2. Socioeconomic Overview and Background

SECTION OVERVIEW

Chapter 2. Socioeconomic Overview and Background provides a general depiction of Heber Valley Airport (HCR) and the surrounding area, including Heber City, Wasatch County, and the Sate of Utah. This is accompanied by a broad description of the airport's history, location, economic impact, and demographics.

2.1 AREA AND AIRPORT OVERVIEW

BRIEF HISTORY

Heber Valley was first discovered by Native Americans of the Timpanogos Utes tribe. The area was mostly used for hunting in the summer. This area was ideal because materials for producing hunting tools were abundant.
In 1858, a bridge was constructed to cross the Provo River by Church of Jesus Christ of Latter-Day Saints (LDS) president, Brigham Young. This bridge allowed settlers to cross the river and begin to build homes in 1859. By 1889, Heber City incorporated as a township and by 1899, the Rio Grande Western Railroad began service from Provo to Heber City with seven connections in between.

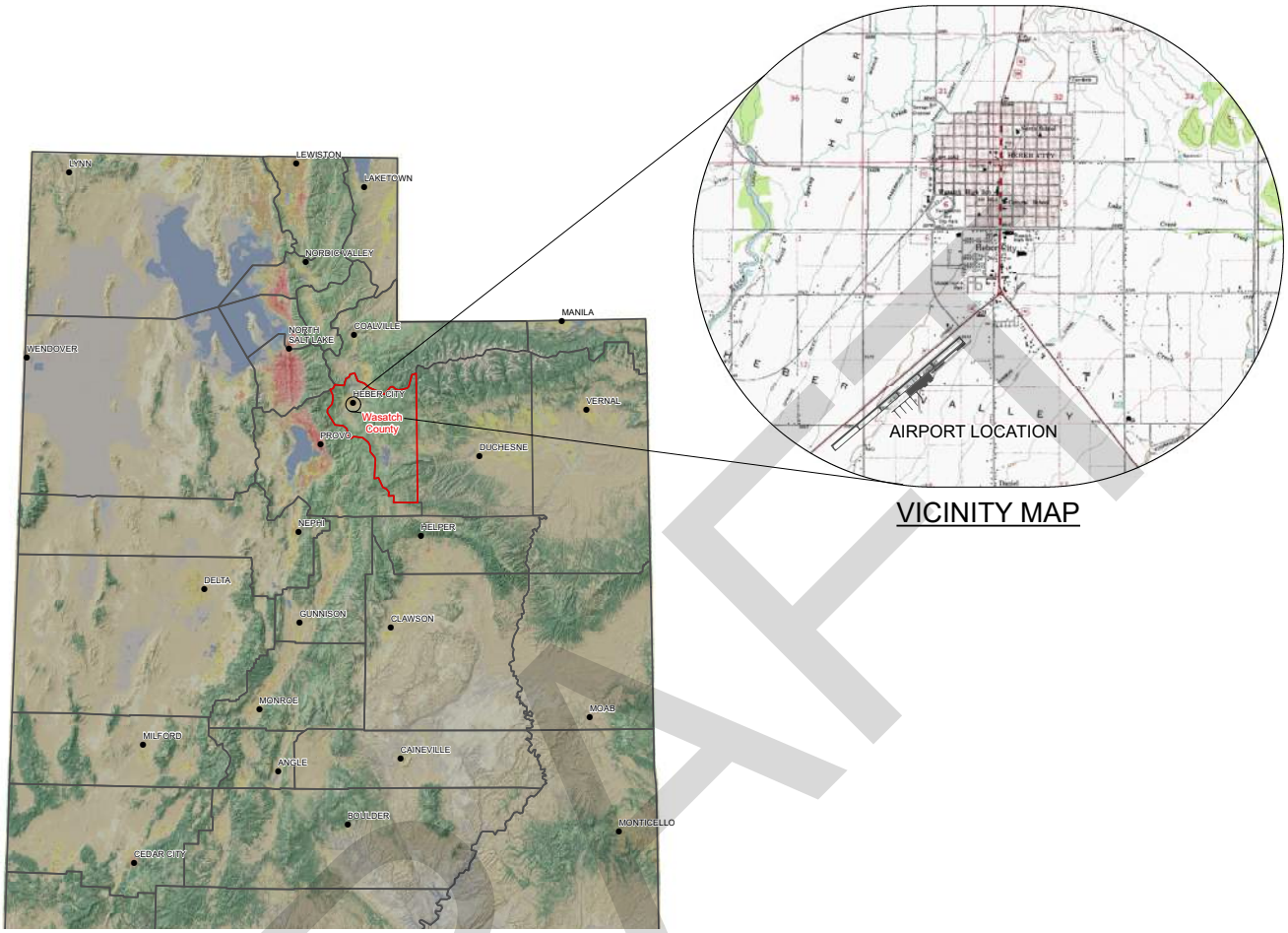
HEBER CITY

Heber City was founded in the late 1850s by a member of the church and was named after the apostle Heber C. Kimball. Heber City is the largest city and the county seat of Wasatch County. The area where Heber City is located is known as the Wasatch Back, which is the northwestern part of the county. According to the U.S. Census Bureau, Heber City had a population of 16,400 people as of July 2018. The population of Heber City has increased 43.4% since 2010. Heber City is located at 40°30'24"N, 111°24'44"W with an elevation of 5,604 feet above mean sea level and encompasses 3.5 square miles. The city is 28 miles from Provo and 45 miles away from Salt Lake City.

WASATCH COUNTY

Wasatch County was created in 1862 and is located in the north central region of the state of Utah. The county encompasses 1,206 square miles of land, which includes the cities and towns of Charleston, Daniel, Heber City, Timber Lakes, Independence, Interlaken, Midway, Hideout, and Wallsburg. The county is named after the Wasatch Mountains and has two drainage systems, the Colorado and Great Basin systems. The elevation in Wasatch County ranges from 5,016 to 11, 640 feet above mean sea level and is home to Wasatch Mountain State Park, Jordanelle State Park, Deer Creek State Park, and Mount Timpanogos. According to the U.S. Census Bureau, the population in Wasatch County grew 41.3% from 23,530 in 2010 to 33,240 in 2018.

Figure 2.1 Heber City Location



Source: T-O Engineers

AIRPORT OVERVIEW

Heber Valley Airport is a public use airport owned by Heber City. It serves the communities of Heber City, Park City, Wasatch County, Summit County, and some portions of traffic from the Uintah Basin, as well as the Wasatch Front. It became operational in November 1947 and is a non-towered airport. The airport encompasses 401 acres of land. Its coordinates are N40°28.91, W111°25.73 and it is located one mile south of Heber City. Its surveyed elevation is 5,636.8 feet above mean sea level. The FAA three-letter identifier for the Heber Valley Airport is HCR. HCR's single runway, 4/22 is asphalt in excellent condition with a strength rating of 89,000 pounds for single wheel gear and 142,500 pounds for dual wheel gear. Runway 4/22 is 6,898 feet long and 75 feet wide with Medium Intensity Runway Edge Lights (MIRLs) and precision markings on Runway 4 and non-precision markings on Runway 22.

The Utah Department of Transportation (UDOT), Division of Aeronautics classifies HCR as a General Aviation Regional Airport. The Fixed Based Operator, OK3 Air, provides numerous services, such as aviation fueling, de-icing, aircraft parking (ramp, tie downs, and hangars), Part 145 repair and maintenance, rental cars, aircraft sales and leasing, passenger terminal, and pilot's lounge.

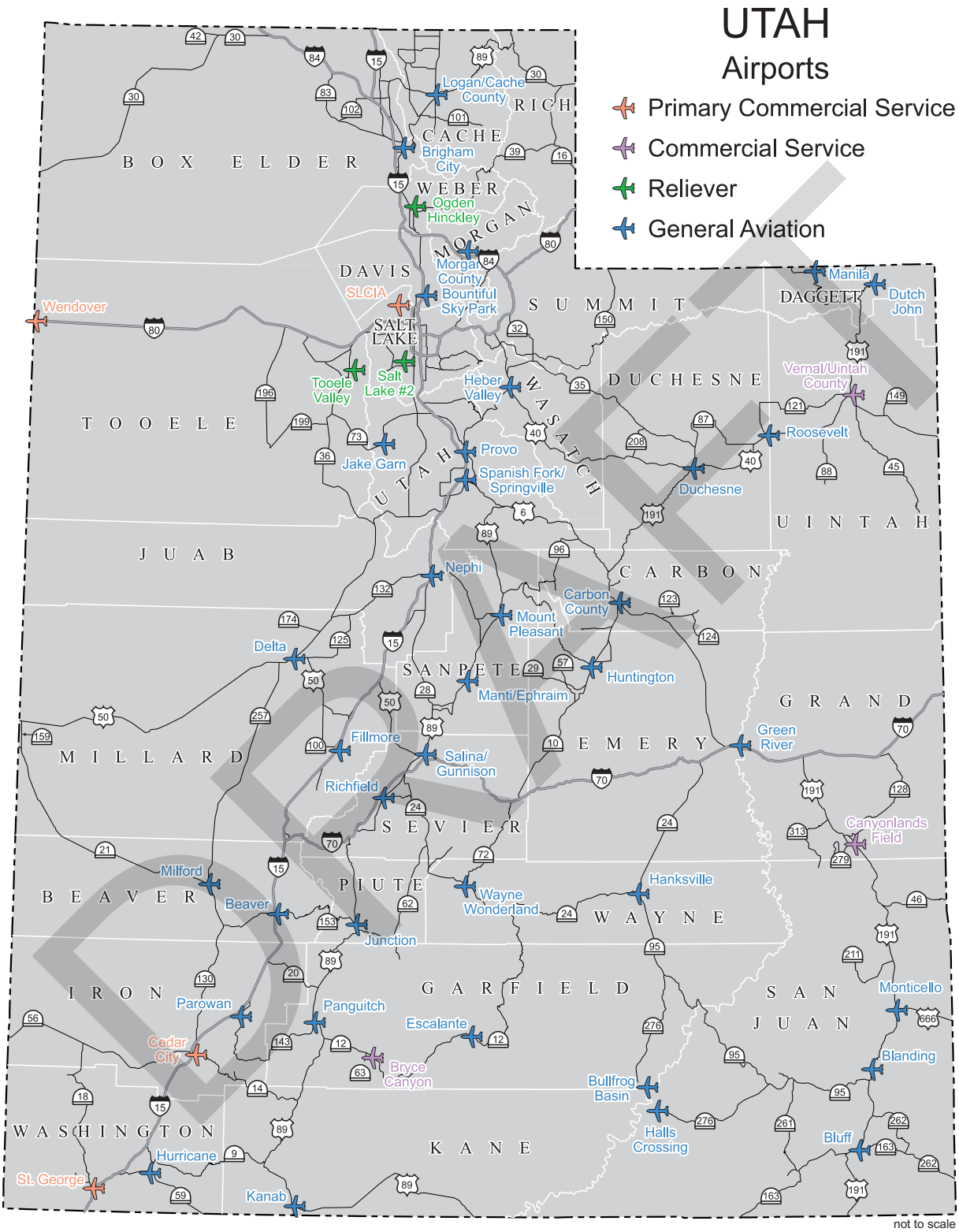
Figure 2.2 Heber Valley Airport

Source: ESRI World Image (Clarity)

UTAH AVIATION DEMAND OVERVIEW

According to the Utah Continuous Airport System Plan, there are 46 public use airports in the state of Utah. Only 36 of those are in the National Plan of Integrated Airport Systems (NPIAS), which identifies nearly 3,400 existing and proposed airports that are significant to air transportation and thus eligible to receive federal Airport Improvement Program (AIP) grants. Of those 36 airports in the NPIAS, five are classified as primary airports, two are classified as nonprimary commercial service airports, 28 are classified as general aviation airports, and only South Valley Regional Airport is classified as a reliever airport.

Figure 2.3 Utah Airports Map



Source: UCASP

2. Socioeconomic Overview and Background

GOVERNANCE

Heber Valley Airport is governed by the Heber City Council. The Council relies on the City Manager, the Airport Manager, and the Airport Advisory Board to provide recommendations and administer day to day management of the airport. The Airport Advisory Board is comprised of airport tenants and City Council members. The main purpose of the board is to review and make recommendations to the City Council on a variety of airport matters. The Airport Manager and the City Manager administer the day to day management of the airport, including federal and state grant administration, maintenance related construction projects, snow removal, and hangar leases, etc.

FBO SERVICES

Fixed Based Operators (FBOs) provide a variety of airport services, such as overnight hangaring, aircraft maintenance, fueling, and flight instruction. The number of FBOs on airports vary widely. Some smaller general aviation airports do not have FBOs. Heber Valley Airport is served by one FBO, OK3 Air is a full-service FBO offering FAA Part 145 aircraft maintenance and many other services, including fueling, de-icing, aircraft parking (ramp, tie downs, and hangars), rental cars, aircraft sales and leasing, passenger terminal, and pilot's lounge.

AREA AIRPORTS

There are several public use airports within 50 nautical miles of Heber Valley Airport, including Provo Municipal Airport (PVU), Spanish Fork Airport Springville-Woodhouse Field (SPK), South Valley Regional Airport (U42) Salt Lake City International Airport (SLC), Bolinder Field Tooele Valley Airport (TVY), and Nephi Municipal Airport (U14).

