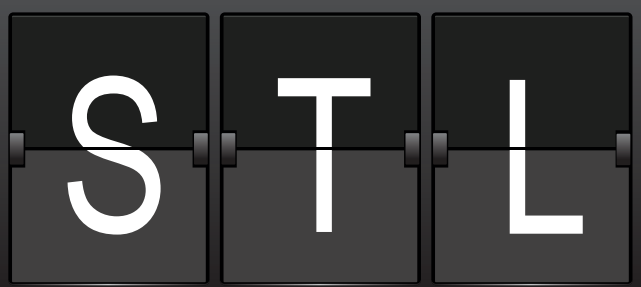




ST. LOUIS LAMBERT INTERNATIONAL AIRPORT



ECONOMIC IMPACT STUDY



PREPARED FOR

**GREATER
ST. LOUIS INC.**



PREPARED BY

Kimley»Horn

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ECONOMIC GATEWAY TO THE REGION

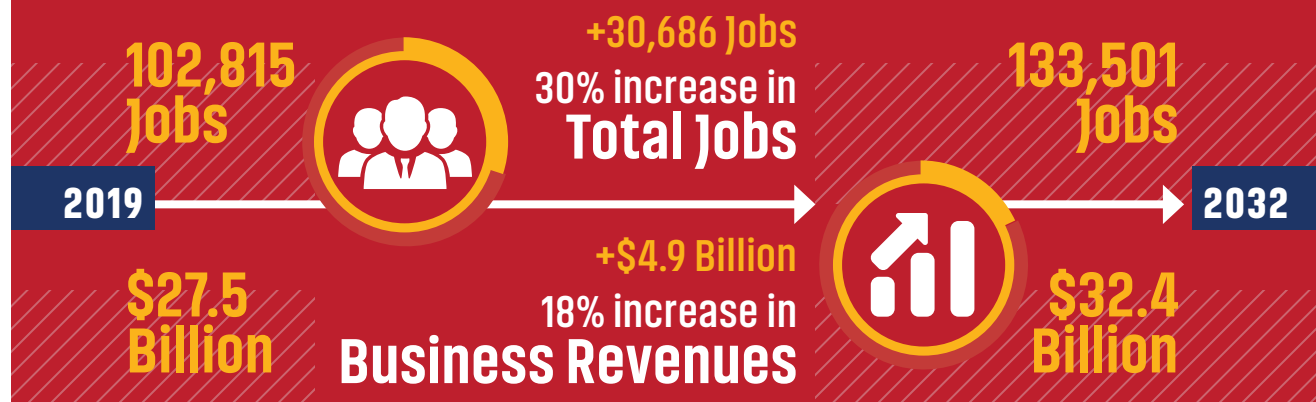
From the Gateway Arch National Monument attracting visitors from around the world to the area's commanding business community, the Airport is an integral element of the 15-county bi-state region's fabric. Through a long aviation history that includes leadership in aircraft manufacturing and support for the region's bioscience and health innovation, advanced manufacturing, agricultural technology, and agribusiness sectors, the Airport plays an important role serving the commercial passenger and cargo needs of the community.

The Airport ranks in the top 25 U.S. airports for passengers, with service by 12 signatory airlines and several non-signatory airlines to 70+ cities, connecting people to destinations around the world. With over 6.1 million people located within just over 2 hours' drive, the Airport supports the region's largest employers including BJC HealthCare, Boeing, Mercy Health, and Washington University, as well as other large multinational firms including Bayer and Bunge.

Potential Future Impact At A Glance

A Massive Contributor with Potential to Grow

St. Louis Lambert International Airport is already a powerful economic engine for regional job creation and economic growth. The proposed airport development plan would further boost the Airport's impact on the region's economy by 2032.



See page 7 for complete 2032 Projected Total Impacts and 2019 Comparisons.



BRYAN HURLEY
Vice President and Chief of Staff, Bayer Crop Science

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We are highly reliant on the Airport to provide both domestic and international service to get our staff to major markets with thousands of our team members traveling through St. Louis every year.

