

COUNCIL WORK MINUTES
JULY 16, 2025

The City Council held a meeting on Wednesday, July 16, 2025, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Garth O. Green; Councilmembers: W. Tyler Melling; R. Scott Phillips; Ronald Riddle; Carter Wilkey.

EXCUSED: Councilmember Robert Cox.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Recorder Renon Savage; City Engineer Kent Fugal; Police Chief Darin Adams; Parks & Outdoor Facilities Superintendent Anthony Pearson; Economic Development Director David Johnson.

OTHERS PRESENT: Tom Jett, Rick Holman, Ann Clark, Steve Hitz, Waldo Galan, Michael Radebaugh, William Garza, Danny Stewart, Phil Schmidt, Brent Drew, Cindy Laffoon, Aunika Nuemann, Heidi Hailstone, Christian Simmons.

CALL TO ORDER: Pastor Michael Radebaugh of Mountain View Baptist Church gave the invocation; the pledge was led by Rick Holman.

Mayor – there will not be a council meeting next week, the action meeting will be on July 30th.

AGENDA ORDER APPROVAL: Councilmember Phillips moved to approve the agenda order; second by Councilmember Melling; vote unanimous.

ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF

COMMENTS: ■ **Phillips** – I understand that Cde Enforcement has been out on the two issues we discussed last week. **Chief Adams** – yes, Frank has been in contact with both and hopefully we get some results. **Wilkey** – we need to contact the two across from the Fire Station on 800 West also. ■ **Anthony Pearson**, Parks Department – Sunday afternoon there was an accident at West Canyon Park a young boy slipped in the new ditch and had to be life flighted, he is doing ok, but he did have some trauma and will have a couple months of recuperation. The creek can be slippery, we have signs up. We are trying to brainstorm how we can remedy the issue. I told the mother I would inform people about this; she was very polite, and she wasn't frustrated, she just wants to get the word out and take care of it to the best of our ability. **Phillips** – was it because of the algae? **Anthony** – I think so. I told her it is owned by the irrigation company; we may have to find a surface for the ditch. She has about lived there all summer, but she wants to get the word out. **Phillips** – what does the sign say? **Anthony** – Caution, no lifeguard on duty, parental supervision required, surface may be slippery, and that it is secondary creek water. **Phillips** – the old system was not as wide and with the rocks you didn't slip. **Anthony** – We will meet with Rotary to try and help next season. **Wilkey** – was it off the bottom or one of the walls? **Anthony** – I believe off the bottom. **Phillips** – any info on the other equipment? **Anthony** – they did insert part of the table and did test some of the water on it. They do have the encasement for the pivot, but the pivot itself is being changed. **Wilkey** – I was at Iron West and the sprinklers were on at 1:15 in the afternoon. **Anthony** – there is a dual cycle, and it was a 9:00 p.m. and 6:00 a.m., but it

could have been a spot section, we noticed some valves have been throttled down, or ball valves that are getting shut and we have had a couple hot spots, but I will check on that. **Phillips** – I was up early on Monday to take down the American bunting because the Midsummer Renaissance Fair didn't want it in their 16th Century World. I was at the park early, and the July Jamboree had just ended, the garbage cans and dumpsters were overflowing, and your guys were there checking every single head in the park, they turned the water on and they picked up all the trash, they emptied all the garbage. That park is so heavily used, so thank you for keeping it as nice as you are. **Anthony** – he is trying to get things done when there is not an event.

PUBLIC COMMENTS: there were no comments.

CONSIDER THE APPOINTMENT OF STEVEN HITZ TO THE PLANNING COMMISSION. MAYOR GREEN:

Steven Hintz – I didn't seek this appointment. I was recommended and met with the mayor; the only challenge is that you have only lived here for 4 years. Maybe it will be a fresh view without knowing all the stuff behind it. We moved from Fort Collins Colorado, two of my children and their families moved here with us, we thought it would be a great place to live. We met Karsten Reed, and he found a place for us to build. Ginger is my wife of 47 years, she is amazing. We have 5 children, 4 living and 12 grandchildren. We are entrepreneurs, we have never missed a meal and have always had a roof over our head. Some of our businesses have done very well, and some we have learned a lot of lessons. We have a charity called Launching Leaders, llworldwide.org is our website if you want to get to know me or my heart, it is faith-based leadership of all faiths in 103 countries in the world. I get the opportunity to mentor the rising generation. I always say that I am a baby boomer with a millennial heart. I look forward to the opportunity. Consent.