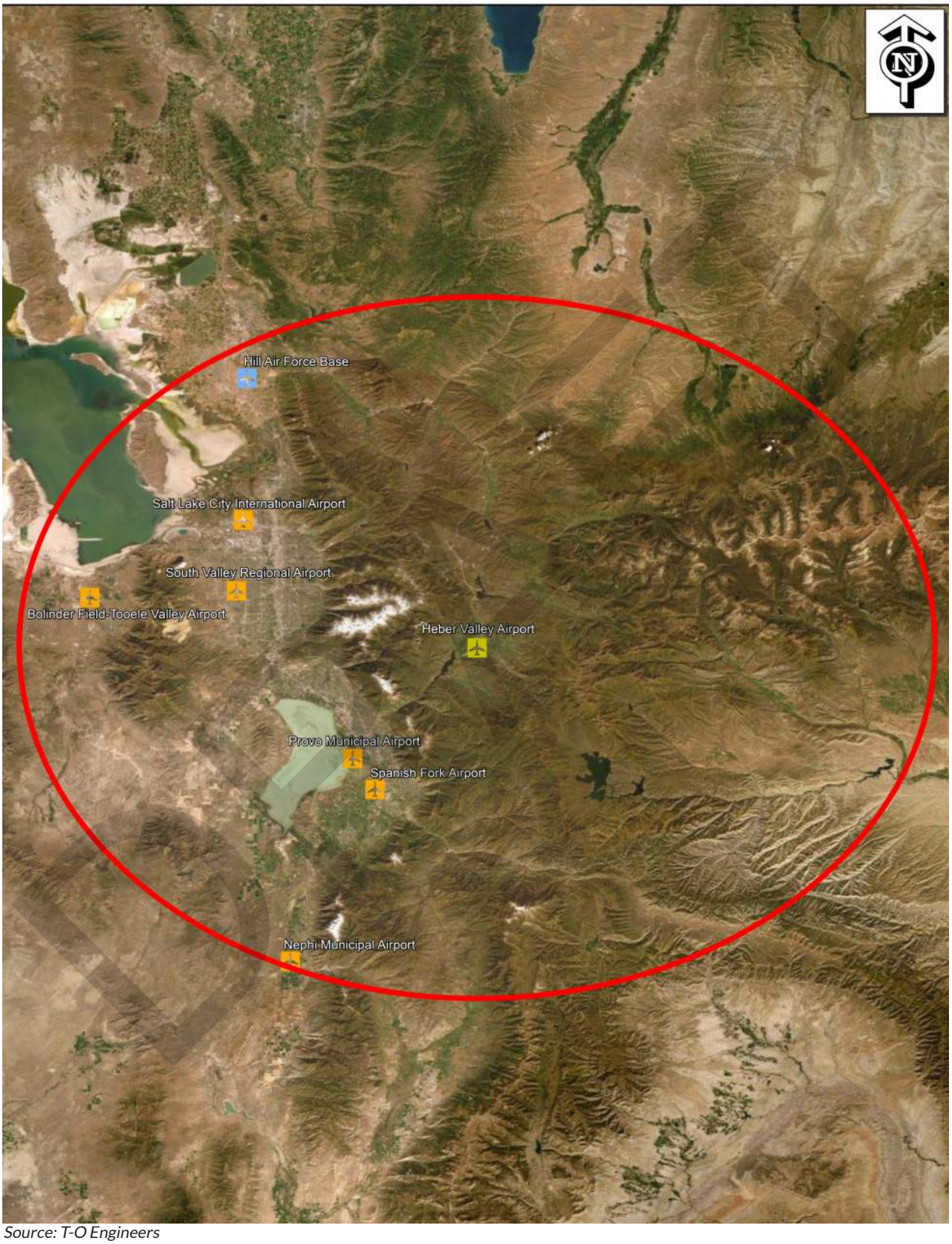
Detailed information regarding each airport is outlined is *Table 2.1.* Airports are listed in ascending order of nautical mile distance from HCR.

Table 2.1 Area Airports

Airport	City/County	Miles from HCR	Runway Condition	Runway (Length x Width)	Instrument Approach Procedures	Type of Operations	FBO	Type of Airport
Heber Valley Airport (HCR)	*Heber City, Wasatch County, UT*	-	*Runway 4/22* *Asphalt, in excellent condition*	*Runway 4/22* *6,898' x 75'*	*RNAV (GPS)-A*	*57% transient GA* *35% local GA* *8% air taxi* **for period ending 01/01/12*	*OK3 Air*	*GA*
Provo Municipal Airport (PVU)	Provo, Utah County, UT	21 SW	Runway 13/31 Asphalt/grooved, in good condition Runway 18/36 Asphalt, in good condition	Runway 13/31 8,6003' x 150' Runway 18/36 6,628' x 150'	ILS or LOC RWY 13 RNAV (GPS) RWY 13 VOR/DME RWY 13	*66% local GA* *32% transient GA* *2% commercial* *<1% air taxi* *<1% military* *60% local GA* *40% transient GA* **for period ending 01/01/19*	TAC Air, Duncan Aviation	P
Spanish Fork Airport Springville-Woodhouse Field (SPK)	Spanish Fork, Utah County, UT	23 SW	Runway 12/30 Asphalt, in good condition	Runway 12/30 6,500' x 100'	RNAV (GPS) Y RWY 12 RNAV (GPS) Z RWY 12 RNAV (GPS)-A	*57% local GA* *43% transient GA* *<1% military* **for period ending 01/04/12*	Utah Aviation Services Inc.	GA
South Valley Regional Airport (U42)	Salt Lake City, Salt Lake County, UT	27 W	Runway 16/34 Asphalt, in good condition	Runway 16/34 5,862' x 100'	RNAV (GPS) RWY 34 South Valley One (RNAV)	*64% local GA* *25% transient GA* *10% military* *<1% air taxi* **for period ending 12/31/13*	South Valley Regional Airport FBO	R
Salt lake City International Airport (SLC)	Salt Lake City, Salt Lake County, UT	31 NW	Runway 16L/34R Asphalt/grooved, in good condition Runway 16R/34L Concrete/grooved, in good condition Runway 17/35 Asphalt/grooved, in good condition Runway 14/32 Asphalt/grooved, in good condition	Runway 16L/34R 12,002' x 150' Runway 16R/34L 12,000' x 150' Runway 17/35 9,596' x 150' Runway 14/32 4,893' x 150'	13 ILS Approaches and 6 RNAV (GPS)	*66% commercial* *18% air taxi* *12% transient GA* *2% military* *1% local GA* **for period ending 01/01/19*	TAC Air Atlantic	P
Bolinder Field-Tooele Valley Airport (TVY)	Tooele, Tooele County, UT	43 W	Runway 17/35 Asphalt, in good condition	Runway 17/35 6,100' x 100'	ILS or LOC RWY 17 RNAV (GPS) RWY 17	64% transient GA 35% local GA 1% air taxi *60% local GA* *40% transient GA* **for period ending 01/01/14*	Salt Lake City Dept. of Airports	GA
Nephi Municipal AIrport (U14)	Nephi, Juab County, UT	49.1 SW	Runway 17/35 Asphalt, in excellent condition	Runway 17/35 6300' x 100'	RNAV (GPS) RWY 17 RNAV (GPS) RWY 35	*60% local GA* *40% transient GA* **for period ending 12/30/11*	Nephi Jet Center	GA

Source: AirNav.com

Figure 2.4 Utah Airports Map

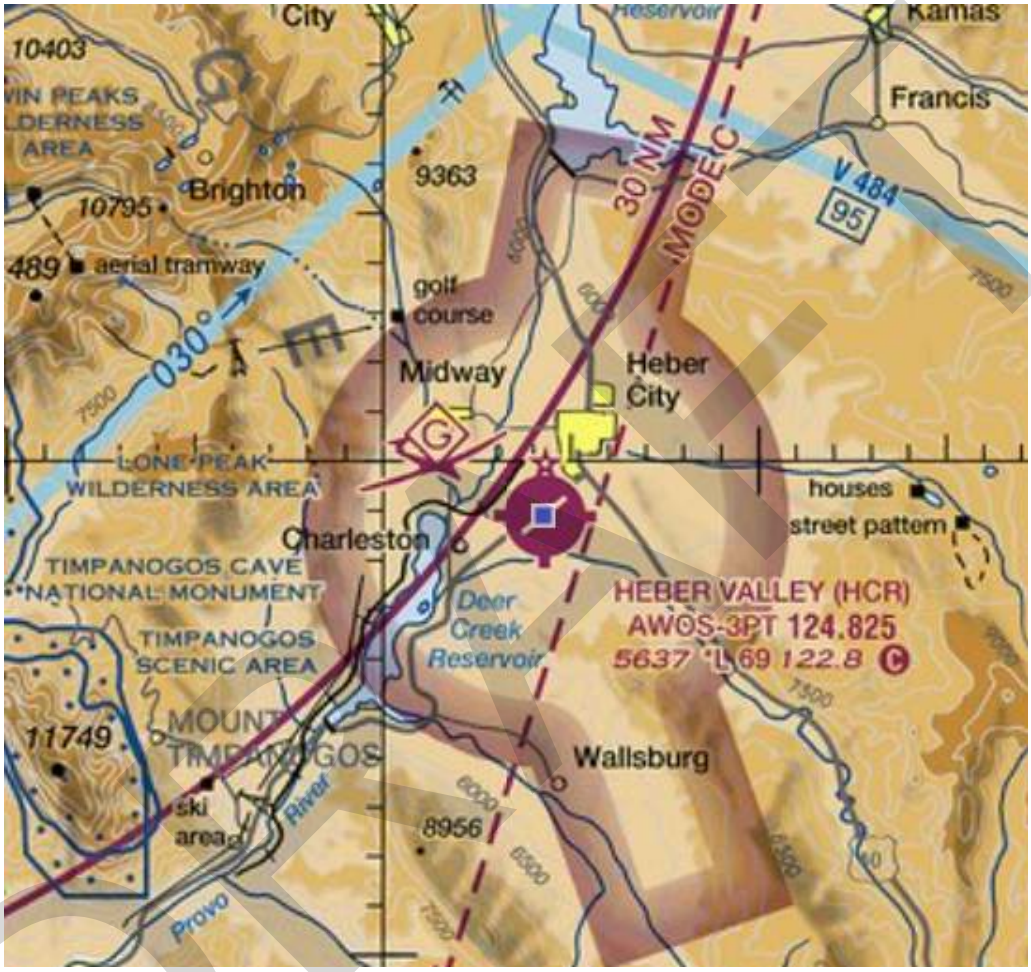


Source: T-O Engineers

2.2 AIRSPACE AND APPROACHES

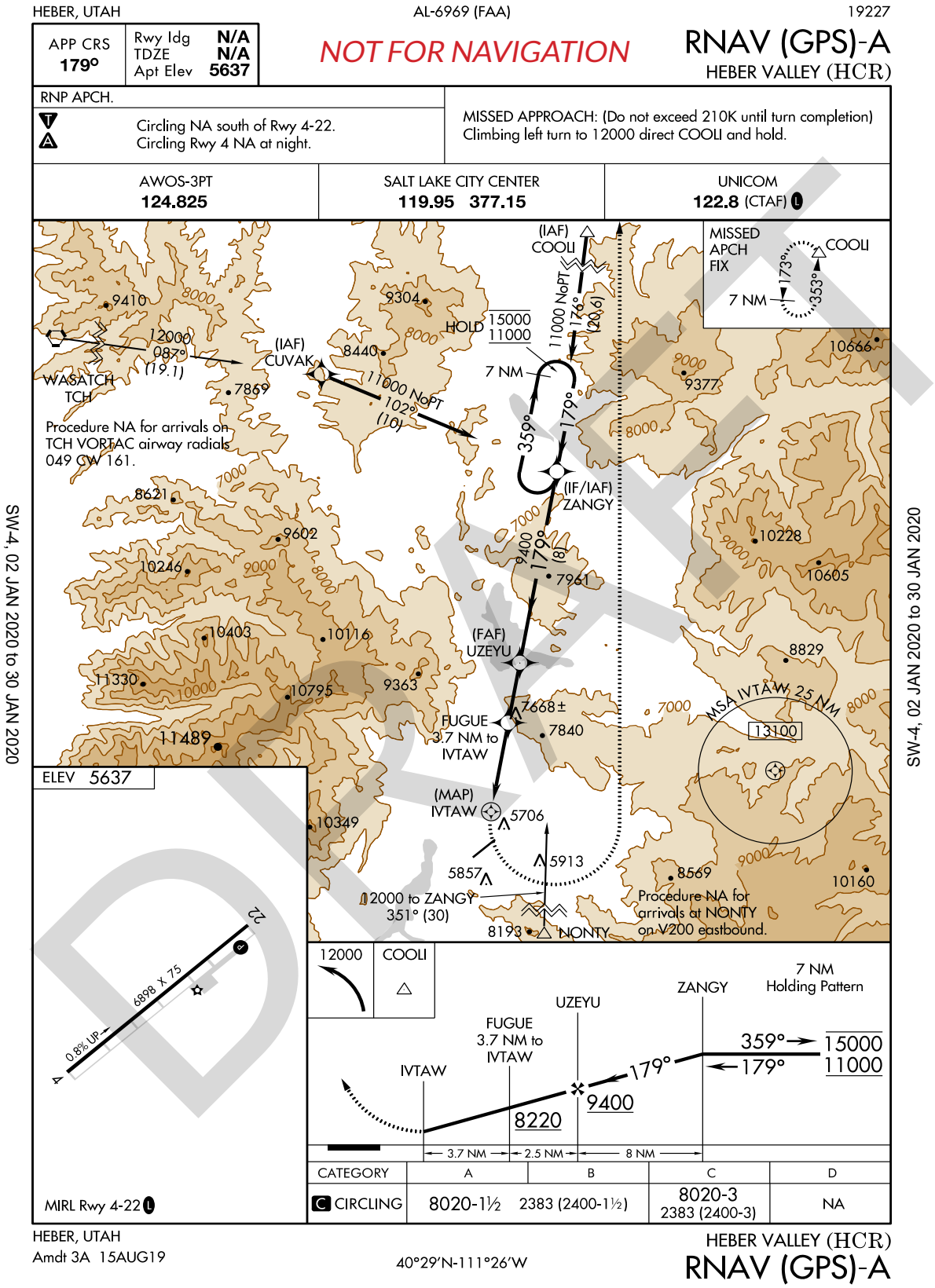
Airspace surrounding Heber Valley Airport is Class G from the surface to 700 feet above ground level (AGL), then becomes Class E airspace. The airspace is depicted in *Figure 2.5 Aeronautical Chart*.
There is one Instrument Approach Procedure (IAP) published for the airport: RNAV (GPS)-A (refer to *Figure 2.6*) and one departure procedure: COOLI SIX (RNAV) (refer to *Figure 2.7*).

