



UTAH | AVIATION DEVELOPMENT STRATEGY

VERNAL REGIONAL AIRPORT (VEL)

VERNAL, UTAH



 **206**
JOBS

 **\$8.3M**
ANNUAL PAYROLL

 **\$18.3M**
ANNUAL SPENDING

 **\$26.6M**
ANNUAL ECONOMIC ACTIVITY

 **\$874,200**
STATE AND LOCAL TAX REVENUE

 **\$18.0M**
10-YEAR DEVELOPMENT COST

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

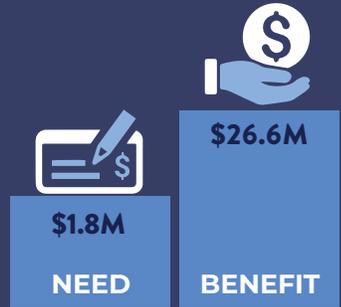
Vernal Regional Airport offers commercial airline service through United Airlines to Denver International Airport. The daily service provides an alternative to driving to Salt Lake City for access to major national markets. A feeder cargo service operated by Ameriflight flies to Carbon County, and on to Salt Lake City. The oil & gas industry is a large presence in the area, with companies including Halliburton using the airport for access.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$18.0 million** estimated to maintain/improve the airport over the next ten years
- **\$1.8 million** average annual investment need
- **\$26.6 million** in annual economic benefit



DID YOU KNOW VERNAL REGIONAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR VERNAL REGIONAL 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	38	42	80	\$2,193,300	\$2,429,700	\$4,623,000	\$3,503,200	\$2,775,200	\$6,278,400	\$5,696,500	\$5,204,900	\$10,901,400
Capital Investment	33	43	76	\$1,245,800	\$1,040,500	\$2,286,300	\$4,986,400	\$4,673,400	\$9,659,800	\$6,232,200	\$5,713,900	\$11,946,100
General Aviation Visitor Spending	3	2	5	\$81,600	\$54,500	\$136,100	\$93,700	\$88,900	\$182,600	\$175,300	\$143,400	\$318,700
Commercial Visitor Spending	30	15	45	\$759,200	\$544,300	\$1,303,500	\$1,133,300	\$1,027,100	\$2,160,400	\$1,892,500	\$1,571,400	\$3,463,900
Total Impacts	104	102	206	\$4,279,900	\$4,069,000	\$8,348,900	\$9,716,600	\$8,564,600	\$18,281,200	\$13,996,500	\$12,633,600	\$26,630,100

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

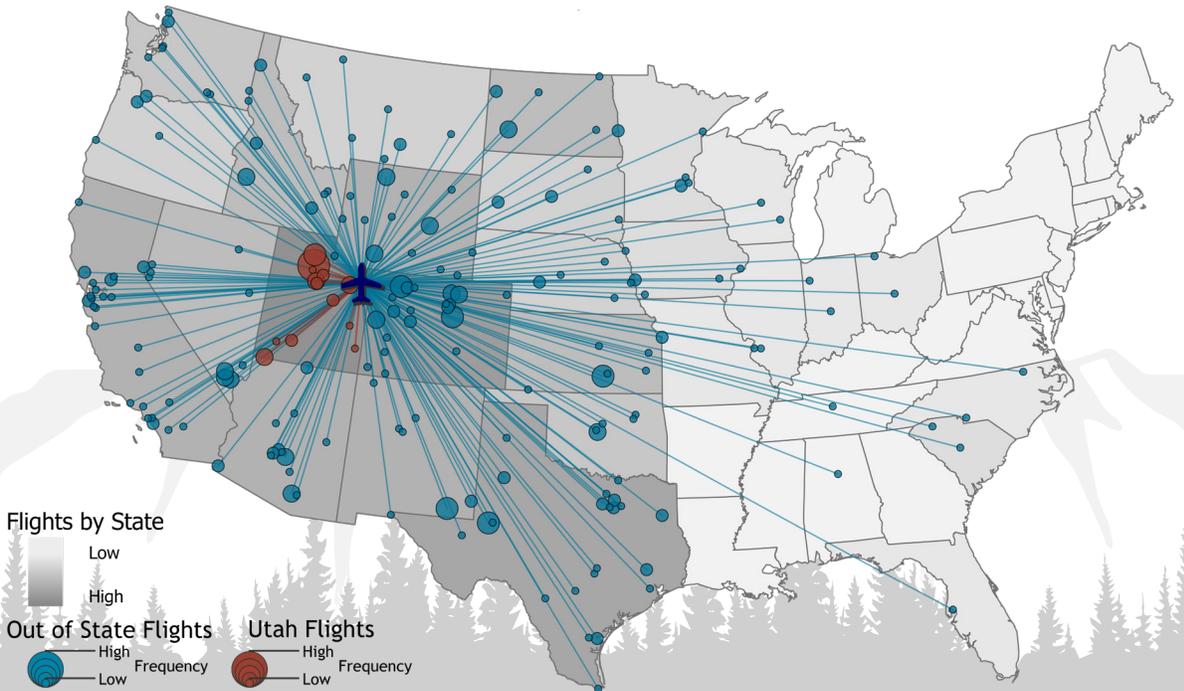


DID YOU KNOW...



