Spaceport Exploration Committee

Utah Spaceport Exploration Committee: Final Report

Prepared for the Utah Legislature | October 30, 2026

Spaceport Exploration Committee

Executive Summary

The Utah Legislature created the Spaceport Exploration Committee in 2025 through S.B. 62 to determine the technical and economic feasibility of establishing a spaceport in Utah. Since its first meeting in July 2025, the committee has evaluated whether a spaceport is viable, where it could be located, and what it would require. The committee directed an initial review of seven candidate sites and formally advanced Delta and Green River in June 2026 as finalists for a more detailed site assessment.

Following that assessment, the committee recommends the state move forward with spaceport development and recommends the Delta and Green River West sites as potential locations. This report summarizes the committee's process to date and presents both the Delta and Green River West sites as potential options. Each site presents comparative advantages. Further site analysis should be completed to determine the best path forward in developing a spaceport.

Moving forward, the state should (1) secure site control, (2) begin Federal Aviation Administration (FAA) licensing and related National Environmental Policy Act (NEPA) review, (3) authorize the Utah Department of Transportation (UDOT) to lead ongoing development efforts, and (4) reauthorize the Spaceport Exploration Committee (SEC) to oversee these efforts.

Spaceport Exploration Committee

Recommendations to the Legislature

1. **Recommendation 1: Approve the site selection and secure the land.**
   The committee recommends that the Legislature approve the Delta and Green River West sites as potentials for Utah's first spaceport, subject to FAA licensing, which includes NEPA review, future technical investigations. The Legislature should authorize and provide necessary resources to secure land for the selected sites and preserve the state's option to develop a potential spaceport.

2. **Recommendation 2: Appropriate funding to put both finalist sites through coordinated FAA licensing and integrated NEPA review.**
   The committee recommends that the Legislature appropriate $2.5 million to UDOT to advance both Delta and Green River West through the coordinated FAA launch site operator and reentry site operator licensing processes (14 CRF Part 420, Part 433, Part 450). This funding would cover the licensing process, including NEPA review and other related technical work, for both finalist sites but does not include funding for land acquisition or development at either site. UDOT should ensure a portion of these funds are used for robust public involvement efforts.

3. **Recommendation 3: Authorize UDOT to lead future spaceport activities, including FAA licensing and, if federal reviews are favorable, site development.**
   The committee recommends that the Legislature fund at least two dedicated full-time equivalent positions within UDOT at an estimated annual cost of approximately $500,000. The committee also recommends the Legislature authorize UDOT to lead FAA licensing (including environmental review) for both finalist sites and site planning, financing analysis, procurement, land acquisition, partnership development, design, construction, commissioning, and related coordination for the selected site. The Legislature could create a Division of Astronautics or another permanent governance structure such as an independent state agency later as spaceport development matures.

4. **Recommendation 4: Reauthorize the Spaceport Exploration Committee in an advisory role.**
   The committee recommends that the Legislature extend the Spaceport Exploration Committee for three years, through the expected completion of the coordinated FAA launch-site and reentry-site licensing processes and the associated NEPA review. The committee should transition from feasibility and site-screening work to a strictly advisory role. It would not be a decision-making body, and its work should not delay or otherwise impair expedited development. Moving with haste should be an essential element of future work. Legislation could make appropriate membership changes to respond to future development needs.

Spaceport Exploration Committee

Why Pursue a Space Port?

The state's interest in a spaceport is driven by the rapid growth of the global space launch industry, the limited number of existing launch sites able to meet that growing demand, and the state's existing aerospace and defense assets. The global space launch services market was valued at approximately $15 billion in 2024 and is projected to more than double to between $35 billion and $41 billion by 2030. Furthermore, an analysis of ten space-adjacent markets shows that the market is projected to grow to a combined $661 billion by 2035.

Global orbital launch cadence has grown alongside that market. The US Space Force anticipates annual launches to rise from 183 in 2025 to 497 by 2035 and reentries to reach 213 in that time. Even more aggressive, President Trump signed National Security Presidential Memorandum 17 (NSPM-17), setting a national goal of 1,000 annual launches and reentries by 2030.

