NODE 4
5400 SOUTH AND BANGERTER HWY
NODE 2
4800 SOUTH AND REDWOOD RD
The red brick Taylorsville Mercantile Co. store, built on the old Lindsey farm.

Courtesy Joseph S. Benson
NODE 2
4800 SOUTH AND REDWOOD RD
NODE 3
4100 SOUTH AND REDWOOD RD
NODE 1
5400 SOUTH AND REDWOOD RD
NODE 1
5400 SOUTH AND REDWOOD RD
EXISTING CONDITIONS

PREVIOUS PLANNING EFFORTS

ECONOMIC ANALYSIS & R.E. PERCEPTIONS

TRANSPORTATION ANALYSIS

HOUSING

COMMUNITY ENGAGEMENT EVENT

DEEPER DIVE INTO EACH NODE
### ECONOMIC ANALYSIS

#### TAYLORSVILLE HIGHLIGHTS

<table>
<thead>
<tr>
<th>Category</th>
<th>Median</th>
<th>County Median</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AGE</strong></td>
<td>33.4</td>
<td>32.9</td>
</tr>
<tr>
<td><strong>INCOME</strong></td>
<td>$59,700</td>
<td>$71,450</td>
</tr>
<tr>
<td><strong>JOBS</strong></td>
<td>38,700</td>
<td>Jobs within a square mile</td>
</tr>
<tr>
<td><strong>TRANSPORTATION</strong></td>
<td>$13,900</td>
<td>$14,000</td>
</tr>
<tr>
<td><strong>SALES</strong></td>
<td>$9,800</td>
<td>$25,400</td>
</tr>
<tr>
<td><strong>AFFORDABILITY</strong></td>
<td>3.5</td>
<td>4.2</td>
</tr>
</tbody>
</table>
## ECONOMIC ANALYSIS

