

Annual Report

2023

Moving Utah Forward



SHUTTLEWAGON

SHUTTLE WAGON

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“ The Utah Inland Port Authority is laying the groundwork to help strengthen our state for future generations.

”



Letter from our Executive Director

To the Utah State Legislature and Citizens of the State of Utah,

The Utah Inland Port Authority (Port Authority) is laying the groundwork to help strengthen our state for future generations.

The Port Authority is actively developing project areas throughout the state, and working to add more infrastructure and multi-modal transportation options for Utah's businesses.

Our end goal is to strengthen Utah through:

- Creating a stronger statewide network for cargo flow through port project areas;
- Synergizing investments to grow regional economies with sustainable growth; and Strengthening Utah's shipping industry.

By its design and implementation, the Port Authority is meant to be a transformational organization. 2023 provided the blueprint for how the Port Authority team plans to aggressively pursue its mission throughout the state, with a strong focus on the Northwest Quadrant of Salt Lake City.

During the calendar year 2023, the Utah Inland Port Authority will have created seven new project areas in addition to the area in Salt Lake County.

We also saw the first cargo shipments coming into a Port

Authority partnership facility in Iron County, in RailSync's transloading facility. This facility allows shipments destined for Iron County to be unloaded there, rather than traveling north to Salt Lake City and placed on semis to deliver to Southern Utah. The facility saves shippers time and takes trucks off our interstates.

The Northwest Quadrant remains a key focus area for the Port Authority. This past year provided an opportunity to make significant progress on the following:

- Developing a logistics plan for the area that focuses on reducing road traffic and environmental pollution;
- Attracting high-wage jobs to the area; and
- Working with stakeholders to protect our greatest asset, the Great Salt Lake and its critical wetlands.

The Port Authority is making a positive impact all across Utah. As we continue our charge to strengthen Utah, we believe that 2023 was proven to have been a foundational year.

Sincerely,



Ben Hart
Executive Director, Utah Inland Port Authority

About

The Utah Inland Port Authority was created to pioneer and implement strategic and sustainable logistics-backed economic solutions that enhance the lives of Utahns, and establish Utah as a global industry connector.

We are the leading creator of future-focused economic development, transforming economies and communities across the state through innovative logistics practices.

Mission

We maximize long-term economic benefits in Utah by developing and optimizing economic project areas and logistics-based infrastructure.

Vision

We move Utah forward. We aspire to transform Utah through multi-generational, logistics-based, economic solutions.



Collaboration

WE ARE approachable connectors and enthusiastic partners, working jointly with communities, leaders, and businesses to build connections and facilitate measurable growth in the local economy and industry at large.



Accountability

WE ARE honest and reliable stewards, who approach our work with transparency and intentionally exercise responsibility on all levels (civic, environmental, fiscal). We maintain a high say-to-do ratio.



Sustainability

WE ARE drivers of sustainable outcomes, both environmental and economic, as we modernize development to safeguard Utah's natural beauty. Our risk-reducing strategies improve overall quality of life for Utahns by enhancing community livability.



Respect

WE ARE equitable professionals and eager listeners, who treat everyone with fairness and impartiality. We seek and heed the opinions of all parties, and create the right solution based on the unique needs of the region and community.



Innovation

WE ARE action-oriented thought-leaders who will bring a measure of economic resilience to Utah and empower local and statewide growth. We stay on the forefront and make it happen—our “boots on the ground” mentality and productivity will enable the kind of future-focused logistics infrastructure that will transform Utah.

Strategic Business Plan

UIPA went through important changes in 2022, including a new board and executive director.

The Authority adopted a business plan in December 2022. The plan is meant to guide the direction, initiative, and focus of the Utah Inland Port Authority for the years 2023 through 2027 with the goal of more fully meeting statutory requirements pointing to economic development in Utah within an environmentally sustainable framework.

UIPA will fulfill its economic development role by utilizing and implementing infrastructure as an enabler rather than an end goal. Infrastructure such as rail, road, air, traditional technology, and green technology all provide how industry can grow and benefit Utah communities.

How this growth and innovation happens and the industry types generating these forces matter to the state and local neighborhoods and economies.

In addition to projects in the northwest quadrant of Salt Lake County, the Authority will look to empower regional economies throughout the state through the development of additional projects.

In 2023, project areas in Iron County (Iron Spring Project Area), Spanish Fork (Verk Project Area), Box Elder County (Golden Spike Project Area), Juab County (Central Utah

Agri-Park), and Beaver County (Mineral Mountains Project Area) were created by the UIPA board with consent of local communities.

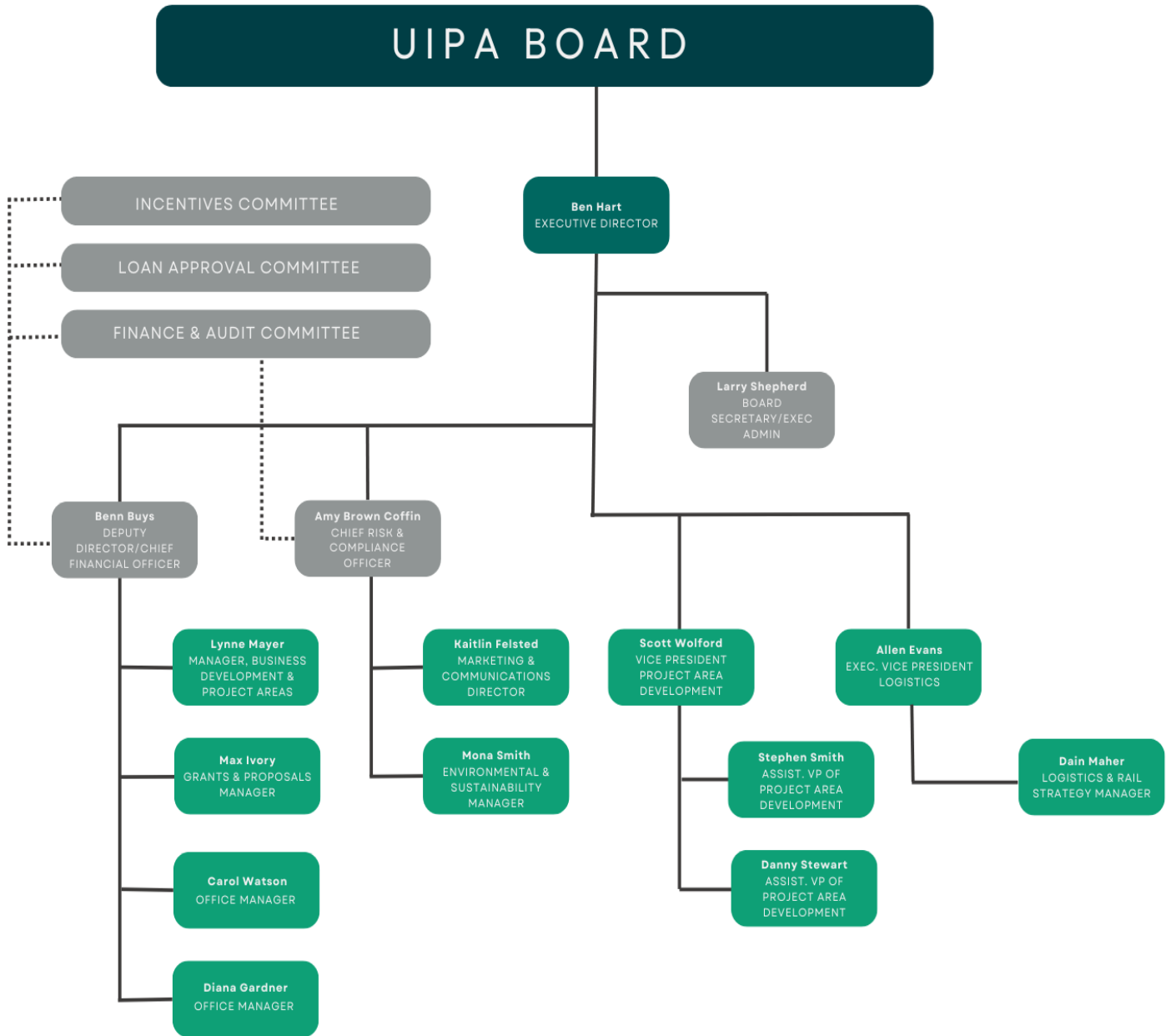
Additional project areas are expected to be approved before the end of 2023 in Grantsville (Twenty Wells) and Tooele County, with additional project areas in the works for 2024. Infrastructure projects will be coordinated with stakeholders, including government leaders from the area. This will be completed in a transparent and collaborative fashion that will lead to defined objectives and scope.

