

JANUARY 14, 2021

***High-Level Economic
Impact of King County
International Airport –
Boeing Field***



DATE



King County
International Airport
Boeing Field

RS&H

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1 BACKGROUND AND INTRODUCTION

King County International Airport – Boeing Field (KCIA or the Airport) is a major aviation service provider to the Seattle region and generates many benefits to the economy of King, Pierce and Snohomish Counties and the region by providing employment, sales, aiding business opportunities, and supporting commercial relations. The people and firms that benefit from the day-to-day operations of the Airport include business and leisure travelers as well as corporate firms such as Boeing, United Parcel Service (UPS), and others that require and use the airport for their business operations. Other economic beneficiaries of the airport are commercial, manufacturing, and industrial employers who use the Airport to receive and send their shipments, and local businesses such as retail, hotels, restaurants, and tourism who benefit from the arriving passengers as visitors to the region.

RS&H, Inc. was tasked by KCIA to conduct a high-level economic impact analysis at the airport and how it affects King County and the surrounding region. The analysis identified and compared the economic impact between calendar years 2019 and 2020 to understand how the COVID-19 pandemic affected the local economy. In addition, the analysis evaluated the upcoming 2021-22 biennium and six-year capital improvement plan (CIP) budgets and their direct economic impact to the surrounding community. Understanding KCIA's CIP will help airport leaders better understand the economic value the airport has, and the investments being made within the community.

It must be noted that the intent of the Airport to conduct the study is to estimate the economic impact of KCIA at a high-level and not to undertake a full and complete economic impact analysis of KCIA which would entail a more elaborate scope of work, the need for an extensive survey of all airport tenants, the use of a sophisticated economic impact model software and detailed analysis of key economic indicators.

2 METHODOLOGY

The following paragraphs describe the economic impact that KCIA has in King County and its surrounding region using calendar year (CY) 2019 as a baseline. The analysis will also attempt to determine the Airport's CY 2020 impact considering the effect of the COVID-19 pandemic on the economy. This analysis will also analyze the economic impact KCIA's 2021-2022 biennial and six-year CIP will have toward the recovery of the local and regional economy.

To determine the economic impact the RS&H Team used the latest version of Washington State's Online Aviation Economic Impact Calculator (the AEIC or Calculator). The AEIC estimates the economic impact within each of the following three activity groups:

- » On Airport: Employment and economic activity initiated within KCIA, this includes all activities generated by the Airport, its tenants and others including for example: airport administration and operation activities, terminal services to passengers, terminal concessionaires, air carriers, air cargo operators, fixed base operators, and all on-airport tenants or through the fence operator activities.
- » Temporary Construction: Jobs and economic activity generated specifically by capital projects developed by the airport and its tenants at KCIA.
- » Visitor Spending: Jobs and economic activity generated by the spending of visitors that use the Airport

For each of the above activity groups the AEIC computes economic values associated with the following indicators:

- » Jobs: This includes the number of full-time and part jobs generated by each activity group
- » Labor Income: This includes wages paid to workers employed in each of the activity groups
- » Value Added: Includes contribution to the Gross Regional Product, Gross State Product or Gross Domestic Product
- » Business Revenues: Includes the value of goods sold, value of services sold, spending, operating budgets for aviation-dependent government agencies, and other business revenues generated by each activity group.

Economic impact considers not only the impact of the abovementioned economic values that are directly generated by the three activity groups (direct impacts), but also economic values indirectly generated by the suppliers to each activity group (supplier impacts) and those values generated by the multiplier effect caused by the re-spending of income and revenues that are induced because of the Airports direct and indirect effects for all activity groups (income re-spending impacts). The Airport's total economic impact as established in the AEIC is the sum of the direct, supplier, and income re-spending impacts.

The base data used in the AEIC to establish the various economic impacts is from 2018. The Calculator allows the user to update this data, thereby letting the user generate results for subsequent years or allowing it to determine the economic impacts through a change of key economic indexes and data such as employment, visitor spending, the airport's annual capital investments and operational budgets, passenger enplanements and aircraft operations. Considering the capabilities of the AEIC and to achieve the objectives of the study, the RS&H Team established the following economic analysis scenarios:

- Scenario 1 - Base Case CY 2019: Under this scenario the Team updated the number of enplanements, general aviation operations, the airport's annual capital and operational budgets, visitor spending, and employment in the AEIC using KCIA provided information and employment information gathered from a survey conducted of airport tenants and information gathered from documented sources.
- Scenario 2 - Base Cases CY 2020: Under this scenario the Team updated the number of enplanements, general aviation operations, the Airport's annual capital and operational budgets, visitor spending, and employment in the AEIC using KCIA provided information and employment information gathered from a survey conducted of airport tenants and other data collected from documented sources. Annual enplaned passengers and general aviation operations were estimated by extrapolating the six-month actual data provided by the Airport staff considering local and regional traffic trends for the past five months.
- Scenario 3 – COVID-19 Pandemic Economic Impact: This scenario analyzes and compares the results of Scenario 2 against the results of Scenario 1 in an attempt to establish the impact of the pandemic and the various economic benefits generated by the Airport in the economy of King, Pierce and Snohomish Counties and the region.

- Scenario 4 and 5 – Proposed CIP: These scenarios analyzes the 2021-22 biennial and six-year capital budget. To avoid confusion between existing and future economic results. This scenario has been separated from the previous mentioned and placed in **Section 5** of this report.

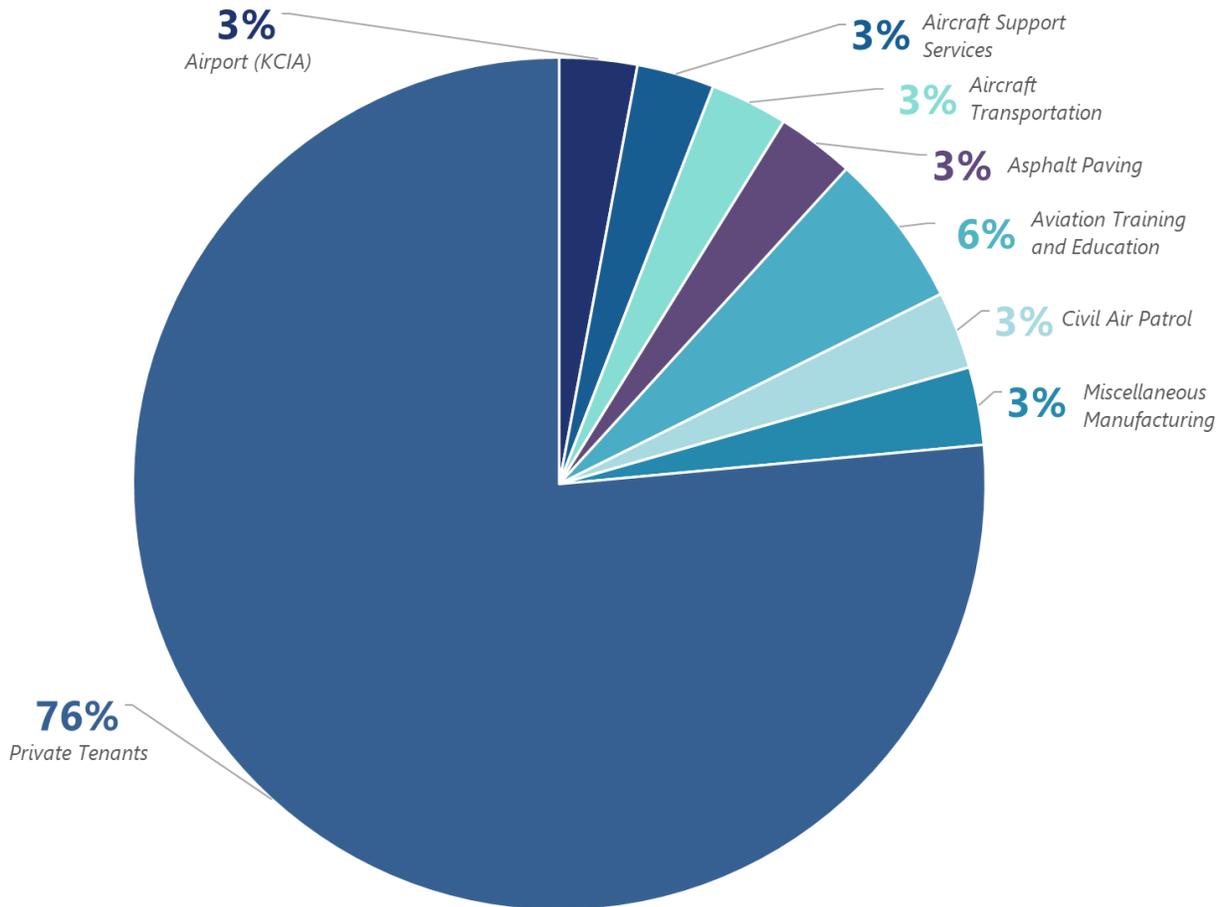
3 TENANT SURVEY

The RS&H Team developed an on-line survey of the Airport's major tenants in an effort to gather relevant economic information that would be used as input to the AEIC. The survey link and the instructions on its use was sent to all airport tenants. **Appendix 1** shows a copy of the virtual survey form used.