Figure 2.5 Aeronautical Chart



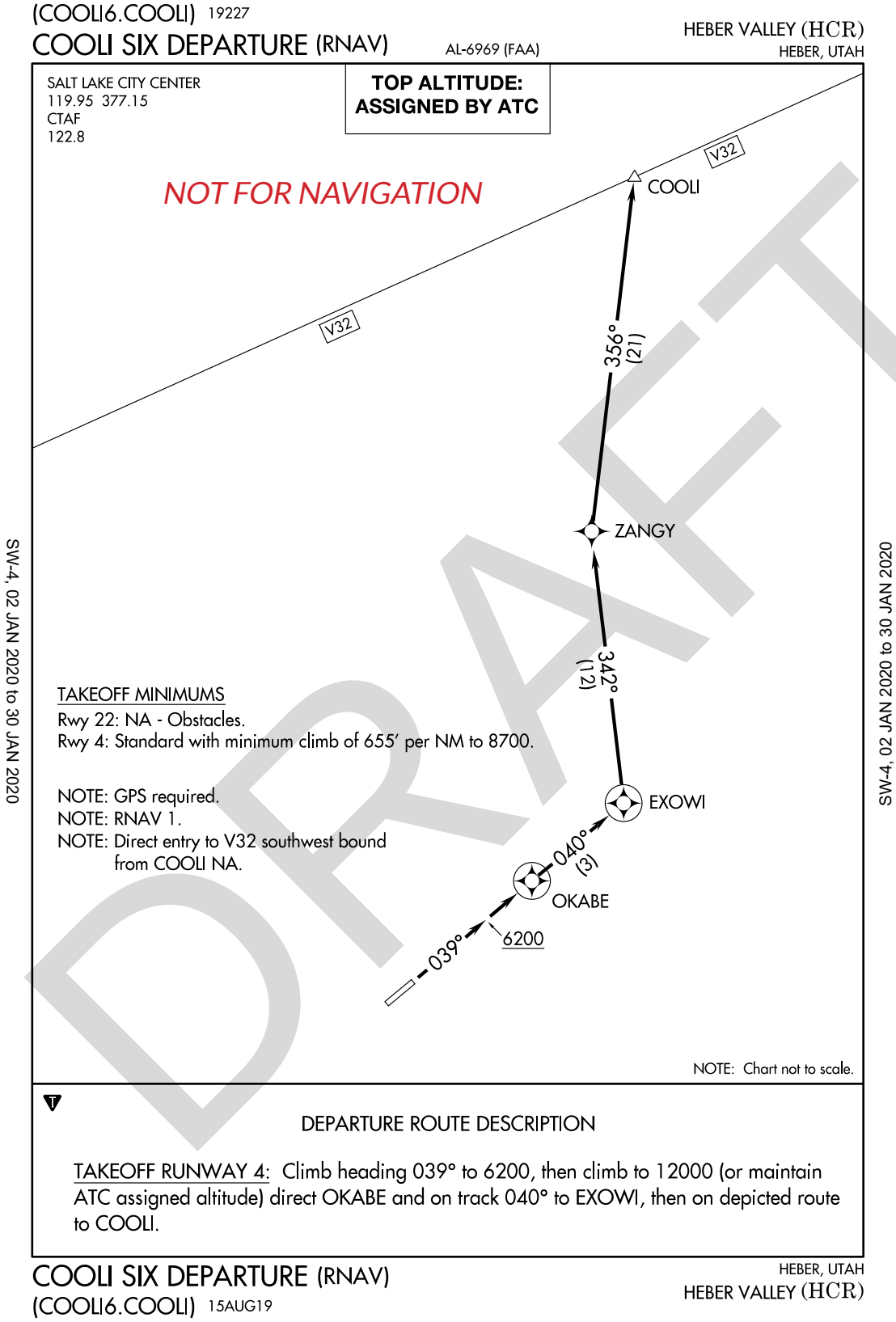
Source: AirNav.com

Figure 2.6 GPS Approach Procedure



Source: AirNav.com

Figure 2.7 RNAV Departure Procedure



Source: AirNav.com

2.3 AIRCRAFT ACCIDENTS

The National Transportation Safety Board (NTSB) is an independent federal agency that investigates every civil aviation accident in the United States and maintain the Aviation Accident Database & Synopses. Using this data base, the data presented in *Table 2.2 Aircraft Accidents* has been compiled since 1993. There have been thirty accidents on record at Heber Valley Airport. Eight resulted in fatalities or serious injuries.

All of the accidents occurred during Visual Meteorological Conditions (VMC). VMC represents an aviation flight category in which pilots have sufficient visibility (equal to or greater than 3 miles) to fly the aircraft maintaining visual separation from terrain and other aircrafts. Instrument Meteorological Conditions (IMC) represents an aviation flight category that describes weather conditions that require pilots to fly primarily by reference to instruments and therefore, under instrument flight rules (IFR), rather than by outside visual references under visual flight rules (VFR). This usually means flying in the clouds or during bad weather.

2.4 AIRPORT GRANT HISTORY

Table 2.3 Airport Improvement Program Grant History lists historic improvement projects at HCR. Data was provided by the FAA Denver Airports District Office (DEN-ADO). *Table 2.4 UDOT Grant History* provides details of airport development projects at HCR that were funded by UDOT Aeronautics. Descriptions of the projects have been copied verbatim from the provided reports. Usually funding is a combination of federal, state, and local funds. This Airport Master Plan study is one of numerous projects funded by the FAA and UDOT since 1986.

Table 2.2 Aircraft Accidents

Accident Number	Event Date	Aircraft Damage	Purpose of Flight	Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Weather Condition	Broad Phase of Flight
DEN83LA082	03/21/83	Substantial	Nonshceduled Air Taxi	0	0	1	VMC	Maneuvering
DEN83LA162	07/07/83	Substantial	Personal	0	0	1	IMC	Cruise
ADEN85LA018	10/25/84	Substantial	Personal	0	0	0	VMC	Cruise
DEN85FTM03	06/22/85	Destroyed	Personal	1	0	0	VMC	Final Approach
DEN88FA110	05/19/88	Destroyed	Instructional	2	0	0	VMC	Maneuvering & Descent
SEA91LA222	08/26/91	Substantial	Personal	0	0	2	VMC	Landing - Roll
SEA93LA005	10/01/92	Substantial	Personal	0	0	0	VMC	Takeoff - Roll
SEA93LA147	07/02/93	Substantial	Personal	0	0	0	VMC	Approach & Landing
SEA94LA001	10/01/93	Substantial	Personal	0	0	0	VMC	Cruise, Descent and Landing
SEA94FA004	10/03/93	Destroyed	Personal	1	3	0	VMC	Maneuvering
SEA94LA078	03/08/94	Substantial	Instructional	0	0	0	VMC	Takeoff - Roll
SEA94LA172	07/05/94	Substantial	Personal	0	0	0	VMC	Landing - Roll
SEA95LA030	12/17/94	Substantial	Personal	0	0	0	VMC	Landing - Roll
SEA96LA049	02/06/96	Substantial	Personal	0	0	1	IMC	Approach
FTW97LA360	09/23/97	Substantial	Personal	0	0	0	VMC	Landing
DEN99LA153	08/21/99	Substantial	Business	0	0	0	VMC	Landing - Roll
DEN99LA161	09/01/99	Substantial	Personal	0	0	0	VMC	Takeoff - Roll
DEN01LA006	09/25/00	Substantial	Personal	0	0	0	VMC	Landing - Roll
DEN04LA093	06/22/04	Substantial	Personal	0	0	2	VMC	Landing
DEN05LA106	07/09/05	Substantial	Personal	0	1	1	VMC	Approach
SEA06CA020	11/25/05	Substantial	Personal	0	0	0	VMC	Landing - Roll
SEA06FA036	01/02/06	Destroyed	Personal	1	0	1	IMC	Cruise
DEN06FA065	04/17/06	Destroyed	Business	1	0	0	IMC	Cruise
WPR09CA376	07/29/09	Substantial	Personal	0	0	0	VMC	Landing - Roll
WPR11CA041	11/06/10	Substantial	Personal	0	0	0	VMC	Maneuvering
WPR11FA426	09/03/11	Substantial	Sightseeing	0	3	0	VMC	Maneuvering
WPR12LA290	06/24/12	Substantial	Personal	0	0	0	VMC	Landing - Roll
GAA18CA127	02/12/18	Substantial	Business	0	0	0	VMC	Maneuvering
GAA18CA566	09/24/18	Substantial	Personal	0	0	0	VMC	Landing
WPR20LA025	11/16/19	Substantial	Aerial Observation	0	0	0	VMC	Landing

Source: National Transportation Safety Board

Table 2.3 Airport Improvement Program Grant History - FAA

Fiscal Year	Project Number	FAA Contributions	Work Description	Funding Stream
1986	001-1986	$ 638,828	Install apron lighting, rehabilitate runway - 3/21, rehabilitate runway lighting, rehabilitate taxiway	FAA Entitlement & FAA Discretionary
1989	002-1989	$ 134,761	Acquire land for development	FAA Entitlement
1990	003-1990	$ 648,267	Extend runway - 3/21, install runway lighting	FAA Entitlement
1991	004-1991	$ 531,771	Extend taxiway	FAA Entitlement
1992	005-1992	$ 89,364	Acquire land for approaches	FAA Entitlement & FAA Discretionary
1993	006-1993	$ 48,218	Conduct Airport Master Plan study	FAA Entitlement
1994	007-1994	$ 297,601	Acquire land for development, install apron lighting, rehabilitate apron, rehabilitate taxiway	FAA Entitlement
1996	008-1996	$ 808,639	Acquire land for development, expand apron	FAA Entitlement & FAA Discretionary
1997	009-1997	$ 536,562	Acquire land for development, improve airport drainage	FAA Entitlement
1999	010-1999	$ 557,722	Acquire land for approaches, conduct Airport Master Plan study, construct taxiway, install miscellaneous NAVAIDS	FAA Entitlement
2000	011-2000	$ 554,119	Construct apron, install taxiway lighting, rehabilitate taxiway, remove obstructions	FAA Entitlement
2001	012-2001	$ 896,517	Acquire land for approaches, acquire snow removal equipment, expand apron, rehabilitate apron	FAA Entitlement & FAA Discretionary
2002	013-2002	$ 104,548	Update Airport Master Plan study	FAA Entitlement
2002	014-2002	$ 492,631	Acquire land for development, install weather reporting equipment	FAA Entitlement
2003	015-2003	$ 440,496	Acquire land for approaches	FAA Entitlement
2004	016-2004	$ 367,755	Acquire land for approaches	FAA Entitlement
2004	017-2004	$ 563,027	Acquire land for approaches, update Airport Master Plan study	FAA Entitlement
2005	018-2005	$ 535,202	Acquire land for approaches, construct taxiway (design only)	FAA Entitlement
2006	019-2006	$ 884,309	Construct taxiway	FAA Entitlement
2006	020-2006	$ 2,265,743	Construct taxiway, rehabilitate runway - 3/21	FAA Entitlement & FAA Discretionary
2009	021-2009	$ 196,969	Conctsruct snow removal equipment building	FAA Entitlement
2009	022-2009	$ 282,743	Construct snow removal equipment building	FAA Entitlement
2011	023-2011	$ 70,955	Rehabilitate runway - 3/21, rehabilitate runway - 3/21 lighting	FAA Entitlement
2012	024-2012	$ 112,342	Install miscellaneous NAVAIDS	FAA Entitlement

Source: FAA

Table 2.3 Airport Improvement Program Grant History - FAA (continued)

