



# Northwest Quadrant

## A Utah Inland Port Project Area

### Draft Project Area Plan Amendment #2

Board Approval: May 11, 2023  
Amendment #1: April 23, 2026  
Amendment #2: June 25, 2026



# DEFINITIONS

Term	Definitions
<b>Authority Infrastructure Bank</b>	“Authority Infrastructure Bank” or “AIB” means the UIPA infrastructure revolving loan fund, established in Utah Code 63A-3-402, with the purpose of providing funding, through infrastructure loans, for infrastructure projects undertaken by a borrower for use within a Project Area.
<b>Base Taxable Value</b>	The taxable value of property within any portion of a Project Area, as designated by board resolution, from which the property tax differential will be collected, as shown upon the assessment roll last equalized before the year in which UIPA adopts a project area plan for that area.
<b>Development Project</b>	A project for the development of land within a Project Area
<b>Effective Date</b>	Date designated in the UIPA board resolution adopting the Project Area Plan on which the Project Area Plan becomes effective. It is also the beginning date UIPA will be paid Differential generated from a Project Area.
<b>Project Area</b>	As to land outside the authority jurisdictional land, whether consisting of a single contiguous area or multiple non-contiguous areas, real property described in a project area plan or draft project area plan, where the development project set forth in the project area plan or draft project area plan takes place or is proposed to take place. The authority jurisdictional land (see Utah Code Ann. sections 11-58-102(2) and 11-58-501(1)) is a separate project area.
<b>Legislative Body</b>	For unincorporated land, the county commission or council. For land in a municipality, it is the legislative body of such municipality.
<b>Loan Approval Committee</b>	Committee consisting of the individuals who are the voting members of the UIPA board.
<b>Project Area Budget</b>	Multiyear projection of annual or cumulative revenues and expenses and other fiscal matters pertaining to a Project Area.
<b>Project Area Plan</b>	Written plan that, after its effective date, guides and controls the development within a Project Area.
<b>Property Tax(es)</b>	Includes a privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
<b>Property Tax Differential</b>	The difference between the amount of property tax revenues generated each tax year by all Taxing Entities from a Project Area, using the current assessed value of the property and the amount of Property Tax revenues that would be generated from that same area using the Base Taxable Value of the property but excluding an assessing and collecting levy, a judgment levy, and a levy for a general obligation bond. This is commonly referred to as tax increment.
<b>Taxing Entity</b>	Public entity that levies a Property Tax on property within a Project Area, other than a public infrastructure district that UIPA creates.



# TABLE OF CONTENTS

<b>AMENDMENT/REVISION TABLE .....</b>	<b>4</b>
<b>EXECUTIVE SUMMARY .....</b>	<b>5</b>
Project Area Plan Phase 1 – Goals, Objectives, and Activities.....	5
Project Area Plan Phase 2 – Regional Growth Framework and Strategic Partnerships .....	8
<b>OVERVIEW .....</b>	<b>11</b>
Purposes and Intent .....	11
Area Boundaries .....	11
Project Area Budget.....	11
Environmental Review .....	13
Written Consent.....	15
Project Area Performance Indicators .....	16
Conclusion .....	16
Staff Recommendation .....	16
<b>REQUIREMENTS .....</b>	<b>17</b>
<b>BOARD FINDINGS &amp; DETERMINATION .....</b>	<b>18</b>
Public Purpose .....	18
Public Benefit.....	18
Economic Soundness and Feasibility.....	19
Promote Statutory Goals and Objectives .....	19
<b>APPENDICES .....</b>	<b>21</b>
Appendix A: Legal Description of Project Area .....	21
Appendix B: Interlocal Agreement .....	22
Appendix C: Board Approval for Mitigation Money .....	31



# AMENDMENT/REVISION TABLE

Amendment / Revision Type	Board Approval / Updated Date	Summary of Revisions
Minor Revision	October 30, 2024	Updated to new brand template; Enhanced language for Protection of Natural Resources; Added updated interlocal agreement amendment, which was approved by the UIPA Board on April 29, 2024 to Appendix B; Added Board Approval for Mitigation Money log to Appendix C; Corrected link for Sustainability Action Study
#1	April 23, 2026	Executive Summary updated for clarity on stakeholders and plan objectives; Recruitment strategy updated to align with 2026 SB225 (water usage), Interlocal Cooperative Amendment #2 with Salt Lake City, and Preferred Scenario policy recommendations; Phase 2 updated with overviews and strategic objectives for logistics, transportation studies, and Crossroads Port development; Environmental Review updated to align to the Northwest Quadrant Sustainability Action Study, 2022 SB136, and the Clean Ports program; Added updated interlocal agreement amendment #2
#2	June 25, 2026	Updated Recruitment Strategy section and Appendix C Board Approval for Mitigation Money



# EXECUTIVE SUMMARY

The Northwest Quadrant (NWQ) of Salt Lake City represents the most important economic region for the State of Utah. In the NWQ are several partners that are critical to the current and future success of the State's economy. These partners include the Salt Lake International Airport, Union Pacific, BNSF, and Patriot Rail. The NWQ is also at a critical intersection of two major interstate highways, I-15 and I-80. As such, this area has experienced tremendous growth over the last decade. The vision for the NWQ has been discussed and debated for decades, however the growth is now being realized.

To ensure that this growth is optimal for the citizens of Salt Lake City, Salt Lake County and the State of Utah, the Utah Inland Port Authority (UIPA) is ready to convene and help lead all stakeholders as we work together. The NWQ Project Area Plan and Budget must continue to be a guiding document to help guide the UIPA investments in the NWQ. In order to achieve the goal of forward progress, this Northwest Quadrant Project Area Plan is split in two phases. This Plan serves as an authorizing document for UIPA's activities in the Project Area. This transparency is critical to provide all stakeholders with awareness for UIPA's activities and will be updated through public processes as is needed.

Phase 2 will build on the momentum of Phase 1, goals and objectives. Both phases will be a combined effort with Salt Lake City, Salt Lake County and other stakeholders.

## Project Area Plan Phase 1 – Goals, Objectives, and Activities

Phase 1 of the Project Area Plan provides a public-facing guide for how UIPA will support development and catalyze the economy in the project area.

### ALIGNMENT

UIPA will coordinate with existing publicly adopted development and infrastructure plans by:

- Coordinating UIPA plans with the [2016 Salt Lake City Northwest Quadrant Master](#) plan
- Working with Salt Lake City, Salt Lake County, Magna, West Valley City, UDOT, landowners, and others to optimize infrastructure alignment
- Supporting strategic infrastructure development

### POSITIONING

Create a vision, identity and brand for the project area that is connected to its unique ecological location, and position the project area as a premier global destination for future-facing advanced manufacturers by:

- Ensuring project area is developed in coordinated manner
- Aligning major landowners with long-term vision and objectives
- Use properties currently under UIPA control to enhance positioning
- Supporting positioning with strategic land acquisitions
- Developing rail access as needed
- Developing non-rail logistics solutions to enable strategic growth in the area
- Seeking funding opportunities to support project area initiatives



## ECONOMIC ENGINE

Develop a generational economic engine supporting sustainable growth in the project area by:

Attracting industries and businesses with strong economic multipliers that create high-wage jobs in the region with workforce connections for those in the Salt Lake County area, primarily those identified in the recruitment section below. Our focus will include efforts such as:

- Helping targeted businesses locate or expand to the area using inducements, with a focus on low water using businesses.
- Exploring research opportunities in partnership with colleges and universities within the state, including ecological research.
- Identifying and supporting workforce solutions.

## RECRUITMENT STRATEGY

The Utah Inland Port Authority is authorized to use property tax differential as a business recruitment incentive. The code authorizing this function is found in Title 11 Chapter 58 Part 6 § 603. Incentives will only be given to businesses that meet the long-term objective of creating high wage jobs for Salt Lake County citizens.

