

Annual Report

2024

Moving Utah Forward



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“ By working closely with local communities, industry stakeholders, and state leaders, we’ve facilitated job creation, streamlined logistics processes, and implemented sustainable solutions. ”

– Ben Hart,
UIPA, Executive Director

Letter from our Executive Director

As we reflect on the past year, I am proud of the Utah Inland Port Authority's (UIPA) remarkable progress in advancing logistics-based economic development across Utah. Guided by our strategic business plan, we've taken meaningful steps to strengthen the state's infrastructure, bolster regional economies, enhance environmental stewardship, and foster transparency in all that we do.

This year, we have focused on building partnerships and creating lasting impacts within our project areas, from the Central Utah Agri-Park to the Golden Spike Project.

By working closely with local communities, industry stakeholders, and state leaders, we've facilitated job creation, streamlined logistics processes, and implemented sustainable solutions.

These efforts align with our commitment to improving the quality of life for Utahns while positioning our state as a pivotal hub for global trade.

Key milestones, such as the recruitment of major companies like Lakeshore Learning, NextEra, Northrup Gruman and so many others as well as the continued development of critical infrastructure in the Northwest

Quadrant, are a testament to our mission of maximizing Utah's long-term economic benefits. We have also made significant strides in our environmental initiatives, including wetland mitigation and emissions reduction frameworks, underscoring our dedication to a sustainable future.

Looking ahead, we remain committed to leveraging logistics to drive economic resilience and prosperity statewide. I extend my gratitude to our partners, stakeholders, and the UIPA team for their unwavering support and dedication to our shared vision. Together, we will continue to innovate, collaborate, and shape a brighter future for Utah.

Sincerely,



Ben Hart
Executive Director, Utah Inland Port Authority

About

The Utah Inland Port Authority was created to pioneer and implement strategic and sustainable logistics-backed economic solutions that enhance the lives of Utahns, and establish Utah as a global industry connector.

We are the leading creator of future-focused economic development, transforming economies and communities across the state through innovative logistics practices.

Mission

We maximize long-term economic benefits in Utah by developing and optimizing economic project areas and logistics-based infrastructure.

Vision

We move Utah forward. We aspire to transform Utah through multi-generational, logistics-based, economic solutions.



Collaboration

WE ARE approachable connectors and enthusiastic partners, working jointly with communities, leaders, and businesses to build connections and facilitate measurable growth in the local economy and industry at large.



Accountability

WE ARE honest and reliable stewards, who approach our work with transparency and intentionally exercise responsibility on all levels (civic, environmental, fiscal). We maintain a high say-to-do ratio.



Sustainability

WE ARE drivers of sustainable outcomes, both environmental and economic, as we modernize development to safeguard Utah's natural beauty. Our risk-reducing strategies improve the overall quality of life for Utahns by enhancing community livability.



Respect

WE ARE equitable professionals and eager listeners, who treat everyone with fairness and impartiality. We seek and heed the opinions of all parties, and create the right solution based on the unique needs of the region and community.



Innovation

WE ARE action-oriented thought-leaders who will bring a measure of economic resilience to Utah and empower local and statewide growth. We stay on the forefront and make it happen—our “boots on the ground” mentality and productivity will enable the kind of future-focused logistics infrastructure that will transform Utah.

Strategic Business Plan

In the summer 2024, the Utah Inland Port Authority (UIPA) Board approved a new five-year strategic business plan focused on boosting Utah's economy through enhanced logistics infrastructure, regional growth, and sustainable practices.

The plan targets strategic recruitment in industries like clean energy, advanced manufacturing, and biotechnology, with efforts centered on expanding road, rail, and air cargo to streamline supply chains and drive growth.

Environmental integrity remains a core focus, with a standardized review process to identify impacts and integrate sustainable measures. Key 2024 achievements include wetland restoration and emissions reduction.

Transparency and community engagement are emphasized, with regular public meetings and advisory panels supporting collaboration. Looking ahead, UIPA aims to expand intermodal capabilities, optimize air cargo operations, and strengthen partnerships, positioning Utah as a leading inland logistics hub.

Four Core Objectives



Support Regional Economies:

Our primary goal is to foster regional growth and enhance the well-being of communities across Utah, especially in underserved rural areas. We plan to achieve this by implementing strategic recruitment and promoting sustainable practices. Our efforts include attracting businesses that align with regional economic needs and supporting infrastructure that supports industry



Enhance Logistics Efficiency:

By optimizing air cargo operations and improving Utah's rail systems, UIPA intends to elevate the efficiency and connectivity of our transportation infrastructure. Establishing strategic alliances with major transport entities, including coastal ports, will position Utah as a key inland hub for global trade.



Safeguard Environmental Integrity:

UIPA is committed to proactive environmental stewardship. Through comprehensive environmental reviews and ongoing community engagement, we aim to identify potential impacts early and integrate sustainable practices into every project, ensuring developments exceed environmental and community expectations.



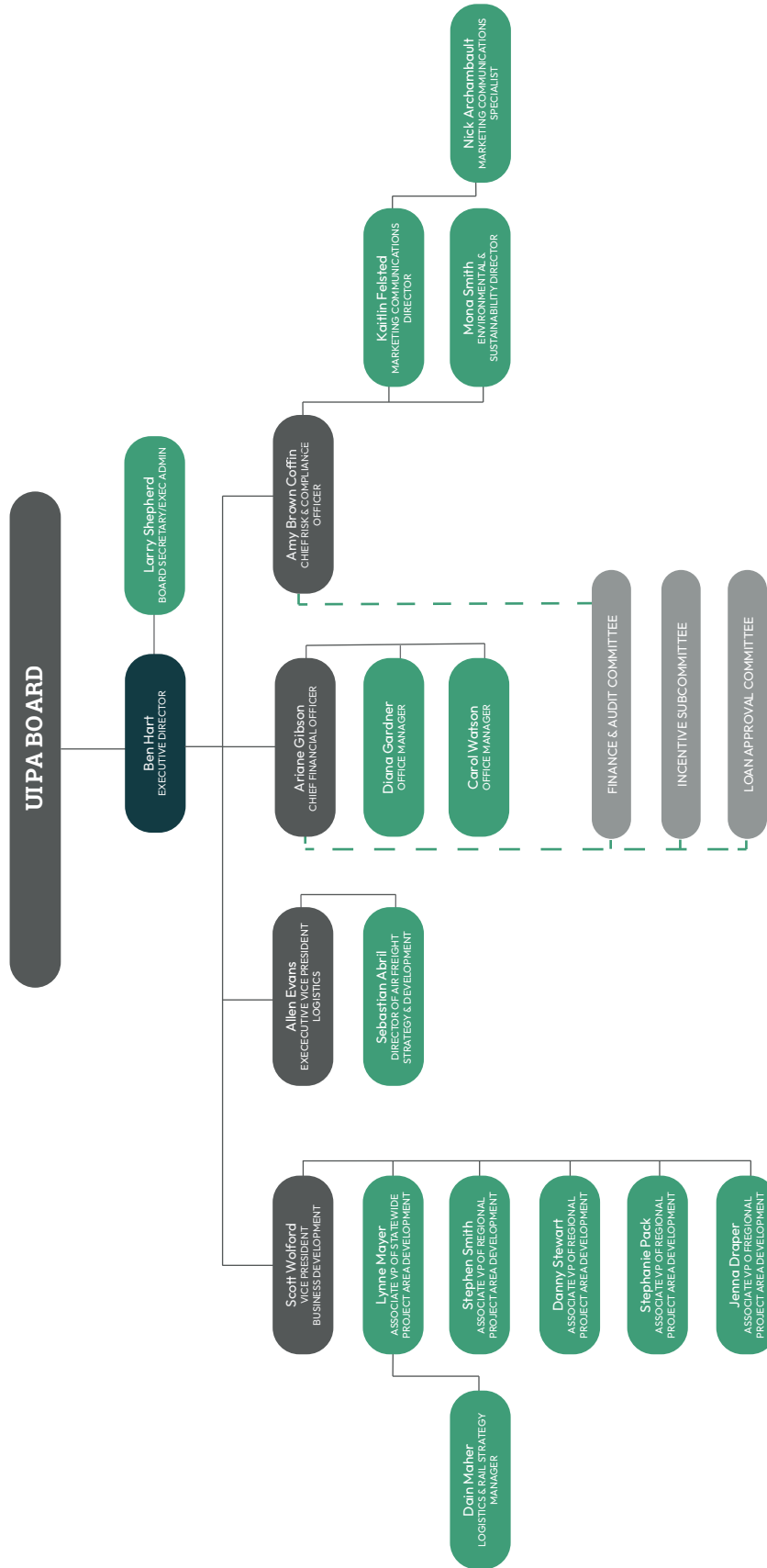
Uphold Transparency & Compliance:

Transparency and ethical governance are fundamental to our operations. UIPA strives to ensure that all our activities are conducted openly, with community involvement and easy access to information, fostering public trust and accountability.



Learn more about
our business plan

Organizational Chart



Our Board

The Utah Inland Port Authority is governed by a Board of Directors consisting of five voting members and three non-voting members representing various governmental entities and industry expertise. The UIPA Board of Directors meets regularly to help set policies, monitor progress, and approve potential projects.

Per H.B. 443, two UIPA board members are appointed by the Governor of Utah, one by the Utah House of Representatives, one by the Utah Senate, and one jointly appointed by the House and Senate.

Voting Board Members:



Abby Osborne, Board Chair
Utah House of Representatives
Chief of Staff



Jefferson Moss
Utah House of Representatives
District 51



Ryan Starks, Board Vice-Chair
Utah Governor's Office of Economic Opportunity
Executive Director



Jerry Stevenson
Utah Senate
District 21



Jonathan Freedman
World Trade Center Utah
CEO

Non-voting Board Members:



Victoria Petro-Eschler
Salt Lake City Council
District 1



Bill Wyatt
Salt Lake City Department of Airports
Executive Director

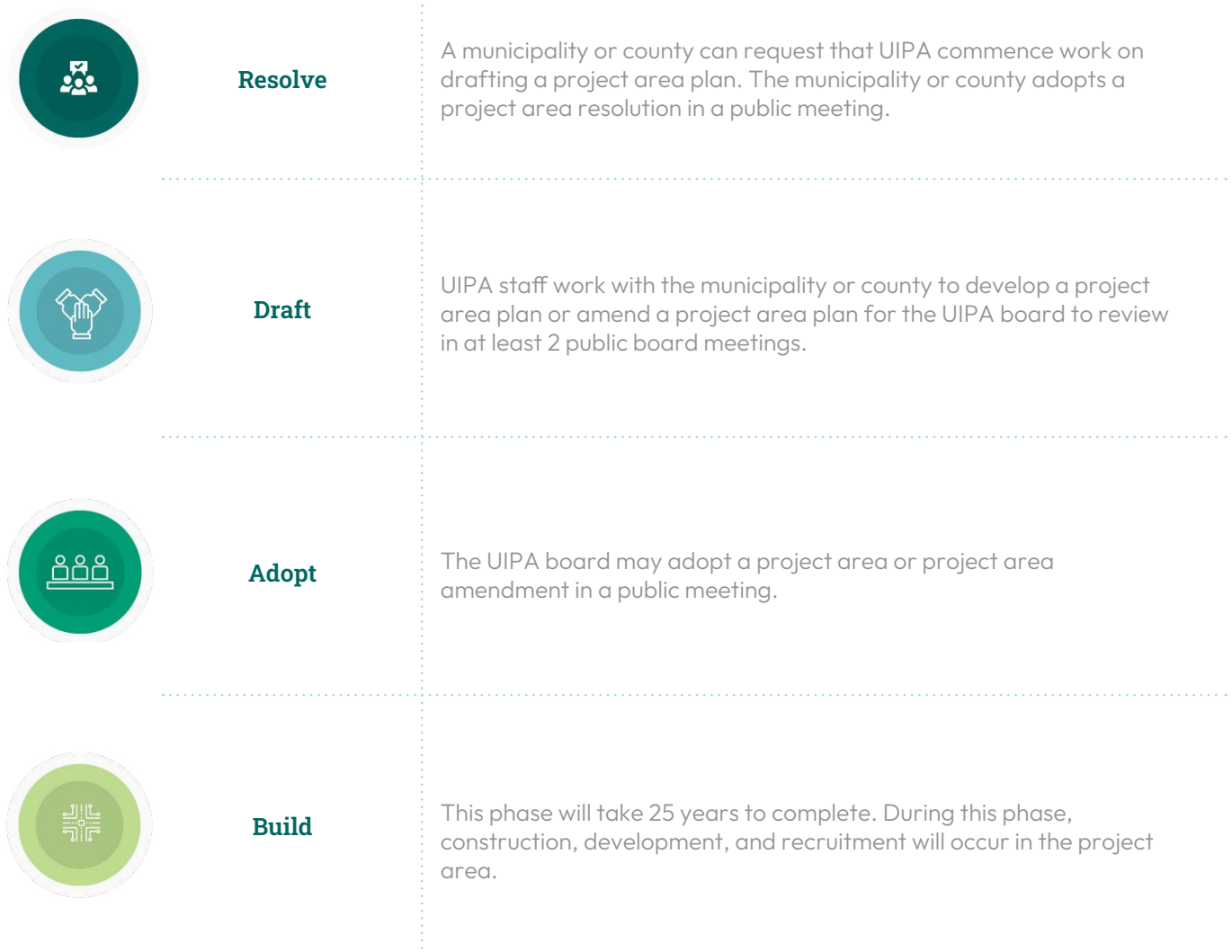


Joel Ferry
Department of Natural Resources
Executive Director

Project Areas

A project area is a hub for collaboration, innovation, and growth designed to facilitate global connectivity and streamline business operations. It offers a platform for communities, leaders, and businesses to build connections, providing simplified processes for exporting goods and tapping into wider customer bases. Project areas offer innovative infrastructure solutions that enhance supply

chain efficiency, yielding cost savings, reducing transit times, and potentially increasing profitability. It supports businesses with customized solutions tailored to their unique needs, ensuring that being part of this ecosystem allows for staying ahead in industry trends and maintaining a competitive edge.