Fiscal Year	Project Number	FAA Contributions	Work Description	Funding Stream
2013	025-2013	$ 255,769.00	Rehabilitate runway - 4/22 (design)	FAA Entitlement
2014	026-2014	$ 3,228,431.00	Rehabilitate runway - 4/22	FAA Entitlement & FAA Discretionary
2016	027-2016	$ 1,269,255.00	Acquire land for approaches, install perimeter fencing	FAA Entitlement
2017	028-2017	$ 150,000.00	Expand apron	FAA Entitlement
2018	029-2018	$ 31,192.00	Expand apron	FAA Entitlement
2019	030-2019	$ 200,000.00	Rehabilitate runway - 4/22	FAA Entitlement
2019	031-2019	$ 540,030.00	Update Airport Master Plan study	FAA Entitlement

Source: FAA

Table 2.4 UDOT Grant History

Fiscal Year	Work Description	FAA Funds	State Funds	Sponsor Funds	*Other Funds*
2010	Lighting rehabilitation	$ 0	$ 14,400	$ 1,600	$ 0
2010	Snow removal building (Phase I)	$ 196,969	$ 0	$ 10,367	$ 0
2010	Snow removal building (Phase II)	$ 299,647	$ 0	$ 15,771	$ 0
2010	Wildlife and security fencing; RSA mitigation	$ 0	$ 27,000	$ 6,650	$ 0
2011	Rehabilitate runway 3/21(lighting), Rehabilitate runway 3/21 (marking)	$ 70,955	$ 0	$ 3,735	$ 0
2011	Taxiway lighting rehabilitation	$ 0	$ 15,300	$ 1,700	$ 0
2012	Crack seal, seal coat and paint (apron and taxiways) (Phase I)	$ 0	$ 78,250	$ 8,686	$ 0
2012	Install miscellaneous NAVAIDS (beacon)	$ 181,444	$ 9,038	$ 9,039	$ 0
2012	Taxiwayy lighting rehabilitaion	$ 0	$ 22,500	$ 2,500	$ 0
2013	Crack seal, seal coat and paint (apron and taxiways) (Phase II)	$ 0	$ 11,250	$ 1,500	$ 2,250
2013	Runway and apron rehabilitation (design)	$ 256,000	$ 12,752	$ 12,753	$ 0
2014	Runway 4/22 and apron rehabilitation	$ 3,513,102	$ 181,605	$ 181,605	$ 0
2016	Acquire land (parcel 7), install fencing	$ 1,305,547	$ 67,489	$ 67,489	$ 0
2017	Aircaft operations counter	$ 0	$ 3,150	$ 350	$ 0
2017	Apron expansion (reimbursement part 1)	$ 150,000	$ 7,754	$ 7,755	$ 0
2018	Apron expansion (reimbursement part 2)	$ 31,192	$ 1,612	$ 1,613	$ 0
2019	Pavement preservation (RWY)	$ 212,074	$ 10,963	$ 10,963	$ 0
2019	Pavement preservation (TWY)	$ 0	$ 137,700	$ 15,300	$ 0
2019	Update Airport Master Plan study	$ 540,030	$ 27,916	$ 27,917	$ 0

Source: UDOT Aeronautics

2.5 ECONOMIC IMPACT

To quantify the benefits derived from Utah's airport system, the Utah Department of Transportation, Division of Aeronautics commissioned an airport economic impact study using data from the calendar year 2003. The study followed an FAA approved methodology to assess the relationship between Utah's system of airports and the state's economy. Both the executive summary and technical report can be found on the UDOT website (https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:3152). According to the study, airports create economic impacts in many ways. Airports throughout Utah accommodate a long list of aviation related businesses, including flight schools, commercial airlines, aircraft maintenance and repair shops, air cargo companies, ground transportation providers, concessionaires, and others. There are also on-airport employees who are charged with the day-to-day maintenance, operation, and development of system airports.

Additionally, airports throughout Utah support visitor-related travel. Thousands of visitors come to Utah on a daily basis either on commercial airlines or on privately-owned general aviation aircraft. Once in the state, these visitors spend money on hotels, entertainment, shopping, ground transportation, food, and other items. On-airport businesses and aviation related visitor spending are responsible for many annual economic benefits.

Direct economic benefits related to airport tenants and indirect benefits stemming from visitors were measured as part of the economic impact study. As these first-round benefits are produced, additional multiplier benefits are created. For example, when an airport employee spends his salary on groceries, this spending re-circulates, or multiplies, until the benefits ultimately leak outside of the study area. Secondary benefits for this study were calculated using Utah-specific multipliers. In general, for every $100 spent by aviation-related businesses in Utah, an additional multiplier benefit of nearly $68 is created in supporting industries.

Utah's airports not only support essential transportation services but have a very important role in the statewide and local economies. While Salt Lake City International Airport provides the greatest economic benefit, the national, regional, community, and local airports need to be recognized, as well. The 2004 Utah Airports Economic Impact Study determined that the state's airports (excluding Salt Lake City International) provided 5,098 full-time equivalent jobs with an annual payroll of over $133 million. The total annual economic output of these airports (which includes the goods and services related to aviation) was over $339 million. Excluding Salt Lake City International, in 2004, 27 of the airports had an economic output of $1 million or greater, including HCR.

For the purpose of this economic value inventory, the economic impact data of several airports similar to the Heber Valley Airport were compared. Although each airport is distinct, the Utah airports selected share several similar characteristics. Like HCR, most of the following airports are classified as General Aviation Regional Airports, meaning they serve a wide range of general aviation aircraft users. They also serve and support the local and regional economies and connect them to the state and national economies. However, Brigham City Regional Airport is classified as a GA Local Airport, Canyonlands Field airport is classified as a commercial service airport, and Roosevelt Municipal Airport is classified as a GA Community Airport.

Because each airport is unique, finding comparison airports is not an exact science. In *Table 2.5 Utah Comparison Airports*, an assortment of factors was considered, including 2018 population, lengths and widths of runways, elevation, and annual operations. Those categories that were within 25% of the HCR value are highlighted in blue. As evidenced by this table, no one airport in particular is equivalent to Heber Valley Airport; however, several airports share multiple similar characteristics to HCR. As a result, the total economic benefits of these airports were compared to the total economic benefits of Heber Valley Airport in *Table 2.6*. For details regarding how the economic benefits of each airport were calculated, refer to the Utah Economic Impact Study Technical Report.

Table 2.5 Utah Comparison Airports

Airport	City	Population (2018)	Runway Length	Runway Width	Elevation	Annual Operations	UCASP Airport Role
Heber Valley Airport (HCR)	***Heber City***	***16,400***	***6,898 ft***	***75 ft***	***5,636.8 ft***	***38,090***	***GA Regional Airport***
Brigham City Regional Airport (BMC)	Brigham City	19,404	8,900 ft	100 ft	4,229.9 ft	39,500	GA Local Airport
Canyonlands Field Airport (CNY)	Moab	5,322	7,360 ft	100 ft	4,590 ft	19,820	Commercial Service Airport
Nephi Municipal Airport (U14)	Nephi	6,111	6,300 ft	100 ft	5,022 ft	5,800	GA Regional Airport
Carbon County Regional Airport (PUC)	Price	8,232	8,316 ft	100 ft	5,957.6 ft	14,550	GA Regional Airport
Richfield Municipal Airport (RIF)	Richfield	7,908	7,100 ft	100 ft	5, 280 ft	6,500	GA Regional Airport
Roosevelt Municipal Airport (74V)	Roosevelt	7,070	6,501 ft	75 ft	5,176 ft	4,700	GA Community Airport
Spanish Fork Airport Springville-Woodhouse Field (SPK)	Spanish Fork	39,961	6,500 ft	100 ft	4,529 ft	35,000	GA Regional Airport
Bolinder Field-Tooele Valley Airport (TVY)	Tooele	35,251	6,100 ft	100 ft	4,321.8 ft	37,100	GA Regional Airport

Source: AirNav.com, UCASP, and U.S. Census Bureau

Table 2.6 Utah Comparison Airports - Economic Impacts					
Airport	**City**	**Total Employment**	**Total Payroll**	**Total Output**	**Total Output Adjusted for Inflation (2020 Dollars)**
Heber Valley Airport (HCR)	***Heber City***	***112***	***$2,520,000***	***$8,237,300***	***$11,445,236***
Brigham City Regional Airport (BMC)	Brigham City	91	$2,417,700	$8,889,000	$12,350,735
Canyonlands Field Airport (CNY)	Moab	122.5	$3,123,600	$5,938,600	$8,251,330
Nephi Municipal Airport (U14)	Nephi	17.5	$537,400	$2,919,500	$4,056,471
Carbon County Regional Airport (PUC)	Price	49.5	$1,217,900	$3,976,100	$5,524,553
Richfield Municipal Airport (RIF)	Richfield	35.5	$967,600	$3,501,400	$4,864,986
Roosevelt Municipal Airport (74V)	Roosevelt	14.5	$320,400	$1,003,600	$1,394,442
Spanish Fork Airport Springville-Woodhouse Field (SPK)	Spanish Fork	336	$7,219,900	$25,157,400	$34,954,703
Bolinder Field-Tooele Valley Airport (TVY)	Tooele	49	$1,169,900	$4,807,900	$6,680,290

Source: 2003 Utah Airports Economic Impact Study

Based on the information presented in *Table 2.6*, it is evident that HCR contributes more economic benefit than most of the comparison airports. The exceptions are Spanish Fork Airport and Brigham City Regional Airport. Spanish Fork Airport reports more than twice the number of annual operations and total output, while Brigham City Regional Airport closely mirrors the number of annual operations and total output of HCR.
Of significance is the fact that the economic impact data is approximately 17 years old, therefore, the total output for each airport has been adjusted for inflation. When inflation rates are applied to the total output, these amounts equate to the 2020 dollar amounts listed in the last column of *Table 2.6*.

Table 2.7 illustrates how annual general aviation visitor expenditures are derived. HCR experiences the most general aviation itinerant operations and transient arrivals of the comparison airports. As such, HCR has the greatest number of annual general aviation visitor expenditures.

Table 2.7 Utah Comparison Airports - General Aviation Expenditures

Airport	Total GA Operations	GA Itinerant percent	GA Itinerant Operations	GA Transient Arrivals	Est. GA Visitors	*Total Number of Days Stayed*	*Annual GA Visitor Expenditures (Output)*
Heber Valley Airport (HCR)	***38,090***	***53.4%***	***20,340***	***3,360***	***9,740***	***20,450***	***$1,349,700***
Brigham City Regional Airport (BMC)	39,500	45.5%	17,775	2,930	8,500	***17,850***	***$1,178,100***
Canyonlands Field Airport (CNY)	19,820	94.7%	18,770	3,100	8,990	***18,880***	***$1,246,100***
Nephi Municipal Airport (U14)	5,800	60.3%	3,500	580	1,680	***3,530***	***$233,000***
Carbon County Regional Airport (PUC)	14,550	78.8%	11,460	1,890	5,480	***11,510***	***$759,700***
Richfield Municipal Airport (RIF)	6,500	93.8%	6,100	1,010	2,930	***6,150***	***$405,900***
Roosevelt Municipal Airport (74V)	4,700	69.8%	3,280	540	1,570	***3,300***	***$217,800***
Spanish Fork Airport Springville-Woodhouse Field (SPK)	35,000	25%	8,750	1,440	4,180	***8,780***	***$579,500***
Bolinder Field-Tooele Valley Airport (TVY)	37,100	26%	9,660	1,590	4,610	9,680	$638,900

Source: UDOT Aeronautics

2.6 SOCIOECONOMIC AND DEMOGRAPHIC REVIEW

As stated in FAA Advisory Circular 150/5070-6B *Airport Master Plans*, the economic characteristics of a community affect the demand for air traffic. The type of industries in an airport's service area also affect aviation demand. For example, manufacturing and service industries tend to generate more aviation activity than resource industries, such as mining. Additionally, the demographic characteristics of an area's population affect the demand for aviation services. Demographics characteristics influence the level, composition, and growth of both local traffic and traffic from other areas. An important demographic characteristic is the level of disposable income, usually measured on a per capita basis, which is a good indicator of propensity to travel, as well as use and purchase of general aviation aircraft.

Socioeconomic status is a measure of an individual, family, or group of people, used to draw comparisons between groups. Socioeconomic status is derived from the relative economic and sociological position compared to other groups, such as income, wealth, education, and occupation. Demographic data is similar but distinct, typically describing a population as a whole, including items such as age and population size. Local socioeconomic conditions and demographics play a considerable role in the demand for air transportation services. As a simple example, the demographics of a large urban area, such as Salt Lake City, indicate large population bases which correlate to a higher demand for commercial air service.