Even under conservative estimates, demand for new, qualified locations continues to outpace available capacity. The FAA licenses only 14 commercial spaceports nationwide. The nation needs additional launch and reentry capacity. Utah's ongoing feasibility work positions the state to help meet that need. The following factors make Utah an ideal location to help meet this increasing demand:

- **National security and resilience.** An inland launch site would add geographic diversity to a national space transportation network, which is currently concentrated along coastlines. A Utah site would complement coastal ranges by adding capacity for missions that can safely use inland corridors, supporting defense testing and related operations, and reducing vulnerabilities caused by severe weather, infrastructure failure, hostile action, or competing military and commercial demands.

- **A maturing industry makes inland launch increasingly feasible.** For most of the space age, launch operations depended on large vehicles, fixed coastal ranges, and broad downrange ocean areas. However, carefully designed inland operations are now practical and feasible due to reliable launch vehicles, improved flight-safety systems, more precise trajectory modeling, reusable systems, and a wider range of suborbital, test, reentry, and point-to-point missions.

- **Studies demonstrate both launch and reentry are feasible in Utah.** Flight-safety studies identified launch and reentry routes—including sun synchronous, polar, and other mid-latitude inclinations—that meet FAA safety requirements at multiple locations in the state.

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- **Utah offers favorable geography and airspace.** The state has extensive federal and state lands in remote, sparsely populated areas, together with open and manageable airspace. This provides potential inland launch corridors that can support safe operations, subject to FAA licensing and mission-specific review.

- **Utah already has a workforce and industry base.** The Utah Test and Training Range, Hill Air Force Base, an aerospace and defense industry representing roughly 19 to 20 percent of the state's gross domestic product. Together, they support nearly 500,000 jobs statewide. Research institutions such as Utah State University and the University of Utah provide an established foundation for launch, testing, engineering, and workforce development.

- **Utah has the political and institutional will to act.** The Legislature, UDOT, military partners, local communities, universities, and industry stakeholders have already invested time and money to assess site feasibility, site screening, and market demand. These efforts position the state to move deliberately from exploration to licensing and design. Utah is also widely recognized as one of the most business-friendly states, consistently topping national rankings for business climate.

- **The opportunity is immediate.** Now is the moment for Utah to establish a foothold in the next generation of space transportation infrastructure. Launch demand is rising, federal policy calls for substantially greater national capacity, and inland operations are becoming more technically feasible.

Taken together, the state views a spaceport as a natural extension of its existing aerospace and defense strengths and an opportunity to capture a share of a rapidly expanding national industry.

Spaceport Exploration Committee

Spaceport Exploration Committee

For these reasons, the Legislature established the Spaceport Exploration Committee under 2025 S.B. 62, and charged with conducting a spaceport feasibility study, a site assessment. The committee is responsible for providing recommendations to the Governor and the Legislature. The committee's current membership is as follows:

- **Sen. Ann Millner** — Co-Chair, Utah Senate
- **Carlos Braceras** — Co-Chair, Commissioner, Utah Department of Transportation
- **Sen. Jerry Stevenson** — Utah Senate
- **Rep. Val Peterson** — Utah House of Representatives
- **Rep. Jake Sawyer** — Utah House of Representatives
- **Ben Hart** — Executive Director, Utah Inland Port Authority
- **Niel Holt** — Executive Director, Strategic Development, Space Dynamics Laboratory, Utah State University
- **Bill Wyatt** — Director, Salt Lake City International Airport
- **Aaron Starks** — CEO and President, 47G
- **Col. Gregory Hunger** — Commander, Utah Test and Training Range, U.S. Air Force
- **Brian Garrett** — Deputy Director for Military Affairs, Utah Department of Veterans and Military Affairs
- **Doug Hurley** — Senior Director, Northrop Grumman
- **Brian McCann** — Chief Executive Officer, Intergalactic
- **Franz Busse** — Director of Engineering, Vector
- **Andy Pierucci** — Director of Government Affairs, Savage Services
- **Jacob Hochhalter** — Associate Vice President for Research, Science, and Engineering, University of Utah (Non-voting)
- **Jefferson Moss** — Commissioner, Governor’s Office of Economic Development (Non-voting)
- **Jim Sutton** — Executive Consultant, Salas O'Brien (Non-voting)

Committee Study

The committee organized its work in three phases:

