

Economic Development & Workforce Services

UIPA Update

10/21/26



Core Objectives:



Objective 1: Support Regional Economies

Foster growth in underserved areas through strategic recruitment and infrastructure support.



Objective 2: Enhance Logistics Efficiency

1. Create rail loading across Utah
2. Enhance connectivity to coastal ports
3. Enhance Air Cargo



Objective 3: Safeguard Environmental Integrity

Commit to proactive environmental stewardship in every project.



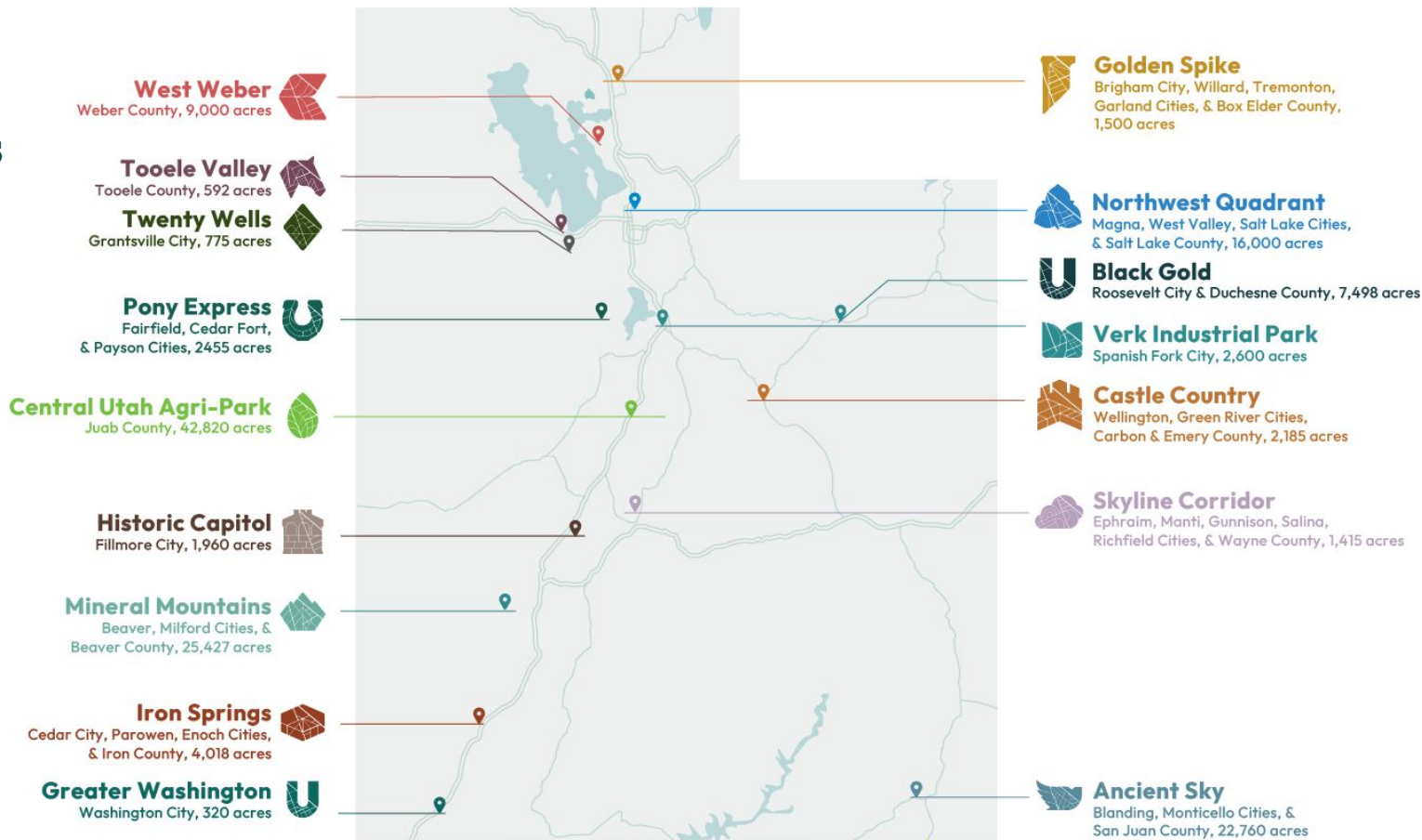
Objective 4: Uphold Transparency and Compliance

Maintain open, ethical governance, fostering public trust and accountability.