Direct recruitment incentives will only be used on the industries:

- Clean Energy
- Biotechnology and life sciences
- Composites and advanced materials manufacturing
- Aerospace and Defense
- Advanced Manufacturing
- Electric and automation technology related to clean technologies
- Environmental technology
- Great Salt Lake preservation research and technology
- Outdoor recreation
- Agritech
- Financial and technology services

UIPA will coordinate with Salt Lake City and other relevant municipalities on this recruitment sourcing strategy and may work in conjunction with the Governor's Office of Economic Opportunity, EDCUtah and other State and regional agencies on recruitment opportunities.

Incentives may be offered as post-performance rebates on generated property tax differential, based on capital investment dollars spent. Generally, incentive amounts will not exceed 20% of annual assessed property tax paid by any business up to a capped dollar amount for more than 25 years, and final discretion for incentive amounts are with the UIPA Board. All incentives must be approved by the UIPA Board in a public meeting.

Per statute, incentivized businesses in the Northwest Quadrant must comply with local water use regulations regarding the maximum daily usage of potable water. No businesses are guaranteed an incentive and the UIPA Board may decline an application at any time for any reason.

UIPA may utilize tax differential on any given parcel in the Project Area. Incentives will favor the industries listed above, and specifically those that have significant logistics needs. Incentives will only be given to new capital investment by industries listed above. General guidelines for incentives are for businesses that are creating new growth as follows:



<b>New Capital Investment</b>	<b>Incentive %*</b>
\$50 million	10%
\$100 million	15%
\$300 million	20%

\*Post performance incentive that is respectively the total tax burden (e.g. what the incentive recipient pays) minus UIPA admin, housing, and/or any environmental commitment(s). Incentives cannot exceed what UIPA receives in Project Area differential. Variables that could impact the percent of tax differential awarded include the following:

- Anticipated number of jobs created;
- Logistics volume created;
- Platform and capabilities of the business.
- Sustainable building practices utilized in project development or expansion
- Emissions reduction activities, such as utilization of electrified equipment, EV charging equipment, and/ or low/zero-emission building certifications
- Implementation of water and savings and advanced discharge practices
- Installation of “dark sky” friendly lighting fixtures on property

Any business that applies to receive a post-performance property tax rebate from the Utah Inland Port Authority must submit a Corporate Stewardship Plan.

The Corporate Stewardship Plan must contain the applicant’s strategy to support items such as the following in the Northwest Quadrant and surrounding neighborhoods:

- Workforce development partnerships
- Support for local education
- Public infrastructure development
- Sustainability initiatives
- Other efforts to support the local community

Any further details will be determined in conjunction with Salt Lake City and other municipal entities within the Jurisdiction.



## TIMELINE

Beginning upon adoption by UIPA Board of Directors and carried forward throughout the duration of the project.

## Project Area Plan Phase 2 – Regional Growth Framework and Strategic Partnerships

Phase 2 of the Master Development Plan delineates the collaborative framework established with Salt Lake City, other municipal partners, and regional stakeholders. Phase 2 will build on the efforts identified in Phase 1 and may be amended from time to time to reflect current realities in the NWQ. These efforts are designed to provide a structured approach to regional growth, ensuring alignment between, logistic opportunities, industrial expansion and essential infrastructure.

UIPA maintains an active dialogue with Magna City, West Valley City, and Salt Lake County to further define growth parameters within their respective portions of the Northwest Quadrant. Future iterations of this Master Plan will incorporate these localized strategies as they are finalized. Phase 2 projects are listed in addition to the business incentive opportunities identified in Phase 1.

Logistics Opportunities:

Salt Lake City International Airport Partnership:

UIPA partners with SLC International Airport to boost regional air-cargo capacity. Recent developments (2025-2026):

- Delta Air Lines invests up to \$18M in a new 48,000 sq ft state-of-the-art cargo facility (renovation of former USPS building; opens ~2027).
- AFCO selected (2025) for multi-tenant cargo facility via public-private partnership; planning advances in 2026 (> \$50M project).

Value Proposition: Framework enables Utah businesses to use SLC as global air cargo gateway, reducing out-of-state reliance and logistics costs. Includes new Asia (SLC-ICN) and South America routes.

Rail Capacity and Intermodal Competitiveness:

The July 31, 2025 opening of BNSF's 43-acre intermodal facility—developed in partnership with Patriot Rail and UIPA—marks a significant expansion of Utah's freight rail capabilities. The introduction of intermodal service from an additional Class I railroad enhances market competition, increases overall capacity, and provides shippers with access to a broader network of ocean carriers and national rail routes.

Further strengthening the region's logistics advantage, the Northwest Quadrant (NWQ) has seen substantial investment in rail-served infrastructure, including new rail spurs, laydown yards, and sites designed to accommodate manufacturing and heavy freight users. These improvements enable more efficient multimodal transfers and reduce reliance on long-haul trucking.

The NWQ uniquely integrates dual Class I rail service (Union Pacific and BNSF), direct highway connectivity, intermodal facilities, and close proximity to Salt Lake City International Airport. This multimodal ecosystem positions the region as a highly competitive inland logistics hub, improving supply



chain flexibility, lowering transportation costs, and increasing resilience for regional and national shippers.

Land Development Opportunities:

#### CROSSROADS PORT: ASSET ACQUISITION AND REMEDIATION

In early 2025, UIPA acquired the 770-acre former North Temple Landfill (closed 1978) in Salt Lake City's Northwest Quadrant. Branded Crossroads Port, the site is undergoing one of Utah's largest brownfield remediation projects. Work began May 2025; Phase 1 waste excavation and backfilling targets completion by early fall 2026, unlocking ~185 acres for development.

Strategic Intent: Long-term plan transforms the site into a hub for advanced manufacturing, logistics, clean energy, and high-value sectors including aerospace, defense, and life sciences. Includes rail-related development and leverages adjacency to I-80, SLC International Airport, and rail corridors.

Logistics, Transportation, and Utility Infrastructure:

UIPA, in partnership with the Utah Department of Transportation (UDOT) and the Wasatch Front Regional Council (WFRC), has engaged a third-party vendor to conduct a regional transportation study focused on high growth areas in the Northwest Quadrant.

Project Scope: The study will evaluate future requirements for transportation, logistics, and transit infrastructure to ensure scalability alongside projected industrial growth.

Interagency Alignment: This study will serve as the primary guiding document to synchronize planning and capital investments between UIPA, Salt Lake City, Salt Lake County, UDOT, and other relevant jurisdictional agencies.

UIPA will consider other regional public infrastructure investments that open up development in the NWQ. Investments will focus on projects that serve as many landowners as is possible.

Salt Lake City Specific Topics:

Salt Lake Tax Differential: [SALT LAKE CITY INTERLOCAL AGREEMENT AND IMPLEMENTATION](#)

The Utah Inland Port Authority (UIPA) will continue to harmonize its strategic objectives with Salt Lake City, specifically regarding the administration of City generated tax differential within the Project Area as governed by the **Interlocal Cooperative Agreement**.

**Statutory Milestone:** In March 2026, UIPA finalized the Baseline and Preferred Scenario studies, satisfying the requirements set forth in the First Amendment to the Agreement.

**Baseline Study Findings:** This analysis identified critical opportunities for environmental stewardship, community integration, transportation, and economic development within the Northwest Quadrant and surrounding municipal neighborhoods.

**Preferred Scenario:** This study establishes specific City generated tax differential investment and policy recommendations for both UIPA and Salt Lake City to address the findings of the Baseline Study.

**Operational Execution:** In accordance with the Agreement, both parties are committed to implementing the priority recommendations of the Preferred Scenario, with performance outcomes subject to an annual joint evaluation.





# OVERVIEW

## Purposes and Intent

By adopting this Project Area Plan, UIPA will be maximizing long-term economic benefits to the Project Area, the region, and the State; maximize the creation of high-quality jobs, and other purposes, policies, and objectives described herein and as outlined in the Port Authority Act.

