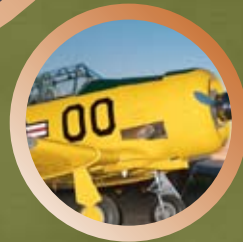


# STEVENSVILLE AIRPORT – STEVENSVILLE

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Stevensville Airport provides access and services that promote the well being of the local community. The airport is frequently used for recreational flying and corporate aviation activity. The airport leases land to the US Forest Service during busy fire seasons. The Forest Service operates helicopter tankers at the airport and is busy enough during peak fire season to warrant a temporary air traffic control tower at the airport. During the spring and fall transient aerial applicators utilize the airport to spray fertilizers and chemicals for local farms. Hunters use aircraft based at the airport for spotting game and scouting locations prior and during hunting season.

FAA data indicates Bretz Inc., Heggen Law Office PC, Kelleher Corporation, and Northeast Montana STAT Air Ambulance Cooperative utilized the airport for general aviation during the past year. The airport is also used for an annual EMT Drill which is coordinated with local hospitals. While most itinerant aircraft traveled to the airport from within Montana and nearby Rocky Mountain States, FAA data also indicates aircraft traveled from as far away as California.



Montana Department of Transportation  
2701 Prospect Avenue | PO Box 201001  
Helena, MT 59620-1001  
406.444.6200

Prepared by  
**WilburSmith**  
ASSOCIATES

# STEVENSVILLE AIRPORT STEVENSVILLE



**MONTANA**  
ECONOMIC IMPACT OF AIRPORTS STUDY

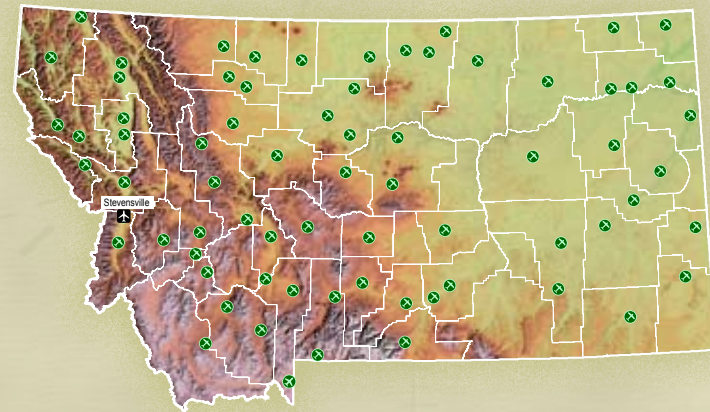
# STEVENSVILLE AIRPORT – STEVENSVILLE

## AIRPORT LOCATION

Stevensville Airport is located two miles northeast of Stevensville, Montana, in Ravalli County. Located in the Bitterroot Valley between the Bitterroot and Sapphire mountains in western Montana, the historic town of Stevensville offers visitors beautiful scenery and a wealth of outdoor recreation opportunities. The Lee Metcalf Wildlife Refuge is a popular spot for wildlife viewing and hiking. The rich history of the Stevensville area is on display at the Stevensville Museum and the St. Mary's Mission, the first Catholic Mission in the northwest and first permanent white settlement in Montana. Stevensville airport is conveniently located near US Highway 93, which provides immediate access to Missoula, Montana to the north and Hamilton, Montana to the south.

Stevensville has a population of approximately 1,914. Major private employers in Ravalli County include Marcus Daly Memorial Hospital, Z Personnel-Nolan Temps, Apex Human Resources, Corixa Corporation, Farmers State Bank, Fox Lumber sales, Selway Corporation, Stock Farm Club, Super 1 Foods, Albertsons, Alpine Log Homes, Discovery Care Centre, Kmart, McDonalds, North Valley Health Care Center, Pioneer Log Homes, Ravalli Services Corp., Rocky Mountain Log Homes, Triple Creek Ranch, and Valley View Estates Health Care Center.

The 207-acre airport's primary runway, Runway 12/30, measures 3,800 feet in length and 60 feet in width. The airport, with 85 based aircraft, experiences approximately 12,500 aircraft operations annually.



## STATEWIDE RESULTS

Economic benefits in the Montana Economic Impact of Airports Study are expressed in terms of jobs, payroll, and annual economic activity or output.

### Jobs/Employment

An estimated 18,800 jobs in Montana are in some way supported by the commercial and general aviation airports. These are jobs that are associated with on-airport businesses, tenants, and other activities that are located on commercial or general aviation airports in the State. In addition, spending by visitors arriving in Montana by air helps to support other jobs. When airport improvements are made, additional jobs are supported by the airports over the duration of these projects.

