

September 21, 2022
Transportation Interim Committee

State Airplanes Overview



Uses of state aircraft

- **Emergency Response**
 - COVID equipment and citizen retrieval
- **Connection to 37 Communities**
 - One hour flight time to any corner of the state
- **State Wildfire Surveillance**
 - Only state aircraft get approval to fly within wildfire Temporary Flight Restriction
- **Flood Surveys**
 - Cedar City Response
 - Bridge outage in Region 4
- **More Efficient State Business**
 - Multiple locations in a day

State Airplanes Overview

Flights by Agency: FY2015-22

Agency	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
University of Utah	144	188	173	192	127	111		
Department of Health and Human Services	57	46	28	9	34	13	13	12
Governor/Lt. Governor	20	23	17	16	13	11	6	18
Department of Transportation	3	4	5	4	7	3	2	7
School and Institutional Trust Lands Administration	4	2					2	1
State Office of Education	2	1		1				1
Department of Natural Resources	2	1	1					2
State Board of Regents	1							
Department of Agriculture and Food	9	7		4	4	9	1	3
Department of Administrative Services	1	3	4	4	3	1		1
Utah Courts	1		1		2			
Department of Workforce Services	1		3	2	6	2		
Department of Public Safety		1			1	1		1
Bridgerland Technical College						1		
Attorney General		1						
Total Flights	245	277	232	232	197	152	24	46

State Airplanes Overview

Operation and Maintenance

- \$980,350 per year
- Includes pilots, mechanics, maintenance, avionics/manual subscriptions, training

Hangar and Office

- \$42,991 per year
- Includes utilities and property maintenance
- Shared costs between UDOT, DPS, and DNR

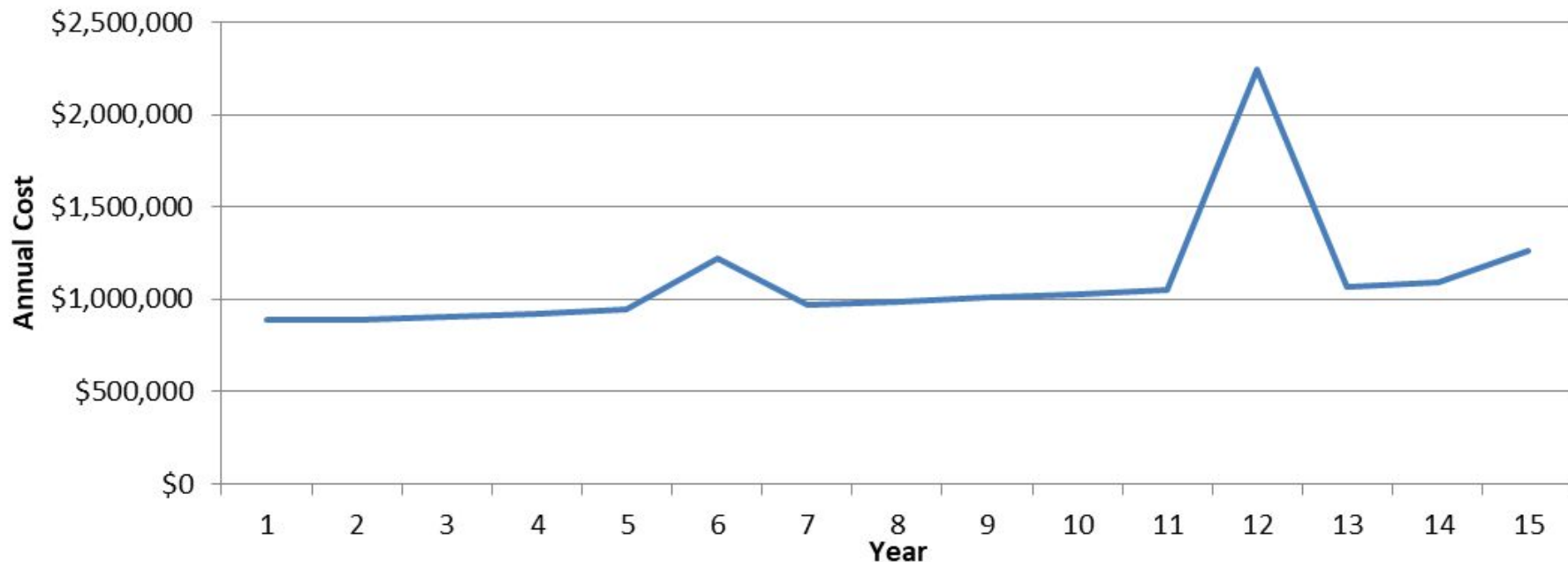


Replacement Option - Sell 2, Buy 1

- Sell both state planes
 - Market value uncertain
 - Likely range: \$2.5 M - \$4.0 M
- Purchase King Air 260 \approx \$8.2 M
 - Purchase Cost: \$8.2 M - \$??? = \$4.2 M - \$5.7 M
 - Projected operation costs: \$885,000

State Airplanes Overview

Projected Operating Costs for a King Air 260



Impacts of SB 166 Aviation Amendments (2022)

- Currently, plane operations funded by Aeronautics Restricted Account
- SB 166, phases out Aeronautics Restricted Account funding
- New funding source is not specified

145 (6) The Department may not use money in the account to fund:
146 (a) more than 77% of the operations costs related to state owned aircraft in fiscal year
147 2023-24;
148 (b) more than 52% of the operations costs related to state owned aircraft in fiscal year
149 2024-25;
150 (c) more than 26% of the operations costs related to state owned aircraft in fiscal year
151 2025-26;
152 (d) more than 10% of the operations costs related to state owned aircraft in fiscal year
153 2026-27; or
154 (e) any operations costs related to state owned aircraft in a fiscal year beginning on or
155 after July 1, 2027.

State Airplanes Overview

Impacts of SB 166 Aviation Amendments (2022)

<u>Fiscal Year</u>	<u>Operation Costs</u>	<u>Aeronautics Fund</u>	<u>Plane Fees*</u>	<u>General Fund (or other Source)</u>
2024	\$980,350	\$754,870	\$176,000	\$49,481
2025	\$1,199,357	\$623,978	\$199,000	\$367,568
2026	\$1,019,956	\$265,189	\$222,000	\$532,768
2027	\$1,040,355	\$104,036	\$245,000	\$691,320
2028	\$1,261,162	\$0	\$268,000	\$993,162

*Plane usage has fluctuated significantly over the last several years so future estimates show modest growth until more consistent trends are available to analyze.

The logo for LTDOT, featuring the letters 'LTDOT' in a bold, white, italicized sans-serif font. The 'L' and 'D' are connected, and the 'O' is a solid circle. The 'T' has a long horizontal stroke extending to the right.

LTDOT

Three parallel orange slanted bars of varying lengths, positioned to the left of the tagline.

Keeping Utah Moving