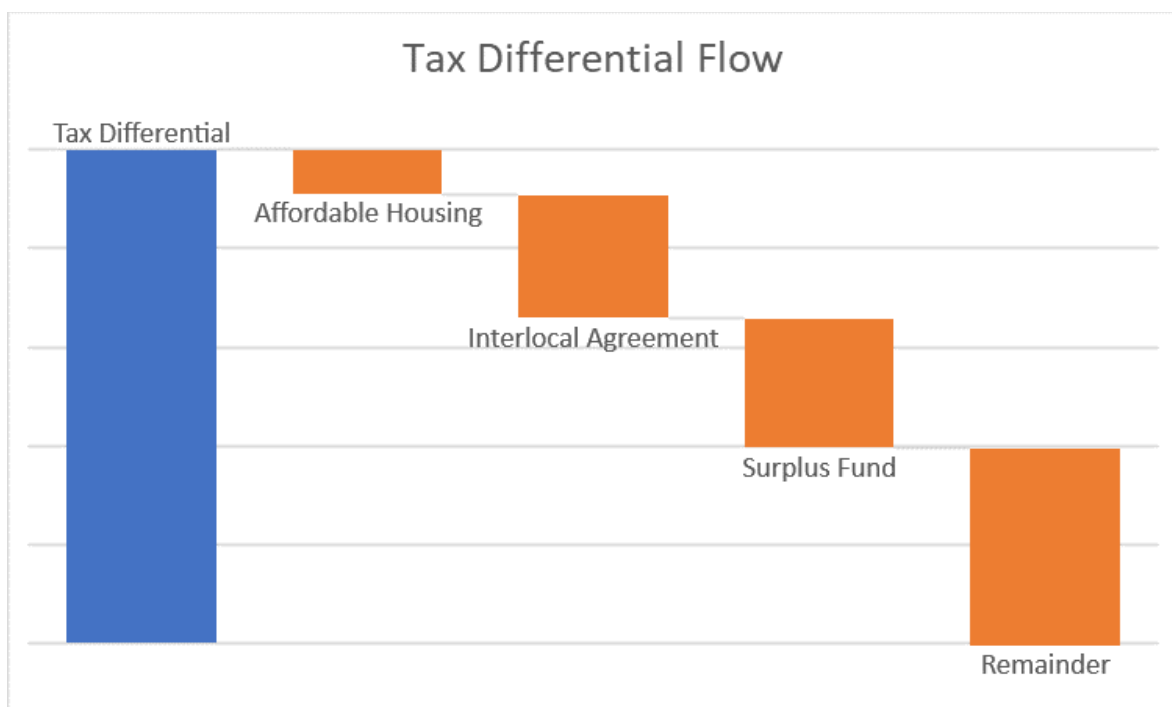
## Area Boundaries

The authority jurisdictional land was provided in the electronic shapefile that is the electronic component of H.B. 2001, Utah Inland Port Authority Amendments, 2018 Second Special Session. Pursuant to subsection 11-58-202(3), the authority maintains an [accurate digital file of the boundary that is easily accessible by the public](#).

A legal description of the authority jurisdictional land for this project area boundaries and a map can be found in [Appendix A](#).

## Project Area Budget

Tax differential revenue received by UIPA from the Salt Lake Project Area is committed to various uses based on debt obligations and the interlocal agreement entered into with Salt Lake City, as shown in the chart below.



### TAX DIFFERENTIAL

75 percent of tax differential collected in the Project Area from taxing entities other than Salt Lake City (“Nonmunicipal Differential”) are remitted to UIPA as provided by Utah Code Ann. 11-58-601.



The amount of tax differential to be remitted to UIPA for property in the Project Area from property taxes assessed by Salt Lake City ("City Differential") is governed by Utah Code Ann. 11-58-604. The following language from the Interlocal Agreement summarizes such provisions:

- a. UIPA shall receive, for a period of 25 years, 25% of the City Differential (the "25% Set Percentage").
- b. UIPA shall receive an additional percentage of the City Differential which shall decrease over a period of 25 years as follows (the "Decreasing Percentage"):
  - 40% for the first tax year after the effective date of this Agreement, decreasing 2% for each year so that by 2029, the payment is 28%;
  - 10 % from 2030 for seven years; and
  - 8% from 2037 to 2047 - at which time the payment of the City Differential to UIPA shall be 0%.

### **AFFORDABLE HOUSING**

10 percent of City Differential is remitted to the Community Reinvestment Agency of Salt Lake City.

### **INTERLOCAL AGREEMENT**

The amount of City Differential received by UIPA is governed by Utah Code Ann. 11-58-604. The use of such City Differential is governed by the UIPA/Salt Lake City Interlocal Agreement.

### **SURPLUS FUND**

Following affordable housing and interlocal agreement obligations, 40 percent of remaining tax differential funds are paid to the bond trustee to be held in the surplus fund. This occurs until the surplus fund reaches \$15 million.

### **REMAINDER**

Remaining tax differential funds from the Salt Lake Project Area will be used to pay bond obligations (interest-only payments begin in 2025 and principal payment begins in 2034), UIPA operating costs, project costs in the Salt Lake Project Area, and tax incentives for business recruitment and workforce support.

### **WORKFORCE SUPPORT**

According to allowances within statute to support industry within a Project Area, the Port Authority may use tax differential to support workforce support programs within the jurisdictional area. These programs must be tied to the development of high wage careers and be supported by public providers of secondary education training.

### **PROTECTION OF NATURAL RESOURCES**

According to allowances within statute, the Port Authority may use tax differential for acquiring a conservation easement within the boundaries of the jurisdictional land, for purposes of perpetual preservation of land from development and to create buffer areas between jurisdictional and non-jurisdictional land. The Port Authority may also use tax differential to grant money to the Department of Natural Resources (DNR) for their purchase of property for wetland protections, as allowed in Utah State Code, 11-58-505(2)(c). This would include any divisions within DNR including, but not limited to, the Division of Wildlife Resources.



## NONMUNICIPAL TAX DIFFERENTIAL TIMELINE FOR TAXING ENTITIES OTHER THAN SALT LAKE CITY

UIPA received pre-designation Nonmunicipal Differential for the Salt Lake Project Area beginning in November 2019 and will continue to receive it until November 2044. The UIPA Board may extend the receipt of Nonmunicipal Differential for the Salt Lake Project Area for an additional 15 years through resolution. Additionally, the board may designate individual parcels as post-designation parcels, which allows differential to be collected for 25 years beginning at the time of designation. The purpose of this post-designation status is to allow the collection of differential over the full 25 year period on a parcel once substantial development begins. Since much of the project area may not be developed for years, this enables the full range of public financing options. Like the project area itself, the board may extend post-designation tax differential for an additional 15 years.

### YEARLY BUDGET

UIPA adopts a yearly budget each year which includes Salt Lake Project Area tax differential projected revenues and expenditures. For FY2023, projected tax differentials were \$7.5 million and budgeted expenses were \$3.725 million. Uses of these funds include the affordable housing payment, property site development, and master plan studies. Future budgets will be adopted by the board prior to the start of each fiscal year on July 1.

## Environmental Review

The [Northwest Quadrant Sustainability Action Study](#) was completed in 2022, presented to the UIPA board on December 14, 2022, and adopted by the UIPA board on February 27, 2023. It is being adopted as part of this Project Area Plan and Budget.

The following prioritized sustainability strategies from this study were designed to help UIPA and its partners and stakeholders address concerns related to the potential future impacts of development on air quality, water resources, natural resources, the transportation system, and land use within the jurisdictional land of the NWQ Project Area.