2. Socioeconomic Overview and Background

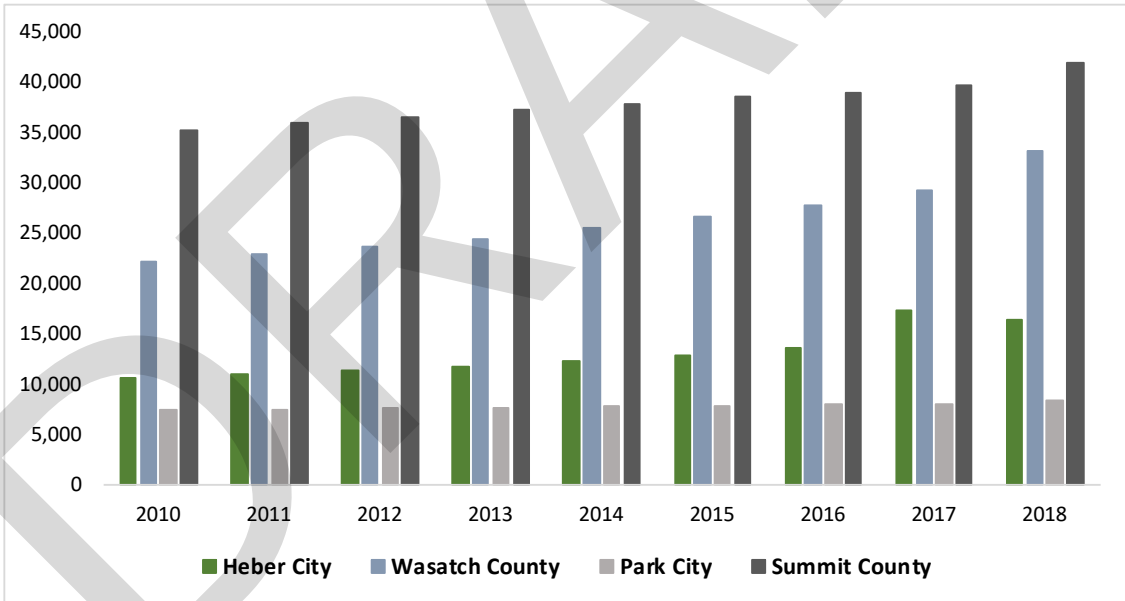
An examination was undertaken to determine whether current trends in social and economic indicators would predict stronger or weaker future aviation demand for the Heber Valley Airport. Heber City or Wasatch County was examined as the focus of socioeconomic conditions, depending on the available data.

The key socioeconomic indicators examined for the purpose of this Master Plan include population, education, household income, per capita income, and employment. These indicators provide insight into the financial strength and well-being of the local economy and historically correlate with the local level of aviation activity and aircraft ownership. Population and employment statistics assist in understanding the number of people and their ability to fulfill the employable positions that exist with businesses in the area. Both of these socioeconomic indicators also give an indication of stability with respect to the cost of living, commerce, and industry. Per capita personal income reflects the average annual monetary wage per head of household. High per capita personal income in an area is usually a good indicator for greater aviation demand as higher income populations are more likely to own and fly aircraft.

Aviation demand in a particular market is often strongly correlated with population. According to the U.S. Census Bureau, the 2018 population estimate for Heber City was 16,400. Heber City is the county seat and largest city in Wasatch County, which had a 2018 population of 33,240.

Figure 2.8 shows *historical populations* of Heber City, Park City, Wasatch County, and Summit County.

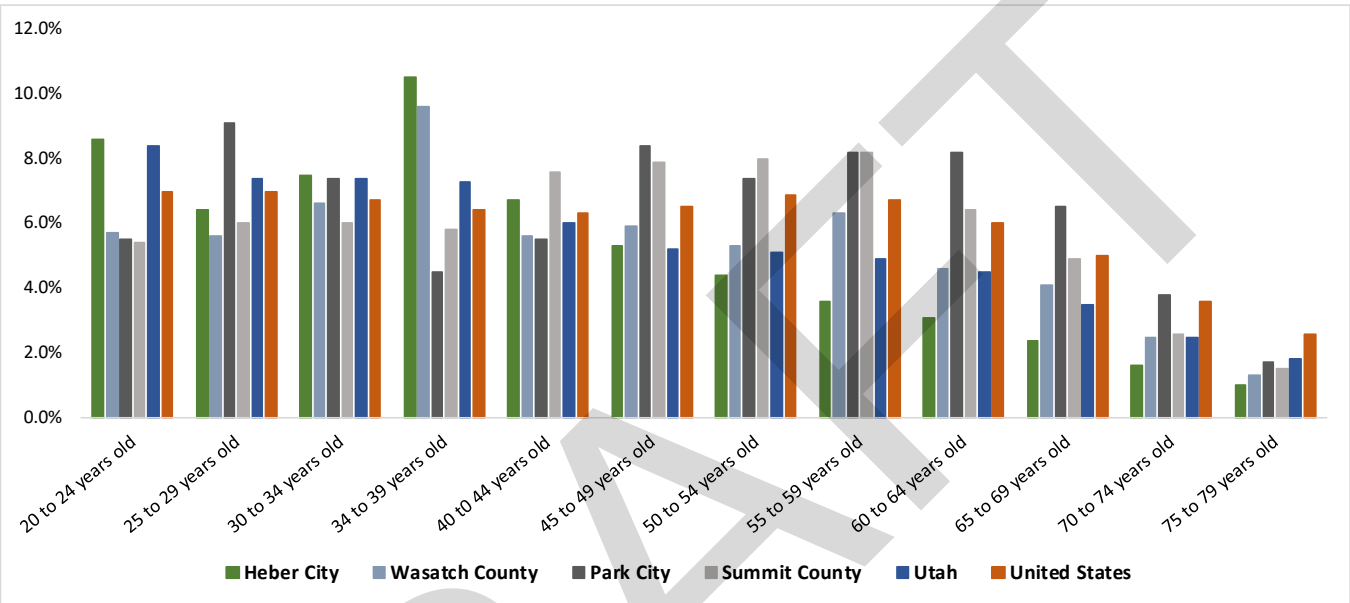
Figure 2.8 Historical Populations



Source: U.S. Census Bureau

The age distribution from Heber City, Wasatch County, Park City, Summit County, Utah, and the United States is compared in *Figure 2.9 Age Distribution*. This data was collected from the 2013-2017 American Community Survey 5-Year Estimates provided by the U.S. Census Bureau. Heber City and Wasatch County's population is comprised of significantly more 34-39 year-olds than that of Park City, Summit County, Utah, and the U.S.. For the purpose of this study, age groups of 0 to 19 years old and 80 years old and over were excluded as their general aviation demand is historically low.

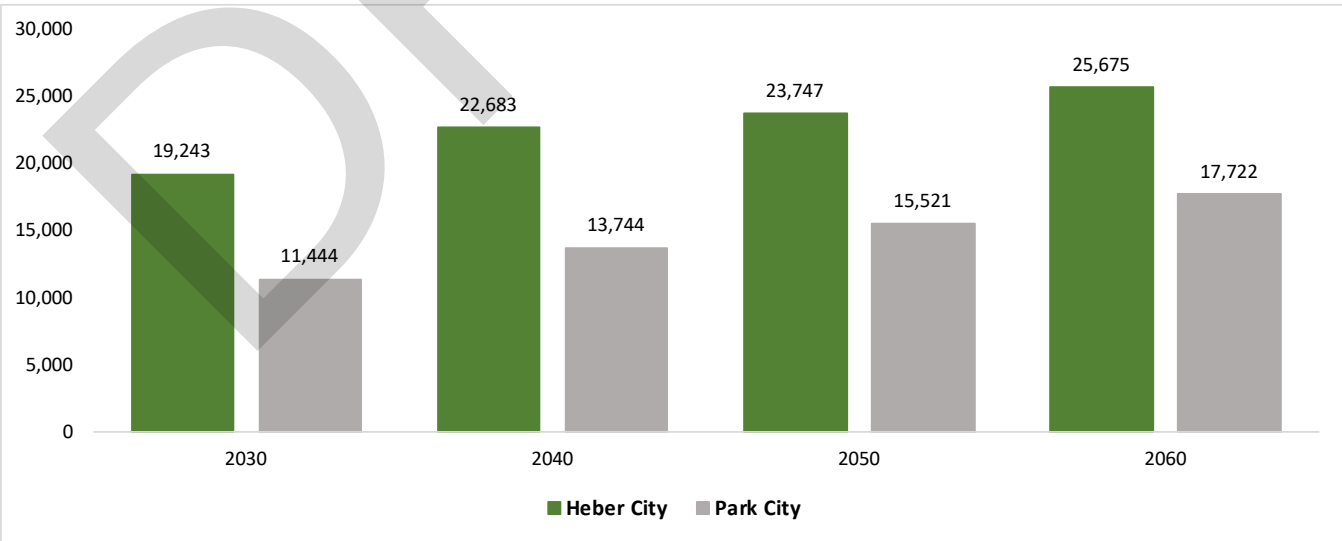
Figure 2.9 Age Distribution



Source: U.S. Census Bureau

According to the Utah's Governor's Office of Management and Budget the population in Heber City and Park City is forecasted to grow over the next 30 years. See *Figure 2.10 Population Projections for Heber City and Park City* for more details.

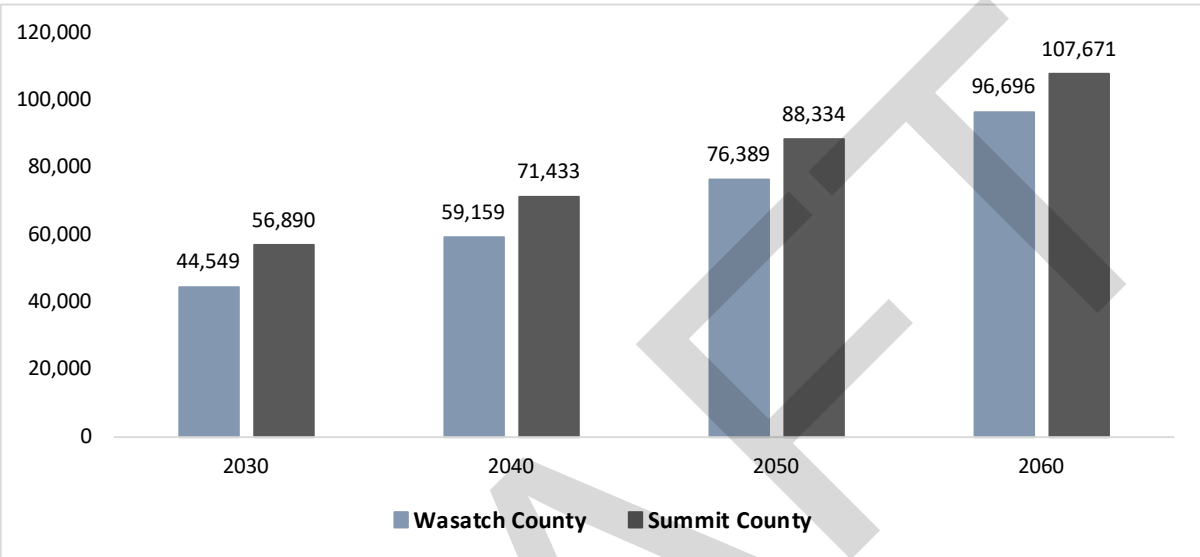
Figure 2.10 Population Projections for Heber City and Park City



Source: 2012 Baseline Projections-Utah Governors Office of Management and Budget

Population projections for Wasatch County and Summit County were derived from the Utah's Governor's Office of Management and Budget. As it is illustrated, the population in these two counties is projected to grow over the next 40 years. *Figure 2.11 Population Projections* for *Wasatch County and Summit County* shows a steady increase in population over the next 40 years.

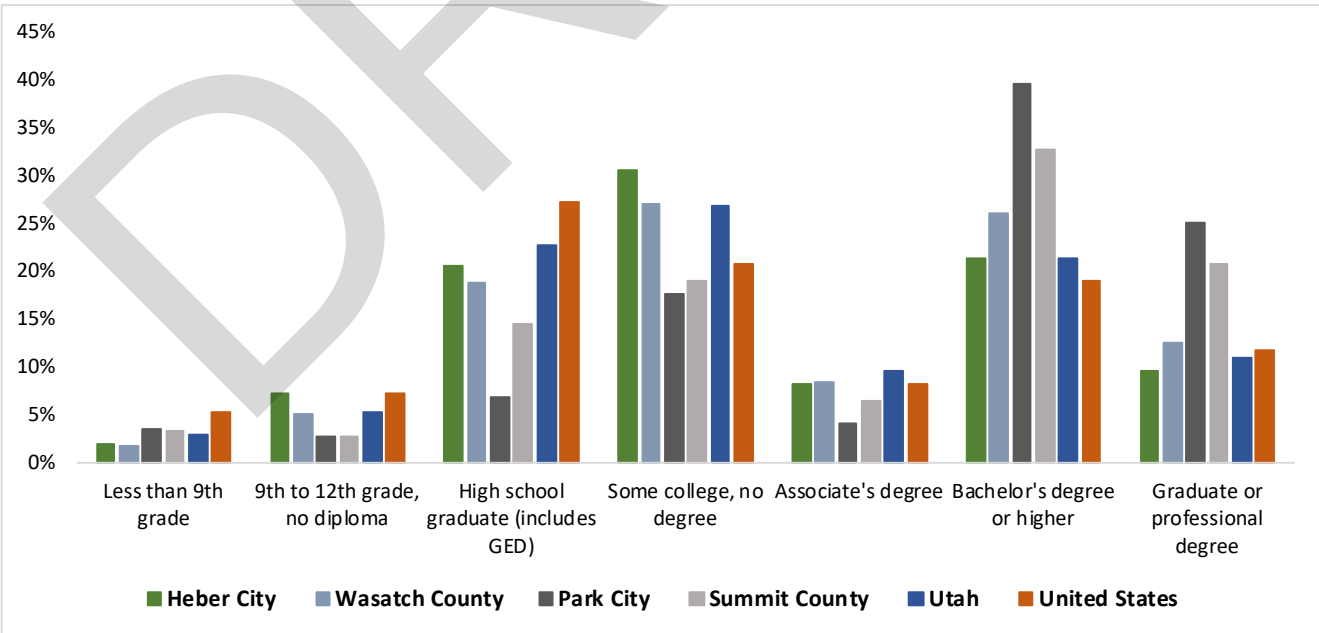
Figure 2.11 Population Projections for Wasatch County and Summit County



Source: 2012 Baseline Projections-Utah Governors Office of Management and Budget

An assessment of educational obtainment for Heber City, Wasatch County, Park City, Summit County, Utah, and the United States is depicted in *Figure 2.12 Educational Attainment*. A higher number of Heber City residents have attended some college compared to the rest.