CONSIDER AN ORDINANCE CHANGING A STREET NAME FROM "OLD HIGHWAY 91". DAN ROBERTS/RANDALL MCUNE:

Rick Holman – I want to address some of the items of concern from last meeting. I provided a letter that I sent out to owners and hand provided to the tenants. I confirmed with Rich Wilson of the County that Old Hwy 91 is under the stewardship of the City until after the annexed property and then it goes to the County to Exit 51. I also confirmed that with the transportation master plan and I know UDOT has relinquished that as well. We had one property owner contact me via phone about the proposed change and was more concerned if any other business had addressed their business other than those that are existing, and I told him I was not aware of any other than the existing, but that doesn't mean they haven't. I am here to answer any questions you may have. We are still proposing it be changed from Old Hwy 91 to Main Street and have a south Main address and remind the council that the south interchange is called south main, and that is how people know the interchange. Cross Hollow Road and Old Hwy 91 split at the light and it is appropriately named from Hwy 56 to the I-15 overpass. **Phillips** – was that the only one you heard from? **Rick** – yes. We felt it was sufficient time for them to ask questions or to contact us. **Phillips** – what is the procedure for the existing businesses to change the address for their business? **Randall** – Engineering sets the addresses. They will have to do it on themselves. That is the reason it is easier now than later. Maverik has a link to Main Street, although their access is not on Main. **Rick** – there are 4 businesses on Old Hwy 91. **Randall** – the car dealership is the only one that does not have a claim to Main Street, Golden Corral and the Hotel do have a link to Main Street. **Kent** – those under construction already have an address, Jersey Mike's, and Discount Tire. From staff standpoint we don't have an objection

to a name change, but we do to Main Street with the 90 degrees turn off Main Street. **Phillips** – why Main Street, why not something else? **Rick** – Main Street currently is a commercial corridor and that is what 80% of that road will be with Cedar Trails Development and Dan would like that to continue as a commercial corridor. **Phillips** – I struggle with this for the same reason as staff. Commercial corridor like St. George, they have St. George Blvd, and River Road and it is commercial corridor. I struggle with calling it Main Street. I talked with a dozen people about it, and it was about 50/50 split, they thought Old Hwy 91 had charm to it. I am not in favor of Main Street. **Rick** – but not opposed to something else? **Phillips** – correct. **Wilkey** – I agree with Phillips. At the intersection of Tipple Road, it goes back to Old Hwy 91 and that is a “T” intersection. **Riddle** – I am not opposed to changing it, but I am not sure about Main Street. Not many have roots deeper than I do. What is such a bad thing for commercial to say Old Hwy 91? **Rick** – I would have to have Dan address that. Main Street is hard to squeeze in there. I wonder why it is not sufficient. **Wilkey** – from marketing standpoint Main Street frontage is wanted. **Rick** – that is 2.5 miles of Main Street frontage. **Phillips** – if we were to change the name to Main Street or something else, would the other 4 businesses need new addresses? **Wilkey** – Golden Corral and LaQuinta are already Main Street. **Phillips** – the 90-degree turn would it change? **Wilkey** – LaQuinta and Golden Corral would stay on Main Street, but Maverik and the Car Dealership should change. **Kent** – Maverik is not correctly addressed, it is an odd number, and it should be even, so it needs to change anyway, the other businesses will keep their number only the name part will change. Action.

CONSIDER NAMING THE TRAIL ALONG INDUSTRIAL ROAD. ANTHONY

PEARSON: Anthony Pearson, Parks Superintendent – the Industrial Road Trail has come to a finished product, we are proposing to properly name the trail “*Fort Cedar Railroad Trail*”. **Wilkey** – can it shorten to Fort Cedar Rail Trail. **Melling** – that is a long name, what about Fort Rail Trail. **Phillips** – Active Transportation and Historic Preservation came up with the name. I think what will happen is it is a formal trail, but people will shorten it. people call the other trail as the Canyon Trail, Coal Creek Trail, etc. Consent.