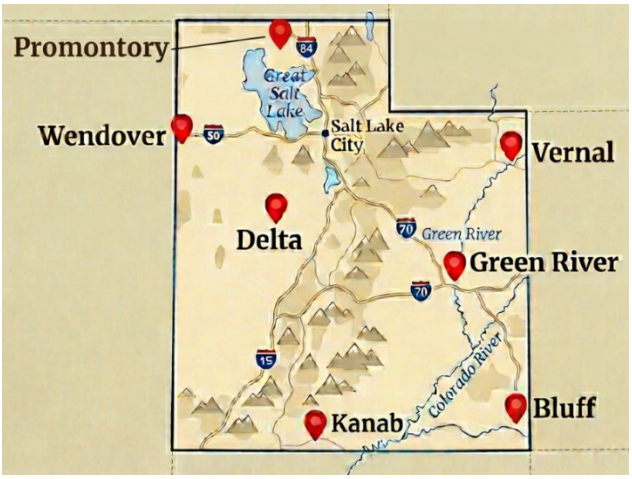
- **Phase 1: Feasibility Study** to identify whether locations in the state could be suitable for a spaceport under FAA expected-casualty threshold requirements.
- **Phase 2: Down Selection** to identify the two most viable sites for further study.
- **Phase 3: Site Evaluation and Analysis** to conduct a detailed study and comparative analysis to determine whether it is prudent to create a Utah space port.

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Phase 1: Feasibility Study

For the feasibility phase, the committee retained The Aerospace Corporation to complete an initial study (see Appendix A). The committee screened candidate sites in different regions across the state to gain a broad understanding of spaceport feasibility from multiple locations throughout the state. It evaluated seven sites:

- Delta
- Wendover
- Green River
- Promontory
- Bluff
- Kanab
- Vernal



The Aerospace Corporation conducted a public safety risk feasibility study evaluating potential launch trajectories from each of the seven candidate sites against FAA commercial space launch risk criteria. Using methods consistent with FAA licensing requirements, Aerospace Corporation simulated small- and medium-lift launch vehicle missions from each site along multiple flight azimuths. It calculated the expected casualty risk to the surrounding population for each trajectory. The study found that all seven sites could support at least one viable launch trajectory under the FAA's acceptable collective risk thresholds (see Figure 1).

Figure 1

Population Overflight Analysis Results for Small Launch Vehicle
(Expected Casualty per Million Ascents)

Site	Location	Azimuth 90° (Easterly)	Azimuth 191° (Southerly to SSO)	Azimuth 347° (Northerly to SSO)
Delta	Lat 39.1°	**30***	1,940	**8**
Wendover	Lat 40.9°	3,894	21,478	**13**
Green River	Lat 38.9°	**74**	**61**	389
Promontory	Lat 41.7°	**77***	426	**32**
Bluff	Lat 37.3°	137	4,307	**48**
Kanab	Lat 37.1°	**22**	**9**	**15**
Vernal	Lat 40.2°	**74***	178	**52**

Notes: Azimuth 90° reflects the highest-performing launch to orbit, with the resulting inclination equal to the site's latitude. Azimuth 191° reflects a southerly launch to Sun-Synchronous Orbit (inclination 97.6°). Azimuth 347° reflects a northerly launch to Sun-Synchronous Orbit (inclination 97.6°). An asterisk (*) indicates that the launch azimuth was rotated away from 90° to avoid population and reduce expected casualties. This adjustment reduces lift capability. Under 14 C.F.R. § 450.101, the FAA's acceptable collective-risk threshold is 100 expected casualties per million launches. Results above that threshold indicate that the specified azimuth would not be viable at that site. For example, the southerly trajectories from Wendover and Bluff exceed the threshold. Each site was nevertheless verified for at least one viable trajectory.

Phase 2: Down Selection

The committee retained RS&H to build on Aerospace Corporation's feasibility findings. It began by screening all seven sites across six criteria (see Appendix B):

1. Market demand,
2. Capital and operating cost of infrastructure,
3. Regulatory and environmental constraints,
4. Economic potential,
5. Proximity to population centers and resources, and
6. Technical and operational factors.

The results were scored and revealed a clear break between candidate sites (see Figure 2).