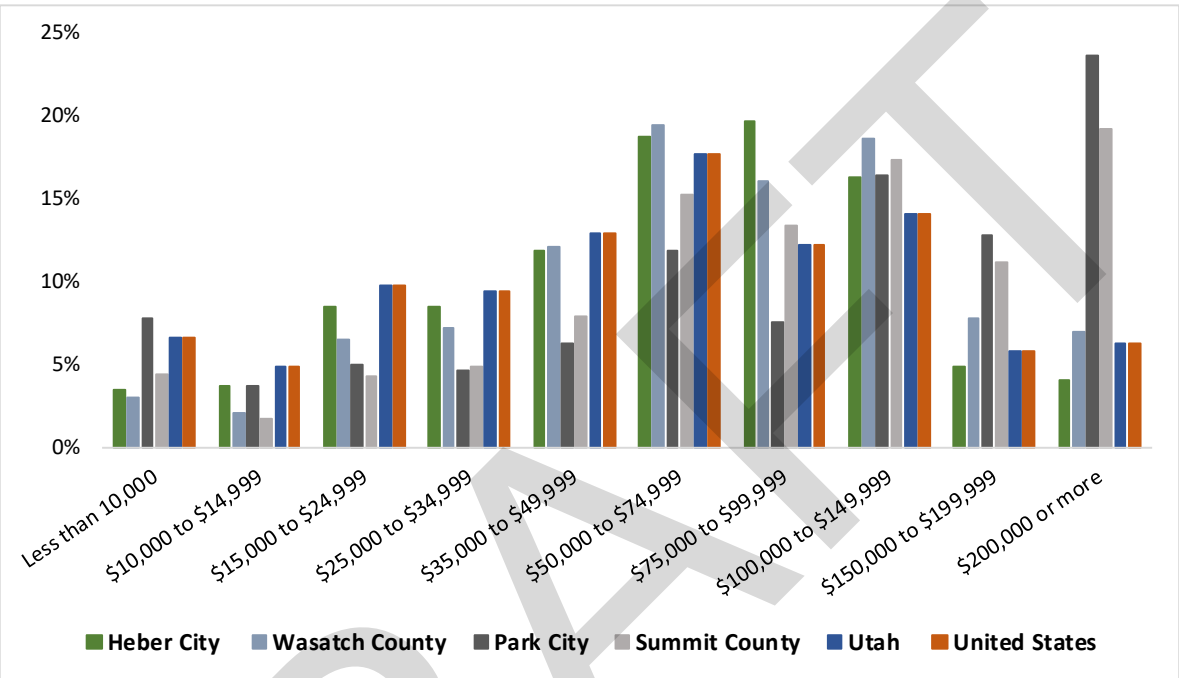
Figure 2.12 Educational Attainment



Source: U.S. Census Bureau

Using the 2013-2017 American Community Survey 5-Year Estimates provided by the U.S. Census Bureau, household incomes were compared between the residents of Heber City, Wasatch County, Park City, Summit County, Utah, and the United States. It is evident that the category with the largest number of Park City residents falls in the $200,000 or more, whereas the largest number of Heber City residents falls in the $75,000 to $99,000 household income range. Household incomes for the state of Utah closely align with those of the rest of the nation.

Figure 2.13 Household Income

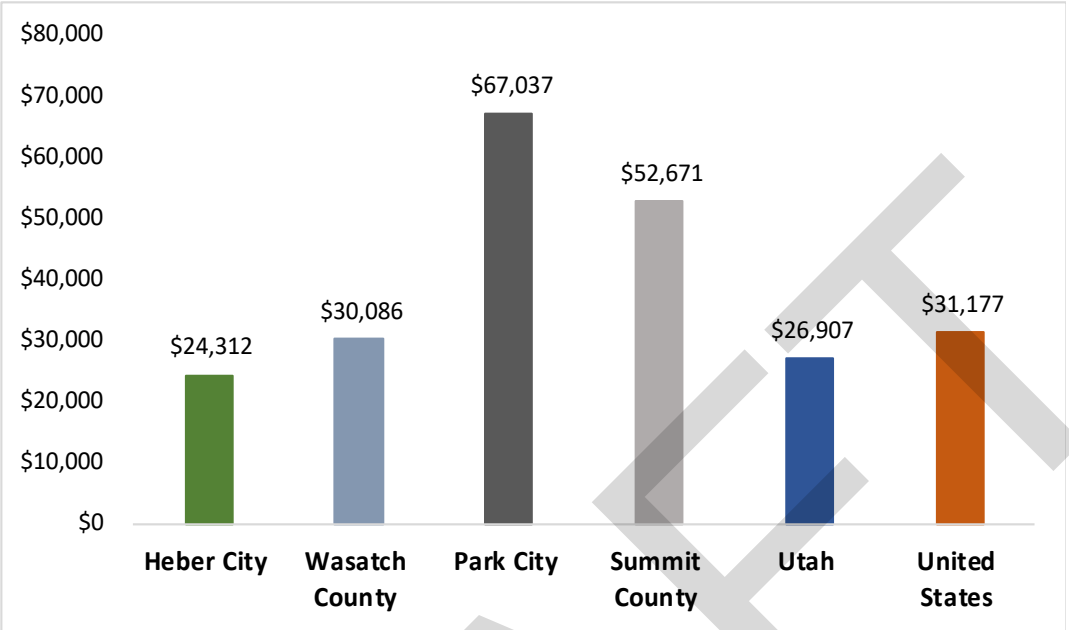


Source: U.S. Census Bureau

Per Capita Income (PCI) is the mean income of the people in an economic unit such as a country or city. It is calculated by taking a measure of all sources of income in the aggregate and dividing it by the total population. PCI is used to gauge the comparative economic well-being of residents in a specified region. Changes over time in per capita growth or decline have economic, social, and political repercussions. Counties with smaller populations are more likely to experience substantial fluctuations for several reasons, including bumper crops, natural disaster, and major state or federal projects.

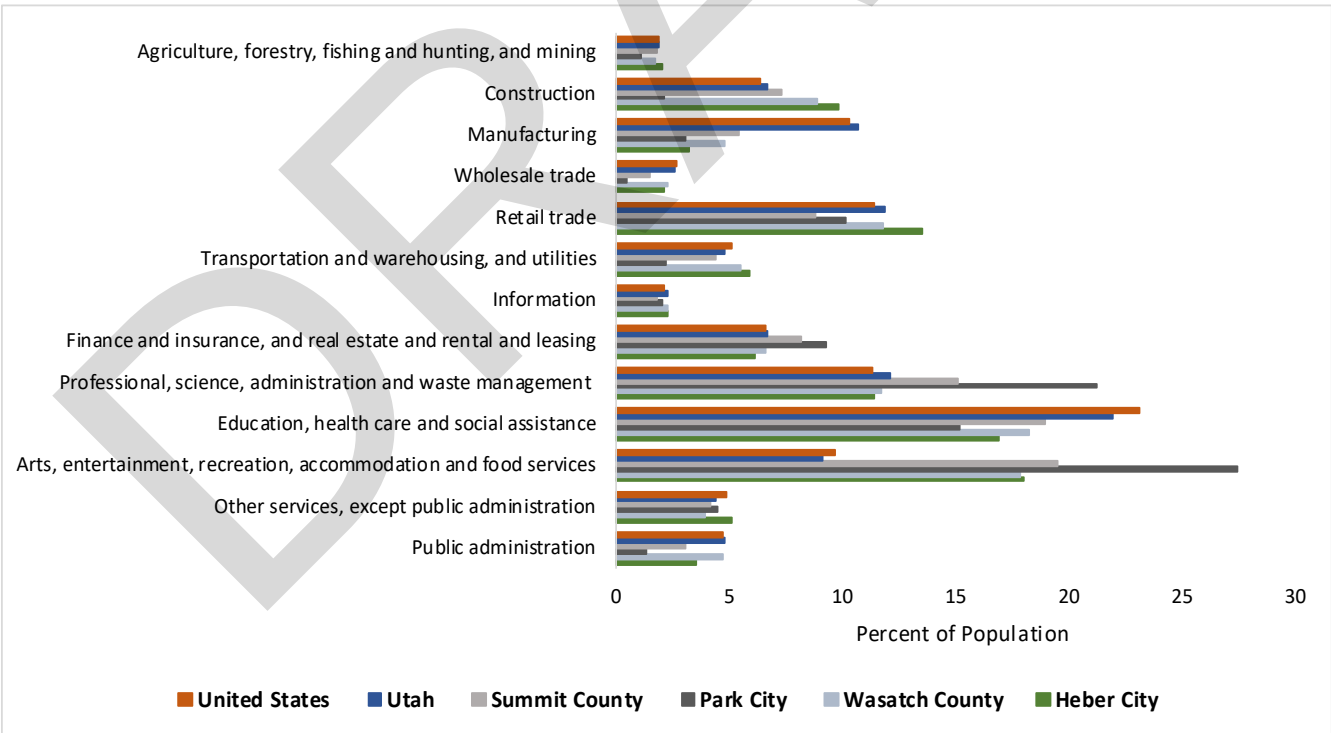
Per Capita Income is one of the most widely used indicators for gauging the economic performance and changing fortunes of local economies. Using the 2013-2017 American Community Survey 5-Year Estimates provided by the U.S. Census Bureau,Per Capita Income in the past 12 months (in 2017 inflation-adjusted dollars) for Heber City, Wasatch County, Park City, Utah, and the United States is illustrated in *Figure 2.14 Per Capita Income*. As shown by the chart, Wasatch County's PCI is slightly higher than the state of Utah while the PCI of Heber City is slightly lower than that of Utah and the rest of the country.

Figure 2.14 Per Capita Income



Source: U.S. Census Bureau

Figure 2.15 Employed Population by Industries



Source: U.S. Census Bureau

Heber Valley is a popular tourist destination with three state parks, a historic tourism railroad, the 2002 Olympic Village, 90 holes of golfing, and various ski resorts. The mountain range around Heber Valley is nicknamed "Utah's Little Switzerland." According to an article by Livability.com, Heber City was voted number 8 on the 2014 list of 10 Best Small Towns. Heber City's proximity to Salt Lake City, Park City, both the Wasatch Mountain Range and the Uinta Mountains, and Provo also add to the city's appeal.

According to the report *The State of Utah's Travel and Tourism Industry* by the University of Utah, Heber City is listed as number 10 in the state with the most Airbnb listings and number five as highest priced cities for Airbnb listings. In another report entitled *Utah Travel & Tourism Profile - State and Counties 2016-2017* by the Kem C. Gardner Policy Institute of the University of Utah, travel-related sales tax revenues for 2017 from Wasatch County totaled $3,202,856. Leisure and hospitality jobs accounted for 19.6% of total jobs in the county, amounting to total wages of $25,916,209.

With Heber City's many attractions, it is no surprise that 18% of Heber City's working class population over 16 years of age and 17.8% of the workforce in Wasatch County is employed in the arts, entertainment, and recreation and accommodation and food services industries. The industries with the lowest percentages of employees in Heber City are agriculture, forestry, fishing and hunting, and mining (2.0%), followed by wholesale trade (2.1%) and information (2.3%).

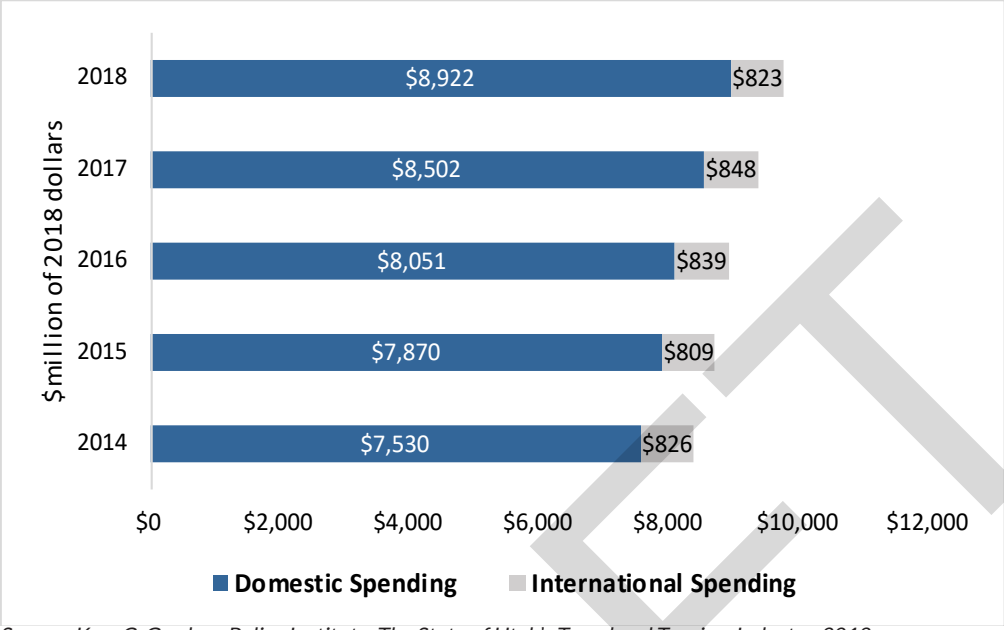
In 2016, travelers spent a record $8.54 billion in Utah, generating an estimated $1.25 billion in total state and local tax revenue. Travel and tourism generated an estimated 146,500 total jobs in 2016 and $5.7 billion in wages. Utah's 14 ski resorts, including the nation's largest ski resort (Park City) and five national parks experienced record visitation. Utah visitors also purchased more hotel rooms and spent more money on arts, entertainment, recreation, and restaurants in Utah than ever before.