### REGIONAL CONTEXT

<table>
<thead>
<tr>
<th>Taylorsville</th>
<th>West Valley</th>
<th>Murray</th>
<th>Kearns</th>
<th>Midvale</th>
<th>Sandy</th>
<th>Draper</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Population</td>
<td>60,400</td>
<td>135,500</td>
<td>49,665</td>
<td>37,200</td>
<td>33,300</td>
<td>96,500</td>
</tr>
<tr>
<td>Projected Population - 2050</td>
<td>66,800</td>
<td>152,600</td>
<td>75,400</td>
<td>60,200</td>
<td>106,500</td>
<td>62,200</td>
</tr>
<tr>
<td>Annual Projected Growth Rate - Current - 2050</td>
<td>0.34%</td>
<td>0.41%</td>
<td>1.67%</td>
<td>2.61%</td>
<td>0.33%</td>
<td>1.03%</td>
</tr>
<tr>
<td>Median Age</td>
<td>33.4</td>
<td>30.4</td>
<td>35.9</td>
<td>29.6</td>
<td>30.6</td>
<td>35.7</td>
</tr>
<tr>
<td>Median Household Size</td>
<td>3.0</td>
<td>3.6</td>
<td>2.5</td>
<td>3.7</td>
<td>2.6</td>
<td>3.2</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$59,700</td>
<td>$59,900</td>
<td>$57,600</td>
<td>$59,540</td>
<td>$54,500</td>
<td>$87,000</td>
</tr>
<tr>
<td>Median Housing Costs % of Income</td>
<td>24%</td>
<td>23%</td>
<td>24%</td>
<td>23%</td>
<td>22%</td>
<td>30%</td>
</tr>
<tr>
<td>Median Property Value</td>
<td>$210,000</td>
<td>$182,500</td>
<td>$245,000</td>
<td>$166,000</td>
<td>$227,000</td>
<td>$330,000</td>
</tr>
<tr>
<td>Affordability Index</td>
<td>3.52</td>
<td>3.05</td>
<td>4.25</td>
<td>2.79</td>
<td>4.17</td>
<td>3.79</td>
</tr>
<tr>
<td>Percentage of Home Ownership</td>
<td>70%</td>
<td>69%</td>
<td>64%</td>
<td>82%</td>
<td>42%</td>
<td>76%</td>
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<tr>
<td>Percent of Single-Family Detached</td>
<td>63%</td>
<td>67%</td>
<td>52%</td>
<td>91%</td>
<td>38%</td>
<td>78%</td>
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<tr>
<td>Average Commute Time - Minutes</td>
<td>20.7</td>
<td>21.3</td>
<td>19.1</td>
<td>25.2</td>
<td>21.4</td>
<td>20.8</td>
</tr>
<tr>
<td>Household Transportation Costs</td>
<td>$13,902</td>
<td>$14,114</td>
<td>$13,267</td>
<td>$14,818</td>
<td>$12,897</td>
<td>$14,620</td>
</tr>
<tr>
<td>Transit Ridership as % of Workforce</td>
<td>5%</td>
<td>5%</td>
<td>8%</td>
<td>4%</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td>Vehicle Miles Traveled Per Household - Annual</td>
<td>21,391</td>
<td>22,103</td>
<td>20,438</td>
<td>22,646</td>
<td>19,666</td>
<td>22,925</td>
</tr>
<tr>
<td>Transportation Costs % of Income</td>
<td>23%</td>
<td>24%</td>
<td>23%</td>
<td>25%</td>
<td>24%</td>
<td>17%</td>
</tr>
<tr>
<td>Housing and Transportation Costs as % of Income</td>
<td>47%</td>
<td>47%</td>
<td>48%</td>
<td>46%</td>
<td>47%</td>
<td>50%</td>
</tr>
<tr>
<td>Percent of Population that Lives and Works in City/Area</td>
<td>3%</td>
<td>7%</td>
<td>6%</td>
<td>1%</td>
<td>3%</td>
<td>7%</td>
</tr>
<tr>
<td>Residents Leaving City/Area for Employment</td>
<td>30,098</td>
<td>54,312</td>
<td>23,089</td>
<td>18,399</td>
<td>15,663</td>
<td>42,556</td>
</tr>
<tr>
<td>Percentage of Populace Leaving City for Employment</td>
<td>50%</td>
<td>40%</td>
<td>46%</td>
<td>49%</td>
<td>47%</td>
<td>44%</td>
</tr>
<tr>
<td>Employees Traveling Into City/Area for Employment</td>
<td>18,101</td>
<td>59,289</td>
<td>42,111</td>
<td>3,469</td>
<td>18,734</td>
<td>40,056</td>
</tr>
<tr>
<td>Percentage of Total Employees that Come into City/Area</td>
<td>91%</td>
<td>86%</td>
<td>93%</td>
<td>91%</td>
<td>95%</td>
<td>86%</td>
</tr>
<tr>
<td>Percentage of Employees that Live and Work in City/Area</td>
<td>9%</td>
<td>14%</td>
<td>7%</td>
<td>9%</td>
<td>5%</td>
<td>14%</td>
</tr>
<tr>
<td>Total Taxable Retail Sales - 2018</td>
<td>$592,883,776</td>
<td>$2,693,750,540</td>
<td>$2,278,900,995</td>
<td>$129,904,017</td>
<td>$846,325,872</td>
<td>$2,532,581,356</td>
</tr>
<tr>
<td>Taxable Retail Sales Per Capita</td>
<td>$9,816</td>
<td>$19,880</td>
<td>$45,885</td>
<td>$3,492</td>
<td>$25,415</td>
<td>$26,244</td>
</tr>
<tr>
<td>Total Employees</td>
<td>19,997</td>
<td>69,039</td>
<td>45,336</td>
<td>3,809</td>
<td>19,752</td>
<td>46,405</td>
</tr>
<tr>
<td>Employees/Population Ratio</td>
<td>0.33</td>
<td>0.51</td>
<td>0.91</td>
<td>0.10</td>
<td>0.59</td>
<td>0.48</td>
</tr>
<tr>
<td>Jobs within One-Square Mile</td>
<td>38,700</td>
<td>34,900</td>
<td>52,950</td>
<td>20,950</td>
<td>42,360</td>
<td>29,660</td>
</tr>
<tr>
<td>Jobs accessible in 30-minute transit ride</td>
<td>92,800</td>
<td>87,400</td>
<td>154,200</td>
<td>58,400</td>
<td>144,331</td>
<td>67,384</td>
</tr>
</tbody>
</table>
### Economic Analysis: Local Differences

