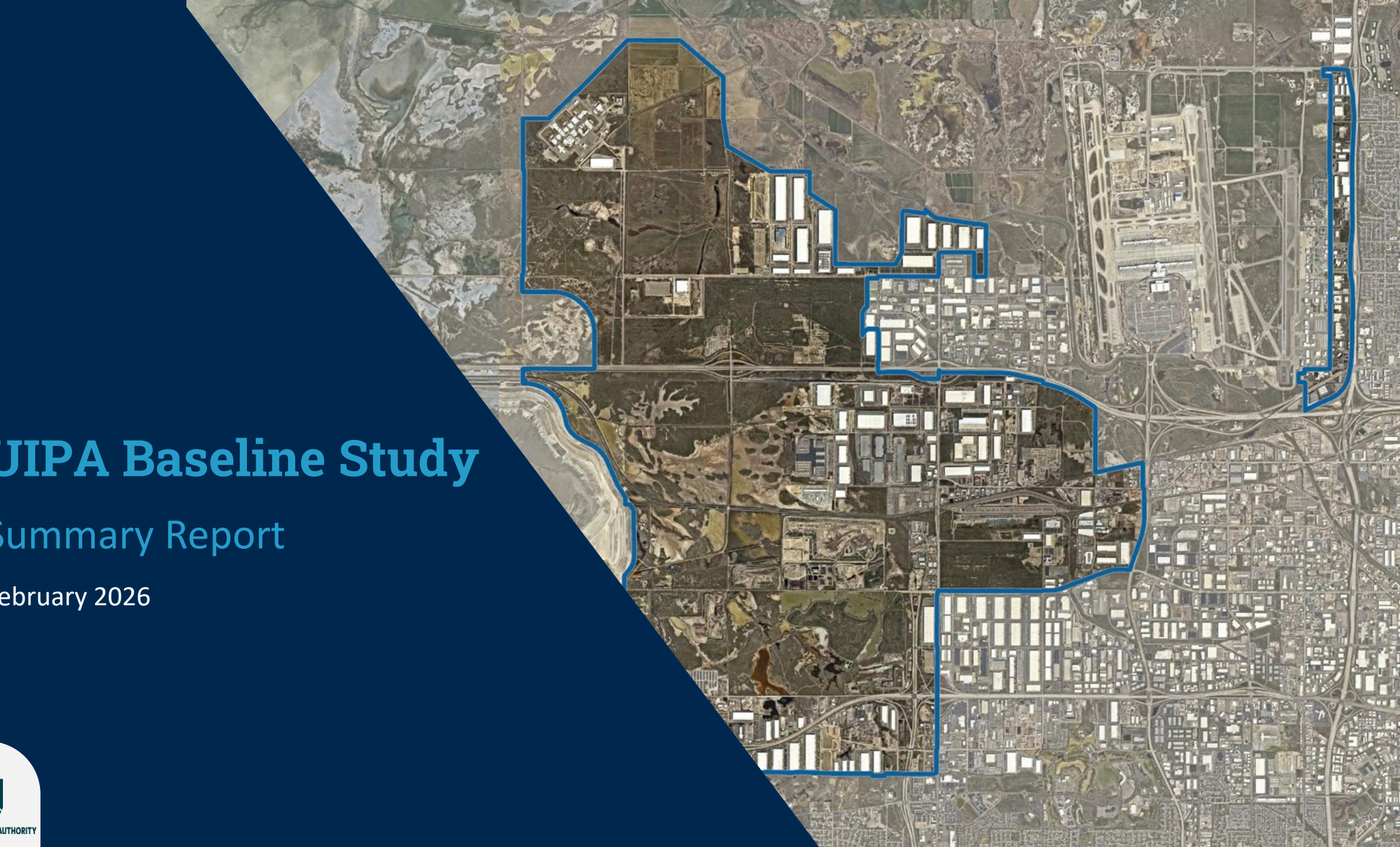
UIPA Baseline Study

Summary Report

February 2026



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Baseline Study

Consists of the following data and analysis:

- Economics and Community
  - Economic development and opportunities
- Transportation
  - Road, rail, air, bike/pedestrian, and transit
- Environment and Human Health
  - Land and habitat, air, water, and community health
- Community Engagement and Communications
  - Stakeholder and community engagement

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Introduction

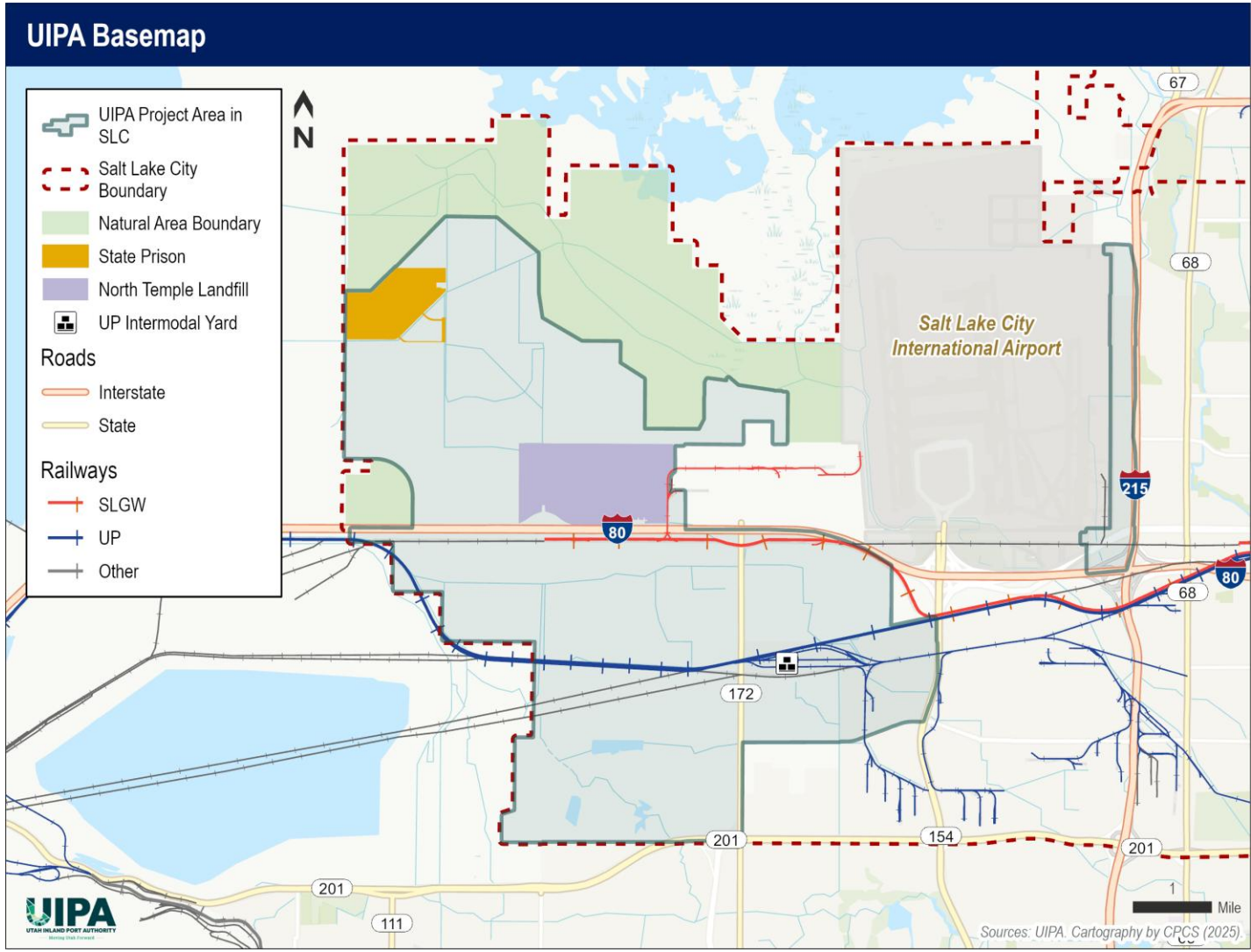
- **Baseline Study:** The Baseline Study considers development trends from 2018 (the baseline year, reflecting the creation of UIPA) to 2024.

- **Objectives**
  - Provide UIPA, Salt Lake City, and the community with reliable data and analysis to understand how current development trends under baseline conditions will impact the UIPA jurisdictional land and adjacent Westside communities.
  - Help Salt Lake City and UIPA leadership make informed decisions about the impacts and benefits of future development in the UIPA jurisdictional land in the Northwest Quadrant if development continues on pace under current conditions.
  - Recommend mitigation strategies to reduce negative impacts to the community and environment and improve overall sustainability and resiliency, and maximize the potential positive outcomes for the community, environment, and economy.
  - Integrate public engagement and solicit feedback from relevant community groups.

Baseline Study

Introduction

- **Area Context**
  UIPA study area covers approximately 16,000 acres in northwest Salt Lake City and parts of northern West Valley City and Magna Town.
- Baseline study covers the portion of the UIPA jurisdictional land within Salt Lake City.



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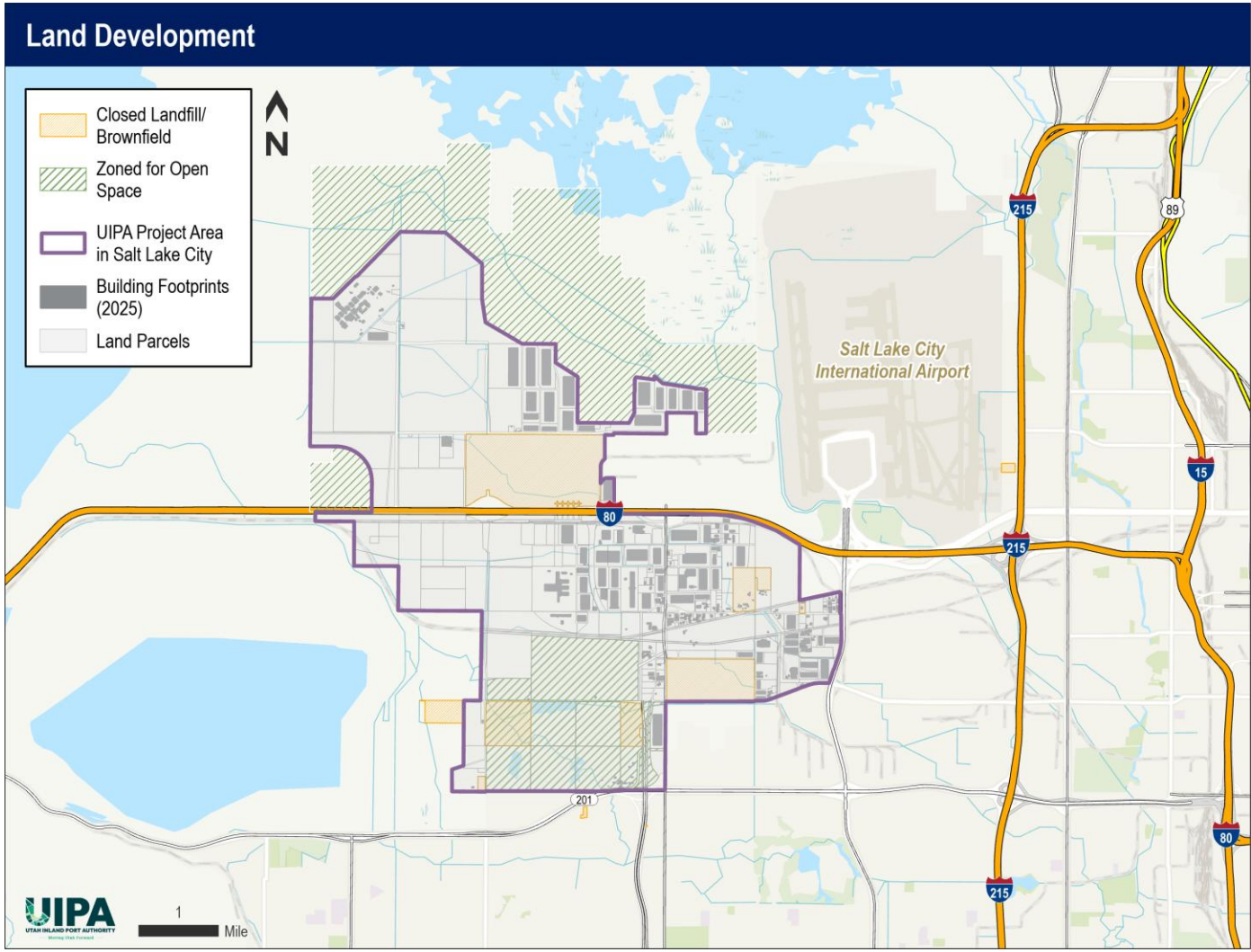
Area Context – Current Development

The area includes:

- A significant amount of undeveloped land
- Recent growth in freight activity
- Environmentally sensitive lands
- Closed and active landfills
- Zoning to support manufacturing and industrial development



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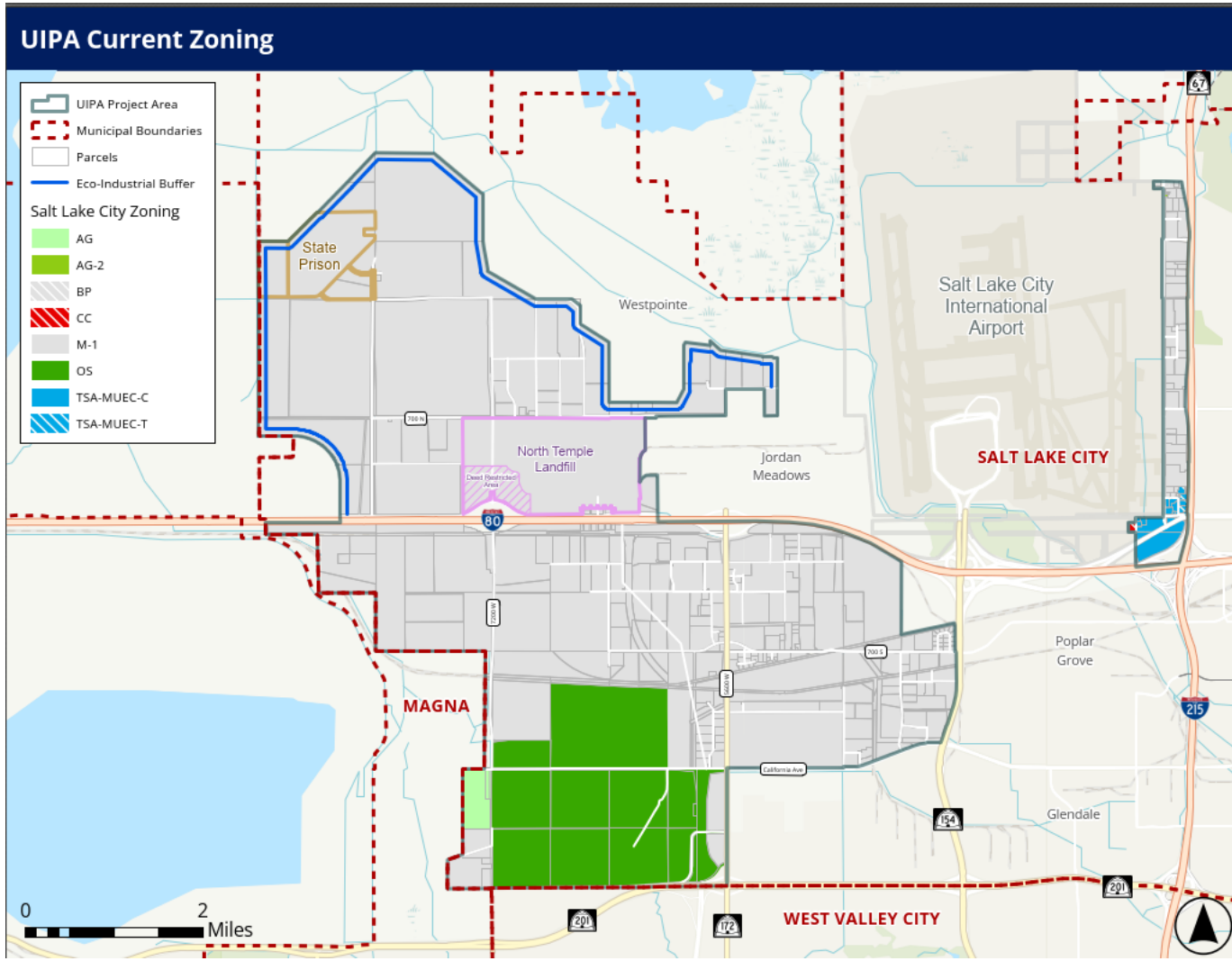
Baseline Map – Current Zoning

Zone	Acreage
AG: Agricultural	78.06
AG-2: Agricultural 2-acre Minimum	0.92
BP: Business Park	2.54
CC: Commercial Corridor	3.12
M-1: Light Manufacturing	10,341.92
OS: Open Space	1,706.69
TSA-MUEC-C: Mixed Use Employment Center Transit Station (C)	72.01
TSA-MUEC-T: Mixed Use Employment Center Transit Station (T)	11.27



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Guiding Policies

- **Salt Lake City Northwest Quadrant (NWQ) Master Plan (2016) Vision**

  A new, sustainable area of Salt Lake City that:

  - Respects the unique nature of the Great Salt Lake and surrounding environment for current generations and preserves sensitive natural environments for future generations.
  - Includes an ecologically oriented industrial park that helps drive the City's economic and natural resources protection goals.
  - Is an economic engine for the City, region, and state.

  Development in the NWQ should accomplish the following:

  - Environmental sensitivity, providing places for people to work and recreate while protecting natural resources and wildlife habitat.
  - A high-quality, well-designed built environment.
  - Well connected with good transportation, linking people to jobs and other parts of the City and region and linking businesses to goods and services by vehicle, rail, transit, air, bicycle, and foot.
  - Economically thriving with a flourishing and diverse local, regional, and global economy.
  - Well served with public and private services that are appropriate to people's needs and accessible to all.

- **NWQ Community Reinvestment Area (CRA) Plan**

  Developed by the Redevelopment Agency of Salt Lake City in 2018

  - Creation of CRA to facilitate the use of tax increment financing as a funding mechanism to further the City's economic development goals.
  - Intended to facilitate the implementation of the community vision and land use plan established by the NWQ Master Plan.

Methodology & Resources

- **Reviewed and compiled existing data for the project area to inform baseline conditions and future trends.**
- **Existing data and resources used to develop the Baseline Study include, but are not limited to:**
  - Existing UIPA and NWQ studies and plans, including the NWQ Master Plan and development agreements, UIPA NWQ and Statewide Logistics Strategy, and UIPA NWQ Sustainability Action Study
  - Utah Department of Environmental Quality (DEQ), Division of Water Quality data regarding the Great Salt Lake and wetlands
  - U.S. Fish and Wildlife Service, Endangered Species Act species, and Critical Habitat data
  - Current zoning and permit data
  - Salt Lake County Assessor's data
  - Transportation and traffic data from Utah Department of Transportation, Salt Lake City, Utah Transit Authority, and Wasatch Front Regional Council
  - Air quality monitoring data from Utah DEQ
  - State Implementation Plan for criteria air pollutant non-attainment
  - State and County Health Department data, including Utah Healthy Places Index, County Health Rankings, City Health Dashboard, and Student Health Survey
  - North Temple Landfill studies
  - Various City asset management plans
  - Great Salt Lake planning documents
  - Demographic and jobs data for Westside communities reported in the Census

Economics and Community Impact

Economic Impact Assessment

- Project Area Existing Conditions
- Neighborhood Existing Conditions
- Property Tax Revenue and Allocation

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Economic Findings

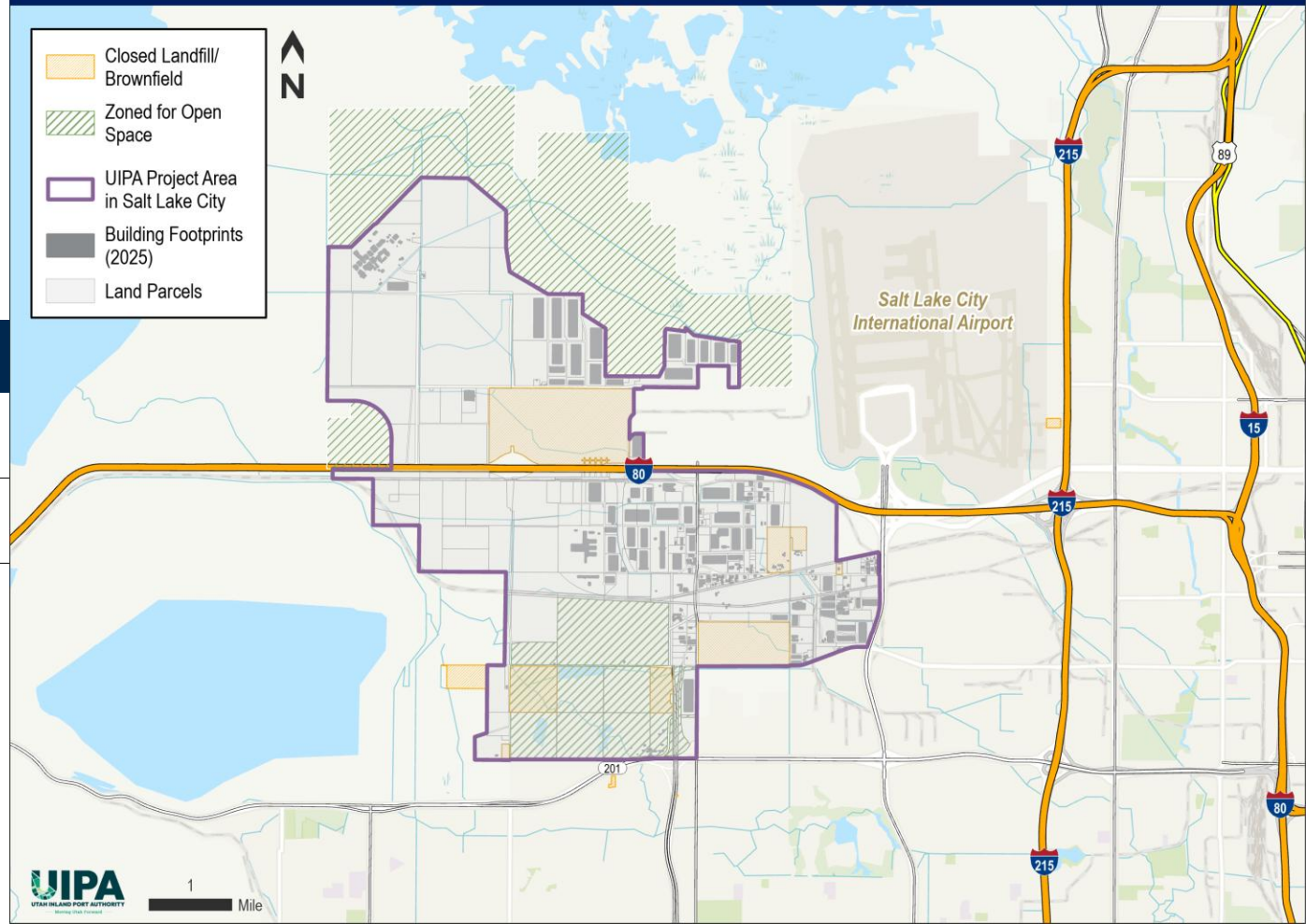
Existing Conditions in the Project Area

Development within the present-day Project Area dates back to the mid-2000s.

According to County records, the initial facility in the area was Costco. Others followed with an uptick in development after 2010.

Year	Firm	Acres	SF	Use
2005	Costco	123.92	496,522	Distribution Center
2006	Union Pacific	34.27	2,851	Intermodal Terminal
2009	O'Reilly Auto	12.96	193,916	Distribution Center

Land Development



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Baseline Study

Economic Findings

Major Development in the Project Area since 2005

2005-2008

Costco Distribution Center, 2005

SLC Intermodal Terminal, 2005

Westport Distribution Center, 2008

2009-2012

O'Reilly Auto Distribution Center, 2009

2013-2015

Airport Technology Park, 2013

Meridian Commerce Center Building 1, 2015

2016-2018

Pacific Landing V, 2016

Post Consumer Brands 1550 S 5600 W, 2017

Salt Lake Community College Westpointe Campus, 2018

UIPA Established and Jurisdictional Boundary Defined, 2018

2019-2021

Amazon SLC 9, 2019

Legacy Logistics Center, 2020

Poplar Grove Industrial Park, 2021

2022-2024

Utah State Correctional Facility, 2022

SLC Port Phase 1A, 2022-2024

Amrize Manufacturers 6534 W 150 S, 2024

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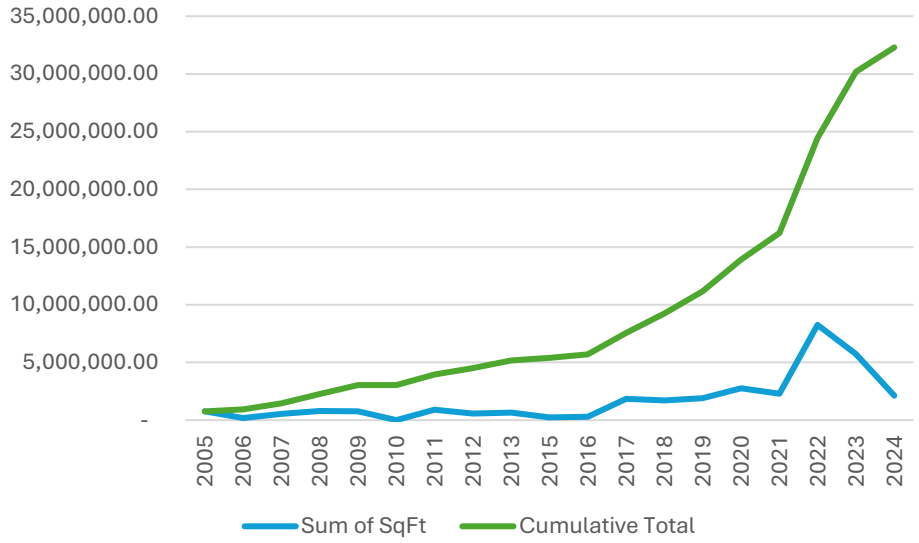
Economic Findings

Development Trends in the Project Area

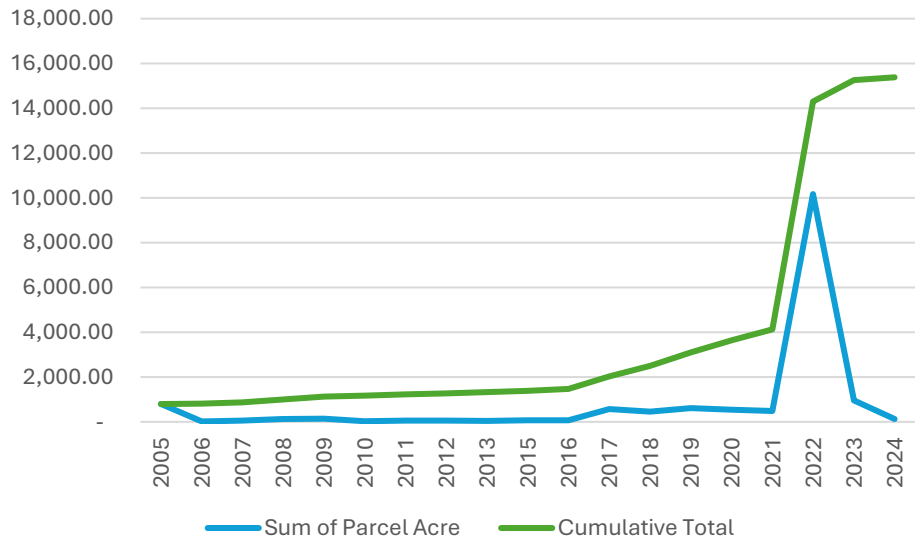
Development in the jurisdictional area has accelerated significantly since 2016. The graphs show both the number of square feet and acres developed each year since 2005. They also show total space developed between 2005 and 2024. A small initial development surge occurred in 2016/2017 with a much larger spike in 2022/2023. This increase is driven by population growth in the state, as well as purchasing behavior shifts towards online retail.

Square Feet Developed in Jurisdictional Area, 2005-2024



Source: CPCS Analysis of Salt Lake County Assessor's Data

Parcel Acres Developed in Jurisdictional Area, 2005-2024



Source: CPCS Analysis of Salt Lake County Assessor's Data

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Baseline Study

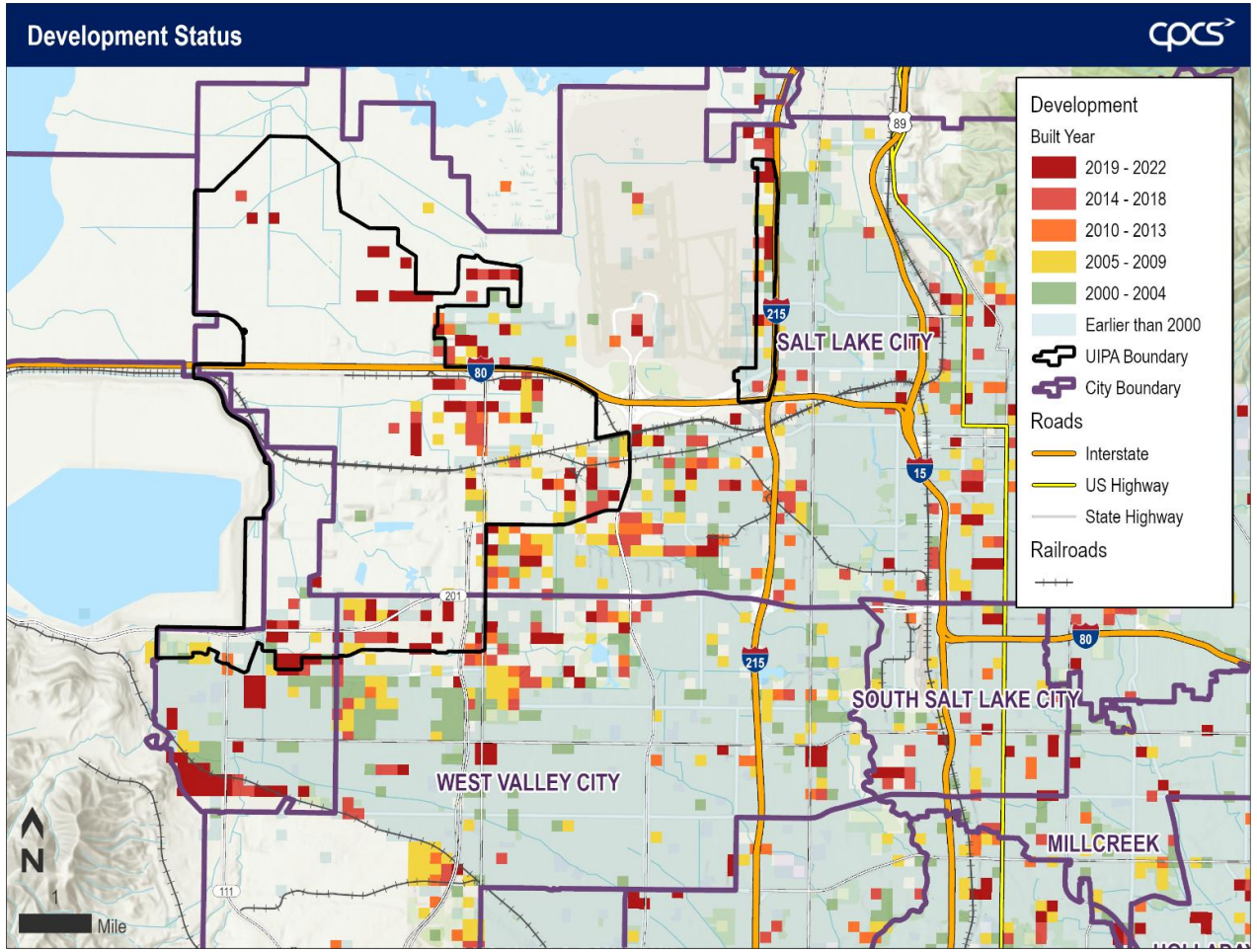
Economic Findings

Existing Conditions in the Project Area

The NWQ is the largest part of the SLC industrial real estate market (2023).

- → Industrial real estate market was at its peak.
- → Record amount of space delivered in 2021 and 2022.
- → Five of the 10 largest current projects were located within the NWQ.
- → Sales and lease activity dominated by distribution and logistics.

