



UTAH | AVIATION DEVELOPMENT STRATEGY

ROOSEVELT MUNICIPAL AIRPORT (74V)

ROOSEVELT, UTAH



 **12**
JOBS

 **\$396,200**
ANNUAL PAYROLL

 **\$1.1M**
ANNUAL SPENDING

 **\$1.5M**
ANNUAL ECONOMIC ACTIVITY

 **\$51,000**
STATE AND LOCAL TAX REVENUE

 **\$19.9M**
10-YEAR DEVELOPMENT COST

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

Roosevelt Municipal Airport is located in an oil and gas rich area of Utah. Business aircraft operated by national and regional oil companies fly in employees and parts to increase efficiency. The airport also provides critical access for emergency medical operators and state and federal agencies for forest firefighting and wildlife management.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's annual benefit contributes to its annual needs

- **\$19.9 million** estimated to maintain/improve the airport over the next ten years
- **\$2.0 million** average annual investment need
- **\$1.5 million** in annual economic benefit



\$2.0M

NEED



\$1.5M

BENEFIT

DID YOU KNOW ROOSEVELT MUNICIPAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR ROOSEVELT MUNICIPAL 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	1	1	2	\$50,000	\$76,300	\$126,300	\$182,000	\$277,400	\$459,400	\$232,000	\$353,700	\$585,700
Capital Investment	2	2	4	\$57,500	\$48,000	\$105,500	\$230,000	\$215,600	\$445,600	\$287,500	\$263,600	\$551,100
General Aviation Visitor Spending	4	2	6	\$98,600	\$65,800	\$164,400	\$113,200	\$107,400	\$220,600	\$211,800	\$173,200	\$385,000
Total Impacts	7	5	12	\$206,100	\$190,100	\$396,200	\$525,200	\$600,400	\$1,125,600	\$731,300	\$790,500	\$1,521,800

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

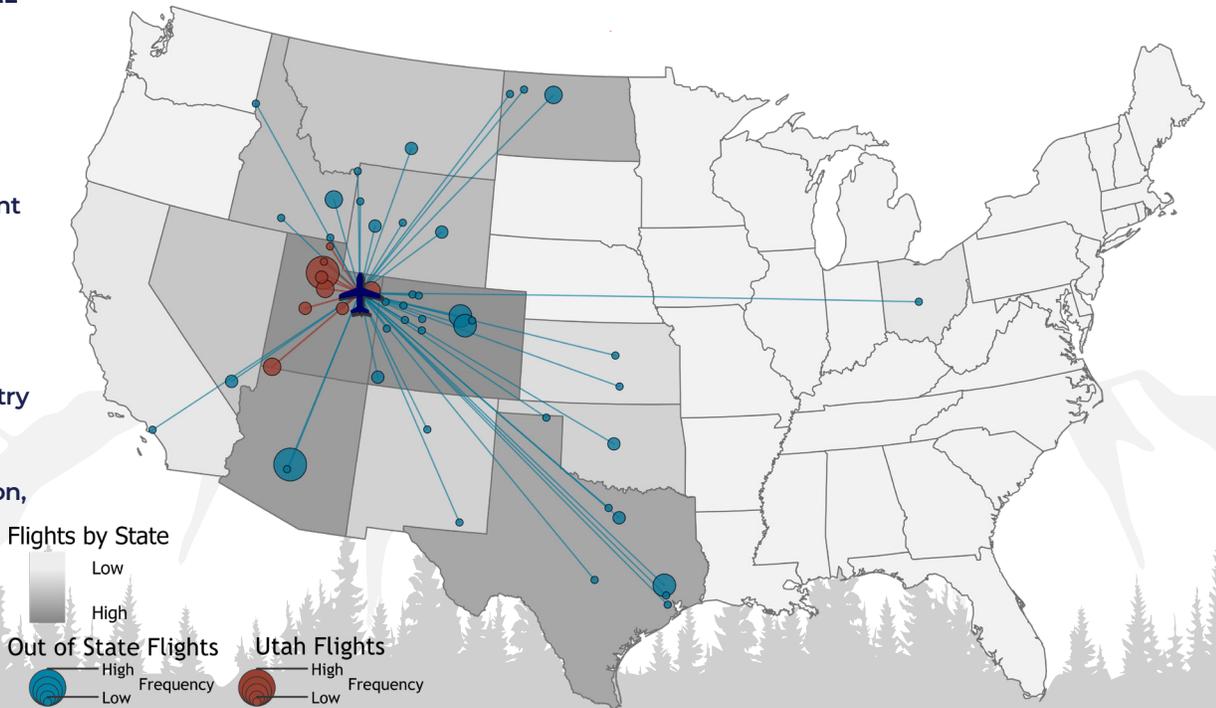


DID YOU KNOW...