<table>
<thead>
<tr>
<th></th>
<th>Taylorsville Nodes</th>
<th>Crossroads</th>
<th>Bangert &amp; 5400</th>
<th>Redwood &amp; 4100</th>
<th>Redwood &amp; 4800</th>
<th>Salt Lake County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Median Housing Costs % of Income</strong></td>
<td>22%</td>
<td>25%</td>
<td>23%</td>
<td>22%</td>
<td>22%</td>
<td>27%</td>
</tr>
<tr>
<td><strong>Median Housing and Transportation Costs % of Income</strong></td>
<td>43%</td>
<td>49%</td>
<td>46%</td>
<td>49%</td>
<td>49%</td>
<td>49%</td>
</tr>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$59,105</td>
<td>$64,463</td>
<td>$52,387</td>
<td>$45,722</td>
<td>$45,722</td>
<td>$65,933</td>
</tr>
<tr>
<td><strong>Income spent on Housing and Transportation</strong></td>
<td>$25,415</td>
<td>$31,587</td>
<td>$24,098</td>
<td>$22,404</td>
<td>$22,404</td>
<td>$32,307</td>
</tr>
<tr>
<td><strong>Income &quot;remaining&quot; after Housing and Transportation</strong></td>
<td>$33,690</td>
<td>$32,876</td>
<td>$28,289</td>
<td>$23,318</td>
<td>$23,318</td>
<td>$33,626</td>
</tr>
</tbody>
</table>
Taylorsville City has an Opportunity Zone within its boundaries which includes the Crossroads study node. This presents a notable advantage for attracting investment dollars, as detailed in following slides.
GUIDING PRINCIPLES

HIGHLIGHTS

**ECONOMIC VIBRANCY**
- Reinvigorated commercial centers
- New jobs, improved amenities, and an increase in the base that will sustainably support the economic health of the community

**A PLACE FOR PEOPLE TO GATHER**
- Transform the centers into destinations
- Encourage residents and visitors to use open and linear community gathering places
- Provide easy and comfortable access to services and activities for people walking, biking, driving, transit, and beyond

**RESILIENT REDEVELOPMENT**
- Transform fragmented, auto-oriented, and inefficient developments into complete communities
- Provide more significant investments that realizes the long-term vision for each of the centers
- Encourage high-quality development to support a long life and customizable approaches to meeting capital needs, while also providing durability and flexibility for future reuse

**BUILDING COMMUNITY IDENTITY**
- Centers that reflect the community’s character today and into the future
- Pride amongst Taylorville residents for their City Malls that capture in the centers
- Distinguish places that meet Taylorville’s values

**CONNECTIVITY ENHANCEMENTS**
- Decrease auto-dependency
- Improve connectivity between the four nodes
- Enhance safety for pedestrians

**PRINCIPLES**

**GOALS**
- Transform the centers into destinations
- Transform fragmented, auto-oriented, and inefficient developments into complete communities
- Centers that reflect the community’s character today and into the future
- Distinguish places that meet Taylorville’s values