Development Chronology in the NWQ



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Baseline Study

Economic Findings

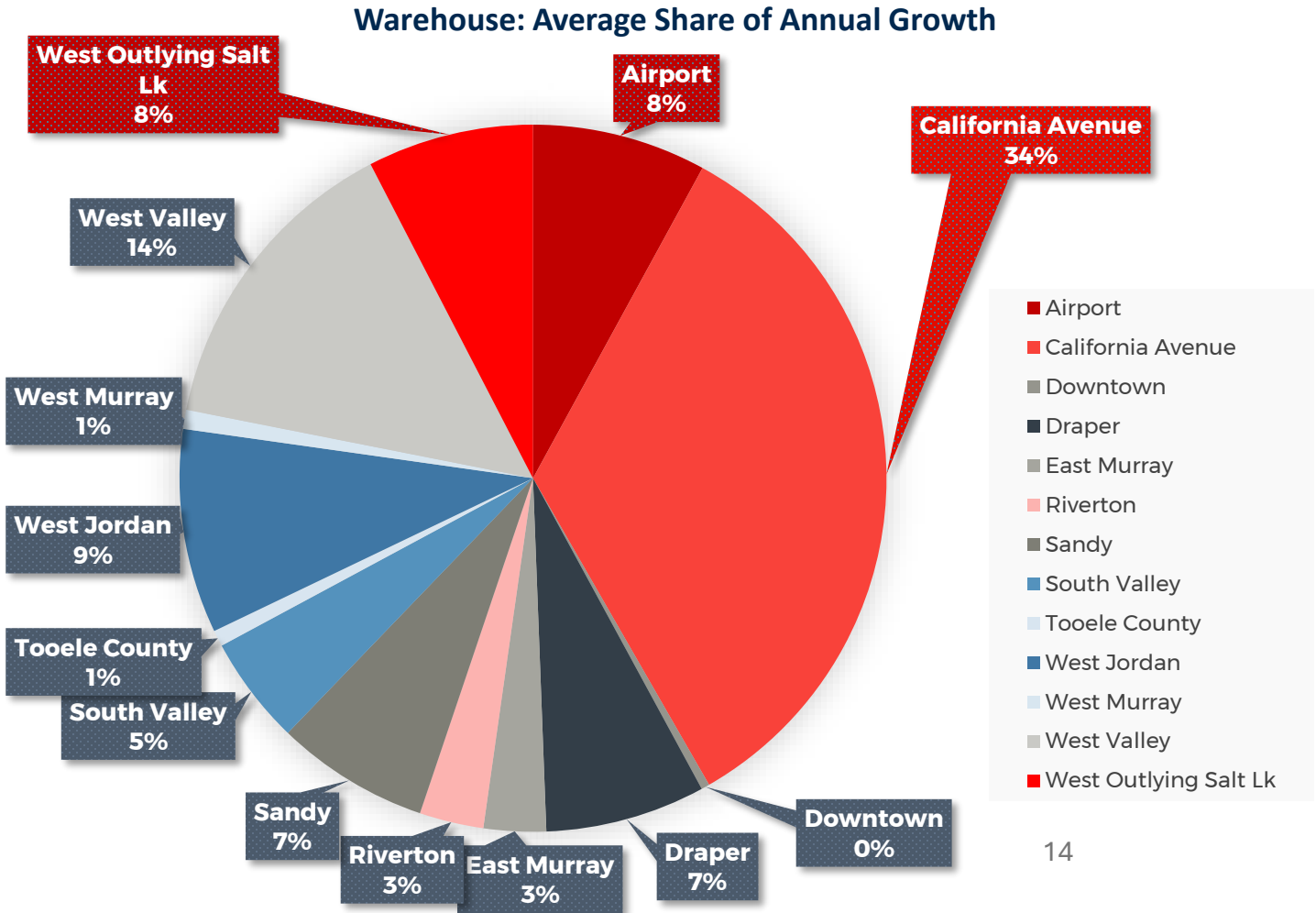
Development Trends in and around the NWQ

Nearly half of the region's industrial and warehousing growth has occurred in northwestern Salt Lake City.

The Wasatch Front region has experienced industrial/warehouse growth of about 3% per year over the last 30 years. This includes boom and bust cycles, such as the rapid growth seen in 2021-2023.

Growth has concentrated in areas surrounding and including the NWQ. Industrial real estate markets near the airport, California Avenue, and in the far western potion of the region (in Salt Lake City and areas outside the city).

Based on these existing trends, demand for industrial and warehousing space in the project area will remain strong. Long-term growth rates in areas in and around the NWQ have been about 3%.



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Baseline Study

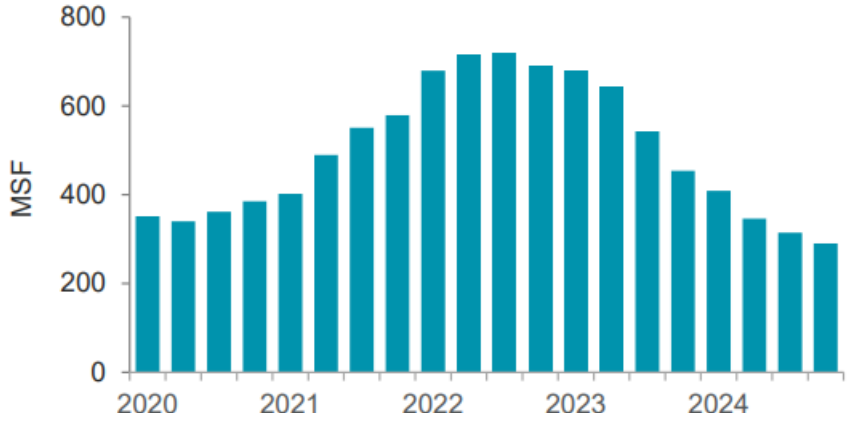
Economic Findings

Regional and National Industrial Development Trends

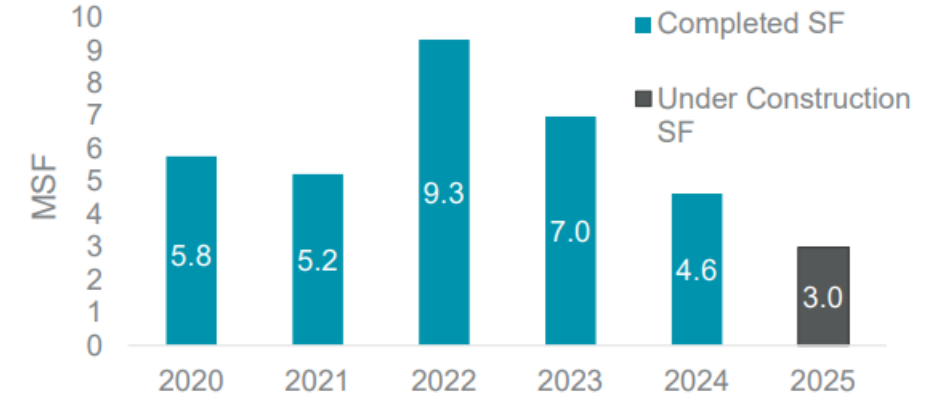
NWQ development reflects national and regional trends.

- The graphs to the right, from Cushman & Wakefield, show slowing construction in the national and regional markets following a spike in construction activity during the pandemic.
- New space added to the market in the United States was at its lowest since mid-2021 with a more than 35% drop from a year ago.
- Following robust construction growth during the pandemic years, both construction and leasing activity along the Wasatch Front have decelerated.
- The amount of space under construction currently in the Salt Lake metro represents a smaller amount of space than in any of the eight previous years.

Space under Construction, United States



Space under Construction, Salt Lake Metro



Sources: Cushman & Wakefield, Marketbeat, United States, Industrial Q4 2024; Cushman & Wakefield, Marketbeat, Salt Lake City, Industrial Q4 2024; CBRE Salt Lake Industrial and Logistics, Q4 2024

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Economic Findings

Baseline Scenario

Utah Population Growth

Utah was the fastest growing state from 2010 to 2020.

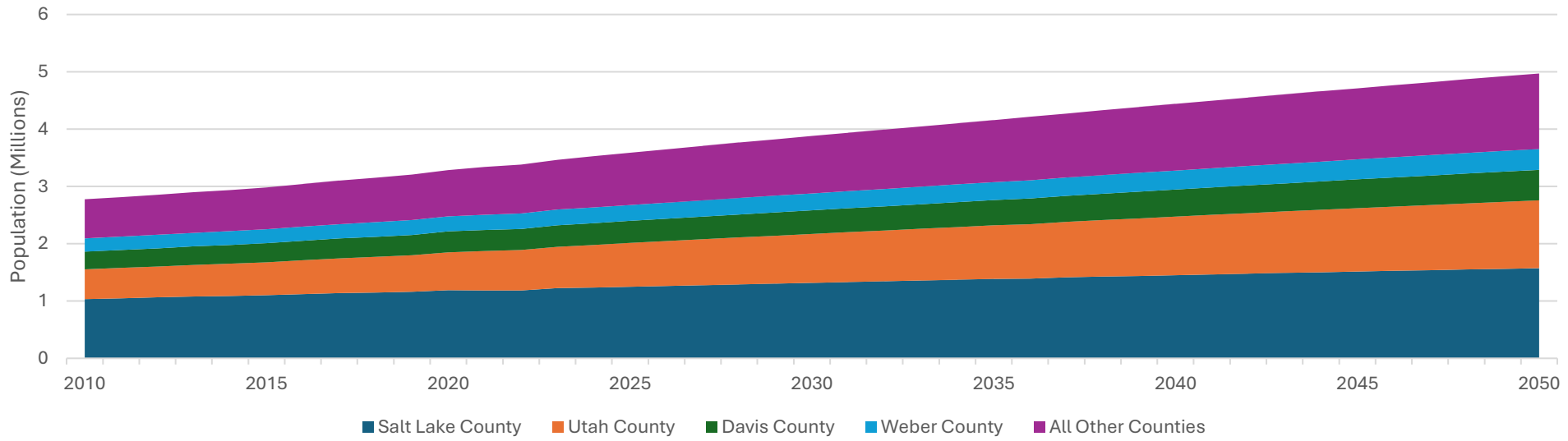
→ Added half a million new residents, an 18% increase in population.

→ Much of this growth was concentrated along the Wasatch Front.

Utah's growing population will require additional logistics services to meet consumer and commercial needs.

→ The distribution of the population will impact freight and logistics demand. Continued rapid population growth in the Intermountain Region will also drive demand for Utah-based logistics that serve the entire region.

Utah's Growing Population, 2010-2050



Source: CPCS analysis of population data, U.S. Census Bureau, 2024.

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Baseline Scenario

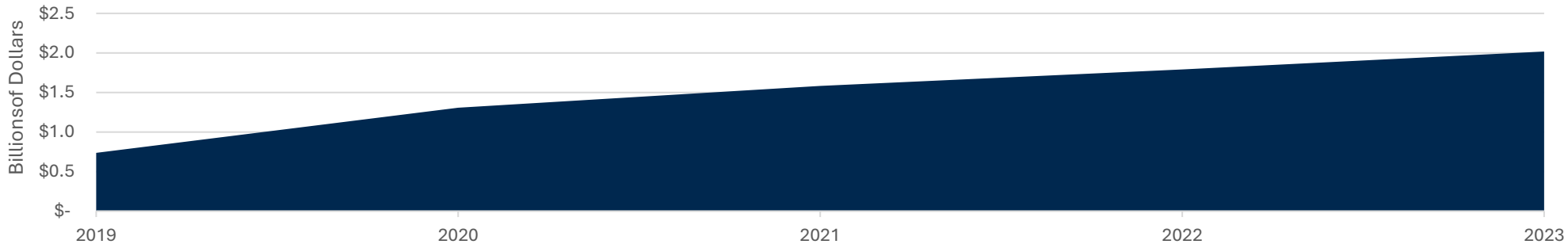
Economic Findings

Existing Conditions in the Project Area

The Wasatch Front's purchasing behavior is undergoing a notable transformation as online retail captures a larger share of total sales. The rise of e-commerce providers, such as Amazon, have emerged as a significant driving force behind this shift. This is evident in the substantial surge in online sales. In Salt Lake County alone, since 2019, online retail spending has escalated by 173%.

This trend has prompted the development of new logistics facilities like warehouses and distribution centers, including four new Amazon distribution centers in the NWQ and three just outside of the NWQ boundaries in Salt Lake City and West Valley City.

Online Retail Spending in Salt Lake County



Source: CPCS analysis of Replica data, January 2024.

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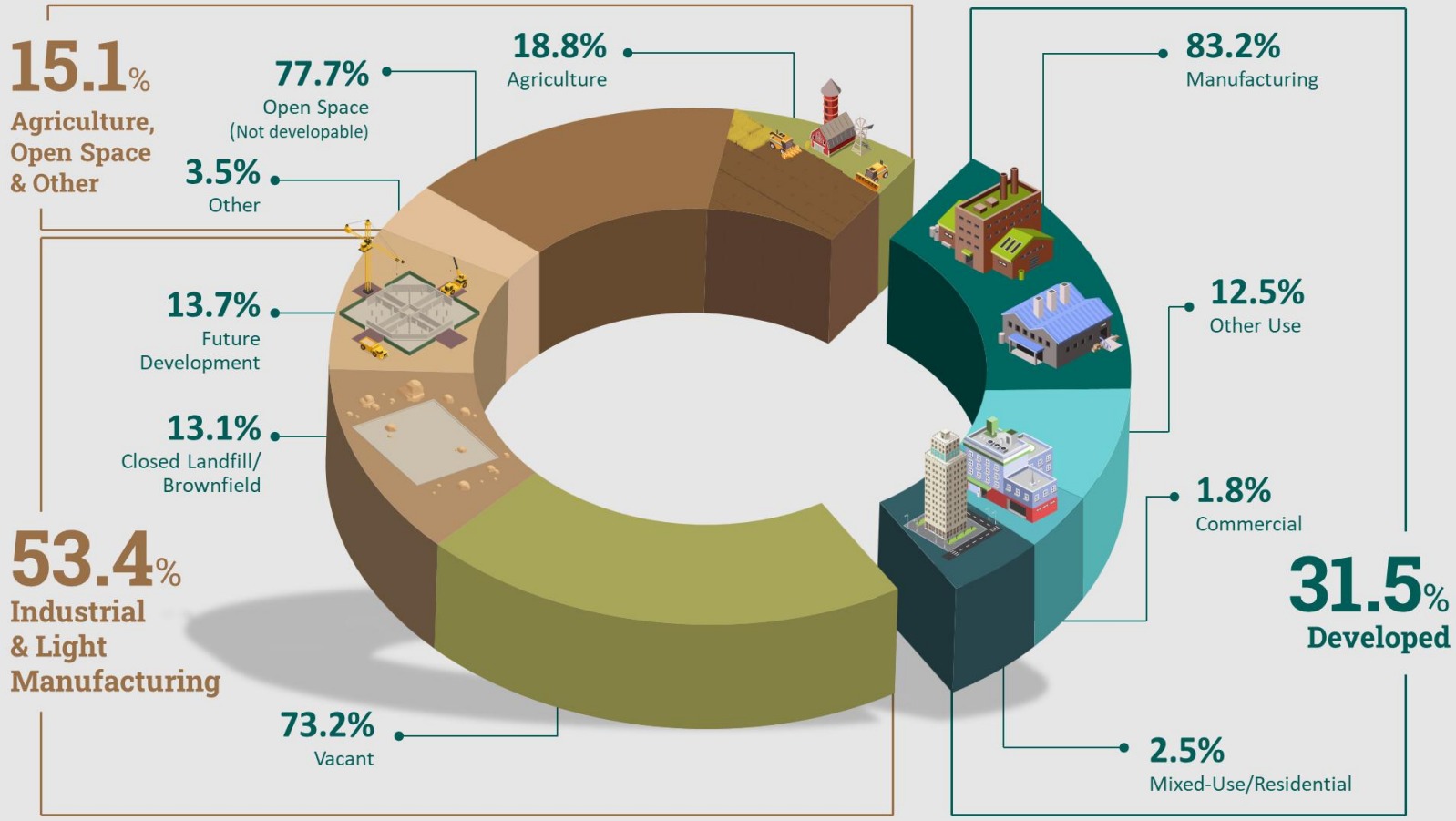
Baseline Study

Economic Findings

Existing Conditions in the Project Area

Zoning & Development Status In the NWQ, 2022



Two-thirds of the land in the project area has not been developed.

- → 15% of the project area land is designated for open space, agriculture, or other non-light industrial/manufacturing uses.
- → More than half the project area land remains available for future development (2022).
- → Less than one-third of the project area is developed (2022).

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Baseline Study

Economic Findings

Existing Conditions in the Project Area

The study area had more than 10,000 jobs in 2022.

- → Transportation and logistics industry is the area's largest employment sector.
- → Manufacturing and professional/scientific/ technical services are the other leading sectors.
- → Combined, these represent nearly 80% of the project area employment.

Leading Employment Industries, NWQ (2022)

Industry	Jobs	of Total
Transportation and Warehousing	3,482	34.0%
Manufacturing	2,597	25.3%
Professional, Scientific, and Technical Services	2,058	20.1%

Source: U.S. Census Bureau

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Baseline Study

Economic Findings

NWQ Project Area Worker Profile

Workers in the NWQ project area are largely white (84%), non-Hispanic/Latin (75%), and have some college education (nearly two-thirds).

More than **55% of jobs** in the project area **do not require a college degree**.

Two-thirds of jobs pay $40,000 or more. While many of the developments in the NWQ have followed the trends from the airport and California Avenue areas, primarily warehousing and distribution, the project area has been able to attract developments that support higher paying jobs in transportation, manufacturing, and professional/ scientific/technical services.

STADLER
dura-line
DiscGenics™
DB SCHENKER
ups
flex
UNION PACIFIC BUILDING AMERICA
BIOMÉRIEUX
Expeditors

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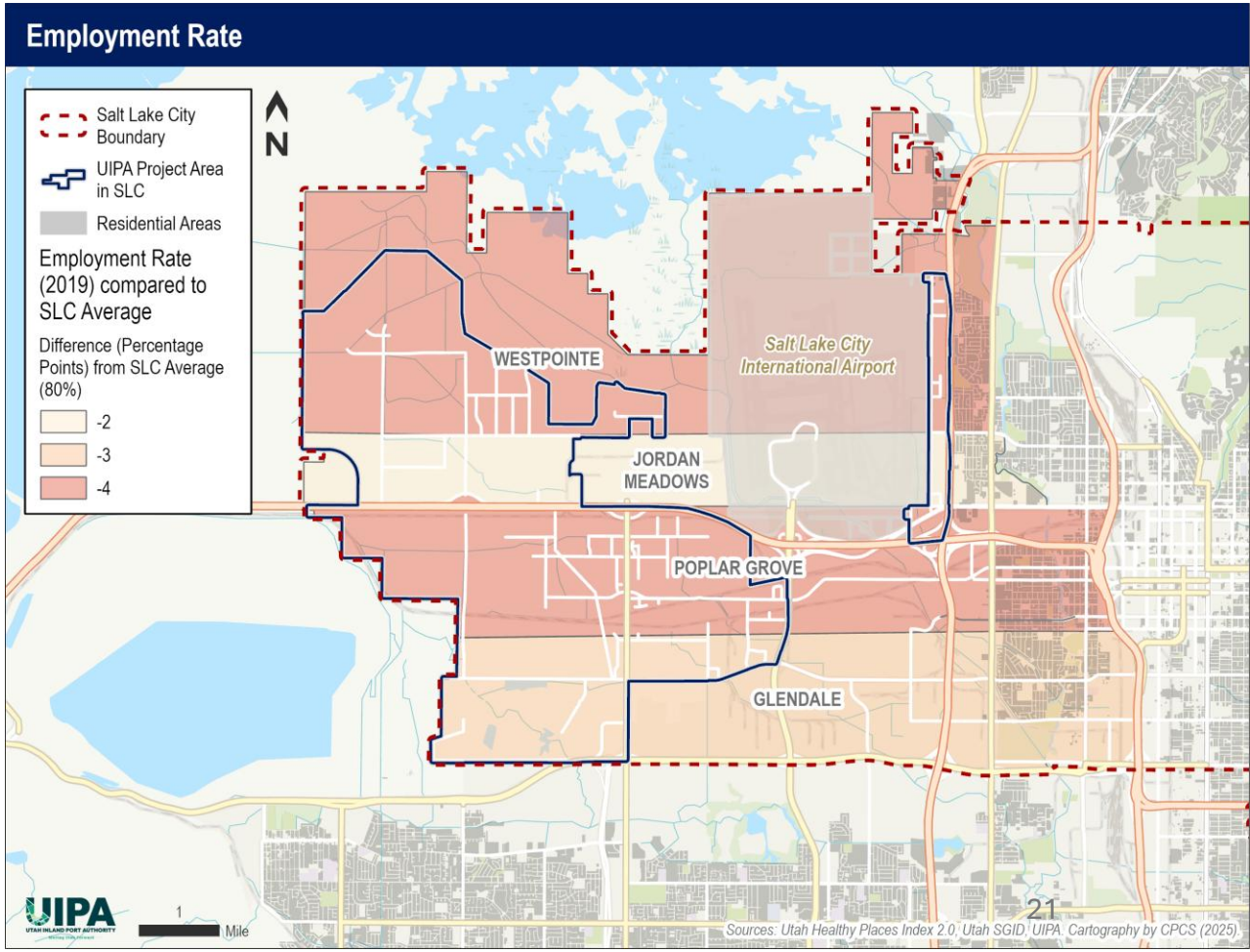
Economic Findings

Existing Conditions in Westside Neighborhoods

All four Westside neighborhoods have employment levels below the citywide average of 80%.

→ Westpointe and Poplar Grove have the lowest employment rates among the four, with one in four residents who report not having regular work.

Note: Census Bureau employment rate differs from the unemployment rate. It includes anyone 15 years or older regardless of whether or not they are seeking work.



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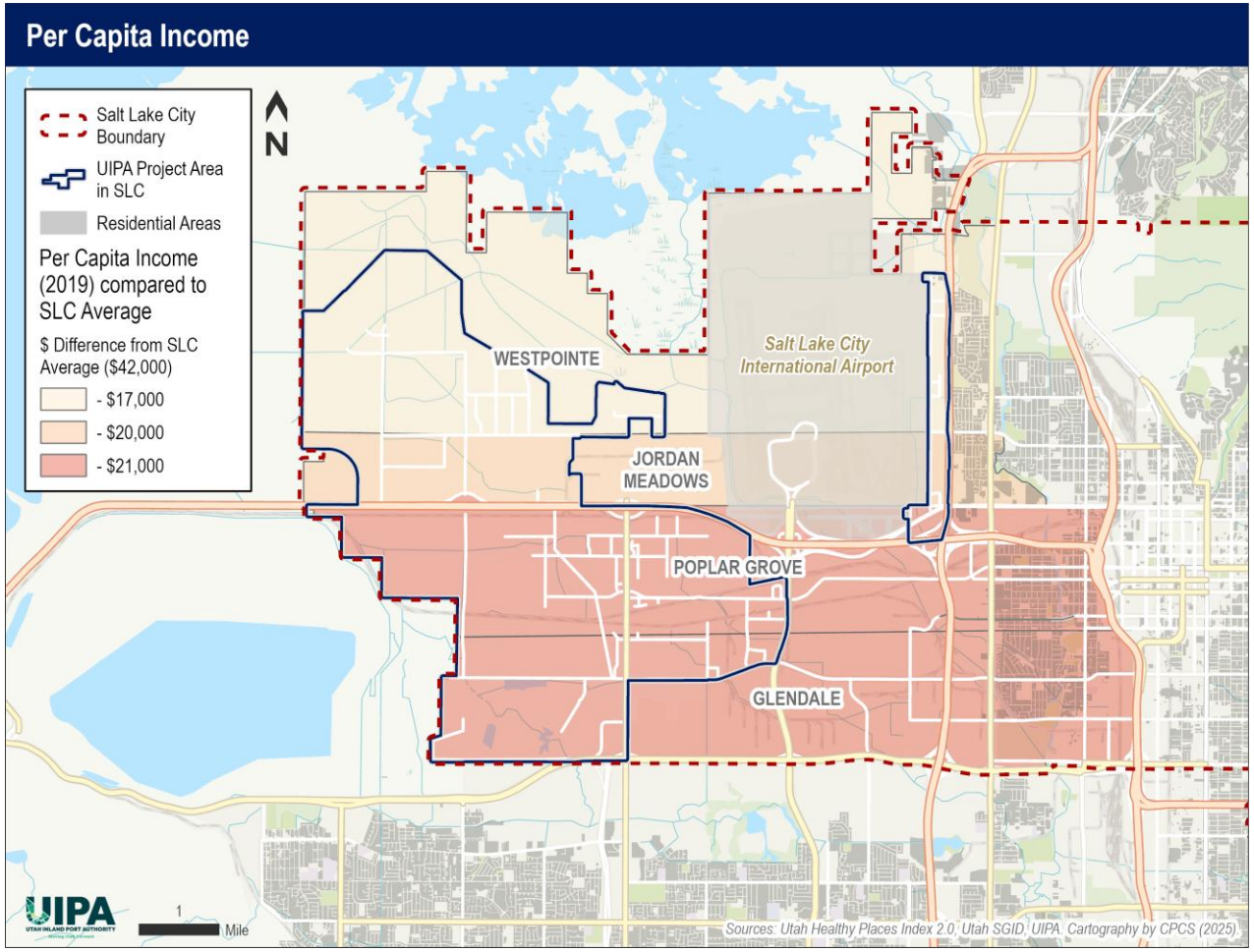
Baseline Study

Economic Findings

Existing Conditions in Westside Neighborhoods

Westside communities experience lower income per capita than Salt Lake City as a whole.

- → The Westside neighborhoods experience per capita income levels between 40% and 50% lower than the rest of the city.
- → Aside from Westpointe, the remaining three neighborhoods are near or at 50% of citywide per capita income levels.



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Baseline Study

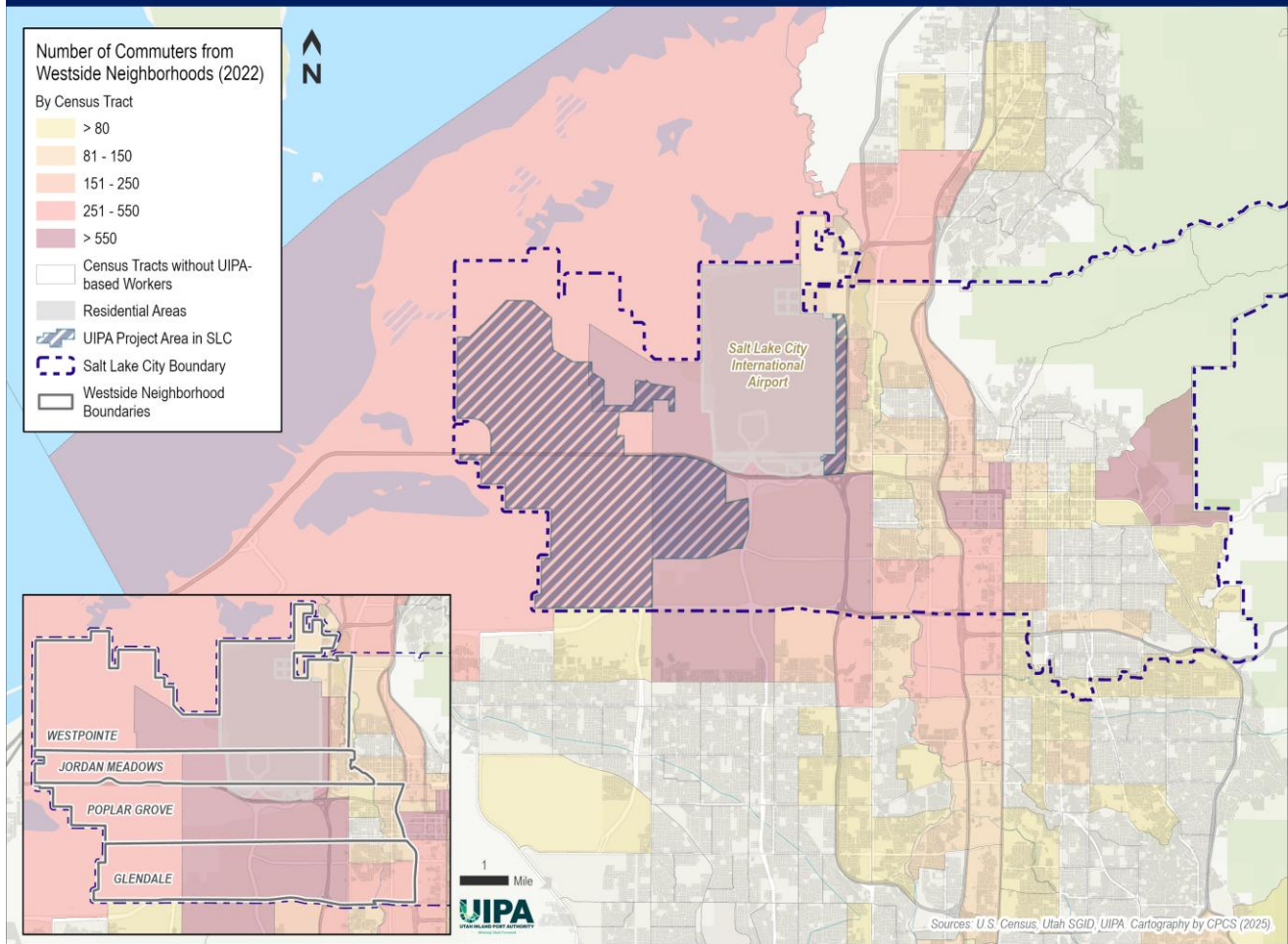
Economic Findings

Existing Conditions in Westside Neighborhoods

Westside community members largely work in the NWQ, downtown, and at/near the University of Utah, as well as along the I-15 corridor.

→ Key work destinations for Westside neighbors include the airport, Salt Lake International Center, parts of the NWQ, and surrounding businesses, particularly south of the airport.

Workplace Locations of Westside Neighborhood Residents



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Baseline Study

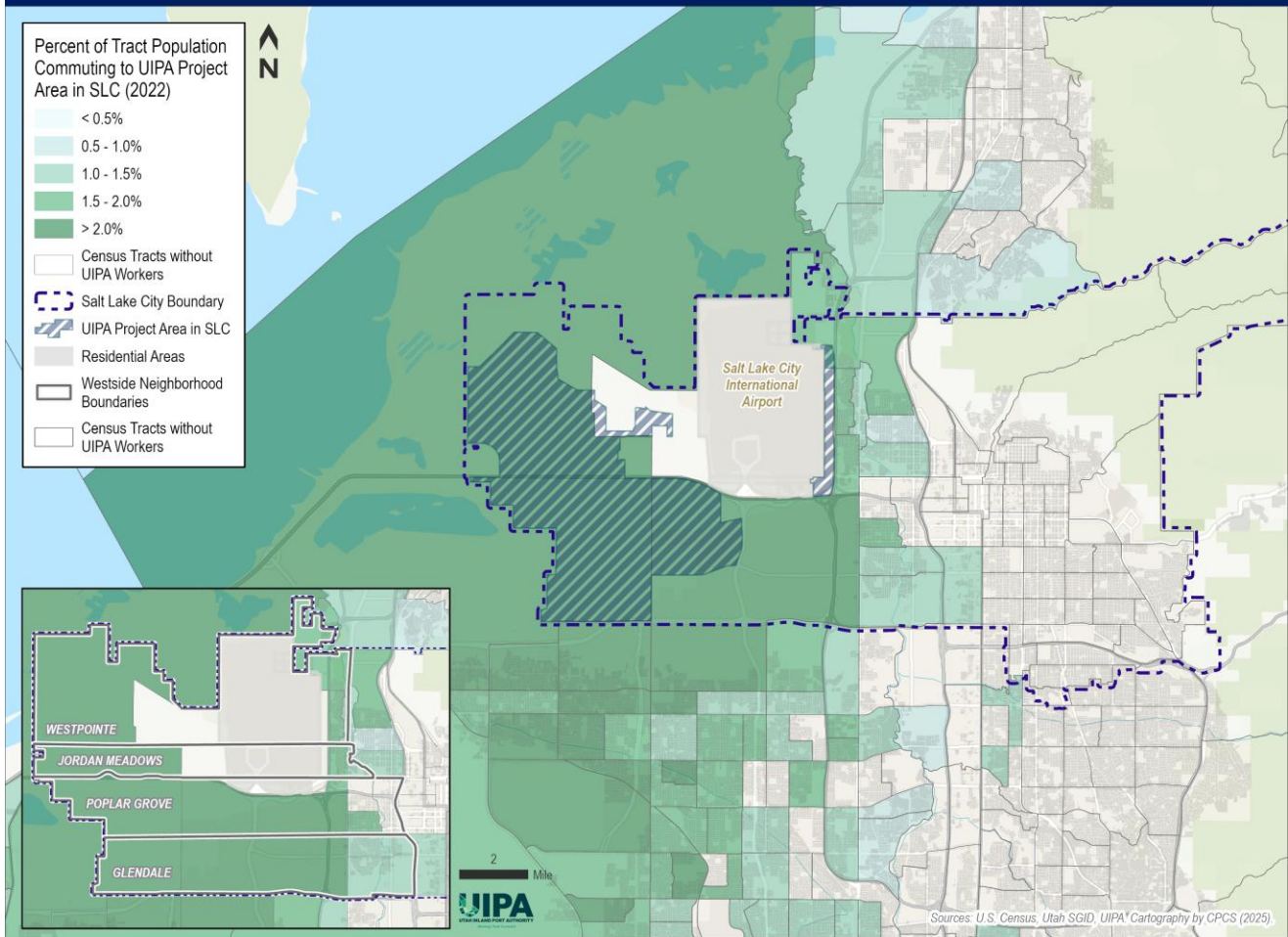
Economic Findings

NWQ Project Area Worker Profile

The NWQ project area attracts workers from around the Greater Salt Lake City area, but mostly from west of I-15.

Employers draw from the Westside communities as part of the Project Area labor pool, but not quite as much as in parts of West Valley City or Magna Town.