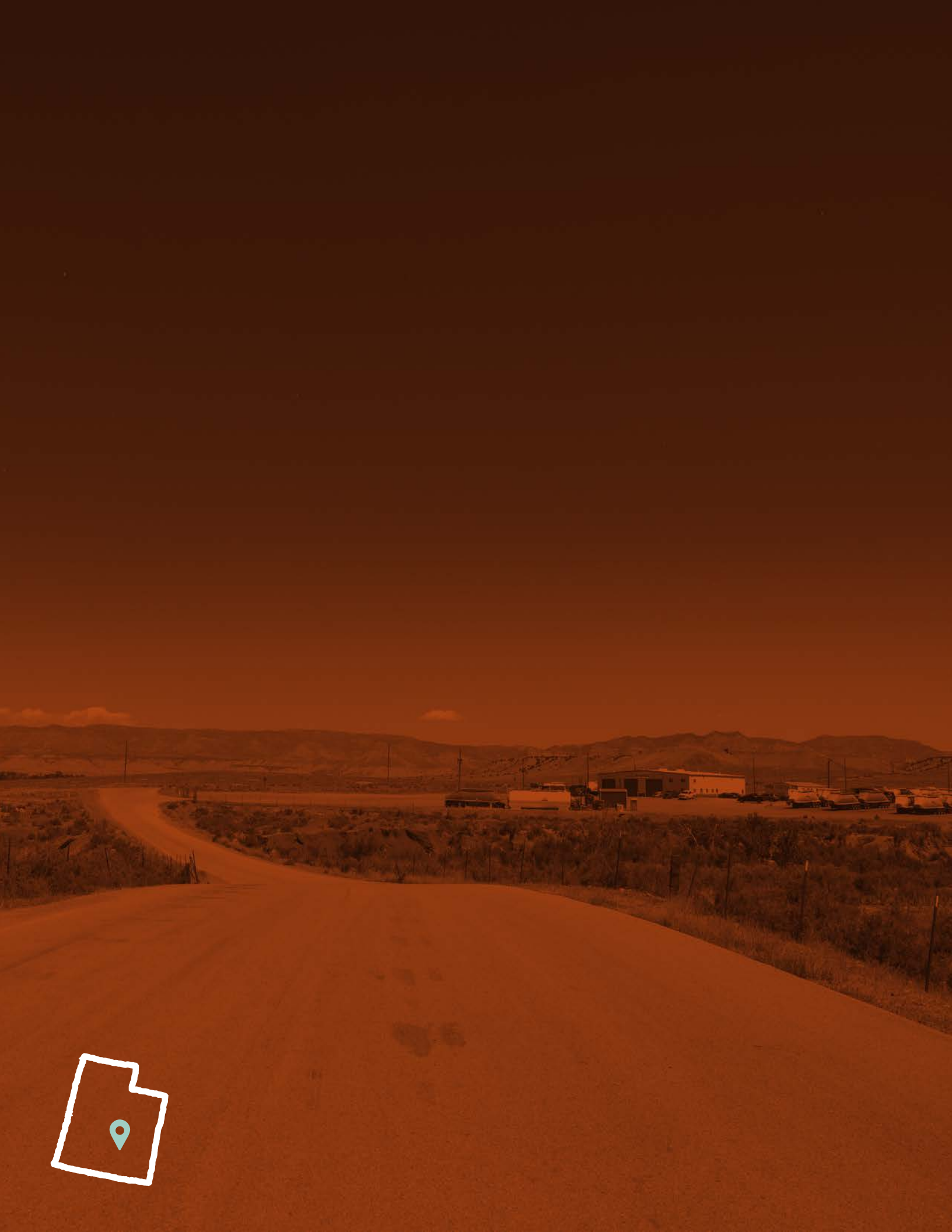
PROJECT AREAS MAP:



Scott Woford
Vice President
Project Area Development
scottwoford@utah.gov
801.538.8950



Learn more about project areas





CASTLE COUNTRY

The Castle Country Project Area encompasses 2,185 acres across Carbon and Emery Counties, focusing on the cities of Price, Wellington, and Green River.

This strategic area offers prime, ready-to-develop sites situated along critical transportation routes, including Interstate 70 and US 6, which link Utah's Wasatch Front with Colorado's Front Range. The region's extensive rail infrastructure, built for the coal industry, provides a unique foundation for future development, presenting both significant opportunities and challenges.

Carbon and Emery Counties, in partnership with the Utah Inland Port Authority, are working to harness this existing infrastructure to attract new businesses, generate high-paying jobs, and drive economic growth. The area

consists mostly of greenfield sites, making it ideal for new investments and industries. Local communities are eager to bring in diverse industries to boost employment and stimulate population growth.

With a substantial percentage of households living below the poverty line, raising the median household income and creating sustainable career pathways for residents is a shared goal for local leaders and the Inland Port. The Castle Country Project aims to build a brighter, more prosperous future for the region.

Milestones:

- **Resolutions:** Carbon County approved a resolution on September 6, 2023, followed by Emery County on March 5, 2024, and Green River City on April 9, 2024. These resolutions authorized the Utah Inland Port Authority to investigate the potential for establishing a project area in the region.
- **Initial Presentation:** On May 20, 2024, during a public board meeting, the Castle Country Project Area was presented to the board for the first time.
- **Board Approval:** On June 24, 2024, during a public board meeting held in Price, the UIPA board approved the creation of the Castle Country project area and adopted the Castle Country project area plan.

Key Successes in the Past Year:

Though newly established, the Castle Country Project Area is already making strides. Green River City recently secured a grant to develop a comprehensive infrastructure plan, setting the stage for over 600 acres of shovel-ready

sites with direct rail access. Simultaneously, Carbon County received a congressional earmark to acquire additional land, paving the way for rail expansion and improved connectivity for incoming businesses.



On June 24, 2024 during a public board meeting held in Price, the UIPA board approved the creation of the Castle Country project area and adopted the Castle Country project area plan..

Despite these promising developments, significant infrastructure upgrades are still needed to support growth and ensure these communities can fully thrive. Local and state leaders are committed to advancing

these efforts, aiming to boost economic development and create sustainable opportunities for residents.

Businesses in project area

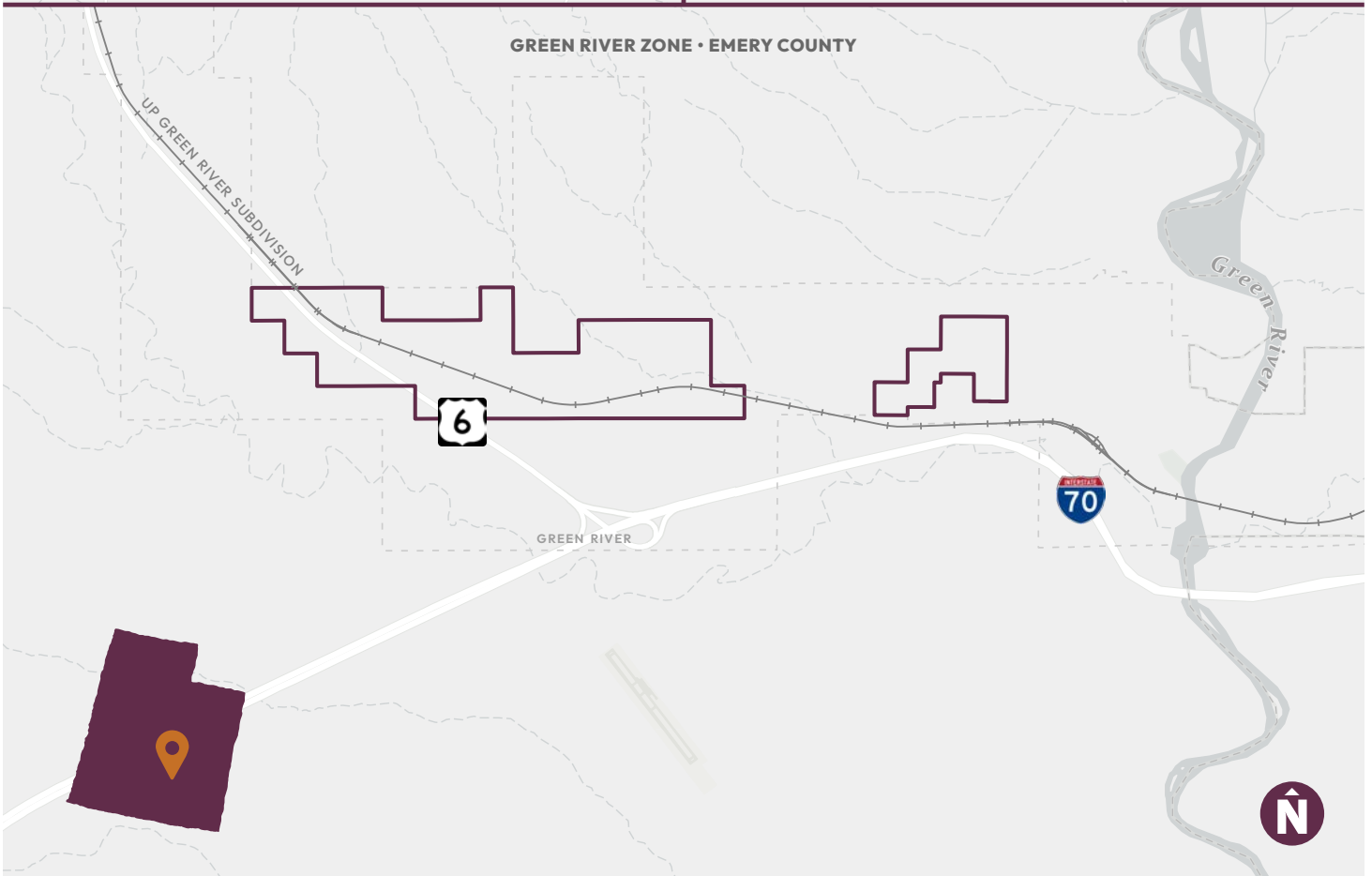
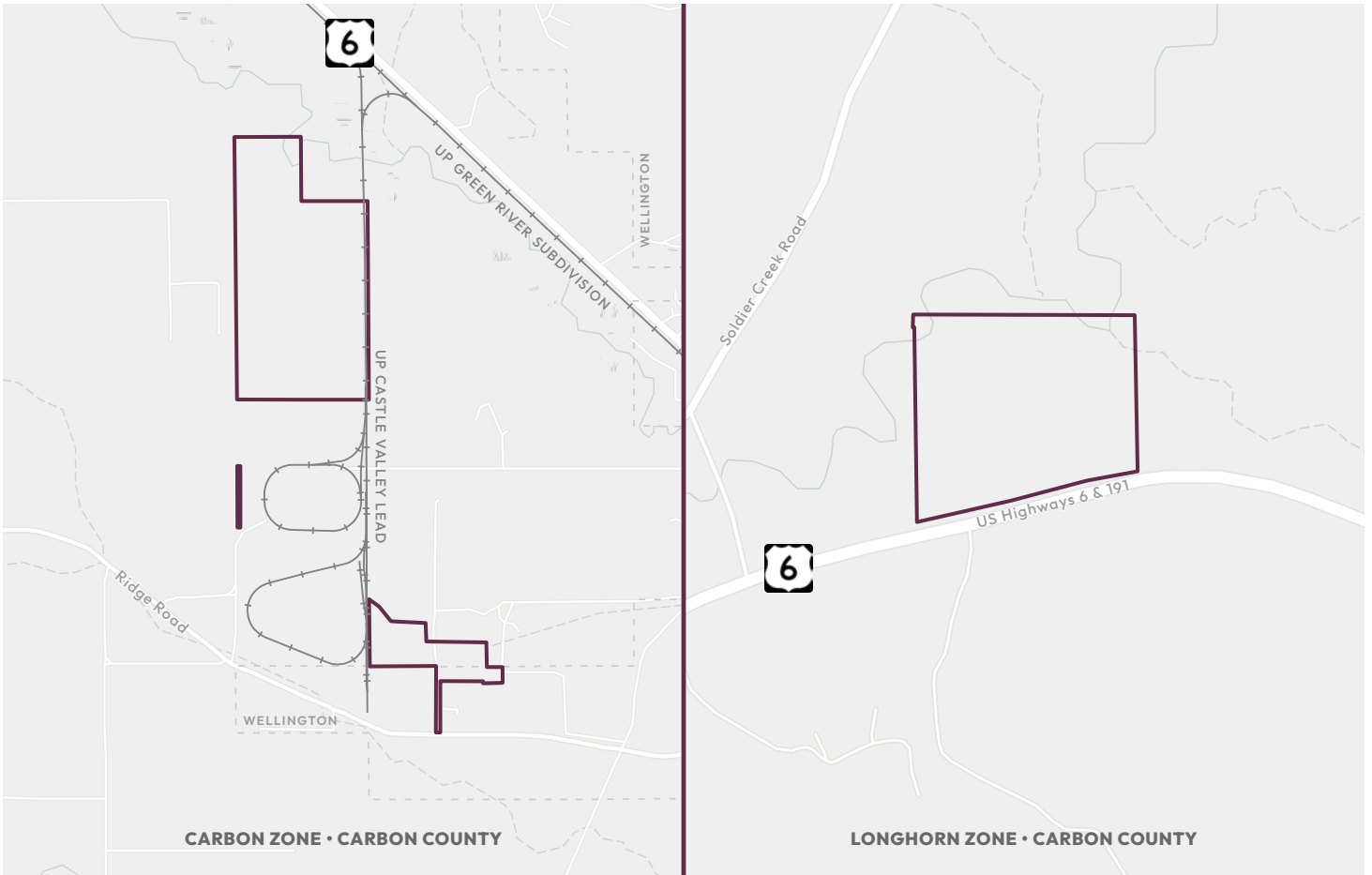
- Savage



Jenna Draper
Associate Vice President
Regional Project Area Development
jennadraper@utah.gov
435.633.5187



Learn more about project areas







CENTRAL UTAH AGRI-PARK

The Central Utah Agri-Park Project Area is driven by a clear objective: to create a brighter future for Utah’s family farms, strengthen the state’s economy, and enhance food security. Supported by the Six County AOG—which includes Sanpete, Juab, Wayne, Millard, Piute, and Sevier counties—this initiative aims to benefit not only local farmers but also communities across all of Utah.

This regional approach to strategic planning and growth could serve as a model for other parts of the state, offering benefits that extend beyond a single agricultural business zone. The area boasts both rail and highway infrastructure, supporting production, processing, storage, and efficient transport of goods to markets within Utah and beyond.

The Agri-Park is a truly collaborative effort, bringing together partners like the R6 Regional Council, Utah

Department of Agriculture and Food, Utah Food Producer Groups, Utah Department of Transportation, Utah’s water agencies, federal and state land agencies, and private sector entities. The project’s goals include meaningful rural economic development, responsible infrastructure planning, and greater food security for Utah.

Additionally, the Currant Creek and Nortonville Rail zones near Mona and Nephi offer prime opportunities for business development, featuring industrial properties well-suited for light manufacturing, technology, distribution, and more. Together, these efforts reflect a comprehensive vision for growth and prosperity in central Utah.

Milestones:

- **Resolutions:** On May 8, 2023, the Juab County Board of County Commissioners formally passed a resolution, supporting the creation of a Utah Inland Port Authority Project Area within Juab County.
- **Initial Presentation:** On August 21, 2023, during a public board meeting, the Central Utah Agri-Park Project Area Draft, initially called the Six County Agri-Park Project Area Draft, was presented to the UIPA board for the first time.
- **Board Approval:** On September 12, 2023, during a public board meeting, the UIPA board approved the creation of the Central Utah Agri-Park project area and adopted the Central Utah Agri-Park project area plan.

Key Successes in the Past Year:

R6 Regional Council’s Agri-Park Director Shaun Kjar and members of the Agri-Park Board of Directors have been working to secure property and water rights for the development of the Agri-Park.

They are currently narrowing down options with plans for the R6 Regional Council to finalize purchases by the end of calendar year 2024.

Agri-Park board members include a representative county commissioner from each of the participating six counties, one from Utah Inland Port Authority, one from Utah Department of Agriculture and Food, one from the Governor’s Office of Economic Opportunity, an ex-officio legislative member, and one at-large ex-officio member.



Committee members include:

- Chair: Juab County Commissioner, Clinton Painter
- Vice Chair: Sanpete County Commissioner, Scott Bartholomew
- Millard County Commissioner: Trevor Johnson
- Piute County Commissioner: Sam Steed
- Sevier County Commissioner: Scott Johnson
- Wayne County Commissioner: Roger Brian
- Utah Department of Agriculture and Food: Craig Buttars
- Utah Inland Port Authority: Danny Stewart
- Governor’s Office of Economic Opportunity: Kori Ann Edwards
- Legislative Ex-officio Member: Derrin Owens
- At-large Ex-officio Member: Unfilled

R6 Regional Council Staff associated with the project:

- Six County Executive Director: Travis Kyhl
- Central Utah Agri-Park Director: Shaun Kjar
- Six County Economic Development Director: Abby Ivory
- Six County Chief Financial Officer: Jalyne Roundy
- Six County RLF Program Manager/Executive Assistant: Amy Rosquist

Businesses in project area

- IFA
- AZOMITE Mineral Products
- Canyon Fuel Company
- Redmond Minerals
- Nortonville Rail
- Houweling’s Tomatoes

On September 12, 2023 during a public board meeting, the UIPA board approved the creation of the Central Utah Agri-Park project area and adopted the Central Utah Agri-Park project area plan.

