



## Strategic Business Plan Data Sources and Methods

The Utah Inland Port Authority (UIPA) is in the process of developing a Strategic Business Plan to set a course for the Authority over its first five years of operation (2020-2024). The Plan will guide UIPA's organizational structure, establish its financial parameters, and outline partnerships, policies, and programs to advance sustainable and smart logistics investment that benefits the entire state. Given the lasting and statewide significance of this undertaking, UIPA is utilizing the best available data sources and analytical methods to estimate available funding, baseline conditions, and future scenarios. The data-driven Plan applies best practices and strategic initiatives to protect the environment and air quality, while advancing investments in infrastructure, industry, and trade.



### Population and Demographics:

Utah's future economy and workforce is expected to be shaped by continued population growth and by increases in educational attainment. These trends are likely to result in higher consumer demand for goods and services, boosting freight demand and requiring a strong logistics system and supporting infrastructure. Data sources the Strategic Business Plan include:

*Kem C. Gardner Policy Institute Population Estimates; Wasatch Front Regional Council Model; Utah Long-Term Demographic and Economic Projections; and State and County Projections; US Bureau of Labor Statistics; US Census Bureau; Utah Community Action.*



### Economic Competitiveness:

Over a third of the state's GDP is generated by logistics-dependent industries that rely on the safe, efficient, reliable, and cost-effective shipment of physical goods to support their operations. The Strategic Business Plan outlines strategies to support economic competitiveness of these industries across the state's logistics network (urban and rural locations) using data sources below:

*Economic Impact Model; University of Utah 5G Research Project; Utah Department of Workforce Services Business Establishment Records and Employment by Industry; Consultations and Data Sources from Economic Development Organizations and Industry Associations; US Bureau of Economic Analysis.*



### Trade and Cargo Movements:

The US Department of Transportation estimates that Utah's demand for cargo will increase by 104% in value over the next 25 years (inbound and outbound). The increases are driven by population and economic growth and underscore the need for coordinated logistics planning. The Strategic Business Plan utilizes this information and other sources such as import/export container data, truck GPS movements, and state industry clusters (UDWS business establishment information) to provide a full picture on Utah trade and cargo movements statewide. Other sources used for this analysis include:

*UDOT State Freight Plan; US Federal Highway Administration Freight Forecast; US Census USA Trade Online; Wasatch Front Regional Council Travel Demand Model; Salt Lake City Foreign Trade Zone #30; US Customs and Border Protection; Salt Lake City International Airport Forecasts; PIERS International Import/Export Container Data; Railroads (UP, BNSF, SLGW); Truck GPS Data.*



## Land Use and Natural Resources:

While local municipalities hold land use and zoning authority, UIPA requires this information to help facilitate desired economic and environmental outcomes in its jurisdictional area. The Strategic Business Plan collected land use information for the jurisdictional area from Salt Lake City, West Valley, and Magna, along with federal, state, and locally-regulated natural resources. Below is a selection of the data sources used in developing the Strategic Business Plan:

*Salt Lake City Northwest Quadrant Master Plan; West Valley; Magna; Salt Lake County; US and Utah Geological Survey; Utah Department of Environmental Quality; US Fish and Wildlife Service; National Audubon Society; Utah Division of Wildlife Resources; State Wildlife Agencies of the Western United States; Federal Highway Administration; US EPA; International Dark Sky Association; US Green Building Council; and Best Practice Literature.*

## Water Resources:



There are over 1,500 acres of lakes and freshwater ponds in the UIPA jurisdictional area, along with 440 acres of wetlands. The Jordan River within a half-mile of the area is also an impaired water resource. The Strategic Business Plan lays out strategies for UIPA to collaborate with environmental agencies to protect water resources in this area, using data sources such as the ones provided below:

*Utah Department of Environmental Quality; US and Utah Geological Survey; US FEMA; Utah Division of Emergency Management; Department of Natural Resources; US Army Corps of Engineers; and Best Practice Literature.*

## Air Quality:



The Wasatch Front is currently in nonattainment for particulate matter and ground-level ozone (smog).<sup>1</sup> The Wasatch Front Regional Council's travel demand forecasts and US EPA air emissions forecast indicate that air emissions are expected to increase over the next 30 years with population and economic growth. The UIPA tested policy scenarios to put together strategies in the Strategic Business Plan on how to improve air quality through sustainable logistics, development, and industry practices. Select data sources include:

*Utah Department of Environmental Quality; Wasatch Front Regional Council Forecast Model; US EPA Forecasting Model; California Air Resources Board EMFAC Forecasting Model; World Health Organization Public Health Elasticities; Utah Foundation Alternative Fuel Vehicles Report; International Council on Clean Transportation, North American Council for Fuel Efficiency; OECD International Transport Forum; and Best Practice Literature.*

## Planned Developments and Infrastructure:



The UIPA jurisdictional area within the Northwest Quadrant of Salt Lake City is predominantly privately-held. While UIPA has no authority to change land use and zoning established by Salt Lake City's Northwest Quadrant Plan 2017, UIPA's charter is to coordinate development and achieve desired economic and environmental outcomes. The Strategic Business Plan consulted a number of stakeholders to understand planned developments and infrastructure within the jurisdictional area including but not limited to:

*Salt Lake City; Magna; West Valley City; Salt Lake County; Dominion Energy; Rocky Mountain Power; Telecom Providers; SITLA; UDOT; UTA; Landowners and Developers; Railroads; and Real Estate Brokers.*

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<sup>1</sup> PM2.5 nonattainment areas are being considered for redesignation to 'maintenance' (Utah Department of Environmental Quality)