Residential Areas of Workers in the UIPA Project Area in Salt Lake City



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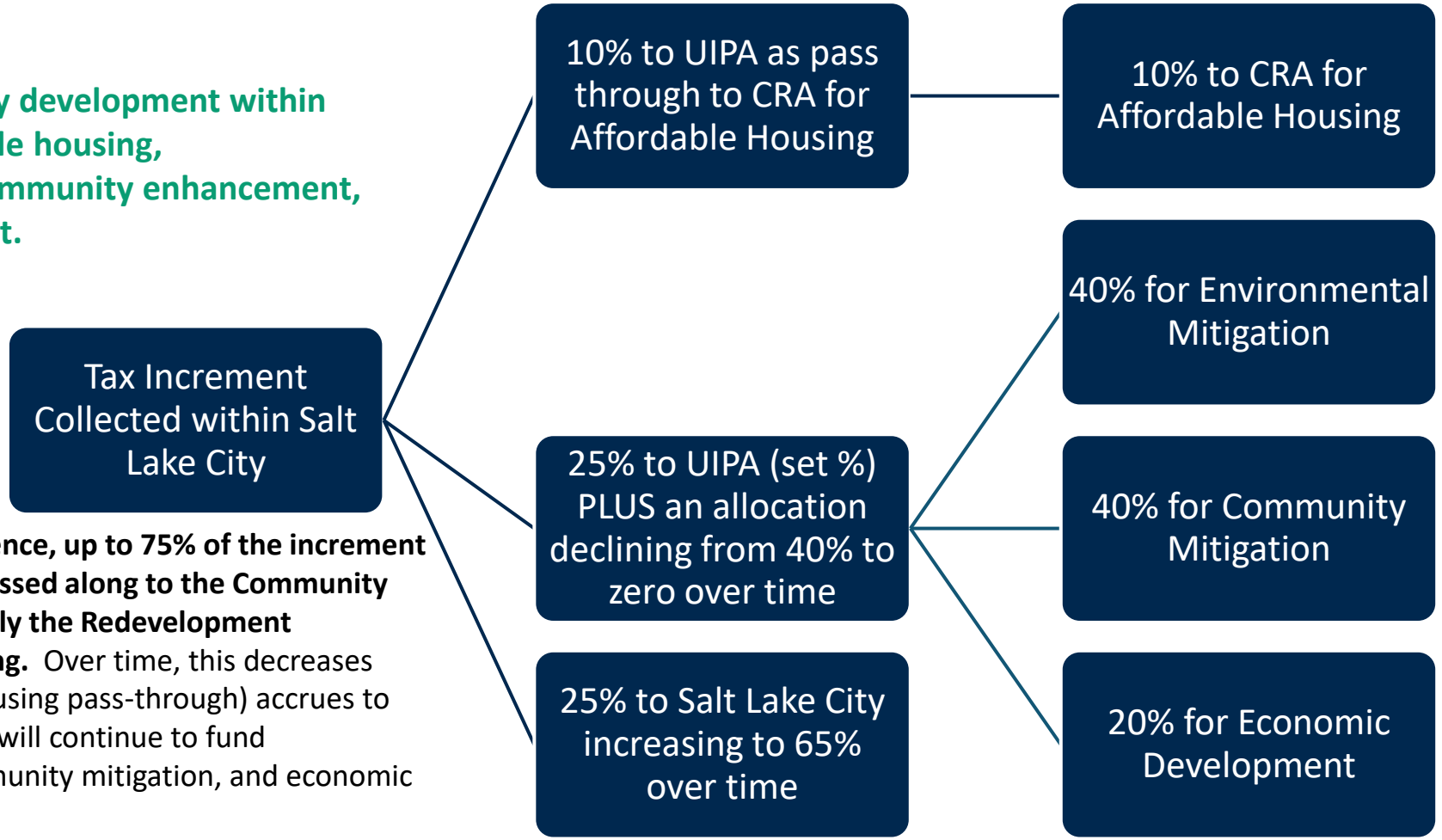
Baseline Study

Economic Findings

Tax Increment Distribution

Tax increment generated by development within the NWQ support affordable housing, environmental projects, community enhancement, and economic development.



Early in the project area's existence, up to 75% of the increment flows to UIPA, including 10% passed along to the Community Reinvestment Agency (previously the Redevelopment Authority) for affordable housing. Over time, this decreases until only 25% (plus the 10% housing pass-through) accrues to UIPA. This remaining increment will continue to fund environmental mitigation, community mitigation, and economic development.

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Baseline Study

Key Findings and Observations

Project Area Existing Conditions and Opportunities

The NWQ project area is designed to be an employment center. Juxtaposed between underserved neighborhoods, critical natural resources and habitat, SLC International Airport, and other industrial activities.

- → Development in the NWQ dates back to the early 2000s with the fastest growth occurring in the early years of this decade. This corresponded to rapid growth in Utah and the Wasatch Front.
- → In recent years, development has returned to more historic levels with more than half of the project area remaining available for development.
- → Roughly 15% of the area is set aside for open space, agriculture, or other non-light industrial/manufacturing uses.

The portion of the project area inside Salt Lake City is home to some 10,000 jobs.

- → The transportation sector accounts for about one-third of the jobs, with a quarter being in manufacturing, and 20% in professional/scientific/technical services.
- → The NWQ workforce is largely white and has at least some college education.
- → Roughly two-thirds of jobs in the NWQ pay more than $40,000 per year; over half do not require a college degree.

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Baseline Study

Key Findings and Observations

Westside Community Existing Conditions

Neighborhoods on the west side of Salt Lake City have a different economic profile than the city as a whole.

→ According to Census data, all four communities have lower employment levels than the city overall.
→ Three of the four neighborhoods have per capita incomes at/near 50% below the city's level.

Westside residents largely travel out of their communities for work.

→ Key work locations for area residents include areas around the University of Utah, in downtown, and around and south of SLC International Airport.
→ Community members commute to portions of the NWQ and areas along I-15 for work.
→ While NWQ employers draw workers from Westside neighborhoods, areas south of the project area, including West Valley City and Magna Town, are somewhat more likely to be employed in the NWQ.

Opportunities/challenges exist for enabling Westside communities to share in the economic benefits in the NWQ.

→ Although the four neighborhoods include portions of the NWQ, none of the neighborhoods' residential areas are adjacent to the NWQ (aside from the strip near SLC International Airport).
→ Car ownership levels in the area, the availability of services (e.g., childcare, grocery stores, and medical care) in and around the NWQ, and other factors, may make the NWQ a less desirable work location than other parts of the city.
→ With less than half the jobs in the project area requiring a college degree and more than two-thirds paying more than $40,000 per year, the NWQ could be a source of low-barrier-to-entry jobs.

Baseline Study

Key Findings and Observations

Development Trends and Property Tax Increment Generation

The industrial real estate markets that include the NWQ provide a good indication of baseline future activity. Using long-term trends as the baseline, areas in and around the NWQ will continue to attract a large portion of the region's industrial and warehousing growth. As properties in the Salt Lake City portion of the project area develop, they generate new property tax revenue. This "increment" is shared between Salt Lake City and UIPA based on an interlocal agreement. Increment accruing to UIPA is allocated to affordable housing, environmental mitigation, community mitigation, and economic development.

- → The industrial market in northwestern Salt Lake City has been largely dominated by warehousing and distribution uses.
- → The greater the value of the development in the NWQ, the more tax increment will be generated.
- → While much of the area's activity has been in warehousing, as mentioned earlier, the project area has attracted advanced manufacturing and biotechnology companies.
- → These types of facilities typically generate greater property tax revenue due to a higher valuation of the facility and capital equipment.

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Transportation

Consists of the following elements:

- Existing and Planned Transportation Assets
- Traffic Conditions and Impacts
- Air Cargo Considerations
- Rail Conditions and Impacts
- Role of the Jurisdictional Area in Regional and National Logistics
- Road and Rail Safety
- Key Transportation Trends
- Transportation Findings

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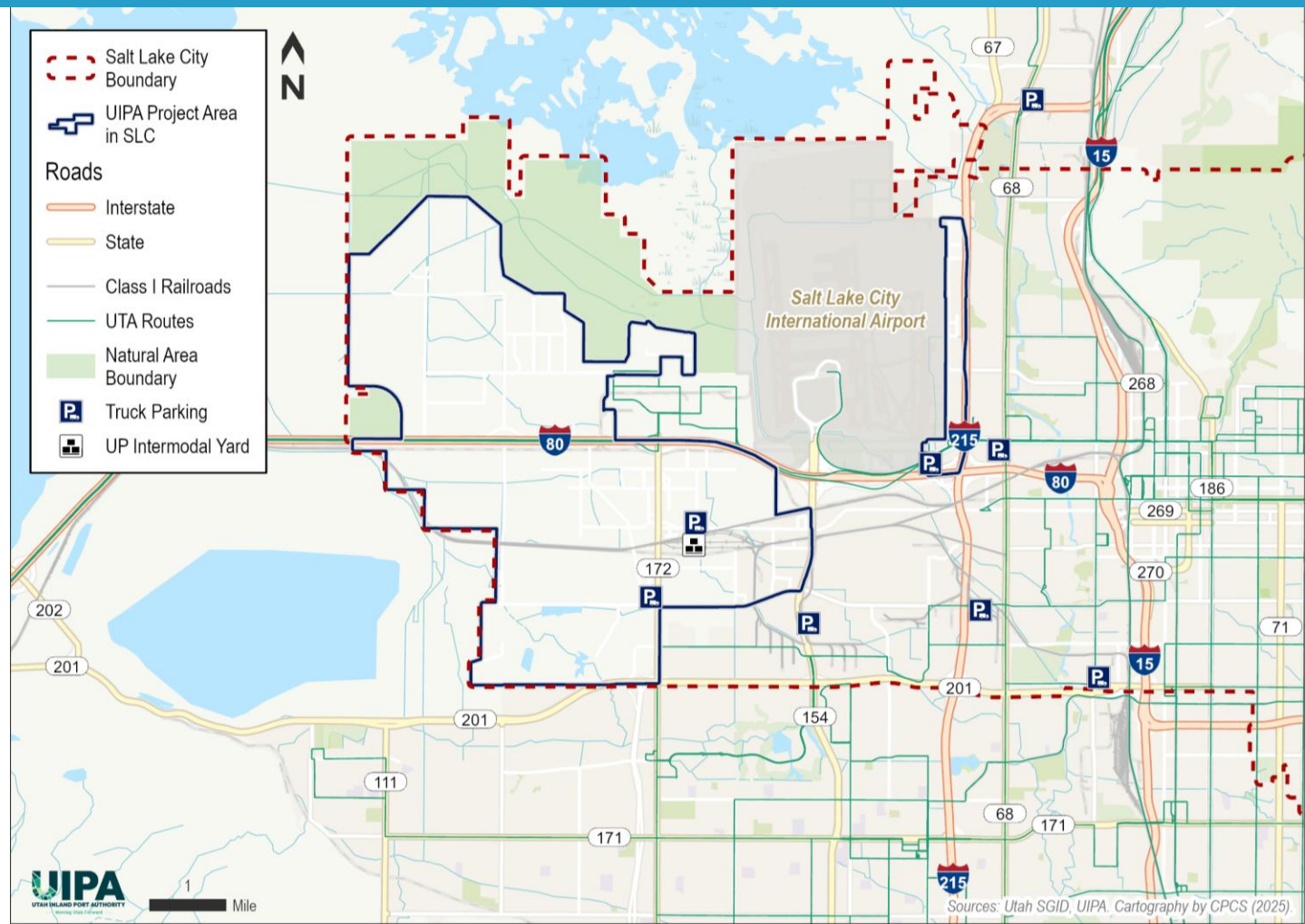
Baseline Study

Transportation

Existing Transportation Assets

Through **a network of roads, rails,** and **a major airport,** the UIPA project area connects Utah to regional markets, national destinations, and global trade routes. The area is:

- Flanked by **I-80, I-215, and I-15**, providing rapid road connectivity to wider regions across the western United States.
- Served by extensive rail infrastructure:
  - **UP Railroad** network
  - **Salt Lake City Intermodal Terminal**
  - **Salt Lake Garfield and Western** (rail provider for NWQ industrial parks) runs west from downtown
  - **Utah Railway** runs from Utah County line south and east
  - **Salt Lake City Southern Railroad** runs south from SLC
- Served by **Salt Lake City International Airport (SLCIA)**.



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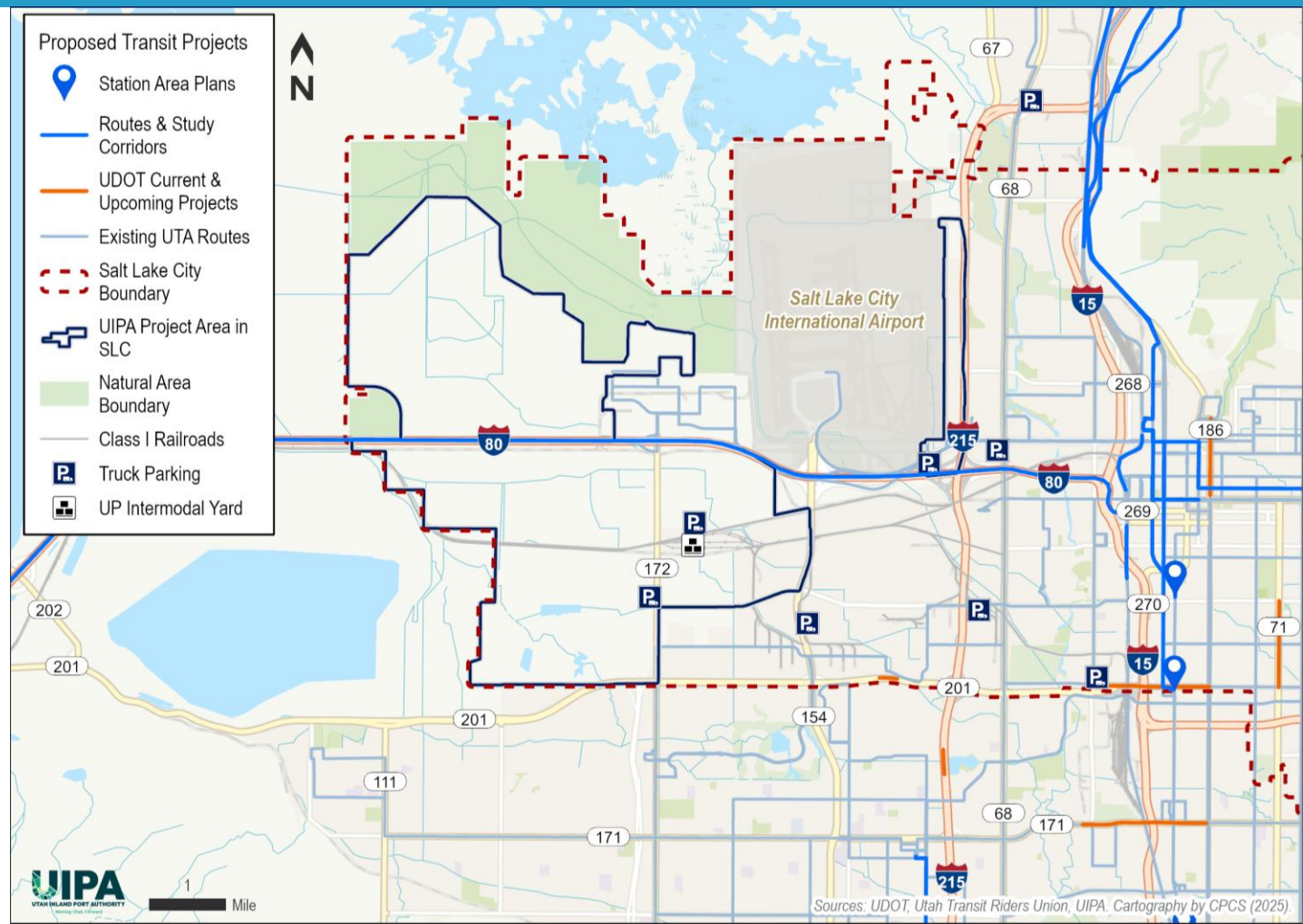
Baseline Study

Transportation

Planned Transportation Assets

Several projects are planned to expand the transportation network and improve mobility in the region. These projects include:

- State Street & 300 N
- SR 201 over 3200 W
- 700 E from Parley's Trail to 1300 S
- I-215 W/2700 S Bridge
- 3300 S from 1000 W to State Street
- SR 201 from 900 W to State Street
- State Street from N Temple to 400 S
- Tooele Transit Study
- Granary District Spur Line
- FrontRunner Double-Tracking: South of Salt Lake
- FrontRunner Double-Tracking: Warm Springs
- Central Station and North Temple Station Area Plan
- Davis-SLC Community Connector (Regional Route)
- Davis-SLC Community Connector Study (Local Route)



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Baseline Study

Transportation

Traffic Conditions and Impact

The Jurisdictional Area is connected by:

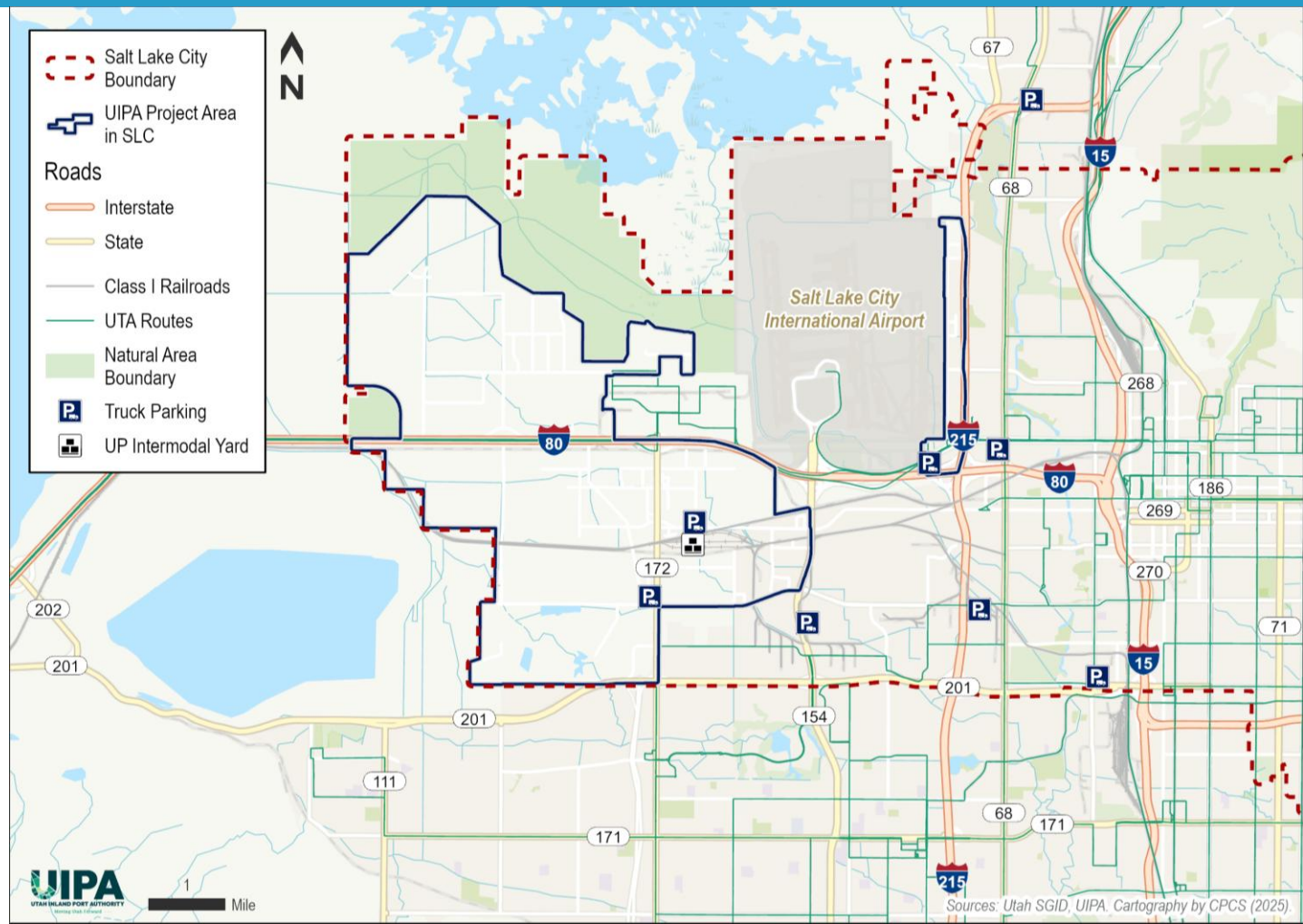
Interstates
I-80 and
I-215

State Routes
SR 201 and
SR 172

Other arterials & connector routes

Jurisdictional Area Need: Additional internal arterials and connections.

- → The road network east and south of the NWQ is well connected.
- → There are limited routes traversing through the area, necessitating additional internal arterials and connections.



UTAH INLAND PORT AUTHORITY

Baseline Scenario

Transportation

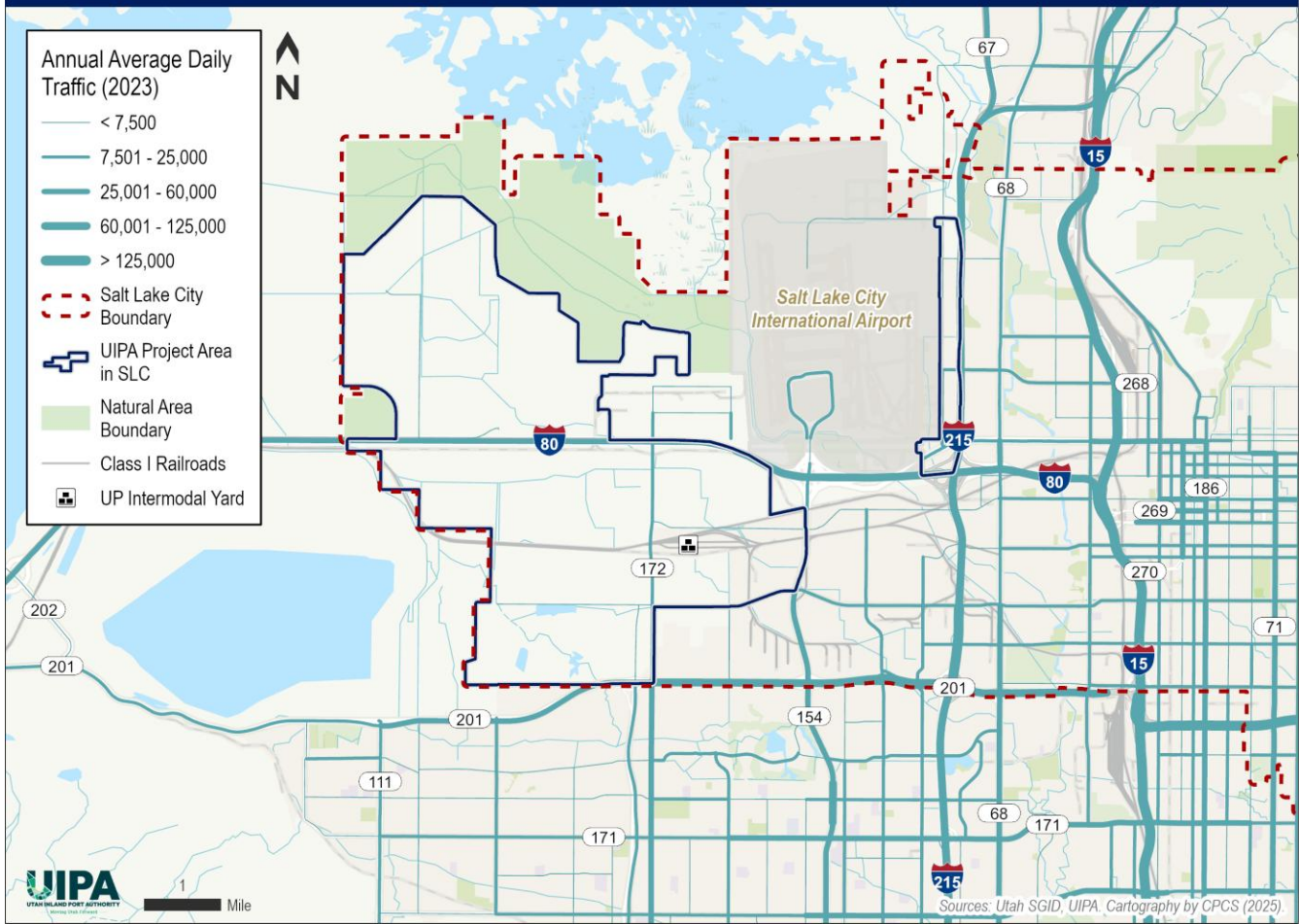
Traffic Conditions – All Vehicles Level of Service (LOS)

- → **I-80 and SR 201** currently operate at an LOS corresponding to smooth traffic flow but are nearing their designed capacity. Both experience **occasional congestion and reduced speeds** during peak hours.
- → The **north-south segments of I-215 and I-15 connecting with I-80 and SR 201** in Salt Lake City exhibit an LOS with unstable flows and operation at or near capacity.

Existing LOS Consideration:

- → Without capacity and connectivity enhancements, all major arterials are projected to degrade to lower LOSs within the next few years, characterized by constant traffic jams even during off-peak periods.

Traffic Volume Totals (AADT)



UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation

Traffic Conditions and Impact – All Vehicles Travel Time Index

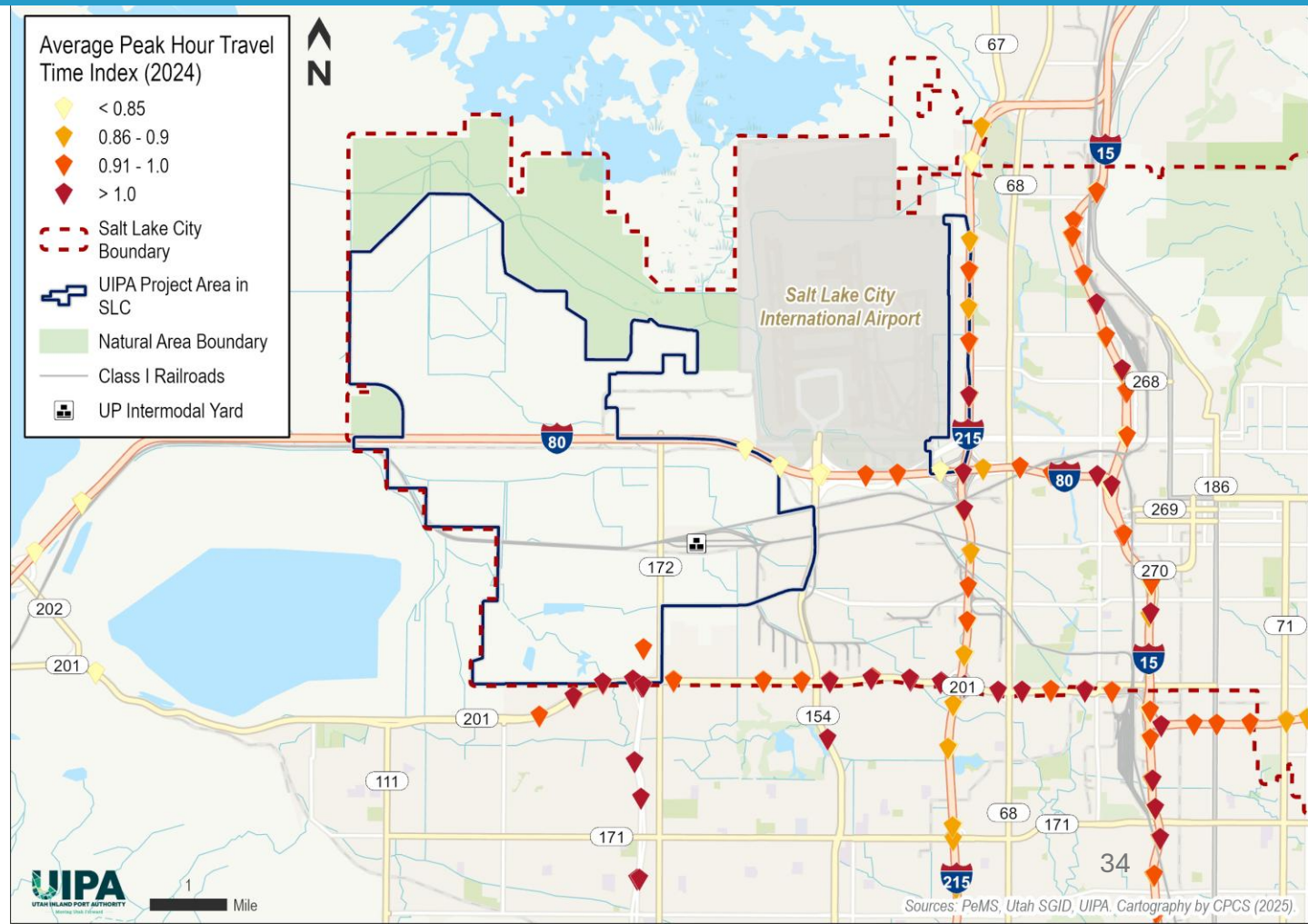
During peak travel times, major roadways in the Jurisdictional Area experience congestion, evident by **a Travel Time Index of >1**.

Roadways that are particularly impacted include:

- → **SR 201**
- → **I-15**
- → **I-215 at I-80**
- → **I-80 at I-15**

Existing LOS Considerations:

- → **Growth in the area's population and freight-related industries** is increasing the demand placed on the Jurisdictional Area's roadways.
- → As SR 201 and I-80 are the only east-west arterials linking the area to I-15, the impact of this growth will continue to be seen in **exacerbated travel delays.**



UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation

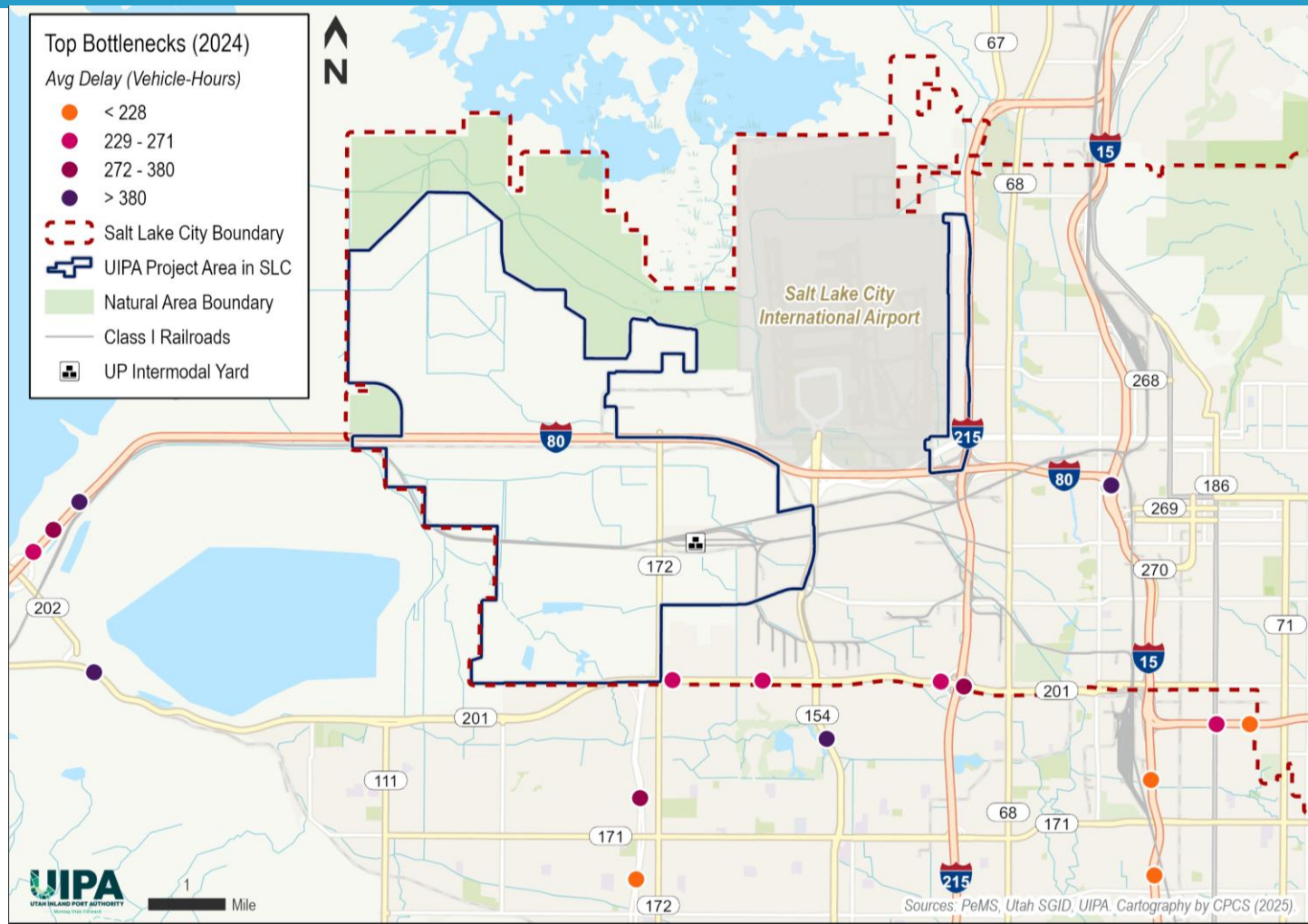
Traffic Conditions and Impact – Bottlenecks

All-vehicle Bottlenecks

Bottlenecks in the Jurisdictional Area generally occur at, or near, interchanges and intersections. There is a particular **concentration of bottlenecks along SR 201,** at the edge of the Jurisdictional Area.

Truck Bottlenecks

The I-80/I-215 and SR 201/I-215 interchanges in both directions are **among the top 10 Utah truck bottlenecks**, along with segments of I-15 between its north and south interchanges with I-215.



