UTAH

A New Frontier for America's Space Economy

Independent analysis confirms Utah may safely and competitively support inland launch, reentry, testing, manufacturing, and space-adjacent market growth.



THE OPPORTUNITY IS GROWING. CAPACITY IS NOT.

Reusable systems, proliferated satellite constellations, national-security needs, and expanding reentry operations are increasing demand. Existing coastal ranges face congestion, geographic limits, weather exposure, and single-point-of-failure risks.

CONSERVATIVE DEMAND FORECAST

497 + 213 = 710

U.S. launches plus reentries projected by 2035 (RS&H, FAA, USSF)

8,200

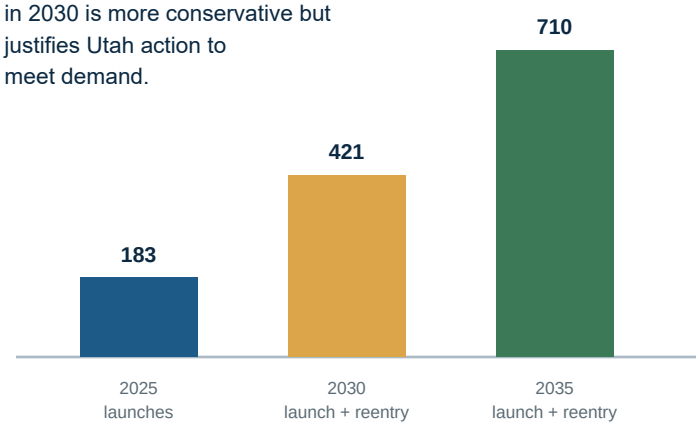
U.S. registered satellites projected by 2035 (FAA, USSF)

$661B

Combined 2035 market forecast for 10 space-adjacent markets

A MARKET MOVING UPWARD

National Space Transportation Policy (NSTP) sets expectations for 1000 launches and reentries by 2030. Our forecast of 421 in 2030 is more conservative but justifies Utah action to meet demand.



WHY UTAH FITS

- **Space to operate**
  Large low-density areas, safety buffers, and state and federal lands.
- **Infrastructure to build on**
  Highways, rail, airports, power, fiber, defense ranges, and aerospace assets.
- **Talent and experience**
  Aerospace manufacturing, university research, testing, autonomy, and national-security capabilities.
- **Proven space heritage**
  Propulsion, satellites, reentry recovery, test ranges, and approximately 200 historic rocket flights.

FEDERAL POLICY NOW FAVORS RESILIENT INLAND LAUNCH AND REENTRY CAPACITY

Recent federal direction defined in the National Space Transportation Policy (NSTP) supports expanded spaceport infrastructure, streamlined licensing and environmental reviews, public-private investment, competition, and implementation of new launch and reentry sites.

THE STUDY VERDICT

Utah Should Move Forward

Technical, operational, regulatory, environmental, and economic analyses support a phased Utah spaceport program.

TECHNICAL
Viable launch and reentry profiles

OPERATIONAL
Compatible with aviation through planning

REGULATORY
Achievable federal licensing pathways

ENVIRONMENTAL
No fatal flaws identified. Final eval by FAA needed.

ECONOMIC
Positive statewide and local impacts

A PLATFORM FOR JOBS, INVESTMENT, AND INNOVATION

≈ $125M / year
projected steady-state economic output.

450-650
permanent new jobs for Utah.

Est. Revenue > Cost
over the 40 year evaluation period.

Construction and site development would occur in demand-driven phases, with benefits extending across transportation, advanced manufacturing, energy, autonomy, defense, research, and tourism. Additional private investments and indirect jobs by PPP partners not included.

A PRUDENT, PHASED PATH

1

ENABLE

Create clear state direction, governance, coordination, and public-interest safeguards.

2

ESTABLISH

Secure strategic sites, control, and pursue FAA licensing and environmental approvals.

3

START SMALL

Build basic roads, utilities, buildings, and security to enable early terrestrial, reentry, and suborbital operations.

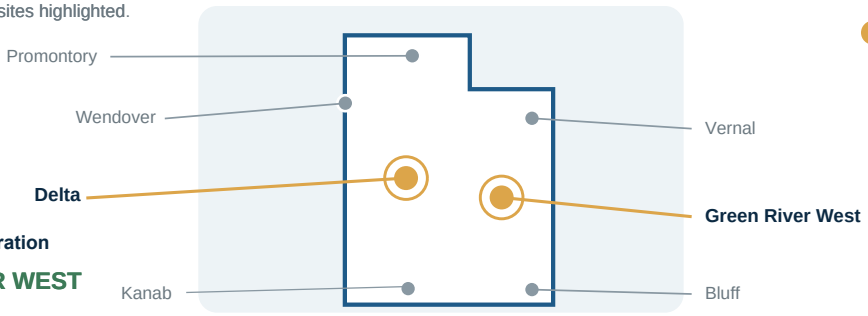
4

GROW WITH DEMAND

Use partnerships and private investment as inland orbital and adjacent markets mature.

SEVEN CANDIDATE SITES EVALUATED STATEWIDE. TWO PREFERRED.

Simplified location map - preferred sites highlighted.



Chosen for additional consideration

DELTA + GREEN RIVER WEST

RECOMMENDED DEVELOPMENT PATH

DELTA

- Initiate the first Utah spaceport development program. Commence land actions and launch & reentry licenses.

GREEN RIVER WEST + OTHER SITES

- Plan and enable future operations with demand and private investment. Promote a free market space ecosystem.
- Include Green River West in site licensing with Delta.

PUBLIC GUARDRAILS. PRIVATE INITIATIVE.

Utah's role should be to:

- Protect public safety and community interests
- Provide clear, predictable rules and coordination
- Enable competition and multiple public or private spaceports
- Attract private capital and grow the broader space economy

Sources: UDOT Spaceport Site Assessment & Economic Impact Study Executive Summary (November 2, 2026) and Final Outcomes presentation (October 19, 2026). Figures are study projections and remain subject to refinement and review. Outcomes of federal licensing and environmental analysis are not guaranteed. Market and economic impact are forecasts subject to variations and may not materialize due to exogenous shocks and unanticipated situations.