Also in 2023, two companies have been recruited to project areas. Northrop Grumman in the Northwest Quadrant and Lakeshore Learning in Garland and Tremonton as part of the Golden Spike project area will provide important jobs and significant infrastructure investments.

Additional companies are being recruited throughout the state. The current version of the strategic plan can be found on our website, inlandportauthority.utah.gov.



Organizational Chart



Our Board

The Utah Inland Port Authority is governed by a Board of Directors consisting of five voting members and three non-voting members representing various governmental entities and industry expertise. The UIPA Board of Directors meets regularly to help set policies, monitor progress, and approve potential projects.

Per H.B. 443, two UIPA board members are appointed by the Governor of Utah, one by the Utah House of Representatives, one by the Utah Senate, and one jointly appointed by the House and Senate.

Voting Board Members:



Miles Hansen

UIPA Board Chair
The Stirling Foundation (formerly with World Trade Center Utah)



Speaker Mike Schultz

Utah House of Representatives
District 12



Abby Osborne

Utah House of Representatives
Chief of Staff



Senator Jerry Stevenson

Utah Senate
District 21



Ryan Starks

Utah Governor's Office of Economic Opportunity
Executive Director

Non-voting Board Members:



Victoria Petro-Eschler

Salt Lake City Council
District 1



Bill Wyatt

Salt Lake City Department of Airports
Executive Director

Northwest Quadrant

The UIPA jurisdictional area, also known as the Northwest Quadrant, covers approximately 16,000 acres in the Northwest Quadrant of Salt Lake City, as well as parts of northern West Valley City, Magna township, and unincorporated Salt Lake County.

It sits at the intersection of two interstate freeways, major national railways, and an international airport which puts the area in high demand for expanding warehouse, distribution, and manufacturing.

This is an immense area significantly larger than well-known, large US maritime ports – almost twice the size of the Port of Los Angeles and 11 times the size of the Port of Savannah – and with this comes both a responsibility and an opportunity to identify the highest and best uses in developing a next-generation, sustainable inland port.

Most of the area is privately-owned and approximately 7,000 acres are vacant and suitable for development.

Interlocal Agreement

In October 2022, UIPA signed an interlocal agreement with Salt Lake City which requires that the Authority spend 40 percent of Salt Lake City generated property tax differential on environmental mitigation projects within the authority jurisdictional land and 40 percent of Salt Lake City generated property tax differential on community mitigation projects. The agreement provides the following:

- Requires that the Authority consult with the City in determining how to spend the Environmental Mitigation Money and the Community Mitigation Money.
- Requires the RDA to spend the 10 percent of exempt area property tax it receives for affordable housing.
- Requires the City to agree to facilitate the efficient processing of land use applications relating to the authority jurisdictional land by providing at least one full-time em-

ployee as a single point of contact for the processing of the land use applications.

This agreement highlights the board's focus on working in a transparent, collaborative manner with local communities.

Westside Community Initiative

The Utah Inland Port Authority (UIPA) has completed the Westside Community Enrichment Initiative, contributing to the regeneration and economic prosperity of Salt Lake City's West Side.

With a total allocation of \$310,000, the Initiative backed projects promoting economic growth and addressing the needs of the underprivileged. Funding decisions were announced on November 6, 2023.

The funded projects include Neighborhood House and Neighborworks, receiving the maximum award of \$100,000 each, and contributions to Tree Utah, Pete Suazo Business Center, and the Salt Lake City Police Foundation. These efforts promise enduring positive impacts on the West Side community, leading to its sustained flourishing.

Recruitment

Northrop Grumman:

In July, the UIPA Board approved a post-performance recruitment incentive for Northrop Grumman. This assisted in Northrop Grumman's decision to locate their rocket motor case manufacturing to the Northwest Quadrant.

Location of this facility represents a significant investment (between \$70M - \$100M in capital expense), which will convert a 300,000 square foot building originally intended for warehouse and distribution into an aerospace and defense focused manufacturing facility. This project is expected to create high quality, high paying jobs in the Northwest Quadrant.

Infrastructure

The Utah Inland Port Authority partnered with Stadler Rail US on the funding of a test track at the Stadler Rail location in the Northwest Quadrant. Nearing completion, the addition of this test track will allow Stadler the ability to manufacture and test in a new market segment (electrified rail).

This creates a public benefit to the community in offering additional job and training opportunities, as well as expanding rail accessibility to businesses in the Northwest Quadrant that are in the areas adjacent to Stadler's facility.



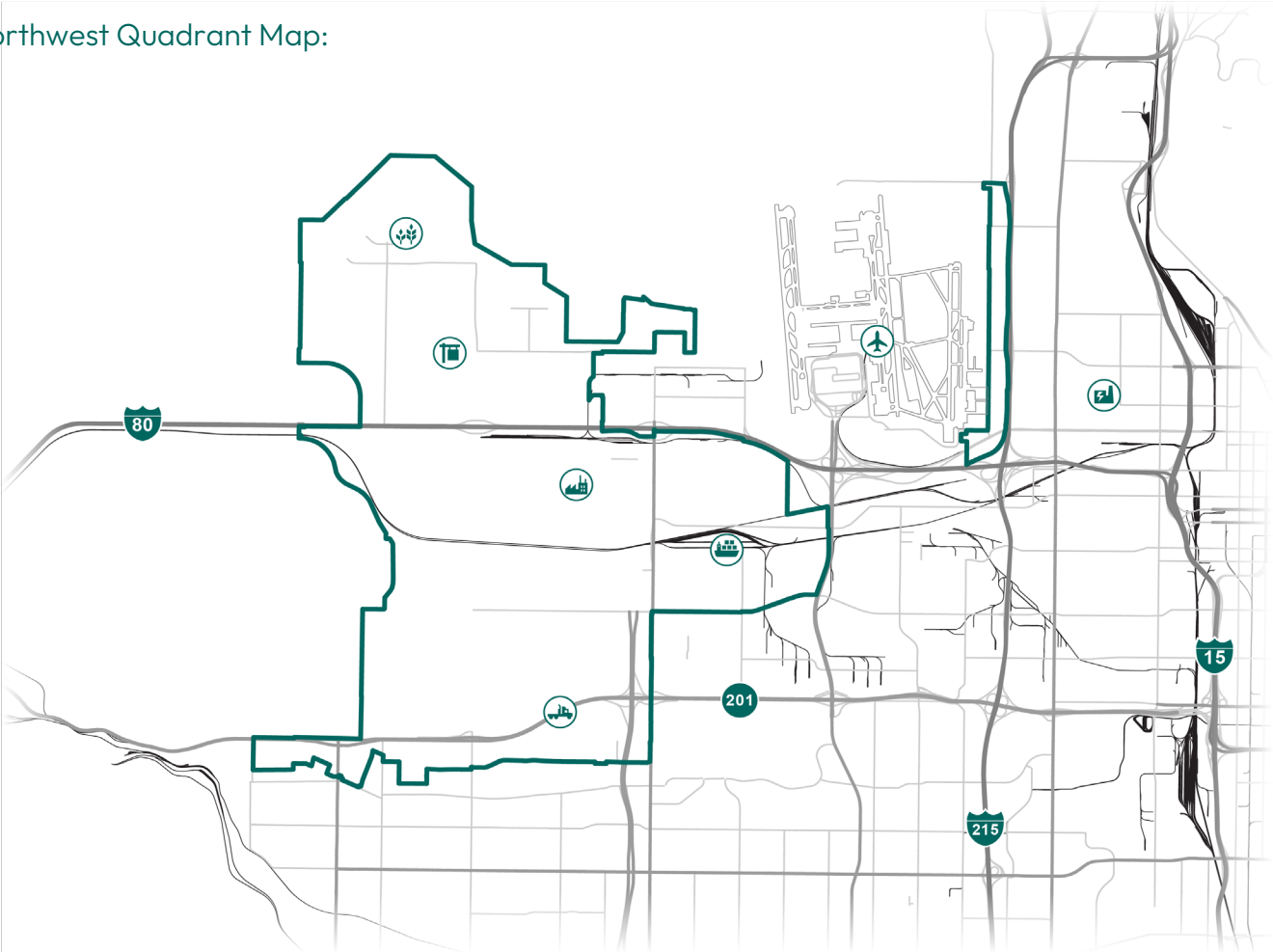
Looking Ahead in the Northwest Quadrant

Over the next year, activities in the Northwest Quadrant will see more shift from concept to execution. UIPA engagement in NWQ business marketing and recruitment efforts will see a significant increase, including partnerships with EDCUtah, Salt Lake City, West Valley City, Magna Township, and Salt Lake County on the pursuit of quality opportunities both for new business and business expansion. As is outlined in the Project Area plan,

these recruitment efforts will target business opportunities in advanced manufacturing, aerospace and defense, and life sciences.