THE AIRPORT'S WIDE-RANGING EFFECTS AND BENEFITS

The Airport is committed to supporting the regional community through promotion of positive social impacts ranging from employment opportunities to programs sustained through the tax revenues generated from the Airport's activity. The Airport is a critical asset to many of the major employers in the region, connecting their teams and suppliers, and providing an essential service in their daily business activities.

The Airport is at the forefront of engaging many contractors and entrepreneurs in the St. Louis area. Through its Business Diversity Development department, the Airport provides technical assistance and certification training, develops partnerships with prime industry contractors, and offers contract opportunities for minority and women business enterprise participation as part of the Airport's Supplier Diversity Program.

Of the 2019 total economic impacts,

OVER 16%

are generated by diverse firms that provide contract services.

Specific to construction projects and capital expenditures, of those expenditures

OVER 37%

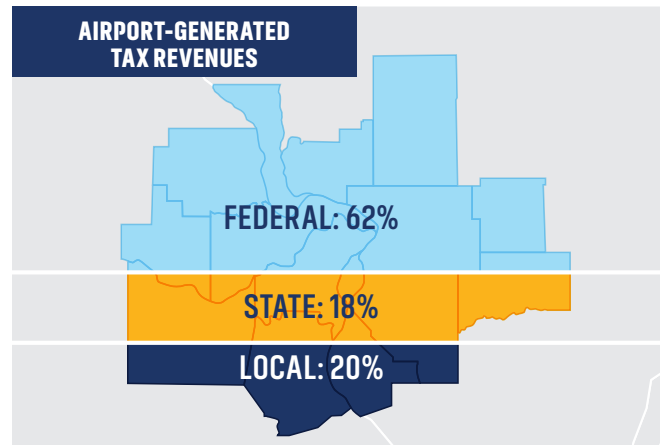
were made with diverse firms participating in the Airport's Supplier Diversity Program.

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More than 200 of Bunge's regional employees travel regularly in support of business activities. Bunge would like to see the Airport continue to expand nonstop international service to create a world-class airport so that the company can continue to recruit world-class talent, as well as send and receive employees and clients from all over the world in the most efficient manner possible.

BUNGE **DEB SEIDEL**
Senior Director of Global Communications, Bunge

St. Louis Lambert International Airport is an Enterprise Fund Department of the City of St. Louis. It is wholly supported by airport user charges. No general fund revenues are used for the operation, administration, promotion, or maintenance of airport facilities. The Airport generates tax revenues for all levels of government, from city and special districts, to county, statewide, and at the federal level. The county tax impacts are inclusive of the 15-county region and the state taxes include impacts within both Missouri and Illinois. Special districts include school, fire, and other such districts specific to the region. In 2019 the Airport generated a total of over \$2.4 billion in tax impacts as a result of the activity from Airport employees, Airport tenants, construction, aviation reliant businesses, aerospace manufacturing, and visitors who arrived in the area via the Airport.



CALCULATING IMPACTS

Greater St. Louis, Inc., a nonprofit organization formed to support economic development for the St. Louis metropolitan area, partnered with the St. Louis Lambert International Airport for the Airport Economic Impact Study. The AEIS utilized data provided by the Airport and other sources to analyze the economic impact for activities occurring both on the Airport and those that happen off-airport but are directly tied to the services available due to the Airport's operation.

Given the global impacts of the pandemic, 2019 data were analyzed as representative of likely 2023 conditions with the Airport's full recovery. The future impacts anticipated to be realized as a result of implementation of a major terminal redevelopment and expansion plan were also estimated using 2032 as the expected year of completion. The historical and estimated future economic impacts were analyzed according to an industry-standard process that involves collecting data and calculating impacts that convey the economic contributions specific to the Airport and its associated activity.