CONSIDER A RESOLUTION CONSENTING TO THE AMENDMENT TO THE IRON SPRINGS INLAND PORT PROJECT AREA. DAVID JOHNSON: David

Johnson, Economic Development Director – We are looking to amend the boundaries of the Utah Inland Port, BZI, Savage, Silver Hills and Lake Side Industrial, this would include the amendment which is a portion of Port 15 that is undeveloped, it will not affect the funding. We would also like to incorporate the businesses that could be part of the Inland Port that is part of Iron Horse. I will turn it over to Danny Stewart. **Danny Stewart,** Utah Inland Port Authority – the red is the original Port project area which is the BZI Innovation Park and the Savage Cedar City Transload facility. The yellow portion is the turf farm area. The bluish/purplish is the Silver Hills Business Park and the green is Lakeside Industrial Park area. We are adding just undeveloped portions of Port 15. **Wilkey** – we are only adding the orange area? **Danny** – yes, this is the area we are looking at, this is a resolution consenting. We are going before the Inland Port Authority Board. Parowan is amending their area and unincorporated Iron County is also. This is a resolution to partner with us or not. Port 15 is the undeveloped area with one exception, where American Packaging is, they are planning to add to their business, we may have to do something for the tax increment. We will work with them on what is currently generating tax increment, so it continues through the RDA, School District, Port 15 and affordable housing. We will have to amend the boundary of the Port 15

RDA to make this happen. **Paul** – will it take a portion of Port 15 out of our agreement? Is the agreement locked to the developed portion area? **Danny** – yes. **Phillips** – is the portion in the city or in Iron County? **Danny** – it is in the city. **Paul** – what will the impact be on collecting property tax on the property. **Danny** – a lot will be covered in the presentation. See attached Exhibit “A”. **Paul** – we have an established contract with an artificial base we work off of, the property is owned by the State of Utah with zero tax, so we assume the tax amount and it goes to the taxing entities. Also, they receive 28% of the increment, 20% to affordable housing, 20% to Iron County School District, 5% to Economic Development, etc., will that be taken into account, and has Port 15 provided any information on how it may or may not change the financing with artificial base? I don’t want Port 15 to come back and say they got the short end of the stick. **Danny** – a portion of Port 15 is owned by SITLA, a portion will remain intact, the only thing that would change is the boundary and the time frame. **Paul** – the base year doesn’t matter; it is owned by the State of Utah. **David** – the resolution only says we approve working with the Inland Port, and as we work through this, we can take Port 15 out. **Paul** – or we can renegotiate with Port 15. **David** – I agree with Paul, we should renegotiate with Port 15. This does not bind us to anything. This is a positive tool, but there are things to work through with Port 15. **Danny** – nothing happens until development happens. **Paul** – I just realized Brent Drew is in the audience and he represents Port 15. I am not opposed to the resolution; I just think there is a deeper dive with Port 15. **Danny** – the nice thing is we take it one at a time. If American Packaging is ready to develop their additional portion and we have an agreement between Inland Port, Port 15 and the city that would trigger the 25 years and then 5 years down the road we have someone else, that is when the 25 years starts for them. We want to work on public infrastructure and with incentive money. **Wilkey** – I am confused about the Cross Hollows portion, by definition Inland Port is to move things, it doesn’t make sense unless it is for incentives. **Danny** – when I show you 14 project areas, we have projects across the state that do not have access to rail, they use this for the economic development tools. **Wilkey** – if the Cross Hollow area develops, the taxing entities get the taxes, if this moved into inland port, how are the taxes distributed? **Danny** – the same unless the city is triggering something for housing. **Paul** – they can access other tools and not touch tax increments. **Danny** – that is correct. **Brent Drew**, Port 15 - we intend to come negotiate with the city, we want the entities to benefit. With all going on people now ask if we are part of the Inland Port and if we say no, they want to know why not. Also, the way the incentive is set up, the state process takes 6 months to a year, the same incentive with Inland port takes much less time. Everything we are looking at is the extension of more infrastructures, we gave the city money to enlarge the sewer line, and we are seeing problems with that because of the residential in the area. Cross Hollow we had to identify a certain area. We are looking for a corporate headquarters, one from here and one that is not. They are very good jobs. **Phillips** – I understand the resolution, when we get into the development agreement, can we make sure there are certain businesses, we don’t want industrial in the Cross Hollow area. **Danny** – zoning will take care of that. There are problems with infrastructure in that area and this could happen. In Garland Utah the community needed infrastructure, we were able to help with infrastructure that helped the community. **Randall** – the resolution gives a vague consent. What are we consenting to? **Danny** – we will work with staff on what goes in what areas it will not come back to council. **Randall** – so as drafted you are getting a blank check? **Danny** – we will still have to work with staff, it is not in our interest or your interest to do things against your economic development strategy. **Wilkey** – at the end of the day, who in staff says yes? **Paul** – staff is not stupid, if there is a conflict with the council and their desires, we will bring it here and let