Type	Prioritized Sustainability Strategies
<b>Air Quality &amp; Energy Strategies</b>	• Renewable Charging/Fueling Infrastructure Development
	• Engagement with Focus on Infrastructure Challenges
	• UIPA Strategic Sustainability Plan
	• EV Adoption Facilitation
	• Future Proofing ZE Vehicle Charging and Maintenance Infrastructure
	• All-Electric Building Construction and Adoption of Robust Energy-Efficiency Goals
<b>Natural &amp; Water Resources Strategies</b>	• Stormwater Management Plan and Stormwater Pollution Prevention Plan Program Based on Northwest Quadrant Stormwater Master Plan Considerations
	• Phased Development Facilitation
	• Building UIPA’s Resource Management Role
	• Enhancing Existing Conservation
	• Incentivizing the Location or Expansion of Low Water Using Businesses and Encouraging Water Conservation Practices and Usage Reporting
	• Transportation Management Plan



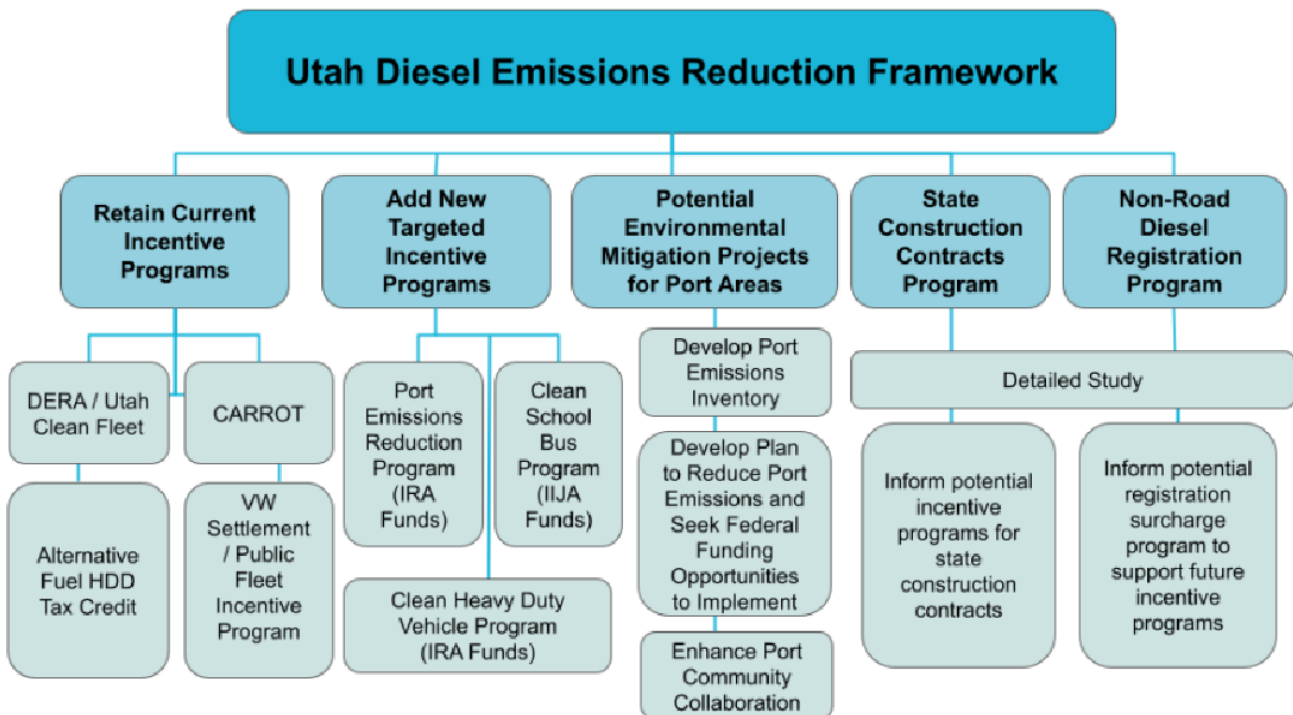
Type	Prioritized Sustainability Strategies	
Transportation Strategies	<ul style="list-style-type: none"> <li>Partnership with West Coast Ports</li> <li>Developing Staff and Agency Capacity</li> <li>Creating a Sustainability Business Association</li> </ul>	
	Land Use Strategies	<ul style="list-style-type: none"> <li>UIPA Master Plan</li> <li>Zoning Review</li> <li>Development Consolidation</li> <li>Onboarding Incentives</li> <li>Coordinated Planning Processes</li> </ul>

## UTAH SENATE BILL 136 AIR QUALITY POLICY AMENDMENTS

[Utah Senate Bill 136](#) (Air Quality Policy Amendments - General Session 2022) required the Utah Division of Air Quality (DAQ) to conduct studies looking into current diesel emissions reduction programs in other states and geographic areas (including the Texas Emissions Reduction Plan), potential revenue sources to fund incentive programs (such as registration fees), diesel emissions reduction goals, and clean equipment use on state construction projects and provide recommendations to inform the development of a Utah-specific diesel emissions reduction framework, which is included in the [Final S.B. 136 Report](#).

Per the requirements of S.B. 136, the DAQ also studied potential environmental mitigation projects that could reduce emissions within and around the inland port areas and be implemented by the UIPA, resulting in recommendations for port-related mitigation projects.

As required by S.B. 136, the recommended framework (below) could directly benefit rural communities, inland port areas and near-port communities, and nonattainment areas.



## ENVIRONMENTAL PROTECTION AGENCY CLEAN PORTS PROGRAM

UIPA in partnership with DAQ secured funding from the Environmental Protection Agency's (EPA) [Clean Ports Program](#) (CPP) to advance zero-emission (ZE) technology and enhance climate and air quality planning at the Salt Lake City Intermodal Terminal (SLCIT).

UIPA will manage climate and air quality planning efforts, including:

- Developing a baseline emissions inventory for SLCIT.
- Assessing diesel emission reduction strategies to identify cost-effective, long-term solutions.
- Engaging stakeholders and near-port communities through structured public outreach.
- Conducting a ZE workforce impact assessment to prepare workers for future transitions.
- Publishing a final report summarizing emissions data and community input.

DAQ, in partnership with UIPA, will oversee the deployment of ZE technologies, including:

- Replacing diesel Class 8 and Class 5-7 trucks with ZE alternatives.
- Transitioning cargo handling equipment, such as terminal tractors and forklifts, to ZE models.
- Funding ZE switcher locomotives.
- Supporting infrastructure upgrades, such as EV charging stations and a potential solar microgrid.
- Providing incentives for ZE equipment adoption.
- Engaging communities to ensure equitable participation in project planning and implementation.

These initiatives align with the EPA's goals of reducing emissions, improving air quality, and fostering sustainable port operations by

- establishing a data-driven strategy for reducing diesel pollution at SLCIT,
- ensuring that stakeholder input and workforce needs shape project implementation,
- accelerates the transition to ZE equipment and infrastructure, and
- enhancing Utah's competitiveness while creating high-quality clean energy jobs.

Additionally, these initiatives support the implementation of the Air Quality & Energy Prioritized Sustainability Strategies from the NWQ Sustainability Action Study to

- Develop Renewable Charging/Fueling Infrastructure,
- Engage Communities and Workforce with Focus on Infrastructure Challenges,
- Facilitate EV Adoption, and
- Future Proof ZE Vehicle Charging and Maintenance Infrastructure.

These initiatives also support the implementation of the recommended framework from S.B. 136 for port areas to

- Develop Port Emissions Inventory,
- Develop Plan to Reduce Port Emissions,
- Seek Federal Funding Opportunities to Implement, and
- Enhance Port Community Collaboration.

## Written Consent

Pursuant to UCA 11-58-5, this is not required.



