



**Supporting Jobs in the Washington, D.C. Region:
The Economic Benefit of I-495/Capital Beltway HOT Lanes Construction**

The I-495/Capital Beltway High Occupancy Toll (HOT) Lanes will provide more than just new travel options. In the short-term, construction of the Capital Beltway HOT Lanes will create and support jobs, support service businesses, as well as add needed revenue to construction material and equipment suppliers. Over the long-term, wide-ranging economic benefits will be generated once the Beltway HOT Lanes are open to traffic including the acceleration of business growth throughout the region, increase in property values and expansion of the region's advantage in an increasingly competitive global economy.

Benefitting the Local Economy

Between 2008 and 2013, HOT Lane construction will pour \$1.54 billion of direct construction funding into the regional economy – nearly double the transportation funding included in the Federal Stimulus for Virginia. For each dollar in direct spending on construction materials and workers, the Virginia economy will realize a total benefit of \$2.25 as it is re-spent in local stores and restaurants.

Overall, the construction of the Capital Beltway HOT Lanes Project is expected to generate a total of \$2.67 billion to the Washington metropolitan area economy, with \$2.33 billion benefitting the Fairfax County economy. Construction is expected to add \$3.46 billion to the Commonwealth of Virginia economy, which includes those benefits captured by Fairfax County.

Supporting Jobs

Building a major highway facility such as the Capital Beltway HOT Lanes requires a large pool of skilled workers. More than 31,000 jobs are expected to be supported by Capital Beltway HOT Lanes construction in the Washington metropolitan area and elsewhere in the national economy over the construction period. Nearly 12,000 of these jobs are expected to be in the Washington metropolitan area, with more than 5,000 jobs located specifically within Fairfax County (on average 950 new jobs per year for six years). This job growth will include approximately 600 on-site construction jobs, construction-related jobs such as the acquisition and transport of supplies and equipment, as well as jobs in a broader context as workers employed in the construction effort spend their paychecks in the local community.

“The magnitude and significance of these economic impacts underscores the importance of the HOT Lanes project as a positive influence on local, area and state economies during these challenging economic times.”

Stephen S. Fuller, Ph.D., George Mason University

Increased Impact During Tough Times

The economic impact of the jobs created by HOT Lanes construction increases as the health of the economy declines. For Fairfax County, where most of the HOT Lanes construction will occur, the approximate 5,650 jobs over the total construction period may account for as much as 10 percent of all new jobs and 20 percent of the total economic growth in 2009. In fact, just under half of all direct construction spending (\$758 million) is estimated to occur in 2009 and 2010, creating stable, skilled jobs and providing an infusion of funding just when the region needs it the most.

Summary of Economic Impact of Construction Spending For the Capital Beltway HOT Lanes, 2008-2013

Region	Total Economic Impact	Local Full-Time Jobs Supported	Total Jobs Supported (Local and U.S.)
Fairfax County	\$2.33 billion	5,650	13,279
Washington Metro Area	\$2.67 billion	11,800	31,844
Virginia	\$3.46 billion	16,550	29,210

More Information

For more information on the construction of the Capital Beltway HOT Lanes Project or for information about emerging opportunities on the project, visit www.virginiahotlanes.com.

For employment information or to learn about emerging opportunities on the Capital Beltway HOT Lanes Project, also visit www.virginiahotlanes.com.

Source:

*"The Impact of Construction Outlays for the Capital Beltway HOT Lanes on the Economies of Fairfax County, the Washington Metropolitan Area and the Commonwealth of Virginia,"
Prepared by Stephen S. Fuller, Ph.D., George Mason University*