Current Project Areas

A **project area** is a hub for collaboration, innovation, and growth designed to facilitate global connectivity and streamline business operations.



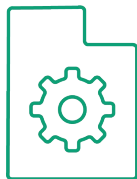
The 4 part process we follow when establishing a UIPA project area

The Utah Inland Port Authority works in partnership with municipalities and counties throughout the project area process.



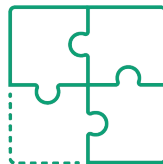
1. Resolve

A municipality or county can request UIPA commence work on drafting a project area plan. The municipality or county adopts a project area resolution in a public meeting.



2. Draft

UIPA staff work with the municipality or county to develop a project area plan or amend a project area plan for the UIPA board to review in at least 2 public UIPA board meetings.



3. Adopt

The UIPA board may adopt a project area or project area amendment in a public meeting.



4. Build & Optimize

This phase will take 25 years, during which construction, development, and recruitment will occur. Annual budgets are prepared and adopted by the UIPA board, with project KPIs reported and shared.





Public first. Vote second.

Project-area plans, public budgets and tax increment proposals move through notice, local input and open board process before adoption.

3 PUBLIC MEETINGS

Project Creation

Before a project-area plan or budget is adopted, at least three public meetings provide an opportunity for comment. One is held in the host community; two are held by the adopting entity.

1 LOCAL + 2 ADOPTING-ENTITY

10 DAYS OF LEAD TIME

Publish before action

Proposed project-area plans and budgets are published at least 10 days before the respective board's public meeting. Advance notification goes to affected taxing entities, municipalities and counties.

OPEN BOARD APPROVAL

Budget approval in public

Annual budgets receive a Class A-noticed public hearing and are approved in an open board meeting, then filed with the State Auditor. Class A notice also precedes proposed project-area action and use of TIF.

Tools we don't have:

