



UTAH | AVIATION DEVELOPMENT STRATEGY

MORGAN COUNTY AIRPORT (42U)

MORGAN, UTAH



 **52**
JOBS

 **\$3.0M**
ANNUAL PAYROLL

 **\$5.4M**
ANNUAL SPENDING

 **\$8.3M**
ANNUAL ECONOMIC ACTIVITY

 **\$194,100**
STATE AND LOCAL TAX REVENUE

 **\$3.6M**
10-YEAR DEVELOPMENT COST

**EACH UTAH
AIRPORT HAS A
UNIQUE STORY
TO TELL...**

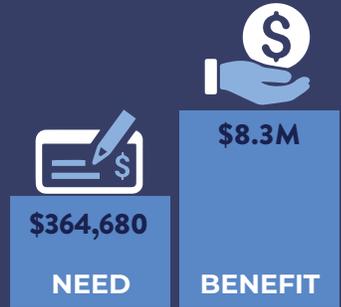
The Morgan County Airport supports a large U.S. Forest Service helicopter base that facilitates training and deployment for fire fighters during the summer fire season. This base adds to the safety of all Utahns by helping to protect the many sensitive neighboring ecosystems. The airport also supports local businesses including Browning North America, a firearm manufacturer.



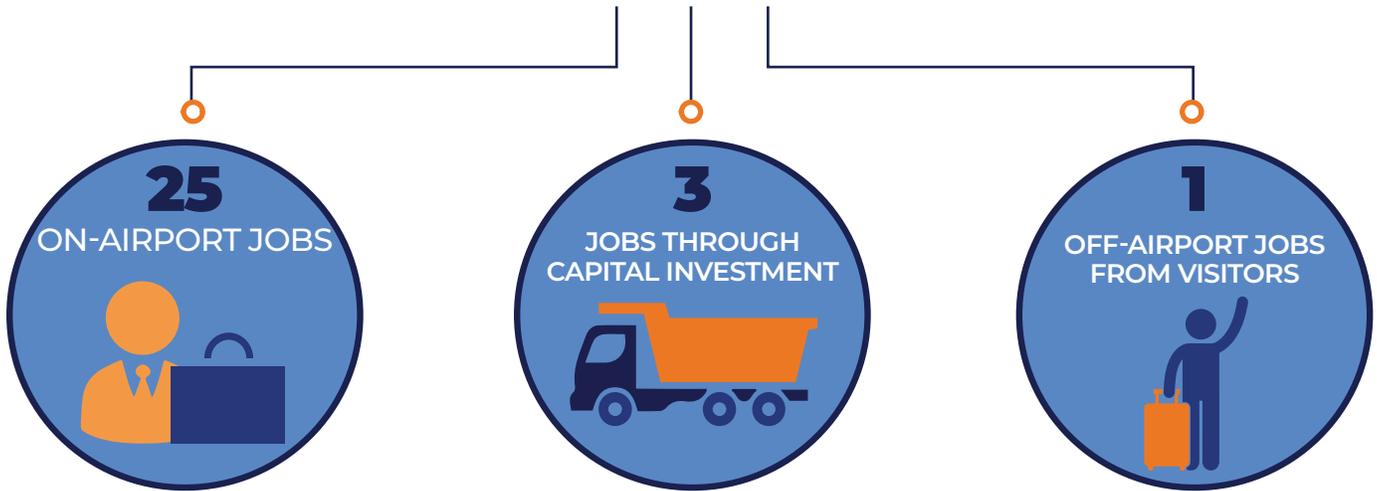
THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$3.6 million** estimated to maintain/improve the airport over the next ten years
- **\$364,680** average annual investment need
- **\$8.3 million** in annual economic benefit