UIPA will continue to seek opportunities to promote and advance other impactful projects in the area. This would include examples such as the proposed 7200 West connection between I-80 and SR-201, support for expansion of power capacity and infrastructure, and expansion of public transit access.

Northwest Quadrant Map:



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Learn more about the project area

Project Areas

A project area is a hub for collaboration, innovation, and growth designed to facilitate global connectivity and streamline business operations. It offers a platform for communities, leaders, and businesses to build connections, providing simplified processes for exporting goods and tapping into wider customer bases. Project areas offer innovative infrastructure solutions that enhance supply

chain efficiency, yielding cost savings, reducing transit times, and potentially increasing profitability. It supports businesses with customized solutions tailored to their unique needs, ensuring that being part of this ecosystem allows for staying ahead in industry trends and maintaining a competitive edge.



Resolve

A municipality or county can request UIPA commence work on drafting a project area plan. The municipality or county adopts a project area resolution in a public meeting.



Draft

UIPA staff work with the municipality or county to develop a project area plan or amend a project area plan for the UIPA board to review in at least 2 public board meetings.



Adopt

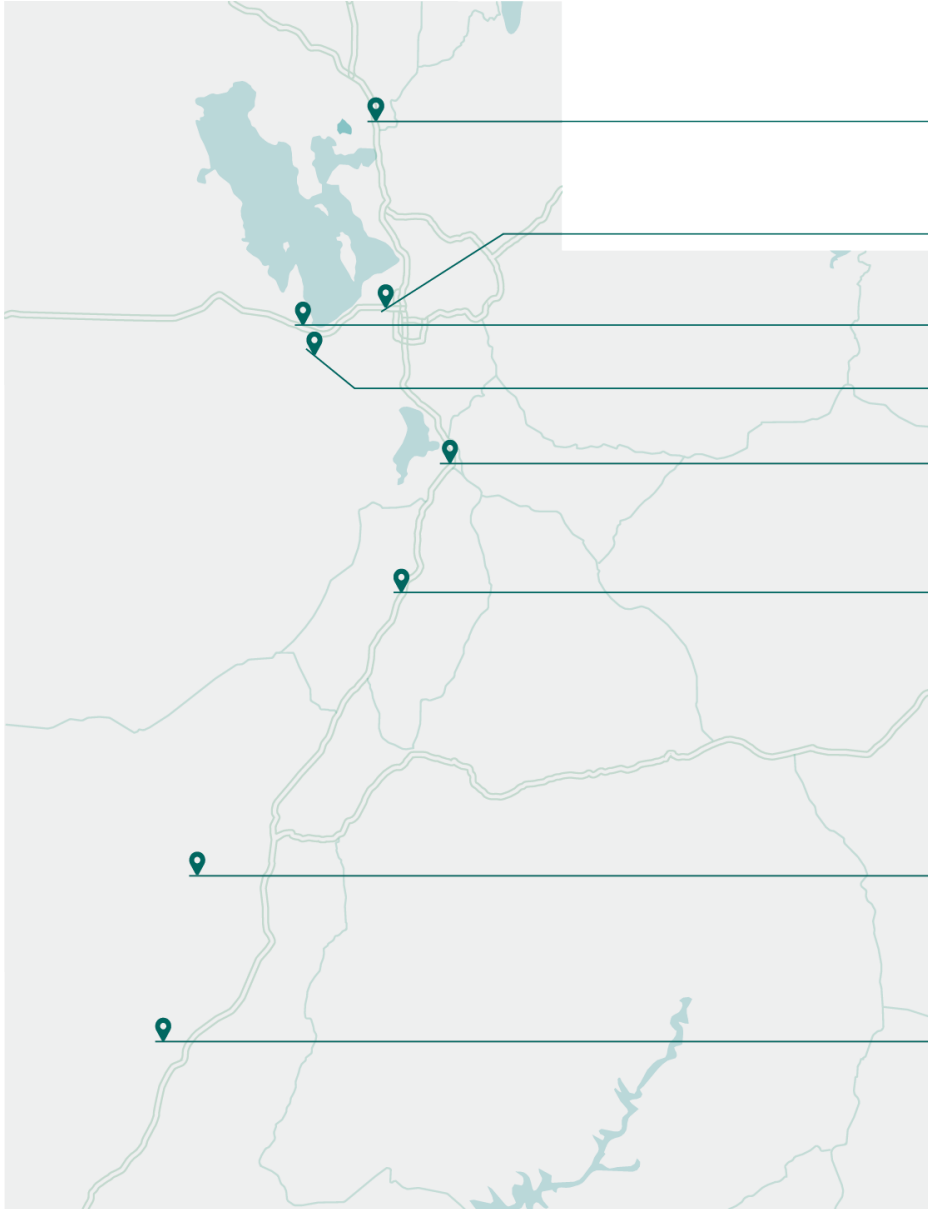
The UIPA board may adopt a project area or project area amendment in a public meeting.



Build

This phase will take 25 years to complete. During this phase, construction, development, and recruitment will occur in the project

PROJECT AREAS MAP:



Golden Spike
Box Elder County

Northwest Quadrant
Salt Lake County

Tooele Valley
Tooele County

Twenty Wells
Grantsville City

Verk Industrial Park
Spanish Fork

Central Utah Agri-Park
Juab County

Mineral Mountains
Beaver County

Iron Springs
Iron County



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Learn more about
project areas

Central Utah Agri-Park

The Central Utah Agri-Park Project Area's main objective is to create a better future for Utah's family farms, economy, and food security.

While the preliminary phases of this project are being supported by the Six County AOG, including Sanpete, Juab, Wayne, Millard, Piute and Sevier counties, this Agri-Park would benefit farmers and Utahns in every county in the state.

This regional approach for strategic planning and growth could be duplicated in other regions, making the benefits of this project extend beyond the economics of one ag business zone. This area uniquely includes both rail and highway infrastructure that empower the production, processing,

storage, and transportation of goods both within Utah and outside markets. This is a unique and collaborative project where multiple partners will be brought together to create the most benefit possible.

Other partners to this Project Area include: the Six County AOG, Utah Department of Agriculture and Food, Utah Food Producer Groups, UDOT, Utah's water agencies, federal and state land agencies, private sector entities, and many others.

Project Area goals include meaningful rural economic development and responsible strategic infrastructure planning for growth, and food security.

Milestones:

- **Resolutions:** On May 8, 2023, the Juab County Board of County Commissioners formally passed a resolution, supporting the creation of a Utah Inland Port Authority Project Area within Juab County.
- **Initial Presentation:** On August 21, 2023 during a public board meeting, the Central Utah Agri-Park Project Area Draft, initially called the Six County Agri-Park Project Area Draft, was presented to UIPA board for the first time.
- **Board Approval:** On September 12, 2023 during a public board meeting, the UIPA board approved the creation of the Central Utah Agri-Park project area and adopted the Central Utah Agri-Park project area plan.

Key Successes in the Past Year:

The Six County Association of Governments hired Shaun Kjar as director of the Central Utah Agri Park. Along with the newly-hired director of the project area, the Six County AOG appointed a board of directors for the Agri Park.