**ACTIONS**
- 1. Down in new businesses, services, and development activity to Taylorville
- 2. Encourage business owners in community to be engaged with the process of improving Taylorville and provide incentives
- 3. Balance land use, human scales urban design, and placemaking
- 4. Require businesses and new buildings to incorporate landscape design, seating, tables, lighting, and shade
- 5. Integrate plazas and open spaces within the centers
- 6. Enhance streetviews
- 7. Improve street and connectivity (use connectivity enhancements)
- 8. Employ an incremental redevelopment approach with short-, mid-, and long-term strategies
- 9. Low cost, high impact strategies to create sustainable change
- 10. Quality urban design based upon timeless principles, placemaking strategies, and identities unique to each node
- 11. Creates nice environments that serve an identity using landscape, signage, and architecture
- 12. Encourage participation in process amongst community members to integrate their values
- 13. Transparency of shops to increase number of eyes on the street
- 14. Design a street grid to break up large monolithic centers
- 15. Improve alternative transportation infrastructure and corridors
- 16. Pedestrian-friendly streets need more foot, rail space and safe infrastructure, amenities
- 17. Provide continuous bike lanes and pedestrian facilities
- 18. Transit stops at each of the nodes
- 19. Human-scale lighting, shading, and separation between cars and pedestrians
REGIONAL CITY CENTER
NODE 1 IDENTITY - 5400 SOUTH & REDWOOD ROAD
STUDENT AND SENIOR NEIGHBORHOOD CENTER
NODE 2 IDENTITY - 4800 SOUTH & REDWOOD ROAD
NODE 1
CHALLENGES

- AUTO-ORIENTATION
- LACK OF PEDESTRIAN CONNECTIVITY
- DIFFERENCE IN OPINIONS BETWEEN LANDLORDS & CITY
- RESTRICTIVE LEASES
NODE 1 - PHASE 1
5400 SOUTH REDWOOD ROAD

STRATEGIES:

- INFRASTRUCTURE EXPANSION
- STREET GRID & CONNECTIVITY
- INTRODUCE RESIDENTIAL USES
- TREES
- PUBLIC SPACE
NODE 1 - PHASE 2
5400 SOUTH REDWOOD ROAD

STRATEGIES:

■ CORNERS & GATEWAYS
■ STREETSCAPE IMPROVEMENTS
■ DOUBLE-SIDED COMMERCIAL
■ PUBLIC SPACE
■ STREET GRID & CONNECTIVITY
NODE 1 - PHASE 3
5400 SOUTH REDWOOD ROAD

STRATEGIES:
- MIX OF USES
- STREET GRID & CONNECTIVITY
- STREETSCAPE
- PUBLIC SPACE
## TAYLORSVILLE COMMERCIAL CENTERS REVITALIZATION PLAN

<table>
<thead>
<tr>
<th>PHASING</th>
<th>BRANDING AND MARKETING</th>
<th>REGULATORY</th>
<th>NODE 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aspirational</td>
<td>Consistent City-wide Vision</td>
<td>Amend Zoning Code</td>
<td>Finalize RDA and trigger TIF</td>
</tr>
<tr>
<td>Strategic</td>
<td>Marketing</td>
<td>Revise Parking Standards</td>
<td>Facilitate special improvement district</td>
</tr>
<tr>
<td>Market-based</td>
<td>Incentives Package</td>
<td></td>
<td>Provide additional subsidies</td>
</tr>
<tr>
<td>Development Opportunities</td>
<td></td>
<td></td>
<td>Convene a working group</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Target market-ready new development</td>
</tr>
</tbody>
</table>
Understanding the Value of a Community

Can your Community Afford its Current Development Pattern?
Our Tax Base DNAs are different—but we all have to balance—(the only place to balance is with property tax)

Preliminary data provided by the Utah Foundation—not final
Designing Our Communities to Meet Our Future Economic Needs

Planning our way in or out of sustainability
Ogden As A Model

Property Tax = 30% of Revenue—increasing
Sales Tax = 20% of Revenue—decreasing
Franchise tax = 12% of Revenue—decreasing

The rest from intergovernmental funds, grants, fines etc.
Residential Contributes $235 per acre before sales tax