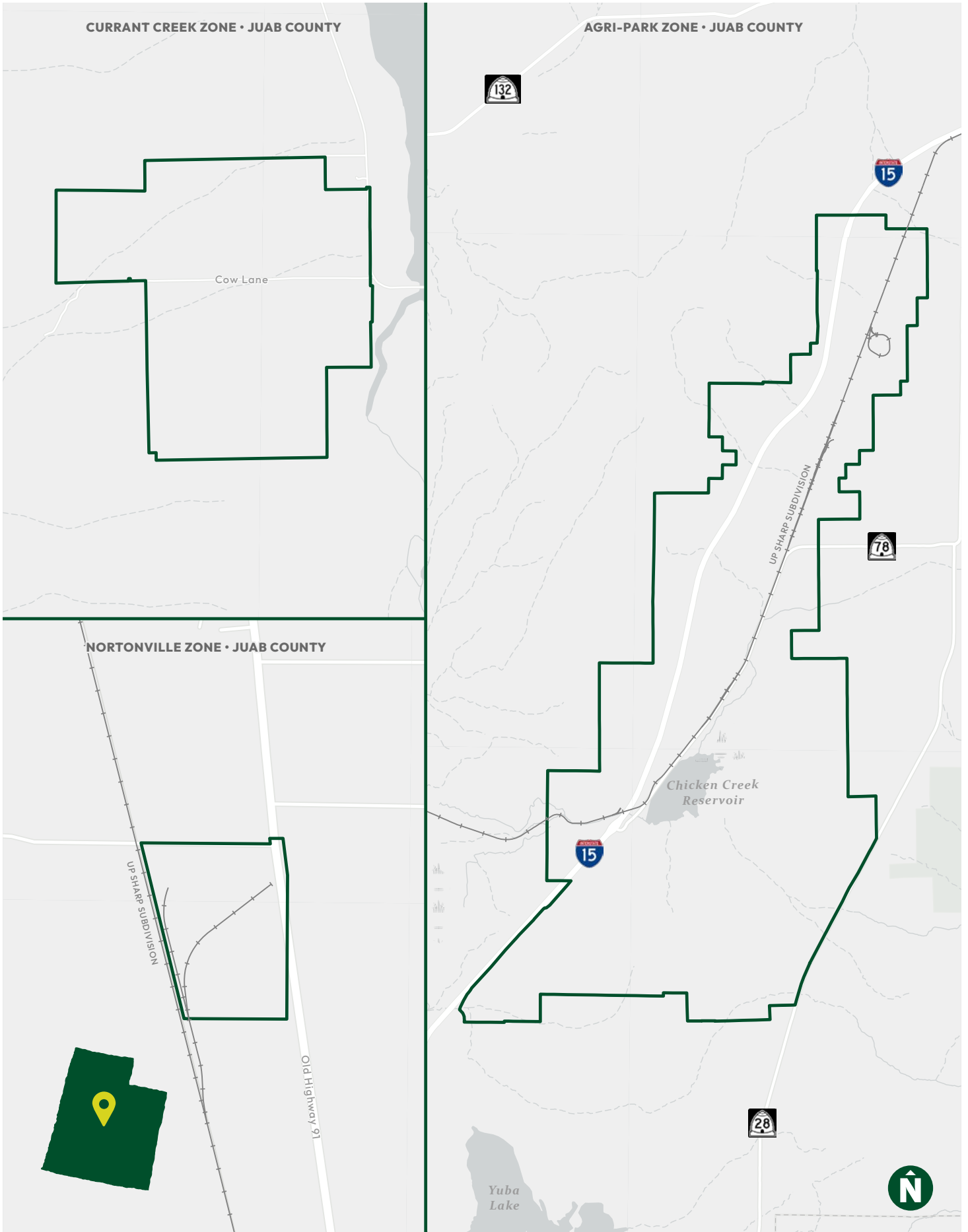


Danny Stewart

Associate Vice President
 Regional Project Area Development
danielstewart@utah.gov
 435.592.0111



Learn more about project areas







GOLDEN SPIKE

Golden Spike Park Project Area comprises 2,467 acres of greenfield industrial land in Brigham City, Garland, Tremonton, and Box Elder county.

The project area was launched August 21, 2023 in conjunction with the announcement of Lakeshore Learning's \$500 million dollar capital investment in Garland, Utah to create a 1,000,000 square foot distribution center servicing their west coast customers, along with the creation of over 500 high paying jobs.

Today, as construction is approaching completion, Lakeshore has begun hiring staff, and Garland City has begun construction on key road upgrades to Factory Street

utilizing UIPA tax differential. Lakeshore Learning hopes to be operational by the end of Q1 in 2025.

Other notable projects for Golden Spike include a pending investment from a steel fabrication operation looking to co-locate near Nucor Steel, and a large-scale cold-storage facility interested in a rail-served site in un-incorporated Box Elder County. While we are still just getting started, we are seeing robust activity and interest in Port project area sites in the county and we will continue to move these opportunities forward.

Milestones:

- **Initial Presentation:** On July 17, 2023, during a public board meeting, the Golden Spike Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On August 21, 2023, during a public board meeting, the UIPA board approved the creation of the Golden Spike project area and adopted the Golden Spike project area plan.
- **First Amendment:** On August 1, 2024, during a public board meeting, the first Golden Spike Project Area amendment draft was presented to the UIPA board. On October, 7, 2024, during a public board meeting, the UIPA board approved the amendment for the Golden Spike Project Area adding an additional 550 acres to the project area.

Key Successes in the Past Year:

Lakeshore Learning is nearing the completion of its 1,000,000-square-foot distribution facility. Millstream Partners is on track to deliver the building in January of 2025 and Lakeshore has begun hiring to be operational by the end of Q1 of 2025.

The Port Authority has also been actively involved in recruitment efforts including a steel fabrication operation looking to co-locate near Nucor Steel and a large scale cold-storage facility interested in a rail served site in un-incorporated Box Elder County. The project area was

amended October 7, 2024 to include three additional non-contiguous zones in Brigham City and unincorporated Box Elder County adding an additional 550 acres to the project area.

Businesses in project area

- Lakeshore Learning LLC



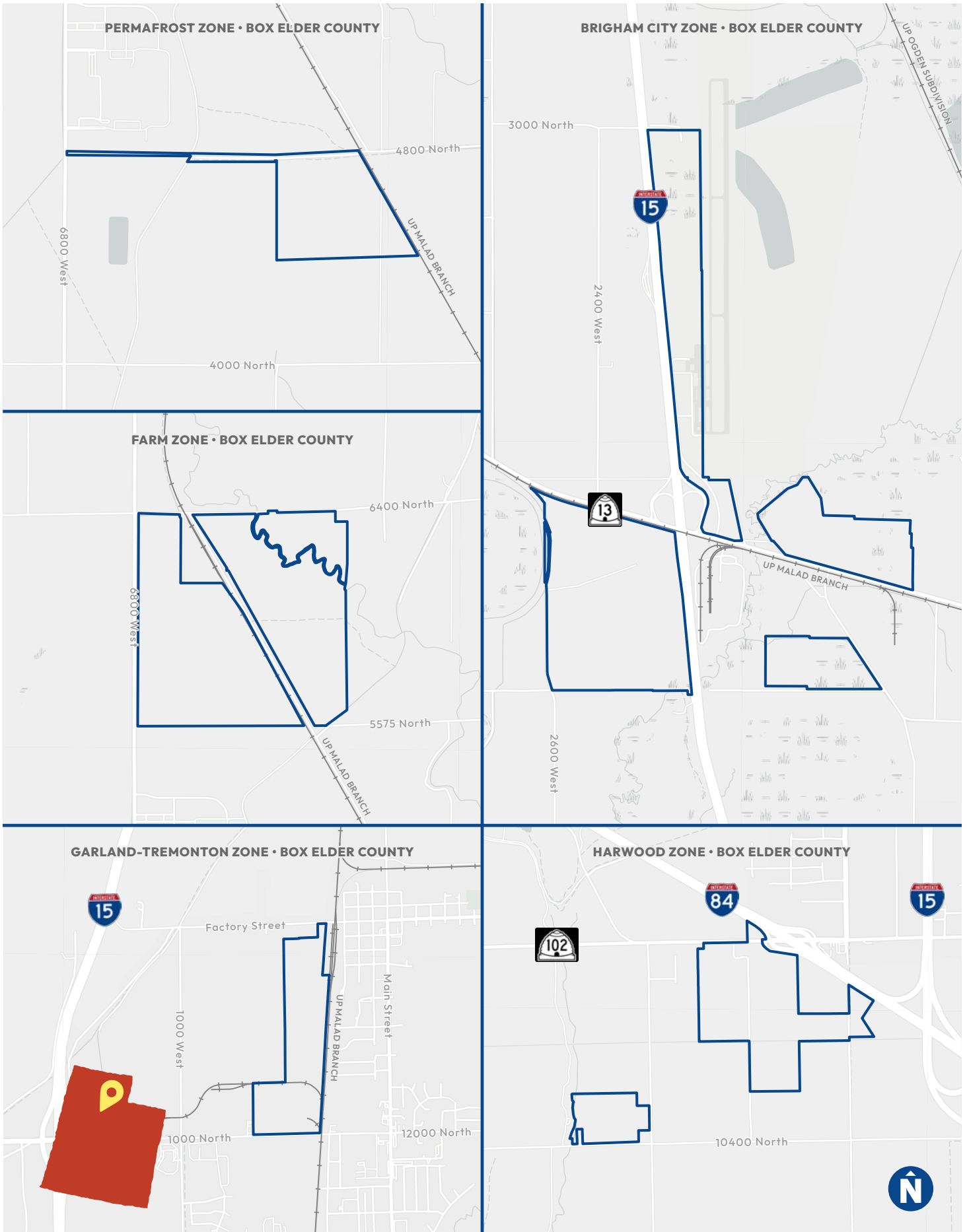
On July 17, 2023 during a public board meeting, the Golden Spike Project Area Draft was presented to UIPA board for the first time.



Stephanie Pack
Associate Vice President
Regional Project Area Development
stephanie.pack@utah.gov
435.770.7227



Learn more about
the project area







The Historic Capitol Project Area spans 1,960 acres within Fillmore City, positioned for strategic development and growth. Nestled along I-15 and close to the I-70 interchange, Fillmore City's central location in Utah offers convenient trucking access to major markets like Denver, Las Vegas, Salt Lake City, Phoenix, and Los Angeles.

The Fillmore Regional Airport, located within the project area, is a valuable asset poised for expansion, enhancing the area's potential for future development.

Investing in rural development within this area aims to expand economic capacity and create new markets for goods and services. By strengthening Fillmore City's economic vitality, this initiative will help reduce blight, boost community pride, and attract sustained investment.

The result will be increased job opportunities and a stronger foundation for families to grow and thrive in Fillmore City.

Milestones:

- **Resolutions:** December 23, 2023, the Fillmore City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Fillmore City.
- **Initial Presentations:** On June 24, 2024, during a public board meeting, the Historic Capitol Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On August 1, 2024, during a public board meeting held at the Territorial Statehouse Building, the UIPA board approved the creation of the Historic Capitol project area and adopted the Historic Capitol project area plan.

Key Successes in the Past Year:

The first major milestone was the creation of the project area and a prioritized infrastructure list to support development. The highest priority on that list is the engineering and construction of a feeder power line. Grant applications for this project are currently being prepared

and submitted, with the project anticipated to start and finish in 2025.

The Utah Inland Port Authority is actively involved in the design and engineering of the Historic Capitol Project

Area, focusing on constructing infrastructure to facilitate further growth and development in designated areas while supporting local businesses looking to expand. The Port Authority and Fillmore City are actively creating marketing strategy to recruit businesses from the following industries:

- Food Production
- Industries that are complementary to existing businesses

- Light or Medium Manufacturing
- Agriculture Technology

Businesses in project area

- Great Lakes Cheese
- Love’s Travel Stop
- Sungro Horticulture
- Mountain View Mushrooms
- Diamond Agriculture Processors



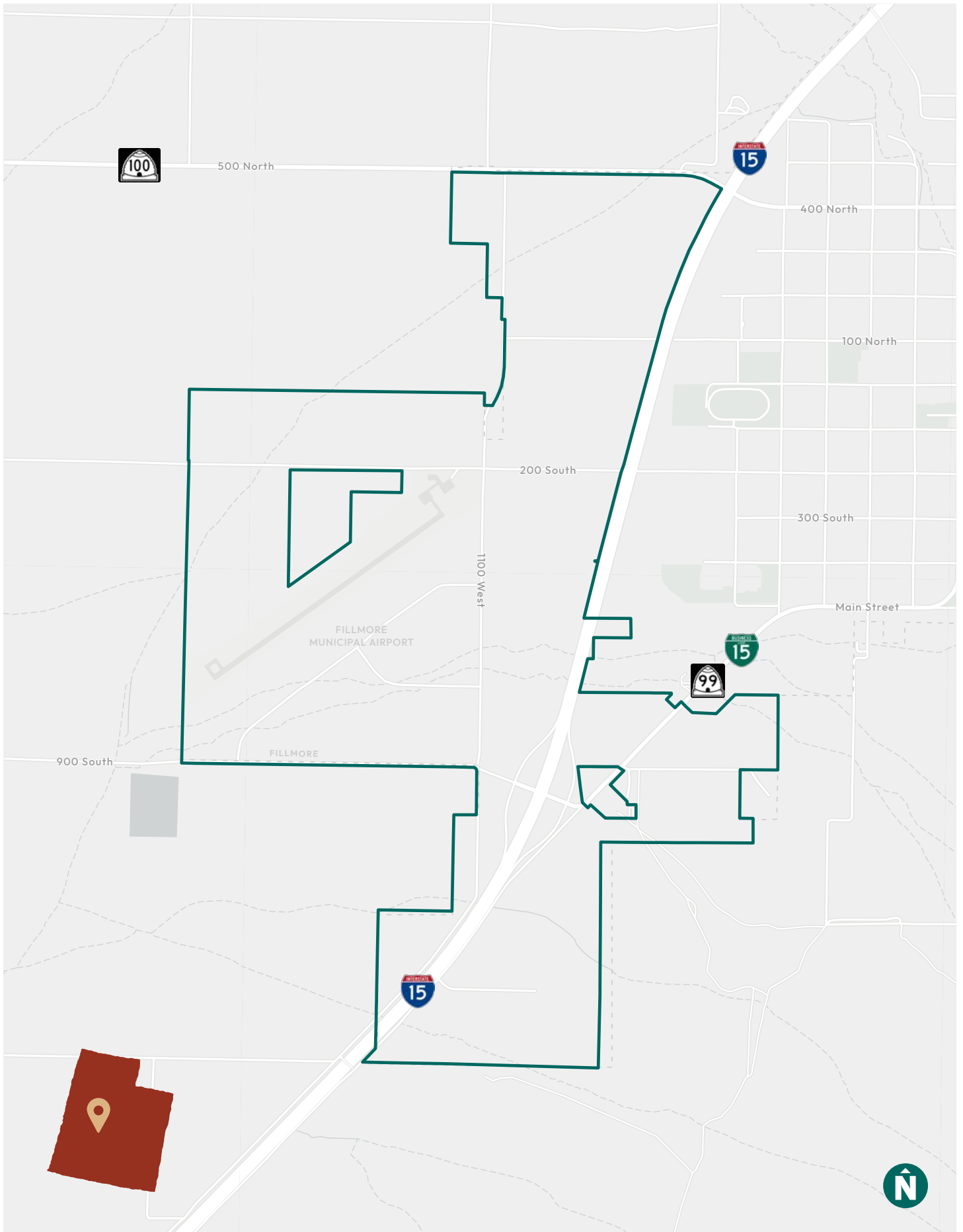
On August 1, 2024 during a public board meeting held at the Territorial Statehouse Building, the UIPA board approved the creation of the Historic Capitol project area and adopted the Historic Capitol project area plan.