The Airport currently has twenty-five ground leases of which seventeen are with private tenants and eight are with government agencies. Additional airport tenants include fifty business and forty-five private citizens that rent a total of ninety-eight hangars. Currently the airport has six vacant hangars some of which might be occupied in the coming months as the airport staff is in negotiations with a couple of new potential tenants.

Forty-nine (49) responses to the survey were received, of a total of one hundred forty-five (145) tenants, representing a 33.8 percent response rate. Of the forty-nine responses, ten were incomplete or duplicate leaving thirty-nine surveys being valid responses. For confidentiality reasons the results of the surveys were consolidated such that no information that was provided could be traced back to any of the respondents. Considering that the main purpose of the survey was to provide input information to the AEIC for CY2019 and CY2020 and only about a third of tenants responded, the RS&H Team used additional information available from other various sources to extrapolate the data that is required by the AEIC. This included special consideration of information available about The Boeing Company, considering that it is a major tenant at KCIA which didn't respond to the survey and reported in 2018 that it employed over 6,000 people at its facility at KCIA. **Figure 1** shows the composition of the type respondents that participated in the survey. It must be noted that only information provided by non-private tenants was used for the analysis.

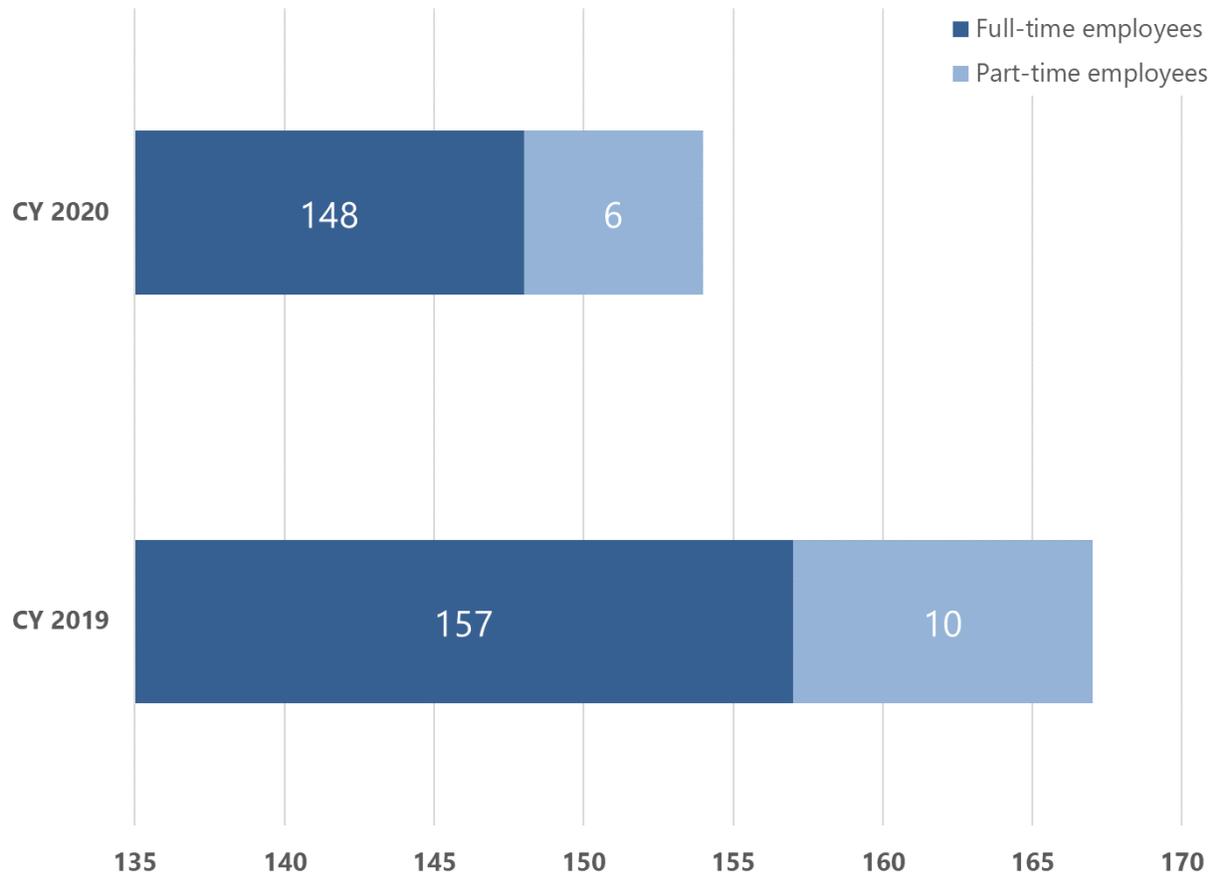
FIGURE 1
COMPOSITION OF SURVEY RESPONDENTS



Source: Airport Survey, 2020

Figure 2 compares the response from the survey on the number of full and part time employees that work for a variety of business at the Airport. Results show an 8.4 percent reduction in the number of jobs at KCIA from the thirteen business that responded to the survey. This number also includes the number of people employed by the Airport.

FIGURE 2
CY 2019 AND CY 2020 SURVEY RESULT COMPARISON
NUMBER OF FULL AND PART-TIME EMPLOYEES WORKING AT THE AIRPORT AND AT BUSINESSES AT KCIA