you debate it and you can vote. **David** – this is a boundary area; you dictate the zoning and use in ordinance. The Inland Port boundary has to adhere to the ordinance and zoning, you are not writing a blank check, but projects are able to leverage a state incentive. **Wilkey** – when you create an overlay, the zoning still has to come to the council, and this is the last we see of it. **David** – you can approve this resolution and motion that any project areas that staff has to bring it back to you. **Randall** – yes, but the resolution would have to be rewritten. You can say that the Utah Inland Port Authority commence work on drafting a project area plan and then bring it back to you for approval. **Phillips** – how would that affect the inland port board? **Danny** – it wouldn't, maybe the timing. Any zone changes would go through the normal process. **Wilkey** – what does it mean to the city tax base, that is what I don't understand. **Paul** – be careful, if a company doesn't want to wait, they could go to BZI, and we won't get anything. **Melling** – we had a discussion like this in water board. **David** – if you didn't do the inland Port you would have to use the RDA and it slows the process. Also, this is a state process, and they manage it, we don't have to. **Phillips** – we still want to understand it. **Melling** – we want to keep an eye, but I don't want to hold things up. Maybe just that staff come to us and let us know what is happening. **David** – it puts Port 15 to a disadvantage. **Wilkey** – do you have time to do a set down one on one. **Danny** – I am happy to do that. **Randall** – I will redraft with the resolution, we can expedite that process. I don't think this will slow you down. Can you begin on a project area plan? **Danny** – yes, the only thing we don't know for sure is the Cross Hollow area. We have time. **David** – this just says we welcome Inland Port within the City limits. **Danny** – nothing happens with taxes if nothing happens. The other thing we will consider, if something becomes burdensome, we can negotiate after the fact. **Melling** – it is a great tool, if the lender knows the debt ratio is lower it changes a lot. **Danny** – the plastic company was enough to shift it to Iron County and away from another area. **David** – they always look at Port 15, BZI, Silver Hills, Lake Sides, and Inland Port always has the edge. Action.

**PUBLIC HEARING TO CONSIDER MODIFICATIONS TO CEDAR CITY
ORDINANCE SECTION 32-9(B) AND ENGINEERING STANDARD 3.1
REQUIRING ENGINEERING STANDARDS TO BE ADOPTED BY ORDINANCE
AND ALLOWING THE CITY ENGINEER TO AUTHORIZE VARIANCES TO THE
ENGINEERING STANDARDS. KENT FUGAL/RANDALL MCUNE:**

Randall – my part is that any change has to be by ordinance now. **Kent** – as we looked at the wording change, I looked at the remainder of the paragraph and realized there are better ways to administer the engineering standards. Not every variance to the standards should need to come to City Council, but we can handle at staff level to come up with solutions and not delay them with this formal process. The wording is to clarify that the standards cannot anticipate everything that comes up. They are intended to address design and construction issues that commonly come up. **Melling** – if staff felt that the standard didn't adequately address, but didn't want to authorize without council consent, can developers come to council. **Randall** – the appeal goes to the City Manager. **Paul** – but they will ask you anyway. **Melling** – not every variance needs to be noted on the plat, but if it is warranted, the council should have the right to approve it and note it on the plat. **Wilkey** – another concern I have, no one is a huge fan of variances, we will lose knowing what is going on and changing the standards. **Paul** – staff is capable of bringing standards to you. When 9 out of 10 times the standard is fine it tells us that the project has a nuance and doesn't need to be changed. **Riddle** – why are we so much more intelligent than staff. We don't need to know or make a decision on everything, staff knows more than we do. **Phillips** – my concern is we

are the people elected to represent the citizens, depending on the variance, people come and say why did you allow that to happen. **Riddle** – I have had that call every day this week.