Board members include a representative county commissioner from each of the six counties, one from Utah Inland Port Authority, one from Utah Department of Agriculture and Food, one from the Governor's Office of Economic Opportunity, an ex-officio legislative member, and one at-large ex-officio member.

Committee members include:

- Chair: Juab County Commissioner, Clinton Painter
- Vice Chair: Sanpete County Commissioner, Scott Bartholomew
- Millard County Commissioner: Trevor Johnson
- Piute County Commissioner: Sam Steed

- Sevier County Commissioner: Scott Johnson
- Wayne County Commissioner: Roger Brian
- Utah Department of Agriculture and Food: Craig Buttar
- Utah Inland Port Authority: Danny Stewart
- Governor's Office of Economic Opportunity: Kori Ann Edwards
- Legislative Ex-officio Member: Derrin Owens
- At-large Ex-officio Member: Unfilled

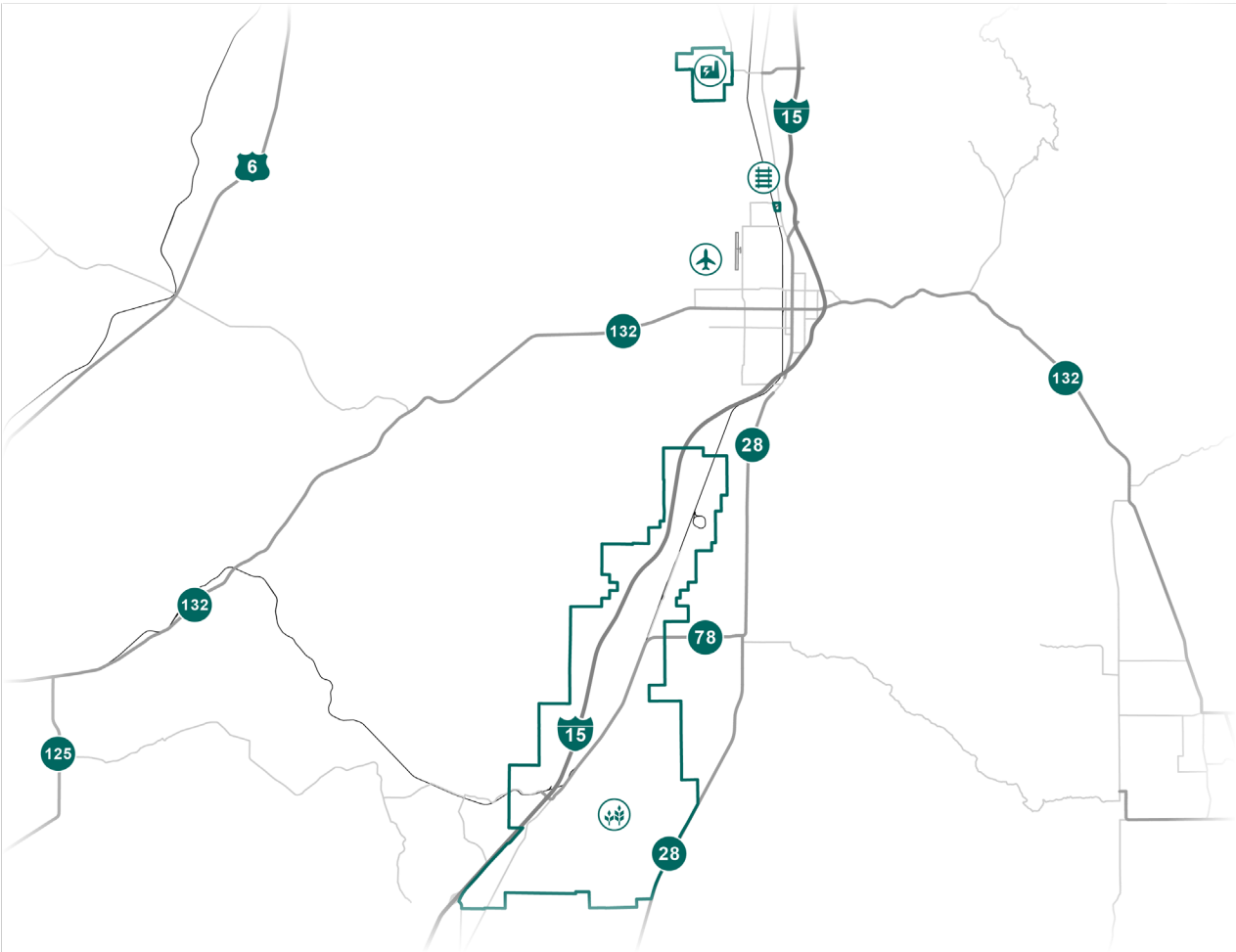
Six County Association of Governments Staff associated with the project:

- Six County Executive Director: Travis Kyhl
- Six County Economic Development Director: Jenna Draper
- Six County Chief Financial Officer: Jalyne Roundy
- Six County RLF Program Manager/Executive Assistant: Amy Rosquist
- Central Utah Agri-Park Director: Shaun Kjar
- planning for growth, and food security.

Businesses in project area

- IFA
- AZOMITE Mineral Products
- Canyon Fuel Company
- Redmond Minerals
- Nortonville Rail
- Houweling's Tomatoes
- Pacifcorp

CENTRAL UTAH AGRI-PARK PROJECT AREA



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Learn more about
the project area

Golden Spike

Golden Spike Park Project Area comprises land in Brigham City, Garland, Tremonton, and Box Elder county. The Golden Spike Inland Port Project Area fits the area's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Box Elder County area.

This Project Area enjoys a very strategic location with access to: Interstate 15, Interstate 84, US Highway 89, US

Highway 91, Union Pacific rail and an adjacent General Aviation Municipal Airport. As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region.

Additionally, this Project Area will fit the County's and Cities' general plan and the zoning for this area.

Milestones:

- **Resolutions:** The following municipalities and counties entered into resolutions supporting the creation of the project area:
 - Tremonton City Council: May 2, 2023
 - Box Elder County Commission: May 3, 2023
 - Brigham City Council: May 4, 2023
 - Garland City Council: June 7, 2023
- **Initial Presentation:** On July 17, 2023 during a public board meeting, the Golden Spike Project Area Draft was presented to UIPA board for the first time.
- **Board Approval:** On August 21, 2023 during a public board meeting, the UIPA board approved the creation of the Golden Spike project area and adopted the Golden Spike project area plan.