Source: Airport Survey, 2020

4 ECONOMIC ANALYSIS RESULTS

As previously indicated, the economic impact analysis for KCIA considered the following three analysis scenarios:

- Scenario 1 – Economic Impact Base Case CY 2019
- Scenario 2 - Economic Impact Base Case CY 2020:
- Scenario 3 – COVID-19 Pandemic Economic Impact:

4.1 Scenario 1 – Economic Impact Base Case CY 2019

Under this scenario the Team updated the number of enplanements, general aviation operations, the airport’s annual capital and operational budgets, visitor spending, and employment in the AEIC using KCIA provided information and employment information gathered from a survey conducted of airport tenants and information gathered from documented sources for calendar year 2019.

Figure 3 shows a copy of the Spending input screen tab from the AEIC for this scenario.

FIGURE 3
SPENDING SCREEN INPUT AEIC

	Baseline		Scenario	
Airport Capital Annual Budget		\$6,866,557		\$11,487,607
Airport Operational Annual Budget		\$17,049,128		\$20,505,278
Other On-Airport Capital Expenditures		\$0		\$0

	COMMERCIAL		GENERAL AVIATION	
	Baseline	Scenario	Baseline	Scenario
# Enplanements (people)	15,880	30,568	# Operations	145,213 / 149,316
% Visitors	34.94	34.94	% Transient operations	25.64 / 50.00
Total Visitors	5,549	10,680	Avg # of people per operation	4 / 4
			Total Visitors	74,460 / 149,316

Visitor Spending <input checked="" type="radio"/> Detail <input type="radio"/> Total					
	COMMERCIAL		GENERAL AVIATION		
	Baseline	Scenario	Baseline	Scenario	
Lodging \$ per trip	\$244	\$258	Lodging \$ per trip	\$225	\$238
Restaurant/bar \$ per trip	\$245	\$258	Restaurant/bar \$ per trip	\$226	\$239
Local transportation \$ per trip	\$127	\$134	Local transportation \$ per trip	\$117	\$123
Retail \$ per trip	\$163	\$172	Retail \$ per trip	\$150	\$158
Entertainment \$ per trip	\$97	\$103	Entertainment \$ per trip	\$90	\$95
Total spending \$ per trip	\$876	\$925	Total spending \$ per trip	\$808	\$853

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc.

Table 1 presents the total economic impact results generated by the AEIC for this scenario for CY 2019.