The State of Utah's Travel and Tourism Industry study showed:

- Visitors spent a record $9.75 billion in the Utah economy in 2018, which is a 6.5% year-over year increase;
- Utah's travel and tourism industry accounted for an estimated 136,000 total jobs in 2018 and approximately 1 in 11 jobs is supported by visitors spending (directly or indirectly);
- Passenger air industry wages increased 10.5%, food service wages increased 7.8%, and wages in the accommodations sector increased 6.7%;
- Utah's national parks, state parks, and ski resorts experienced record visitation in 2018.

Utah visitors directly spent a record of $9.75 billion in 2018. Domestic visitors contributed close to 90% and international visitors 8% of this total spending amount.

Figure 2.16 Direct Visitor Spending

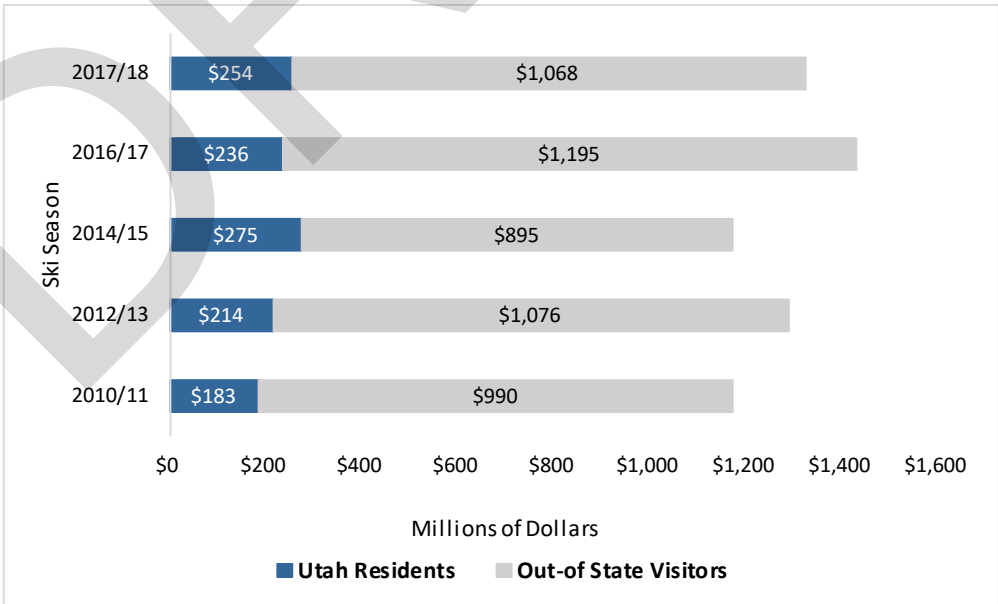


Source: Kem C. Gardner Policy Institute, The State of Utah's Travel and Tourism Industry, 2018

In 2018, Utah ranked 11th in the nation for number of ski resorts/ski areas (14 total). Ski Utah reported a record-setting season in 2018-2019 with an unprecedented 5.1 million skiers per day. During this historic ski season, skiers and snowboarders spent an estimated $1.76 billion in Utah with the largest shares of dollars going to dining, lodging, and lift passes (*Figure 2.18.*)

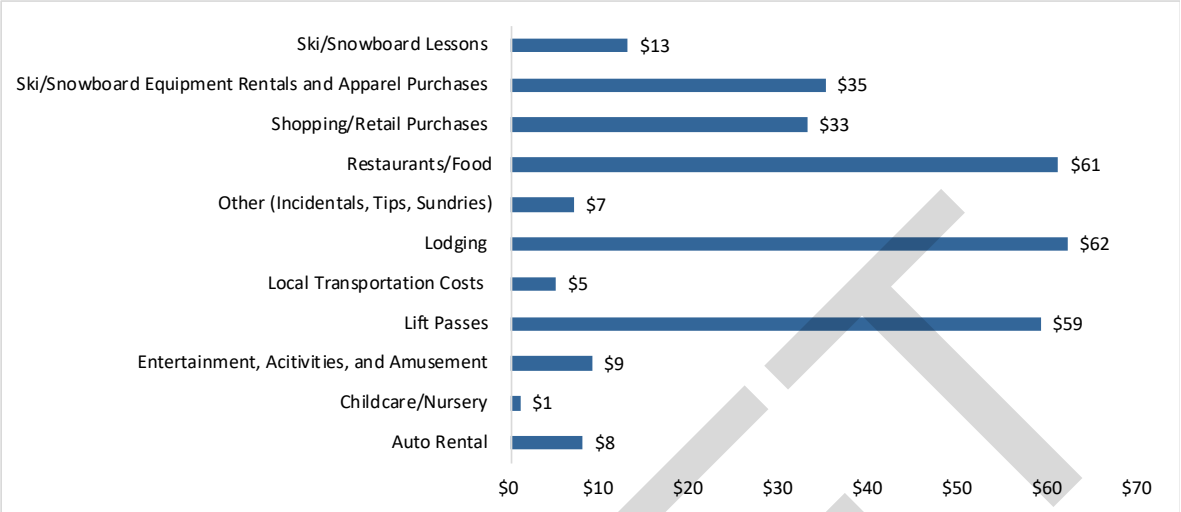
Figure 2.17 shows the Utah skier/snowboarder expenditures and, as depicted, out of state visitors play a big role in the ski/snowboard industry for the state of Utah.

Figure 2.17 Utah Skier/Snowboarder Expenditures



Source: RRC Associates and Kem C. Gardner Policy Institute, The Economic Contributions of Utah's Ski Industry, 2018

Figure 2.18 Average Per Person Per Day Spending by Category, 2017/2018 Ski Season

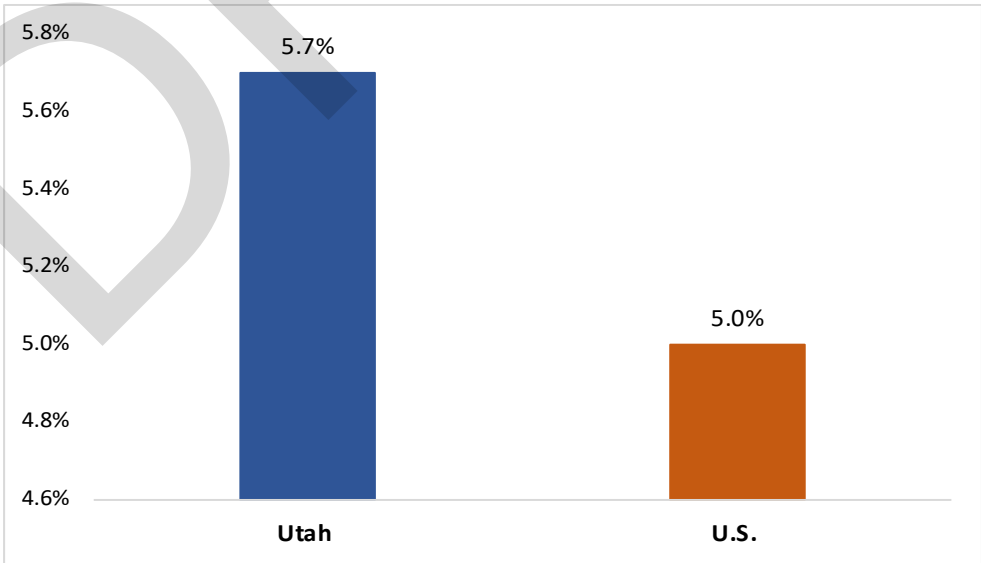


Source: RRC Associates and Kem C. Gardner Policy Institute, The Economic Contributions of Utah's Ski Industry, 2018

In 2018, the $9.75 billion in direct visitor spending, which led to $15.94 billion in total visitor-related spending through indirect and induced spending effects, generated an estimated $1.28 billion in state and local tax revenues. At a county level, Piute, Wasatch, and Rich experienced over 20% revenue increases from the prior year. Piute County and Rich County are the 2nd and 3rd least populous counties in the state so large fluctuations in revenue are likely to occur and may not necessarily mean a trend for those counties.

The technology industry(tech industry), which provides information technology capabilities and support, made significant contributions to Utah's economy in 2018. Tech companies supported one in seven Utah jobs and one-sixth of worker earnings in the state. This economic activity generated over $2.5 billion in tax revenue to help fund schools and government services. Tech companies employ a larger share of the workforce in Utah than nationwide, as *Figure 2.19 Employment in Tech Occupations* inllustrates.

Figure 2.19 Employment in Tech Occupations, 2018

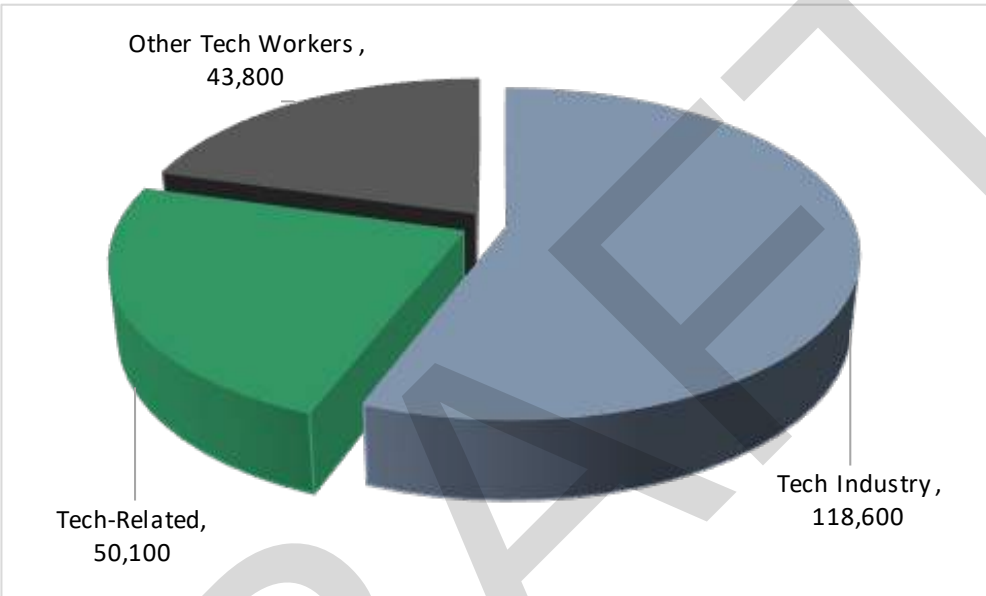


Source: Kem C. Gardner Policy Institute, Utah's Tech Economy, 2019

Salt Lake and Utah Counties provide most of Utah's tech jobs, but the industry creates economic opportunity thorought the state. Tech employment concentration in Wasatch County was 106 jobs and 1.2% of its employment in tech occupations. Counties with the lowest levels of tech industry concentration, in terms of employment shares, were generally those farthest from the Wasatch Front, Logan, and St. George.

In addition to 118,600 Utah jobs in the tech industry itself, tech related firms provided 50,100 jobs that overlapped with aerospace, defense, life science, and other industries. Another 43,800 employees worked in tech occupations for non-tech companies, as *Figure 2.20 Utah Tech Employment Components, 2018* depicts.

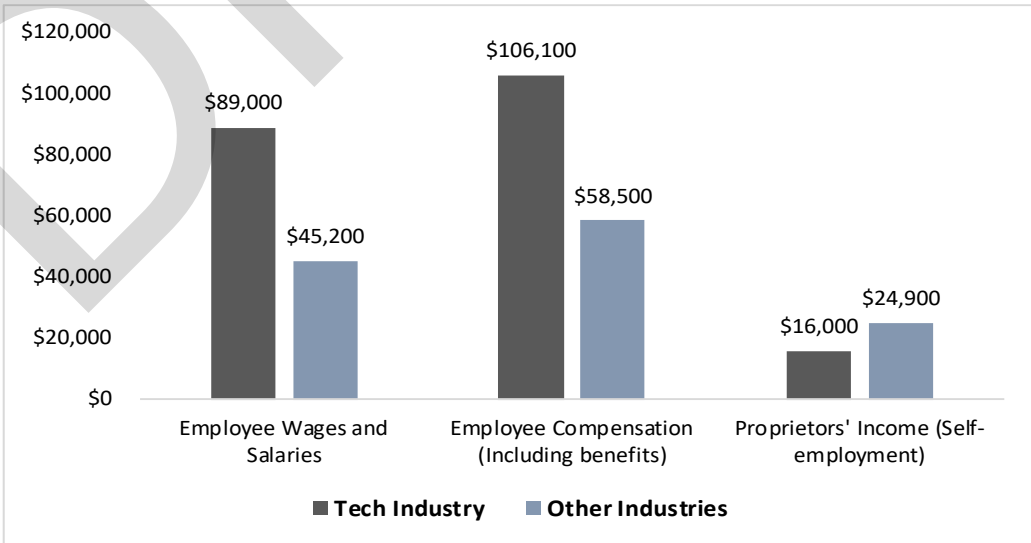
Figure 2.20 Utah Tech Employment Components, 2018



Source: Kem C. Gardner Policy Institute, Utah's Tech Economy, 2019

Tech companies in Utah reported paying $7.5 billion in employee wages and salaries during 2018, excluding benefits, for an average of $89,000 per job, almost double the average wage in other industries in the state, F*igure 2.21 Average Annual Earnings per Job in Utah's Tech Industry, 2018* inllustrates this.