DIRECT IMPACTS

Initial effects of expenditures and sales

AIRPORT IMPACTS	Expenditures and sales associated with airport administration and operations, airport tenants, cargo, capital improvements, commercial service visitors, and general aviation visitors
AEROSPACE MANUFACTURING	Sales of businesses and their capital expenditures
AVIATION RELIANT BUSINESSES	Sales of aviation-related businesses and off-airport parking





MULTIPLIER IMPACTS

Effect of supplier sales and re-spending in region

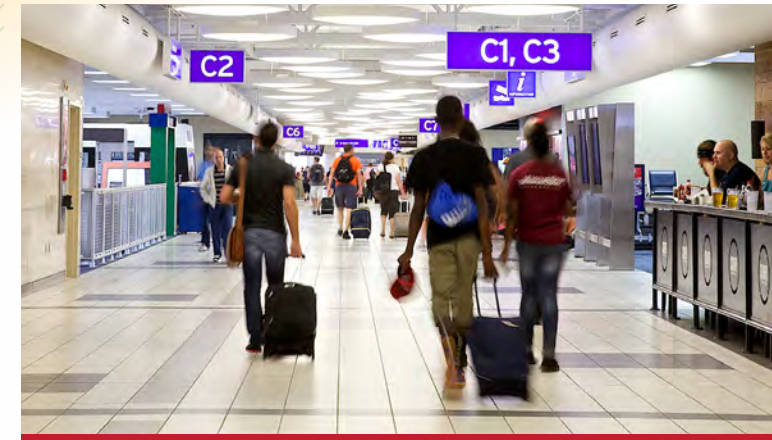
INDIRECT	Supplier sales of goods and services from direct business revenues
INDUCED	Re-spending of income by workers as part of direct and supplier sales transactions

TOTAL IMPACTS

Sum of direct and multiplier impacts

 JOBS	Total number of persons employed
 PAYROLL	Total employment compensation, including wages and benefits
 VALUE ADDED	Airport's contribution to the Gross Regional Product, demonstrating economic productivity
 BUSINESS REVENUES	Total of expenditures for airport administration, capital projects, and visitor spending, as well as tenant sales of goods and services (also referred to as output or economic impact)

AIRPORT ECONOMIC IMPACTS



St. Louis Lambert International Airport's economic impact is presented in terms of jobs, payroll, value added, and business revenues. The total impacts from 2019 associated with the Airport's activities, as well as aerospace manufacturing and aviation-reliant businesses, demonstrate the significant contributions of the Airport, with nearly 103,000 jobs and over \$27.5 billion in business revenues or total economic impact. These impacts make the Airport one of the St. Louis metropolitan area's most critical assets and drivers of economic growth. Administration of the Airport, the businesses associated with the Airport's operation, capital construction projects, and visitor spending accounts for over 41% of the total jobs, many of which are engaged in running concessions, involved in construction, and managing the Airport's operation on a daily basis.

2019 Total Impacts

ACTIVITY	JOBS	PAYROLL	VALUE ADDED	BUSINESS REVENUES
Airport Impacts*	42,295	\$1,975,593,000	\$3,386,269,000	\$6,060,982,000
Aerospace Manufacturing	53,368	\$5,036,447,000	\$5,996,471,000	\$20,058,159,000
Aviation Reliant Businesses	7,151	\$439,021,000	\$620,162,000	\$1,385,339,000
Total	102,815	\$7,451,061,000	\$10,002,902,000	\$27,504,480,000

Notes: *Includes all airport administration, airport tenants, airport capital expenditures, and visitor spending impacts. Totals may not sum due to rounding. Dollar values were rounded to the nearest thousand. Dollars are presented in 2019 dollars.

The Airport conducted an AEIS in 2013 utilizing data for calendar year 2011. Since 2011 total jobs associated with the Airport have grown nearly 70%, from 25,000 to over 42,000.

Business revenues or total output attributed to the Airport's operation alone have nearly doubled from \$3.6 billion in 2011 to nearly \$6.1 billion.

A major contributor to the Airport's individual impacts in both 2011 and 2019 is visitor spending, accounting for 29% of the prior impacts and up to 46% of 2019 impacts.