VEL'S NATIONAL CONNECTIONS

Vernal is in a region of Utah with a significant oil and gas industry presence. NOP data shows that Vernal Regional Airport connects the region to major oil and gas industry clusters in Denver, Dickinson, Grand Junction, Fort Collins/Loveland, Odessa, Williston, Manitoba, Houston, Dallas, Fargo, and others. Air cargo operators Key Lime Air, Ameriflight, Ameristar Jet Charter, and Cargoman Limited were also frequent users of the airport. Agribusiness giant J.R. Simplot company is another notable user of the airport.





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

VERNAL REGIONAL AIRPORT ROLE: UT-I: COMMERCIAL SERVICE

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





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

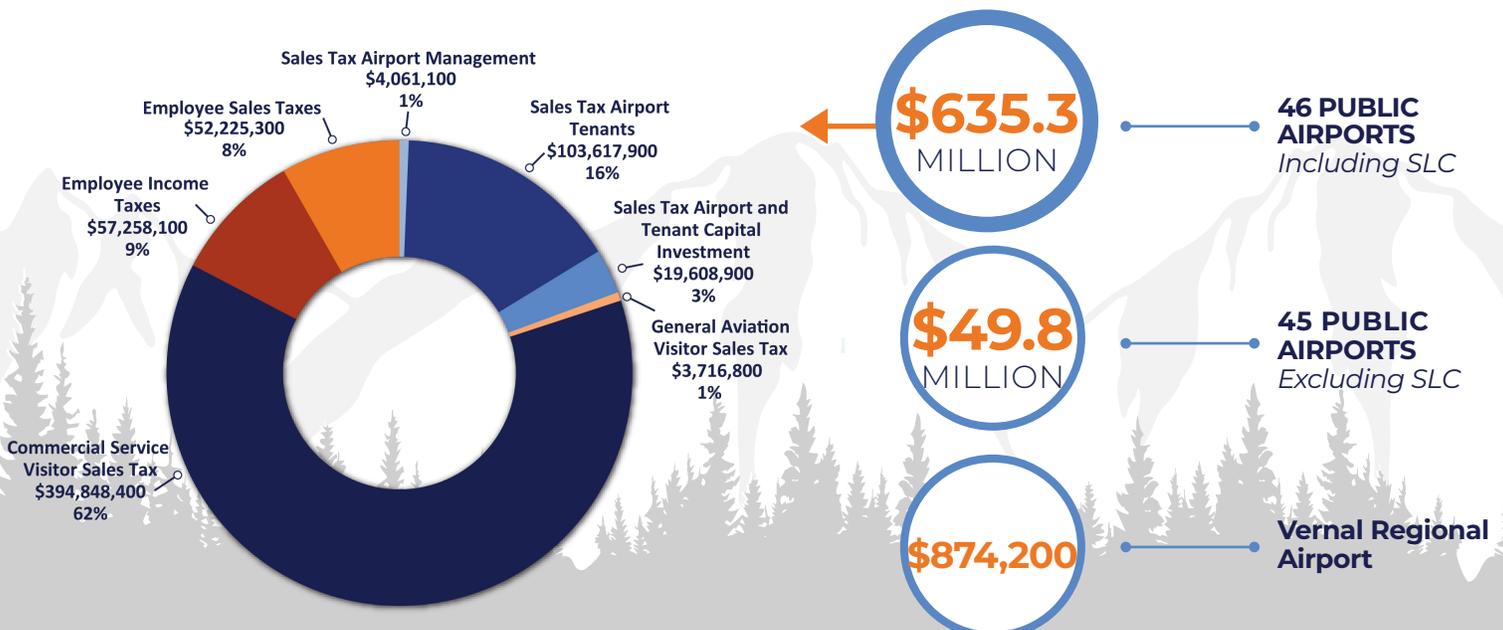
204,000 Excluding SLC

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

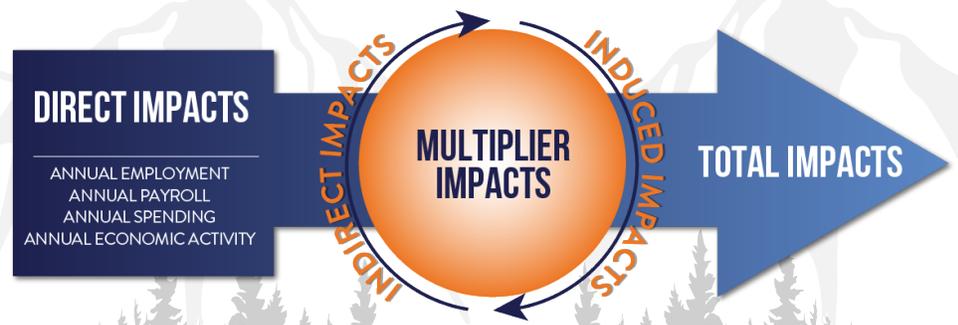


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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