UTAH INLAND PORT AUTHORITY

Baseline Study

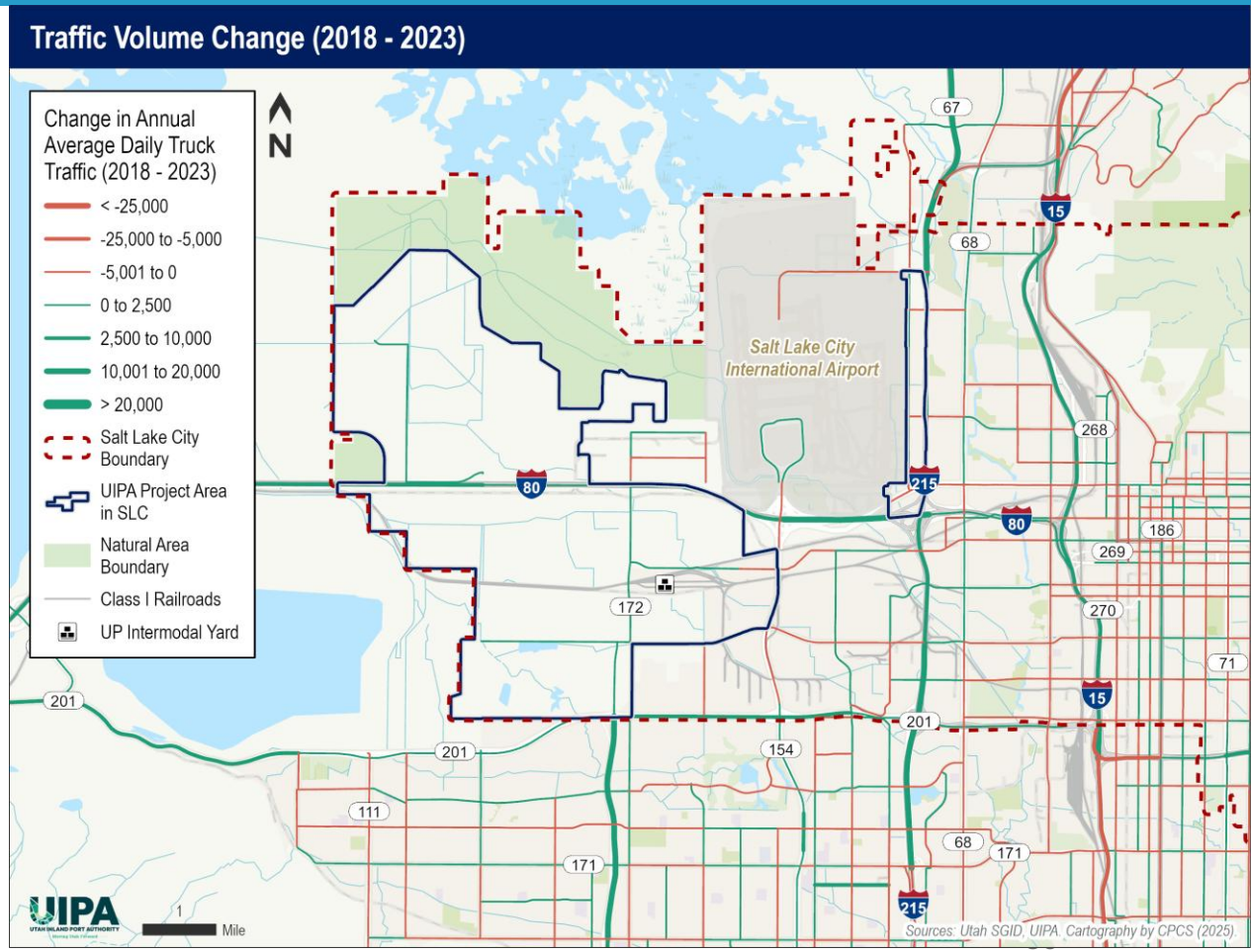
Transportation

Traffic Conditions and Impact – Truck Volume

- → **The NWQ is the largest freight generator in Utah and the Intermountain West**, driven by the concentration of manufacturing and distribution centers operating in the region.
- → By 2031, **truck traffic is projected to increase** across the area. Notably, significant growth is expected **along I-80 and on I-215** south of Salt Lake City International Airport. I-15 and SR 201 are also anticipated to see rising truck volumes.

Existing LOS Considerations:

- → Future truck traffic volume trends are largely fueled by **substantial projected population growth** in Salt Lake County, which is expected to drive higher freight demand.
- → The **rapid pace of industrial development** within the Jurisdictional Area will further contribute to increased truck activity.



UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation

Roadway Maintenance Conditions

Pavement Condition

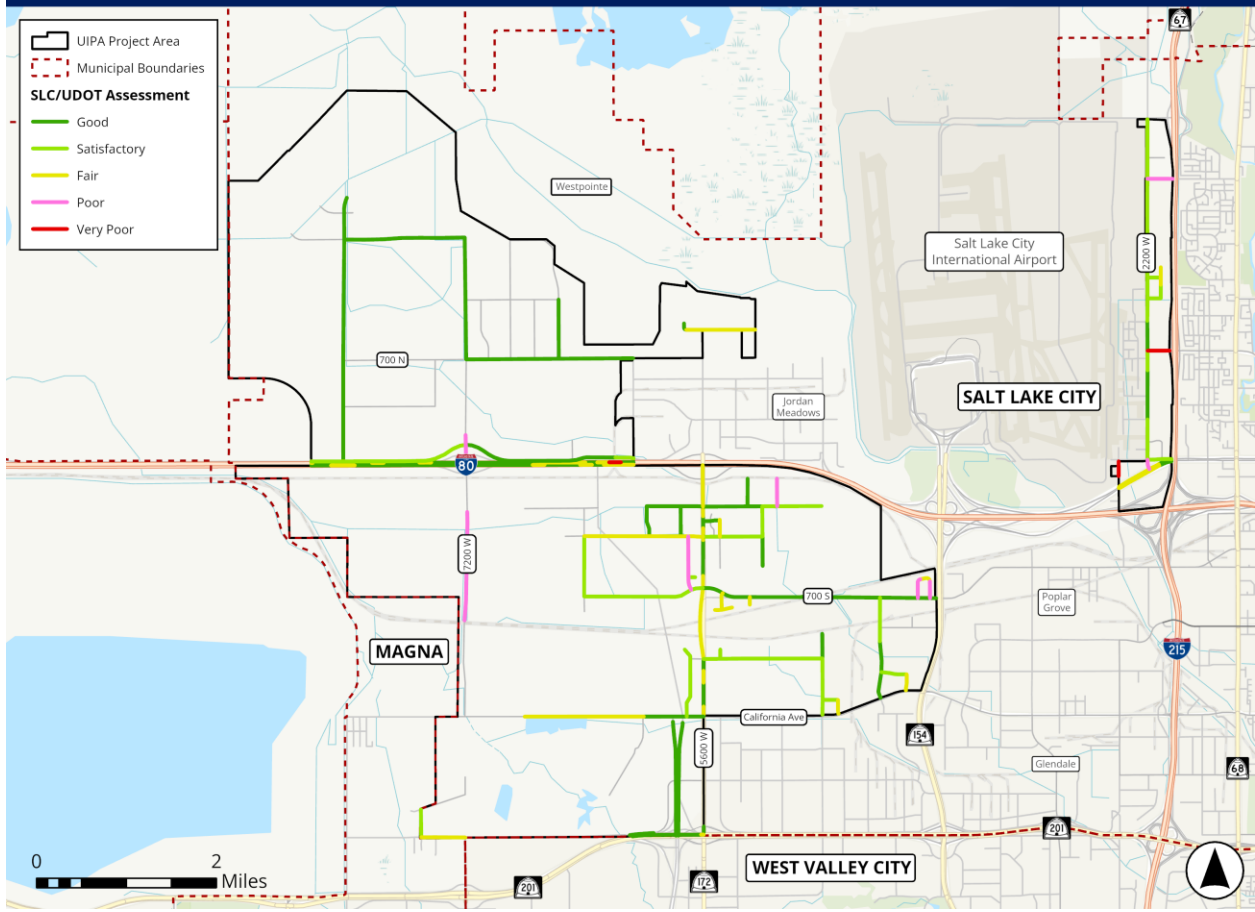
A large majority of roads, for which data is available, are in at least satisfactory condition:

- **74%** of roadway miles in **Satisfactory or Good condition**
- Another **19%** of roadway miles in **Fair condition**
- Many routes in the northwest of the project area have not been examined for pavement quality

Geometric Elements

- Shoulder width: Majority of roadway miles have at least one shoulder sufficient for safety/emergency vehicle access
  - At least **70% of roads** have **at least one shoulder that is 5+ feet wide**
  - Narrow shoulder widths (< 5 feet) are insufficient for potential emergency pull-offs and bicycle safety: 5600 W & I-80; 300 S intersection; between 700 S and 1100 S
- Bridge clearances: No issues found
  - Lowest clearance in project area: 16.6 feet on I-80 at 7200 W

Roadway Pavement Conditions



Sources: Utah Department of Transportation, Wasatch Front Regional Council

UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation

Roadway Maintenance Conditions

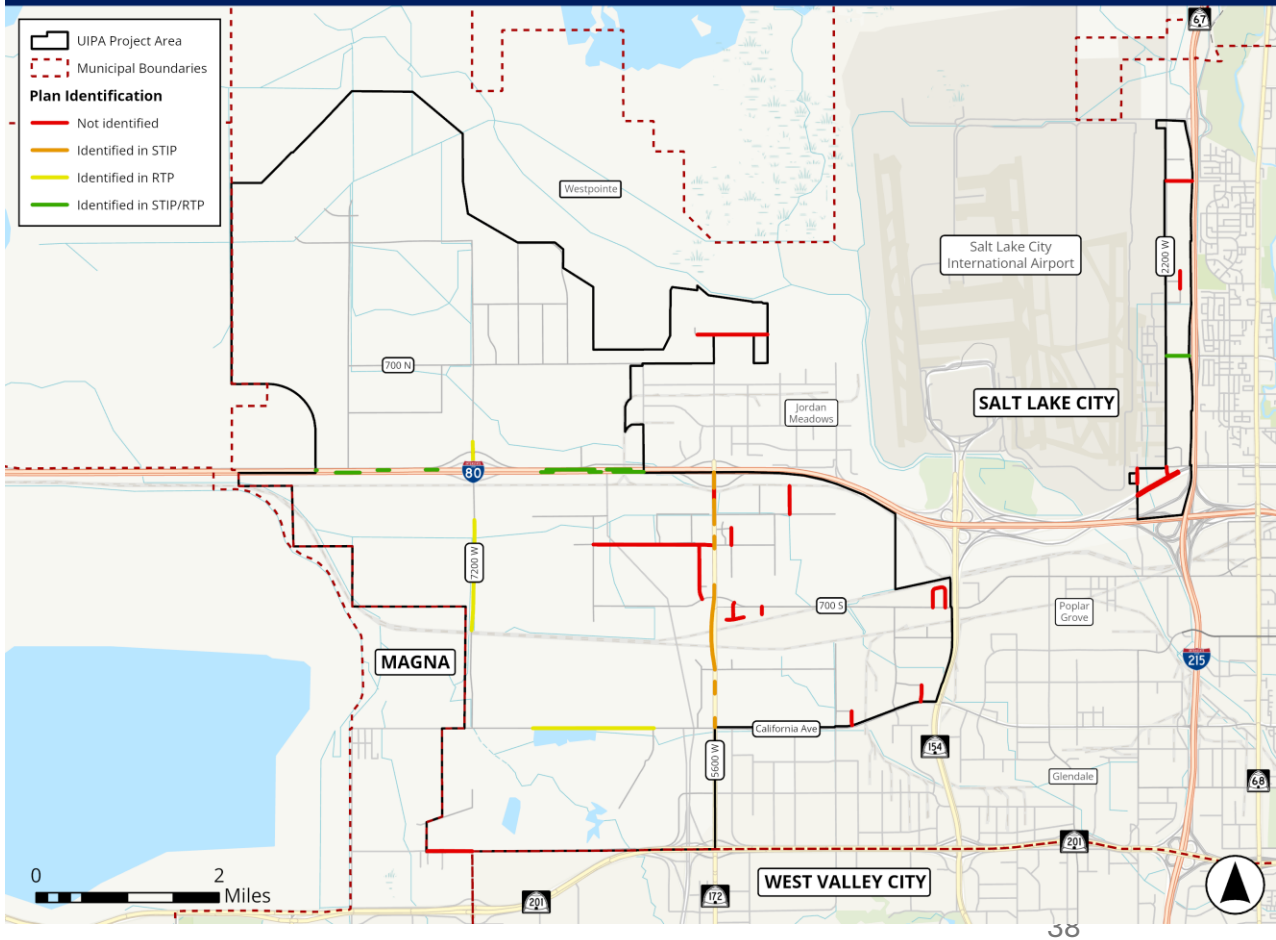
Transportation Plan Identification

- Most routes with fair or worse pavement condition have been identified within state and regional plans (STIP and/or 2023-2050 RTP)
- Roads with poor pavement condition not identified in plans are typically smaller roads geared for local traffic (e.g., 300 S, John Cannon)

Planning Considerations

- State of good repair and safety needs should be considered in future projects
- Look for opportunities to address pavement conditions in conjunction with other improvements (e.g., new 5600 W bus route, Mountain View Corridor)
- Unknown pavement quality on routes without existing data
- Traffic patterns may change due to future projects and other nearby improvements

Transportation Plan Identification, Routes Graded "Fair" or Below



Sources: Utah Department of Transportation, Wasatch Front Regional Council

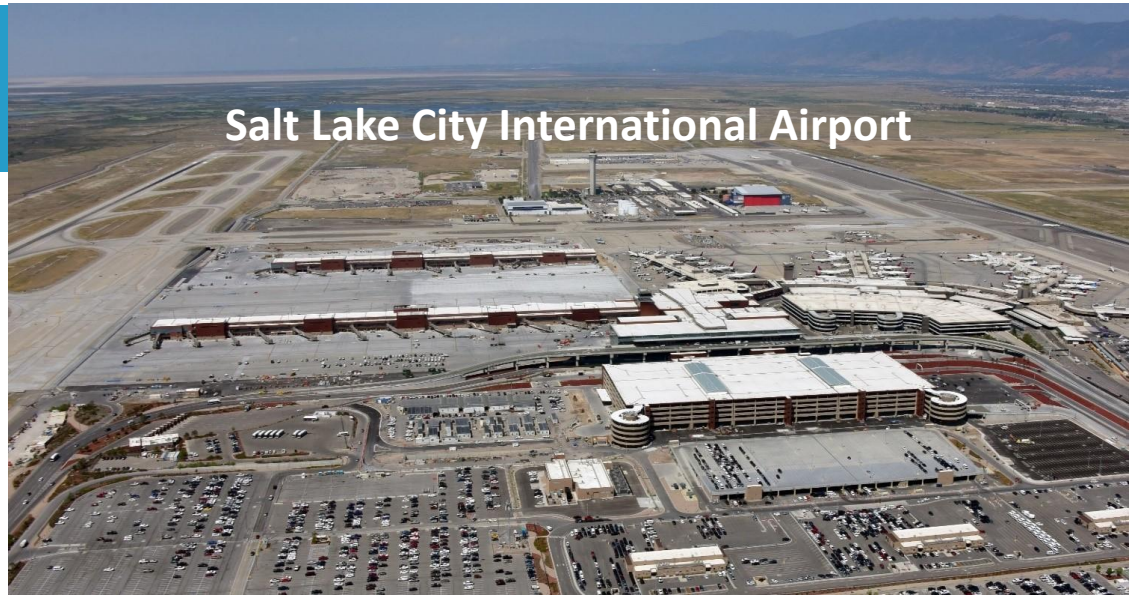
UTAH INLAND PORT AUTHORITY

Transportation

Existing and Future Air Transportation Assets

SLCIA is home to a variety of commercial and air cargo services:

- There are some **300 flights per day to and from 90 locations around the United States, Canada, Mexico, Europe, and South Korea**.
- SLCIA serves as the **air cargo hub** for the Wasatch Front, all of Utah, and the Intermountain West as well:
  - **UPS, FedEx, and DHL** provide express and wholesale service in and out of SLCIA.
  - **Top exports by weight are chemicals and food products**; fastest growing exports include textiles, apparel, electronics, mineral ore, and plastics.
  - **Imports are led by computers/electronics**, with apparel, miscellaneous manufactures, and electrical components growing rapidly.



Source: SLCIA Website, 2020.

Existing Considerations:

- Less than 10% of Utah's international air freight moves through SLCIA; **most is trucked to gateways**, such as Los Angeles International Airport, San Francisco International Airport, and O'Hare International Airport.
- **Key missing service is** dedicated main-deck freighter operations; addressing this gap is the focus of SLCIA's cargo-development strategy in partnership with UIPA.

Baseline Study

Transportation

SLCIA Air Cargo Conditions

Utah Air Cargo Imports and Exports

- Over **40% of air exports** from Utah go to Regional Comprehensive Economic Partnership countries (RCEP, a free trade agreement among Asia-Pacific countries) and **60% of air imports** bound for Utah originate from RCEP countries.
- Import to export imbalance for the air cargo mode is contracting, as **the number of imports is growing faster than exports.**
- The largest share of air exports from Utah **goes to Europe and Asia.**
  - From 2019 to 2021, **exports to Asia increased by 31%,** while **exports to Europe increased by 32%**
- The largest share of air imports into Utah comes from Asia and Europe.
  - From 2019 to 2021, **imports from Asia increased by 99%,** while **imports from Europe increased by 10%**

Air Cargo Leakage, Retention & Capture

- SLCIA captures less than 10% of air exports and imports bound related to Utah, **leaking most volume to LAX.**
- From 2019 to 2021, air exports from Utah increased at a faster rate than any other state.
- In 2021, **only 3% of the total weight of goods originating from Utah was exported by air from SLCIA,** while 47% departed from LAX and 11% from SFO.
- Most goods exported by air from SLCIA originated in Utah, but 10% crossed state lines to utilize SLCIA.

Air Cargo on Passenger Aircraft

- Scheduled passenger service utilization trends indicate **airlines average 13% payload utilization** to Europe when developing air cargo, **while SLCIA averages 6% utilization** to airports with a similar number of departures to Europe.
- SLCIA payload utilization is below average compared to airports with a similar number of departures but is on par with airports in the region.
- Ratio of imports to exports is imbalanced, with two times more tons imported into the US than exported; however, SLCIA is essentially balanced.
- Imbalances exist within specific airlines and markets for SLCIA.

Transportation

The Future at SLCIA: Changes, Initiatives and Policies

SLCIA has developable on-airport land and is pursuing capacity-boosting projects:

- North-side taxiway (completion 2028/29)
- Center runway extension (2030/31)
- A new de-icing pad

Source: Mead & Hunt

Additional suggestions for new initiatives from the SLC Air Cargo Assessment & Development Strategy include:

- Help **maximize air cargo payloads** for current operations
- Showcase SLCIA air cargo offerings
- Become actively involved in the region's **cargo community**
- Leverage **strategic partnerships**
- Understand the flow of commodities through foreign trade zones
- Develop relationships with freight forwarders and customs brokers
- Know the air cargo customers
- Identify leads at target companies
- **Offer incentives for freight forwarders** to use SLCIA
- Identify a niche sector and world region to focus on developing air cargo

Baseline Study

Transportation

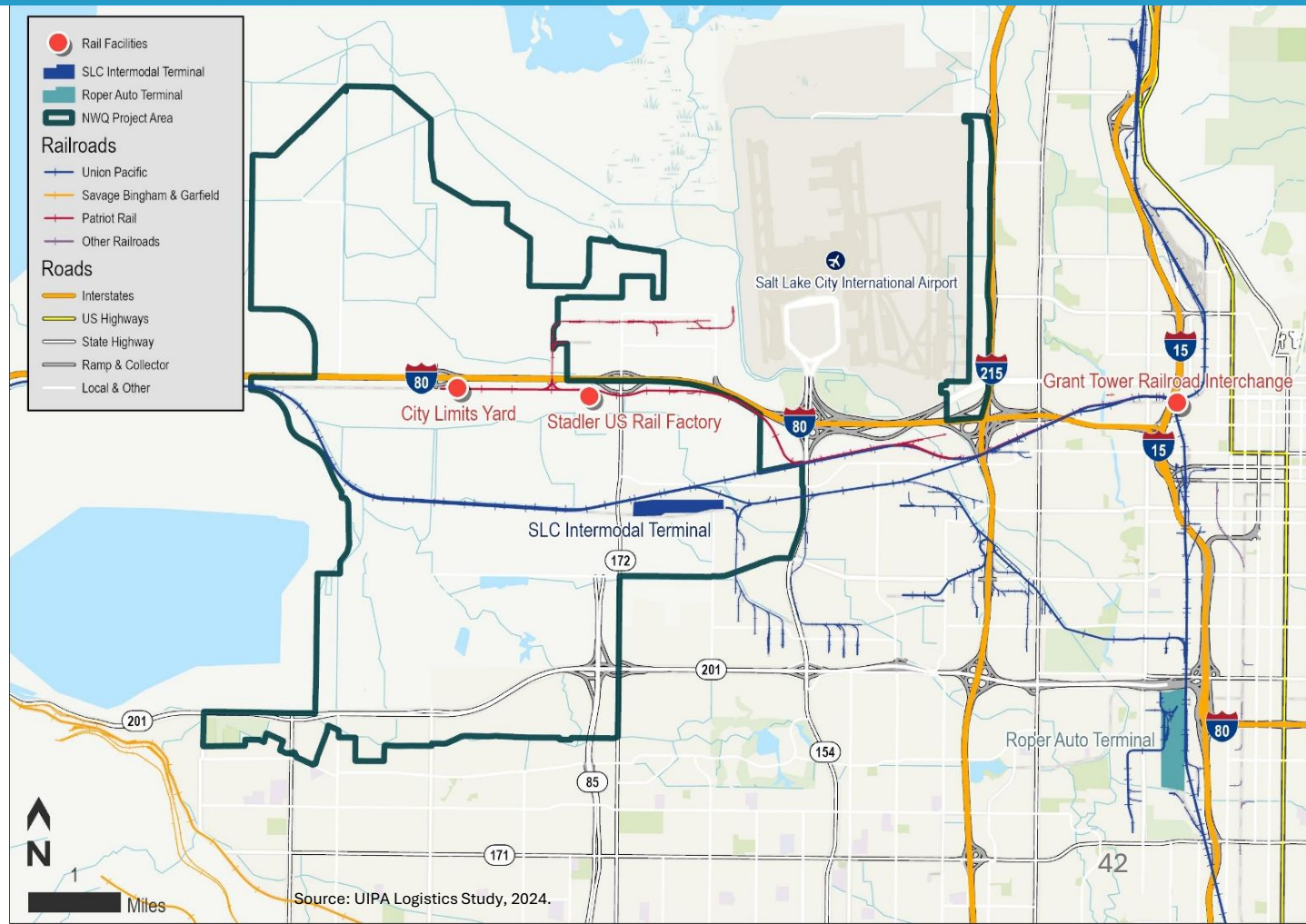
Rail Traffic Conditions and Impacts – Rail System & Commodity Flows

Goods movement by rail in Salt Lake County

9 Million Tons	$33 Billion
Cargo moved to, from, and between Utah communities by rail	Value of cargo moved by rail

Source: CPCS 2021 Transearch data, S&P, 2023.

- Of the goods moved by rail to, from, and between Utah communities, **the majority (58%) are inbound rail movements.** This accounts for 5.4 million tons of goods.
- The **primary commodities** transported by rail include:
  - Coal
  - Petroleum products
  - Chemicals
  - Iron
  - Copper smelter materials
  - Plastic
  - Textile products
  - Containerized goods



Source: UIPA Logistics Study, 2024.

UTAH INLAND PORT AUTHORITY

Baseline Study

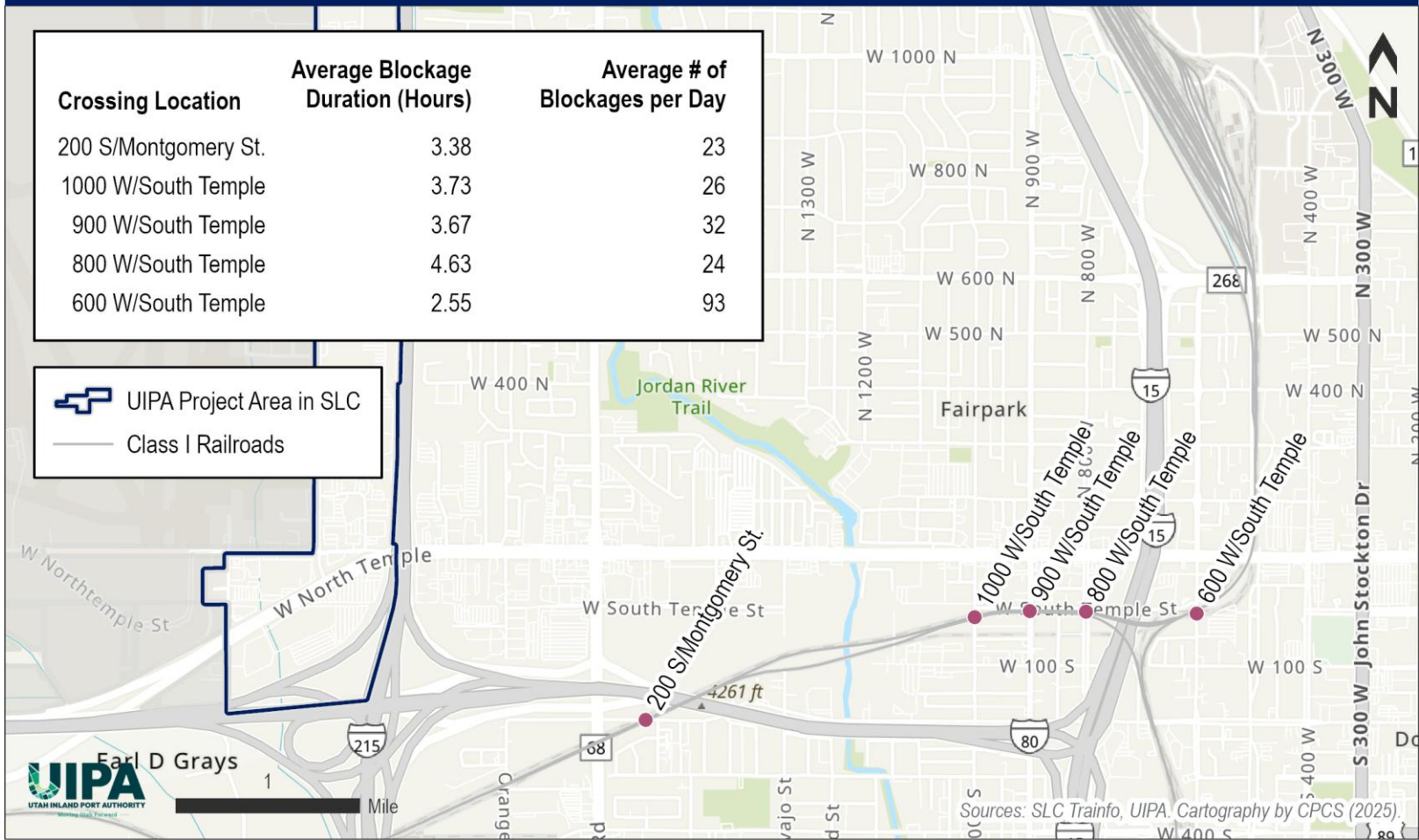
Transportation

Rail Traffic Conditions and Impacts – Blocked Crossings

- Roadway **delays at blocked at-grade rail crossings** occur along the UP lines near I-15 and I-80.
- Where the line has **at-grade crossings near I-15**, there are frequently blocked crossings along W South Temple St. On average, blockages at the at-grade crossings **along W South Temple St. occur for 3.6 hours**.
- Where the UP line has at-grade crossings near I-80, the at-grade rail crossing at **200 S Montgomery St. is blocked on average for 3.38 hours** per day.

Roadway Delays at Blocked At-Grade Rail Crossings

Crossing Location	Average Blockage Duration (Hours)	Average # of Blockages per Day
200 S/Montgomery St.	3.38	23
1000 W/South Temple	3.73	26
900 W/South Temple	3.67	32
800 W/South Temple	4.63	24
600 W/South Temple	2.55	93



UTAH INLAND PORT AUTHORITY

Baseline Study

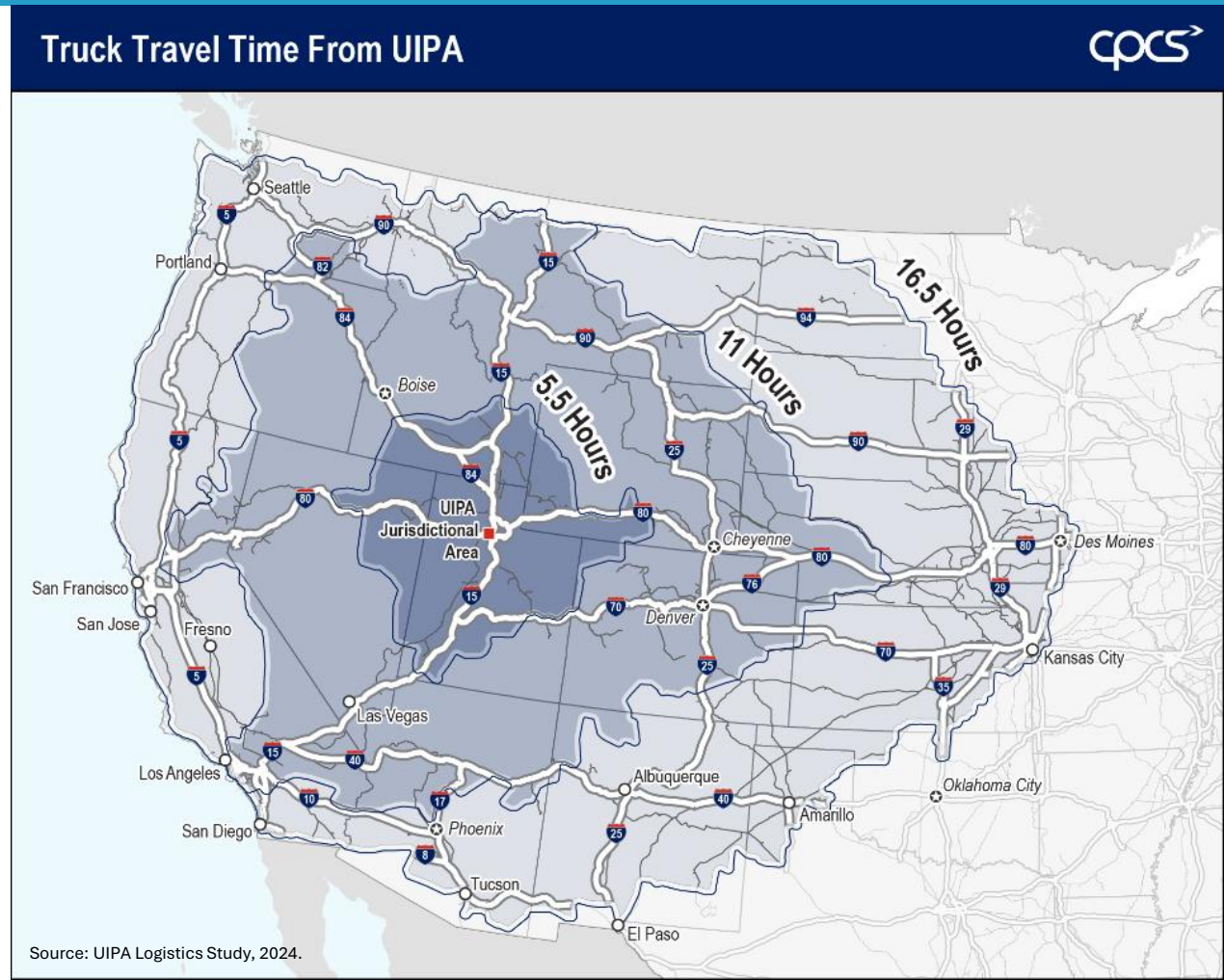
Transportation

Role of the Jurisdictional Area in Regional and National Logistics

- The Jurisdictional Area anchors a **vast inland region**, enabling connections between Utah's communities and trading partners in the Intermountain West and beyond.
- Utah's importance in North American logistics is due to its **central location in the interior West**. It lies within a single-day truck trip to most of the Intermountain West and parts of the upper Great Plains.
- **Both Southern California and Bay Area port facilities are also within a one-day reach by truck.**

Existing Logistics Consideration:

- As freight converges in Utah, significant amounts of goods find their way to Salt Lake City and, specifically, to the Jurisdictional Area due to its location, population centers, and domestic trading markets.

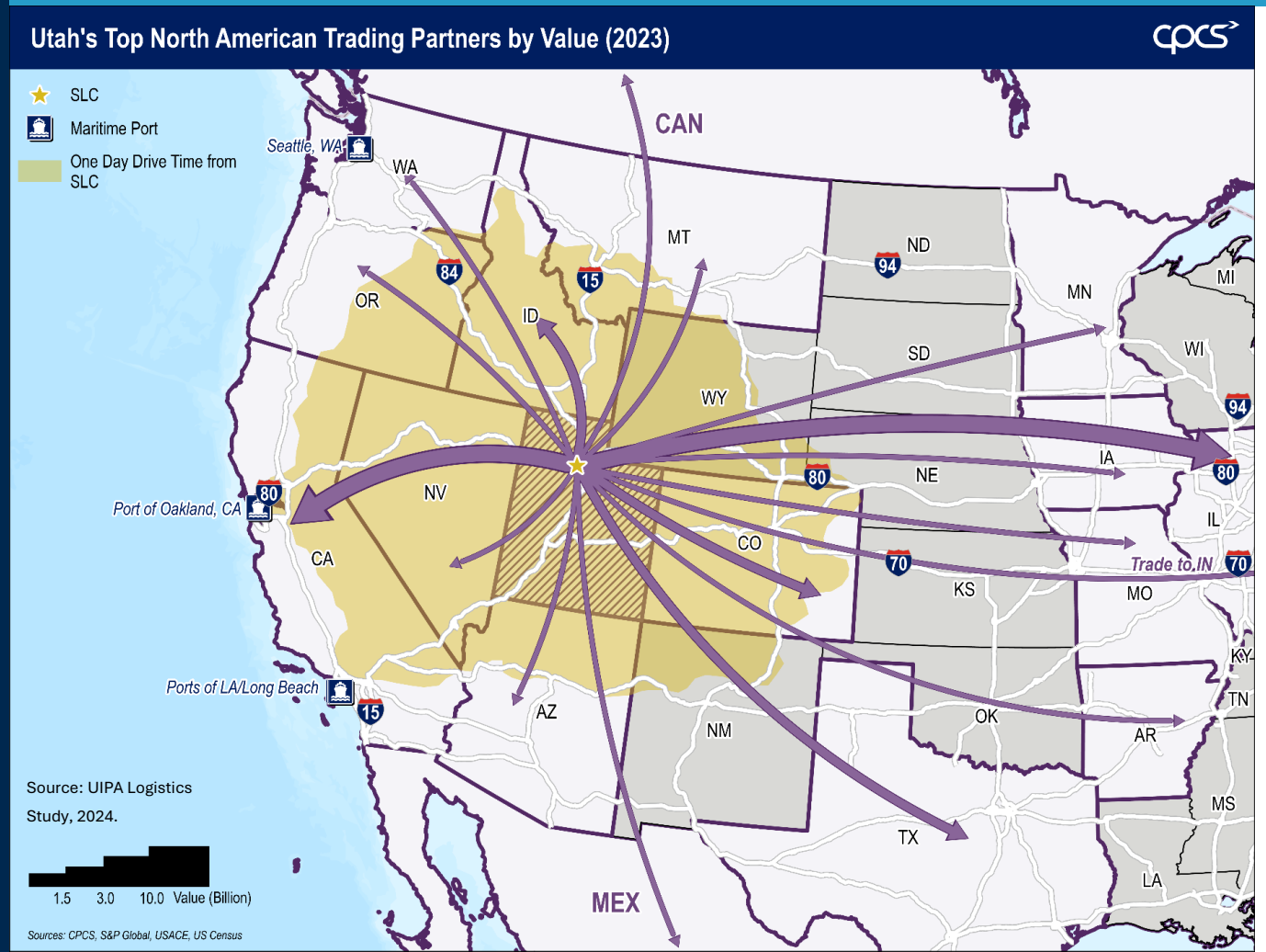


UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation

Role of the Jurisdictional Area in Regional and National Logistics



Due to its location, Utah and Salt Lake City are part of an interconnected network moving goods throughout the Intermountain West and to the rest of the United States.