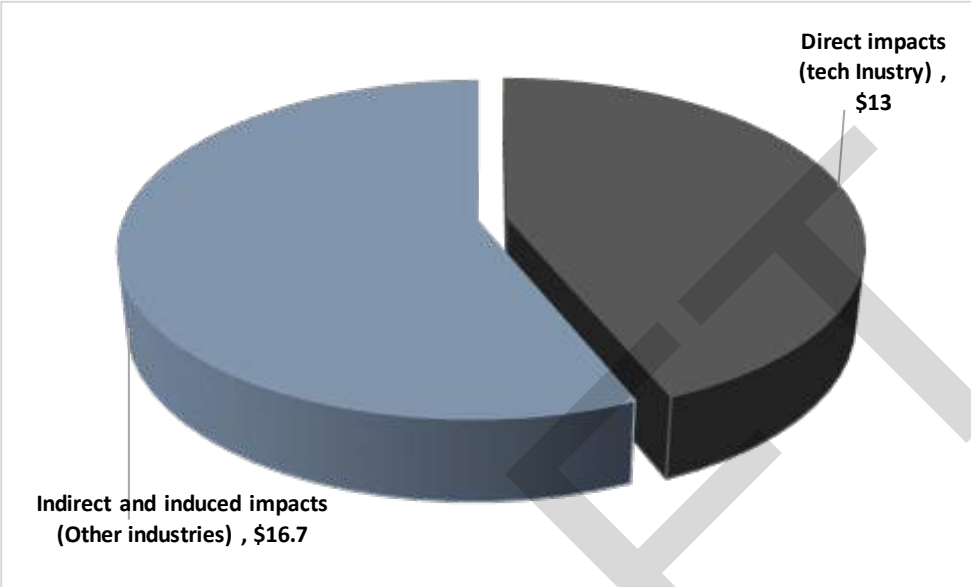
Figure 2.21 Average Annual Earnings per Job in Utah's Tech Industry, 2018



Source: Kem C. Gardner Policy Institute, Utah's Tech Economy, 2019

As it is illustrated in *Figure 2.22 Utah Tech Industry Economic Impact*, the total economic impact of the tech industry in Utah is $29.7 billion

Figure 2.22 UtahTech Industry Economic Impact, 2018 GDP



Source: Kem C. Gardner Policy Institute, Utah's Tech Economy, 2019

As a percent of each state's economy, the oil and natural gas industry's total valeu-added impact from its operations ranged from 1.9% (District of Columbia) to 35.5% Louisiana in 2011. The oil and natural gas industry's total value-added impact accounted for 6.9% in Utah.

The top 15 states in terms of the percentage of jobs directly or indirectly attributable to the oil and natural gas industry's operations in 2011 are listed in Table 2.8.

As a percent of each state's total labor income (including wages and salaries and benefits as well as proprietors' income), the labor income from total jobs directly or indirectly supported by the oil and natural gas industry's operations ranged from 1.3 percent (District of Columbia) to 22.9 percent (Oklahoma) in 2011, as it is listed in *Table 2.9*.

Table 2.8 Percentage of Jobs in Oil and Gas Industry	
State	**Percent of Total Labor Income**
Wyoming	20.4%
Oklahoma	16.8 %
Louisiana	16.2%
Texas	13.6%
North Dakota	12.0 %
Alaska	11.9%
New Mexico	9.9%
West Virginia	8.9%
Kansas	8.1%
Montana	6.7%
Colorado	6.7%
Mississippi	6.6%
Arkansas	5.9%
Utah	4.9%
Pennsylvania	4.7**%**

Source: American Petroleum Institute, Economic Impacts of the Oil and Naturan Gas Industry in 2011

Table 2.9 Labor Income from Oil and Gas Indsutry	
State	**Percent of Total Labor Income**
District of Columbia	1.3%
Oklahoma	22.9 %
Wyoming	21.3%
Louisiana	19.4%
Texas	18.7%
North Dakota	13.1%
Alaska	12.6%
New Mexico	10.3%
West Virginia	8.8%
Kansas	8.6%
Colorado	8.1%
Montana	7.7%
Mississippi	7.4%
Arkansas	6.3%
Utah	**5.3%**
Pennsylvania	5.1%

Source: American Petroleum Institute, Economic Impacts of the Oil and Naturan Gas Industry in 2011

Table 2.10 Total Impacts of Oil and Gas Industry's Operations in 2011						
	Employment		Labor Income		Value Added	
	Amount	Percent of State Total	($ Million)	Percent of State Total	($ Million)	Percent of State Total
Utah	79,600	4.9%	$4,091.5	5.3%	$8,376.7	6.9%

Source: American Petroleum Institute, Economic Impacts of the Oil and Naturan Gas Industry in 2011

Table 2.11 Economic Impact of Oil and Gas Industry in Utah, 2011					
Sector	Direct	Indirect	Induced	Total	Percent of State Total
Total Operational Impact on Employment	23,560	24,725	31,320	79,605	4.9%
Total Operational Impact on Labor Income	$1,501.0	$1,338.8	$1,251.7	$4,091.5	5.3%
Total Operational Impact on Value Added	$4,126.0	$2,110.8	$2,139.9	$8,8376.7	6.9%

Source: American Petroleum Institute, Economic Impacts of the Oil and Naturan Gas Industry in 2011

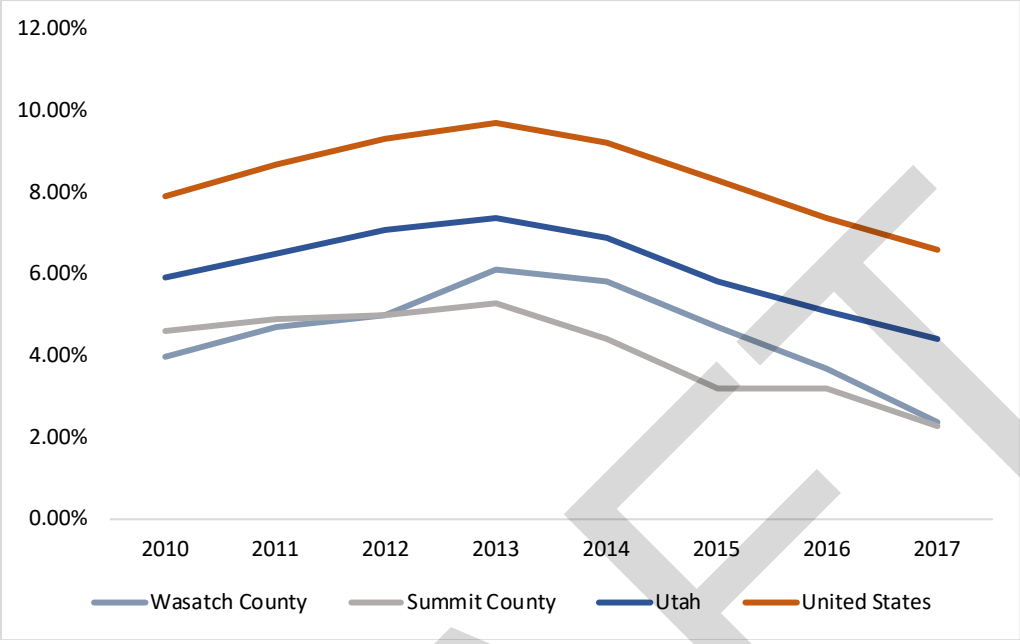
The 2002 Winter Olympic Games clearly provided a significant, though largely transitory, stimulus to Utah's economy. The estimated economic impact of the Olympics results from an estimated $2.1 billion in spending, mostly by the Salt Lake Olympic Organizing Committee (SLOC). However, infrastructure investment, visitors, broadcasting, and federal funds also comprised significant sources of funding for the Olympics. Of $2.1 billion in spending, only about $1.3 billion had a direct economic impact for Utah, since that portion of the total both originated from outside of the state and remained in Utah. The other $800 million flowed out-of-state or represented merely a recirculation of money that was already in Utah. Overall, spending from the Olympics indirectly prompted a total of $4.8 billion in additional output as related government, business, and individual spending materialized in the presence of the catalytic core of outwardly financed, in-state spending.

According to an article published on November 4th, 2019 in the *Salt Lake Tribune* newspaper, there are chances for Salt Lake City to be selected again for the 2030 or 2034 Olympic Games.

Table 2.12 Economic Impact of the Olympic, 1996-2003	
Spending Directly Related to the Olympics	$2.1 billion
Total Output or Sales	$4.8 billion
Employment	35,000 jobs
Labor Income	$1.5 billion
Net Revenue to State and Local Government	$76 million

Source: Center for Public Policy & Administration, University of Utah, Economic Impact of the 2002 Olympic Winter Games

Figure 2.23 Unemployment Rates (2008-2017)



Source: U.S. Census Bureau

The data from Woods & Pool, Inc. depicted in *Figure 2.17 Unemployment Rates* shows that the unemployment rate in Wasatch County and Utah have historically been lower than the unemployment rate of the United States. Until 2014, the unemployment rate in Wasatch County was higher than that the state of Utah. The unemployment rates for Wasatch County and Utah continue at nearly the same rate, which is much lower that the unemployment rate for the rest of the United States.

According to Utah's Continuous Airport System Plan (UCASP), there are numerous factors and trends affecting the demand for airports and air service in the state of Utah. These factors include:

- Transportation Improvements
- Tourism
- Oil/Gas
- Retirement/Second Homes
- Population Growth
- Employment Growth

As per the UCASP, population growth in Utah is forecasted to be greatly experienced in cities along the I-15 corridor. The highest growth rate is forecasted to be experienced in the Wasatch Front Regional and the Southwest area of the state. Salt Lake County is forecasted to have the highest population growth in the state adding over 328,000 new residents by 2025. Tourism is essential to Utah's economy. While only six counties in Utah are tourist destinations, the rest of the state is very dependent on the revenue from tourism. Tourism is a direct economic driver to Utah's airport system, which means it is vital to understand how tourism impacts the economy of the state. With Utah's scenery, the state is a desired destination for year-round indoor and outdoor activities, such as skiing, fishing, recreational flying, and hunting, which rely on Utah's integrated transportation system.

2.7 SOCIOECONOMIC AND DEMOGRAPHIC CONCLUSION

Residents in Heber City and Wasatch County are younger (34 to 39 years old) compared to Park City, Summit County, Utah, and the United States, while Park City and Summit County hold more higher-level degrees compared to the rest of the state of Utah and the United States. The populations in Heber City, Wasatch County, Park City, and Summit County are expected to continue to increase steadily over the next 30-40 years. Household income and per capita income are higher in Park City than the rest of Utah and the United States while the household income and PCI are lower in Heber City than the rest of the state and country.

Tourism is a significant economic driver in Heber City and Wasatch County, which likely lends itself to the lower unemployment rates that the county experiences, as compared to the rest of the nation.

Accolades of Wasatch County include:

- Heber City voted Utah's Safest City by movoto.com,
- Wasatch County voted #7 in America's Most Fit Communities, and
- Wasatch County voted 7th Fastest Growing Community in the U.S.

The state of Utah has also received numerous accolades, such as "Best State for Millennials" by Realtor.com 2017, "Best State for Business" by CNBC 2016 and Bloomberg 2016, and "Best Place for Young Professionals" by Forbes 2017.

Studies show that economic development in Heber City and Park City are tied together. As it is discussed in the *Housing Assessment Plan* by Park City Municipal Corporation in 2012, Deer Valley owns and leases properties for their seasonal employees which can accommodate 400 persons. A high number of their 400 year-round employees are homeowners with the highest percentage living in Heber. The Wasatch Back Economy Overview, commissioned by Summit County Economic Development in 2019, indicated that Heber City ranks #2 in "Where Talent Lives."

Table 2.13 Heber City and Park City in Terms of Housing and Jobs

Where Talent Works			Where Talent Lives		
ZIP	Name	2018 Employment	ZIP	Name	2018 Workers
84060	Park City, UT	13,782	84098	Park City, UT	13,502
84098	Park City, UT	11,173	84032	Heber City, UT	12,163
84032	Heber City, UT	8,361	84036	Kamas, UT	4,683
84049	Midway, UT	2,037	84060	Park City, UT	4,430
84036	Kamas, UT	1,864	84049	Midway, UT	3,118

Source: Wasatch Back Economic Summit, Wasatch Back Economy Overview 2019

The socioeconomics and demographics for Heber City and Wasatch County reveal a steadily increasing population base with a solid economic foundation. These indices point to a growing need and use for aviation, with aviation demand slowly increasing into the future.