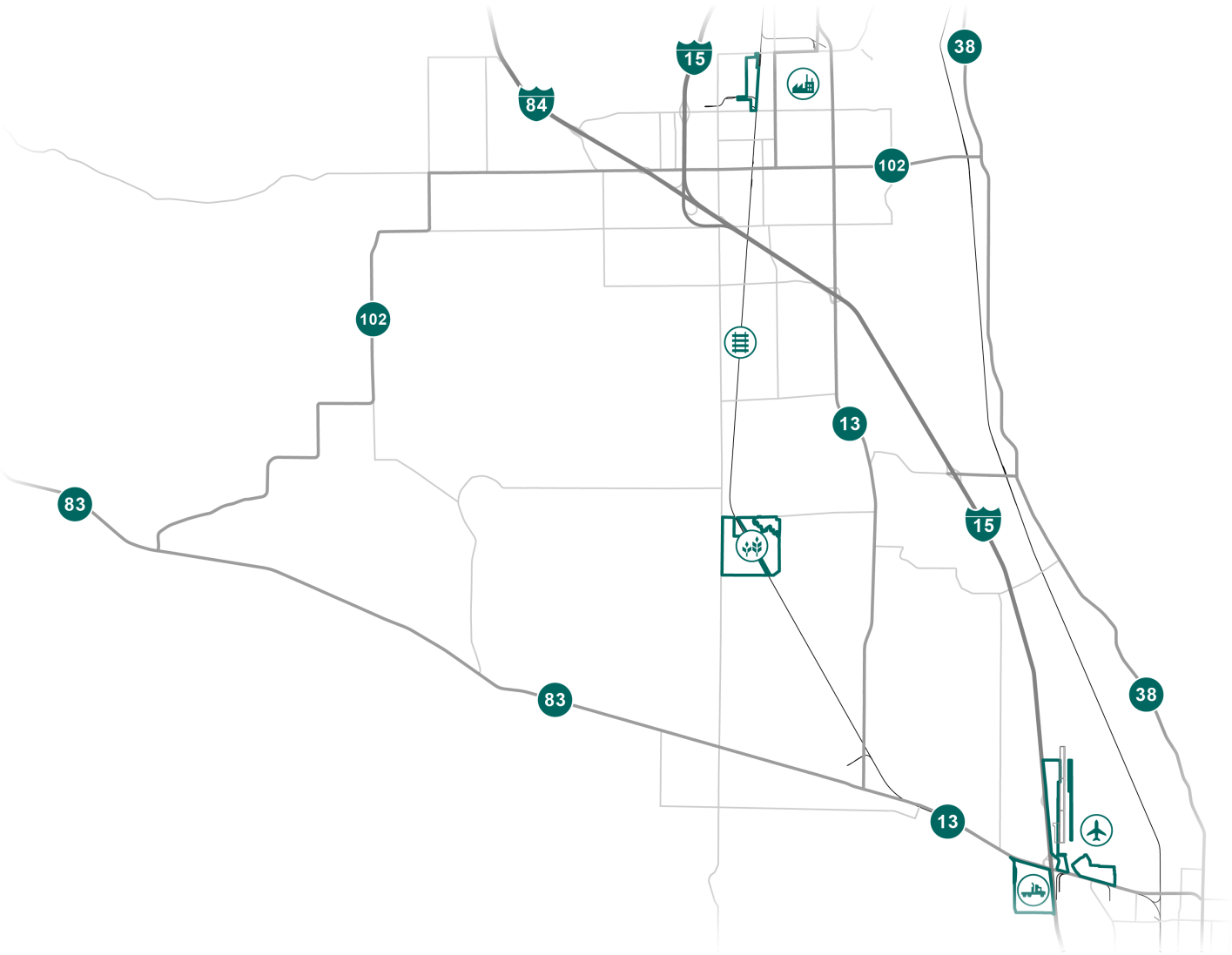
Key Successes in the Past Year:

- The Port Authority awarded its first incentive to Lakeshore Learning Materials into the Garland/Tremonton portion of the Golden Spike Project Area. Lakeshore plans on building 1.2 million square feet of industrial space dedicated to distribution and manufacturing and hiring 500 employees in the first building phase.
- The Port Authority has also been actively involved in recruitment efforts spearheaded by Brigham City attending site visits from both Project Brittany and Project Carta. If successful, these projects will bring a pastry manufacturer and a paper manufacturer to the project area.

Businesses in project area

- Lakeshore Learning

GOLDEN SPIKE PROJECT AREA MAP



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Learn more about
the project area

Iron Springs

This Project Area includes Commerce Crossroads Logistics Park at 825 acres and Savage Railport - Southern Utah at 74 acres, collectively encompassing approximately 899 acres of land located in Iron County, Utah.

The Iron Springs Inland Port Project Area encompassed by both locations fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies

to create employment opportunities for Iron County residents and Southwestern Utah. This Project Area will bring new primary employment opportunities to the County and provide railroad access to local and regional companies currently not able to access the rail. Additionally, this Project Area will fit the County's general plan and the zoning for this area.

Milestones:

- **Resolutions:** On February 27, 2023, the Iron County Commission formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Iron County.
- **Initial Presentation:** On February 27, 2023 during a public board meeting, the Iron Springs Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On April 4, 2023 during a public board meeting, the UIPA board approved the creation of the Iron Springs project area and adopted the Iron Springs project area plan.
- **AIB Loan Approved:** The first Authority Infrastructure Bank (AIB) loan for \$10M to Commerce Crossroads received the required approval:
 - April 25, 2023: Received Loan Approval Committee recommendation
 - May 11, 2023: Approved by UIPA Board on May 11, 2023
 - May 16, 2023: Received Executive Appropriations Committee (EAC) approval

Key Successes in the Past Year:

- **Groundbreaking Event:** On August 22, 2023, BZI and affiliate companies Commerce Crossroads and RailSync hosted a groundbreaking and grand opening event featuring Utah Governor Spencer Cox, Utah Inland Port Authority (UIPA) Executive Director Ben Hart, and numerous government and business leaders. Phase one of the RailSync transloading facility became operational in July, 2023 and steel for BZI, as well as lumber and other materials, are currently being unloaded at the RailSync facility.
- **Marketing and Recruiting:** The Inland Port Authority's Marketing and Communication team is designing materials for project area recruitment and development efforts. The UIPA team is working with Iron County, BZI, and Savage to coordinate branding

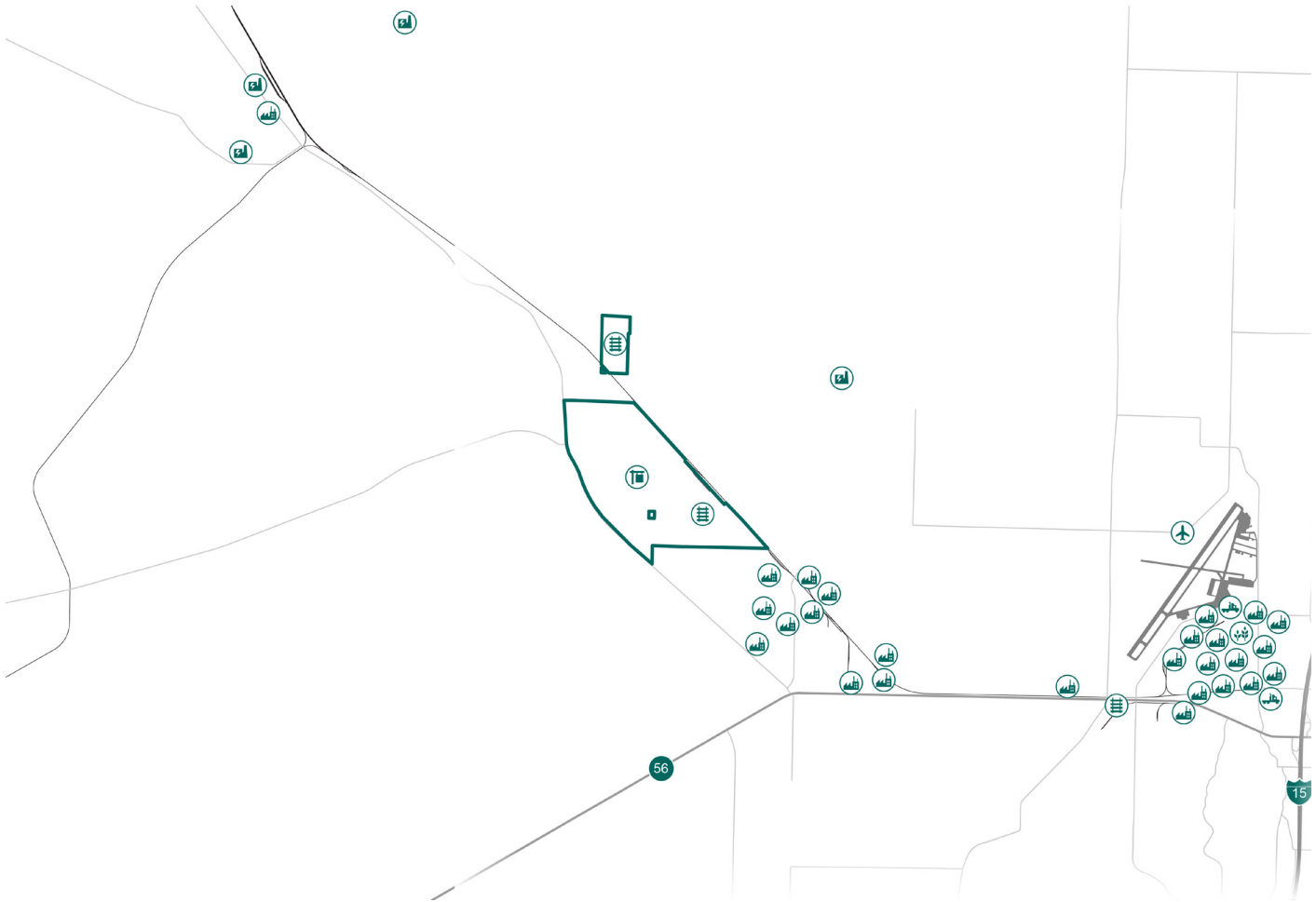
and messaging. Additionally, EDCUtah is assisting with the marketing and recruiting strategy for the Iron Springs Inland Port and other Inland Port project Areas. The Port Authority and the community are actively creating marketing strategy to focus on businesses with low water use, such as:

- Light Industrial
- Manufacturing
- Distribution
- Agricultural Technology and Equipment
- Plastics
- Lumber processing

Businesses in project area

- RailSync
- Danny Stewart

IRON SPRINGS PROJECT AREA MAP



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Learn more about
the project area

Mineral Mountains

With four distinct zones the Mineral Mountains Inland Port will provide for a wider pool of resources that exist across Beaver County. The Milford Valley & City Center zones will be central hubs for fueling, logistics, and emerging industry growth.