Figure 2

Site Screening Scores by Criteria Category

Criteria	Delta	Wendover	Green River	Promontory	Bluff	Kanab	Vernal
Market Demand	8	2	7	2	3	6	7
Capital/ Operating Costs	10	5	11	5	11	10	7
Regulatory/ Environment	9	8	10	5	7	6	6
Economic Potential	8	7	8	7	8	7	10
Proximity	11	11	12	9	4	7	7
Technical/ Operational	14	6	12	11	5	10	11
Total	**60**	39	**60**	39	38	46	48

Delta and Green River emerged as the highest-scoring sites, each totaling 60 points. These two sites were scored highly for the following reasons:

- **Delta** — Located in Millard County, Delta led all seven sites on market demand and on technical and operational factors, benefiting from Utah Test and Training Range military operating and restricted-airspace agreements, a favorable flight safety analysis, nearby major highways and a rail line, and abundant Bureau of Land Management and state lands. The proposed Black Hills National Guard Range would also complement site operations. Delta is also proximate to the Wasatch Front and Salt Lake City International Airport, presenting market advantages.

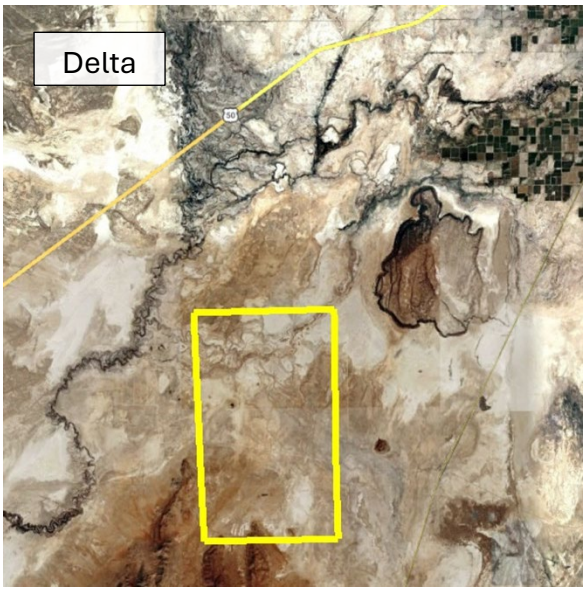
- **Green River** — Located in Emery County, Green River led all seven sites in capital and operating costs and in proximity to population centers and resources. Its

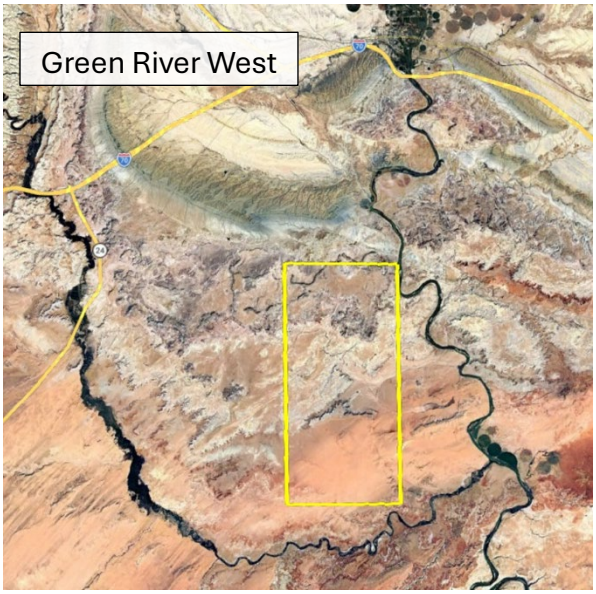
advantages include a favorable flight-safety analysis, historic launch heritage, and a usable restricted corridor. It is also close to an interstate, major highways, and a rail line, with abundant Bureau of Land Management and state lands. Its restricted airspace offers a potential advantage for point-to-point testing.

Phase 3: Site Evaluation and Analysis

In Phase 3, the committee, with RS&H, conducted a much deeper evaluation of the Delta and Green River West sites (see Appendix C and D). The study analyzed several factors affecting the success of a Utah spaceport, including the following:

- Economic factors, including market demand, economic risk, and activity forecasts,
- Market and site competitiveness,
- Direct, indirect, and induced economic impacts,
- Individual site needs, including elements of time and cost,
- Potential financial structures,
- Workforce needs for both construction and operation,
- Individual site development needs, including technical and operational factors,
- Regulatory and environmental requirements, including flight safety, cultural resources, and noise,
- Political factors, including federal requirements and state and local support, and
- Establishment factors, including land use agreements, statutory mission, and revenue recognition.





The study concludes that Utah has a credible path to establishing a Utah spaceport with a phased development approach. The highlights below summarize the committee's principal findings.

