UTAH | AVIATION DEVELOPMENT STRATEGY

PROVO MUNICIPAL AIRPORT (PVU)

PROVO, UTAH

2,226
JOBS

$80.4M
ANNUAL PAYROLL

$168.1M
ANNUAL SPENDING

$248.6M
ANNUAL ECONOMIC ACTIVITY

$10.6M
STATE AND LOCAL TAX REVENUE

$27.2M
10-YEAR DEVELOPMENT COST

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

Provo Municipal Airport serves a variety of functions, supporting both scheduled airline service by Allegiant and extensive business and recreational general aviation activity. The airport plays an important role in supporting two of the largest universities in the state, Brigham Young University and Utah Valley University.

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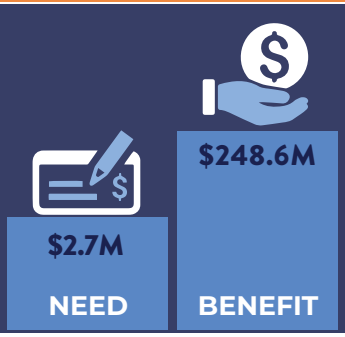
https://www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy

PROVO MUNICIPAL AIRPORT (PVU)

THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **$27.2 million** estimated to maintain/improve the airport over the next ten years
- **$2.7 million** average annual investment need
- **$248.6 million** in annual economic benefit



DID YOU KNOW PROVO MUNICIPAL AIRPORT CREATES...

ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR PROVO 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	373	540	913	$22,735,400	$19,110,200	$41,845,600	$39,446,600	$23,849,500	$63,296,100	$62,182,000	$42,959,700	$105,141,700
Capital Investment	248	314	562	$9,229,200	$7,708,000	$16,937,200	$36,939,900	$34,621,100	$71,561,000	$46,169,100	$42,329,100	$88,498,200
General Aviation Visitor Spending	195	89	284	$4,922,100	$3,288,200	$8,210,300	$5,655,300	$5,360,100	$11,015,400	$10,577,400	$8,648,300	$19,225,700
Commercial Visitor Spending	309	158	467	$7,819,200	$5,607,200	$13,426,400	$11,678,500	$10,583,700	$22,262,200	$19,497,700	$16,190,900	$35,688,600
Total Impacts	1,125	1,101	2,226	$44,705,900	$35,713,600	$80,419,500	$93,720,300	$74,414,400	$168,134,700	$138,426,200	$110,128,000	$248,554,200

Note: Impacts reported reflect pre-COVID airport activity

PROVO MUNICIPAL AIRPORT (PVU)

BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

- AIRPORT $786,600
- CONSTRUCTION $231,900
- VISITOR INDUSTRY $173,400

$1.2M ANNUAL INCOME TAX

SALES TAX ON SPENDING BY...

- AIRPORT $2.7M
- CONSTRUCTION $2.6M
- VISITORS $3.2M
- EMPLOYEES $886,600

$9.4M ANNUAL SALES TAX

$10.6M ANNUAL SALES AND INCOME TAX REVENUE

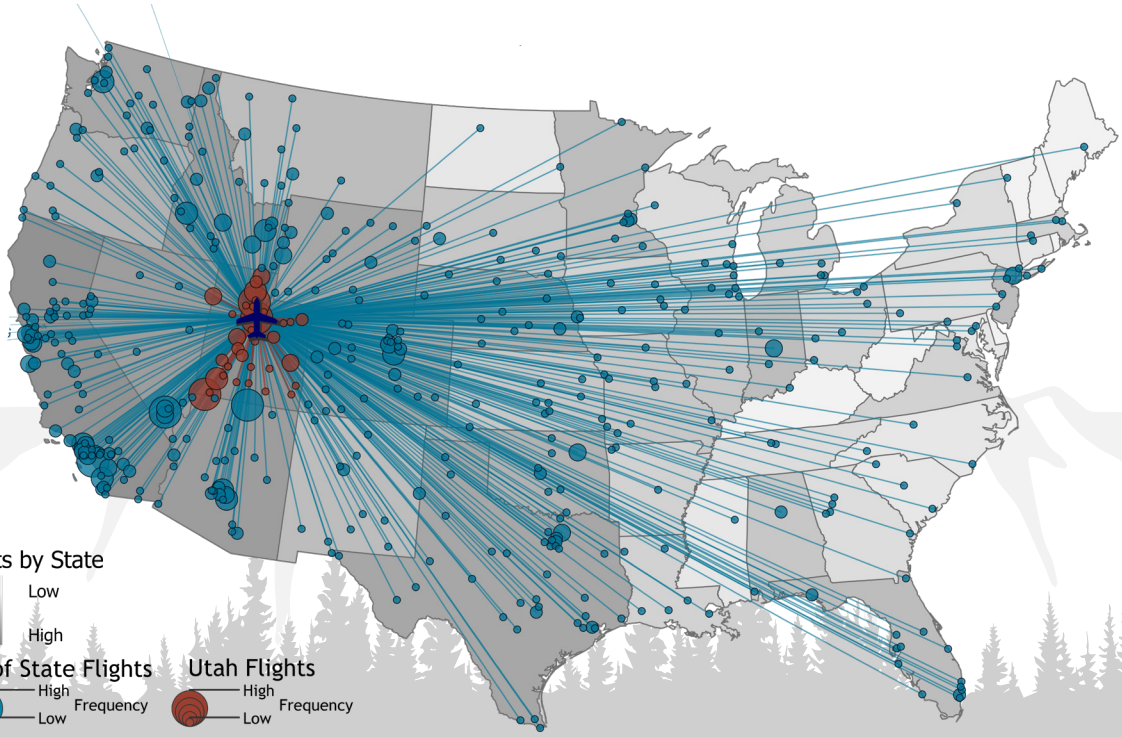
DID YOU KNOW...

81% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

CONNECTIONS TO MORE THAN 445 UNIQUE DESTINATIONS IN 46 STATES AND 29 COUNTRIES

PVU'S NATIONAL CONNECTIONS

The airport supports general aviation connectivity to numerous destinations throughout the United States. This FAA flight data map displays a variety of 2018 destinations to and from the airport. Notable users include Utah Valley University (flight training), Alpine Air Express (air cargo), and Intermountain Life Flight (air ambulance). Other prominent users are fractional ownership companies like NetJets and Flex Jet.



Data Source: FAA TFMS; CY 2018

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

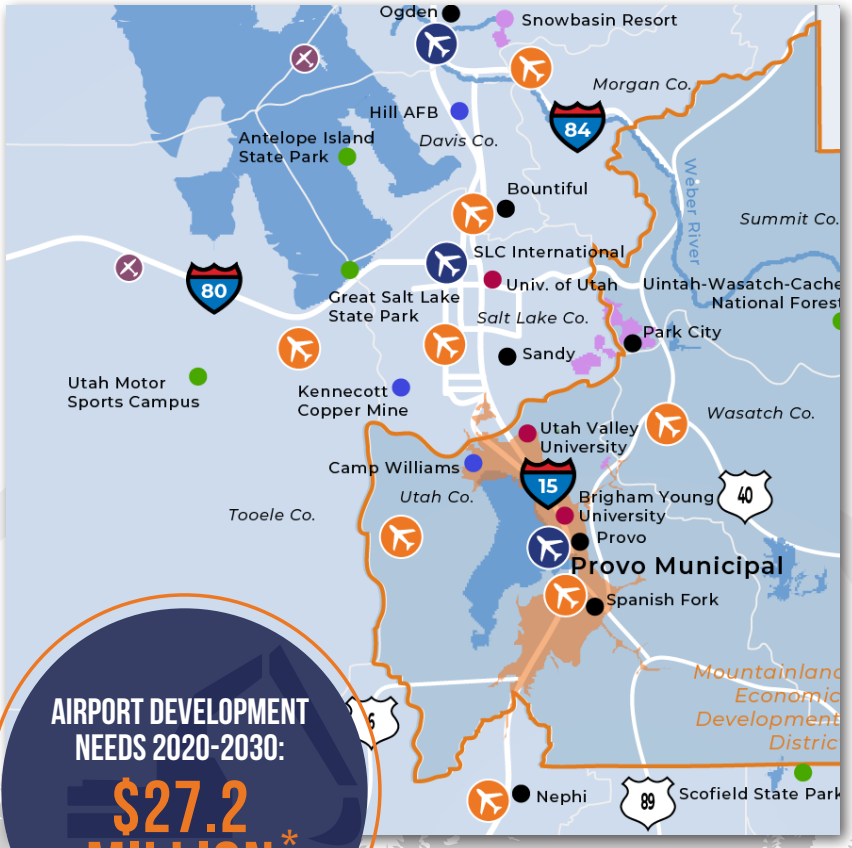
UT-III: RECREATION AND COMMUNITY ACCESS
9 AIRPORTS

UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

PROVO MUNICIPAL AIRPORT ROLE:
UT-I: COMMERCIAL SERVICE

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	**Airport Compliance**
Instrument Approach	✓
Navigational and Visual Aids	X
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	X
Paved Automobile Parking	✓
Other	
Recent Master Plan/Airport Layout Plan	✓