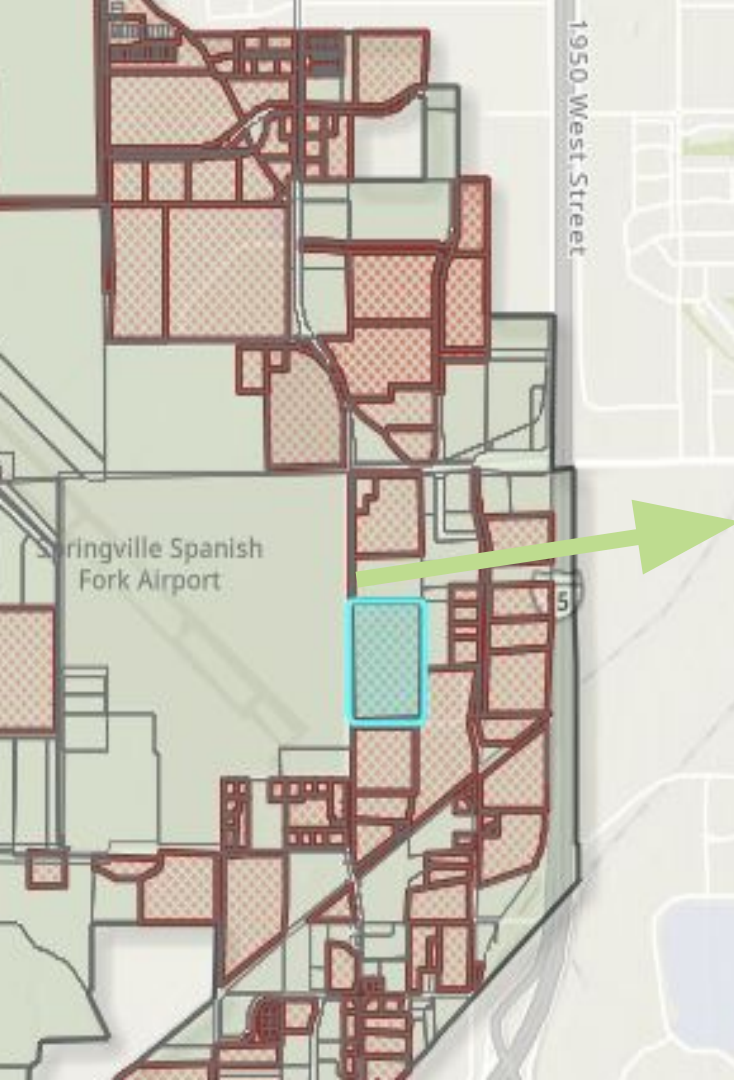
Permitting

Zoning

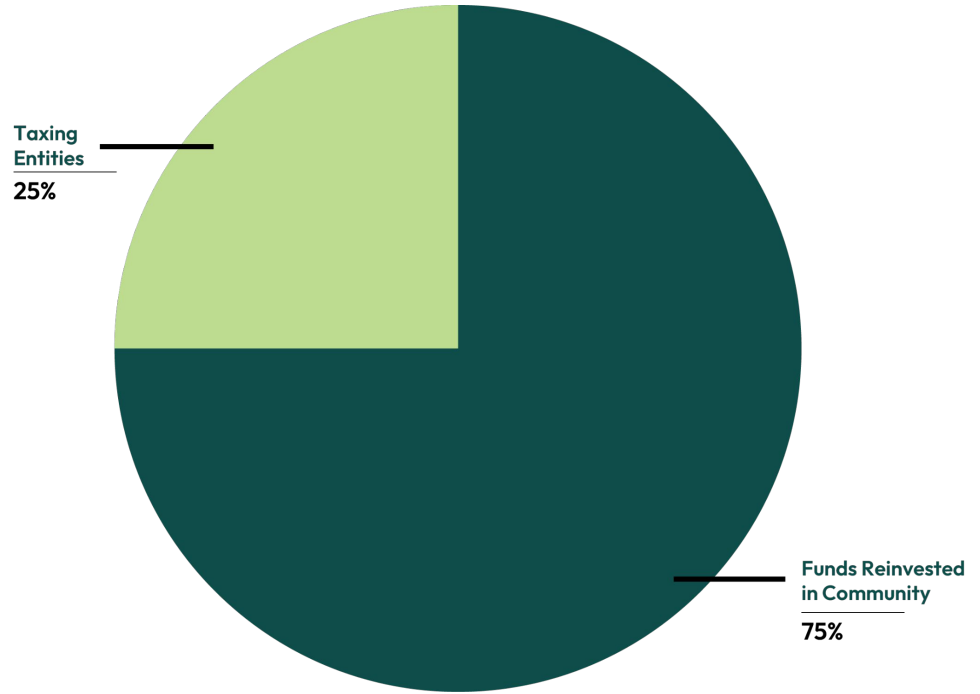
Land Use
Authority

Ability to move
differential generated
out of the project
area where it is
created





Tax Differential Distribution: Per Parcel



The tax base year is frozen when the parcel is triggered, however, **25% of new tax growth** goes directly back to the original taxing entities.



Accountability for Public Funds

2

Consecutive Clean Financial Audits

CONDUCTED BY THE UTAH OFFICE OF THE
STATE AUDITOR



Unmodified Opinions

Financial statements are presented fairly in all material respects with no material adjustments required.