The Beaver City zone is suited to trucking logistics as its anchor point is nearest Interstate 15 and falls directly between Salt Lake City, Utah and Las Vegas, Nevada. The

Minersville zone will provide the link between the Milford Valley and Beaver Valley, and addresses the change and shift into agri-tech models of economic development.

Each zone will work independently as a piece of the larger project area but will be unified by the need for growth and facilitate the expansion of the anticipated economic development.

Milestones:

- **Resolutions:** The following municipalities and counties entered into resolutions supporting the creation of the project area:
 - Beaver County: April 18, 2023
 - Milford City: May 16, 2023
 - Beaver City: August 29, 2023
- **Initial Presentation:** On September 12, 2023 during a public board meeting, the Mineral Mountains Project Area Draft was presented to UIPA board for the first time.
- **Board Approval:** On October 4, 2023 during a public board meeting, the UIPA board approved the creation of the Mineral Mountains Project Area and adopted the Mineral Mountains Project Area plan.

Key Successes in the Past Year:

Groundbreaking Event: On September 25, 2023, Fervo Energy, a leader in next-generation geothermal technology, held a groundbreaking ceremony to mark the start of its exploration drilling campaign at Cape Station, a next-generation geothermal energy project set to deliver 400 MW of 24/7 carbon-free electricity.

Utah Governor Spencer Cox joined federal, state and local officials and Fervo representatives for the event. The Cape Station project will begin delivering around-the-clock, clean power to the grid in 2026 and reach full scale production in 2028.

The Cape Station project will provide roughly 6,600 jobs during construction and 160 full-time jobs throughout its operations, generating more than \$437 million in earned wages.

Marketing & Business Recruitment: The Inland Port Authority is actively engaged in the design and engineering of the Project Area along with Beaver County and EDCUtah. Key goals include a layout conducive to rail-served industrial and keeping commercial traffic away from residential corridors.

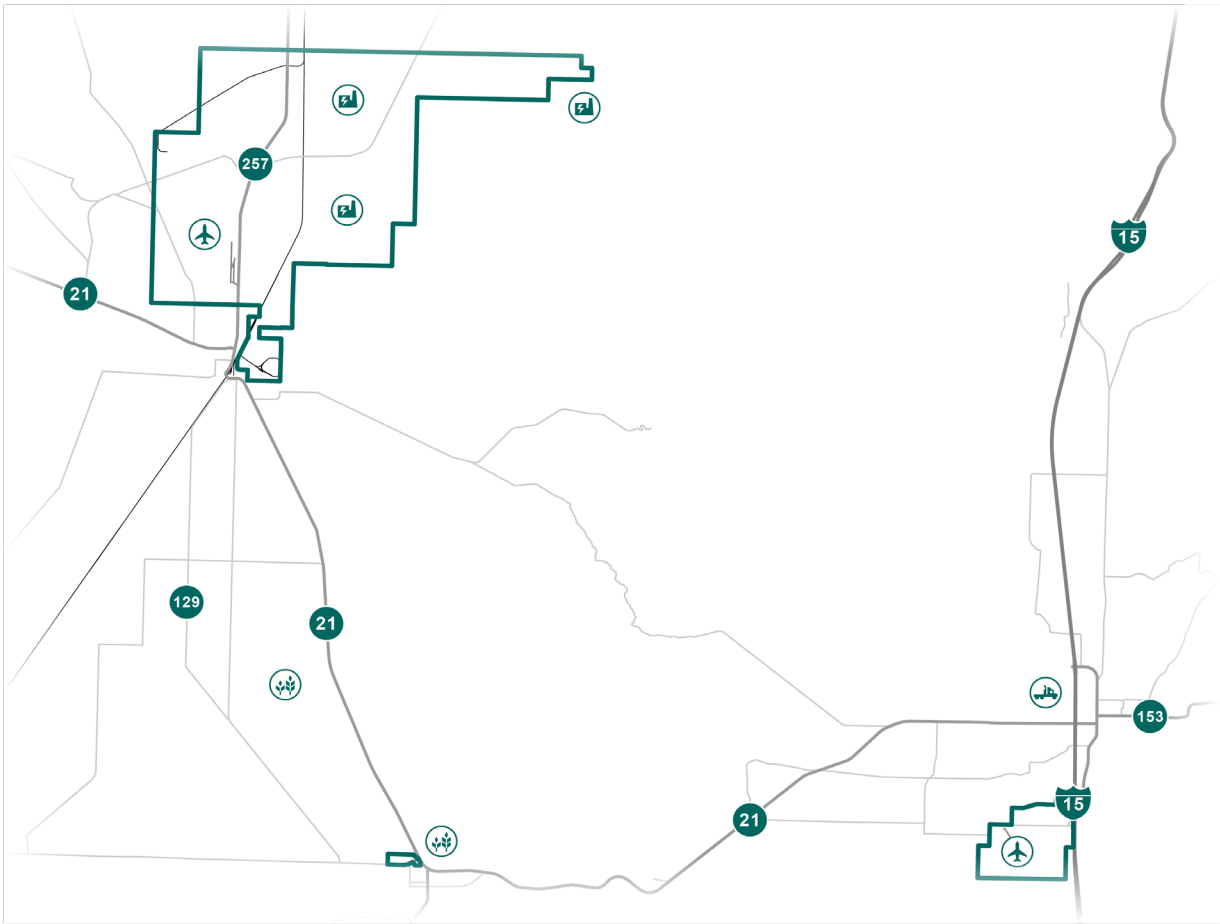
The Port Authority and the City are actively creating marketing strategy to recruit businesses from the following industries:

- Renewable Energy
- Agricultural
- Agriculture Tech
- Advanced manufacturing
- Mining
- Aerospace
- Warehouse and Distribution
- Research and Development

Businesses in project area

- Fervo Energy
- Yardley Farms
- Valley Agronomics
- Atkore
- Bactelife
- Smithfield Farms
- Roberts Fertilizer
- Maven Beverages
- Bar M Diesel & Automotive
- Steel Works
- Flooring 4 Less
- Dairy Farmers of America
- Ice Holdings
- Strong Welding
- Solv
- Southern Utah Rentals

MINERAL MOUNTAINS PROJECT AREA MAP



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Learn more about the project area

Verk

Verk Industrial Park Project Area, located in Spanish Fork, fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Spanish Fork area.

This Project Area enjoys a very strategic location with access to: Interstate 15, US Highway 6, Union Pacific rail,

and an adjacent General Aviation Municipal Airport.

As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the City's general plan and the zoning for this area.

Milestones:

- **Resolutions:** On May 4, 2023, the Spanish Fork City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Spanish Fork.
- **Initial Presentation:** On May 11, 2023 during a public board meeting, the Spanish Fork Project Area Draft was presented to UIPA board for the first time.
- **Board Approval:** On July 17, 2023 during a public board meeting, the UIPA board approved the creation of the Verk Industrial Park project area and adopted the Verk Industrial Park project area plan.