### Payroll/Earnings

The 18,800 jobs in Montana that are linked to the commercial and general aviation airports account for over \$600 million in annual payroll. Airport related payroll is a key component of the economic benefit cycle that starts at the airport. It was this economic cycle that was measured by this study's induced benefits. When those employed by on-airport businesses use their paycheck to

purchase groceries, new clothes, or household items, their spending helps to support other jobs in the community and the payroll associated with these jobs. The initial benefits that start at the airports continue to multiply once they enter the State's economy.

### Annual Economic Activity/Output

To operate Montana's airports, businesses located on the airports and businesses that support visitors who arrive in Montana via the airports all require the purchase of goods and services. These expenditures are most often in addition to those benefits identified in the payroll and earnings category. Benefits in this category are expressed in this study as total annual economic activity or output. Annual economic output related to the airports is typically assumed to be the sum of annual gross sales and average annual capital expenditures, including capital improvement projects.

**JOBS..... 18,800**

**PAYROLL.....\$600 MILLION**

**OUTPUT.....\$1.56 BILLION**

# MONTANA ECONOMIC IMPACT OF AIRPORTS STUDY

## ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These second-round or induced benefits were measured with Montana-specific IMPLAN multipliers. When combined, first round and second-round benefits equal the total economic impact associated with each airport.

### First Round Impact

In 2008, there were nine aviation-related tenants on the airport, including airport management, who supported over 30 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$5.5 million annually. The estimated direct annual payroll of these tenants is \$867,000. Operational data indicated that approximately 2,046 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$68,300 annually. Indirect output from general aviation visitors is estimated at \$184,100.

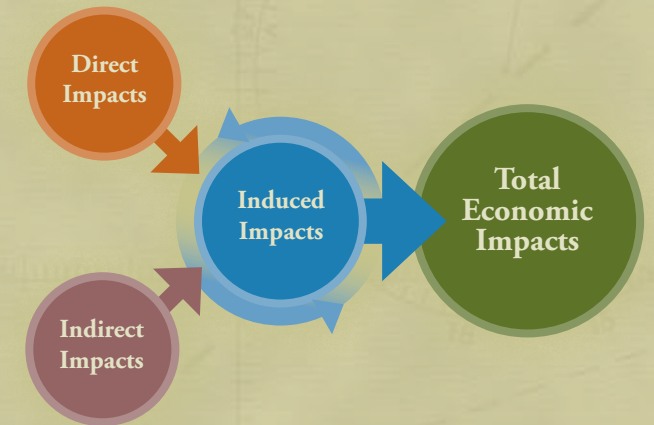
### Second-round Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create second-round impacts throughout the State. Second-round impacts are induced impacts calculated using the Montana specific IMPLAN multipliers. The accompanying table presents the 2008 first round, second-round, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

### Total Impact

For 2008, the total output (including first round and second-round impacts) stemming from all on-airport tenants and general aviation visitors to Stevensville Airport was approximately \$9.3 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 70 persons, with a total annual payroll (first round and second-round) of approximately \$1.7 million associated with these jobs.

## METHODOLOGY



## AIRPORT SUMMARY TABLE

### FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> <li>• FAA, Other Government</li> <li>• Airport Management</li> <li>• Aircraft maintenance</li> <li>• Vendors</li> <li>• Retail &amp; Restaurant</li> <li>• Car Rental</li> <li>• Parking</li> <li>• Other Ground Transportation</li> <li>• Fixed Based Operators</li> </ul>	<ul style="list-style-type: none"> <li>• Hotels</li> <li>• Retail &amp; Restaurants</li> <li>• Travel Agents</li> <li>• Convention Centers</li> <li>• Tourist Destinations</li> </ul>
<p><b>30.0 Jobs</b>  <b>\$867,000 in Payroll</b>  <b>\$5,520,000 in Economic Output</b></p>	<p><b>3.5 Jobs</b>  <b>\$68,300 in Payroll</b>  <b>\$184,100 in Economic Output</b></p>

### SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> <li>• Suppliers of Materials &amp; Services to Airports</li> <li>• Air Dependent Businesses</li> <li>• Visitor Dependent Businesses</li> <li>• Consumer Product and Service Sales</li> </ul>
<p><b>37.0 Jobs</b>  <b>\$792,300 in Payroll</b>  <b>\$3,638,100 in Economic Output</b></p>

### TOTAL ECONOMIC IMPACTS

<p><b>70.5 Jobs</b>  <b>\$1,727,600 in Wages</b>  <b>\$9,342,200 in Economic Activity</b></p>
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