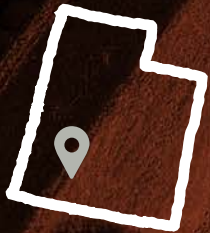
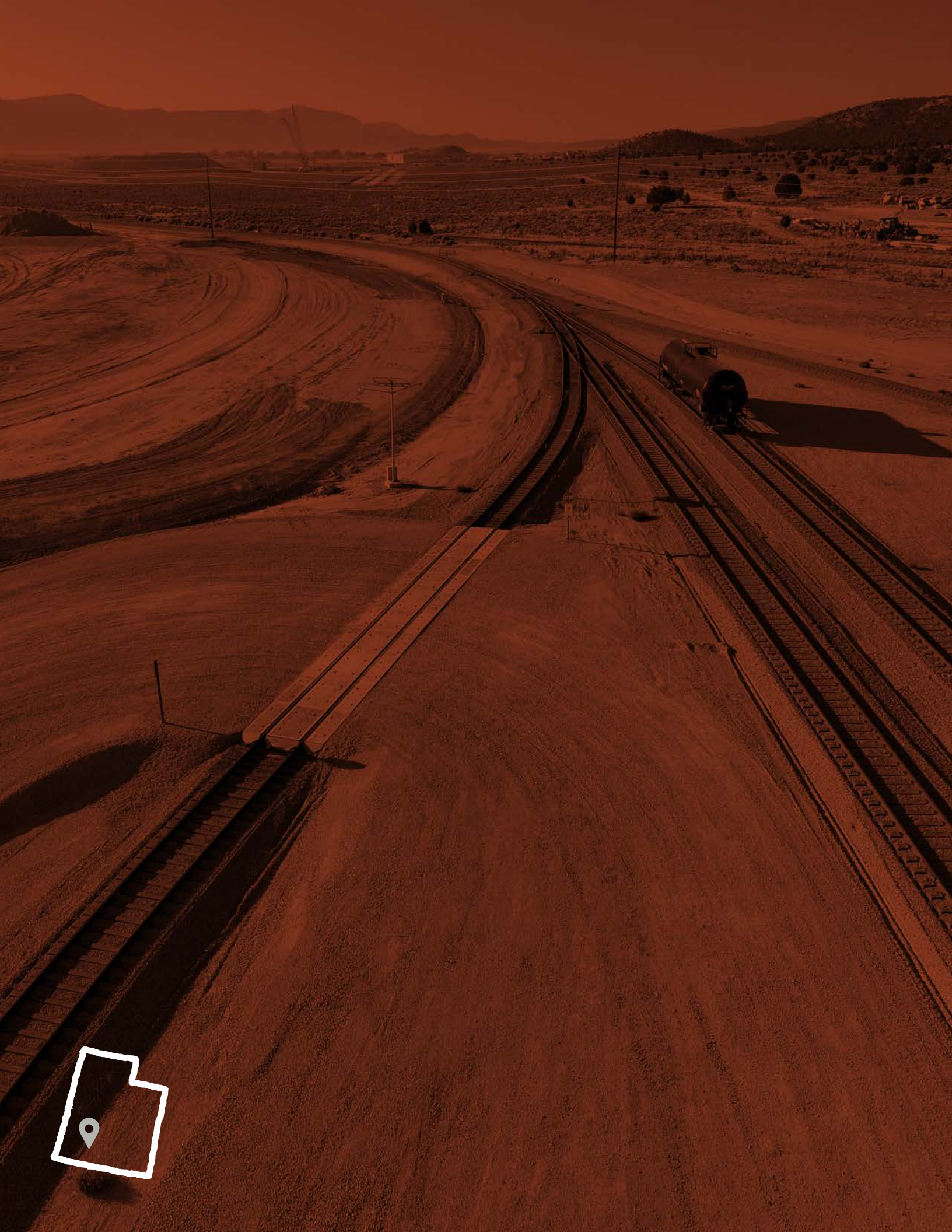


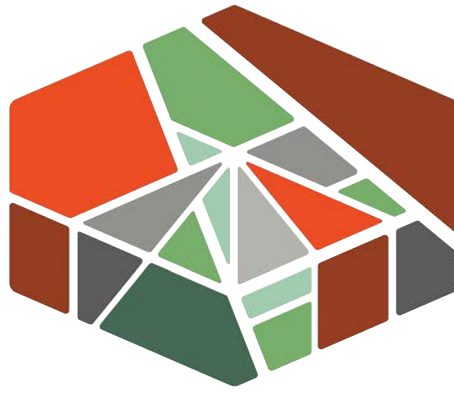
Jenna Draper
 Associate Vice President
 Regional Project Area Development
 jennadraper@utah.gov
 435.633.5187



Learn more about
 the project area







IRON SPRINGS

The Iron Springs Inland Port Project Area spans approximately 2,287 acres in Iron County, Utah, incorporating several key industrial sites.

The project area includes the 820-acre BZI Innovation Park (formerly known as the Commerce Crossroads Logistics Park) and the 74-acre Cedar City - Savage Transload Network, totaling 894 acres. Recent amendments added the Silver Hills Industrial Park (360 acres), Lakeside Industrial Park (507 acres), and the Turf Farm Area (526 acres), collectively expanding the area by 1,393 acres.

Aligned with Iron County's economic development vision, the Iron Springs Inland Port promotes the retention and growth of existing businesses, while attracting new

companies to create employment opportunities for residents throughout Southwestern Utah. A core element of the project is its rail transloading capacity, with the RailSync Transloading Facility at the BZI Innovation Park and the Cedar City - Savage Transload Network removing thousands of long-haul trucks from Utah's highways by processing hundreds of rail cars.

This project area is driving new primary employment opportunities and providing critical rail access to local and regional businesses that previously lacked it.

It aligns with Iron County's general plan and zoning, fostering growth that benefits the local economy while supporting sustainable transportation solutions.

Milestones:

- **Resolutions:** On February 27, 2023, the Iron County Commission formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Iron County.
- **Initial Presentation:** On February 27, 2023, during a public board meeting, the Iron Springs Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On April 4, 2023, during a public board meeting, the UIPA board approved the creation of the Iron Springs project area and adopted the Iron Springs project area plan.
- **AIB Loan Approved:** The first Authority Infrastructure Bank (AIB) loan for \$10M to Commerce Crossroads received the required approval:
 - April 25, 2023: Received Loan Approval Committee recommendation
 - May 11, 2023: Approved by UIPA Board on May 11, 2023
 - May 16, 2023: Received Executive Appropriations Committee (EAC) approval
 - Amendment #1: As mentioned, 1,393 acres of light industrial-zoned property was amended into the Iron Springs Inland Port in 2024.
- **Notable dates include:**
 - May 13, 2024: The Iron County Board of County Commissioners formally adopted a resolution requesting that the UIPA amend the Iron Springs Inland Port Project Area Plan and Budget to include new properties.
 - June 24, 2024: During a public board meeting, the UIPA board heard the proposal for amendment #1 to the Iron Springs Inland Port Project Area.
 - August 1, 2024: During a public board meeting, the UIPA board approved amendment one to the Iron Springs Project Area.



On June 7, 2024, a ribbon cutting in Cedar City marked the grand opening of the new Savage Transload facility, connecting Southern Utah businesses to national and global markets while supporting job creation

supply chains and fostering sustainable transportation, this partnership with Savage underscores UIPA’s commitment to driving regional economic growth and logistics efficiency.

Focus Site: In the summer of 2024, the Utah Inland Port Authority announced the designation of the BZI Innovation Park in Cedar City as Utah’s first Union Pacific Focus Site. This milestone project, located within UIPA’s Iron Springs Project Area, enhances the region’s logistics capabilities with 820 rail-served acres and access to Union Pacific’s 32,000-mile rail network. The designation signifies the site’s strategic readiness for industrial growth, offering transload services and development opportunities that strengthen Southern Utah’s role as a vital hub for commerce and regional connectivity.

Key Successes in the Past Year:

Groundbreaking Event: On August 22, 2023, BZI and affiliate companies Commerce Crossroads and RailSync hosted a groundbreaking and grand opening event featuring Utah Governor Spencer Cox, Utah Inland Port Authority (UIPA) Executive Director Ben Hart, and numerous government and business leaders. Phase one of the RailSync transloading facility became operational in July, 2023 and steel for BZI, as well as lumber and other materials, are currently being unloaded at the RailSync facility.

Savage Transload Facility: In June 2024, the Utah Inland Port Authority celebrated the grand opening of the Savage Cedar City Transload Facility, a key development in the Iron Springs Inland Port Project Area. This state-of-the-art facility enhances connectivity for Southern Utah businesses and agriculture producers, offering seamless transload services, on-site storage, and direct rail access to Union Pacific. By optimizing

Marketing and Recruiting: The Inland Port Authority’s Marketing and Communication team has created materials for project area recruitment and development efforts. The UIPA team is working with Iron County, BZI, Colliers, and Savage to coordinate branding and messaging. Additionally, EDCUtah is assisting with the marketing and recruiting strategy for the Iron Springs Inland Port and other Inland Port project Areas. The Port Authority and the community are actively creating marketing strategy to focus on businesses with low water use, such as:

- Light Industrial
- Manufacturing
- Distribution
- Agricultural Technology and Equipment
- Plastics
- Lumber processing
- Railroad logistics

Businesses in project area

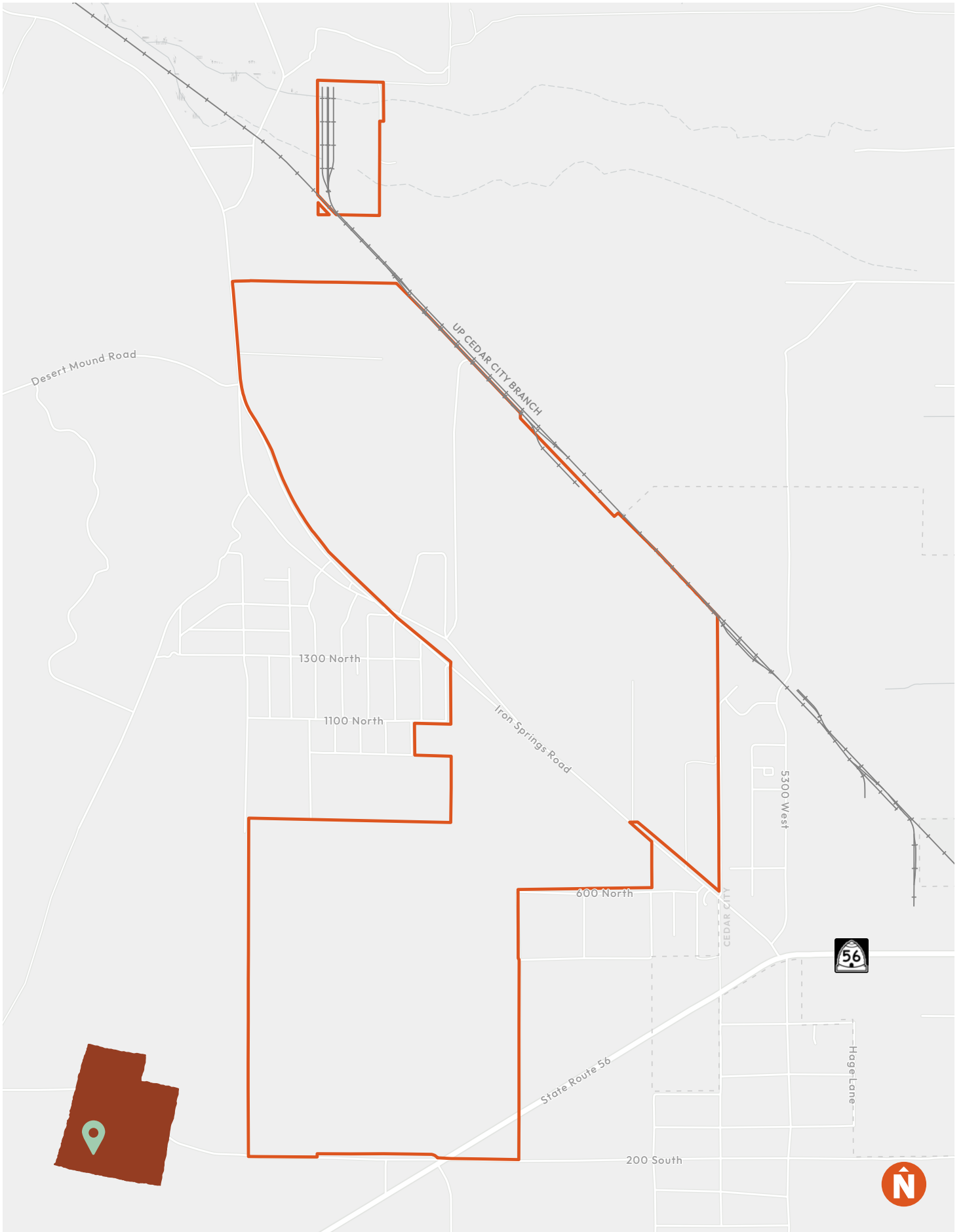
- RailSync Transload Facility
- Cedar City, UT - Savage Transload Network



Danny Stewart
 Associate Vice President
 Regional Project Area Development
 danielstewart@utah.gov
 435.592.0111



Learn more about the project area







MINERAL MOUNTAINS

With three distinct zones, the Mineral Mountains Inland Port will provide for a wider pool of resources that exist across Beaver County. The Milford and Beaver zones are central hubs for fueling, logistics, and emerging industry growth. The Minersville zone is well suited for light manufacturing, especially for agri-tech businesses.

The Beaver zone is suited to trucking logistics as its anchor point is nearest Interstate 15 and falls directly between Salt

Lake City, Utah and Las Vegas, Nevada. The Minersville zone will provide the link between the Milford Valley and Beaver Valley, and address the change and shift into agri-tech models of economic development.

Each zone works independently as a piece of the larger project area but will be unified by the need for growth, facilitating the expansion of the anticipated economic development.

Milestones:

- **Resolutions:** The following municipalities and counties entered into resolutions supporting the creation of the project area:
 - Beaver County: April 18, 2023
 - Milford City: May 16, 2023
 - Beaver City: August 29, 2023
- **Initial Presentation:** On September 12, 2023, during a public board meeting, the Mineral Mountains Project Area Draft was presented to UIPA board for the first time.
- **Board Approval:** On October 4, 2023, during a public board meeting, the UIPA board approved the creation of the Mineral Mountains Project Area and adopted the Mineral Mountains Project Area plan.

Key Successes in the Past Year:

Unitech Manufacturing in Beaver:

Unitech Manufacturing, a division of Midgley-Huber, announced it will expand its business operations in the Beaver Zone of the Mineral Mountains Inland Port. This expansion will bring 50 new jobs and a new 50,000-square-foot facility in Beaver’s South Peaks Industrial Park. Unitech is one of the largest suppliers of HVAC equipment and air handling systems in the Intermountain West. This is the first company to be located in the Beaver City Zone of

the Utah Inland Port Authority’s Mineral Mountains Inland Port Project Area.

Trigger Property Tax Differential in Minersville:

On April 29, 2024 the UIPA Board adopted a resolution to begin the calculation, collection, and disbursement of the tax differential for property in the Minersville zone of the Mineral Mountains Inland Port project area beginning with tax year 2024.