TABLE 1
ECONOMIC IMPACT RESULTS – CY 2019

Impact Type	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)
Direct Impact	7,963	\$757,492,000	\$889,237,000	\$1,528,792,000
On-Airport	6,705	\$703,699,000	\$801,385,000	\$1,396,840,000
Temporary Construction	65	\$4,925,000	\$6,672,000	\$11,488,000
Visitor Spending	1,193	\$48,869,000	\$81,180,000	\$120,465,000
Supplier (Indirect) Impact	4,998	\$245,061,000	\$359,232,000	\$660,299,000
On-Airport	4,685	\$230,403,000	\$333,666,000	\$610,990,000
Temporary Construction	20	\$1,189,000	\$1,998,000	\$4,052,000
Visitor Spending	293	\$13,467,000	\$23,569,000	\$45,258,000
Income Re-spending (Induced) Impact	5,451	\$238,695,000	\$441,372,000	\$781,747,000
On-Airport	5,095	\$223,097,000	\$412,522,000	\$730,660,000
Temporary Construction	32	\$1,453,000	\$2,689,000	\$4,763,000
Visitor Spending	324	\$14,144,000	\$26,160,000	\$46,324,000
Total Impact	18,412	\$1,241,248,000	\$1,689,840,000	\$2,970,838,000
On-Airport	16,485	\$1,157,197,000	\$1,547,574,000	\$2,738,489,000
Temporary Construction	117	\$7,567,000	\$11,357,000	\$20,301,000
Visitor Spending	1,810	\$76,483,000	\$130,908,000	\$212,049,000

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

4.2 Scenario 2 - Economic Impact Base Case CY 2020

Under this scenario the Team updated the number of enplanements, general aviation operations, the Airport’s annual capital and operational budgets, visitor spending, and employment used in the AEIC by using KCIA provided information and employment information gathered from the survey conducted of airport tenants and other data collected from documented sources for calendar year 2020. Enplaned passengers and general aviation operations data was provided by KCIA for the first six months of calendar year 2020. Annual passenger and operations volumes were estimated by extrapolating the six-month data considering local and regional traffic trends for the past five months.

Figure 4 shows a copy of the spending input screen tab from the AEIC for this scenario incorporating information provided by the Airport for CY 2020.

FIGURE 4
SPENDING SCREEN INPUT TO AEIC CY 2020

	Baseline	Scenario		Baseline	Scenario
Airport Capital Annual Budget	\$6,866,557	\$10,079,695			
Airport Operational Annual Budget	\$17,049,128	\$21,405,408			
Other On-Airport Capital Expenditures	\$0	\$0			

COMMERCIAL			GENERAL AVIATION		
	Baseline	Scenario		Baseline	Scenario
# Enplanements (people)	15,880	10,744	# Operations	145,213	91,850
% Visitors	34.94	34.94	% Transient operations	25.64	50.00
			Avg # of people per operation	4	4
Total Visitors	5,549	3,754	Total Visitors	74,460	91,850

Visitor Spending <input checked="" type="radio"/> Detail <input type="radio"/> Total					
	COMMERCIAL		GENERAL AVIATION		
	Baseline	Scenario	Baseline	Scenario	
Lodging \$ per trip	\$244	\$258	Lodging \$ per trip	\$225	\$238
Restaurant/bar \$ per trip	\$245	\$258	Restaurant/bar \$ per trip	\$226	\$239
Local transportation \$ per trip	\$127	\$134	Local transportation \$ per trip	\$117	\$123
Retail \$ per trip	\$163	\$172	Retail \$ per trip	\$150	\$158
Entertainment \$ per trip	\$97	\$103	Entertainment \$ per trip	\$90	\$95
Total spending \$ per trip	\$876	\$925	Total spending \$ per trip	\$808	\$853

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

Table 2 presents the total economic impact results generated by the AEIC for CY 2020.

TABLE 2
ECONOMIC IMPACT RESULTS – CY 2020

	Impact Type	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)
▼	Direct Impact	6,838	\$672,552,000	\$786,586,000	\$1,358,389,000
	On-Airport	6,070	\$639,096,000	\$732,335,000	\$1,276,492,000
	Temporary Construction	57	\$4,321,000	\$5,854,000	\$10,080,000
	Visitor Spending	711	\$29,134,000	\$48,397,000	\$71,818,000
▼	Supplier (Indirect) Impact	4,454	\$219,229,000	\$320,358,000	\$588,472,000
	On-Airport	4,261	\$210,154,000	\$304,554,000	\$557,935,000
	Temporary Construction	18	\$1,043,000	\$1,752,000	\$3,554,000
	Visitor Spending	175	\$8,028,000	\$14,051,000	\$26,982,000
▼	Income Re-spending (Induced) Impact	4,859	\$212,773,000	\$393,438,000	\$696,851,000
	On-Airport	4,637	\$203,066,000	\$375,483,000	\$665,054,000
	Temporary Construction	27	\$1,277,000	\$2,362,000	\$4,180,000
	Visitor Spending	195	\$8,432,000	\$15,596,000	\$27,615,000
▼	Total Impact	16,151	\$1,104,553,000	\$1,500,381,000	\$2,643,712,000
	On-Airport	14,968	\$1,052,318,000	\$1,412,371,000	\$2,499,482,000
	Temporary Construction	102	\$6,641,000	\$9,967,000	\$17,813,000
	Visitor Spending	1,081	\$45,596,000	\$78,042,000	\$126,414,000

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

4.3 Scenario 3 – COVID-19 Pandemic Economic Impact

This scenario analyzes and compares the results of Scenario 2 against the results of Scenario 1 as an approximation of the possible economic impact of the COVID-19 pandemic in King, Pierce and Snohomish Counties and the region. The comparison shows the reduction in key economic benefits of the Airport in the region.