Key Successes in the Past Year:

The Inland Port Authority is actively engaged in the design and engineering of the Project Area. Key goals include a layout conducive to rail-served industrial and keeping commercial traffic away from residential corridors. The Port Authority and the City are actively creating marketing strategy to recruit businesses from the following industries:

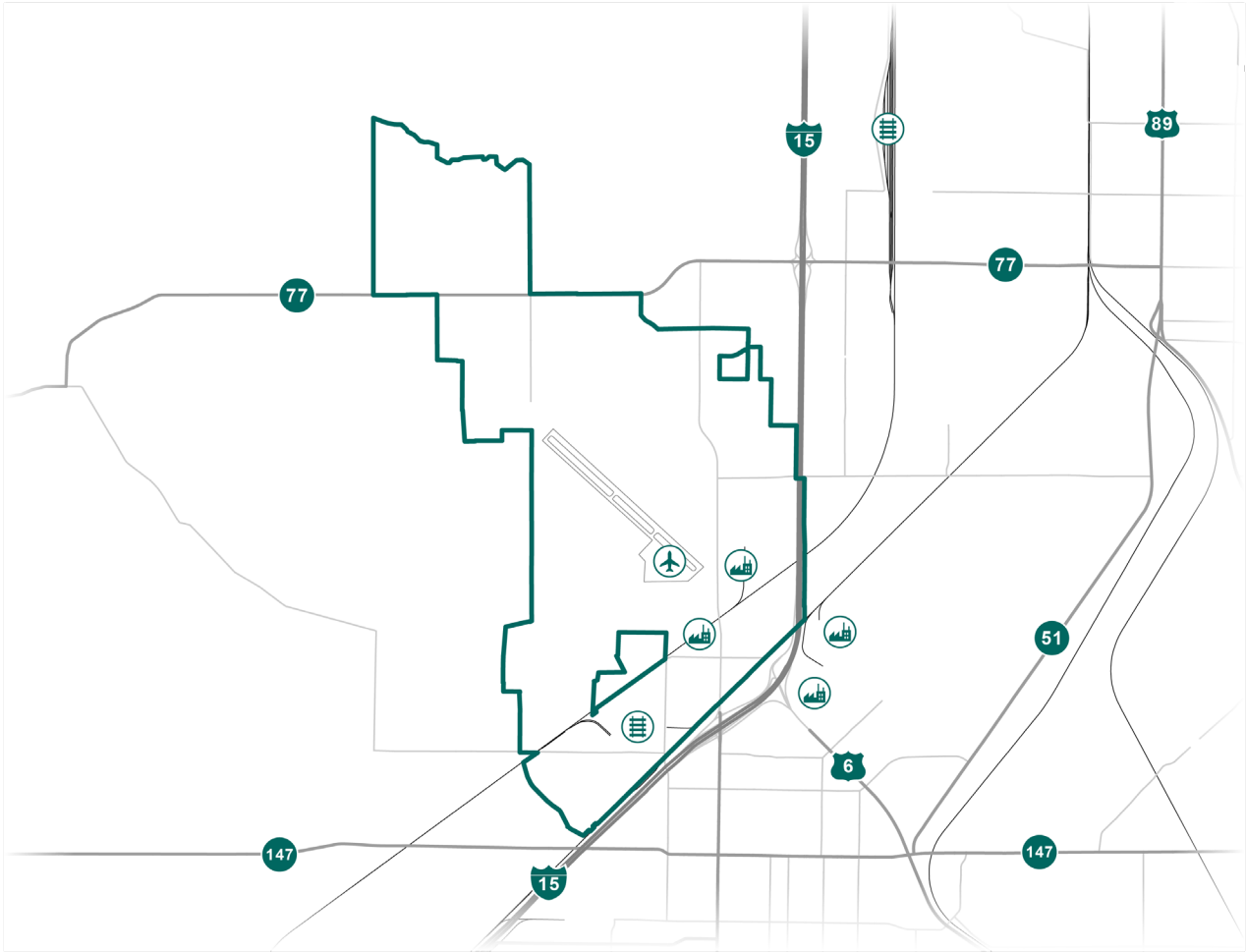
- Manufacturing

- Aerospace
- Food Production
- Data Management
- Composite Manufacturing
- Electrification
- Battery Manufacturing
- Alternative Fuel Vehicle Production
- Research & Development

Businesses in project area

- Nature's Sunshine Products
- Valley Agronomics
- Wasatch Pallet
- Mountain Country Foods
- Sunroc

VERK PROJECT AREA MAP



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Learn more about
the project area

Logistics

The Utah Inland Port Authority (UIPA) continues to refine a comprehensive logistics strategy that leverages diverse modes of transportation to position Utah as a key player in the global supply chain. At the heart of this strategy is a focus on seamless connectivity through rail, truck, and air transportation.

Rail transportation plays a pivotal role in UIPA's logistics framework. Utah's strategic location allows for efficient rail connectivity, making it an ideal hub for the movement of goods from West Coast seaports to the interior hubs of Chicago and Kansas City.

The port authority works closely with Union Pacific Railroad and many short line partners to enhance opportunities to ship via rail, generating new opportunities for businesses to thrive in Utah. This strategic emphasis on rail aligns with the broader trend in logistics, acknowledging the efficiency and sustainability benefits that rail transport brings to the table.

Truck transportation is another crucial component of UIPA's logistics strategy. Recognizing the last-mile importance of trucking, the port authority is invested in expanding truck parking statewide, incentivizing cleaner fleets, and doing our part to ensure a healthy environment while continuing to facilitate the seamless flow of goods across the state.

The efficient integration of trucking into the overall logistics plan ensures flexibility and responsiveness in meeting the demands of a dynamic market.

Furthermore, UIPA recognizes the significance of air transportation in the modern global economy. While rail and truck modes are essential for large-scale movement, air freight plays a vital role in expedited and time-sensitive shipments. The authority is actively invested in fostering air cargo partnerships and attracting a major freighter to serve the Utah market. These efforts are designed to not only meet the current demands of a rapidly

changing market but also to future-proof Utah's logistical capabilities. By bolstering air cargo infrastructure, UIPA seeks to ensure that the state remains at the forefront of innovation and adaptability in the face of evolving industry needs.

UIPA continues to collaborate closely with the Salt Lake City International Airport on strategies to enhance Utah's position as a multimodal logistics hub.

The intersection of logistics and economic development is a core focus for UIPA. By strategically positioning Utah as a logistics hub, the port authority has partnered with EDCUtah with the goal to attract businesses and stimulate economic growth inside port project areas. The efficient movement of goods enhances competitiveness, reduces costs, and fosters a business-friendly environment. UIPA's efforts bridge the gap between logistics and economic development, creating a synergy that propels the state into a leading position in the global marketplace.

The Utah Inland Port Authority's logistics strategy is a well-rounded approach that optimizes rail, truck, and air transportation to bolster the state's position in the global supply chain. The emphasis on connectivity and efficiency aligns with broader trends in the logistics industry, while the strategic integration of logistics and economic development ensures sustainable growth and competitiveness for Utah.



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Funding Sources and Uses

FY2023: July 1, 2022 to June 30, 2023

UIPA received the following sources of funding for fiscal year 2023:

The Authority received \$15.6 million in property tax differential for the jurisdictional area in Salt Lake County. Differential for other project areas throughout the state will begin in later years.

- The Legislature appropriated \$3.2 million ongoing to fund operations of the Authority.
- The Authority received as a pass-through from UDOT, the last of three payments of a \$28 million appropriation for infrastructure from S.B. 268 of the 2019 General Session. Fiscal year 2023 appropriations of \$6.5 million were received in addition to \$9 million in fiscal year 2022 and \$12.5 million in fiscal year 2021.
- Interest income, primarily on bond proceeds, was \$6.6 million.
- Sales tax revenues collected in the jurisdictional area were \$2.2 million, of which \$1.4 million were passed on to municipalities.
- UIPA subleased property in the jurisdictional area for approximately \$800,000.

Funding received from these sources were used primarily as described below:

- Operations expenditures, primarily consisting of personnel and professional services, totaled \$6.1 million.
- Infrastructure funding was used for leases and improvements in the jurisdictional area. Expenditures

included road construction of 700 N (\$2.3 million) and land and building leases (\$5 million). \$5.8 million of the \$28 million received carried forward to fiscal year 2024.

- From the tax differential received, the Authority paid \$1.4 million to Salt Lake City for affordable housing as prescribed in Utah Code 11-58-601(6)(b). Additionally, 40 percent (\$4.4 million) of the remaining funding was paid to the bond surplus fund.
- The Authority has not spent bond proceeds other than bond payments paid with capitalized interest.