Utah's neighbors—**Idaho, Nevada, Wyoming, Colorado, and Arizona**—are among Utah's top 10 state trading partners by both tonnage and value.

The most common goods supplied by Utah businesses to these partners are:

- → Agricultural and food products
- → Minerals, chemicals, and fertilizers
- → Motor vehicles and motor vehicle parts
- → Petroleum refining products
- → Gravel and sand

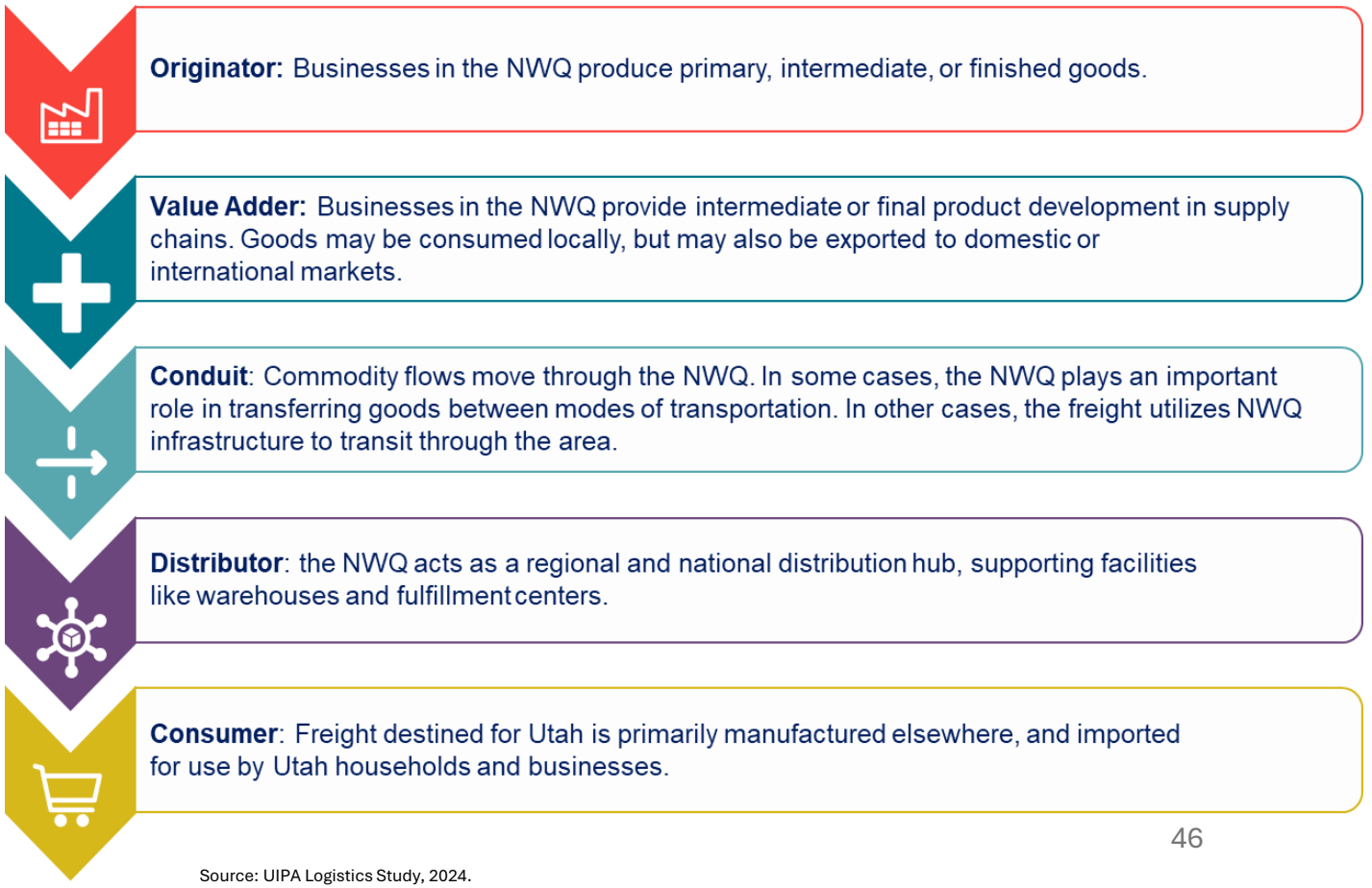
UTAH INLAND PORT AUTHORITY

Transportation

Role of the Jurisdictional Area in Regional and National Logistics

- **The Jurisdictional Area plays an important role in the logistics system of both Utah and the broader United States.**
- Manufacturers in the Jurisdictional Area produce materials, distribution centers in the Jurisdictional Area ship to stores and consumers throughout the region, and the area's intermodal terminal allows businesses to move cargo between trucks and trains.

Jurisdictional Area's Logistics Roles



Source: UIPA Logistics Study, 2024.

Baseline Study

Transportation

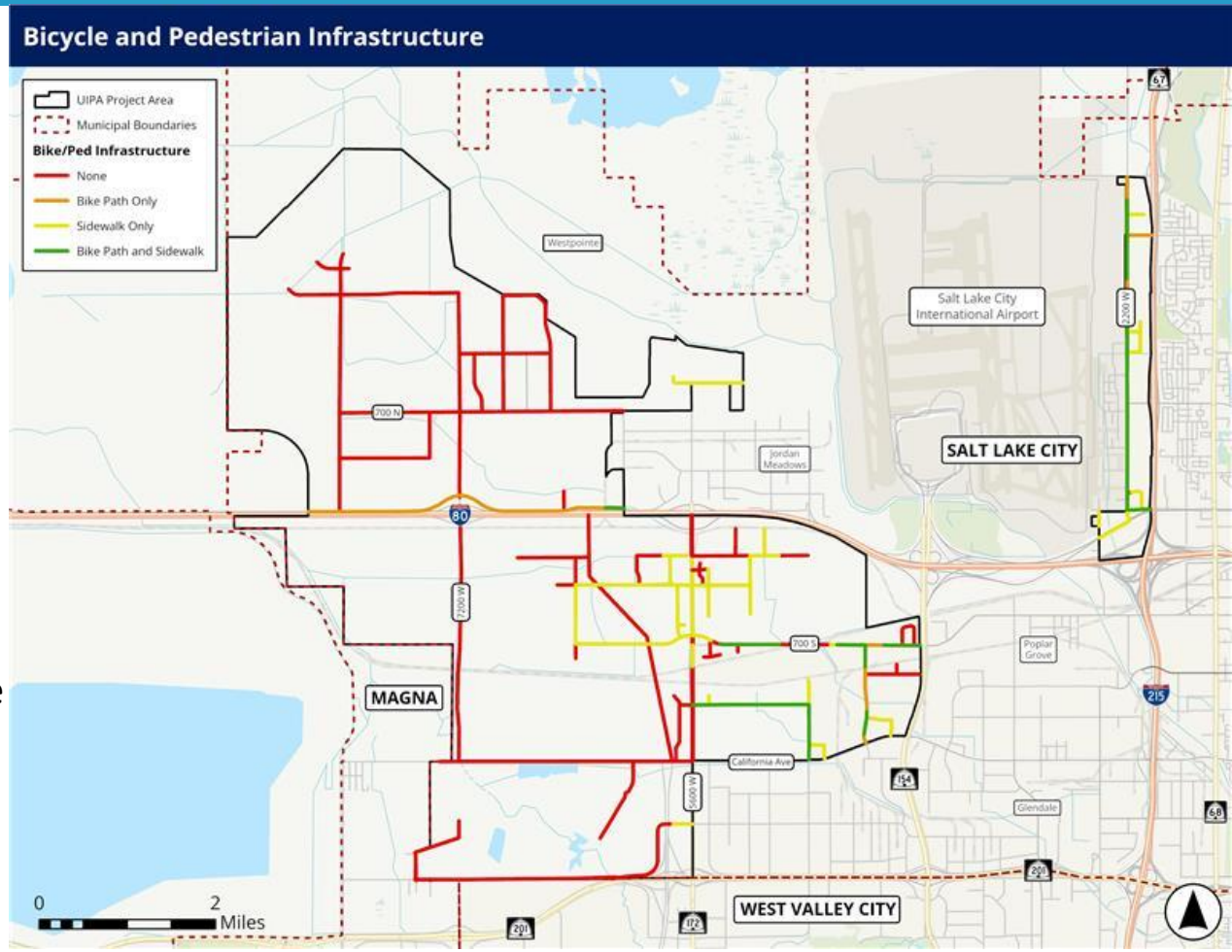
Active Transportation

Existing Bike/Ped Infrastructure

- → Sidewalks and bike paths coverage is patchy throughout the project area
  - → Most bike paths and sidewalks are located along major roads (e.g., 5600 W, N. Temple Frontage Road, 2200 W)
  - → More local roads frequently have few to no sidewalks or bike paths

Planning Considerations

- → Continuity of sidewalks and bike lanes is essential to establish an active transportation network people will use
- → The design and type of sidewalk or bike path must be considered in the context of the roadway it is along or near (e.g., traffic volumes, speed, roadway width)
- → New roadways or existing roadways are opportunities for enhanced bike/ped infrastructure



Sources: Utah Transit Authority, Wasatch Front Regional Council

UTAH INLAND PORT AUTHORITY

Transportation

Active Transportation

N Temple Frontage (looking west)

Transportation

Active Transportation

5600 W/300 S Intersection (looking north)

Baseline Study

UTAH INLAND PORT AUTHORITY

Transportation

Active Transportation

2200 W (looking north)

Baseline Study

Transportation

Transit and Public Transportation

Existing Routes

Existing service is very **commute-oriented:**

- → 451: Tooele – SLC (four trips during morning/afternoon commute)
- → F453: Tooele – SLC (five morning/afternoon commute trips)
- → 513: WVC – SLC (two morning/afternoon commute trips)
- → 551: SLC – International Center (seven morning commute trips, five afternoon commute trips)

Planned Routes

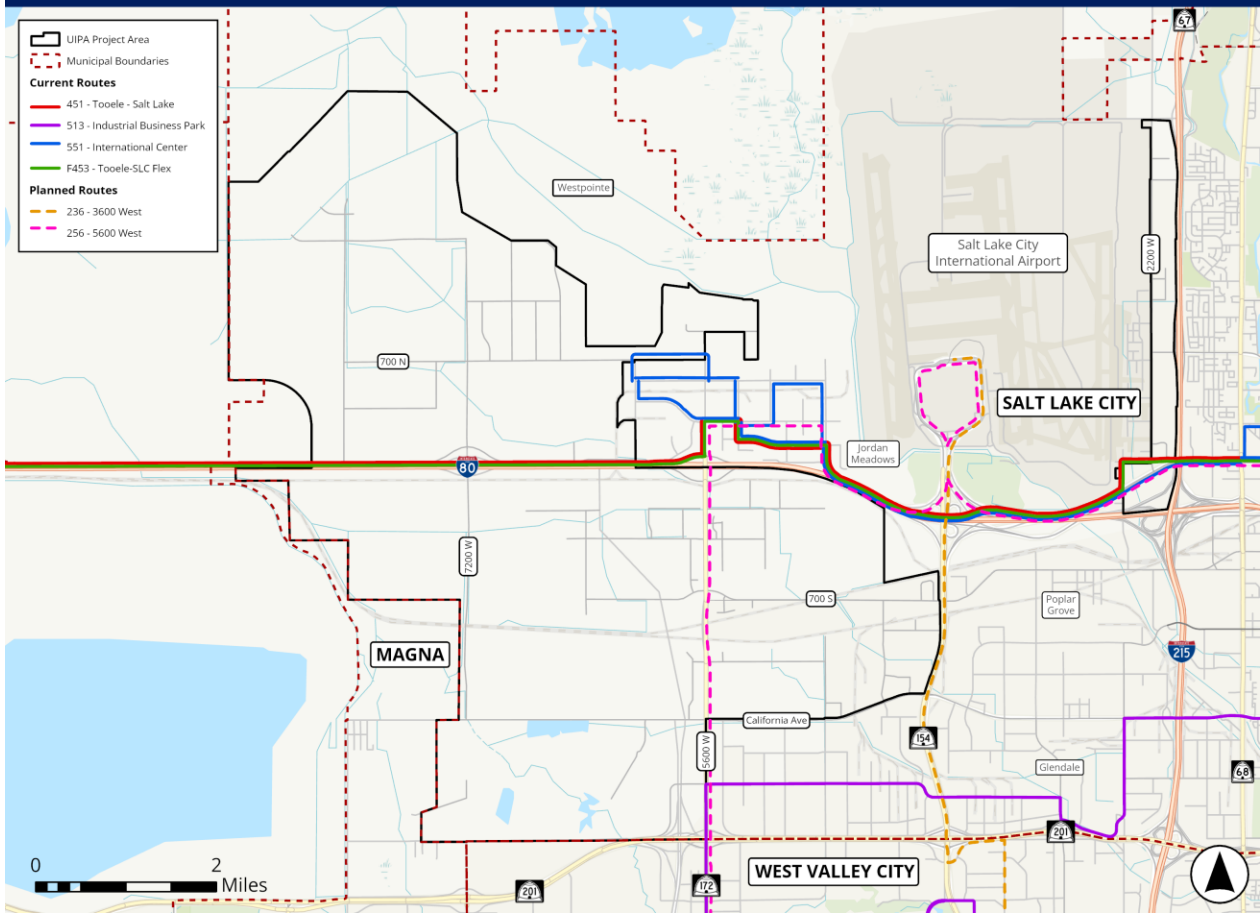
Currently planned service is **all-day-oriented**

- → 236: Airport – WVC (every 60 minutes)
- → 256: SLC – Bingham Hwy (every 15 minutes)

Potential Route Adjustments

- → 513 discontinued, replaced by Route 248 serving Lake Park Corporate Center near 4650 W

Existing and Planned Bus Transit Service



Source: Utah Transit Authority

UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation Findings

Safety

Crash Analysis

Over the past five years, no clear pattern in absolute number of crashes, though 2025 is on pace to exceed previous years.

- 2021: 109
- 2022: 128
- 2023: 100
- 2024: 128
- 2025 (January – Early June): 60

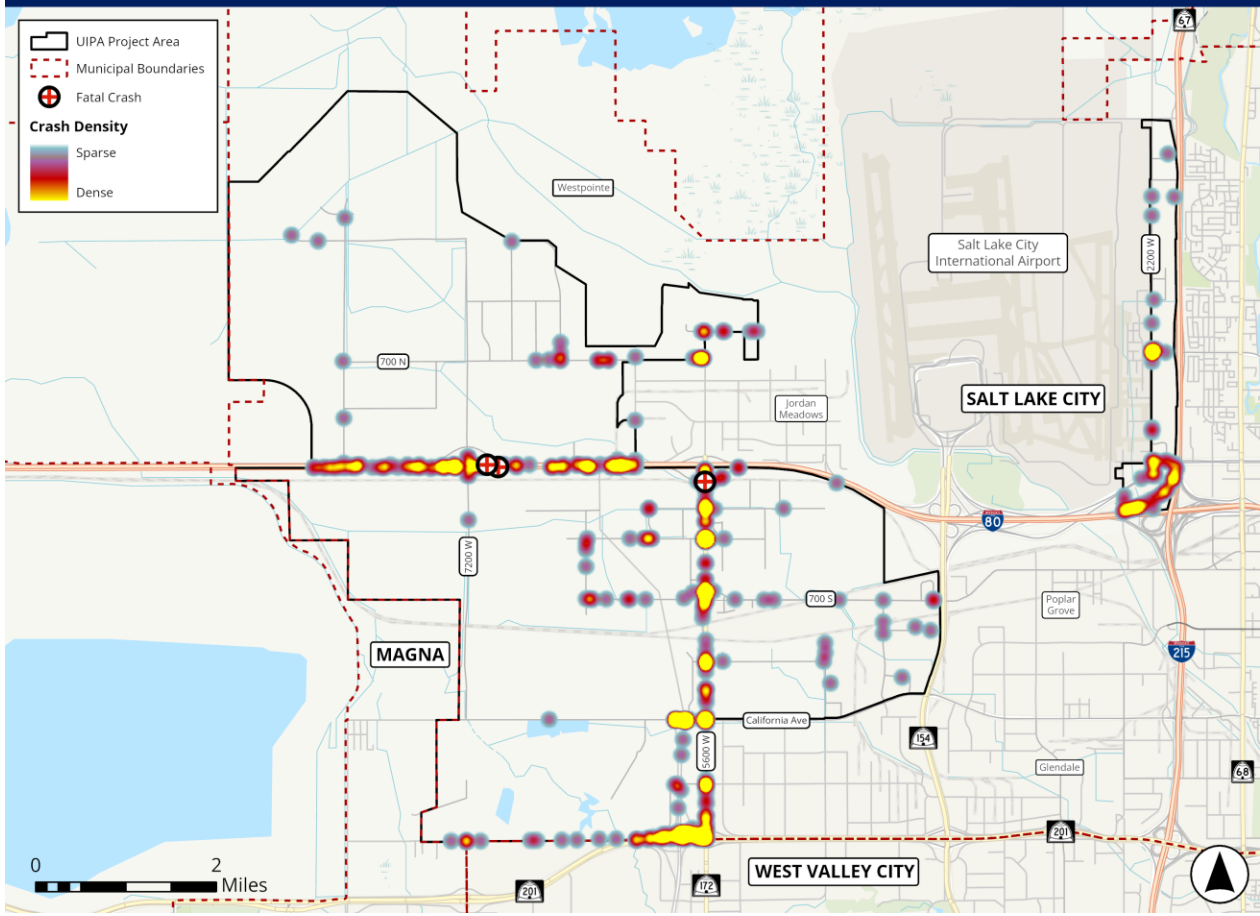
Notable hotspots include:

- Mountain View Corridor @ California Avenue
- 5600 W @ I-80 On-/Off-Ramps
- 5600 W @ 300 S
- 5600 W @ 2100 S

Planning Considerations

- Hotspots often have wide cross sections, relatively complex designs, higher speeds, and higher traffic volumes
- Three pedestrian-involved and zero bicyclist-involved crashes occurred over the past five years, likely due to low overall number of pedestrians and bicyclists
- Additional development in the area could heighten or reveal safety deficiencies (e.g., increased truck traffic, bike/ped conflicts, and new roadways)

Crash Density (2021 - 2025 YTD)



Source: Utah Department of Transportation

UTAH INLAND PORT AUTHORITY

Baseline Study

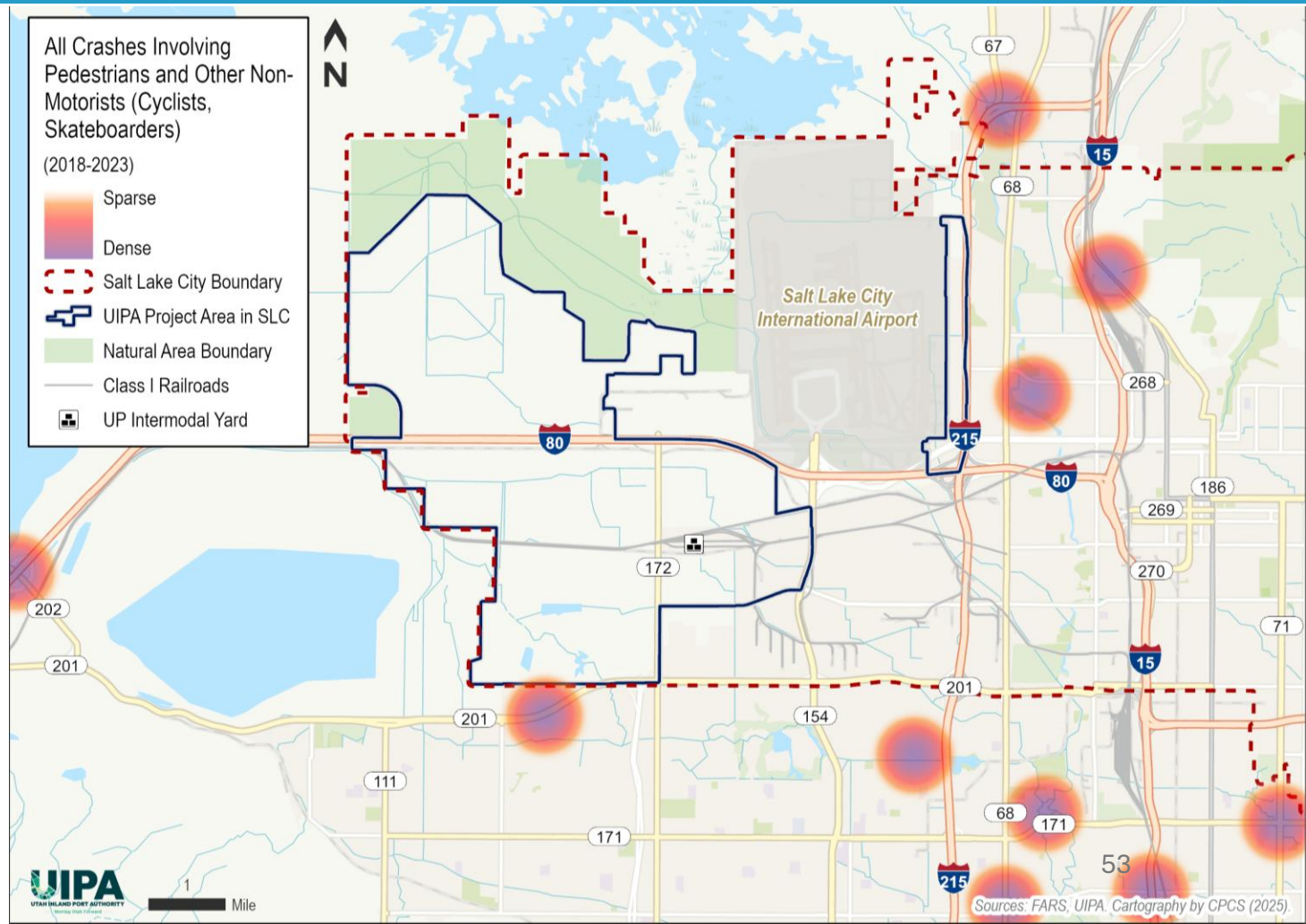
Transportation Findings

Safety – Vulnerable Roadway Users

Vehicle crashes involving vehicles and vulnerable road users (bicyclists or pedestrians) have occurred near the project area. A concentration of these incidents occurred in two areas:

- → **Between N Temple Road and W 700 N, east of SR 68.**
- → **Between I-15 and SR 89, by 1800 N.** This location is near the rail lines and has industrial businesses located next to a residential area, possibly leading to increased conflict involving vulnerable road users.

Analysis of **truck-involved crashes** highlights concentration points of crash events, with the north I-215/I-15 and I-80/I-15 interchanges identified as the top two truck safety hotspots in the state.



Transportation Findings

Safety – Truck Parking Challenges

- → **Salt Lake City and the developed areas of the NWQ face a critical shortage of truck parking.**
- → There are currently **no public truck parking facilities in the area** and the trucks operating in the NWQ are either served by some of the industrial facilities that provide truck parking space (e.g., Estes Express Lines) or the private truck stops located along I-215 and I-15.
- → **Undesignated truck parking** is concentrated along **I-15 and on local streets in the NWQ**. This is due to a lack of designated spaces for truck drivers who are waiting for appointments near shipper/receiver locations.

Private Truck Parking Facility Managed by Truck Parking Club, near I-215

Source: Google Maps

Baseline Study

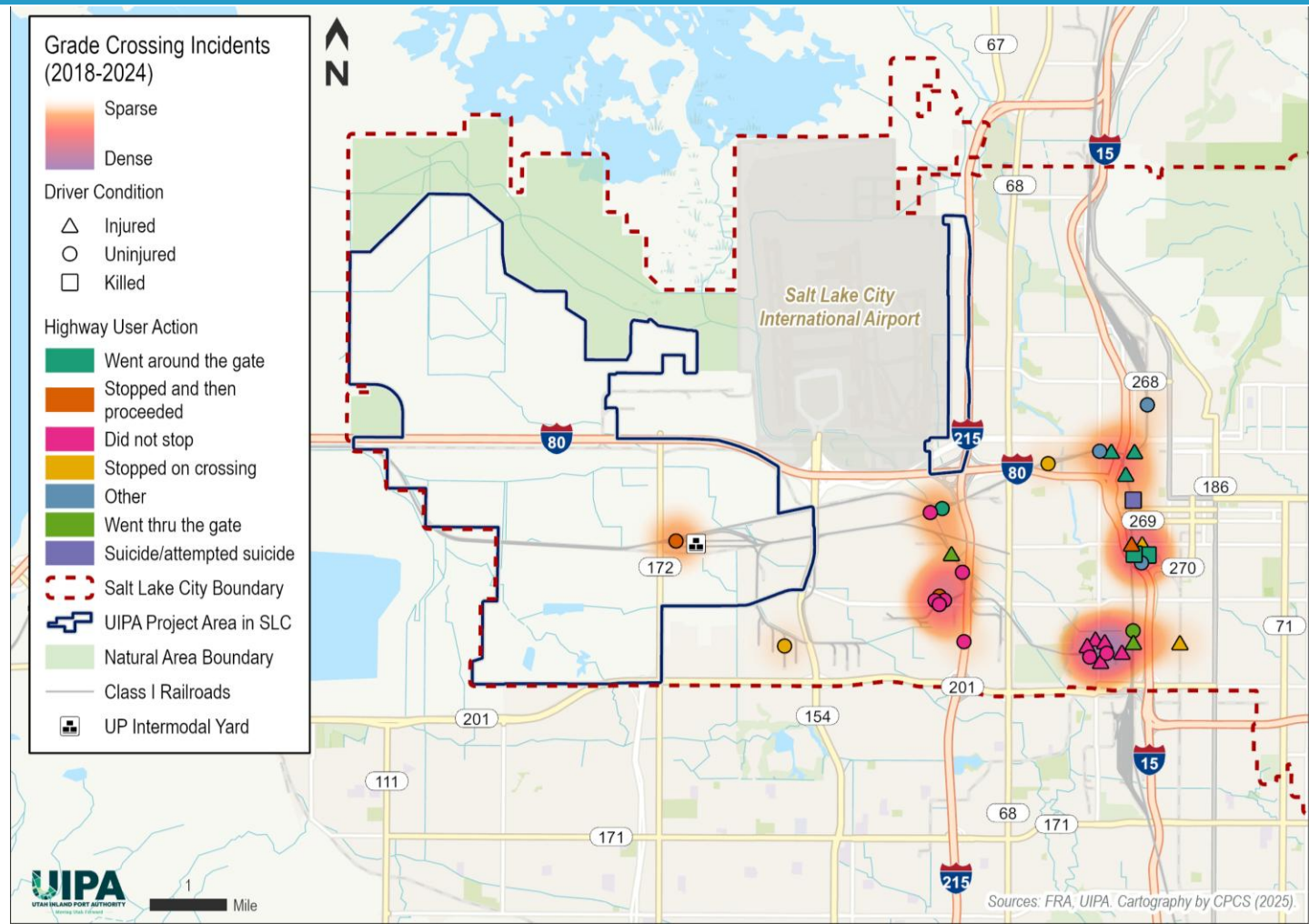
Transportation

Safety – Railroads

- Conflict between vehicles and trains over the previous seven years occurred at at-grade crossings throughout the NWQ. Often, these incidents are due to **drivers failing to stop** for a crossing or **going around the gates**.
- Within the NWQ, **UP rail crossings with S 5600 W and W 700 S are at-grade**. While these roads are currently low traffic volume industrial access roads, future traffic growth in the NWQ can pose additional safety risks.
- Trainfo crossing alert program was launched in 2025 and will be implemented at five key crossings: 300 North, 200 South, 800 South, 900 South, and 1700 South.

Existing Logistics Consideration:

- Without additional new protections, crossing incidents are expected to increase with the increase in road and rail traffic, bringing higher casualty costs and delays.



UTAH INLAND PORT AUTHORITY

Transportation

Regulatory Compliance

The regulations a project must comply with depends on the location and nature of the project. Answering the questions below when initiating a project will help determine relevant policies and agency partners.

1. What is the geographic scope of the project?

Defining the geographic scope of the project will lay the groundwork for identifying what else is within the immediate area of the project and thus relevant stakeholders and regulating agencies.

2. What is the scope of work?

Identifying the scope of work, including what type(s) of transportation elements is included, will help guide the identification of relevant regulating agencies.

3. What infrastructure or other elements are within the geographic scope of the project or are affected by the project?

The project may affect existing infrastructure, the environment, or other physical features in a way that triggers documentation requirements, coordination processes, and other regulations.

4. Who owns, operates, maintains, or regulates affected infrastructure?

Knowing who owns, operates, maintains, funds, or regulates affected infrastructure, environmental, or other physical features will help identify specific regulations or policies that must be followed, as well as available funding sources.

Baseline Study

Transportation

Regulatory Compliance

Agency Type	Agency Name	Roadway, Interstate	Roadway, State	Roadway, County or Local	Transit, Rail	Transit, Bus	Freight
Federal	Federal Highway Administration	$	$	$			$
	Federal Transit Administration				$	$	
	Federal Railroad Administration				$		$
State	Utah Department of Transportation	$	$	$	$	$	$
	Trust Lands Administration						
Local, County, or Regional	Municipalities (Magna Town, Salt Lake City, West Valley City)			$	$	$	
	Salt Lake County			$	$	$	
	Utah Transit Authority				$	$	
	Wasatch Front Regional Council	$	$	$	$	$	$

Agency Responsibility or Involvement

Primary Agency

Possible Regulation and Coordination

Possible Coordination

$ = Potential Funding Source or Contributor

UTAH INLAND PORT AUTHORITY

Transportation Findings

Key Future Transportation Trends

- **Expanded rail freight operations:** Daily freight-train movements through the NWQ rail corridor are expected to rise about 35% by 2045 as intermodal and bulk traffic to the inland-port terminals expands.
- **Road traffic intensification:** The Wasatch Front Regional Council's 2023-2050 RTP forecasts increase in vehicle miles traveled by about 45% above 2023 levels by 2045, driven by continued industrial buildout, population growth, and associated truck and passenger vehicle trips.
- **SLC's Reconnecting Communities program** focused on improving community connectivity and addressing the negative impacts of past transportation infrastructure decisions.
- **Transit service adaptation:** UTA's Moves 2050 Plan and SLC's Transit Master Plan prioritize localized transit solutions for the NWQ, including on-demand shuttles and enhanced bus corridors to serve evolving industrial/residential zones.
- **Technology-driven traffic management:** Pilot projects like real-time train prediction systems (e.g., Trainfo Mobility Solution on 900 West) aim to mitigate congestion through sensor-based alerts.
- **Active transportation infrastructure:** Planned bike lanes (e.g., 7200 West) and multi-use trails (e.g., Mountain View Corridor and Bangerter Highway) seek to improve non-motorized access amid industrial growth.

Baseline Study

Transportation Findings

Key Future Transportation Concerns without Mitigation

- **Grade-crossing safety:** Train movements are expected to climb 35% and vehicle-miles traveled 45% by 2045, sharply increasing the likelihood of vehicle-train collisions in the NWQ and surrounding corridors unless crossings are upgraded or separated.
- **Chronic congestion and access barriers:** Longer and more frequent gate closures will stall Westside arterials, slowing emergency response, isolating neighborhoods, and widening socioeconomic gaps.
- **Environmental-justice exposure:** Industrial growth without zero-emission requirements will concentrate additional diesel exhaust and particulate matter in Westside communities that already face poor air quality.
- **Roadway capacity and connectivity:** Rising truck volumes threaten to overburden routes, such as 7200 West and SR 201, while limited east-west links will further restrict access to jobs, healthcare, and education unless new transit options or grade separations are added.
- **Maintenance conditions:** Increased truck traffic will lead to accelerated breakdown of pavement conditions, requiring more frequent resurfacing and other state of good repair projects.
- **Active transportation connectivity and safety:** Crashes involving vulnerable road users (bicyclists and pedestrians) may become more of a concern as the area develops if the active transportation network is not expanded. Increased truck traffic can increase the severity of crashes, especially for vulnerable road users.
- **Transit service:** The area largely lacks direct transit service and existing transit service is primarily oriented around peak commuting trips.