Marketing & Business Recruitment:

The Inland Port Authority is actively engaged in the design and engineering of the Project Area along with Beaver County and EDCUtah. Key goals include a layout conducive to rail-served industrial and keeping commercial traffic away from residential corridors. The Port Authority and the County are actively creating marketing strategy to recruit businesses from the following industries:

- Mining
- Aerospace
- Warehouse and Distribution
- Research and Development

- Renewable Energy
- Agricultural
- Agriculture Tech
- Advanced manufacturing

Businesses in project area

- Fervo Energy
- Yardley Farms
- Valley Agronomics
- Atkore
- Bactelife
- Smithfield Farms
- Roberts Fertilizer
- Maven Beverages
- Bar M Diesel & Automotive
- Steel Works
- Flooring 4 Less
- Dairy Farmers of America
- Ice Holdings
- Strong Welding
- Solv
- Southern Utah Rentals



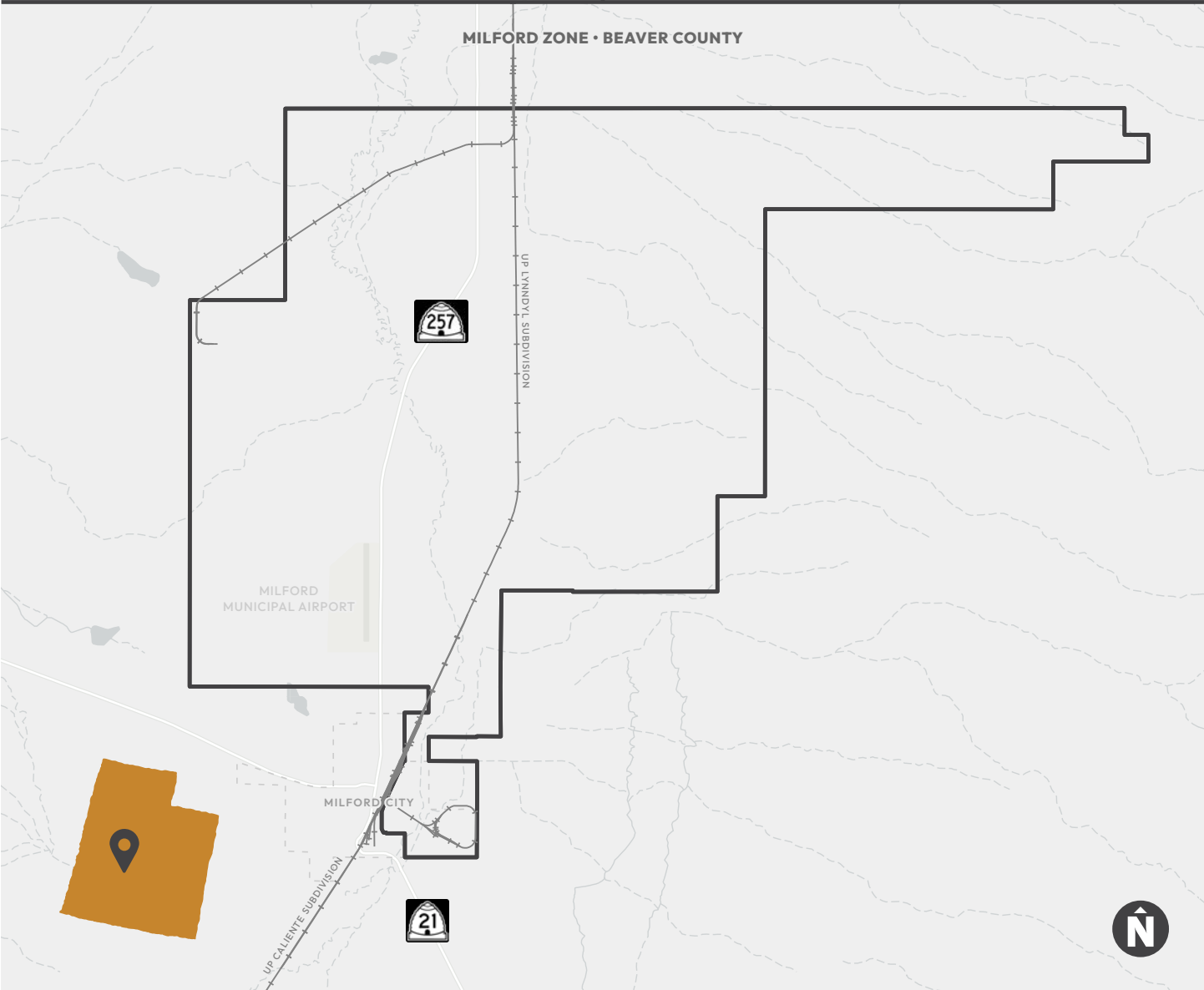
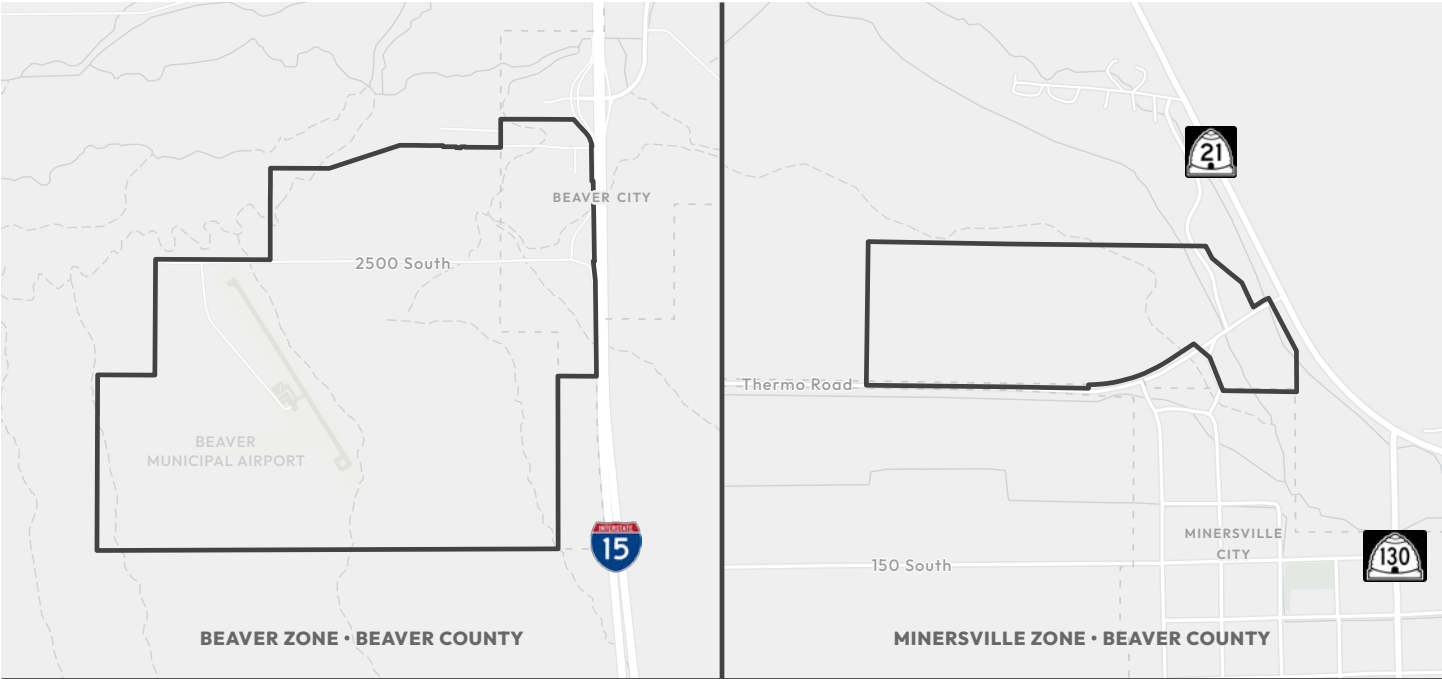
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Danny Stewart
 Associate Vice President
 Regional Project Area Development
 danielstewart@utah.gov
 435.592.0111



Learn more about the project area







NORTHWEST QUADRANT

The UIPA jurisdictional area, also known as the Northwest Quadrant (NWQ), covers approximately 16,000 acres in the Northwest Quadrant of Salt Lake City, as well as parts of northern West Valley City, Magna City, and unincorporated Salt Lake County. It sits at the intersection of two interstate freeways, major national railways, and an international airport which puts the area in high demand for expanding warehouse, distribution, and manufacturing.

This is an immense area significantly larger than well-known, large US maritime ports – almost twice the size of the Port of Los Angeles and 11 times the size of the Port of Savannah – and with this comes both a responsibility and an opportunity to identify the highest and best uses in developing a next-generation, sustainable inland port.

Most of the area is privately-owned and approximately 7,000 acres are vacant and suitable for development.

In the past 12 months, approximately 2.1 million square feet of industrial space has been constructed and completed in the NWQ. Of that growth, two notable businesses within UIPA's target industries, Holcim Elevate (manufacturing) and Northrop Grumman (aerospace and defense), established locations in the NWQ, occupying approximately one million square feet of the new area growth.

Both of these businesses were attracted to the NWQ with the support of UIPA. Holcim Elevate was able to relocate to the NWQ to a brand new, LEED-certified and rail-served facility, thanks in part to UIPA's investment in regional rail that now services the building. Northrop Grumman located a new manufacturing facility in the NWQ (originally designed for warehouse and distribution), with the support of a UIPA post-performance incentive.

Interlocal Agreement

Salt Lake City and UIPA staff worked collaboratively on the first amendment to the Interlocal Agreement between the two organizations. The Utah Inland Port Authority Board

voted to adopt the amended agreement in April. Salt Lake City's Redevelopment Agency and Council adopted the amendment in July.

As part of the Interlocal agreement amendments, Salt Lake City and UIPA agreed to complete a baseline study and preferred scenarios with Salt Lake City.

Salt Lake City and UIPA collaborated on the requirements for both the baseline study and preferred scenario. The procurement process for the contract to complete this study is in progress. Salt Lake City and UIPA will again collaborate on the selection of the vendor for this study, and expect the study to begin in 2025. This will be followed by the Preferred Scenarios portion, which will provide actionable recommendations to address findings from the Baseline Study.

Tax Differential Funding

In 2024, Salt Lake City and UIPA identified key projects for approximately eight million dollars in tax differential funding, including:

- [Great Salt Lake Shoreline Preservation](#)
- [Great Salt Lake Leachate Protection](#)
- [NWQ Baseline and Preferred Scenario Studies](#)
- [Train Crossing Safety Signage](#)
- [Air Cargo Development at Salt Lake City International Airport](#)

It is expected that these projects will have significant, positive impacts to the environment, community, and economic growth in and around the NWQ.

New Business Recruitment

In 2024, the Utah Inland Port Authority directly responded to more than 20 project opportunities for the NWQ, in industries such as advanced manufacturing, aerospace and defense, biomedical research and manufacturing, and many others. UIPA worked closely with partner agencies



Holcim's new LEED-certified facility in the Northwest Quadrant officially opened in April 2024. With direct access to the UIPA funded rail extension, Holcim's operations will not only benefit from boosted logistics efficiency but also align to our environmental goals by reducing trucking dependency.



The Utah Inland Port Authority partnered with Stadler Rail US to fund a nearly complete test track at Stadler's Northwest Quadrant location, enabling the manufacturing and testing of electrified rail while providing public benefits such as job and training opportunities, enhanced rail access for local businesses, and preserved access to a vital rail corridor.
 —Photo Courtesy: Stadler Rail

such as the Governor's Office of Economic Opportunity and EDCUtah, landowners, developers and brokers to support efforts to attract these industries into the region.

NextEra Energy Resources

In May, the UIPA board approved a post-performance recruitment incentive to NextEra Energy Resources/ Dominguez Grid, LLC, a battery storage provider. This incentive will support the upcoming development of a 200 mega-watt Battery Energy Storage System (BESS) facility in the NWQ. This facility is critical to supporting the resiliency of the power grid in the region, as well as supporting green and alternative energy production, and represents a more than \$300M capital investment in the project area.

Infrastructure

The Utah Inland Port Authority partnered with Stadler Rail US on the funding of a test track at the Stadler Rail location in the NWQ. Nearing completion, the addition of this test track will allow Stadler the ability to manufacture and test in a new market segment (electrified rail).

This creates a public benefit to the community by offering additional job and training opportunities, as well as expanding rail accessibility to businesses in the NWQ while preserving access to a key rail corridor.

Major employers in the Northwest Quadrant

- Union Pacific
- Stadler Rail
- Rio Tinto Kennecott
- RC Willey
- Amazon
- Northrop Grumman
- Holcim
- L3 Harris
- Boeing
- VobeV
- bioMérieux
- UPS
- FedEx
- Duraline



Learn more about the project area



Stephen Smith
Associate Vice President
Regional Project Area Development
stephensmith@utah.gov
385.977.3450

Northwest Quadrant Historic Timeline

1974 – Utah Legislature Empowers Port Authorities

Legislation passed allowing the creation of port authorities and enabling them to be funded publicly

1987 – Inland Port Task Force Established

Salt Lake County created an Inland Port Task Force to address weaknesses in trade and transportation

1990 – Port Authority Feasibility and Planning

Completion of a feasibility study for a port authority led to a phased plan for establishing a quasi-independent agency aimed at enhancing regional economic development

1991 – Funding Challenges for Port Authority

The port authority faced funding issues, sparking discussions and leading to consensus that further study was needed

2006 – Reprioritizing Trade Infrastructure

The construction of Union Pacific's Intermodal Hub and the creation of World Trade Center Utah re-prioritized an inland port concept to improve economic & logistical efficiency

2009 – Foreign Trade Zone

Efforts to stimulate trade and investment led to the reactivation of the Foreign Trade Zone in the NWQ

2016 – NWQ's Master Plan

SLC drafted a plan, focusing on economic growth, environmental stewardship, and infrastructure, charting a strategic path for the NWQ's industrial and commercial development

Post- Creation of UIPA 2018 - Present

2018 – UIPA's Creation

The Utah Inland Port Authority (UIPA) focused on economic development while preserving goals and objectives outlined in Salt Lake City's 2016 NWQ Master Plan

October 2022 – Interlocal Agreement

The Interlocal Agreement facilitated coordination between SLC and UIPA, aiming to streamline development and secure mutual objectives such as economic growth and environmental responsibilities

December 2022 – Approval of Project Area Plan

The UIPA board approved the Project Area Plan, which outlined the intent to coordinate with local municipalities, the steps for business recruitment, and the strategy for sustainable growth directed by the Sustainable Action Study done the same year

2023 – Supporting the Community and Businesses

UIPA supported the regional system through community investment programs like the Westside Community Enrichment Initiative and a rail expansion south of I-80 to support the sustainable movement of goods

2024 – Branding & Recruitment

UIPA developed specific branding for Northwest Quadrant to create a cohesive identity, and to enhance recruitment efforts to bring impactful and beneficial businesses to the area

Pre-Creation of UIPA 1974 - 2018

The Northwest Quadrant:

A Hub for Connected Operations

Centrally positioned with advanced transport infrastructure, skilled labor, and a robust support network, the Northwest Quadrant enables efficient goods movement, connecting businesses to key markets regionally, nationally, and globally.