## Project Area Performance Indicators

UIPA will monitor and record the economic benefit of this Project Area and report this information bi-annually to the UIPA Board and key stakeholders. UIPA will work with Salt Lake City and Salt Lake County to determine the right key performance indicators. The following represent likely performance indicators that UIPA will report on:

1. Business recruitment into the area by targeted industry
2. Capitol recruitment in targeted industries
3. Affordable housing units created with associated occupancy and affordability levels
4. Improvements to road, rail, and air
5. Commodity flow by type and value
6. Environmental mitigation initiatives and outcomes (from UIPA/SLC Interlocal Agreement)
7. Community mitigation initiatives and outcomes (from UIPA/SLC Interlocal Agreement)
8. Green technology / alternative fuel infrastructure and adoption

## Conclusion

While there is no statutory requirement for the UIPA board to adopt a project area plan for the authority jurisdictional land, UIPA executive leadership determined that the previously adopted UIPA Salt Lake Project Area Master Plan would best be adapted as a Northwest Quadrant Project Area Plan and Budget. This approach will allow for:

- Future project amendments, which will follow the statutory requirements pursuant to 11-58-504. It is anticipated that project area amendments will follow the completion of interlocal agreement studies and Phase II actions.
- Annual project area preparation and adoption, which will follow the statutory requirements pursuant to UCA 11-58-505.

## Staff Recommendation

The Staff of the Utah Inland Port Authority recommends the Port Authority Board approve the Northwest Quadrant Project Area Plan, which will supersede the previously adopted UIPA Salt Lake Project Area Master Plan.



# REQUIREMENTS

Pursuant to UCA 11-58-501-1a, the authority is not required to adopt a project area plan for a project area consisting for authority jurisdictional land.

The UIPA Act outlines certain steps that must be followed before a Project Area Plan (for land outside the authority jurisdictional land) is adopted. The requirements are as follows:

## Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

- Legal description of the boundary of the project area;
- The Authority's purposes and intent with respect to the project area; and
- The board's findings and determination that:
  - (i) there is a need to effectuate a public purpose;
  - (ii) there is a public benefit to the proposed development project;
  - (iii) it is economically sound and feasible to adopt and carry out the project area plan; and
  - (iv) carrying out the project area plan will promote the goals and objectives stated in Subsection 11-58-203(1).

Adoption of the Project Area Plan is contingent on the UIPA Board receiving written consent to the land's inclusion in the project areas from:

- Legislative Body

Source: UCA 11-58-501 Preparation of project area plan -- Required contents of project area plan.

The UIPA Board shall hold at least one public meeting to consider the draft Project Area Plan.

At least 10 days before holding the public meeting, the board shall give notice of the public meeting:

- (a) to each Taxing Entity;
- (b) to a municipality where the proposed project area is located or any municipality that is located within one-half mile of the proposed area; and,
- (c) on the Utah Public Notice Website.

After public input is received and evaluated and at least one public meeting is held, the UIPA Board may adopt this Project Area Plan, which such modifications as it considers necessary or appropriate.

Source: UCA 11-58-502 Public meeting to consider and discuss draft project are plan – Notice – Adoption of plan

In addition, after the Project Area Plan is adopted, its adoption must be property advertised and notice given to certain governmental entities, along with an accurate map or plat, all as provided in the UIPA Act.

Source: UCA 11-58-503 Notice of project area plan adoption – Effective date of plan – Time for challenging a project area plan or project area



# BOARD FINDINGS & DETERMINATION

Pursuant to UIPA Act, the Board makes the following findings and determination:

## Public Purpose

**“There is a need to effectuate a public purpose.”**

UCA 11-58-201(3)a states “the purpose of the authority is to fulfill the statewide public purpose of working in concert with applicable state and local government entities, property owners and other private parties, and other stakeholders to encourage and facilitate development of the authority jurisdictional land and land in other authority project areas to maximize the long-term economic and other benefit for the state, consistent with the strategies, policies, and objectives described in this chapter, including:

- (i) the development of inland port uses on the authority jurisdictional land and on land in other authority project areas;
- (ii) the development of infrastructure to support inland port uses and associated uses on the authority jurisdictional land and on land in other authority project areas; and
- (iii) other development on the authority jurisdictional land and on land in other authority project areas.”

## Public Benefit

**“There is a public benefit to the proposed Project Area.”**

UCA 11-58-201(3)b asserts the following public benefit for the jurisdictional land of the NWQ Project Area and the “concern, importance, interest, and impact, due to multiple factors, including:

- (i) the strategic location of the authority jurisdictional land in proximity to significant existing and potential transportation infrastructure, including infrastructure provided and maintained by the state, conducive to facilitating regional, national, and international trade and the businesses and facilities that promote and complement that trade;
- (ii) the enormous potential for regional and statewide economic and other benefit that can come from the appropriate development of the authority jurisdictional land, including the establishment of a thriving inland port;
- (iii) the regional and statewide impact that the development of the authority jurisdictional land will have; and
- (iv) the considerable investment the state is making in connection with the development of the new correctional facility and associated infrastructure located on the authority jurisdictional land.”



## Economic Soundness and Feasibility

**“It is economically sound and feasible to adopt and carry out the Project Area plan.”**

UCA 11-58-601(2)a dictates that “the authority shall be paid pre-designation differential generated within the authority jurisdictional land:

- (i) for the period beginning November 2019 and ending November 2044; and
- (ii) for a period of 15 years following the period described in Subsection (2)(a)(i) if, before the end of the period described in Subsection (2)(a)(i), the board adopts a resolution extending the period described in Subsection (2)(a)(i) for 15 years.”

## Promote Statutory Goals and Objectives

**“Carrying out the Project Area Plan will promote UIPA goals and objectives.”**

UCA 11-58-203 defines the policies and objectives of the authority, of which carrying out the NWQ Project Area Plan will promote. These goals and objectives are as following:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (c) respect and maintain sensitivity to the unique natural environment of areas in proximity to the authority jurisdictional land and land in other authority project areas;
- (d) improve air quality and minimize resource use;
- (e) respect existing land use and other agreements and arrangements between property owners within the authority jurisdictional land and within other authority project areas and applicable governmental authorities;
- (f) promote and encourage development and uses that are compatible with or complement uses in areas in proximity to the authority jurisdictional land or land in other authority project areas;
- (g) take advantage of the authority jurisdictional land's strategic location and other features, including the proximity to transportation and other infrastructure and facilities, that make the authority jurisdictional land attractive to:
  - i) businesses that engage in regional, national, or international trade; and
  - ii) businesses that complement businesses engaged in regional, national, or international trade;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the authority jurisdictional land and land in other authority project areas that generate economic development, including rural economic development;