UTAH INLAND PORT AUTHORITY

Baseline Study

Transportation Findings

Transportation Mitigation Measures

- → Buildout **new internal arterial roads and upgrade corridors** like 7200 W to relieve bottlenecks and link I-80, I-215, and I-15 with freight and job centers.
- → Finish **Mountainview Corridor** with direct access north of I-80 to close the missing ramp in current plans.
- → Designate **clear truck routes** into, out of, and within the port area to mitigate freight impacts on neighborhoods.
- → Expand the **Union Pacific Intermodal Terminal** and add rail-served sites plus better short line tie-ins to shift more tonnage from road to rail.
- → Roll out **high-speed broadband and smart logistics tech** (IoT, yard management, digital booking) as core site utilities.
- → Launch **scalable UTA transit service**, connect to FrontRunner, and build weather-protected transit stations at major employment centers.
- → Create **dedicated transit and shuttle loops** plus on-demand micromobility, car-, van- and rideshare program.
- → Fast track the **Antelope Island & Westside Trails**, stripe **protected bike lanes on 7200 W** and knit new trails into the regional network for safe walk/bike commutes.
- → **Coordinate transit and active transportation improvements** to ensure first/last-mile connectivity.
- → **Include transit and active transportation improvements in roadway projects** to streamline implementation.
- → Commit to **zero-emission fleets across freight and passenger modes**, powered by on-site renewables (e.g., solar microgrids) and smart routing to cut idle and empty miles.
- → Leverage **Environmental Protection Agency (EPA) Clean Ports** and other federal grants, stand up Public Infrastructure Districts, secure public-private partnerships, and rigorously rank projects to stretch every dollar.
- → Deploy **EV chargers, hydrogen stations** to future-proof the area's transportation operations and mitigate emission impacts.

Environment & Human Health

Consists of the following elements:

- Land and Habitat
- Air Quality
- Water
- Landfills
- Community Health and Quality of Life

UTAH INLAND PORT AUTHORITY

Baseline Study

Land and Habitat

Existing Conditions

- **Great Salt Lake and Shoreline** Considered one of North America's most important interior wetlands. Serves as a nesting and migration stopover location for millions of birds.
- **Water** Topographic variation in the UIPA jurisdictional area is low and has poor natural drainage, resulting in standing water, wetlands, and playas. Over 400 acres of wetlands are present in the jurisdictional area.
- **Soils** Predominantly hydrologic soil Group "D," or silt loam/silt clay loam, which indicates low infiltration and high existing stormwater runoff potential.
- **Natural Areas** Approximately 11% of the UIPA jurisdictional area is designated Open Space and is not developable, including the Lee Kay Wildlife Conservation Area that is owned and managed by the Utah Division of Wildlife Resources.

UTAH INLAND PORT AUTHORITY

Baseline Study

Land and Habitat

Species of Greatest Conservation Need

Federally Protected Species May be present in and around the UIPA's jurisdictional area that could be protected under the Endangered Species Act:

- Canada Lynx
- Yellow-billed Cuckoo
- June Sucker
- Ute Ladies'-tresses

Species of Concern At risk due to environmental changes near the Great Salt Lake:

- Wilson's Phalarope
- Eared Grebe
- American Avocet
- Black-necked Stilt

Migratory Bird Treaty Act and U.S. Fish and Wildlife Service Concern List May be present in the area

- Bald Eagle
- Black Rosy-finch
- Brewer's Sparrow
- Clark's Grebe
- Golden Eagle
- Green-tailed Towhee
- Lesser Yellowlegs
- Long-billed Curlew
- Marbled Godwit
- Olive-sided Flycatcher
- Pinyon Jay
- Sage Thrasher
- Virginia's Warbler
- Willet
- Willow Flycatcher

UTAH INLAND PORT AUTHORITY

Baseline Study

Land and Habitat

Impact Evaluation

Wildlife Areas: Provide important wetlands and habitat areas. These areas serve as a nesting and migration stopover location for millions of birds.

- → Lee Kay Wildlife Conservation Area (within the jurisdictional area)
- → Great Salt Lake and Shoreline (in vicinity of jurisdictional area)
- → Kennecott Inland Sea Shorebirds Reserve (in vicinity of jurisdictional area)

Floodplains and Wetlands: Restrict development potential and require mitigation or restoration if disturbed.

- → UIPA Wetland Policy BP-17: Properties within UIPA project areas that include wetlands may be eligible for UIPA incentives if projects avoid impacting on-site wetlands, enhance or restore existing wetlands on or near the property, establish new wetlands on or near the property, or permanently preserve existing wetlands on or near the property at the benefit of the surrounding environment.

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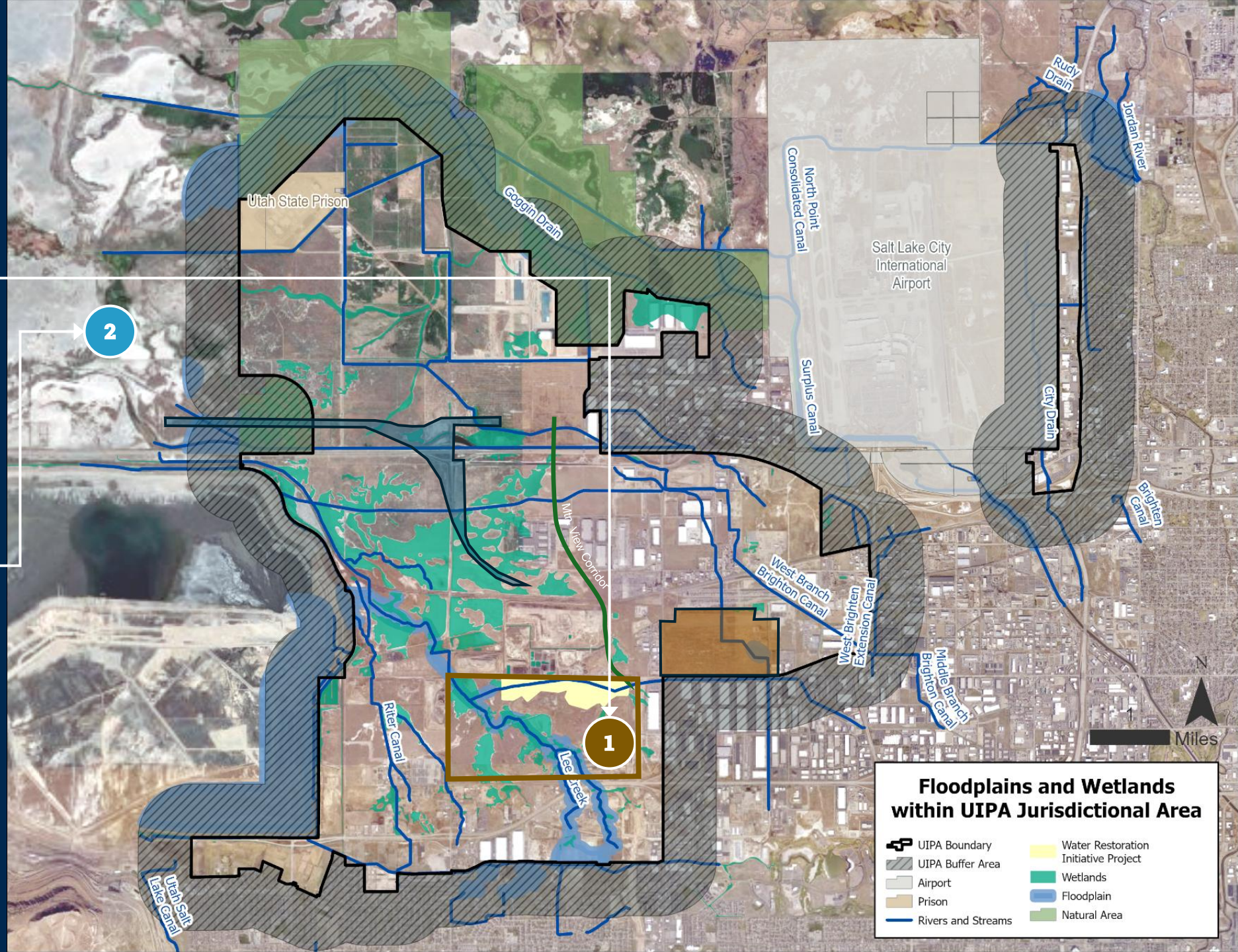
Floodplains, Wetlands, and Conservation Areas

Lee Kay Wildlife Conservation Area

- Owned and managed by Utah Division of Wildlife Resources
- Land is designated as Open Space and is not developable.
- Contains 934 acres of land available for public use.
- Over 220 species of birds, including 18 rare birds, have been identified here.

Kennecott Inland Sea Shorebird Reserve

- 3,700-acre private reserve created by Kennecott Utah Copper to mitigate habitat disruption due to its mining operations.
- Development within the jurisdictional area should consider impacts to this reserve.
- 120,000 birds and over 100 species call this area home.



UTAH INLAND PORT AUTHORITY

Baseline Study

Water Quality

Regulatory Framework for Water Quality

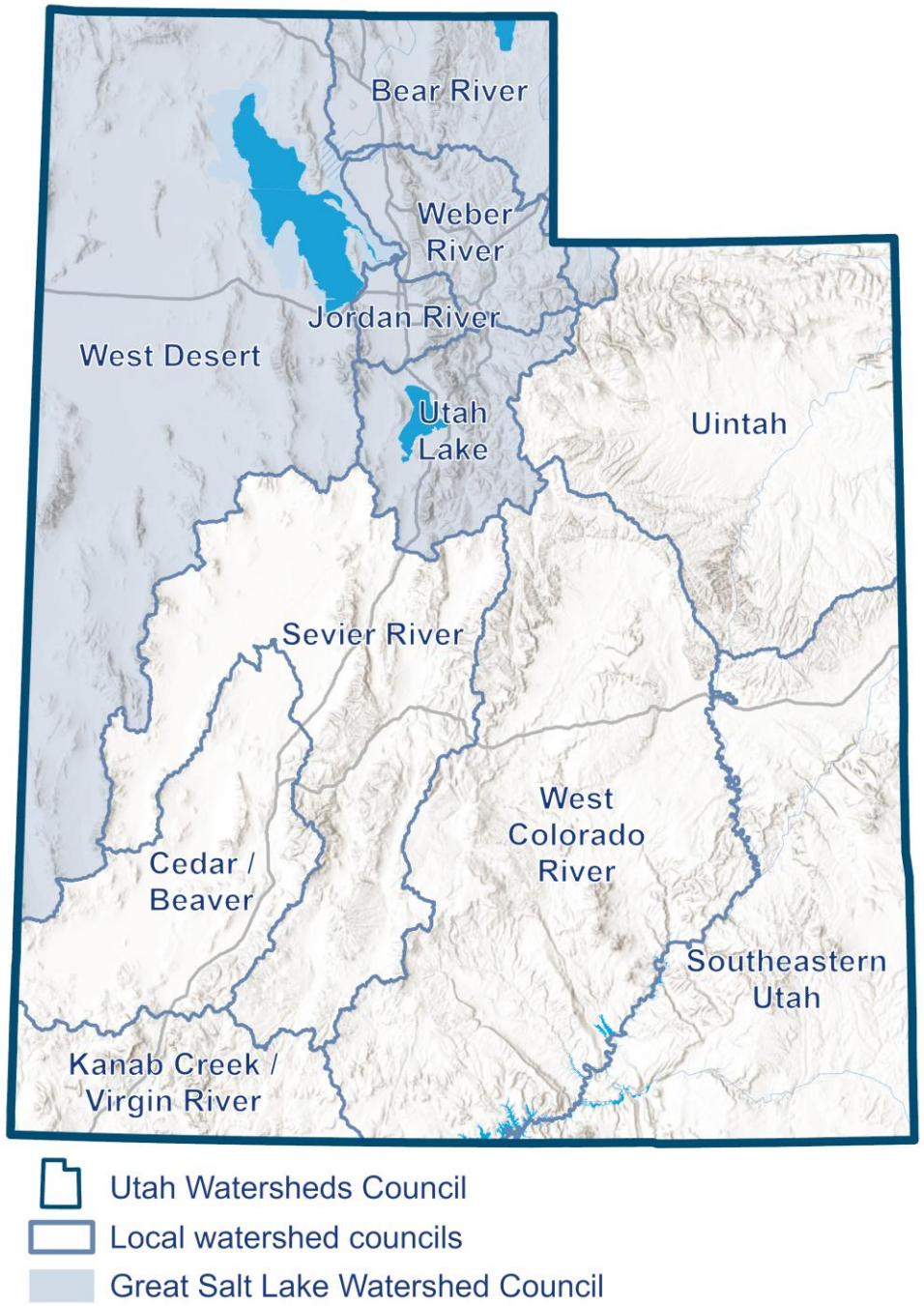
Clean Water Act Establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters.

Utah Water Quality Act Primary legislation for regulating water quality, establishes the Utah Water Quality Board, and the state's approach to preventing and controlling water pollution.

Salt Lake County Stormwater Management Plan Improving stormwater runoff quality and mitigating flood risks.

Metropolitan Water District of Salt Lake & Sandy Long-range supplemental water supplies for member cities and provide water to other on a surplus basis.

Northwest Quadrant Master Plan Includes a goal to preserve and conserve vital environmental sites, including wetlands and water quality.



UTAH INLAND PORT AUTHORITY

Baseline Study

Stormwater

Stormwater Runoff

Salt Lake City Stormwater Permit

- → Issued by Utah DEQ Division of Water Quality
- → Discharge municipal stormwater under the Utah Pollutant Discharge Elimination System (UPDES)
- → Municipal Separate Storm Sewer System (MS4) permit effective August 16, 2023 through June 21, 2026

Citywide Stormwater Runoff

- → Discharge enters the Jordan River or a stormwater canal
- → Flows to the Great Salt Lake
- → Industrial uses must obtain UPDES Multi-Sector General Permit stormwater permit coverage

Salt Lake City Stormwater Quality Program

- → Follows the Stormwater Management Plan (SWMP)
- → Implemented to meet the requirements of the City's stormwater permit
- → SWMP based on Minimum Control Measures (MS4 permit requirement)
  - → Protects water quality through education, involvement, pollution incident investigations, inspections, enforcement, municipal good housekeeping, and dry and wet weather monitoring

UTAH INLAND PORT AUTHORITY

Wastewater

Wastewater Management

- → **Water Reclamation Facility** Treats an average of 35 million gallons of wastewater daily.
- → **Treatment** Wastewater is treated to meet water quality standards set by the state and safely returned to the environment and Great Salt Lake in a responsible manner.
- → **New Facility** Current facility is 60+ years old and near the end of its service life. Construction of a new facility began in March 2020 and planned to continue through 2026.

Baseline Study

Water

Salt Lake City Public Utilities Service Area - Supply Sources

Existing Water Sources

- Surface water sources
  - Big Cottonwood Water Treatment Plant
  - Parleys Water Treatment Plant
  - City Creek Water Treatment Plant
  - Portions of Little Cottonwood Creek
- Groundwater
  - Base wells
  - Springs
  - Peaking wells
- Preferred storage rights through Metropolitan Water District of Salt Lake & Sandy (MWDSLS)
- MWDSLS Provo River Project storage
- MWDSLS Central Utah Project storage
- Utah Lake System Water

Future Water Sources

- Aquifer storage and recovery (ASR)
- New well development
- Wastewater reuse
- Additional surface water development
- Secondary water

UTAH INLAND PORT AUTHORITY

Water

Baseline Study

Salt Lake City Public Utilities Service Area – Dry Year Production (Existing and Future Sources)

Supply Category	Projected Average Year Production (acre-ft)	Projected Dry Year Production (acre-ft)
Existing surface water sources	59,500	40,820
Existing groundwater sources	7,500	17,900
Existing storage sources	73,760	38,900
New wells	0	12,000
Additional surface water (MCWTP)	3,970	3,300
ULS	3,100	3,100
ASR	-5,900	5,900
Reuse	4,200	4,200
Total	**146,130**	**126,120**

Source: Draft Salt Lake City Water Conservation Plan 2025

UTAH INLAND PORT AUTHORITY

Baseline Study

Water

Salt Lake City Public Utilities Service Area - Water Demand

Historical Use (2000)

- 285 gallons per day (gpd) per capita use
- 174 gpd per person residential use
- *12 gpd industrial use*
- 693 gpd per capita peak day use

Current Use (2022-2024)

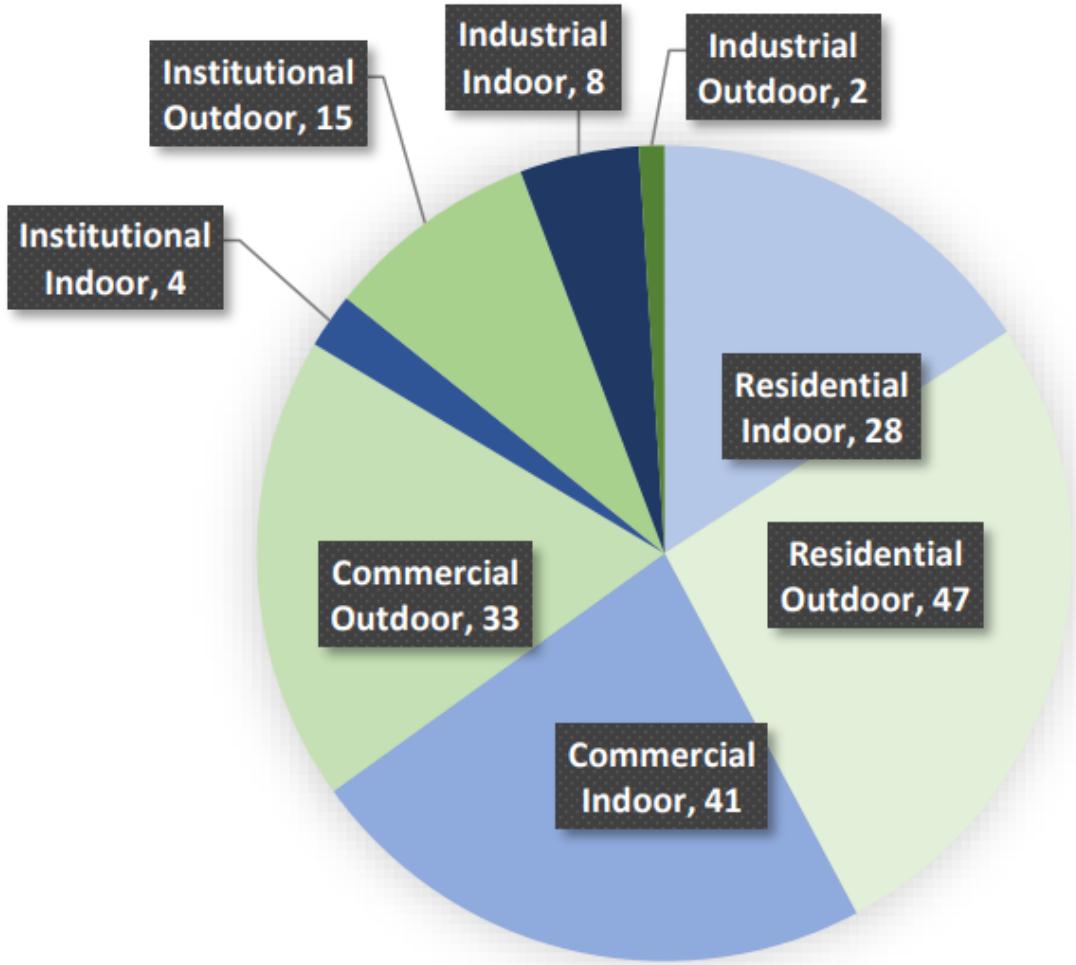
- 179 gpd per capita total use (see graph)
- 151 gpd per person residential use
- *10 gpd industrial use*
- 404 gpd per capita peak day use

Conservation Impacts (since 2001)

- 23.5% reduction in total water demand
- 36% reduction in residential use
- *42% decrease in industrial use*
- 26% reduction in peak day demand
- 121,164 AF average saved each year

Source: Draft Salt Lake City Water Conservation Plan 2025

PER CAPITA WATER USE BY CLASSIFICATION (GPD)



Total All Classifications = 179 gpd

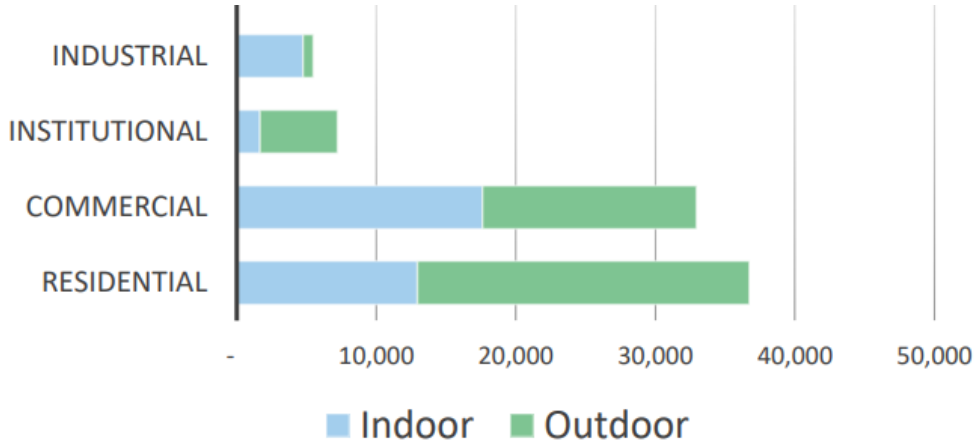
UTAH INLAND PORT AUTHORITY

Water

Salt Lake City Public Utilities Service Area - Industrial Water Demand

- The majority of land in UIPA is zoned for industrial uses
- Industrial customers show an increase in indoor water use since 2001
  - Lacking data to determine if this increase is due to increase in water usage per connection or if it is due to new industrial connections added since 2001
  - Work is ongoing to clarify water use within this classification
- Industrial customers had the greatest reduction in outdoor use between classifications from 2001 to 2024

Volume of Use by Location of Use and Classification (AF/Year)



Source: Draft Salt Lake City Water Conservation Plan 2025

Water

Salt Lake City Public Utilities Service Area* - Water Use Limitations

Salt Lake City Ordinance 17.16.010, Section C

- City will **deny water service** in the City's designated water service area and areas where the City is providing water under surplus water sales agreements under the following conditions:
  - Any new commercial or **industrial development that consumes or uses more than an annual average of 200,000 gallons of potable water per day.**
  - Any commercial or **industrial development that expands to an extent that increases its daily potable water consumption or used to exceed an annual average of 200,000 gallons of potable water per day.**
  - Director of the Department of Public Utilities may also deny water service to a new or existing water customer for water use that exceeds an average of 200,000 gallons of potable water per day over less than a year, if the proposed use would exceed the anticipated water availably for a particular location.

*Note: Land within the baseline study area includes areas that are not serviced by Salt Lake City water services.

Water

Existing Conditions: State and Regional Water Conservation Goals

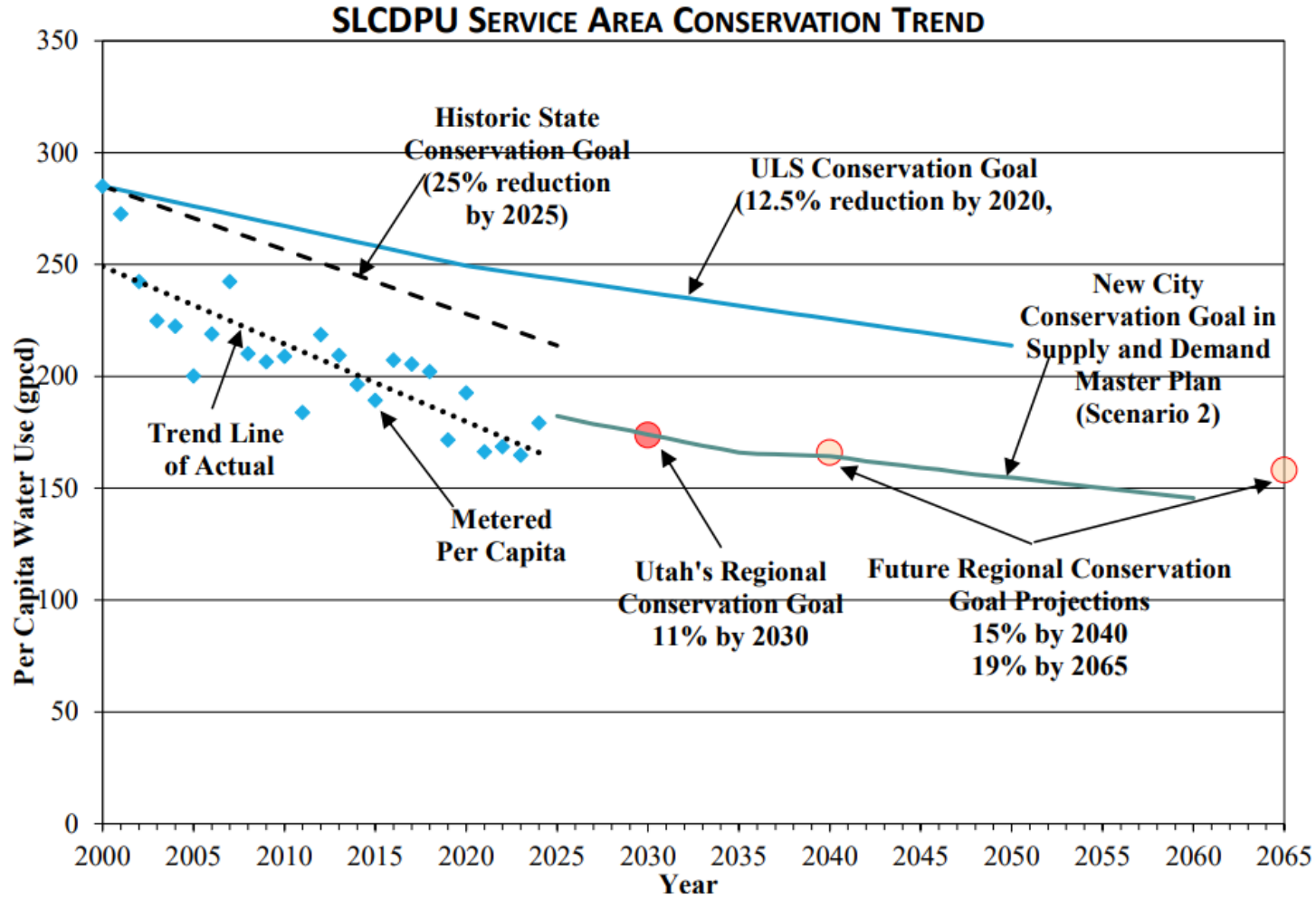
Conservation Goal	Reduction Amount	Benchmark Year	Goal Year
Governor's Statewide Water Conservation Goal	25%	2000	2025
Central Utah Project Conservation Agreement	12.5%	2000	2020
	25%		2050
Utah's Regional Municipal & Industrial Water Conservation Goal	11%	2019	2030
Salt Lake City Water Supply and Demand Master Plan Goals	2.9%	2024	2030
	7.4%		2035
	18.7%		Long Term

Source: Draft Salt Lake City Water Conservation Plan 2025

Water

Baseline Study

Existing Conditions: State and Regional Water Conservation Progress



Source: Draft Salt Lake City Water Conservation Plan 2025

UTAH INLAND PORT AUTHORITY

Water

Baseline Study

Salt Lake City Public Utilities Service Area - Industrial Land Use Water Conservation Goals

Year	Metric	Indoor	Outdoor	Total
2024	Daily use per connection (gpd)	11,851	2,518	14,369
	Current annual use (af)	3,611	767	4,378
2060	Goal annual use (af)	3,348	707	4,056
	Required reduction in annual use (af)	263	60	323
	% Savings	7.3%	7.8%	7.4%
	Savings per connection (gpd)	863	196	1,059

- Total volumes listed above are for existing customers only
- Future customers will also contribute toward achieving water conservation goals
- Future customers will contribute to reducing per capita water use as they implement improvements in water use efficiency

Source: Draft Salt Lake City Water Conservation Plan 2025

Great Salt Lake

Great Salt Lake Restoration Efforts

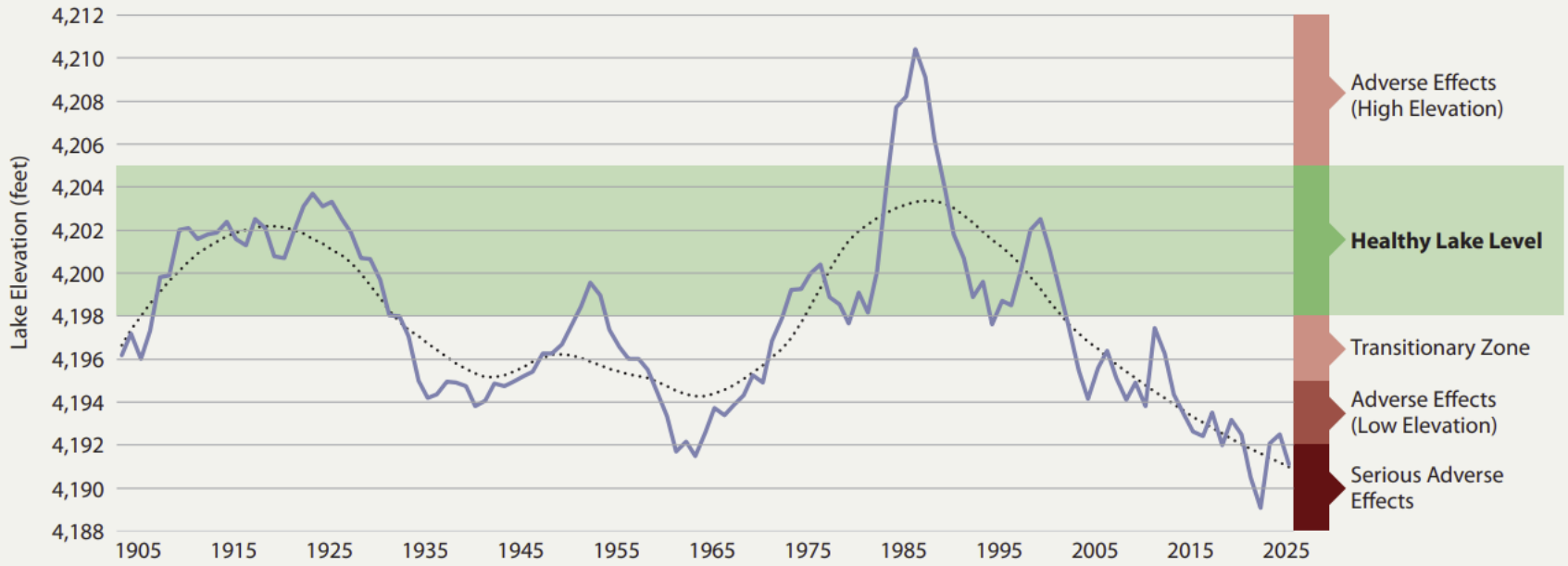
- Although the Great Salt Lake is outside the boundaries of the jurisdictional area, decisions about land uses in the NWQ have effects on the health of the lake and surrounding ecosystem.
- Formed in 2022, the **Great Salt Lake Strike Team** represents committed research entities and state agencies that provide timely, high quality and relevant data and research to make informed decisions about the Great Salt Lake.
  - Major areas of progress:
    - Changes to water management framework
    - Dust science and mitigation readiness
    - More water – increasing inflows to the lake
    - Improved understanding of human water use
    - Long term planning
- **Great Salt Lake 2034 Charter**, signed September 24, 2025: statewide commitment to restore and protect the lake's economic, ecological, and cultural value.

Baseline Study

Great Salt Lake

Great Salt Lake Water Elevation

Figure 1: Elevation of Great Salt Lake South Arm, 1903-2025 Water-year-end Elevation



Source: US Geological Survey Historical Elevation at Saltair Boat Harbor and Saline, UT.

Source: Great Salt Lake Data and Insights Summary, 2026

UTAH INLAND PORT AUTHORITY

Great Salt Lake

Great Salt Lake Restoration Efforts

Lake health indicators and milestones in 2025:

- Ecosystem conditions
  - Both north and south arms remain below health water levels
  - Salinity levels in the south arm remain stabilized
- Funding
  - $50 million in Federal funding for water and habitat projects
  - Great Salt Lake Rising and Ducks Unlimited made major financial commitments to lake recovery
  - State wetland grants provided to protect and restore wetland habitat
  - Non-profit groups funded conveyance improvements
- Water donations and releases
  - Voluntary water donations and leases increased nine-fold since 2021
  - Multi-agency agreements balanced upstream water needs while contributing inflows
- Policies, programs, and strategies
  - Mineral oversight, coordinated water distribution, water efficiency, groundwater quality
- Research
  - Water shepherding, economic impacts, dust dynamics, invasive species mapping, bird habitat

Land, Habitat, and Water

Mitigation Measures

Developments

- → Explore opportunities for transfer of development rights to promote development in areas away from key wetland, water, and other natural resources.
- → Encourage landowners and developers to first focus expansion and new development plans on land near existing development before moving to areas near wetlands or sensitive natural resources and habitats.

Water Conservation and Stormwater

- → Encourage development types that are compatible with sustainable water conservation and runoff mitigation practices and enhancement of existing natural areas and resources.
- → Encourage the use of integrated and coordinated drainage and stormwater control facilities between multiple users.
- → Collaborate with municipalities to require stormwater quality control measures for all polluting-generating surfaces, such as media treatment, stormwater settling wetponds, and biofiltration.
- → Explore opportunities for water leasing and shepherding to the Great Salt Lake.

Landscaping

- → Encourage the use of native plants and promotion of sustainable landscaping practices that enhance habitat and reduce water use.
- → Encourage the incorporation of green-stormwater infrastructure in site development (e.g., rain gardens and porous pavement).

Wildlife

- → Preserve and improve existing conservation and open space areas.
- → Create and maintain parcels along the northwestern portion of the area to serve as habitat buffer zones to wildlife habitat and natural resources.
- → Limit construction during the nesting season on parcels near natural areas.
- → Encourage bird-friendly site development and building design practices, including dark-sky compliant lighting and other elements to prevent collisions.