8 Key NWQ Advantages

- 

Interconnectivity
Close to major interstates I-80, I-215, and I-15, offering rapid road connectivity for businesses needing swift transport.
- 

Ready Infrastructure
Existing infrastructure in parts of NWQ (in light blue on the map) reduces setup time and costs.
- 

Arterial Access
Major internal roads (in purple on the map) ensure smooth internal transfers, speeding up operations within the port area.
- 

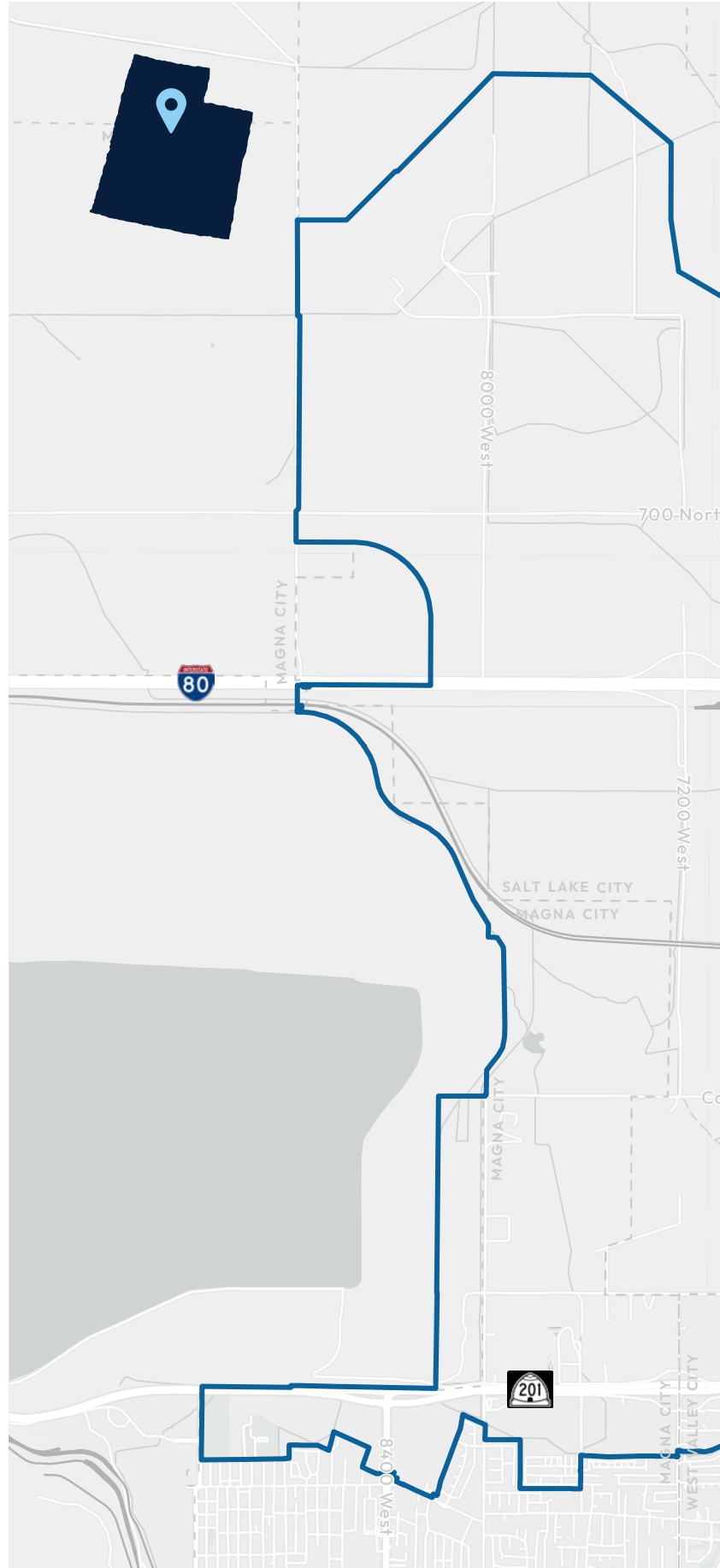
Affordable Real Estate
Competitive pricing in Salt Lake City's industrial market offers cost advantages with significant developments underway.
- 

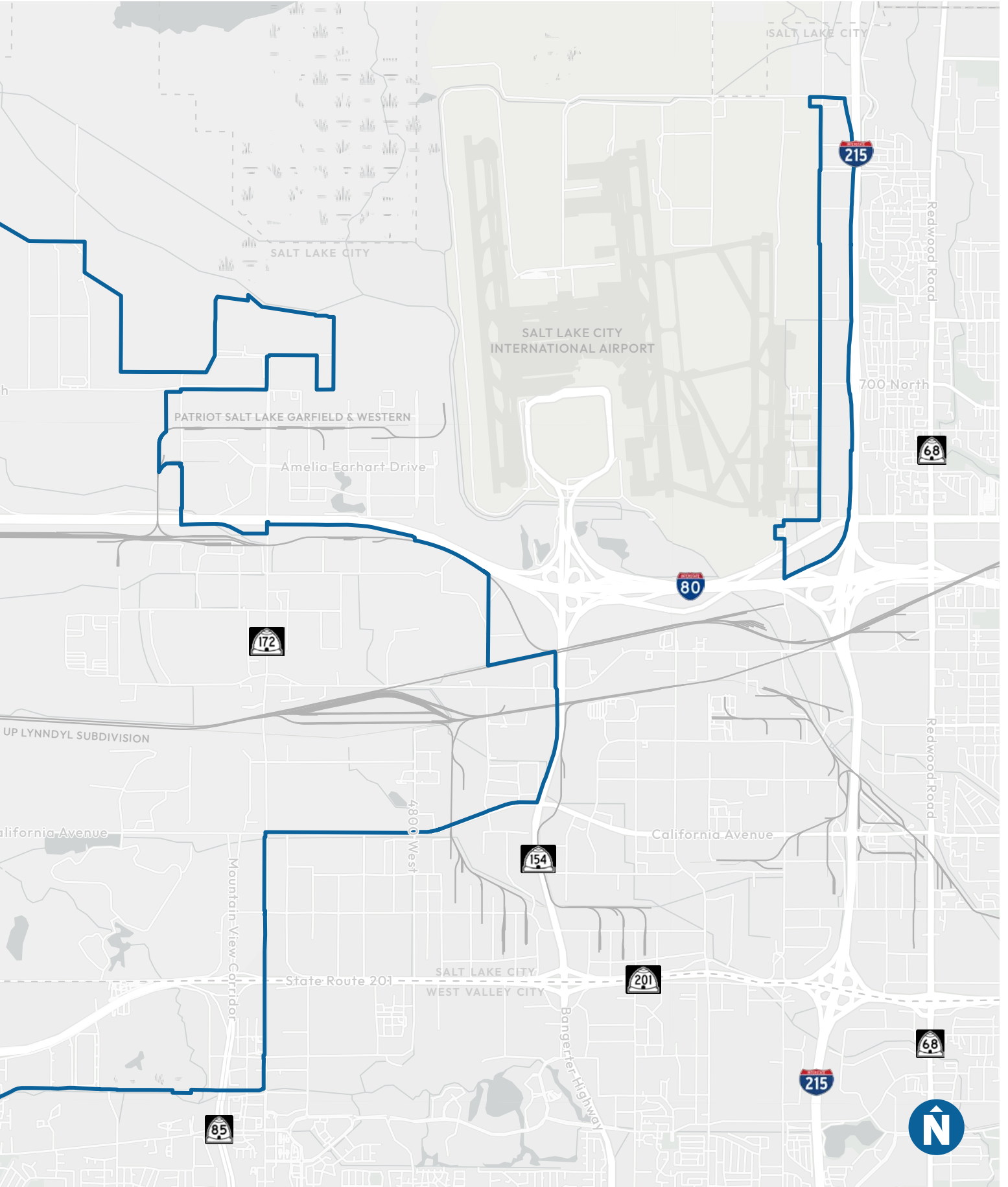
Rail Advantage
Integrated railroads support efficient long-distance heavy goods transport.
- 

Business-Friendly Environment
Government-private sector collaboration drives startup and enterprise growth, fostering innovation and prosperity.
- 

Airport Proximity
Immediate access to Salt Lake City International Airport provides a key advantage for rapid air cargo shipping.
- 

Sustainability Commitment
Dedicated Natural Areas and Eco-Industrial Buffers ensure a balance between industrial activity and environmental responsibility.









TOOELE VALLEY

The Tooele Valley Project Area is a proposed development in northern Tooele County. The project area totals 242 acres and is located within the boundaries of Tooele County. The project area is connected to Burmester Road and Interstate 80 via Higley Road. It is anticipated that more routes will be constructed with project area maturity.

In the past year, the project area has had some significant developments. The newly created TV PID has begun

bonding for key infrastructure developments, AIB loans have been approved to shortstop some short-term financing for construction, and construction has commenced on onsite water and wastewater infrastructure developments as well as road expansion and paving.

Tooele Valley has submitted on a number of recruitment projects and has hosted multiple site visits in its first year.

Milestones:

- **Resolutions:** Tooele County passed a resolution on April 11, 2023, to create the Tooele Valley Project Area and on March 6, 2024 requesting an amendment.
- **Initial Presentation:** Tooele Valley Project Area Plan and Budget Draft was presented to the UIPA Board on October 4, 2023.
- **Board Approval:** Tooele Valley Project Area Plan and Budget was approved by the UIPA Board December 5, 2023.

Key Successes in the Past Year:

In March 2024, the Tooele Valley Public Infrastructure District (PID) was established to initiate and support critical infrastructure projects in the area. Since its creation, the district has begun issuing bonds to fund these essential developments.

Additionally, Zenith Development Group successfully applied for and secured short-term loans from the Authority Infrastructure Bank (AIB) to further support infrastructure and rail advancements within the region.

Tooele Valley is expected to benefit from the recent decision by the Surface Transportation Board (STB), which granted approval for Savage Tooele Railroad Company (STR) to build and operate an 11-mile rail line in Tooele County. This new rail development mirrors the positive impacts seen in the Twenty Wells Project Area, enhancing connectivity and economic growth across the region.



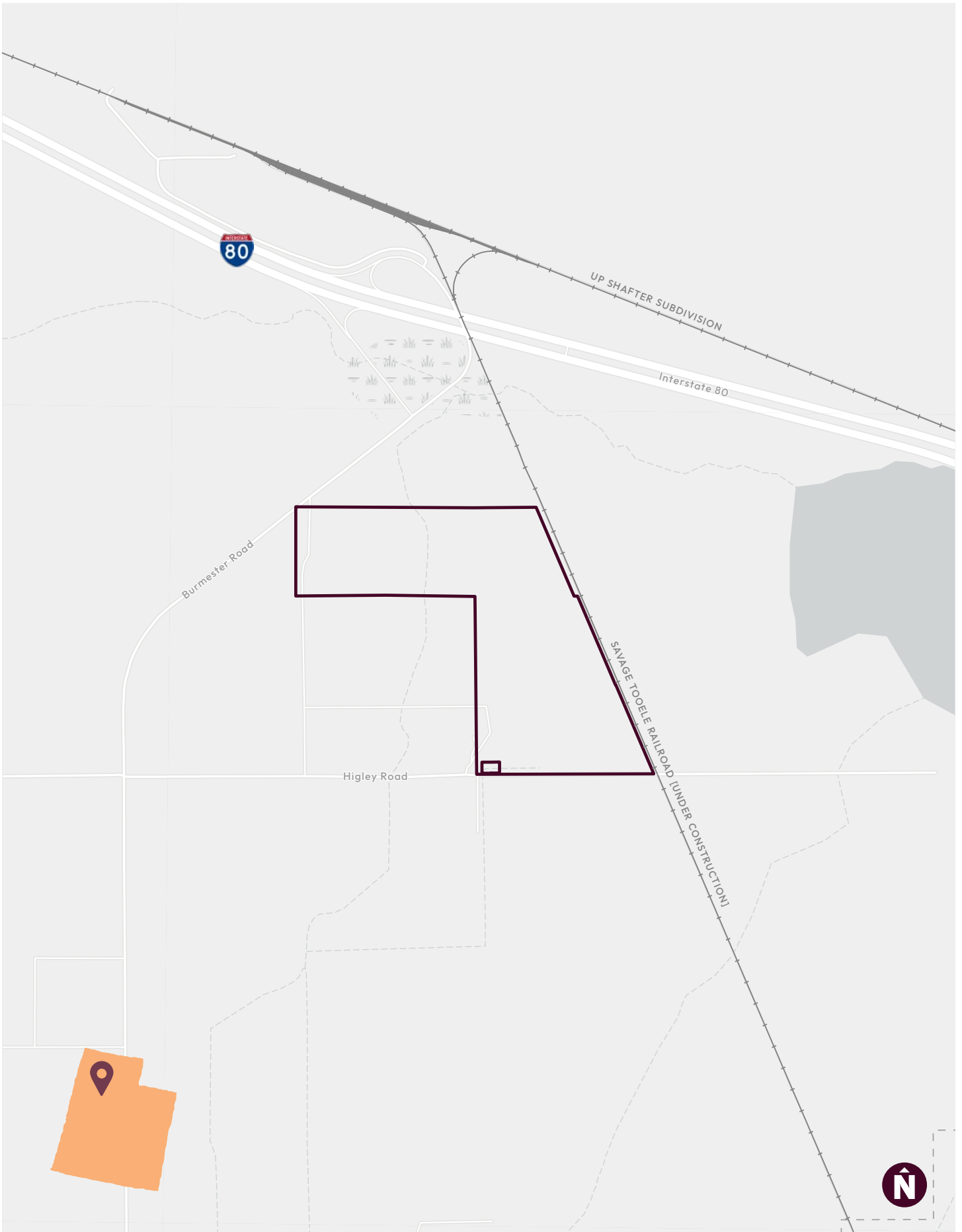
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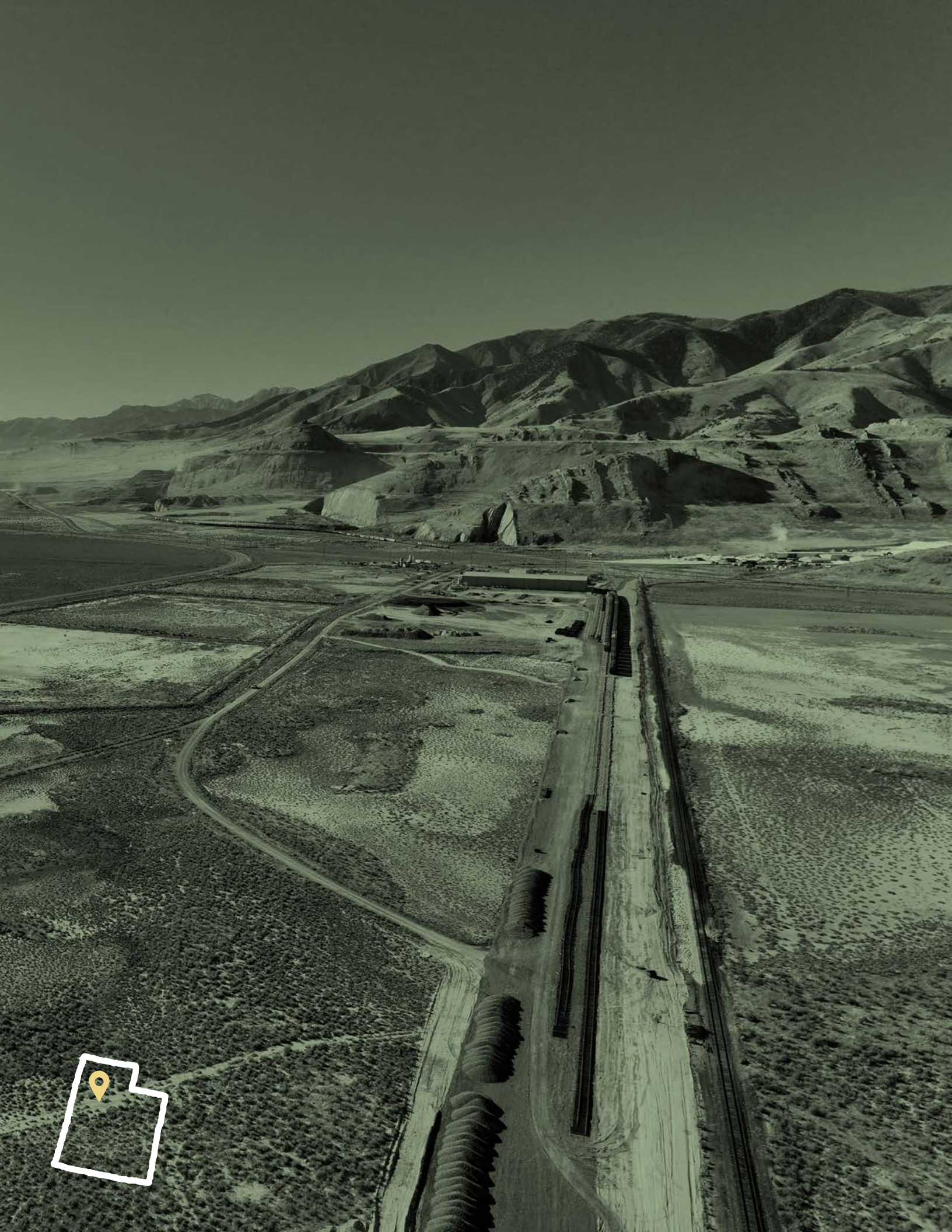


Stephanie Pack
Associate Vice President
Regional Project Area Development
stephanie.pack@utah.gov
435.770.7227



Learn more about
the project area







TWENTY WELLS

The Twenty Wells Project Area is a proposed development in northern Tooele County. Originally established at 498 acres of greenfield land, the project area is located entirely within the boundaries of Grantsville City, which annexed the land in 2020. Utah State Route 112 runs through the project area, providing connections to Grantsville City, Tooele City, and Interstate 80.