Controls & Compliance

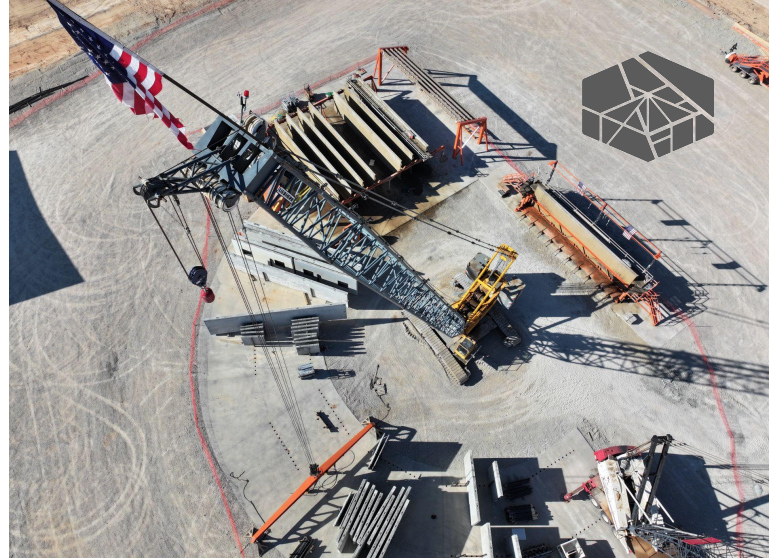
No significant deficiencies or material weaknesses identified and zero instances of noncompliance.

BZI Innovation Park

BZI's Nautilus 1 **adds 67,000 sq. ft.** of industrial space to Iron County's Project Area

Current Tenants:

- **Iron Depot** is an industrial supply and fabrication equipment company that provides heavy machinery and tools for construction and manufacturing.
- **Totten Tubes** is a leading structural steel tubing distributor and processor that specializes in providing steel pipes, hollow sections, and custom laser-cutting services.



Railsync by BZI

An on-site rail transloading and logistics service. It acts as a vital short-line rail hub that converts raw materials like **steel and lumber** from railcar to truck, handling inventory tracking and last-mile delivery.



>3500 semi-truck loads
successfully removed from regional highways, cutting emissions while strengthening the rural Utah economy.





Hive Plastics

Established a **\$12.6 million, 23,300-square-foot** manufacturing facility focused on large-scale, custom rotational molded plastics, creating up to **60 local jobs.**



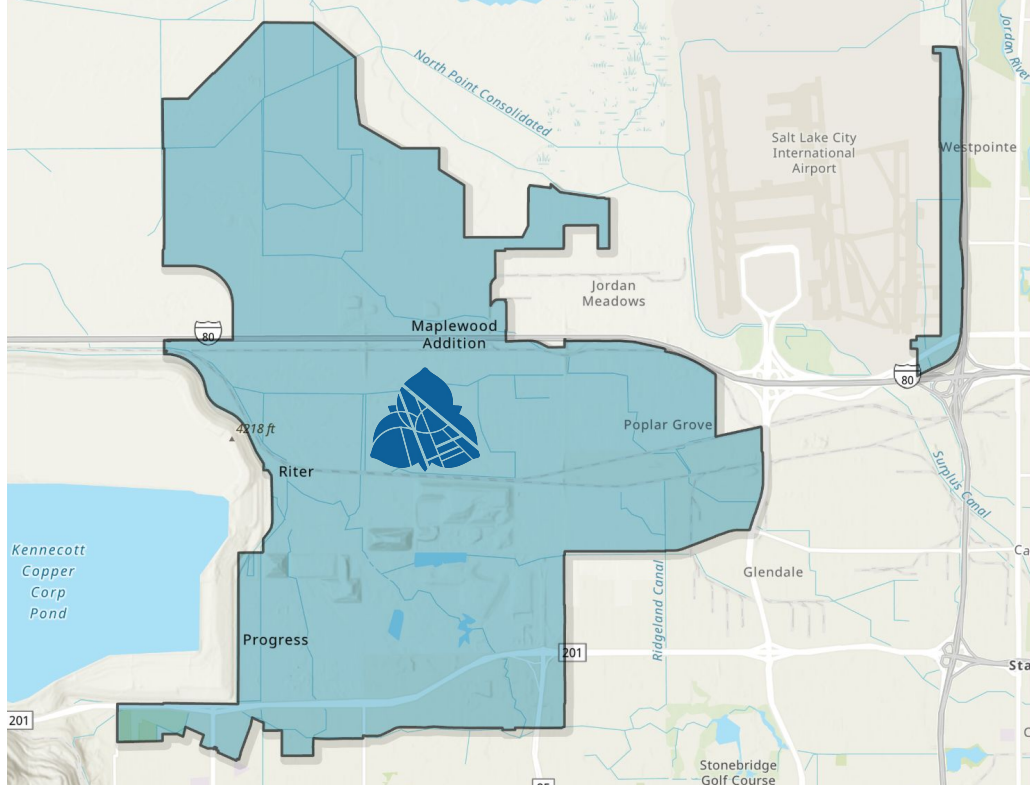
LS Electric

Expansion of the MCM Engineering II advanced manufacturing campus. **5-to-7-year, \$168 million capital investment** that will add **three** new manufacturing facilities by 2030.