Mayor Green opened the public hearing. **Phil Schmidt** – I think this is a great thing. We have an issue with a small thing with valve boxes, Cedar City is the only city that requires a screw top box and they never fit. This is something they can make the change and that doesn't mean anything to you. We have changed the water meter lids, and now why do we pour cement collars, these are small simple things that can be changed. Developers are tight or cheap, so we need to be careful of, if you look in the valley, engineering will come to the soils people and say if you over excavate and put in so much dirt that will fix it, and you need to be careful of this. If they set a cross section, Cedar City asphalt is 20 years behind, we need to upgrade our road base spec, it was Western Rock waste product and it is the worst road base. Our specs need to be changed, but what they come up with we need to support. We don't want developers to change things just because they don't want to pay for it. You have great staff, and you need to believe in them and not listen to the developers that don't want to pay for it, because we as taxpayers have to pay for it in the future. **Phillips** – there are things that need to change in ordinance also. The hearing closed. Action.

DISCUSS REMOVING REQUIREMENTS FOR COUNCIL MEMBERS TO BE ON VARIOUS BOARDS AND COMMITTEES. RANDALL MCUNE:

Randall – I am asking you to mark which you would like to remove council members from. **Phillips** – I think it is important for representation on boards. I think we are elected to represent the citizens and it is important we know how the Library, Airport, and Cross Hollows function. I don't need to vote, but I need to hear what they think and then I can help or guide them. **Riddle** – that is what I thought we were talking about. **Wilkey** – the board has a requirement on numbers. I recommend that we be required to be there, but not be on the board, be there as a liaison, why be on the board without a vote. **Melling** – the Chamber had 2 or 3 that were there not able to vote and then you don't have a quorum. Some of these it gets complicated where council is a member, others I don't see a problem. RAP Arts I think we should be at a meeting and chime in, but I haven't felt comfortable about giving a recommendation. Frontier Homestead should vote. Regional WWTP Board they should be a member. **Riddle** – I do steer in RAP Tax P&R, but I feel it is the way it is supposed to go.

Boards they want to keep a voting member on are: Local Homeless Council, Frontier Homestead Foundation Board, Homebuilders Government Relations Committee. The Library has their bylaws, and it is determined by them, that one needs research. Central Iron County Water Conservancy District – **Paul** – Cedar, Kanarraville and Enoch all have representation because of public outcry from a previous board. The members are appointed by the County Commission. **Mayor** – when we come closer to joining, Cedar City should be represented because we are 75% of the population.

Phillips – it is important that we become liaison to the committees and boards. We are only staff liaison. **Paul** – each has a set number of board members; the mayor would appoint another member for their board.

Randall – we are not removing you as a member at this time, just the requirement. Once a new member is appointed the council member will come off.

Kent – the regional WWTP Board, that helps administer the agreement between all the parties. That should have an elected official as a voting member on that board.

These will come back at a later date.

APPOINT A MAYOR PRO-TEM JULY 17TH THROUGH JULY 29TH. Councilmember Wilkey moved to appoint Councilmember Phillips as Mayor Pro Tem from July 17 through 29th; second by Councilmember Melling; vote unanimous.

CLOSED SESSION – REASONABLY IMMINENT LITIGATION: Councilmember Wilkey moved to go into closed session at 7:30 p.m.; second by Councilmember Melling; roll call vote as follows:

Tyler Melling -	AYE
Scott Phillips -	AYE
Ronald Riddle -	AYE
Carter Wilkey -	AYE

ADJOURN: Councilmember Phillips moved to adjourn at 7:47 p.m.; second by Councilmember Melling; vote unanimous.

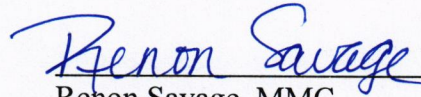
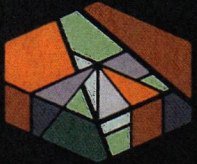