Commercial Contributes $153,000 per acre before sales tax

- Total Residential Taxable Value - $3,015,693,797
- Total Commercial Taxable Value - $1,956,483,508
- Total Taxable Value - $4,972,177,305
- Total # of Parcels
  - Residential – 24,768
  - Commercial – 3,009
  - Exempt – 3,260
  - FAA – 21
30% of all taxes come from property tax

18 million come from property tax

- 31,058 total parcels
- 80% residential (20% poverty)
- 10% commercial
- 10% exempt

$60 million in total tax dollars in PV has to come from these assessed properties in one form of tax or the other

OGDEN’s profile
Ogden Needs $156 per acre revenue in PV tax revenue not to increase taxes year over year

The amount of contribution needed to keep taxes at their current 30% level. At our current tax rate.

By the Way Ogden Had to Raise its property taxes from 20% to 30% of revenues to keep up with rising costs and diminished revenues or flat growth from other sources.

How much of your budget is a fixed cost? Ogden’s over 65% is fixed in payroll. Another 20% are other fixed obligations.
Current expense growth

For the past 5 years:
$2-4 million in increase

Primarily in payroll expenses-police and fire
Where will the needed revenue come from

- Sales taxes—growing or declining
- Franchise taxes—growing or declining

- Increase in tax valuation needed at same proportions if the other primary sources are not increasing at that rate
  - $516 million residential-($1.6 million tax revenue)
  - $128 million commercial-($1.4 million tax revenue)
Can We Meet Our Basic Operations from Residential Development?

§ New Home Development
– Avg. home value $250k
  § $250k \times 0.00313 = $783
  § $783 \times 0.55 \text{ (home tax rate)} = $431

§ Nearly 4000 new homes would need to be built to cover rising expenses if sales and franchise taxes do not increase.

§ New home needed to cover rising expenses at 30% of revenue
§ Ogden currently produces $917 per acre in residential revenue
Can We Meet Our Basic Operations Increases from Commercial Development?

§ New Commercial produce $1.6 million per acre in tax value

§ At $2 million in anticipated increased expenses
   – Need only two commercial acres per year at our current average revenue per commercial acre.

§ $1.6 million produces $5,000 per acre in tax revenue vs residential at $431
Are There Other Property Types Produce Commercial Revenue Intensity Per Acre?
County Property Taxes/Acre
Ratio Difference of 60 City Sample Set, in 21 States (+ a Province)

- Residential
- Commercial
- Mixed-Use

County S-F: $1.00
City S-F: $5.50
Walmart: $6.70
Mall or strip: $9.30
Mixed-Use (2 Story): $47.80
Mixed-Use (3 Story): $95.00
Mixed-Use (6 Story): $274.00
Walmart

34.0 Acres
220,000 sf Building
$20,000,000 Tax Value

Downtown

0.19 Acres
54,000 sf Bldg.
$11,000,000 Tax Value

My House

0.13 Acres
1 unit (2 people + 2 dogs)
$232,000 Tax Value

Typical Revenues by Use Type-May Differ by Community but not in relationship to contribution.
Only the Red and Maroon area contribute enough to pay for services now provided.
Land-use Analysis
Ogden, UT

Value per Acre
- No tax value
- < 25,000
- 25,000 - 100,000
- 100,000 - 200,000
- 200,000 - 300,000
- 300,000 - 400,000
- 400,000 - 500,000
- 500,000 - 600,000
- 600,000 - 800,000
- 800,000 - 1,000,000
- 1,000,000 - 2,000,000
- 2,000,000 - 5,000,000
- > 5,000,000

Parking
Building
Streets
Land Value/Acre
Ogden, UT
What Contributes
What Does Not

10.5 million per acre

$791k per acre
Weber County, UT
Taxable Value Per Acre

Courtyard Marriott
$3,338,970 per acre

Market Star
$13,480,575 per acre
Weber County, UT
Taxable Value Per Acre

Meadows Riverbend Townhouses
$8,283,122 per acre

Grant & 20th Mixed-Use
$2,236,385 per acre

Junction Tower Mixed-Use
$10 million
A Walmart with SALES TAX produces $1.5 million in tax valuation yearly.