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- **Economic Impact and Financing:** At steady state, conservative estimates show a spaceport will produce return on investment over a 40-year time horizon. Operations and tourism are estimated to generate $69 million to $117 million in annual economic output at Delta, supporting 260 to 590 jobs, and $70 million to $124 million at Green River West, supporting 440 to 610 jobs. Initial infrastructure is estimated at $35–$50 million at Delta and $40–$65 million at Green River West over the first several years. While there is some uncertainty about the realization of these benefits, the analysis provides sufficient evidence to support moving forward carefully through a phased, market-driven approach. The committee expects funding to come from a blend of private investment and federal and state sources.

- **Flight safety:** Additional launch analyses validated the committee's initial feasibility analysis, showing acceptable trajectories at both sites. The committee also conducted additional reentry analyses that found all studied trajectories compliant with FAA requirements for both large and small vehicles with proven reliability, except one large-vehicle ascending trajectory to Delta that passes overpopulated areas.

- **Noise:** Launch noise is concentrated near the launch sites, and cumulative noise and sonic-boom exposure stay below FAA significance criteria in populated areas. Sonic booms reach more populated communities at Delta and more recreational and natural areas at Green River West, including Arches National Park.

- **Environment:** Desktop reviews found no known historic resources, hazardous materials, or farmland of importance at either site. Green River West is near the Green River, a Wild and Scenic River, and has more listed species in its impact area than Delta.

- **Cultural resources:** Both sites are manageable with no critical challenges from known cultural resources. More than 95 percent of each site will require on-the-ground survey, but neither has known cemeteries, burials, or rock art. Delta has eight National Register-eligible or listed sites and Green River West has four.

- **Land, Governance, and Risk:** Both sites would largely be carved from existing Bureau of Land Management and State Trust Lands. The committee believes that acquisition costs through these partners will be relatively low, though title and easement research remains to be done.

- **Space-Adjacent Markets and Additional Economic Opportunities:** A Utah spaceport could serve as a platform for complementary testing activities. Other potential uses include unmanned aerial vehicle (UAV) testing, autonomous aviation,

rocket-engine testing, amateur rocketry competitions, and related research and workforce development. Pursuing a compatible mix of these activities could attract a broader group of customers and supporters, create additional opportunities for private investment and revenue, and reduce financial risk by limiting reliance on any single company or type of operation. These opportunities should be evaluated as part of phased development.

- **Industry Interest and Potential User Engagement.** To supplement its site and market analysis, the committee, through UDOT, issued a request for information about anticipated industry use of a potential Utah spaceport. It also invited prospective launch, reentry, and aerospace companies to present at the October 19, 2026, committee meeting. Seven companies presented at the committee meeting, and nine additional companies expressed support to the committee through a letter of support or the committee survey. These presentations and letters of support can be found on the committee webpage at https://connect.udot.utah.gov/home/spaceport-exploration-committee/.

- **Community Engagement and Local Support.** In connection with its August 21, 2026 meeting, the committee visited both Delta and Green River and met with county, city, and other local officials. Those initial discussions reflected strong local interest in continued evaluation of a Utah spaceport. They also showed a willingness to explore a state-local partnership. Broader engagement will be necessary if site planning and environmental review advance. That engagement should include residents, landowners, Tribal Nations, businesses, emergency-service providers, and other affected stakeholders. The committee expects a genuine state-local collaboration, with continuing opportunities for communities to shape siting, infrastructure, mitigation, benefits, and operating decisions.

Based on these studies, the committee concludes that a Utah launch and reentry site is feasible and should be pursued through a phased, market-driven approach. Both Delta and Green River West have viable launch and reentry profiles, manageable environmental and cultural-resource conditions, navigable federal licensing pathways, and positive projected economic impacts. It is important to note that realizing the potential benefits of a spaceport is not certain and will depend on market demand, customer commitments, and the mix of public and private investment.

The committee notes that both the Delta and Green River West sites are strong candidates for a potential spaceport. Each site presents comparative advantages. Further site analysis should be completed to determine the best path forward in developing a spaceport.

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Recommendation 1: Approve the site selection and secure the land.
The committee recommends that the Legislature approve the Delta and Green River West sites as potentials for Utah's first spaceport, subject to FAA licensing, which includes NEPA review, future technical investigations. The Legislature should authorize and provide necessary resources to secure land for the selected sites and preserve the state's option to develop a potential spaceport.