74V'S NATIONAL CONNECTIONS

Roosevelt is in a region of Utah with a significant oil and gas industry presence. NOP data shows that Roosevelt Municipal Airport connects the region to major oil and gas industry clusters in Houston, Minot, Denver, Calgary, Houston, Dallas, Williston, and many others.





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

ROOSEVELT MUNICIPAL AIRPORT ROLE: UT-II: CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	Airport Compliance
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





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**

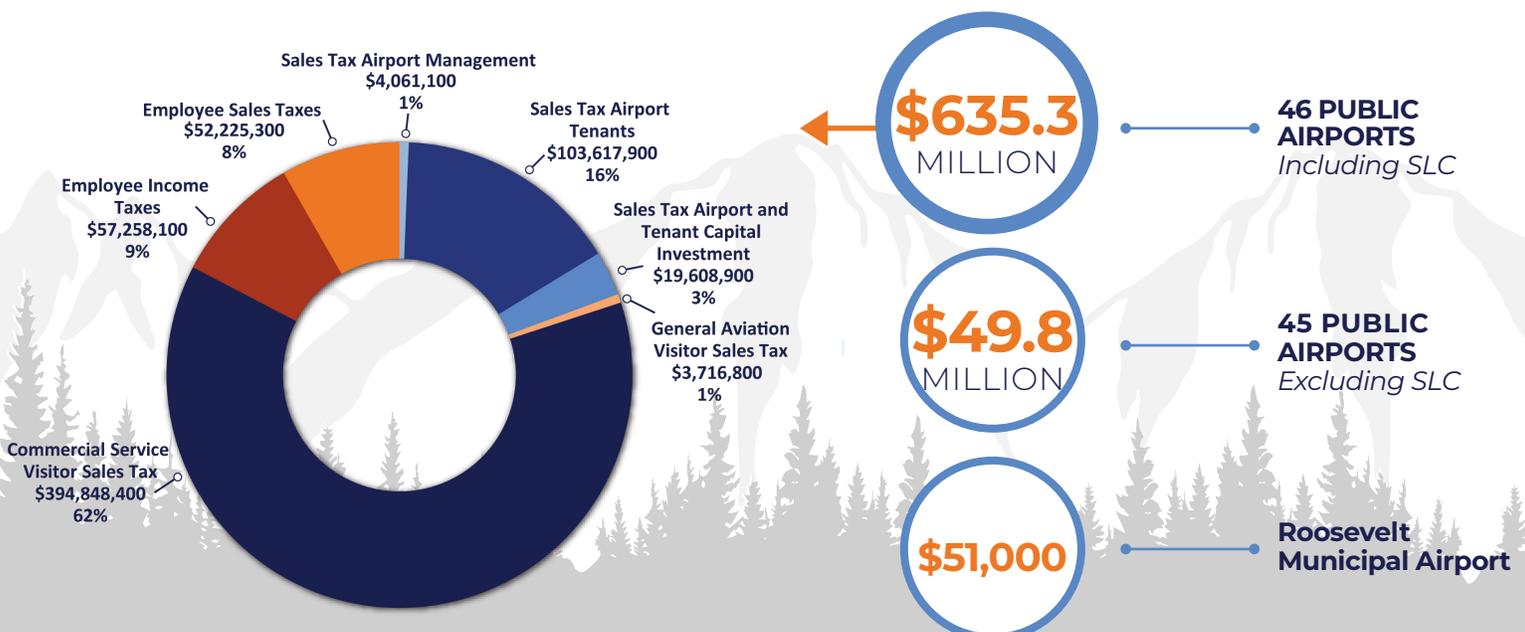
204,000 Excluding SLC

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:
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