

3. Socioeconomic Data

Socioeconomic factors that were evaluated for this master plan update include population and employment data and trends as well as the economic impacts of airports, air travel, and related industries in Utah.

3.1 Population

The Logan Cache Airport serves a large area in northern Utah. The state of Utah Office of Planning and Budget collects population and employment statistics and forecasts. The state has seven Multi-County Districts (MCD), with the northernmost being the Bear River MCD comprising Box Elder, Cache, and Rich Counties. Other than the Logan-Cache Airport, only the Brigham City Municipal airport is located within these three counties.

Logan City is by far the largest city in Cache County and is one of the fastest growing cities in the state, with an annual growth rate of 2.7% between the 1990 and 2000 census. Table 6 summarizes the population of the counties in the Bear River MCD. As the table shows, Cache County is estimated to have grown by more than 20% since the 2000 census, which is slightly lower than the state rate of growth but still a very significant increase.

Table 6. Historical Population of the Bear River MCD Counties

Area	2000 Census	2005 Estimate	2008 Estimate	Growth 2000-2008	Growth Rate
Box Elder County	42,860	45,304	48,441	5,581	13%
Cache County	91,897	103,564	112,141	20,244	22%
Rich County	1,955	2,062	2,193	238	12%
Bear River MCD	136,712	150,930	162,775	26,063	19%
State of Utah	2,246,553	2,547,389	2,781,954	535,401	24%

Source: Governor's Office of Planning and Budget, 2008 Baseline Projections

3.2 Employment

Activities associated with the Logan-Cache Airport are both pleasure and business-related. To provide an overview of the level of employment in the region, employment data for the Bear River MCD is summarized in Table 7. Employment data was available from 2001 and state forecast figures were available for 2008. As the table shows, employment growth is strong in the region, with a forecast rate increase of more than 25% from 2001 to 2008 and even higher in Cache County. The rate of growth in employment is higher over the 7 year period than the rate of population growth.

Table 7. Employment Statistics for the Bear River MCD Counties

Area	2001	2005	2008	Growth 2001-2008	Growth Rate
Box Elder County	24,066	26,194	29,233	5,167	21%
Cache County	54,276	60,430	68,691	14,415	27%
Rich County	1,106	1,254	1,404	298	27%
Bear River MCD	79,448	87,878	99,328	19,880	25%
State of Utah	1,393,321	1,517,634	1,706,792	313,471	22%

Source: Governor's Office of Planning and Budget, 2008 Baseline Projections

3.3 Economic Impact

In order to better understand the relationship between aviation in Utah and the statewide economy, the Utah Department of Transportation Division of Aeronautics, in conjunction with the Utah Air Travel Commission, completed a study in 2003 to determine the economic impacts of Utah airports. A brief summary is provided in this section.

There are three separate yet interrelated direct economic components that influence the economy as well as indirect and secondary impacts that were examined in the study. The three direct economic impacts are:

- Employment associated with businesses located at an airport related to providing aviation services
- Payroll
- Output, or spending, of businesses such as airlines, concessionaires, FBO's, flight schools, etc.

Indirect economic impacts occur as a result of aviation, but generally take place off-airport. These impacts are attributed to the expenditures of visitors who arrive by air. Secondary impacts consist primarily of induced impacts which are the benefits resulting from the recirculation of direct and indirect impacts within the economy sometimes referred to as a multiplier effect.

The study rates the level of activity at all of the 47 public use airports in Utah for 21 different activities. It notes that the Logan-Cache Airport has a high level of activity for recreational flying, corporate/business and career training activities. Ten other activities are identified as having a medium level of activity, including: agricultural spraying, visitor gateway, aerial inspections and medical shipments/patient transfers.

Table 8 summarizes the various direct and secondary economic impacts associated with the Logan-Cache Airport. Data from 2003 was used to develop impacts presented in the study.

Table 8. Economic Impact Summary at the Logan-Cache Airport

Economic Impact	Amount	Direct	Secondary	Total
Estimated Transient Arrivals	6,930	-	-	-
Estimated GA Visitors	20,100	-	-	-
Total Number of Days Stayed	42,210	-	-	-
GA Tenant Employment	-	45.5	41	86.5
GA Visitor Employment	-	99	40.5	139.5
Aviation-Related Employment	-	144.5	81.5	226
GA Tenant Payroll	-	\$1,427,100	\$827,300	\$2,254,400
GA Visitor Payroll	-	\$2,039,400	\$1,411,100	\$3,450,500
Aviation-Related Payroll	-	\$3,466,500	\$2,238,400	\$5,704,900
GA Tenant Output (spending)	-	\$6,607,900	\$4,617,800	\$11,225,700
GA Visitor Output (spending)	-	\$2,785,900	\$2,089,200	\$4,875,100
Aviation-Related Output (spending)	-	\$9,393,800	\$6,707,000	\$16,100,800

The economic impact of the Logan-Cache airport on the economy of the area is significant based on the total combined direct and indirect spending associated with aviation in the area of over \$16 million annual (2003 dollars). The airport serves as a significant contributor to corporate and business activities as well as a visitor, recreational and agricultural resource.

Future statewide growth in aviation will augment the importance of aviation to the economy of the Logan area as well.