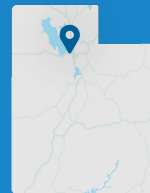


NORTHWEST QUADRANT

sits at the intersection of two interstate freeways, major national railways, and an international airport which puts the area in **high demand** for aerospace, biotech, and advanced manufacturing.



- Launching proactive recruitment campaign
- Funded test track at Stadler Rail US location
- Supports electrified rail manufacturing
- Provides job and training opportunities
- Enhances rail accessibility for nearby businesses



≈ 16,000 Acres

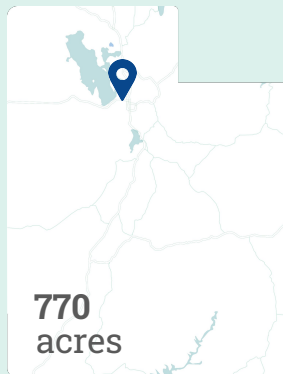


North Temple Remediation Project

Key Logistics in the Area:

Transforming the former North Temple Landfill into a logistics and manufacturing site in Salt Lake City's Northwest Quadrant, with environmental and public health safeguards guiding remediation and redevelopment.

- Phase 1 cleanup of approximately 175 acres is substantially complete, according to UIPA's August 29, 2026, update.
- Located near Salt Lake City International Airport, with direct access to I-80, I-215 and SR-201.
- Adjacent to Union Pacific's intermodal terminal and near the Patriot Rail corridor serving BNSF, connecting the site to major freight networks.
- Offers a unique urban manufacturing opportunity, repurposing underutilized land with access to workforce, utilities and established logistics infrastructure.





-  Phase 1
-  Phase 1 Ext.
-  Repository



Expansions Across the NWQ

UIPA leverages tax incentives and rail infrastructure to build an advanced eco-industrial corridor.

Stadler Rail

Green Transit & Factory Expansion

- **Partnership:** Strategic tax differential rebate backing \$70M+ expansion; co-funded test track electrification.
- **Scale:** Doubles plant by 245k sq ft for automated welding & domestic car manufacturing.
- **Impact:** Fulfills zero-emission contracts (80 CITYLINK TRAX cars for UTA) & grows workforce from 500 to 800.

Holcim (Elevate)

Sustainable Building Materials

- **Partnership:** Integrated 650k sq ft roofing plant into regional rail master plan with a dedicated freight stop.
- **Sustainability:** LEED-certified using low-carbon eco-cement.
- **Logistics:** Migrates heavy freight off highways onto short-line rail, reducing road wear & emissions.

Northrop Grumman

Aerospace & Defense Hub

- **Partnership:** Positioned NWQ as a secure clearinghouse & logistics gateway for defense subcontractors.
- **Infrastructure:** Specialized zoning, high-capacity utility grids, and SLC Airport links.
- **Economic Anchor:** Supports Utah's \$12.4B defense cluster & 11,000+ local employees.

Public Safety Infrastructure

Easing municipal taxpayer burdens as west-side logistics hubs expand.