Table 3 presents the loss in economic benefits in dollars while **Table 4** shows the loss as a percentage of the CY 2019 benefits.

TABLE 3
LOSS OF ECONOMIC BENEFITS IN CY 2020 WHEN COMPARED TO CY 2019

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)
Direct Impact	(1,125)	(\$84,942,000)	(\$102,651,000)	(\$170,403,000)
On-Airport	(635)	(64,603,000)	(69,050,000)	(120,348,000)
Temporary Construction	(8)	(604,000)	(818,000)	(1,408,000)
Visitor Spending	(482)	(19,735,000)	(32,783,000)	(48,647,000)
Supplier (Indirect) Impact	(544)	(\$25,834,000)	(\$38,876,000)	(\$71,829,000)
On-Airport	(424)	(20,249,000)	(29,112,000)	(53,055,000)
Temporary Construction	(2)	(146,000)	(246,000)	(498,000)
Visitor Spending	(118)	(5,439,000)	(9,518,000)	(18,276,000)
Income Re-spending (Induced) Impact	(592)	(\$25,919,000)	(\$47,930,000)	(\$84,898,000)
On-Airport	(458)	(20,031,000)	(37,039,000)	(65,606,000)
Temporary Construction	(5)	(176,000)	(327,000)	(583,000)
Visitor Spending	(129)	(5,712,000)	(10,564,000)	(18,709,000)
Total Impact	(2,261)	(\$136,695,000)	(\$189,457,000)	(\$327,130,000)
On-Airport	(1,517)	(104,883,000)	(135,201,000)	(239,009,000)
Temporary Construction	(15)	(926,000)	(1,391,000)	(2,489,000)
Visitor Spending	(729)	(30,886,000)	(52,865,000)	(85,632,000)

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

TABLE 4
LOSS OF ECONOMIC BENEFITS IN PERCENTAGE BETWEEN CY 2020 AND CY 2019

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)
Direct Impact	-14%	-11%	-12%	-11%
On-Airport	-9%	-9%	-9%	-9%
Temporary Construction	-12%	-12%	-12%	-12%
Visitor Spending	-40%	-40%	-40%	-40%
Supplier (Indirect) Impact	-11%	-11%	-11%	-11%
On-Airport	-9%	-9%	-9%	-9%
Temporary Construction	-10%	-12%	-12%	-12%
Visitor Spending	-40%	-40%	-40%	-40%
Income Re-spending (Induced) Impact	-11%	-11%	-11%	-11%
On-Airport	-9%	-9%	-9%	-9%
Temporary Construction	-16%	-12%	-12%	-12%
Visitor Spending	-40%	-40%	-40%	-40%
Total Impact	-12%	-11%	-11%	-11%
On-Airport	-9%	-9%	-9%	-9%
Temporary Construction	-13%	-12%	-12%	-12%
Visitor Spending	-40%	-40%	-40%	-40%

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

As expected, the COVID-19 Pandemic has generated serious economic loss to the benefits generated by KCIA in all aspects. A 12 percent loss in total jobs and an 11 percent loss in value added and business revenues will have an economic impact in the region.

5 ECONOMIC IMPACT OF THE AIRPORT'S PROPOSED CAPITAL INVESTMENT PLAN

Looking into the future, King County International Airport will continue to be a significant contributor to the local and regional economy. A major contributor will be the recently proposed six-year capital investment plan (CIP) which at the time of this writing is budgeted for the next fiscal biennium (2021-22) at approximately \$61.5 million and for the 2021-2026 period at approximately \$197.5 million.

When considering the above budgeted CIP amounts, it is estimated that the 2021-22 CIP is anticipated to add a total of 643 jobs and \$210 million in economic benefits as shown in **Table 5**.