Baseline Study

Air Quality

Regulatory Compliance

Agency Type	Agency Name	Regulations	Pollutants
Federal	(EPA)	→ Regulates ambient air quality by establishing National Ambient Air Quality Standards (NAAQS) → Classifies locations that do not meet NAAQS as nonattainment areas.	→ Salt Lake City region is designated as nonattainment for: → Ozone → SO_2 → As of November 2025, Salt Lake City area is in attainment for $PM_{2.5}$
State	Utah Dept of Environmental Quality (DEQ), Division of Air Quality (UDAQ)	→ Monitors pollutant concentrations in compliance with EPA strategy → Two monitoring sites in UIPA study area → Tracks emissions trends → Issues air permits for stationary sources of pollutants	→ Point sources reporting emissions: → Nitrogen oxides (NO_x) → Volatile organic compounds (VOCs) → $PM_{2.5}$

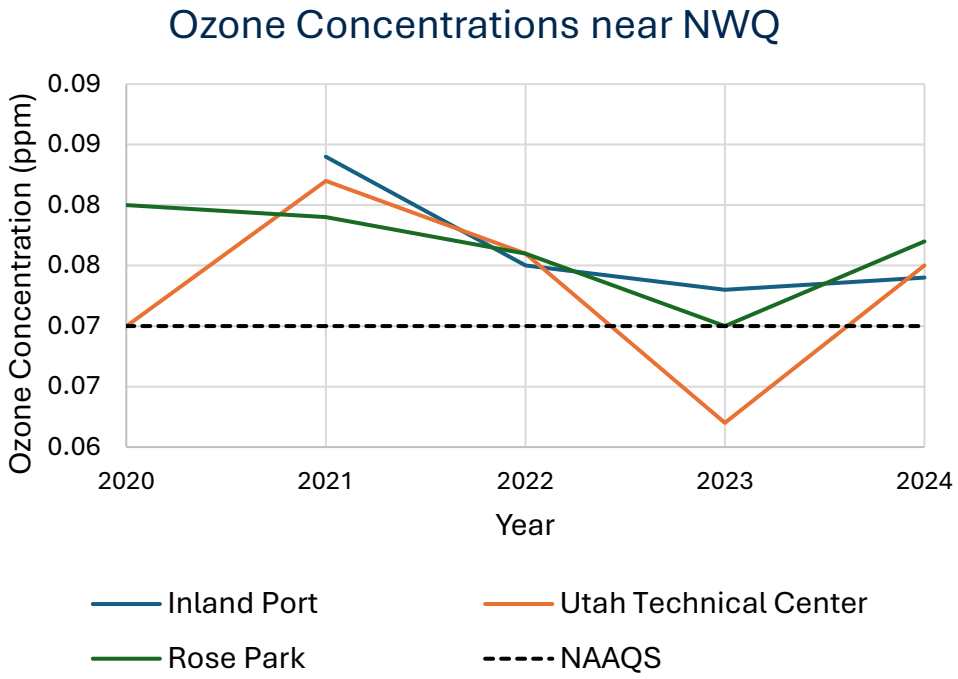
- → No standards for concentrations of greenhouse gases (GHGs). GHG emissions are evaluated locally and regionally by developing inventories to determine sources and track changes over time
- → Air quality monitor findings are impacted by large-scale phenomenon, meteorology, and other local emission sources

UTAH INLAND PORT AUTHORITY

Air Quality

Existing Conditions

Ozone concentrations have fluctuated over time but remain above NAAQS for all monitoring stations in the project area.



Source: UDAQ All Criteria Pollutant Yearly Quicklook Summary Reports

Source: EPA Interactive Map of Air Quality Monitors

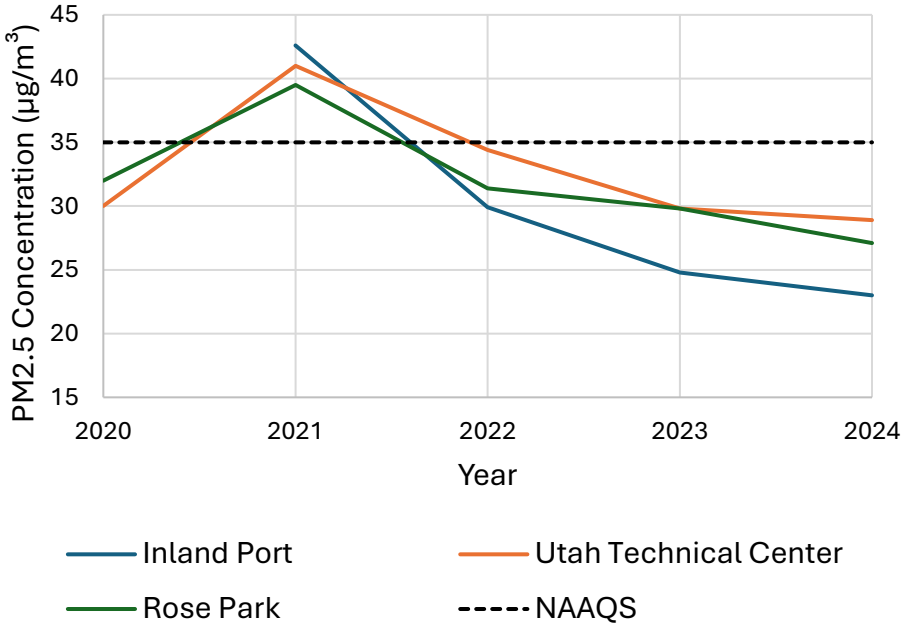
Baseline Study

Air Quality

Existing Conditions

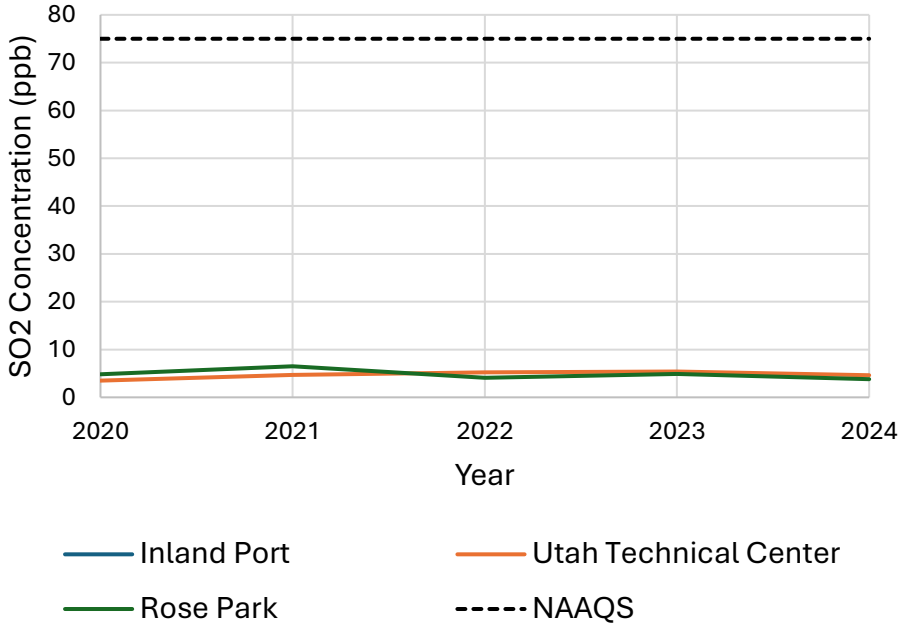
All pollutants continue to be monitored by DEQ's Department of Air Quality.

$PM_{2.5}$ Concentrations near NWQ



Source: UDAQ All Criteria Pollutant Yearly Quicklook Summary Reports

SO_2 Concentrations near NWQ



Source: UDAQ All Criteria Pollutant Yearly Quicklook Summary Reports

UTAH INLAND PORT AUTHORITY

Air Quality

Air Pollution due to Development

Manufacturing and industrial development in the NWQ area has the potential to **increase long-term emissions of air pollutants and GHGs.** This is due to an increase in:

- → Car and truck traffic
- → Air freight
- → Operations of off-road sources
- → Rail traffic
- → Industrial processes (e.g., boilers, generators, combustion, and process emissions)
- → Construction activity

Potential emissions increases are **regulated** by the following:

- → State Implementation Plan (SIP) – the State's plan to lower air pollution and meet NAAQS
- → Vehicle emissions are evaluated by Wasatch Front Regional Council for consistency with SIP (air quality conformity)
- → Facilities must comply with UDAQ's stationary source air permitting requirements

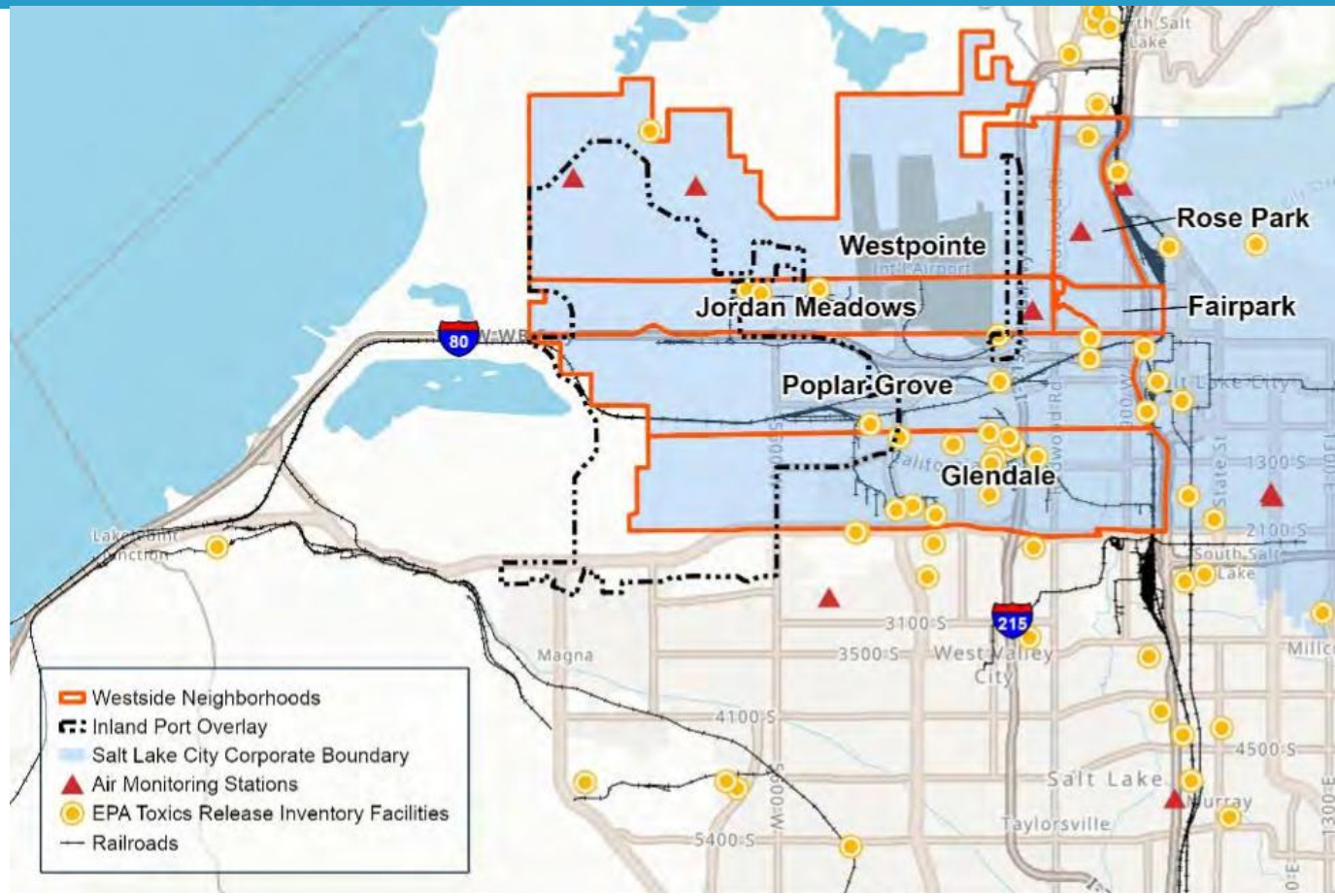
Baseline Study

Air Quality

Potential Impacts

Westside Neighborhoods

- → Highest asthma burdens in Utah and lower life expectancies compared to Eastside neighborhoods
- → May have higher total cancer risk estimates from air pollutants than other parts of the city
- → Disproportionately impacted when air pollution and socioeconomic factors are considered together - most severe harms from air pollution fall disproportionately upon underserved communities who are least able to prepare for and recover from poor air quality



UTAH INLAND PORT AUTHORITY

Baseline Study

Air Quality

Control of Potential Emissions Increases

Construction Emissions

- → Any source, 1/4 acre or greater in size, is required to submit a Fugitive Dust Control Plan (FDCP) to the UDAQ.
- → Some construction equipment sources require air permits from DEQ, such as large generators and concrete batch plants.

Industrial Processes

- → All stationary sources of emissions should be reviewed for DEQ air permitting requirements.
- → DEQ will issue air permits that protect air quality through air pollutant emission limits, annual emissions reporting, and occasional facility inspections.

Vehicle Emissions

- → Increased vehicle volumes and changes to traffic flow will continue to be evaluated by the Wasatch Front Regional Council (WFRC).
- → UIPA's continued participation in the WFRC planning process and stakeholder groups will ensure that UIPA goals and challenges are considered as the region prioritizes projects.

UTAH INLAND PORT AUTHORITY

Air Quality

Mitigation Measures

Mitigation Measures to Consider

- Minimize emissions during construction activities.
  - Work with Salt Lake City to encourage contractors to minimize impacts to surrounding communities, such as using newer low-emitting construction equipment and electric equipment and avoiding haul routes through residential areas.
  - Minimize fugitive dust emissions with best management practices that include using water or dust suppressants on surfaces and stockpiles, covering or wetting all trucks transporting materials, and using track-out controls where trucks enter public roads.
    - Any source, 1/4 acre or greater in size, is required to submit an FDCP to UDAQ.
    - The FDCP is required to help sources minimize the amount of fugitive dust generated on site.
- Minimize emissions after buildout of future development through education and incentive programs.
  - Encourage electrification of vehicles, cargo-handling equipment, and building systems.
  - Encourage energy efficiency and use of on-site solar power generation.

Baseline Study

Active and Inactive Landfills

1. **North Temple Landfill**
   Inactive since 1979. Accepted into the Voluntary Cleanup Program (VCP). UIPA has begun remediation.

2. **Cannon Pioneer Landfill**
   Inactive since 1975. Could be considered for remediation, added to VCP list in 2022.

3. **Salt Lake Valley Landfill**
   Active since 1979. Not yet reached capacity.

4. **Mountain View Landfill**
   Active. Accepts non-hazardous construction/demolition waste and regulated asbestos-containing material.

5. **Construction Waste Landfill**
   Active. Accepts non-hazardous construction/demolition waste and household waste resulting from abatement, rehab, renovation, and remodeling.

UTAH INLAND PORT AUTHORITY

Landfills

Active Landfill Potential Development Impacts

Active landfills can pose potential impacts to the natural environment and surrounding development, including:

- Increased truck traffic entering/leaving
- Equipment noise
- Dust
- Lights/light pollution
- Litter and mud track-out
- Odor
- Landfill gas and methane
  - Can be hazardous to human health
  - Methane is a GHG
- Presence of birds
  - Gulls, crows, blackbirds, and starlings
- Restricted use of property
  - Airport/airport expansion projects may be restricted near landfills due to presence of birds and risk of collisions with aircraft
- Future use must consider:
  - Waste settlement
    - If buildings are built on former landfill, the load will cause further settlement and may differentially settle as the waste is likely not homogeneous
    - Additional foundation considerations may be needed to address settlement, including piles, spread footings, and removal of the waste and replacement with controlled and compacted structural fill soils
  - Construction restrictions
    - Excavation into waste due to potential presence of hazardous waste
  - Potential impacts to health and environment; may require:
    - Landfill gas mitigation
    - Groundwater mitigation
  - Post-closure care and maintenance period (typically ~30 years) and ongoing environmental monitoring

Landfills

Inactive Landfill Potential Development Impacts

Similar to active landfills, inactive landfills can pose potential impacts to the natural environment and surrounding development, including:

- Restricted future use of property:
  - Settlement
  - Excavation into waste
  - Landfill gas and methane gas mitigation (can accumulate in basements and under slabs)
  - Groundwater mitigation
  - Construction restrictions
  - Post-closure care and maintenance period (typically ~30 years)
  - Environmental monitoring
- Future re-purpose beneficial uses:
  - Open space (parks, wildlife, and trails)
  - Municipal support (maintenance shops, equipment, and material storage)
  - Utility support (substation, solar panels, and water storage)

North Temple Landfill looking east

Baseline Study

North Temple Landfill

North Temple Landfill Voluntary Cleanup Program (VCP)

Conditions

- Approximately 770 acres, of which 620 acres reported to contain municipal solid waste.
- Currently owned by the UIPA.
- Summary of information obtained from the site characterization efforts:
  - Groundwater is high in total dissolved solids and is not a source of drinking water.
  - Groundwater flows west and northwest across the site.
  - Groundwater contamination extends more than 900 feet off site.
  - Contaminants of concern in the groundwater include VOCs and metals.
  - Surface soil is contaminated with lead near the former shotgun shooting range (SE area of NTL).
  - Waste in the landfill includes household trash, tires and other debris.
  - Subsurface soils are fine-grained and generally contain the leachate under the landfill.
  - Landfill waste is the deepest on the western portion of the site.
  - Contaminant concentrations are highest on the western portion of the site.

UTAH INLAND PORT AUTHORITY

North Temple Landfill

North Temple Landfill Remedial Action Plan (RAP)

- UIPA is actively cleaning up the site in a phased approach, starting in the southeastern portion of the site
- Zoned for light manufacturing
- Intent of the RAP:
  - Remove source material by excavating waste and evacuating standing leachate
  - Reconsolidate waste within a new, modern on-site repository
  - Evaporate, treat, and appropriately dispose of collected leachate
  - Establish groundwater monitoring program for the entire site
  - Establish environmental covenants in a site management plan that will incorporate a post O&M plan to guide future development of the site
- Phase 1 is expected to be completed by the end of 2026

North Temple Landfill

North Temple Landfill Potential Development Impacts

Proposed mitigation of potential risks to human health and the environment[1]

- Groundwater will not be accessed for drinking water, irrigation, or bathing purpose.
- If the UIPA encounters contamination or potential contamination in soils or groundwater during future construction, utility installation, and/or de-watering activities:
  - UIPA will cease the activities and perform sampling as necessary to property characterize the material.
  - If contamination is identified that exceeds EPA Regional Screening Levels or Maximum Contamination Levels appropriate for the land use, UIPA will notify the Division of Environmental Response and Remediation (DERR) of the sample results.
  - UIPA will manage and dispose of contaminated material that is excavated or removed in a lawful and protective manner and will otherwise exercise appropriate care with respect to contaminated material.
  - If requested by DERR, UIPA will coordinate with DERR and will pay costs for DERR oversight.

1. Site Eligibility Report, August 2023

Health Assessment

Community Health

Assessment Scope

- The community health assessment covers a wide range of health measures, including:
  - Health status
  - Housing affordability
  - Water and air quality
  - Climate vulnerability
  - Noise
  - Access to community facilities, healthy food, education, parks and open space, and transit
- **Due to varying source availability, the data for each of these health measures has a different geographic focus as noted on individual slides.**
  - Where available, the study focuses on data for Westside neighborhoods
  - Some measures include only data at the state, region, or city level

Baseline Study

Health Assessment

Community Health – Community Demographics

Key Takeaways

- → Health disparities are closely tied to demographic factors, such as language, race, education, and income.
- → From 2023 to 2025, statewide demographic trends showed marginal improvements in poverty and graduation rates.
- → Deep disparities in health outcomes and access to care remain, especially for communities of color and non-English speakers.

Geographic Focus Salt Lake County and Utah statewide data, with attention to population subgroups and place-based health factors.

Demographic Factor	Why It Matters	Utah Context
Population Density	Influences air quality, infectious disease transmission, traffic injury rates, and service delivery	Salt Lake County averages 1,574 people per square mile, which supports clinic access but increases exposure to pollution and traffic-related health risks.
Age Distribution	Determines demand for pediatric, adult, and elder health services	27% of the population is under 18 and 12% are over 65. Both groups require tailored preventive and specialty care.
Race and Ethnicity	Closely associated with disparities in disease burden, access to care, and life expectancy	Hispanic adults report poor health at a rate of 25%, compared to 12.6% of non-Hispanic white adults (Utah Department of Health and Human Services).
Languages Spoken	Impacts communication with providers, access to public health alerts, and understanding of treatment	16% of Utah residents speak a non-English language at home, including 7.4% who speak Spanish (U.S. Census Bureau).
Educational Attainment	Strong predictor of health literacy, preventive care use, and chronic disease outcomes	Utah's statewide high school graduation rate is 93%, but significant gaps persist among Black, Indigenous, and other communities of color.
Employment	Influences insurance coverage, mental health, and income security	Labor force participation is 69% overall, but unemployment remains disproportionately high among Black and Hispanic workers.
Poverty and Income	Strongly tied to food insecurity, chronic illness, housing instability, and ER use	Utah's overall poverty rate is 9%, with higher rates among Native American and Hispanic populations, particularly in rural and Westside communities.

***Data sources**: U.S. Census Bureau, Utah Department of Health and Human Services, and American Community Survey*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Health Status

Key Takeaways

→ From 2023 to 2025, Salt Lake City made little progress in improving core health outcomes.

→ Health gaps tied to income, coverage, and place continue to affect public health in areas near the Jurisdiction and throughout the Westside.

Quick Facts

→ Leading causes of premature death in Salt Lake City include heart disease, cancer, and diabetes, especially in underserved areas.

→ The uninsured rate in Salt Lake City is estimated between 10% and 12%, with highest rates in Westside and immigrant communities.

Geographic Focus Salt Lake City and Salt Lake County, with focus on equity and public health planning.

Indicator	2023 Baseline	2025 Current	Key Findings
Chronic disease prevalence	Slightly below the state average	No major change	Illness remains concentrated in areas with lower income and limited access to healthy food and recreation.
Mental health distress	23.7% of adults reported frequent distress	24% of adults report frequent distress	Rates remain high across all income levels. Behavioral health resources are still unevenly distributed.
Premature death	Above the state average	No new local data available	Early death continues to be a major issue linked to chronic illness and economic hardship.
Primary care access	47 doctors per 10,000 residents	47.5 doctors per 10,000 residents	Salt Lake City remains above the state average in provider availability, improving early care access.
Und population	12.1% of Utah residents without insurance	11.5% of Utah residents without insurance	Slight improvement statewide. Gaps remain in Westside areas and among Black, Hispanic, and undocumented residents.

***Data sources**: Utah Department of Health and Human Services, Behavioral Risk Factor Surveillance System, and U.S. Census Bureau*

Baseline Study

Health Assessment

Community Health – Community Facilities

Key Takeaways

- → Community facilities in Westside Salt Lake County neighborhoods are limited in number and capacity, which directly affects residents' access to timely care, support, and crisis response.
- → While long-term plans are in motion, access to preventative care and support services in Salt Lake County's Westside neighborhoods remains limited and unchanged since 2023.

Geographic Focus Westside neighborhoods in Salt Lake County.

Clinic Definition Includes licensed public and nonprofit facilities offering primary care, dental, behavioral health, and reproductive wellness services.

***Data sources**: Utah Healthy Places Index, Utah Department of Health and Human Services, Salt Lake County Health Department (Healthy Salt Lake), University of Utah Health, 211 Utah, Sharecare Well-Being Index, Utah Foundation*

Indicator	2023 Baseline	2025 Current	Key Findings
Number of clinics per 10,000 residents	1.8 licensed community clinics per 10,000 residents in Westside ZIP codes (Utah HPI 2023)	1.8 licensed community clinics per 10,000 residents in 2025 (no net increase)	No change in the density of clinics means access remains limited despite population growth in some neighborhoods.
Emergency room visits for uncontrolled diabetes	13.0 visits per 10,000 residents among adults aged 18 and older in Westside ZIP codes (UDOH 2023)	12.6 visits per 10,000 residents in 2025 (Healthy Salt Lake)	Slight decrease, suggesting early signs of better chronic care management, but still higher than state average.
Access to community health resources	Utah ranked 50 out of 50 states in Sharecare Index based on access to supportive services like clinics, public transit, libraries, and wellness infrastructure	Still ranked 50 out of 50 states in 2025, with minimal systemwide change	Despite recognition of gaps, there has been no measurable improvement in access to upstream health-supportive resources.
Major infrastructure investment	No new major construction or clinic expansions recorded on the Westside prior to 2023	New full-service hospital under construction in West Valley, expected to open in 2028	Significant future investment but offers no current benefit for Westside residents who continue to face care barriers today.

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Community Facilities

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UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Housing Affordability

Key Takeaways

- → Housing affordability directly affects physical and mental health.
- → From 2023 to 2025, housing cost burden and quality showed only minor improvements.
- → The connection between housing hardship and health remains strong, especially for renters, older adults, and those at risk of homelessness.

Quick Facts

- → Over 7,100 Utah homes lack full kitchen facilities, and more than 3,200 homes lack complete plumbing (U.S. Census Bureau).
- → Renters who are cost burdened are more likely to live in areas with high crime and limited health supportive infrastructure.

Geographic Focus Utah, with emphasis on renters, low-income households, and people experiencing homelessness.

Indicator	2023 Baseline	2025 Current	Key Findings
Renters who are cost burdened (spent over 30% of income on rent)	40% of renters	39% of renters	Little change. Cost burden remains high for renters, especially in urban and Westside areas.
Homeowners who are cost burdened (spent over 30% of income on housing)	18% of homeowners	17.5% of homeowners	Slight improvement, though first-time and low-income buyers still face affordability barriers.
Delayed care due to housing costs	11.6% of adults	11% of adults	Financial strain continues to affect health access for thousands of Utah households.
Homes lacking kitchen or plumbing	Over 10,000 homes	9,800 homes	Modest improvement in housing quality, though gaps remain in rural and immigrant communities.
Homeless mortality rate	10 times higher than the general population	Still 10 times higher	Mortality crisis among unhoused individuals remains severe and unchanged across the state.

Data sources: *U.S. Census Bureau, Utah Department of Health and Human Services, and state housing reports*

UTAH INLAND PORT AUTHORITY

Baseline Scenario

Health Assessment

Community Health – Food Access

Key Takeaways

- → Access to affordable and nutritious food is a critical foundation for health.
- → While some progress has been made, rural, tribal, and low-income communities in Utah continue to face barriers to food access that result in negative health outcomes.
- → Focused investment is needed in rural grocery access, child nutrition programs, and outreach to eligible households.

Quick Facts

- → The Utah Foundation reported that more than 300,000 residents experienced food insecurity in 2023, with the highest rates observed among tribal communities and low-income families.
- → The Utah Department of Health and Human Services recorded an adult obesity rate of 31% in 2023, with the highest rates in communities that lack access to healthy food options.

Geographic Focus Utah statewide, with emphasis on rural and urban counties and Westside neighborhoods.

Indicator	2023 Baseline	2025 Current Estimate	Key Findings
Households reporting food insecurity	10.7% of households experienced food insecurity	9.3% of households reported food insecurity	Slight decline statewide, but food insecurity remains a major issue in tribal and rural areas.
Access to grocery stores in rural areas	Between 40% and 60% of rural households lived far from full-service grocery stores	An estimated 38% of rural residents still lacked convenient access	Some improvements from mobile markets and community food programs, but large service gaps persist.
Adult obesity prevalence	30.7% of Utah adults were classified as obese	31% of adults remained classified as obese in 2025	Obesity remains closely tied to low-income areas with limited access to nutritious food.
Students eligible for free or reduced-price lunch	42% of students were eligible	43% of students were eligible by 2025	A growing number of children rely on school-based nutrition, reflecting economic need.
Supplemental Nutrition Assistance Program enrollment among eligible households	78% of eligible households were enrolled	76% of eligible households were enrolled	Slight decrease in participation, with under enrollment common among older adults and rural residents.

***Data sources**: Utah Department of Health and Human Services, Utah Department of Workforce Services, United States Department of Agriculture, Utah Foundation*

Baseline Study

Health Assessment

Community Health – Access to Education

Key Takeaways

- → Educational access improves health through school proximity, graduation rates, and use of public libraries, especially in underserved areas.
- → Graduation rate increased statewide from 84% in 2023 to 86% in 2025.
- → Westside communities continue to face limited access to educational resources that support long-term health.

Geographic Focus Salt Lake County, with variation by census tract. Library* data provided by Salt Lake County Library Services.

Area of Access	Why It Matters	Community Example
Educational Attainment	Higher levels of education are linked to better literacy, more use of preventive care, and longer life expectancy.	The Utah Health Progress Index shows that tracts with higher high school completion rates have longer life expectancy across Salt Lake County.
Proximity to Schools	Access to schools within walking distance supports physical activity, social development, and mental wellness.	The Utah Environmental Public Health Tracking Program reports the age of children living within 0.5 miles of a school and tracks conditions for active commuting. In 2023, 62% of children lived within 0.5 miles of a school and in 2025 it increased to 63%.
Library Access and Use	Libraries reduce stress, improve digital access, and connect people to community and health resources.	A University of Utah study shows library use in multilingual communities improves well-being and access to services.

Data sources: *Utah State Board of Education; Utah Environmental Public Health Tracking Program; Salt Lake County Library Services*

**Library definition: Includes permanent library branches and mobile units operated by county or municipal systems*

Baseline Study

Health Assessment

Community Health – Access to Parks and Open Space

Key Takeaways

- → Access to parks and green spaces supports physical, mental, and social health, while reducing environmental health risks.
- → Despite modest gains in access, green space equity remains a challenge. Access to parks and green spaces remain lower in Westside census tracts.
- → Investment is in progress, but many Westside neighborhoods continue to face environmental health burdens.

Geographic Focus Salt Lake City, with emphasis on Westside neighborhoods.

Area of Access	Why It Matters	Community Example
Physical Activity	Parks support walking and recreation, reducing the risk of obesity, diabetes, and heart disease.	Surveys report that 70% of park users in Salt Lake City walk for exercise.
Mental Health	Green spaces lower stress, improve mood, and support emotional regulation.	Residents consistently rate “access to nature” as a top factor influencing personal well being.
Social Cohesion	Parks promote community gatherings, youth activities, and neighborhood trust.	Parks on the Westside host cultural events and programs that strengthen social connections.
Heat and Environment	Trees and open space help reduce heat exposure and filter air pollutants.	Westside neighborhoods with fewer trees show higher asthma rates and more heat-related illnesses.

***Data sources**: Utah Healthy Places Index, Utah Department of Health and Human Services, Utah Environmental Public Health Tracking, Salt Lake City Parks and Public Lands, Sharecare Well-Being Index, Utah Foundation*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Access to Transit

Key Takeaways

- → Public transportation enhances physical activity, access to resources, and mental health.
- → From 2023 to 2025, Salt Lake County saw modest gains in public transit use, affordability, and stop access.
- → Westside communities experience the longest commute times and less reliable service coverage.

Geographic Focus Salt Lake County, with data comparisons for Salt Lake City, West Valley City, Ogden, and Provo.

Indicator	2023 Baseline	2025 Current	Key Findings
Public transit ridership (Salt Lake County)	6.2% of commuters used public transit (American Community Survey)	6.5% of commuters used public transit	Transit use increased slightly overall. Salt Lake City continues to have the highest ridership within the county.
Walk or bike to work	2.8% of commuters walked or biked to work (Utah Environmental Public Health Tracking Program)	2.6% of commuters walked or biked to work	Slight decline in active commuting. Westside neighborhoods still have higher walking rates than rural areas.
Average commute time via transit	41 minutes (Utah TravelWise Program)	42 minutes	Commute time increased slightly. Westside residents report average transit trips over 50 minutes in some areas.
Access to transit stops within 0.5 miles	71% of Salt Lake County residents lived within 0.5 miles of a fixed transit stop (Utah Transit Authority Network Plan)	72% of residents had access to a stop within 0.5 miles	Slight improvement. Westside access still trails behind. Poplar Grove exceeds 80% coverage, while Glendale is below 60%.
Reduced fare program enrollment (Utah Transit Authority)	18,000 riders enrolled in reduced fare programs, including low income, seniors, and individuals with disabilities	20,500 riders enrolled	Increased enrollment improved affordability and access for priority populations in both urban and suburban areas.

Data sources: *Utah Transit Authority, Utah Department of Health and Human Services, Utah Environmental Public Health Tracking Program, and Utah TravelWise*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Water Quality

Key Takeaways

→ From 2023 to 2025, Utah saw progress in lead testing and PFAS monitoring, but gaps remain in private well oversight, seasonal E. coli exposure, and fluoride access.

→ Continued investment is needed in rural testing, education, and system upgrades.

Quick Facts

→ Utah DEQ launched the Lead-Free Learning program to test school drinking water.

→ Statewide alerts issued for harmful algal blooms and E. coli in waterbodies, such as Utah Lake and Jordanelle Reservoir.

→ A study in Millard County found elevated arsenic levels among residents using private wells.

Geographic Focus Utah public and private water systems, including statewide monitoring programs.

Indicator	2023 Baseline	2025 Current Estimate	Key Findings
Schools tested for lead in water	35% of public schools	70% of public schools	Progress toward Utah DEQ's goal of 100% testing under Lead-Free Learning.
PFAS detection in public water	2 wells in Salt Lake City showed low PFAS levels	No new exceedances reported	Ongoing monitoring under the federal Unregulated Contaminant Monitoring Rule Version 5.
E. coli recreational water advisories	8 public locations with active health warnings	5 current advisory locations	Seasonal improvements observed, but public health alerts still issued annually.
Private well testing (voluntary)	Approximately 22,000 private wells registered	Approximately 24,000 private wells registered	Participation is growing but testing and education remain inconsistent, especially in rural counties.
Fluoridated public water systems	48% of public water systems fluoridated	50% of public water systems fluoridated	Slight increases. Counties like Salt Lake and Davis continue consistent fluoridation, improving oral health outcomes.