\$2.5M

West-Side Emergency Response

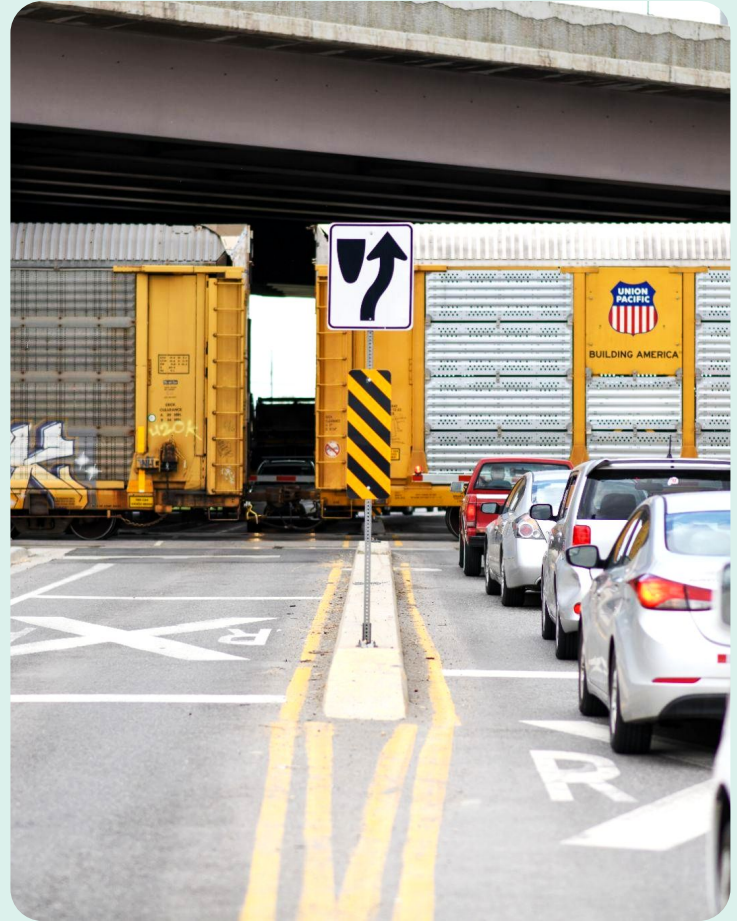
- Interlocal agreement with Salt Lake City Corporation.
- Directly funds active police presence and response equipment.
- Scales up fire and medical readiness inside the NWQ hub.

15

\$150K

Railroad Crossing Safety System

- Initial deployment of Trainfo System across 5 key rail crossings.
- Smart sensors track real-time rail blockage.
- Automatically reroutes emergency responders around stalled cargo trains.







West SLC Rail Modernization

\$31 million

public-private infrastructure partnership

Relocating rail switching out of residential West Side neighborhoods to a modern West Interchange

Benefits

- Removes Blocked Crossings
- Reopens Public Safety & Emergency Access
- Curtails Vehicle Idling
- Noise Mitigation
- Expands intermodal capacity and fluid rail interchange operations

"Trains will still use this corridor, but moving the train-building operations out of Poplar Grove should mean much shorter waits and fewer long backups on North Temple. It's a win-win: a meaningful quality-of-life improvement for residents, and smarter, more sustainable operations for freight."

-SLC's Mayor Erin Mendenhall

BNSF Opens New Salt Lake City Intermodal Facility

In partnership with Patriot Rail & the UIPA

Key Facts

- 43-acre facility near SLC International Airport
- Provides new intermodal service linking Utah to California Ports
- Partnership strengthens statewide logistics and economic growth

Benefits

- Expands Utah's global freight connectivity
- Shifts freight from road to rail, improving sustainability
- Lowers shipping costs and increases supply chain resilience
- Supports job creation and regional investment

“This facility is every bit as big and important as the Olympic announcement.”

—Governor Spencer Cox



Delta Air Cargo Facility at SLC

Partnering with UIPA & Salt Lake City

Key Facts

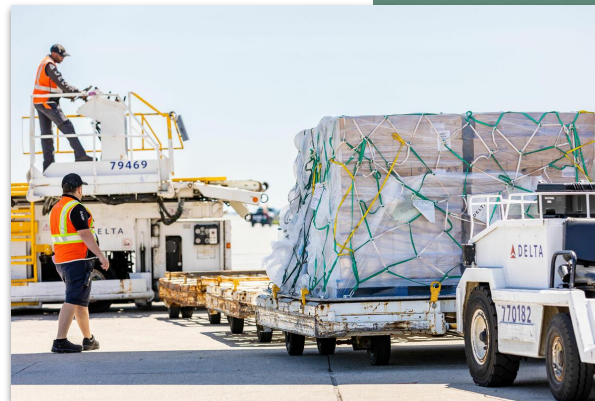
- \$18M investment to renovate 48,000 sq ft facility
- Converts former USPS site into Delta's cargo hub
- Adds warehousing, cold-chain storage, and logistics space

Benefits

- Expands air freight capacity and connectivity
- Strengthens Utah's supply chains and job growth

"By modernizing air cargo infrastructure, we're keeping high-value freight and jobs in Utah while strengthening the state's global logistics network."