TABLE 5
ECONOMIC BENEFITS OF KCIA'S CIP FOR CY 2021-22

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)	Total Economic Impact(\$)
Direct Impact	348	26,374,000	35,729,000	61,521,000	123,624,348
Supplier (Indirect) Impact	117	6,368,000	10,699,000	21,698,000	38,765,117
Income Re-spending (Induced) Impact	178	7,788,000	14,405,000	25,507,000	47,700,178
Total Impact	643	40,528,000	60,834,000	108,726,000	210,088,643

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

When considering the budgeted 2021-26 CIP, it is anticipated to add a total of 2,064 jobs and \$718 million in economic benefits during this six-year period. **Table 6** shows a breakdown of these economic benefits.

TABLE 6
ECONOMIC BENEFITS OF KCIA'S SIX YEAR CIP

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)	Total Economic Impact(\$)
Direct Impact	1,118	84,697,000	114,741,000	197,569,000	397,008,118
Supplier (Indirect) Impact	373	20,450,000	34,359,000	69,691,000	124,500,373
Income Re-spending (Induced) Impact	573	25,009,000	61,934,000	109,700,000	196,643,573
Total Impact	2,064	130,156,000	211,034,000	376,960,000	718,152,064

Source: WSDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

6 CONCLUSIONS

As previously discussed, King County International Airport - Boeing Field historically has been a major contributor to the regional and State economy. In CY 2019 the Airport contributed to a total of 18,412 jobs and approximately \$5,902 million in economic impact, though in CY 2020 due to the impact caused by the COVID-19 pandemic KCIA's contribution to the economy is estimated to have declined by approximately 11 percent or nearly \$327 million in economic benefits and 2,261 jobs.

On a positive note, KCIA's capital improvement program for CY 2020 will help the regional economy as it is expected to add an estimated 102 new jobs and \$34,423,102 in economic benefits. **Tables 7-9** show a summary of the economic impact for 2019 and 2020.

TABLE 7
CY 2019 TOTAL ECONOMIC IMPACT

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)	Total Economic Impact (\$)
Direct Impact	7,963	757,493,000	889,237,000	1,528,793,000	3,175,530,963
Supplier (Indirect) Impact	4,998	245,059,000	359,233,000	660,300,000	1,264,596,998
Income Re-spending (Induced) Impact	5,451	238,694,000	441,371,000	781,747,000	1,461,817,451
Total Impact	18,412	1,241,246,000	1,689,841,000	2,970,840,000	5,901,945,412

Source: WDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

TABLE 8
CY 2020 TOTAL ECONOMIC IMPACT

	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)	Total Economic Impact (\$)
Direct Impact	6,838	672,551,000	786,586,000	1,358,390,000	2,817,533,838
Supplier (Indirect) Impact	4,454	219,225,000	320,357,000	588,471,000	1,128,057,454
Income Re-spending (Induced) Impact	4,859	212,775,000	393,441,000	696,849,000	1,303,069,859
Total Impact	16,151	1,104,551,000	1,500,384,000	2,643,710,000	5,248,661,151

Source: WDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

TABLE 9
ECONOMIC BENEFITS OF KCIA'S CIP FOR CY 2020

Impact Type	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)	Total Economic Impact(\$)
Direct Impact	57	4,321,000	5,854,000	10,080,000	20,255,057
Supplier (Indirect) Impact	18	1,043,000	1,752,000	3,554,000	6,349,018
Income Re-spending (Induced) Impact	27	1,277,000	2,362,000	4,180,000	7,819,027
Total Impact	102	\$6,641,000	\$9,968,000	\$17,814,000	34,423,102

Source: WDOT Airport Economic Impact Calculator (AEIC) and RS&H, Inc. Analysis

Looking into the future, the Airport will continue to be a significant contributor to, and critical driver of, the local and regional economic recovery from the devastating economic effects of COVID-19. KCIA's capital improvement program for the next fiscal biennium (2021-22) is approximately \$61.5 million which is anticipated to add approximately 600 new jobs and \$210 million in economic benefits. Additionally, the CIP for the next six years (2021-2026) is budgeted at approximately \$197.5 million which is anticipated to add approximately 2,000 new jobs and \$718 million in economic benefits to the State and local economy.

APPENDIX 1 VIRTUAL SURVEY FORM



King County International Airport Tenant / User Economic Impact Survey

Introduction

King County International Airport is conducting a survey for an aviation economic impact study for the airport and its economic impact on the community. Please provide the requested information for Calendar Year 2019 and where indicated for the first six months (January to June) of year 2020.

The survey will take approximately 15 minutes to complete with roughly 25 questions. While taking the survey, questions with an "*" are required to be filled out.