Amcan produces $2.3 million.
Is it Politics or Economics?

Is there TRUTH in Taxation

<table>
<thead>
<tr>
<th>Cluster A: Major Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogden</td>
</tr>
<tr>
<td>Layton</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Cluster B: Commercial Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bountiful</td>
</tr>
<tr>
<td>Clearfield</td>
</tr>
<tr>
<td>Riverdale</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cluster C: Transitioning Cluster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Huntsville</td>
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<tr>
<td>Uintah</td>
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<table>
<thead>
<tr>
<th>Cluster D: Residential Transitioning</th>
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<tbody>
<tr>
<td>Sunset</td>
</tr>
<tr>
<td>Uintah</td>
</tr>
<tr>
<td>Huntsville</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Cluster E: High Income Residential</th>
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<tbody>
<tr>
<td>Pleasant View</td>
</tr>
<tr>
<td>West Point</td>
</tr>
<tr>
<td>Hooper</td>
</tr>
<tr>
<td>South Weber</td>
</tr>
<tr>
<td>Plain City</td>
</tr>
<tr>
<td>Fruit Heights</td>
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<tr>
<td>West Bountiful</td>
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<table>
<thead>
<tr>
<th>Cluster F: Urban Edge Cities</th>
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</thead>
<tbody>
<tr>
<td>Roy</td>
</tr>
<tr>
<td>Clinton</td>
</tr>
<tr>
<td>North Salt Lake</td>
</tr>
<tr>
<td>North Ogden</td>
</tr>
<tr>
<td>South Ogden</td>
</tr>
<tr>
<td>West Haven</td>
</tr>
<tr>
<td>Woods Cross</td>
</tr>
<tr>
<td>Washington Terrace</td>
</tr>
<tr>
<td>Harrisville</td>
</tr>
<tr>
<td>Farr West</td>
</tr>
<tr>
<td>Marriott-Slaterville</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cluster G: Everything Else</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxes</td>
</tr>
<tr>
<td>Intergovernmental</td>
</tr>
<tr>
<td>Licences, Fines,</td>
</tr>
<tr>
<td>Service Charges</td>
</tr>
<tr>
<td>Impact Fees</td>
</tr>
<tr>
<td>Enterprise Services</td>
</tr>
<tr>
<td>Everything Else</td>
</tr>
</tbody>
</table>
Can The REDS pay for the rest?
Brought to you by public policy.
Strategic Options for Revenue Growth

- Raise taxes to cover growing expense needs (political restraints)
- Look at strategic redevelopment of homes to increase the average value of homes (gentrification and cost)
- Redevelopment of blighted areas into higher contributing property tax types (time and costs)
- Hope the state finds newer methods of taxation that aid community level funding (allowing cities a share of income tax)
- Convert green space into revenue contributing space. (political considerations)
- Eliminate blighted housing and replace with higher taxable land use types
- Recruit more sales tax outlets (revenue for per foot is low/declining market)
Will voters ever be willing to pay more for the services they require?
Will they accept new development patterns to offset the cost of services?
Will we generate taxes or fees tied more directly to the resources required to support those services?
Will we eventually overburden our commercial tax base and create more burden on our commercial base?
Is there such a thing as free parking?
Should roads be an asset to a community.....will you be able to sell your roads to someone else?
Northern Utah Regional Economic Development
Why Regional?
Leveraging Resources

- EDCUtah
- State government
- Local government
- Industry Associations
- Academic partners
- Chambers
- Private
Regional Strategy

- Recruitment
  - National Site Selectors
  - Industry Targets
- Expansion/Retention
Marketing Strategy

• Web

• Cluster refinement

• Outreach efforts

• Databases
  – Labor
  – Real Estate
  – Infrastructure
## Regional Employment Numbers