In the spring of 2024, the Twenty Wells Project Area was amended to include the 144-acre Broken Arrow Zone, an industrial area bordered on the east by Highway 138 and on the west by the Ellerbeck Industrial Lead rail line. This amendment increased the total size of the project area to 642 acres.

Milestones:

Initial Presentation: On October 4, 2023, during a public board meeting, the Twenty Wells (also known as the Grantsville City Inland Port) Project Area Draft was presented to the UIPA board for the first time.

Board Approval: On December 5, 2023, during a public board meeting, the UIPA board approved the creation of the Twenty Wells Project Area and adopted the Twenty Wells Project Area plan.

Amendment: On May 20, 2024, during a public board meeting, the UIPA board approved Amendment #1 of the Twenty Wells Project Area Plan & Budget. This amendment expanded the project area to include the Broken Arrow zone, which is approximately 150 acres.

Key Successes in the Past Year:

The Surface Transportation Board (STB) recently approved the construction of the Savage Tooele Shortline Railroad, marking a significant step forward in enhancing connectivity and transportation infrastructure within Tooele County. This rail development aims to facilitate more efficient movement of goods, bolstering economic growth in the region.

The project area has also undergone its first amendment, with the addition of the 144-acre Broken Arrow Zone. This expansion will help drive further development opportunities and support local industries.

Branding efforts for the project area have also been

finalized, including a new logo that represents the identity and vision of the development. These milestones collectively mark significant progress in the strategic growth of Tooele

County's infrastructure and economic landscape.

Businesses in project area

- Broken Arrow



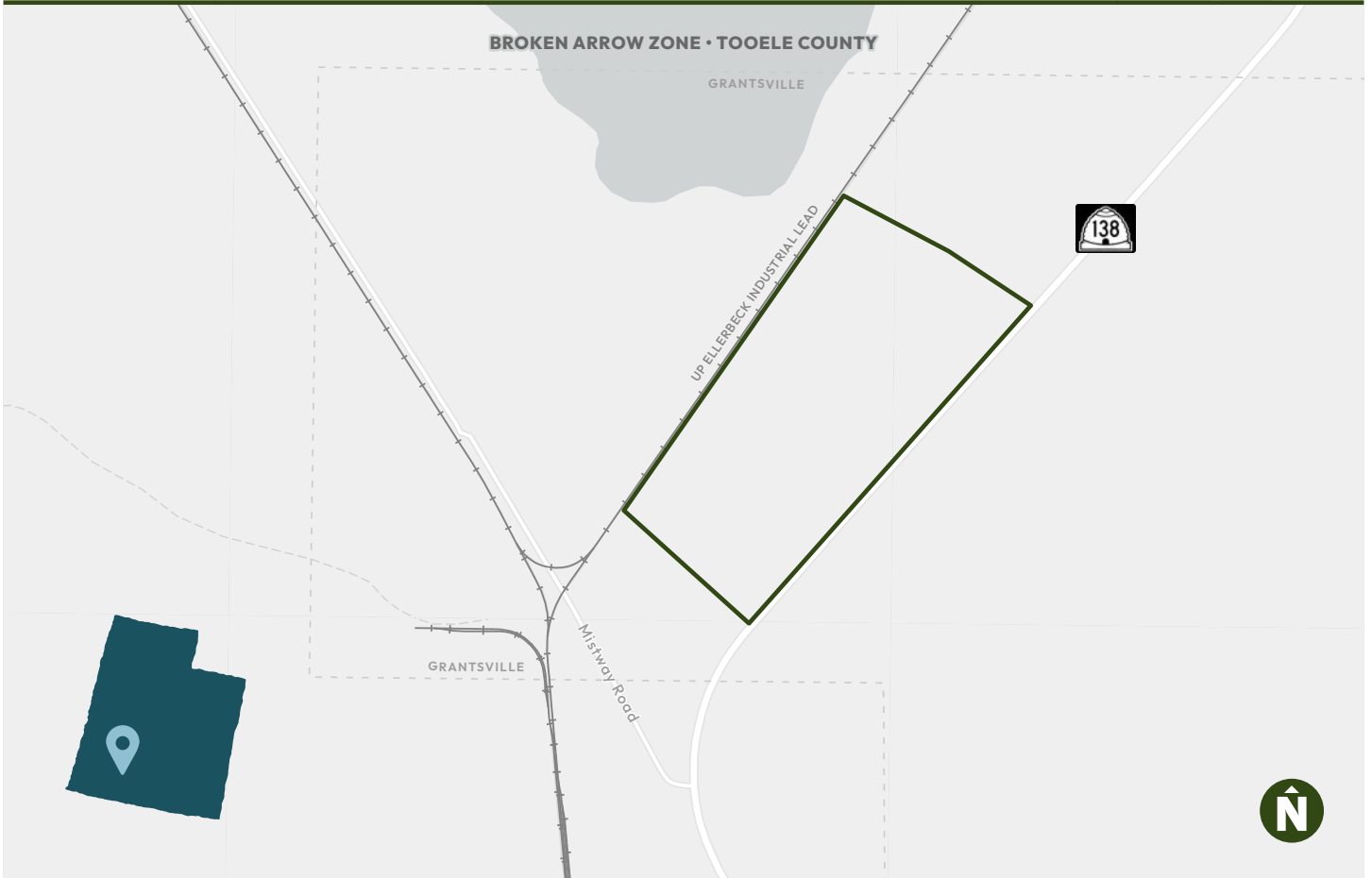
Twenty Wells Project Area Plan and Budget Amendment was approved by the UIPA Board May 20, 2024.



Stephanie Pack
Associate Vice President
Regional Project Area Development
stephanie.pack@utah.gov
435.770.7227



Learn more about
the project area







VERK INDUSTRIAL PARK

Verk Industrial Park Project Area, located in Spanish Fork, fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Spanish Fork area.

This Project Area enjoys a very strategic location with

access to: Interstate 15, US Highway 6, Union Pacific rail, and an adjacent General Aviation Municipal Airport.

As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the City's general plan and the zoning for this area.

Milestones:

- **Resolutions:** On May 4, 2023, the Spanish Fork City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Spanish Fork.
- **Initial Presentation:** On May 11, 2023, during a public board meeting, the Spanish Fork Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On July 17, 2023, during a public board meeting, the UIPA board approved the creation of the Verk Industrial Park project area and adopted the Verk Industrial Park project area plan.
- **Amendment:** On January 10, 2024 during a public board meeting, the UIPA board approved Amendment #1 of the Verk Industrial Park Project Area Plan and Budget.

Key Successes in the Past Year:

Spanish Fork and the Inland Port have been actively working to establish an ideal environment for growth and development within the Verk Industrial Park. In May 2024, Spanish Fork City approved 12.5 million square feet in building permits, enabling seven developers to start construction on the site.

Additionally, an AIB loan was secured to fund the construction of an upgraded power transmission line. A Public Infrastructure District (PID) is now being formed to issue bonds to repay the AIB loan, using revenue from the Verk Industrial Park to cover the bond payments. With this upgraded infrastructure, along with the completed lift station and other enhancements already in place, the Inland Port and developers will be able to effectively

market these sites. While shovel-ready real estate appeals to businesses, move-in-ready properties are even more desirable and in high demand. Industries we will be focusing on include:

- Manufacturing
- Aerospace
- Food Production
- Data Management
- Composite Manufacturing
- Electrification
- Battery Manufacturing
- Alternative Fuel Vehicle Production
- Research & Development

Businesses in Project Area

- Nature’s Sunshine Products
- Valley Agronomics
- Wasatch Pallet
- Mountain Country Foods
- Sunroc
- Western Botanicals
- PCC Aerostructures
- General Atomics Aeronautical



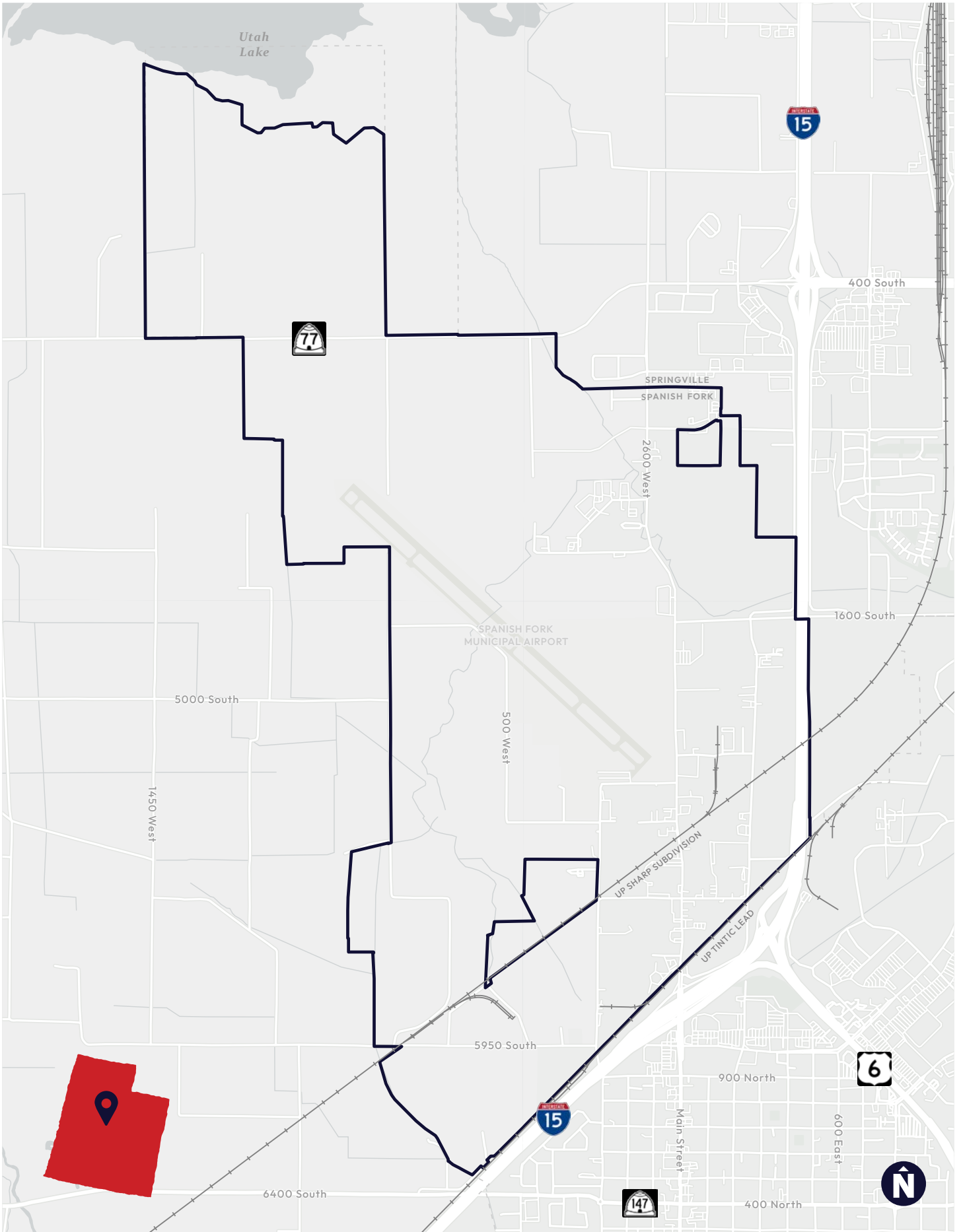
On July 17, 2023 during a public board meeting, the UIPA board approved the creation of the Verk Industrial Park project area and adopted the Verk Industrial Park project area plan.



Jenna Draper
Associate Vice President
Regional Project Area Development
jennadraper@utah.gov
435.633.5187



Learn more about
the project area







WEST WEBER

The West Weber Project area is a 9,000-acre area in unincorporated Weber County that has been zoned and master planned for industrial development. The area has a Union Pacific main line running through the south end of the zone as well as a future West Davis Corridor extension that will intersect. With Davis and Weber County's primary industrial developments building out, regional stakeholders see West Weber as the future of industrial development in the area.

Due to its proximity to the eastern shores of the Great Salt Lake and two significant wildlife management areas, the

existence of sensitive wetlands has been identified within the boundaries of the project area. In addition to the UIPA Wetland policy, UIPA has created a strategic wetlands plan for the West Weber Project area and has also committed 3% of tax differential to protecting sensitive lands in the area.

The County's goals of a masterplanned industrial sector that focuses on sustainable development and renewable energy align well with UIPA's mission in creating generational opportunities for Utah communities.

Milestones:

Resolutions: The Weber County Commission passed a resolution on September 12, 2023, which approved 342 acres for a project area. The County Commission then agreed to amend that resolution on December 18, 2023. On January 2, 2024, the Weber County Commission passed a resolution which amended the proposed boundary adding an additional 8,658 acres bringing the total acreage of the project area to 9,000 acres.

Initial Presentation: West Weber Project Area Plan and Budget Draft was presented to the UIPA Board on January 10, 2024.

Board Approval: West Weber Project Area Plan and Budget was approved by the UIPA Board on May 20, 2024.

Key Successes in the Past Year:

The creation of a new project area has been successfully established, integrating a strategic wetland plan to ensure environmentally responsible development. This plan underscores a commitment to preserving critical habitats while promoting growth and infrastructure improvements within the area.

To support marketing efforts, a dedicated logo and branding have been developed, reflecting the project's

vision and facilitating outreach to potential investors, partners, and community stakeholders.

In addition, a developer agreement has been executed with the PCC Public Infrastructure District (PID), laying the groundwork for collaborative development efforts and ensuring essential infrastructure is put in place to meet project goals.



On May 20, 2024, during a public board meeting, the UIPA board approved the creation of the West Weber Project Area and adopted the Project Area plan.

Ongoing engagement with the community remains a priority, as demonstrated by the initiation of quarterly landowner meetings. These meetings serve as a platform

for transparency, feedback, and collaboration, ensuring that landowners are informed and involved throughout the project's development phases.

Businesses in Project Area

- Westinghouse Electric
- Silverline Finishings



Stephanie Pack
Associate Vice President
Regional Project Area Development
stephanie.pack@utah.gov
435.770.7227



Learn more about
the project area



Logistics

2025 Air Cargo Outlook

The Utah Inland Port Authority is making significant progress towards becoming an air cargo gateway by enhancing Utah's position as a leader in air cargo logistics.

- **Air Cargo Retention:** Currently, the vast majority of air cargo originating or terminating in Utah does not arrive or depart on aircraft, but is repositioned via trucks to/from other airports. Reducing the current leakage of air cargo from Salt Lake City International Airport (SLCIA) remains a priority. UIPA is working together with SLCIA to retain and increase local air freight traffic.
- **Community Support Incentives:** Community incentives play a prominent role in influencing airlines to add capacity which ultimately drives down costs for shippers. UIPA is actively participating in several community-based incentives designed to attract increased air cargo capacity and open new routes of service. In the next 12-18 months, these community incentives are expected to make significant headway into new markets for Utah manufacturers.
- **Targeted Recruitment:** UIPA is working to identify the market segments that are most ripe for growing air cargo. As understanding deepens, UIPA will seek to proactively recruit businesses from those market segments that benefit from a well-developed air cargo ecosystem. The team continually works internally and with outside Economic Development Organizations (EDO) to implement a targeted recruitment strategy aimed at expanding Utah's air cargo service offerings.
- **Increased capacity:** UIPA is exploring several key opportunities to increase air cargo capacity to benefit key market segments and attract additional users of air cargo.