All information provided will be strictly CONFIDENTIAL. All information will be used and presented on an aggregate basis, no individual information will be presented or stored in any form. All information that is provided will be securely destroyed and disposed after its use.

Thank you for participating in our survey. Your feedback is important.



King County International Airport Tenant / User Economic Impact Survey

General Information

* 1. Business / Tenant Name

* 2. First and Last Name of Contact Person

* 3. Phone Number of Contact Person (ex. 2065551234)

* 4. Email of Contact Person

King County International Airport Tenant / User Economic Impact Survey

* 5. Type of Business

- Airline
- Air Cargo / Freight Forwarder
- Airport Terminal Concessions (Rental Car/Food & Beverage)
- Aircraft Manufacturing /Aircraft Manufacturing Supplier
- Aircraft Repair
- Aircraft Support Service Provider (Aircraft Maintenance, Aircraft Detailing) FBO / Air Taxi / Corporate Aviation
- Other (please specify)
- Aviation Training and Education
- Commercial / Retail
- Government
- Industrial / Non-aviation Related Manufacturing / Industrial Park
- Medical Evacuation Services
- Miscellaneous Manufacturing

King County International Airport Tenant / User Economic Impact Survey

Employment (as of December 31, 2019 / July 31, 2020)

* 6. At King County International Airport: How many full-time employees?

CY 2019

First Six Months of CY 2020

* 7. At King County International Airport: How many part-time employees?

CY 2019

First Six Months of CY 2020

* 8. Off Airport: How many full-time employees?

CY 2019

First Six Months of CY
2020

* 9. Off Airport: How many part-time employees?

CY 2019

First Six Months of CY
2020

* 10. Total number of employees who work at King County International Airport and reside in King County

CY 2019

First Six Months of CY
2020



King County International Airport Tenant / User Economic Impact Survey

* 11. Is your Corporate headquarters located in King County?

Yes

No



King County International Airport Tenant / User Economic Impact Survey

* 12. Where is your corporate office located?



King County International Airport Tenant / User Economic Impact Survey

* 13. Other office/facilities in the King County region (King County, Pierce, Snohomish Counties)

- Yes
- No



King County International Airport Tenant / User Economic Impact Survey

* 14. Where are your other office/facilities in the King County region (King County, Pierce, Snohomish Counties) located?



King County International Airport Tenant / User Economic Impact Survey

Company Annual Revenues

* 15. For your business(es) operations at King County International Airport, what were your approximate total annual revenues in CY 2019 and first six months of CY 2020 in thousands of dollars?

CY 2019 Revenues

First Six Months in CY 2020 Revenues



King County International Airport Tenant / User Economic Impact Survey

Company Annual Expenditures (for CY 2019 / First six months of CY 2020)

* 16. Total annual payroll of your company's employees who work at King County International Airport, excluding fringe benefits, in thousands of dollars:

CY 2019

First Six Months in
CY 2020

* 17. Total annual expenditures (payroll, benefits, etc.) for your company's employees who work at King County International Airport/Boeing Field in thousands of dollars:

CY 2019

First Six Months in
CY 2020

* 18. Total payroll taxes paid by your business related to operations at King County International Airport in thousands of dollars:

CY 2019

First Six Months in
CY 2020

* 19. Property taxes paid by your business related to operations at King County International Airport in thousands of dollars:

CY 2019

First Six Months in
CY 2020

* 20. Business related taxes and fees paid by your business associated with operations at King County International Airport in thousands of dollars

CY 2019

First Six Months in CY
2020

* 21. Average annual expenditures for capital improvements paid by your business for operations at King County International Airport in thousands of dollars:

CY 2019

First Six Months in CY
2020

* 22. Average annual expenses for your business related to operations at King County International Airport in thousands of dollars:

Operations & Maintenance (CY 2019)

Operations & Maintenance (First Six Months in CY 2020)

Landing Fees (CY 2019)

Landing Fees (First Six Months in CY 2020)

Building/Office Rentals (CY 2019)

Building/Office Rentals (First Six Months in CY 2020)

Supplies/Equipment (CY 2019)

Supplies/Equipment (First Six Months in CY 2020)

Fuel (CY 2019)

Fuel (First Six Months in CY 2020)

Advertising (CY 2019)

Advertising (First Six Months in CY 2020)

Local Services (janitorial, utilities, etc.) (CY 2019)

Local Services (janitorial, utilities, etc.) (First Six Months in CY 2020)

Other (CY 2019) (Please specify type)

Other (First Six Months in CY 2020) (Please specify type)