Data sources: *Utah Department of Environmental Quality, Utah Department of Health and Human Services, and federal Unregulated Contaminant Monitoring Rule (UCMR5)*

Baseline Study

Health Assessment

Community Health – Air Quality

Key Takeaways

- → Air pollution in Utah remains a significant public health threat.
- → From 2023 to 2025, air quality worsened slightly in Salt Lake County.
- → Areas near industrial corridors, highways, and proposed inland port development face elevated exposure risks.
- → Communities near major transportation corridors and proposed freight development areas may face greater environmental health risks in the future.

Geographic Focus Salt Lake County and Utah statewide data, with attention to seasonal and regional trends.

Area of Impact	Why It Matters	Utah Example
Respiratory Health	Poor air quality increases the risk of asthma, chronic obstructive pulmonary disease, and lung infections.	The Utah Indicator Based Information System shows seasonal spikes in emergency room visits for asthma and bronchitis during winter inversion and wildfire seasons.
Cardiovascular Health	Exposure to fine particulate matter (PM2.5) is linked to higher risk of heart attacks, strokes, and elevated blood pressure.	Data from the Utah Department of Health and Human Services shows increases in heart-related hospitalizations during winter inversion events.
Chronic Disease and Mortality	Long-term exposure to polluted air is associated with premature death, dementia, and low birth weight in infants.	Salt Lake County is consistently ranked among the worst in the United States for both PM2.5 and ground level ozone according to AirNow and Axios air quality reports.

***Data sources**: Utah Department of Environmental Quality, Utah Department of Health and Human Services, and AirNow*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Climate Vulnerability

Key Takeaways

→ From 2023 to 2025, Salt Lake County made modest improvements in cooling center availability and tree canopy.

→ Extreme heat disproportionately affect residents in tree-scarce neighborhoods, including Westside areas near proposed inland port development.

Quick Facts

→ The Salt Lake County Health Department evaluated Millcreek Library and other civic buildings as community cooling centers during extreme heat events.

→ The Salt Lake City Forest Report shows that Westside neighborhoods with the highest heat exposure have the lowest tree canopy coverage.

Geographic Focus Salt Lake County, with emphasis on urban Westside.

Indicator	2023 Baseline	2025 Current	Key Findings
Heat-related emergency department visits (Salt Lake County)	490 visits due to heat illness	515 visits due to heat illness	Emergency department visits are rising, particularly in areas with limited shade and low tree canopy.
Public cooling centers (open in summer)	5 designated public cooling locations	8 designated public cooling locations	More sites have opened, but access remains limited in lower income and Westside neighborhoods.
Tree canopy coverage (urban Westside)	8% of land area with tree cover	9% of land area with tree cover	Slight increases. Still below the citywide average of approximately 15% tree cover.
Surface heat difference (urban versus tree canopy zones)	7 degrees Fahrenheit higher surface temperature	8 degrees Fahrenheit higher surface temperature	Heat differential between shaded and unshaded areas has grown, increasing exposure for unshaded communities.

***Data sources**: Utah Department of Health and Human Services, Salt Lake County Health Department, and Salt Lake City Urban Forestry Division*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Noise

Key Takeaways

- → Noise pollution affects hearing, heart health, sleep, mental wellness, and child development.
- → Communities near highways, construction zones, and busy commercial corridors face the greatest risk.
- → From 2023 to 2025, noise levels in many Utah communities remained a source of health concern.
- → More investment is needed in mitigation, monitoring, and protection for sensitive areas like schools and housing near highways.

Geographic Focus Utah statewide, with local data from Salt Lake County, Springdale, Summit County, and urban highway corridors.

Health Area	Impact on Health	Utah Example or Insight
Hearing damage and tinnitus	Long term exposure above 85 decibels can cause permanent hearing loss and ringing in the ears	Construction zones and highway corridors in Utah frequently exceed safe noise levels for extended periods.
Cardiovascular conditions	Noise exposure at or above 65 decibels increased risk of high blood pressure, heart attacks, and elevated stress hormones	Utah Department of Transportation studies highlight elevated cardiovascular risk in communities near major highways.
Sleep disruption	Nighttime noise increases cortisol, disrupts deep sleep, and leads to fatigue and blood pressure changes	Salt Lake County enforces quiet hours from 10 PM to 7 AM to support healthy sleep patterns.
Mental health	Ongoing exposure contributes to anxiety, irritability, depression, and cognitive decline	Surveys conducted by AARP Utah and the town of Springdale link persistent noise with chronic stress in residents.
Child learning and cognition	Traffic and aircraft noise reduce concentration, memory, and academic performance	Studies in Salt Lake and Summit counties cite noise as a barrier to student focus and achievement in high traffic areas.

***Data sources**: Salt Lake County Health Department, Utah Department of Transportation, and local municipality codes*

Baseline Study

Health Assessment

Community Health – Justice System Involvement

Key Takeaways

- → From 2023 to 2025, health risks for incarcerated and reentering individuals remained high.
- → Expanding behavioral health care, improving continuity of treatment, and increasing access to education are key steps for better outcomes.
- → Reentry programs are improving but major health gaps remain.

Quick Fact

- → The Utah Department of Corrections partners with Salt Lake Community College and Snow College to offer in-prison education pathways for reentry success.

Geographic Focus Utah corrections system, including prison health services and reentry programs.

Indicator	2023 Baseline	2025 Current	Key Findings
Women in prison with serious mental illness	77% recidivism within 3 years	No new rate published	Women with serious mental illness face significantly higher recidivism compared to peers.
Health literacy in incarcerated settings	60% of incarcerated adults had low health literacy	No new data released	Low health literacy limits disease self-management and post-release care success.
Chronic disease in prison population	High rates of hypertension, diabetes, and asthma	Remains high	Chronic conditions remain difficult to manage due to delayed care, limited access, and short sentences.
Enrollment in prison education programs	Active in several Department of Corrections facilities	Expanded statewide	Education is linked to improved reentry outcomes and lower rates of return to prison.
Post-release overdose mortality	Elevated, especially in first 2 weeks after release	Still under review	Overdose remains a leading cause of death post release, signaling urgent need for expanded substance use treatment and follow up care.

Data sources: *Utah Department of Corrections, Department of Health and Human Services, and Utah Women and Justice Initiative*

Baseline Study

Health Assessment

Community Health – Voter Turnout

Key Takeaways

- → From 2023 to 2025, Utah experienced a slight decline in voter turnout and persistent gaps by age, income, and geography.
- → Gaps in participation reflect and reinforce health inequities in Utah communities.
- → Civic health strategies through healthcare settings are emerging as promising tools to increase participation and address health equity.

Quick Facts

- → Turnout gap narrowed slightly, but lower income ZIP codes continue to vote at lower rates from 2023 to 2025.
- → Health clinics are increasingly used to promote civic engagement, especially in underserved populations.

Geographic Focus Utah statewide, with focus on participation gaps by age, income, and race.

Area of Impact	Why It Matters	Community Example
Physical and mental health	Civic participation is associated with stronger self-rated health, greater social trust, and reduced mortality risk	National studies show that people who vote regularly report higher well-being and lower depression rates.
Health equity	Groups with low voting rates often experience poorer health and reduced access to care and representation	Black, Indigenous, and low-income residents in Utah are underrepresented in elections and policy outcomes.
Social cohesion	Civic involvement fosters stronger community ties, safety, and collective problem solving	Local town hall participation and neighborhood voting have been linked to higher perceptions of safety and mutual trust.
Policy-driven health access	Elections shape decisions on Medicaid, reproductive health, housing, and public health funding	States with higher voter turnout adopted Medicaid expansion earlier and expanded access to other health programs.

***Data Sources**: Utah Lieutenant Governor's Office, Vot-ER, U.S. Census Current Population Survey, and state health clinics*

Baseline Study

Health Assessment

Northwest Valley Datapoints: Northwest Salt Lake County Health (Study from The University of Utah)

Study Overview

The University of Utah's Kem C. Gardner Policy Institute published a study in January 2026 in response to the University's first off-campus hospital, located in Northwest Salt Lake County. Through this study, the researchers sought to share health-related data for the Northwest Salt Lake County region with community stakeholders.

The study shares data on health care, health outcomes, and social drivers of health. The next four slides includes information from this study.

About Northwest Salt Lake County

Northwest Salt Lake County is a region which includes West Valley City, Kearns, Magna, Taylorsville, and the western portion of Salt Lake City. Located west of I-15, this region makes up one-quarter of the state's most populous county.

Kem C. Gardner POLICY INSTITUTE
THE UNIVERSITY OF UTAH
DAVID ECCLES SCHOOL OF BUSINESS

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Baseline Study

Health Assessment

Community Health – Northwest Valley's Uninsured Rate

Key Takeaways

→ When individuals can afford and access healthcare, they are more likely to experience positive health outcomes. However, there are many access barriers at play for Northwest Valley residents.

Quick Facts

→ In Northwest Salt Lake County, racial and ethnic minority residents are more likely to be uninsured compared to White residents.

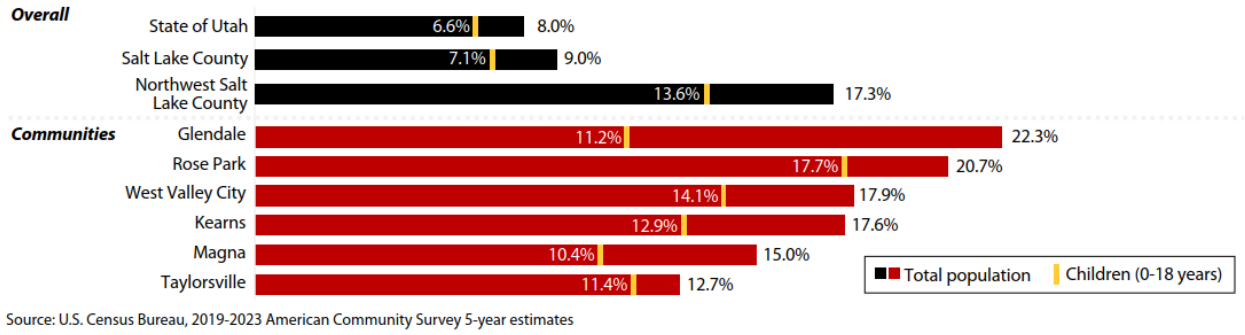
→ In Rose Park and Glendale, 1 in 5 residents lack health insurance coverage – these areas have the highest uninsured rates of the Northwest Valley.

→ Residents who are considered below the poverty line are three times more likely to be uninsured.

Geographic Focus Northwest Valley with focus on equity and public health planning.

Northwest Valley's uninsured rate over twice the state average.

Figure 1: Share of Residents and Children without Health Insurance Coverage in Select Communities, 2019-2023



Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-year estimates

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Kem C. Gardner Policy Institute | 411 East South Temple Street, Salt Lake City, Utah 84111 | 801-585-5618 | gardner.utah.edu

***Data source**: Northwest Valley Datapoints: Northwest Salt Lake County Health (The University of Utah)*

UTAH INLAND PORT AUTHORITY

Baseline Scenario

Health Assessment

Community Health – Access to Healthy Food, Reliable Transportation, and Supportive Social Relationships

Key Takeaways

- → Access to healthy food, reliable transportation, and supportive social relationships can enhance personal health and quality of life.
- → Northwest Valley residents are more likely to cite difficulty in obtaining food, finding social supports, and having reliable transportation for necessities such as accessing health care and supportive resources.

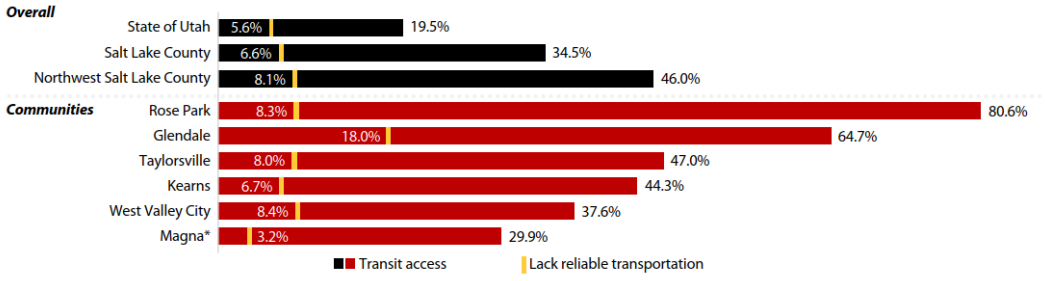
Quick Facts

- → 1 in 4 households in the Northwest Valley worry about affording nutritious food.
- → Glendale residents participate in food assistance programs more than residents in other Northwest Valley communities.
- → Hispanic/Latino and non-White, non-Hispanic residents are less likely to receive needed social and emotional support.

Geographic Focus Northwest Valley with focus on equity and public health planning.

Transit access strong, but transportation gaps persist.

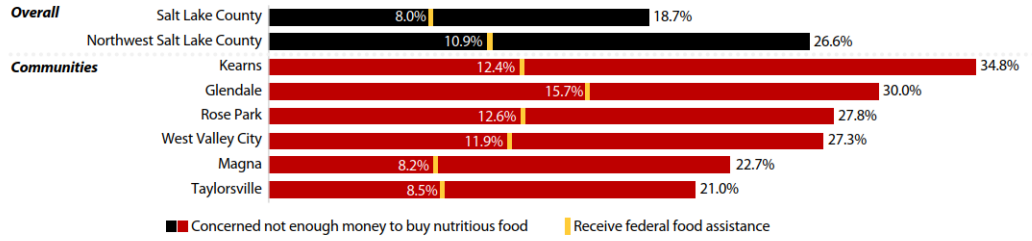
Figure 18: Select Measures of Transportation Access in Select Communities, 2020-2024



Note: Transit access is the share of residents living close to convenient, reliable transit, as defined by a quarter-mile or ten-minute walk, that comes every thirty minutes or less during peak commute times. Lack reliable transportation is the share of respondents reporting a lack of reliable transportation kept them from medical appointments, meetings, work, or from getting things needed for daily living. *Use caution in interpreting; the estimate has a coefficient of variation > 30% and is therefore deemed unreliable by Utah Department of Health and Human Services standards.
Source: Utah Department of Health and Human Services Behavioral Risk Factor Surveillance. Utah Healthy Places Index analysis of Utah Transit Authority and 2020 Decennial Census data

Food affordability challenges vary across Northwest Valley communities.

Figure 15: Select Measures of Food and Nutrition Access in Select Communities, 2019-2022



Note: State of Utah data is not available for this measure. Federal food assistance is the share of Utah adults who report that anyone in their household received benefits from a federal food assistance program such as SNAP (food stamps), WIC, and free and reduced lunch program in the past 12 months. Concerned not enough money to buy nutritious food is the share of adults reporting in the past 12 months they were worried or stressed about having enough money to buy nutritious meals.
Source: Utah Department of Health and Human Services Behavioral Risk Factor Surveillance

***Data source**: Northwest Valley Datapoints: Northwest Salt Lake County Health (The University of Utah)*

UTAH INLAND PORT AUTHORITY

Baseline Study

Health Assessment

Community Health – Reported Rates of Mental and Physical Health

Key Takeaways

- → The reported rates of poor mental and physical health are reported to be higher for Northwest Valley residents.

Quick Facts

- → Over 1 in 10 Northwest Salt Lake County residents live with diagnosed diabetes.
- → Over 1 in 3 Northwest Salt Lake County residents live with diagnosed depression.
- → About 6% of Northwest Salt Lake County residents have experienced cancer.
- → About 1 in 3 Northwest Salt Lake County adults live with a disability, a figure that is above county and state levels.
- → Obesity affects nearly half of adults in Kearns and Magna.

Geographic Focus Northwest Valley with focus on equity and public health planning.

Figure 10: Share of Northwest Salt Lake County Adults with Poor Physical Health and Poor Mental Health by Poverty and Race/ Ethnicity, 2021-2023

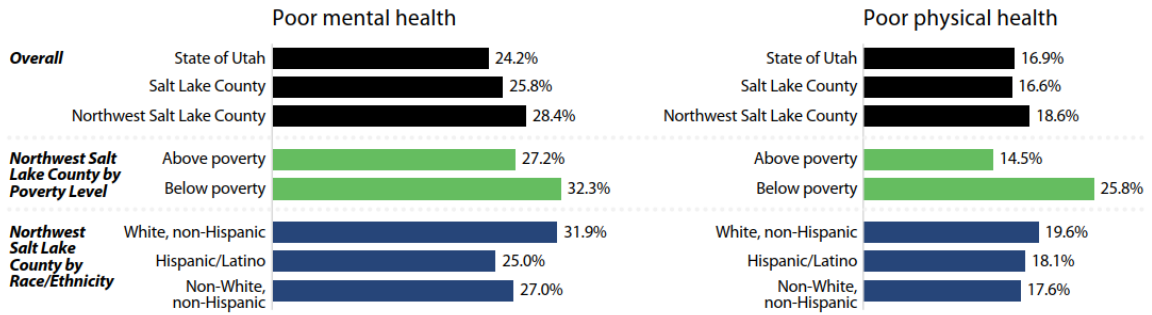
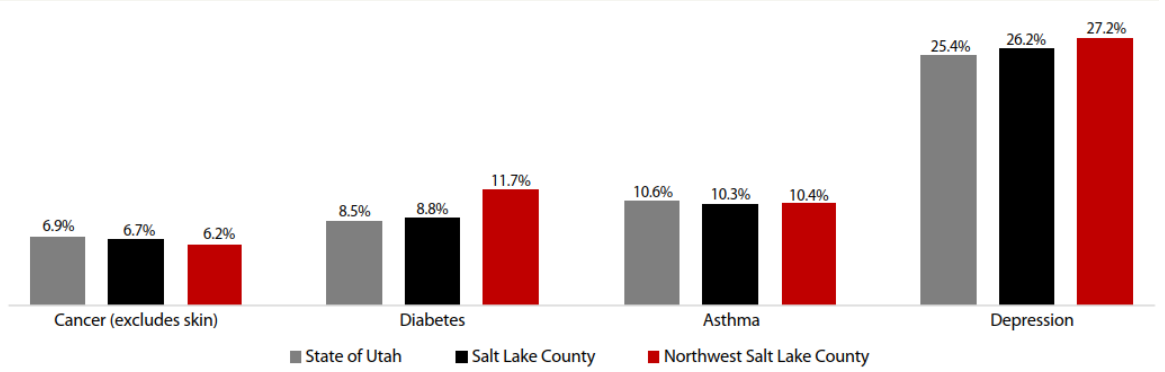


Figure 11: Share of Adults with Select Chronic Conditions by Select Communities, 2021-2023



Note: Adults 18 and older. Age-adjusted. Chronic conditions are diagnosed by a medical provider. Cancer excludes skin cancer.
Source: Utah Department of Health and Human Services Behavioral Risk Factor Surveillance System

***Data source**: Northwest Valley Datapoints: Northwest Salt Lake County Health (The University of Utah)*

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Baseline Study

Health Assessment

Community Health – Life Expectancy

Key Takeaways

→ Life expectancy provides insight into a community's health and well-being. The life expectancy for Northwest Valley residents is lower than the county and state average.

Quick Facts

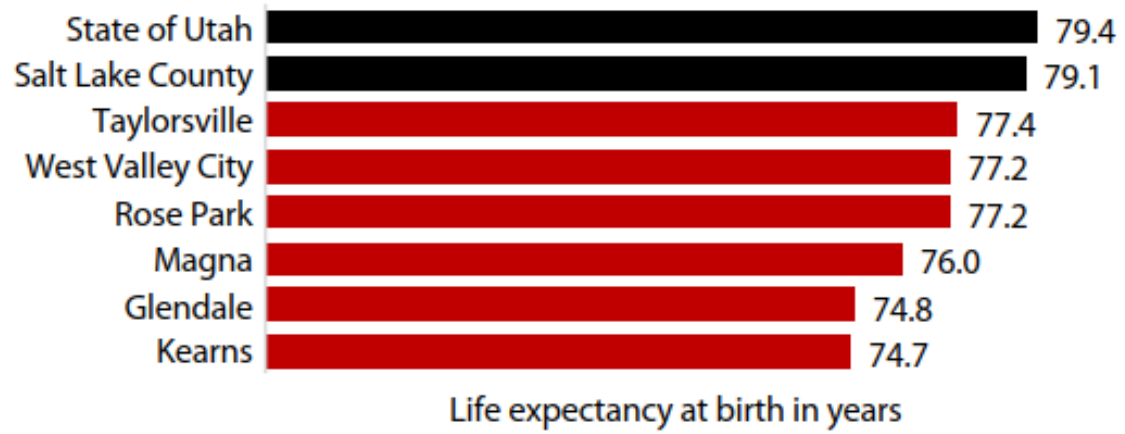
→ The life expectancies of Kearns (74.7 years) and Glendale (74.8 years) residents are notably lower than the county (79.1 years) and state (79.4 years) life expectancies.

Geographic Focus Northwest Valley with focus on equity and public health planning.

***Data source**: Northwest Valley Datapoints: Northwest Salt Lake County Health (The University of Utah)*

Life expectancy trails the state and county.

Figure 7: Life Expectancy at Birth in Select Communities, 2019-2023



Source: Utah Death Certificate Database, Office of Vital Records and Statistics, Utah Department of Health and Human Services, and Kem C. Gardner Policy Institute population estimates

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Public Involvement & Communications

Phase I Engagement Summary and Findings

- Online Survey
- Community Meetings
- Stakeholder Working Sessions
- Findings Analysis

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Community Engagement

- **Community input is a key component of the Baseline Study. The following community engagement events and activities informed the preparation of the study and supplemented technical data sources.**
  - Online Survey
  - Tabling Events
  - NWQ Review Group Meeting
  - Transportation and Health Working Sessions

Community Engagement

Online Survey

Survey Content allowed community members to provide feedback from June through October 2025 on concerns and priorities, environmental outcomes, health and quality of life, transportation, and economic aspirations for the area. There was also an opportunity for the community to add comments to a map of the area.

Community Engagement

Online Survey Results

Key Takeaways

- → **Top Health and Quality of Life Issues**: Clean air and water were top priorities, followed by safe parks and green spaces, affordable housing, traffic and transportation, and noise and light pollution.
- → **Environmental Concerns**: Respondents expressed strong worries about air pollution, threats to wetlands and wildlife, urban heat from increased pavement, and the lack of environmental and health impact studies.
- → **Development Impacts**: Rapid expansion of warehouses and rail infrastructure, traffic congestion, and concerns over low-wage jobs were highlighted. There were mixed feelings about incentives and industrial growth.
- → **Governance Issues**: Criticism was directed at tax increment financing, perceived misuse of public funds, lack of transparency, political influence, and loss of local oversight and tax revenue for Salt Lake City.
- → **Community Engagement**: There was frustration over insufficient public input, confusion about UIPA's purpose, and a desire for greater transparency and responsiveness.

Baseline Study

Community Engagement

Northwest Quadrant Review Group Meeting

A meeting with the NWQ Review Group was held on July 17, 2025 to introduce the Baseline Study and provide an overview of the methodology and data sources to be included.

Key Takeaways

- → **Water**: Salt Lake City provided additional water data sources and participated in follow-up meetings to discuss the City's water conservation plan.
- → **Environment**: Participants invited project team members on a tour of the wetland areas in the northern portion of the NWQ. The tour provided value insight into the environmental conditions and value of the wetland area.
- → **Public Safety:** Participants identified public safety as a growing concern in the NWQ and noted the need for additional security and code enforcement.
- → **Health:** Participants provided contacts at the University of Utah for inclusion in the health and quality of life workshop.
- → **Engagement:** Additional contacts and organizations to include in community engagement were provided.

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Community Engagement

Transportation Technical Workshop

A transportation technical workshop was held virtually on August 7, 2025.

Attendees:

- Local Industry Employees
- Wasatch Front Regional Council Staff
- Utah Department of Transportation Staff
- Salt Lake City Transportation Staff
- Fairpark Community Council Member

Topics discussed included:

- Transit service expansion, accessibility, and innovations
- Road and traffic management, parking solutions
- Pollution and air quality initiatives
- Workforce development and access
- Infrastructure for clean transportation
- Infrastructure upgrades
- Technology and future planning

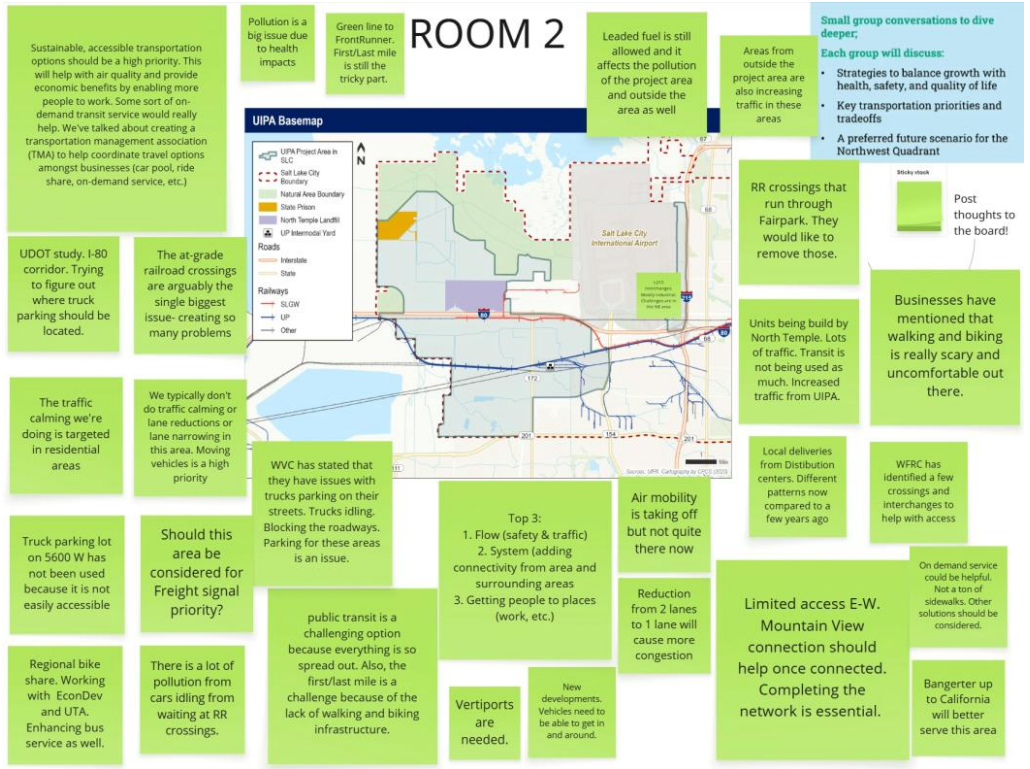
Community Engagement

Baseline Study

Transportation Technical Workshop

Key Takeaways

- → **Transit**: Employees rely on transit but operating hours and connectivity (first/last mile) are barriers to greater usage. Need alternative and innovative transit options in NWQ.
- → **Roads and traffic**: Limited east-west connectivity, increasing traffic congestion, safety concerns with truck traffic. Need dedicated freight lanes and improved active transportation network.
- → **Air quality**: Idling vehicles contribute to poor air quality. Need electrified truck parking and incentives to transition to electric fleets.
- → **Workforce development**: Opportunity to explore workforce development in the field of electric vehicles.



A workshop summary, including breakout room notes, is attached.

Community Engagement

Health and Quality of Life Workshop

A health and quality of life workshop was held virtually on September 4, 2025.

Attendees:

- University of Utah staff
- Utah Department of Health and Human Services staff
- West Side Coalition
- University Neighborhood Partners
- Salt Lake County Health Department staff

Topics discussed included:

- Increasing number of people without insurance
- Limited access to preventive and behavioral healthcare
- Food insecurity
- Housing affordability
- Displacement
- Localized health data
- Climate risks
- Workforce development
- Digital equity
- Land use and environment

Baseline Study

Community Engagement

Health and Quality of Life Workshop

Key Takeaways (full summary attached)

- **Health Assessment and Equity**
  - Clinics serving Westside families are overextended and lack interpreters and liaisons.
  - Preventive care, screening, and behavioral health services are underutilized due to cost and mistrust.
- **Data, Research, Community Input**
  - State level data is inadequate for capturing Westside community conditions.
  - Need to use local surveys, emergency service data, and community level sources.
- **Environmental, Land Use, and Nature Access**
  - Need buffers between NWQ and nearby neighborhoods.
  - Land use decisions need to account for air quality or environmental hazards.
  - Long-term monitoring of air and groundwater should be funded by industry and overseen by independent parties.
- **Climate Resilience and Public Safety**
  - Cooling centers are poorly advertised, lack overnight availability and backup power.
  - Need to increase tree canopy and restore native vegetation.
- **Housing, Food Access, and Community Development**
  - Stable and affordable housing is essential for physical and mental well-being.
  - Food insecurity is the most frequently reported social determinant of health among University of Utah Health patients.
- **Noise, Transit, and Infrastructure**
  - Freight, highways, and construction are nuisances and health concerns.
  - Long commutes and limited transit burden low-income and minority communities.
  - Internet access is a barrier to telehealth and reliable health information.

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Conclusion

Baseline Findings and Key Takeaways

- Economic
- Transportation
- Environmental and Health

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Key Economic Takeaways

The NWQ project area is designed to be an employment center. Juxtaposed between underserved neighborhoods, critical natural resources and habitat, SLC International Airport, and other industrial activities.

→ In recent years, development has returned to more historic levels with more than half of the project area remaining available for development.
→ Roughly 15% of the area is set aside for open space, agriculture, or other uses.

The portion of the project area inside Salt Lake City is home to some 10,000 jobs.

→ The transportation sector accounts for about one-third of the jobs, with a quarter being in manufacturing, and 20% in professional/scientific/technical services.
→ The NWQ workforce is largely white and has at least some college education.
→ Roughly two-thirds of jobs in the NWQ pay more than $40,000 per year; over half do not require a college degree.

Neighborhoods on the west side of Salt Lake City have a different economic profile than the city as a whole.

→ According to Census data, all four communities have lower employment levels than the city overall.
→ Three of the four neighborhoods have per capita incomes at/near 50% below the city's level.

Key Economic Takeaways

Opportunities/challenges exist for enabling Westside communities to share in the economic benefits in the NWQ.

- → Although the four neighborhoods include portions of the NWQ, none of the neighborhoods' residential areas are adjacent to the NWQ (aside from the strip near SLC International Airport).
- → Car ownership levels in the area, the availability of services (e.g., childcare, grocery stores, and medical care) in and around the NWQ, and other factors, may make the NWQ a less desirable work location than other parts of the city.
- → With less than half the jobs in the project area requiring a college degree and more than two-thirds paying more than $40,000 per year, the NWQ could be a source of low-barrier-to-entry jobs.

The industrial real estate markets that include the NWQ provide a good indication of baseline future activity.

- → The industrial market in northwestern Salt Lake City has been largely dominated by warehousing and distribution uses.
- → The greater the value of the development in the NWQ, the more tax increment will be generated.
- → While much of the area's activity has been in warehousing, as mentioned earlier, the project area has attracted advanced manufacturing and biotechnology companies.
- → These types of facilities typically generate greater property tax revenue due to a higher valuation of the facility and capital equipment.

Key Transportation Takeaways

- → **Grade-crossing safety:** Train movements are expected to climb 35% and vehicle-miles traveled 45% by 2045, sharply increasing the likelihood of vehicle-train collisions in the NWQ and surrounding corridors unless crossings are upgraded or separated.
- → **Chronic congestion and access barriers:** Longer and more frequent gate closures will stall Westside arterials, slowing emergency response, isolating neighborhoods, and widening socioeconomic gaps.
- → **Environmental-justice exposure:** Industrial growth without zero-emission requirements will concentrate additional diesel exhaust and particulate matter in Westside communities that already face poor air quality.
- → **Roadway capacity and connectivity:** Rising truck volumes threaten to overburden routes, such as 7200 West and SR 201, while limited east-west links will further restrict access to jobs, healthcare, and education unless new transit options or grade separations are added.
- → **Maintenance conditions:** Increased truck traffic will lead to accelerated breakdown of pavement conditions, requiring more frequent resurfacing and other state of good repair projects.
- → **Active transportation connectivity and safety:** Crashes involving vulnerable road users (bicyclists and pedestrians) may become more of a concern as the area develops if the active transportation network is not expanded. Increased truck traffic can increase the severity of crashes, especially for vulnerable road users.
- → **Transit service:** The area largely lacks direct transit service and existing transit service is primarily oriented around peak commuting trips.

Key Environmental and Health Takeaways

- → **Wetland preservation:** Wetland and floodplain preservation should be a key consideration as future development occurs. There is a greater concentration of wetlands and floodplain south of I-80.
- → **Water conservation:** Water conservation measures since 2001 have reduced overall water demand, including residential and industrial use. However, additional conservation measures are still needed to ensure supply can support future demand and support healthy water levels in the Great Salt Lake.
- → **Water quality:** Ensuring federal, state, and local water quality standards are met is an important consideration for future development. Additional stormwater infrastructure is needed along with adherence to stormwater best management practices to minimize pollutants.
- → **Great Salt Lake and Shoreline:** Considered one of North America's most important interior wetlands, the Great Salt Lake, serves as a nesting and migration stopover location for millions of birds.
- → **Natural areas:** Approximately 11% of the UIPA jurisdictional area is designated Open Space and is not developable. This includes the Lee Kay Wildlife Conservation Area that is owned and managed by the Utah Division of Wildlife Resources.
- → **Air quality:** Westside neighborhoods are disproportionally impacted by air pollution. Ozone concentrations near the NWQ have fluctuated over time but remain above national ambient air quality standards.
- → **Community and health facilities:** Westside neighborhoods lack access to community and health facilities.
- → **Health outcomes:** Many Westside neighborhoods report health-related data that can lead to worse health outcomes compared to Salt Lake County and the State, including greater rates of uninsured individuals, food insecurity, and lower life expectancy.

Next Steps

- Phase II: Preferred Scenario
  - Identify a preferred development scenario and recommendations based on baseline findings.
  - Identify projects, programs, policies, and partnerships to address potential impacts associated with future development.
  - Conduct community workshops to prioritize recommendations for UIPA investment.
  - Identify metrics to evaluate future investments.

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