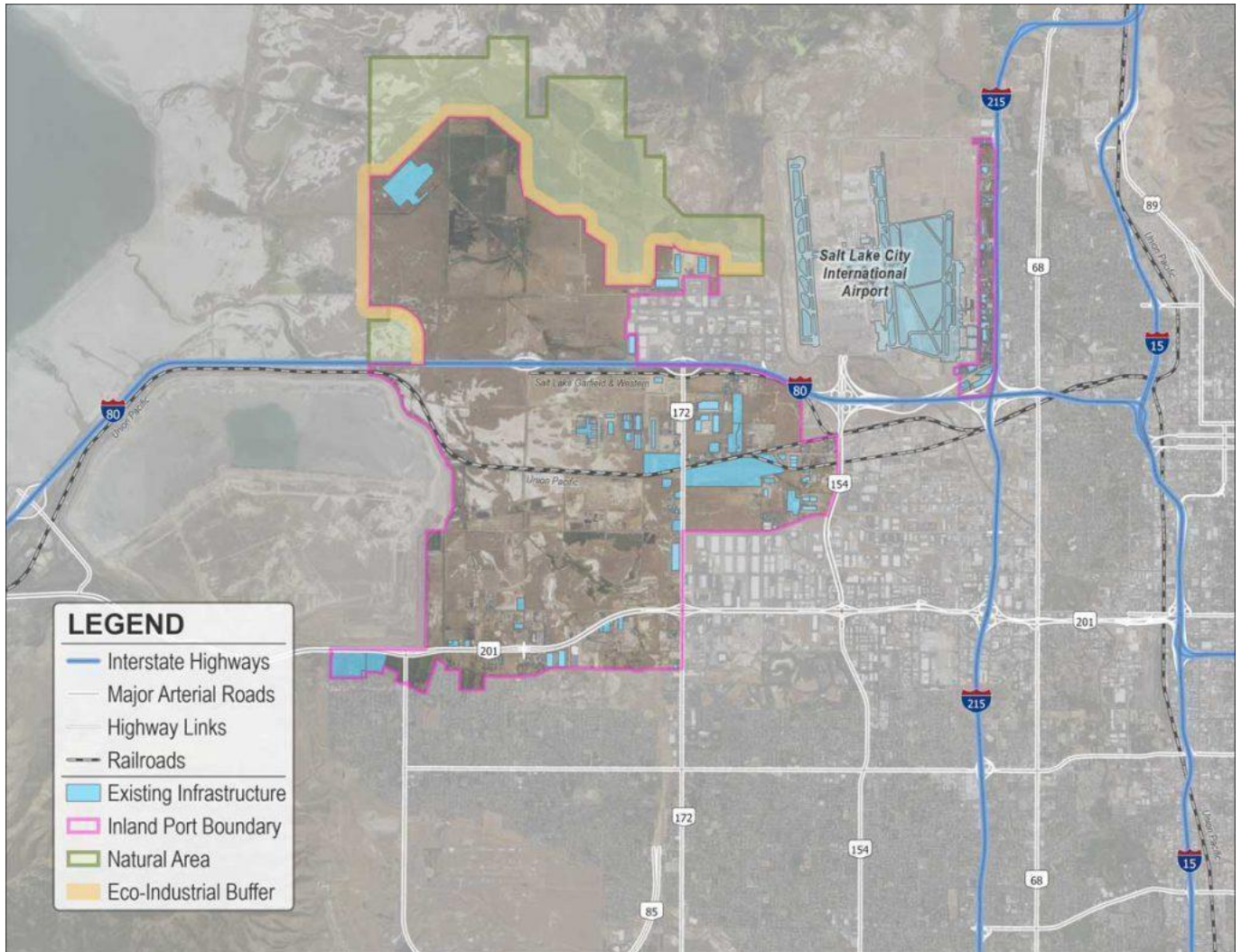


- (k) establish a project of regional significance;
- (l) facilitate an intermodal facility;
- (m) support uses of the authority jurisdictional land for inland port uses, including warehousing, light manufacturing, and distribution facilities;
- (n) facilitate an increase in trade in the region and in global commerce;
- (o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment;
- (p) encourage all class 5 through 8 designated truck traffic entering the authority jurisdictional land to meet the heavy-duty highway compression-ignition diesel engine and urban bus exhaust emission standards for year 2007 and later;
- (q) encourage the development and use of cost-efficient renewable energy in project areas;
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area; and
- (s) pursue land remediation and development opportunities for publicly owned land to add value to a project area.



# APPENDICES

## Appendix A: Legal Description of Project Area



# Appendix B: Interlocal Agreement

## SECOND AMENDMENT TO INTERLOCAL COOPERATION AGREEMENT

**THIS SECOND AMENDMENT TO INTERLOCAL COOPERATION AGREEMENT** (“**Second Amendment**”) is dated \_\_\_\_\_, 2026, to be effective on the date the last keeper of records for each Party attests and files the Agreement (“**Effective Date**”), by and between Salt Lake City Corporation, a Utah municipal corporation (“**City**”), the Community Reinvestment Agency of Salt Lake City, a Utah public entity (“**CRA**”), and the Utah Inland Port Authority (“**UIPA**”), a Utah public entity. The City, CRA, and UIPA are sometimes referred to individually as a “**Party**” and collectively as the “**Parties**.”

### RECITALS

- A. During the general 2022 Utah legislative session, the Utah Legislature enacted HB443, which revised Utah Code §§ 11-58-102, *et seq.* (the “**Inland Port Act**”) to change, among other things, the distribution from Salt Lake County to UIPA, the City and the CRA of exempt area property tax differential, (defined in Utah law as the portion of property tax differential generated by a property tax levied by Salt Lake City in the port authority jurisdictional land (“**City Differential**”). Specifically, Utah Code Ann. § 11-58-604(4) specifies how UIPA may spend portions of the City Differential.
- B. On October 25, 2022, the Parties executed an Interlocal Cooperation Agreement (the “**Agreement**”) to comply with Utah law, to establish a contractual relationship creating certainty on the 25-year distribution of the City Differential to UIPA and to commit to a process for the expenditure of a portion of the City Differential and the efficient processing of land use applications relating to authority jurisdictional land.
- C. Pursuant to the Agreement, the Parties committed to spending a portion of the City Differential defined in the Agreement as Environmental Differential as follows: (a) to engage an outside firm with national expertise to prepare a health impact assessment (“**HIA**”) analyzing the planned inland port development in the authority jurisdictional land within the City, and (b) to engage an outside firm with national expertise to prepare a traffic study using data-based analysis on best practices to mitigate environmental impacts on communities related to logistics hubs, railyards, and truck traffic (“**Traffic Study**”).
- D. Pursuant to the Agreement, the Parties committed to spending the first portion of the City Differential defined in the Agreement as the Community Differential to engage an outside firm with national expertise in community impact assessments to create a comprehensive community impact assessment (“**CIA**”) for the planned inland port development in the authority jurisdictional land and the impacts on the Westside Community (defined in the Agreement).
- E. The Parties agreed that the HIA, Traffic Study, and CIA would be complete by December 31, 2023.



- F. On July 25, 2024, the Parties amended the Agreement (“**First Amendment**”) to reflect that, rather than conducting an HIA, Traffic Study, and CIA, a portion of the Community Differential and Environmental Differential would be spent to establish a baseline evaluation of current development trends and potential outcomes in the port authority jurisdictional land and the Northwest Quadrant, as well as a mutually agreed upon preferred scenario for future development in the port authority jurisdictional land and the Northwest Quadrant. This preferred scenario is intended to establish policies and metrics that could serve as an evaluation tool for allocating future resources from the Parties and could also identify potential changes, if any, to the City’s adopted Northwest Quadrant Plan.
- G. As the baseline and preferred scenario studies near completion, the Parties have jointly determined that each of their interests will be better served by amending the process by which the City Differential is allocated.

For good and valuable consideration, the Parties agree to execute this Second Amendment to the Agreement as follows. Any sections of the Agreement that are not specifically amended in this Second Amendment shall remain in full force in effect. To the extent there is a conflict between the Agreement, the First Amendment, and this Second Amendment, this Second Amendment will control.

**Section 1: City Generated Differential.** The Parties understand and acknowledge that Section 1 of the First Amendment was intended to repeal and replace in its entirety Section 3 of the Agreement. In this Second Amendment, Section 3 of the Agreement shall be repealed in its entirety and is hereby replaced with the following:

3. **City Generated Differential**
- a. **Notification by UIPA to the City of City Generated Differential.** During the term of the Agreement, within fourteen business days of receiving the 25% Set Percentage and the Decreasing Percentage (defined in the Agreement, and collectively, the “**City Generated Differential**”), UIPA will provide the City with written notification of the amount of City Generated Differential it received.
  - b. **Notification by UIPA to the City of Budget and Accounting.** Within 30 days of receiving the City Generated Differential, UIPA will provide the City with the most current accounting that reflects budget and accounting records that show allocations and expenditures from prior fiscal years, including where City Generated Differential funding remains unspent.
  - c. **Required Annual Meetings.** Within 60 days after the City receives the written notification from UIPA described in Paragraph 3(a), the Parties shall meet to discuss UIPA’s proposed expenditure of City Generated Differential for the upcoming fiscal year and review the accounting of the allocation and



expenditure of City Generated Differential from the prior fiscal years. The Parties shall meet at least once per year to review UIPA's progress on Preferred Projects (defined in the Agreement, below), including relevant policies and metrics as identified in the Preferred Scenario.