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Environmental Sustainability

The UIPA is dedicated to sustainable outcomes, both environmental and economic, as we modernize development to safeguard Utah's natural beauty.

This section of our annual report highlights our risk-reducing strategies to improve overall quality of life for Utahns by enhancing community livability.

Diesel Emissions Reduction Program Study & Utah Diesel Emissions Reduction Framework

UIPA collaborated with DAQ on the preparation of this study, which was presented to the Transportation Interim Committee on November 15, 2023.

The report details the implementation of Utah's Senate Bill 136, mandating studies and recommendations for a state-specific diesel emissions reduction framework. It focuses on reducing diesel engine emissions, which contribute to poor air quality and health issues in Utah. The bill requires evaluating existing programs, potential funding sources, and setting emissions reduction goals.

The proposed framework includes new technology adoption, financial incentives for retiring old diesel engines, potential program expansions, and environmental projects for inland port areas, aiming to benefit rural and underserved communities.

You can see the full report at this link: <https://documents.deq.utah.gov/air-quality/planning/DAQ-2023-010135.pdf>

Wetlands Policy

The Inland Port Authority board approved a wetlands policy which not only provides UIPA employees and their partners an understanding of the responsibilities and obligations pertaining to impacted wetlands, but it also presents a wetland mitigation framework for UIPA project areas that goes above and beyond regulatory requirements.

The wetlands policy summarizes the following:

- wetland regulations, including regulatory requirements enacted by the 1985 Food Security Act as well as Section 404 of the Clean Water Act (CWA);
- the wetland mitigation sequence including wetland mitigation methods vetted by the Army Corps of Engineers through Section 404 of the CWA; along with
- various Utah State initiatives, programs, and procedures

for wetland assessment, monitoring, management, and enhancement. The wetland mitigation framework for Inland Port project areas presented in this policy includes the following:

- a traditional definition of wetlands which generally includes swamps, marshes, bogs, playas, and similar areas for the purpose of this policy;
- for landowners within UIPA project areas with wetlands present on their property, eligibility for incentives may be made available if their projects avoid adversely impacting wetlands, enhance or restore wetlands, establish new wetlands, or permanently preserve wetlands on or near their property at the benefit of the surrounding environment;
- for the Northwest Quadrant Jurisdictional Area, tax differential funds outlined in the Interlocal agreement between SLC and UIPA may be used for wetland mitigation projects within or at a location with a nexus to the NWQ as determined in collaboration with SLC and upon approval of the Board;
- for UIPA project areas outside of the Northwest Quadrant containing wetlands within either the GSL or Utah Lake watershed, at least 1% of the tax differential for the associated project area shall go towards wetland mitigation within or at a location with a nexus to that project area upon approval of the board; and
- for all other UIPA project areas outside of the NWQ containing wetlands, at least 1% of the tax differential for the associated project area may go towards wetland mitigation within or at a location with a nexus to that project area upon approval of the board.

Upon approval of the board, tax differential funds designated towards wetland mitigation per this policy may be used for:

- water purchases
- land easements for natural buffer zones
- wetland characterization
- wetland mitigation methods identified by the EPA and Army Corp of Engineers

UIPA will coordinate wetland mitigation expenditures with the Utah Department of Natural Resources and the Great Salt Lake Commissioner.

And lastly, this framework recommends that wetland mitigation projects should be prioritized if:

- the project mitigates wetlands that are part of a larger wetland complex;
- the project mitigates wetlands with a designated beneficial use category for wetlands;

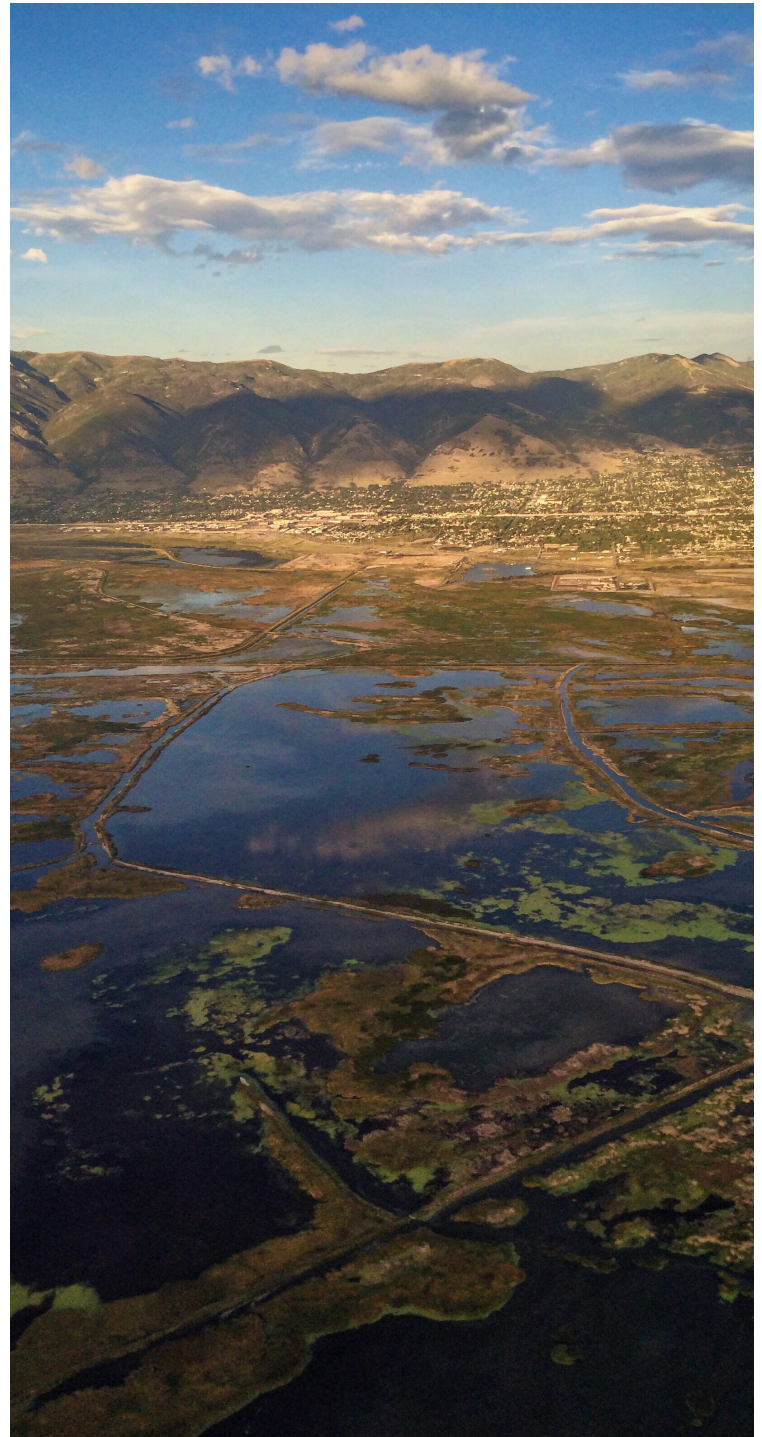
- the project partners with the GSL Watershed Enhancement Trust;
- the project is located near a wildlife/waterfowl management area or a national refuges; or
- the project creates (a) natural buffer zone(s) between wetland complexes and development areas.

Actions that leave only isolated small wetlands surrounded by development are disfavored.

UIPA's Initial Environmental Review

For each Project Area Plan, the Inland Port Authority conducts an environmental review. The results of these reviews are included within the final Project Area Plan and Budget appendices. The initial environmental review consists of a desktop review of publicly available data that considers the following elements as applicable:

- Environmental Justice
- NEPA Reporting Requirements, if any, including Past and Present Land Uses
- Geotechnical Resources: Geology & Soils and Hydrogeology & Hydrology
- Historical and Cultural Resources that includes Tribal Lands
- Natural Resources: Threatened and Endangered Species & Critical Habitats, Forest Practices, Prime, Important, Unique, or of Local Importance Farmland
- Water Resources: Wetlands, Floodplains, and National Rivers
- Environmental Quality: Identified Sources of Contamination, Hazardous Materials, Waste Generation, Storage, and Disposal, Above-Ground and Underground Storage Tanks (ASTs and USTs)
- Air Quality



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