2025 Rail Outlook

The Utah Inland Port Authority is making significant strides in rail development initiatives. During the past year, the Union Pacific Railroad recognized two sites within the state as UP Focus Sites—Iron Springs (Iron County) and Twenty Wells

(Grantsville).

- **NWQ:** UIPA continues to collaborate with landowners throughout the jurisdictional area. During 2024, a new rail service was successfully delivered to a manufacturing facility allowing for a significant reduction of truck trips to supply raw materials. During the coming year, UIPA expects to facilitate more rail access in the Northwest Quadrant.
- **Poplar Grove Rail Yard Relocation:** UIPA continues to work with the local shortline railroad to relocate from the Poplar Grove community to relieve congestion caused by blocked rail crossings.
- **Other Project Areas:** Throughout 2025, UIPA will continue to work across all project areas to determine the feasibility of additional rail access.

2025 Ports Partnership Outlook

The Utah Inland Port Authority is partnering with coastal ports to explore opportunities specifically focused on intermodal service for Utah importers and exporters. Engagement is happening at all levels of the partnering organizations to ensure successful alignment.

Summary

In 2024, the Utah Inland Port Authority made substantial progress in advancing Utah's position as a leading logistics hub, including the finalization of the Statewide Logistics Strategy.

Heading into 2025, through a focused approach to developing air cargo, expanding rail infrastructure, and establishing coastal port partnerships, UIPA continues to build a comprehensive, multimodal logistics network that serves both regional and global markets.

Through partnerships with industry leaders and targeted recruitment in key sectors, UIPA is driving economic growth, reducing logistical bottlenecks, and positioning Utah as a resilient, forward-thinking player in the global supply chain. These initiatives demonstrate UIPA's commitment to sustainable growth, competitive advantage, and long-term economic vitality for the state of Utah.



Allen Evans
Executive Vice President of Logistics
allenevans@utah.gov



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the project area



STATE OF UTAH

Funding Sources and Uses

FY2023: July 1, 2023 to June 30, 2024

UIPA received the following sources of funding for fiscal year 2024:

- The UIPA received \$26 million in property tax differential for the jurisdictional area in Salt Lake County. Differential for other project areas throughout the state will begin in later years.
- The Legislature appropriated \$3.2 million ongoing to fund operations of the Authority.
- Interest income, primarily on bond proceeds, was \$9.4 million.
- Sales tax revenues collected in the jurisdictional area were \$2.7 million, of which \$1.6 million were passed on to municipalities.
- UIPA subleased property in the jurisdictional area for approximately \$500,000.

Funding received from these sources were used primarily as described below:

- Operations expenditures, primarily consisting of personnel and professional services, totaled \$5.7 million.
- Infrastructure funding was used for leases and improvements in the jurisdictional area. Expenditures included rail expansion and electrification (\$2.8 million) and land and building leases (\$3.5 million).
- From the tax differential received, the UIPA paid \$2.3 million to Salt Lake City for affordable housing as prescribed in Utah Code 11-58-601(6)(b). Additionally, \$2 million of the remaining funding was paid to fully fund the bond surplus fund.
- The Authority transferred \$26 million from bond proceeds to reimburse the UIPA for eligible prior expenditures. This funding is currently being held and will be used for a real estate or infrastructure project.



Environmental Sustainability

The UIPA is dedicated to driving sustainable logistics solutions that consider the entire lifecycle of the impacts of decision-making, both environmental and economic. We are committed to high standards of accountability, with respect for communities and their surrounding natural environments, as we work to implement strategies that support harmonious relationships between businesses that are meeting community needs and Utah's critical ecological treasures.

This section of our annual report highlights transformational milestones UIPA has reached to assess environmental impacts and implement mitigation strategies that positively impact human and ecological health.

Clean Ports Program Grant Funding Opportunity

On February 28, 2024, the Environmental Protection Agency (EPA) announced the Clean Ports Program (CPP) grant competitions. More than \$3 billion in funding is available from the Inflation Reduction Act to fund zero-emission (ZE) port equipment and infrastructure, as well as climate and air quality planning (CAQP) at U.S. ports.

The UIPA collaborated with the Utah Division of Air Quality (UDAQ) to submit two CPP applications for the State of Utah. UIPA led the application for the Climate and Air Quality Planning Competition and UDAQ led the application for the Zero-Emission Technology Deployment Competition, requesting a total of just over \$150 million dollars.

If granted an award, these funds will support CAQP activities and the deployment of ZE port equipment and technology at the Salt Lake City Intermodal Terminal (SLCIT), owned by Union Pacific, a vital partner for this program. Proposed activities include:

- Developing a baseline emissions inventory for vehicles and equipment operating at the SLCIT
- Assessing diesel emissions reduction strategies
- Launching a formal process to get input from near-port communities and other key stakeholders on CAQP activities
- Engaging SLCIT workers on CAQP activities
 - Analyzing ZE workforce impacts
- Preparing and publishing documents summarizing results of CAQP activities
- Replacing diesel Class 8 trucks with ZE trucks
 - Incentivizing purchase of ZE Class 8 trucks
- Replacing diesel Class 5-7 trucks with ZE trucks
 - Incentivizing purchase of ZE Class 5-7 trucks
- Replacing a diesel switcher locomotive with a ZE switcher locomotive
 - Incentivizing purchase of a ZE switcher locomotive
- Replacing diesel cargo handling equipment (terminal tractors, forklifts, reach stackers) with ZE cargo handling equipment
 - Incentivizing purchase of ZE cargo handling equipment
- Incentivizing installation of electric vehicle (EV) charging equipment
- Incentivizing installation of a solar microgrid system;
- Engaging communities to ensure meaningful participation with respect to design, planning, and performance of the project
- Planning for safety, operations, protocol development and workforce training

EPA anticipates notifying selectees by October 2024 and awarding the grants by December 2024.

Focused Strategies to Safeguard Utah's Precious Natural Resources

To ensure that any required environmental studies, documentation, or action is conducted in accordance with federal, state, and local regulatory requirements, an environmental review for each UIPA project area is completed and amended as needed.

In 2023, environmental reviews were completed and approved for:

- Iron Springs Inland Port Project Area
- Verk Industrial Park Inland Port Project Area
- Golden Spike Inland Port Project Area
- Central Utah Agri-Park Inland Port Project Area
- Mineral Mountains Inland Port Project Area
- Tooele Valley Inland Port Project Area
- Twenty Wells Inland Port Project Area

In 2024, environmental reviews were completed and approved for:

- West Weber Inland Port Project Area
- Castle Country Inland Port Project Area
- Historic Capital Inland Port Project Area
- Skyline Corridor Inland Port Project Area

In 2024, amendments to environmental reviews were completed and approved for:

- Verk Industrial Park Inland Port Project Area
- Twenty Wells Inland Port Project Area
- Iron Springs Inland Port Project Area
- Golden Spike Inland Port Project Area

These completed environmental reviews identify environmental considerations to determine potential

impacts on neighboring communities and environments, historical and cultural resources including Tribal Lands, natural resources, water resources, environmental quality, and air quality.

Due to the sensitivity of lands with critical natural and cultural resources within the West Weber and Castle Country Inland Port Project areas, focused strategies were developed and put in place to provide additional protections beyond what is required by local, state, and federal regulations.

UIPA's Wetlands Policy Adoption

The Utah Inland Port Authority (UIPA) achieved a milestone in sustainability with the official approval of its comprehensive Wetlands Policy in October 2023. Adopted by the UIPA board, this policy establishes clear regulations and strategies for the protection and conservation of wetlands within its project areas, reinforcing UIPA's commitment to balancing economic growth with environmental stewardship.

Wetlands are vital ecosystems that provide flood control, water filtration, and wildlife habitat. UIPA's Wetlands Policy outlines measures to safeguard these ecosystems through mitigation strategies, adherence to Section 404 of the Clean Water Act, and the application of assessment tools developed by state and federal agencies.

This policy positions UIPA as a leader in responsible land management, fostering sustainable development while preserving Utah's natural heritage.

West Weber Wetland Strategy

In the West Weber Project Area, a Wetlands Strategy has been approved and adopted, requiring landowners in the project area to complete an updated wetland delineation study along with a Phase I Environmental Site Assessment (ESA) for their respective properties prior to receiving any UIPA resources.

UIPA will only work with landowners that have delineated wetlands in accordance with the Army Corps of Engineers to ensure that those wetlands are protected and will not be made available for development.

If an updated wetland delineation determines there are existing wetlands on a property, then the UIPA will not allow for any expenditure from any part of the Project Area Plan and Budget that benefits a landowner that has existing wetlands, until there is an agreement in place between UIPA and the respective landowner(s), which will ensure the protection of the wetlands.

UIPA is actively working with landowners, Weber County,

and the State of Utah, to create additional protections for existing wetland resources, which may include conservation easements and/or setbacks areas to buffer wetlands, ecologically sensitive areas, and lands owned and managed by the State for wildlife preservation.

Additionally, this strategy requires areas of the Weber County Project Area that border state wildlife and waterfowl management areas (WMAs) to designate a minimum of a 600-foot buffer zone between developments and WMAs.

Until appropriate buffer zones have been so defined, tax differential and other UIPA financial tools, such as Authority Infrastructure Bank (AIB) loans, will not be provided by UIPA to landowners and tenants occupying land that borders WMAs.

Under UIPA's Wetland Policy, 3% of the West Weber Project Area tax differential will fund wetland mitigation efforts. This includes activities such as water and land purchases for natural buffers, advanced wetland characterization, or EPA and Army Corps-approved mitigation methods like restoration and preservation.

Castle Country Air Quality Permitting Requirements and Cultural Resource Strategy

As part of the Project Area Plan and Budget for the Castle Country Project Area, Air Quality Permitting Requirements and a Cultural Resources Strategy were approved and adopted.

While both Carbon and Emery Counties are currently in attainment for all criteria pollutants, the Inland Port is sensitive to concerns regarding volatile organic compound (VOC) pollution associated with the production and transportation of fossil fuels, particularly of crude oils.

The Port will provide financial support, such as tax differentials and AIB loans, to Castle Country Project Area landowners needing approval orders approvals only if they coordinate with the EPA and UDAQ to determine and commit to using Best Available Control Technologies (BACT) for limiting VOC emissions. This commitment must be formalized in a developer agreement with the Port.

An extensive amount of cultural and archaeological resources have been previously designated as worthy of preservation and recorded on the National Register of Historic Places, in both Carbon and Emery Counties. Due to the presence of cultural sites and artifacts known to be in the vicinity of the Castle Country Project Area, UIPA will coordinate with landowners in the project area to ensure that a Phase I Environmental Site Assessment (ESA) is conducted along with an updated



cultural resource survey that is completed by a qualified archaeologist.

In cases where cultural or archaeological artifact(s) or site(s) are present on a property, UIPA will only work with landowners that have worked with the Utah State Historic Preservation Office (SHPO) to catalog the associated resources and define an appropriate buffer between the cultural resources and their developments, to ensure that these cultural resources are protected and will not be made available for development. No UIPA resources will be made available to develop lands until an updated cultural resource survey, conducted within the past 5 years, has been completed in addition to a Phase I ESA.

Until appropriate buffer zones around these resources within the project area have been defined, tax differential and other Port financial tools, such as Authority Infrastructure Bank (AIB) loans, will not be provided by the Port to landowners and tenants occupying land with these resources present.

UIPA will not support development or construction that would result in the destruction of cultural and archaeological resources, and is actively coordinating with landowners in the project area to ensure they are completing required due diligence.

Partnerships Focused on Sustainable Growth

Fostering sustainable growth within UIPA project areas and throughout the State of Utah is only made possible through the vital support from our partners. Our success hinges upon joint collaboration across organizations including, but not limited to:

- **Utah Department of Environmental Quality**
 - Division of Air Quality
 - Division of Water Quality
 - Division of Environmental Response and Remediation
- **Utah Department of Natural Resources**
 - Division of Wildlife Resources
 - Utah Geological Survey
- **Utah State Historic Preservation Office**
- **Public Lands Policy Coordinating Office**
- **Utah Clean Air**
- **Utah Clean Cities**
- **Utah Clean Energy**
- **Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE)**
- **Institute for Land, Water, and Air**
- **U.S. Environmental Protection Agency**
- **U.S. Army Corps of Engineers**
- **Union Pacific, Stadler Rail, Patriot Rail, and Savage**
- **Local government officials and business partners throughout UIPA project areas**

To learn more about the ongoing sustainability efforts we are working on in partnership with key stakeholders, feel free to check out our website, or reach out to me directly.



Mona Smith

Mona Smith
Environmental and Sustainability Director
smsmith@utah.gov



Learn more about
the project area



Compliance, Transparency, & Public Engagement

Compliance and Ethics:

Our compliance program, initiatives, and activities are directly aligned to our statute, mission, vision, and values.

Risk Assessment:

We regularly assess operational (e.g. financial, information technology, human resources, third party risks) strategic (e.g. external and reputational risks), and legal & compliance risks. This risk assessment involves a dynamic and iterative process for identifying and assessing risk to the achievement of UIPA's objectives.

Internal Controls:

We have implemented controls to mitigate our assessed risks. Some of these controls include our board approved policies, which are by our board reviewed annually in our public board meetings. Other controls include the creation, maintenance, and adherence to internal policies and procedures.

Board Policies

The UIPA has multiple financial, governance, statutory and environmental policies to ensure compliance, oversight, and consistency with statutory obligations and best practices. These policies include: Open & Public Meetings, Communications & Media, Project Area and Property Tax Differential, Board Policy Review, Procurement, Whistleblower, Internal Control Program, Records Retention, Personnel, Segregation of Duties, AIB, Board Governance, Code of Conduct, PID, and Wetlands.

Internal Policies

In addition to board-approved policies, UIPA has implemented policies that cover building access, contracts & legal agreements, personal reimbursement, purchasing cards, technology purchase & use, travel, and tuition reimbursement.

Training

Employees receive annual training on ethics/code of conduct and fire safety & evacuation. Additional training includes security awareness, defensive driving, and respect in the workplace. Supervisors must also complete performance management training. Each November, UIPA celebrates Compliance Week and includes additional training and compliance engagement exercises.

Transparency and Public Engagement:

The Utah Inland Port Authority's marketing communications team had an active year dedicated to transparency and public engagement. They published over 70 articles on the UIPA public website, issued a monthly newsletter, and distributed more than 15 press releases, all focused on keeping the public informed about UIPA developments.

In collaboration with key stakeholders, the team also contributed to the production of UIPA's 5-year strategic business plan, ensuring communication strategies were in place for the Authority's goals and initiatives. Six new project areas were created this year, each accompanied by a targeted communications approach that included press releases, social media updates, and other tailored outreach efforts. For example, community feedback was integrated prior to the adoption of the West Weber Project Area, supported by the team's public outreach efforts.

Beyond these achievements, the team actively supported the Business Development team with marketing-oriented projects such as RFI requests, presentations, and additional materials to engage potential partners.

They also participated in events and sponsorships, including supporting the One Utah Summit. As the statewide logistics strategy reached completion, the team organized open houses in Cedar City and Northern Utah in April to gather public input.

Additionally, they managed constituent services and responded efficiently to GRAMA requests, prioritizing timely communication.



Amy Brown Coffin
Chief Risk and Compliance Officer
abrowncoffin@utah.gov