—Abby Osborne, UIPA Chair



Largest Utah EPA Grant:

Clean Ports Program



1.

Climate and Air Quality Planning (CAQP) Competition

- UIPA is the lead applicant
- Awarded **\$2.4 million**
- Partners include Utah Division of Air Quality (UDAQ), Union Pacific (UP), and PacifiCorp
- Focused on CAQP activities at the Salt Lake City Intermodal Terminal (SLCIT)

2.

Zero-Emission (ZE) Technology Deployment Competition

- Utah Division of Air Quality (UDAQ) is the lead applicant
- Awarded **\$110 million**
- Partners include UIPA, UP, PacifiCorp
- Focused on ZE technology deployment at the SLCIT

Wetland & Shoreline Preservation

\$7.5 Million Lifetime Total Allocated

\$5.0M

Shoreline Buffer Acquisitions

\$2.5M

NWQ tax increment Reallocation

Conservation Funding Strategy

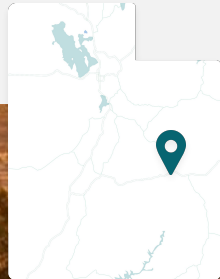
- **DNR Partnership:** Administered directly by the Utah Department of Natural Resources (DNR).
- **Phased Injections:** Channeled an initial \$2.5M in late 2024, followed by an additional \$2.5M for property purchases.
- **Habitat Protection:** Establishes permanent "buffer zones" along the GSL southeastern shores to prevent industrial encroachment on playa habitats & bird nesting grounds.
- **Tax Revenue Earmark:** Reallocated NWQ tax increment revenue to mitigate development impacts on salt flats and bounding wetlands.



The Green River Lithium Project:

Al Lithium Inc.

Designed to establish a direct lithium extraction (DLE) and production plant on 148 acres of industrial land. Its primary goal is to produce high-purity, battery-grade lithium carbonate to supply the U.S. electric vehicle (EV) and energy storage markets.



\$569 million

private investment

Benefits

- Job Creation
 - will create **138 high-paying**, permanent jobs
- Domestic Mineral Independence
 - plans to produce **10,000 metric tons of battery-grade lithium** carbonate annually
- Rural Economic Transformation
- Eco-Friendly Extraction
 - Direct Lithium Extraction (DLE) technology



Communities Gain Essential Utilities & Housing



\$1.6 million AIB Loan

For Fairfield's municipal water system and future well; supporting growth in their industrial park.



\$4.66 million AIB loan

For roads, utilities, power and telecommunications to grow an industrial park and increase workforce housing in Salina.



First New Rail Line in a Century: Savage Tooele Railroad

*In partnership with Savage Rail, Union Pacific
& the UIPA*

Key Facts

- 11-mile rail corridor connecting Tooele County to the national rail network
- Links Union Pacific Shafter Subdivision at Burmester directly to local business parks



Benefits

- Enhances Utah's global trade access
- Reduces highway congestion
- Lowers supply chain costs
- Drives regional/Tooele County investment

Construction Started on West Weber Regional Wastewater Lift Station

In partnership with Weber County, the State of Utah, Black Pine Development & UIPA.

Key Facts

- Is designed to manage up to 6 million gallons of wastewater per day.
- Connects the local service area into the Central Weber Sewer network for processing, replacing aging regional sewer lagoons.

Benefits

- Provides the sewer backbone for residential and business growth
- Modernizes local system and upgrades capacity for future loads.

“...This infrastructure milestone demonstrates what can happen when local governments, state partners and private investment align around a shared vision.”

—Stephanie Pack, UIPA AVP





Thank you!



UTAH INLAND PORT AUTHORITY

Moving Utah Forward