### Weber / Davis County Employment Numbers

<table>
<thead>
<tr>
<th>Industry</th>
<th>Employment</th>
<th>% of Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>28,301</td>
<td>11.3%</td>
</tr>
<tr>
<td>Aerospace and Defense</td>
<td>18,635</td>
<td>7.4%</td>
</tr>
<tr>
<td>Financial Services</td>
<td>9,410</td>
<td>3.8%</td>
</tr>
<tr>
<td>IT and Software Development</td>
<td>5,651</td>
<td>2.3%</td>
</tr>
<tr>
<td>Life Sciences</td>
<td>4,535</td>
<td>1.8%</td>
</tr>
<tr>
<td>Outdoor Recreation</td>
<td>2,449</td>
<td>1.0%</td>
</tr>
<tr>
<td>Energy and Natural Resources</td>
<td>1,834</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>Total - All Industries</strong></td>
<td><strong>250,514</strong></td>
<td>--</td>
</tr>
</tbody>
</table>

Source: Jobs EQ.
Hill Airforce Base – Employment

<table>
<thead>
<tr>
<th>Type of Personnel</th>
<th>Base Jobs</th>
<th>Multiplier</th>
<th>Indirect Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Duty Military</td>
<td>4,562</td>
<td>0.50</td>
<td>2,281</td>
</tr>
<tr>
<td>Reserve / ANG / Trainees</td>
<td>1,226</td>
<td>0.21</td>
<td>257</td>
</tr>
<tr>
<td>APF Civilians</td>
<td>12,723</td>
<td>1.66</td>
<td>21,120</td>
</tr>
<tr>
<td>Civilians</td>
<td>3,577</td>
<td>1.66</td>
<td>5,938</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>22,088</strong></td>
<td></td>
<td><strong>29,596</strong></td>
</tr>
</tbody>
</table>

Source: Hill Air Force Base 2018
Hill Airforce Base – Annual Expenditures

- Services: $577,196,057
- Health, Education, TDY: $105,800,000
- Construction: $73,869,000

Source: Hill Air Force Base 2018
## Hill Airforce Base – Economic Impact

### Total Annual Economic Impact Estimate

<table>
<thead>
<tr>
<th>Category</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Military</td>
<td>$296M</td>
</tr>
<tr>
<td>Federal Civilian</td>
<td>$1.13B</td>
</tr>
<tr>
<td>Other Civilian</td>
<td>$11.67M</td>
</tr>
<tr>
<td><strong>Total Annual Payroll</strong></td>
<td><strong>$1.43B</strong></td>
</tr>
<tr>
<td><strong>Total Annual Expenditures</strong></td>
<td><strong>$760M</strong></td>
</tr>
<tr>
<td>Estimated Indirect Jobs Created</td>
<td>29,600</td>
</tr>
<tr>
<td>Average Annual Pay</td>
<td>$46,500</td>
</tr>
<tr>
<td>Estimated Annual $ Value of Jobs Created</td>
<td>$1.38B</td>
</tr>
<tr>
<td><strong>Total Economic Impact</strong></td>
<td><strong>$3.6B</strong></td>
</tr>
</tbody>
</table>

Source: Hill Air Force Base 2018
Ogden Regional Airport

- 720 acres
- Two runways
- FAA-certified Part 139 airport
- 69,000 pounds of freight and mail handled in 2019
- Private hangars and build-to-suit options available

Source: Ogden City & Bureau of Transportation Statistics
Northrop Grumman

- Falcon Hill
- 2,500 new jobs
- August 27 Announcement
- Northrop Grumman Roy Innovation Center
- Will serve as the North American GBSD HQ
Did You Know?
Development Opportunities

• 500 acres at Falcon Hill

• 7M sq. ft. of industrial space at capacity at Freeport

• 3M sq. ft. of potential office space at Farmington Station Park

• 11M sq. ft. completed; 4M sq. ft. ready for development at BDO

• HAFB Software Engineering Group (1600 member team) 1 of 3 in US