
- **DC** - 74,910 jobs, \$3.6 billion in labor income
- **MD** - 47,390 jobs, \$2.2 billion in labor income

*Benchmark: Total Wage and Salary Employment*

**MSA: 3.2M; VA: 3.9M; DC: 0.8M; MD: 2.5M**

*Estimated Distribution of Total Jobs Impacts*



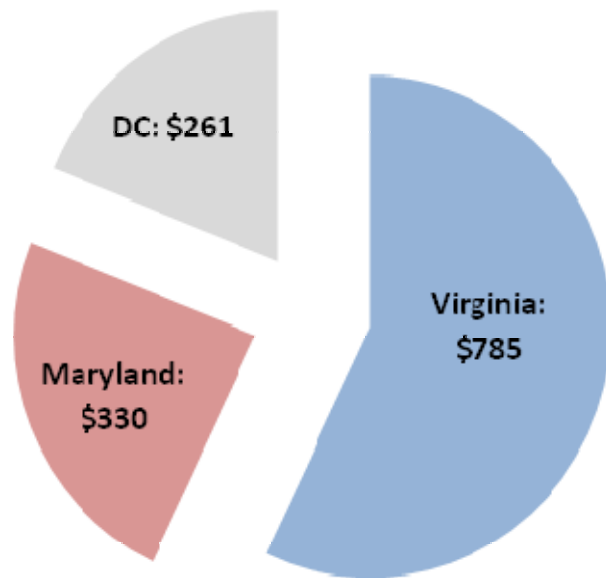


# Tax Generation

*Estimated State and Local Tax Impact by Jurisdiction (\$ in millions)*

## Estimated Tax Impacts by State

*in millions*



Jurisdiction	National	Dulles	Total
<b>Virginia</b>			
Alexandria city, VA	\$ 3.2	\$ 3.2	\$ 6.4
Arlington county, VA	\$ 74.8	\$ 42.4	\$ 117.2
Fairfax county, VA	\$ 148.8	\$ 186.0	\$ 334.8
Loudoun county, VA	\$ 40.2	\$ 33.0	\$ 73.2
Prince William county, VA	\$ 12.7	\$ 35.6	\$ 48.3
Fauquier county, VA	\$ 9.2	\$ 11.2	\$ 20.4
Other Virginia	\$ 44.6	\$ 123.8	\$ 168.4
<b>Maryland</b>			
Montgomery county, MD	\$ 15.3	\$ 115.6	\$ 130.9
Prince Georges county, MD	\$ 25.2	\$ 55.2	\$ 80.4
Other Maryland	\$ 48.0	\$ 70.6	\$ 118.6
<b>DC</b>			
District of Columbia	\$ 131.8	\$ 128.9	\$ 260.7
<b>Total Aviation</b>	<b>\$ 553.7</b>	<b>\$ 805.5</b>	<b>\$ 1,359.3</b>

*In addition:*

Federal Aviation-Specific Taxes: \$618 million



# Summary

- MWAA Aviation activities continue to generate substantial job and labor income impacts through:
  - Operations and capital expenditures at the airports
  - Airport dependent industries
  - Visitor activity and spending
- The addition of Toll Road and Metrorail construction responsibilities in 2009 will expand MWAA's impact on the local and regional economies going forward
- Spending by vendors, contractors, tenants, visitors, and employees enhances state and local tax revenues