✓ *Meets Recommendation* X *Improvement Recommended*
— *Not an Objective*



AIRPORT DEVELOPMENT NEEDS 2020-2030:
$27.2 MILLION*

**Includes current capital improvement plan projects*

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE
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

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

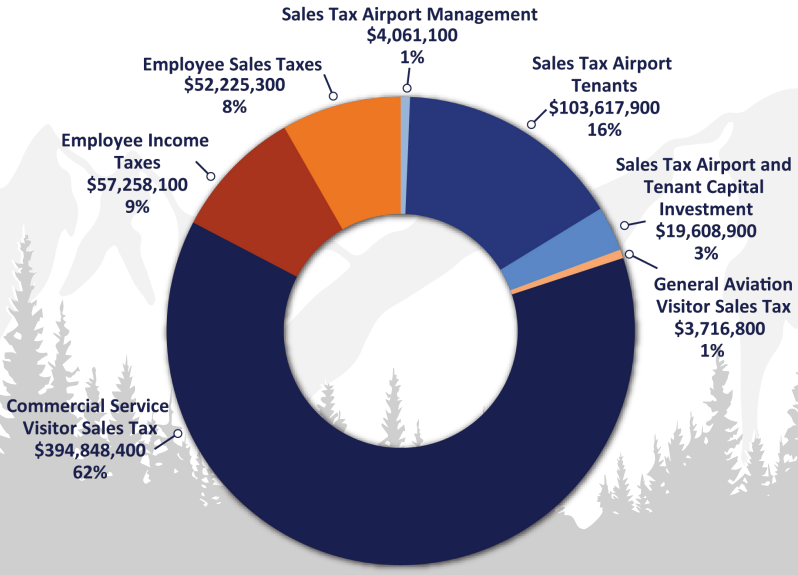
6.6 MILLION COMMERCIAL AIRLINE VISITORS

204,000 Excluding SLC

180,000 GENERAL AVIATION VISITORS

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY



$635.3 MILLION — **46 PUBLIC AIRPORTS** *Including SLC*

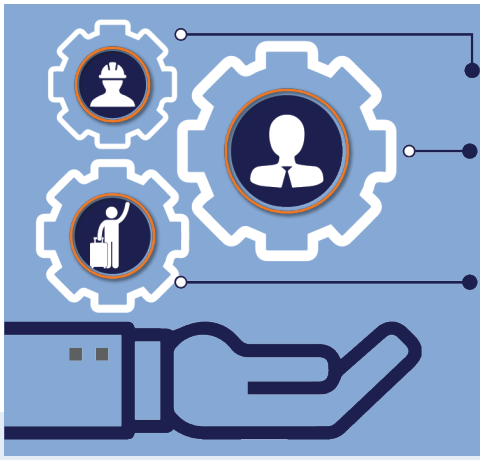
$49.8 MILLION — **45 PUBLIC AIRPORTS** *Excluding SLC*

$10.6 MILLION — **Provo Municipal Airport**

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:



- AVERAGE ANNUAL CAPITAL INVESTMENT
- AIRPORT MANAGEMENT AND BUSINESS TENANTS
- GENERAL AVIATION AND COMMERCIAL VISITOR EXPENDITURES

WHAT DO WE MEASURE?

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

EMPLOYMENT

ANNUAL PAYROLL

ANNUAL SPENDING

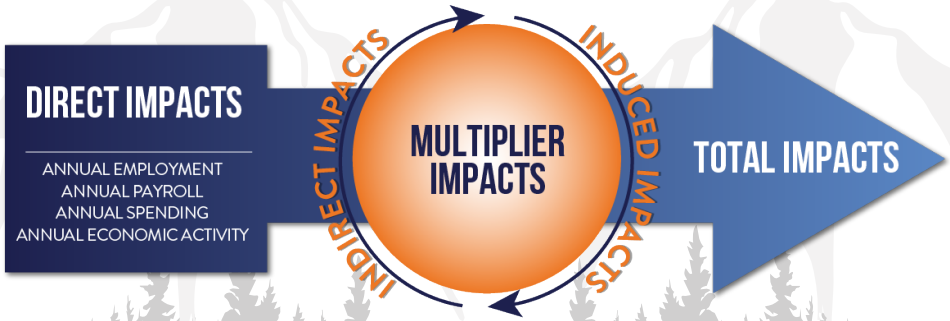
ANNUAL ECONOMIC ACTIVITY

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.



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FOR MORE INFORMATION:
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www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy

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