

# Economic Impact Statement

Montgomery County, Maryland

## Bill 24-23

## Airpark Community Advisory Committee – Established

### SUMMARY

The Office of Legislative Oversight (OLO) anticipates that enacting Bill 24-23 would have an insignificant impact on economic conditions in the County in terms of the Council's priority indicators.

### BACKGROUND AND PURPOSE OF BILL 24-23

Prior to 2021, the Airpark Liaison Committee (ALC), established by the Council in 1990, served as the primary forum for communication among individuals concerned with Montgomery County Airpark operations. In 2021, the ALC was dissolved and the Montgomery County Revenue Authority (MCRA), who owns and operates the Airpark, assumed responsibility as the main agency conducting public outreach for the Airpark.<sup>1</sup>

The purpose of Bill 24-23 is to establish an Airpark Community Advisory Committee to advise the County Executive, County Council, and the MCRA regarding the community impacts of Montgomery County Airpark operations. The Committee would be comprised of representatives from the community, the Montgomery County Economic Development Corporation, flight schools operating at the Airpark, and business owners in the County.<sup>2</sup> If enacted, Bill 24-23 would:

- Establish an Airpark Community Advisory Committee, which would meet at least four times annually;
- Specify the membership, responsibilities, and staffing of the Committee; and
- Generally amend the laws regarding airports within the County and regarding an advisory committee concerning airports.<sup>3</sup>

The Council introduced Bill 24-23, Airpark Community Advisory Committee – Established, on May 2, 2023.

### INFORMATION SOURCES, METHODOLOGIES, AND ASSUMPTIONS

Per Section 2-81B of the Montgomery County Code, the purpose of this Economic Impact Statement is to assess the impacts of Bill 24-23 on County-based private organizations and residents in terms of the Council's priority economic indicators and whether the Bill would likely result in a net positive or negative impact on overall economic conditions in the County.<sup>4</sup> OLO does not expect the Bill to affect air traffic to and from the Airpark and, thus, concludes that the Bill

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<sup>1</sup> Office of Legislative Oversight, "[The Montgomery County Airpark](#)."

<sup>2</sup> [Introduction Staff Report for Bill 24-23](#).

<sup>3</sup> Ibid.

<sup>4</sup> Montgomery County Code, [Sec. 2-81B](#).

would have insignificant impacts on private organizations, residents, and overall economic conditions in the County in terms of the indicators prioritized by the Council.

## VARIABLES

Not applicable

## IMPACTS

WORKFORCE ▪ TAXATION POLICY ▪ PROPERTY VALUES ▪ INCOMES ▪ OPERATING COSTS ▪ PRIVATE SECTOR CAPITAL INVESTMENT ▪ ECONOMIC DEVELOPMENT ▪ COMPETITIVENESS

Not applicable

## DISCUSSION ITEMS

Not applicable

## WORKS CITED

Montgomery County Code. [Sec. 2-81B, Economic Impact Statements](#).

Montgomery County Council. [Introduction Staff Report for Bill 24-23, Airpark Community Advisory Committee – Established](#). Introduced on May 2, 2023.

Office of Legislative Oversight. "[The Montgomery County Airpark: Regulatory Framework and Community Impacts](#)." January 25, 2022.

## CAVEATS

Two caveats to the economic analysis performed here should be noted. First, predicting the economic impacts of legislation is a challenging analytical endeavor due to data limitations, the multitude of causes of economic outcomes, economic shocks, uncertainty, and other factors. Second, the analysis performed here is intended to *inform* the legislative process, not determine whether the Council should enact legislation. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the Bill under consideration.

## CONTRIBUTIONS

Stephen Roblin (OLO) prepared this report.