Recommendation 2: Appropriate funding to put both finalist sites through coordinated FAA licensing and integrated NEPA review.
The committee recommends that the Legislature appropriate $2.5 million to UDOT to advance both Delta and Green River West through the coordinated FAA launch site operator and reentry site operator licensing processes (14 CRF Part 420, Part 433, Part 450). This funding would cover the licensing process, including NEPA review and other related technical work, for both finalist sites but does not include funding for land acquisition or development at either site. UDOT should ensure a portion of these funds are used for robust public involvement efforts.

Governance Considerations

Operational Implementation

The committee also studied different governance models the state could consider if it moves forward with establishing a spaceport. The committee considered structures used by other states and localities to own, operate, and oversee spaceport facilities, along with examples of each in current use:

- **State Authority Model:** An independent state authority or special district owns, builds, and operates the spaceport as landlord and developer, governed by a board appointed by state and local officials.

- **State Ownership Model:** The state directly owns the land and infrastructure and governs the facility while clients lease facilities from the state, commonly incorporating public-private partnerships for operations and buildout.

- **Municipality Model:** A local municipal aviation authority owns and manages the spaceport, often alongside an existing airport, acting as a local public landlord that leases to launch service providers.

- **Hybrid Model:** A government entity holds regulatory and land-holding authority while operating with the agility of a private enterprise, managing day-to-day operations and co-investing in infrastructure under a blended government and private sector board.

The committee recommends building a hybrid model over time. In beginning stages, the state should lead spaceport development through UDOT, supported by dedicated staff. UDOT already has the expertise in infrastructure delivery, environmental compliance, FAA coordination, and community outreach that the licensing and early development phases require. The first step should be to hire a competent program leader with the authority and schedule discretion to manage FAA licensing and environmental review, site planning, financing analysis, partner negotiations, and public engagement.

In later stages, the committee expects this structure to change as the spaceport does. Early on, the work is limited to licensing, environmental review, public outreach, and preliminary design, so a small, focused team is sufficient. If federal reviews are favorable, the Legislature should grant UDOT sufficient authority to move the project through design, procurement, construction, and commissioning, subject to legislative appropriations and any other approvals required by law. That authority should include the flexibility to contract, negotiate leases and public-private partnerships, pursue grants and separately authorized bonds, and retain and reinvest revenues. The structure should grow in step with demonstrated demand and customer commitments, so that the state does not commit to more organization or capital than the market supports.

Over time, the committee anticipates that this effort could grow into a Division of Astronautics within UDOT. The division would act as the state's regulatory and policy arm for spaceport activity. It would protect public safety, coordinate and collaborate with the space industry in establishing statewide direction and goals, and oversee any entity that operates a spaceport on the state's behalf. As development matures, the Legislature could also establish an independent authority, accountable to the Division of Astronautics, to manage day-to-day operations and development at the spaceport. The committee recommends deferring any decision on a permanent structure until the state has received an FAA site-operator license and completed the relevant environmental reviews, when its needs will be clearer. In the meantime, UDOT will need clear and ample authority to move forward with every aspect of spaceport development.

Recommendation 3: Authorize UDOT to lead future spaceport activities, including FAA licensing and, if federal reviews are favorable, site development.
The committee recommends that the Legislature fund at least two dedicated full-time equivalent positions within UDOT at an estimated annual cost of approximately $500,000. The committee also recommends the Legislature authorize UDOT to lead FAA licensing (including environmental review) for both finalist sites and site planning, financing analysis, procurement, land acquisition, partnership development, design, construction, commissioning, and related coordination for the selected site. The Legislature could create a Division of Astronautics or another permanent governance structure such as an independent state agency later as spaceport development matures.

Guidance and Oversight

The Legislature created the Spaceport Exploration Committee in 2025 to determine whether a spaceport is feasible in Utah, where it could be located, and what it would require. With this report, the committee has fulfilled that purpose. It has screened seven candidate sites, narrowed them to two finalists, and evaluated those finalists in detail. The committee's mission is now changing from exploration to guidance. As UDOT leads FAA licensing and moves into site planning, design, and development, it will need technical advisors who can help shape decisions on launch and reentry operations, infrastructure, regulatory strategy, financing, and customer needs.