THE AIRPORT'S FUTURE PROPOSED DEVELOPMENT AND ESTIMATED IMPACTS

The Airport initiated a Master Plan in 2020 to set a framework for future development based on identified needs and anticipated growth to serve the region's demand for aviation services. The results of the Plan were approved by the Federal Aviation Administration in 2023 after an extensive public engagement process that included multiple opportunities for input on the future needs.

The Plan's most notable projects include consolidation of commercial airline passenger activities into a single new terminal, along with roadway improvements, and a larger parking garage to serve the more than 21 million passengers expected to travel through the Airport by 2040. A transformed, single terminal Airport will be even better equipped to handle new residents and businesses moving to the area. While environmental analyses and financial evaluations are underway, the passenger demand is expected to continue growing. This AEIS evaluated the potential economic impacts that could result based on the future development plan and increases in passenger and cargo activity.

Proposed Airport Development Plan



Source:

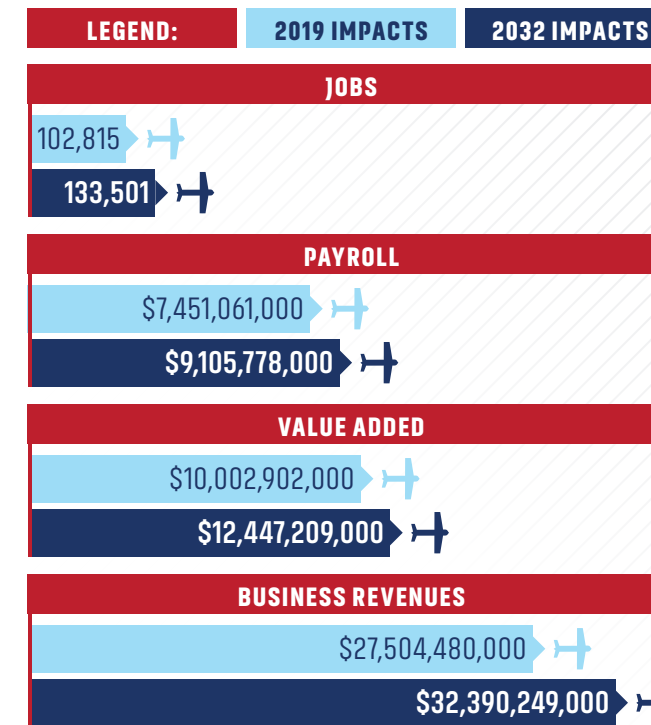
2032 Projected Total Impacts

ACTIVITY	JOBS	PAYROLL	VALUE ADDED	BUSINESS REVENUES
Airport Impacts*	65,380	\$3,110,405,000	\$5,136,385,000	\$9,274,856,000
Aerospace Manufacturing	58,208	\$5,387,256,000	\$6,454,936,000	\$21,189,823,000
Aviation Reliant Businesses	9,912	\$608,117,000	\$855,888,000	\$1,925,570,000
Total	133,501	\$9,105,778,000	\$12,447,209,000	\$32,390,249,000

Notes: * Impacts assume completion of the full Airport Development Plan, including single terminal. Includes all airport administration, airport tenants, airport capital expenditures, and visitor spending impacts. Totals may not sum due to rounding. Dollar values were rounded to the nearest thousand. Dollars are presented in 2019 dollars.

Using 2032 as an estimation of when the majority of the development would be complete and the projected passenger activity levels achieved, including growth in international passenger and cargo service, the Airport's annual economic impact would grow to more than 133,500 jobs, an increase of nearly 30% over 2019, and nearly \$32.4 billion in total business revenues, an increase of almost 18% over 2019.

Comparison of Total Impacts



Note: Numbers shown represent the sum of the total values of Airport Impacts, Aerospace Manufacturing, and Aviation Reliant Businesses.

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Boeing's presence in St. Louis is strong, with 16,000 employees in the St. Louis metropolitan area alone, with future investments being planned by Boeing which will drive additional growth for the region in the future. Our activity at the Airport is important to the nation's defense industry.



JOHN FREDERICK
Director, State & Local Government Operations, The Boeing Company



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