DID YOU KNOW MORGAN COUNTY AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR MORGAN COUNTY AIRPORT

	EMPLOYMENT			PAYROLL			SPENDING			ANNUAL ECONOMIC ACTIVITY		
	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL
Airport Management and Tenants	25	23	48	\$1,143,300	\$1,699,600	\$2,842,900	\$2,024,600	\$2,962,900	\$4,987,500	\$3,167,900	\$4,662,500	\$7,830,400
Capital Investment	1	2	3	\$44,400	\$37,000	\$81,400	\$177,500	\$166,400	\$343,900	\$221,900	\$203,400	\$425,300
General Aviation Visitor Spending	1	<1	1	\$18,600	\$12,500	\$31,100	\$21,400	\$20,300	\$41,700	\$40,000	\$32,800	\$72,800
Total Impacts	27	25	52	\$1,206,300	\$1,749,100	\$2,955,400	\$2,223,500	\$3,149,600	\$5,373,100	\$3,429,800	\$4,898,700	\$8,328,500

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF


INCOME TAX ON EMPLOYEES OF...


AIRPORT
 \$34,900


CONSTRUCTION
 \$1,100


VISITOR INDUSTRY
 \$-

\$36,000
 ANNUAL INCOME TAX

\$194,100
 ANNUAL SALES AND INCOME TAX REVENUE


SALES TAX ON SPENDING BY...


AIRPORT
 \$120,700


CONSTRUCTION
 \$10,600


VISITORS
 \$3,000


EMPLOYEES
 \$23,800

\$158,100
 ANNUAL SALES TAX

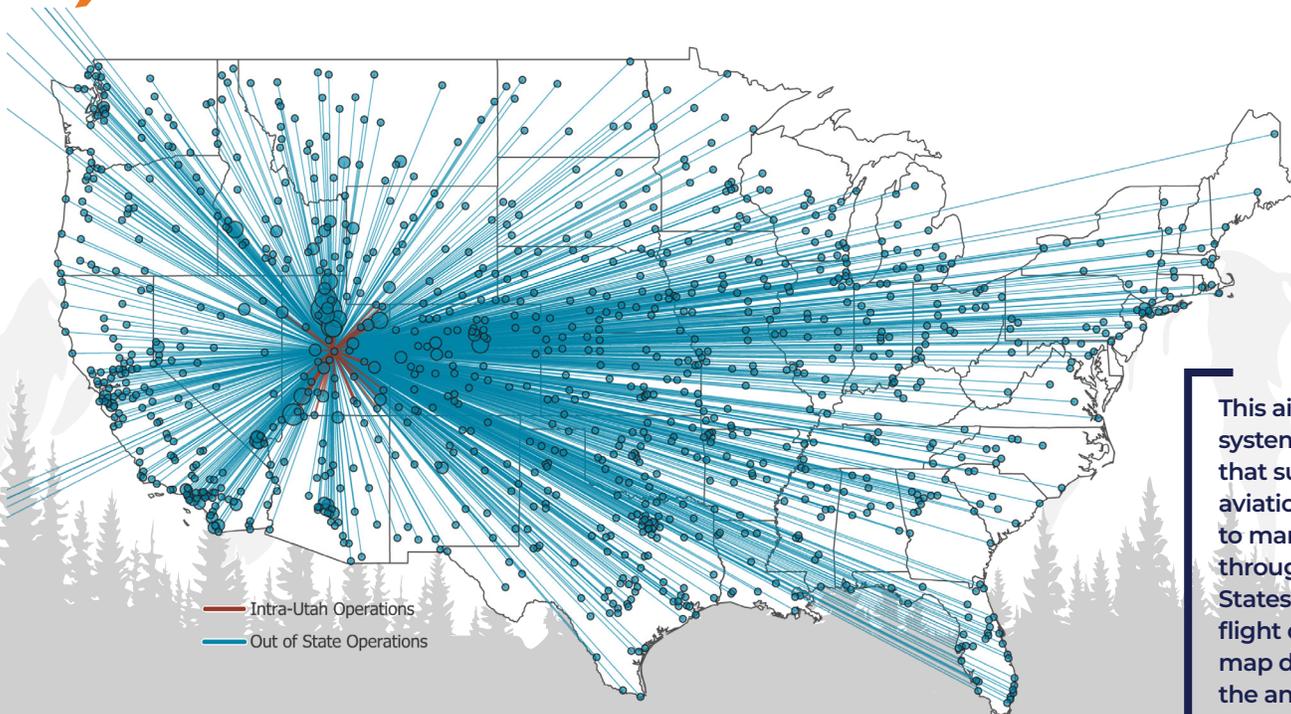
DID YOU KNOW...


89% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS


UTAH AIRPORTS HAVE CONNECTIONS TO MORE THAN 1,270 UNIQUE MARKETS IN 50 STATES AND 26 COUNTRIES (100 INTERNATIONAL MARKETS)



NON-STOP GENERAL AVIATION FLIGHTS FOR ALL UTAH AIRPORTS



This airport is part of a system of Utah airports that support general aviation connectivity to many destinations throughout the United States and beyond. FAA flight data shown on the map displays some of the annual destinations to and from Utah.



AIRPORT SYSTEM ROLE

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics:** agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche:** air cargo, aerial firefighting, air ambulance, based aircraft
- **Modal Connectivity:** federal freight networks, critical freight routes, rail yards, etc
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

UT-I: COMMERCIAL SERVICE
8 AIRPORTS

UT-II: CORPORATE / TOURISM / FREIGHT
16 AIRPORTS

UT-III: RECREATION AND COMMUNITY ACCESS
9 AIRPORTS

UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

MORGAN COUNTY AIRPORT ROLE: UT-IV: ESSENTIAL ACCESS

FACILITY AND SERVICE OBJECTIVES	
Facility/Service	Airport Compliance
Airside Facilities	
Instrument Approach	✓
Navigational and Visual Aids	—
Weather Reporting	—
Primary Runway Dimensions	✗
Taxiway Layout	—
Primary Runway Pavement Condition	✓
Primary Runway Strength	—
Airfield Lighting	✗
Airfield Security and Fencing	✗
Services	
Fixed Based Operator	—
Fueling Services	✗
Aircraft Maintenance	—
Ground Transportation	—
Other Facilities	
Restrooms	✗
Hangar/Aircraft Storage	✓
Tie-downs	✗
Terminal and Administration Building	✗
Paved Automobile Parking	✗
Other	
Recent Master Plan/Airport Layout Plan	✗

✓ Meets Recommendation ✗ Improvement Recommended

— Not an Objective



AIRPORT DEVELOPMENT NEEDS 2020-2030:
\$3.6 MILLION*

- Commercial Service
- General Aviation
- Backcountry Airstrips
- 30-Minute Drive Time
- Ski Resorts
- Recreation
- Education
- Landmark
- Municipality
- Economic Development District

*Includes current capital improvement plan projects



TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

EXCLUDING SLC	11,567	\$476.5 MILLION	\$786.8 MILLION	\$1.3 BILLION	\$49.8 MILLION
INCLUDING SLC	135,974	\$4.8 BILLION	\$8.0 BILLION	\$12.7 BILLION	\$635.3 MILLION
	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE

ECONOMIC IMPACTS

15 AIRPORTS
HAVE ANNUAL ECONOMIC IMPACTS UP TO **\$1 MILLION**

12 AIRPORTS
HAVE ANNUAL ECONOMIC IMPACTS OF **\$1 MILLION TO \$5 MILLION**

5 AIRPORTS
HAVE ANNUAL ECONOMIC IMPACTS OF **\$5 MILLION TO \$10 MILLION**

14 AIRPORTS
HAVE ANNUAL ECONOMIC IMPACTS OF **\$10 MILLION OR MORE**

ANNUAL VISITORS
ARRIVING BY AIR

6.6 MILLION

COMMERCIAL AIRLINE VISITORS

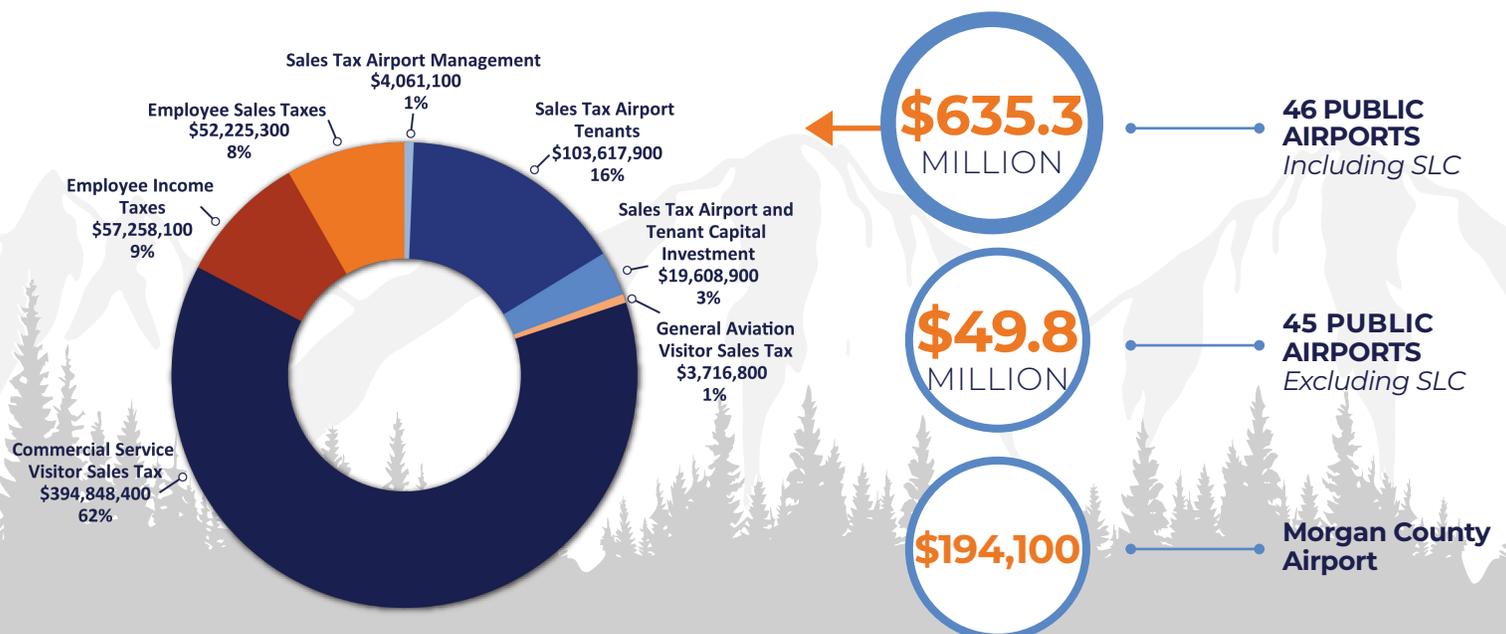
204,000 Excluding SLC

180,000

GENERAL AVIATION VISITORS

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY





METHODOLOGY FOLLOWS FAA GUIDANCE

HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?

Each airport was investigated to identify potential economic impacts from these activity categories:



WHAT DO WE MEASURE?

For all categories, these measures were used to identify the airport's annual economic impact:



EMPLOYMENT



ANNUAL PAYROLL



ANNUAL SPENDING



ANNUAL ECONOMIC ACTIVITY



WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.

HOW DO WE GET TOTAL IMPACTS?

Economic impacts reflect not only direct impacts, but also indirect/induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.



FOR MORE INFORMATION:
Utah Division of Aeronautics
135 2400 W, Salt Lake City, UT 84116