The committee could fill that role solely as an advisory body, without decision-making authority. Its advice should not delay or otherwise impair expedited development, and moving with haste should remain an essential element of future work. The committee could also inform and guide discussions on future governance structures if a spaceport is ultimately licensed and as it matures in Utah. The committee recommends the Legislature reauthorize the committee for a sufficient time necessary to realize spaceport establishment through FAA licensing and the establishment of a more permanent governance structure. As the committee takes on this advisory role, the Legislature could consider changing its membership to reflect the expertise that later phases of development will require.

Recommendation 4: Reauthorize the Spaceport Exploration Committee in an advisory role.
The committee recommends that the Legislature extend the Spaceport Exploration Committee for three years, through the expected completion of the coordinated FAA launch-site and reentry-site licensing processes and the associated NEPA review. The committee should transition from feasibility and site-screening work to a strictly advisory role. It would not be a decision-making body, and its work should not delay or otherwise impair expedited development. Moving with haste should be an essential element of future work. Legislation could make appropriate membership changes to respond to future development needs.

Next Steps

The committee suggests the following phased implementation path for the Legislature's consideration. The approach outlined below could serve as a guide to spaceport development but should not be treated as exclusive or binding. Future leaders should flexibly and expeditiously respond to market demands and other factors for the expedited development of a spaceport.

- **Phase 0—Legislative Approval and Land Control (through March 2027)**

The Legislature must first decide whether to pursue a Utah spaceport. If the Legislature elects to proceed, it should approve the selected sites, provide funding to acquire the interest necessary for operation at the selected site, and provide direction for the three subsequent phases. It should extend the Spaceport Exploration Committee for three years in a strictly advisory role, without decision-making authority or power to delay or otherwise impair expedited development. Moving with haste should remain an essential element of future work. It should also provide UDOT the staff and direction need to support future phases of development.

- **Phase 1—FAA Licensing, Integrated NEPA Review, Public Outreach, and Preliminary Design (April 2027 through December 2028)**

Use dedicated UDOT staff funded by the Legislature to advance both Delta and Green River West through the FAA launch-site operator and reentry-site operator licensing processes. Coordinate the NEPA review and related environmental and technical work for both finalist sites as part of those processes, engage the public, complete preliminary design for the selected site, and evaluate necessary governance evolution to meet growing operational needs.

- **Phase 2—Governance, final design, and minimum viable infrastructure (approximately January 2029 through June 2030)**

If the state receives an FAA site-operator license and completes the relevant environmental reviews with favorable outcomes, UDOT should exercise its statutory authority to complete final design and procurement and to fund and construct at the selected site the minimum viable infrastructure needed for initial operations, subject to legislative appropriations and any other approvals required by law. The Legislature may establish a permanent governance model at that point if warranted, but formation of a new entity should not be a prerequisite to UDOT advancing the project.

- **Phase 3—Commissioning, first operations, and ongoing development (target initial operations by late 2030)**

Complete commissioning and operational-readiness activities, support an initial licensed operation or launch when a qualified user and mission are available, and continue phased development as demand, customer commitments, and financing justify.

Spaceport Exploration Committee

Summary and Final Recommendations

Over more than a year, the Spaceport Exploration Committee studied whether, where, and how Utah could establish a spaceport. It screened seven candidate sites, narrowed them to two finalists, and evaluated Delta and Green River West in detail. The studies found that a Utah spaceport is technically feasible and supported by market demand, while the scale of projected economic benefits remains uncertain and will depend on market demand, customer commitments, and the mix of public and private investment. The available evidence supports moving forward carefully through a phased approach. The committee therefore recommends that the state move forward with both Delta and Green River West, subject to NEPA review and future technical investigations. To move forward, the committee recommends the Legislature:

1) **Approve the site selection and secure the land.**

2) **Appropriate funding to put both finalist sites through coordinated FAA licensing and integrated NEPA review.**

3) **Authorize UDOT to lead future spaceport activities, including FAA licensing and, if federal reviews are favorable, site development.**

4) **Reauthorize the Spaceport Exploration Committee in an advisory role.**

With this report, the committee has completed the work the Legislature requested in 2025. It has answered whether a Utah spaceport is feasible, where it should be, and what it will take to get there. The state now moves from exploration to carefully moving toward execution. UDOT will lead the FAA licensing and environmental review as the Legislature provides the authority and resources to carry the project forward. Meanwhile, the committee will shift to guiding that work. The committee believes Utah is well positioned to become a leader in the next generation of space transportation, and it encourages the Legislature to act on these recommendations so that work can begin.