- d. Expenditure of the City Generated Differential. UIPA shall spend the City Generated Differential as follows and pursuant to the process set forth in Section 3(d), below:
- e. Strategies and Projects identified in the Preferred Scenario Study The Parties agree to prioritize the expenditure of the City Generated Differential on the following:
  - i. Baseline Study. UIPA engaged with a mutually agreed-upon outside firm (which may subcontract with other firms for subject-matter expertise) which has analyzed the current development trends in the port authority jurisdictional land and the broader Northwest Quadrant, including by studying current traffic trends, possible health impacts of current development, and possible community and environmental impacts related to current development in these areas ("**Baseline Study**"). The Baseline Study considers current development trends in the port authority jurisdictional land based on current zoning and the broader Northwest Quadrant, using existing data related to building permit issuance/applications and requests for increased capacity in public infrastructure. The Baseline Study relies on existing environmental, traffic, emissions, and demographic data and plans compiled by Salt Lake City department experts. The purpose of the Baseline Study is to identify the potential impacts on the community, environment (including air quality, water quality, water resources, habitat, wetlands and the ecosystem), residents, economic development, including job creation (types and number of jobs) and Salt Lake City if development continues on pace with the trends identified in the Baseline Study.
  - ii. Preferred Scenario. Upon completion of the Baseline Study, UIPA engaged with a mutually agreed-upon outside firm to identify a preferred development scenario for the Northwest Quadrant; the port authority jurisdictional land; the property adjacent to the Salt Lake City International Airport; and property directly affected by development in the port authority jurisdictional land, including the Great Salt Lake shoreline heritage area. The Preferred Scenario will take into account the trends identified by the UIPA Logistics Study, UIPA Sustainability Study, Baseline Study, as well as the Parties and stakeholders' objectives related to community mitigation, environmental preservation, water consumption and water quality, air



quality and related human health impacts, sustainable transportation, job creation (both types of jobs and numbers of jobs) and economic development (“**Preferred Scenario**”). The outside firm will establish the Preferred Scenario by engaging with the community, Salt Lake City Corporation, property owners, developers, and the UIPA Board, and taking into consideration the priorities of each entity. Such engagement will include conducting a robust and equitable community engagement process using various means of engagement, including, but not limited to public hearings, multiple-language meetings, and small group meetings with key stakeholders and leaders within the community. The outside firm will compensate these community members and stakeholders for their participation in the engagement process. This engagement will be to effectuate the objective of creating new policies and matrices to guide future decisions related to the expenditure of the City Generated Differential. When completed, the Preferred Scenario will include a list of potential projects or investments the Parties could make to effectuate the Preferred Scenario (“**Preferred Projects**”). Except for City Generated Differential set aside for public safety and criminal justice initiatives and multi-year projects, the Parties will prioritize the expenditure of the City Generated Differential on the Preferred Projects, pursuant to Utah law. In addition, the Preferred Scenario will establish policies and metrics to serve as an evaluation tool for allocating future resources from the Parties, a plan for regular status reviews and long-term accountability to ensure the policies and matrices continue to achieve the Parties’ objectives under the Preferred Scenario. The Preferred Scenario will identify which policies and metrics are within the scope of authority of UIPA, the City, and/or other entities. The Preferred Scenario could also identify potential changes, if any, to the City’s adopted Northwest Quadrant Plan. The UIPA Board has the authority to make all final funding determinations consistent with this Agreement and State law. To the extent there is a conflict between the Preferred Scenario and any other plan adopted by the Parties, the Parties agree the Preferred Scenario will control, except as otherwise set for in this Agreement or in cases where there are cross-cutting regulatory or legal obligations that the Parties are required to meet future plans. In such an instance, the Parties will work towards maintaining the intent of the Preferred Scenario while meeting regulatory and legal obligations. Upon completion of the Preferred Scenario, the outside firm will present the findings and recommendations to the Salt Lake City Council and the UIPA Board, in public meetings which include public hearings, for potential formal adoption.



- f. In addition, the Preferred Scenario will establish policies and metrics to serve as an evaluation tool for allocating future resources from the Parties, and a plan for regular status reviews and long-term accountability to ensure the policies and matrices continue to achieve the Parties' objectives under the Preferred Scenario. The Preferred Scenario will identify which policies and metrics are within the scope of authority of UIPA, the City, and/or other entities. The Preferred Scenario could also identify potential changes, if any, to the City's adopted Northwest Quadrant Plan. The UIPA Board has the authority to make all final funding determinations consistent with this First Amendment and State law. To the extent there is a conflict between the Preferred Scenario and any other plan adopted by the Parties, the Parties agree the Preferred Scenario will control, except in cases where there are cross-cutting regulatory or legal obligations that the Parties are required to meet future plans. In such an instance, the Parties will work toward maintaining the intent of the Preferred Scenario while meeting regulatory and legal obligations.
  
- g. Environmental Mitigation Projects within the Authority Jurisdictional Land: Under Utah law, UIPA will spend 40% of the City Generated Differential on environmental mitigation projects in the authority jurisdictional land within the City ("**Environmental Differential**") according to the following:
  - i. A portion of the Environmental Differential will be used by the City and UIPA to engage the mutually agreed upon and selected outside firm to create the Baseline Study and Preferred Scenario in a timely manner. Any additional Environmental Differential will be spent on either UIPA's Community Enrichment Grants or other projects, to be mutually agreed upon by the Parties under the terms of this Agreement.
  
  - ii. While the Baseline Study and Preferred Scenario are being established, any unspent Environmental Differential will fund UIPA's Community Enrichment Grants, particularly grants that mitigate the environmental impacts on Salt Lake City related to the development of the authority jurisdictional land, or wetland conservation, or other environmental mitigation projects to be mutually agreed upon by the Parties. Such environmental mitigation projects may include, but are not limited to, net zero, electric, or equivalent building; mitigation of truck traffic; protection of wetlands and other areas important to the function of the Great Salt Lake and habitat; construction that supports migratory bird patterns in and around the jurisdictional land; low water usage; solar or renewable energy and/or transportation electrification, including rail, trucks, vans, transit and non-road vehicles and projects related to rail



and clean air. The Parties agree that the City and UIPA will establish mutually agreed upon standards for the Community Enrichment Grant applications, prior to releasing any grant applications, to ensure that the Environmental Differential is being allocated pursuant to Utah law.

- iii. Expenditure of the Environmental Differential for Community Enrichment Grants will only occur after the City and UIPA follow the process described in Section 3(g) below. After the establishment of the Baseline Study and Preferred Scenario, the Environmental Differential may fund the Preferred Projects, which will be prioritized pursuant to the process described in Section 3(g) below. So long as it is consistent with this Agreement and State law, the UIPA board will maintain final approval of any expenditure for Environmental Differential.
- h. Mitigation Projects for Communities within the City. Under Utah law, UIPA will spend 40% of the City Generated Differential on mitigation projects for communities that are within the City ("**Community Differential**"); are adjacent to the authority jurisdictional land; and are west of the east boundary of the right of way of commuter rail used by the City ("**Westside Community**") according to the following:
  - i. A portion of the Community Differential will be used by the City and UIPA to engage the mutually agreed upon and selected outside firm to create the Baseline Study and Preferred Scenario in a timely manner. Any additional Community Differential will be spent on either UIPA's Community Enrichment Grants or other projects, to be mutually agreed upon by the Parties under the terms of this Agreement.
  - ii. While the Baseline Study and Preferred Scenario are being established, any unspent Community Differential will fund UIPA's Community Enrichment Grants, particularly grants that mitigate the impacts of development of the port authority jurisdictional land on the Westside Community, including but not limited to, projects that address community-identified priorities, including creating quiet zones, railroad crossings, new infrastructure to benefit adjacent communities, apprenticeship programs, career and youth development, scholarships for certain careers associated with UIPA, and clean air opportunities related to rail. The Parties agree that the City and UIPA will establish mutually agreed upon standards for the Community Enrichment Grant applications, prior to releasing any grant applications, to ensure that the Community Differential is being allocated pursuant to Utah law.



- iii. Expenditure of the Community Differential for Community Enrichment Grants will only occur after the City and UIPA follow the process described in Section 3(g) below. After the establishment of the Baseline Study and Preferred Scenario and except for the projects listed in Section 3(f)(iv), the Community Differential will fund the Preferred Projects, which will be prioritized pursuant to the process described in Section 3(g) below. So long as it is consistent with this Agreement and State law, the UIPA board will maintain final approval of any expenditure for Community Differential.
- iv. The Parties may agree to allocate Community Differential to projects that are not specifically identified in the Preferred Scenario, but that the Parties mutually agree to advance the quality of life for the Westside Community and are uses consistent with state law. Such uses include projects related to public safety. Consequently, up to 35% of the Community Differential will be allocated each year through the 2029 tax year for the City to deploy on public safety measures, including dedicated policing and criminal justice initiatives. On the first tax year that begins on or after January 1, 2030, the parties may continue to allocate up to 35% of Community Differential for public safety measures or may reevaluate whether such amount is necessary and may make any changes deemed necessary through a written amendment to this Agreement.
- i. Process to Review and Identify Expenditures for the Environmental Differential and Community Differential. By April 15 of each year, the Parties will develop a list of proposed projects on which to spend the Environmental Differential and Community Differential consistent with the terms of this Agreement (“**Proposed Projects**”). The Parties acknowledge that there will always be more ways to spend the Environmental Differential and Community Differential than there is money available, however, the Parties shall cooperate and agree upon a joint recommendation of Proposed Projects to be presented to UIPA’s Board no later than June 30th of each year. If there is no agreement on a joint recommendation, the Parties shall independently present each of their Proposed Project lists to the UIPA Board no later than June 30th of each year. The Parties agree that the City Generated Differential, except for the percentage dedicated to public safety and any other funds previously designated as multi-year funds, shall be allocated entirely to Preferred Projects. The UIPA board may approve a multi-year option for significant projects, so long as such projects are consistent with this Agreement and State law.
- j. Economic Development Activities. Under Utah law, UIPA will spend the remaining 20% of the City’s Generated Differential on economic development



projects within the authority jurisdictional land in Salt Lake City (“**Economic Differential**”). UIPA will use commercially reasonable efforts to incentivize economic development projects that comport with the Preferred Scenario, the City’s Northwest Quadrant Master Plan, and/or the UIPA Northwest Quadrant Project Area Plan. Such projects may include, but are not limited to, road construction or reconstruction, railroad crossing improvements, and water infrastructure projects. Further, the Parties agree that public safety is of critical importance to the economic development of the authority jurisdictional land and the Westside Community. Up to 15% of the Economic Differential will be allocated to the City to utilize on public safety measures each year through the 2029 tax year, including dedicated policing and criminal justice. On the first tax year that begins on or after January 1, 2030, the parties may continue to allocate up to 15% of Economic Differential for public safety measures or may reevaluate whether such amount is necessary and may make any changes deemed necessary through a written amendment to this Agreement.

**Section 2: Interlocal Cooperation Act.** In satisfaction of the requirements of the Interlocal Cooperation Act, and in connection with this Agreement, the Parties agree as follows:

- (a) This Agreement shall be approved by each Party pursuant to Utah Code §11-13-202.5 of the Interlocal Cooperation Act, including by the Board of the CRA, the Salt Lake City Council, and the UIPA Board of Directors.
- (b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party, pursuant to Utah Code §11-13-202.5 of the Interlocal Cooperation Act.
- (c) A duly executed original counterpart of this Agreement shall be filed with keeper of records of each Party, pursuant to Utah Code §11-13-209 of the Interlocal Cooperation Act.
- (d) Except as otherwise specifically provided herein, each Party shall be responsible for its own costs of any action taken pursuant to this Agreement, and for any financing of such costs.
- (e) Any Party may withdraw from the joint or cooperative undertaking described in this Agreement only upon the termination of this Agreement.
- (f) No real or personal property shall be acquired jointly by the Parties as a result of this Agreement. To the extent that a Party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such Party shall do so in the same manner that it deals with other property of such Party.
- (g) No joint board or entity is created through this Agreement.



(h) The functions to be performed by the joint or cooperative undertaking are those described in this Agreement.

IN WITNESS WHEREOF, the Parties are executing this Second Amendment to Interlocal Agreement to be effective as of the Effective Date.

**Utah Inland Port Authority**, a Utah public entity

*Benjamin Hart*

Ben Hart, Executive Director

**Salt Lake City Corporation**, a Utah municipal corporation

*Erin Mendenhall*

Erin Mendenhall, Mayor

Approved as to Proper Form and Compliance with Applicable Law.

*Michele Eben*

Michele Eben (Apr 1, 2026 09:16:09 CDT)

Michele Eben, Attorney for Utah Inland Port Authority

Approved as to Proper Form and Compliance with Applicable Law.

*Mark Kittrell*

Mark Kittrell, City Attorney

**Community Reinvestment Agency of Salt Lake City**, a Utah public entity

*Erin Mendenhall*

Erin Mendenhall (Apr 1, 2026 16:00:04 MDT)

Erin Mendenhall, Executive Director

Approved as to Proper Form and Compliance with Applicable Law.

*Mark Kittrell*

Mark Kittrell, City Attorney

RECORDED  
Apr 6, 2026

Attest:

*Keith Reynolds*

Keith Reynolds (Apr 6, 2026 16:56:29 MDT)

Keith Reynolds, City Recorder



# Appendix C: Board Approval for Mitigation Money

## APPROVED BY UIPA BOARD ON NOVEMBER 6, 2023

- Required studies from October 18, 2022 board approved interlocal agreement: CIA, HIA, and Traffic
- Westside Community Enrichment Initiative Grants:
  - Neighborhood House \$100,000
  - NeighborWorks \$100,000
  - Salt Lake Police Foundation \$10,000
  - Suazo Business Center \$50,000
  - TreeUtah of Salt Lake City \$50,000

## APPROVED BY UIPA BOARD ON JUNE 24, 2024

- Great Salt Lake Shoreline Preserve \$2,497,039.50
- Baseline & Preferred Studies \$400,000
- Great Salt Lake Leachate Protection \$2,497,039.50
- Train Crossing Safety Signage \$150,000
- Air Cargo Development Airport \$2,600,000

## APPROVED BY UIPA BOARD ON JANUARY 6, 2025

Amend June 24, 2024 funding as follows:

- Landfill Remediation \$4,994,079
- Baseline & Preferred Studies \$400,000
- Train Crossing Safety Signage \$150,000
- Air Cargo Development Airport \$2,600,000

## APPROVED BY UIPA BOARD ON MAY 29, 2025

- Train Crossing Safety Signage \$180,000
- Remaining funds into a holding account for conservation, public safety, and/or remediation, to be determined at a later date

## APPROVED BY UIPA BOARD ON JANUARY 13, 2026

Reallocate funding to:

- Public Safety Funding \$2,500,000
- DNR Grant for Wetland Conservation \$2,500,000

## APPROVED BY UIPA BOARD ON MAY 21, 2026

- Public Safety Funding \$2,500,000
- DNR Grant for Wetland Conservation \$2,500,000
- \$2,151,075.71 of funding from prior years of 2025 city-generated differential and \$348,924.29 of funding from 2024 approved leachate protection funds
- Van Pool \$93,144
- Funding from prior year differential/leachate protection funds