Renon Savage, MMC
City Recorder

EXHIBIT "A"
CITY COUNCIL – JULY 16, 2025



IRON SPRINGS

**Proposed Amendment
& Cedar City Resolution**

07.16.2025

UIPA \ IRON SPRINGS

UIPA
UTAH INLAND PORT AUTHORITY



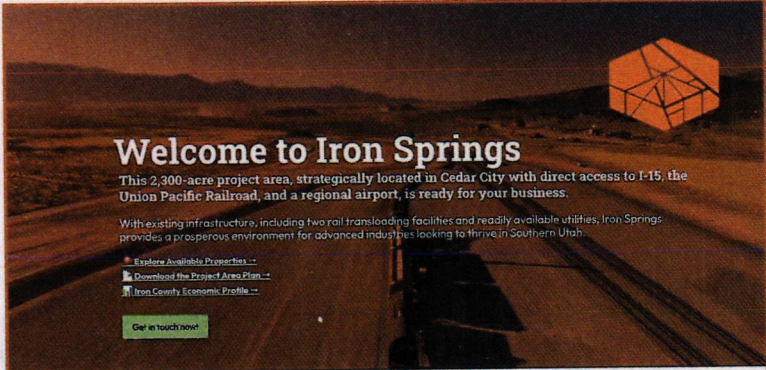
IRON SPRINGS

Purpose this evening:

- Local developers have requested to amend properties within Cedar City into the Iron Springs Inland Port Project Area.
- To do so, Cedar City needs to adopt a resolution inviting the Utah Inland Port Authority to amend properties - this is the business before the City Council.
- Also, to update the council on the Iron Springs project area and to answer any questions.

2

UIPA \ IRON SPRINGS



Welcome to Iron Springs


This 2,300-acre project area, strategically located in Cedar City with direct access to I-15, the Union Pacific Railroad, and a regional airport, is ready for your business.

With existing infrastructure, including two rail transloading facilities and readily available utilities, Iron Springs provides a prosperous environment for advanced industries looking to thrive in Southern Utah.


[Explore Available Properties --](#)
[Download the Project Area Plan --](#)
[Iron County Economic Profile --](#)

[Get in touch now!](#)


Why Iron Springs




Proximity to major Western markets
(LA, Phoenix, Vegas, Salt Lake - all within 1-day trucking).




Access to major highways
5 miles to I-15 with a new industrial belt route to bypass town.




UP rail access and transload facilities
[UP Resources](#)




Regional Airport
Cargo designation (limited current use, but strategic potential)



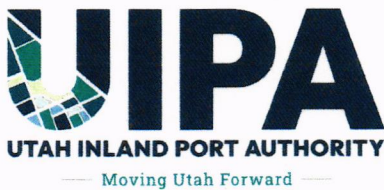
Workforce
A highly skilled, manufacturing-ready workforce backed by strong university and technical college pipelines.
[Learn More](#)



Incentives
Business-friendly tax structures, fast-track permitting, and state-level incentives to accelerate your project.
[Learn More](#)

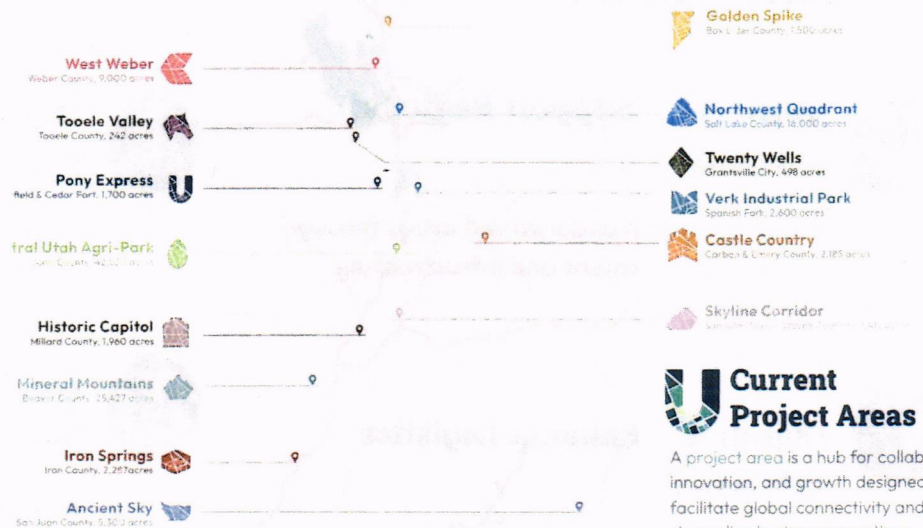


Quality of Life
Enjoy unmatched outdoor access, cultural amenities, and short commutes in one of America's top small cities.
[Learn More](#)



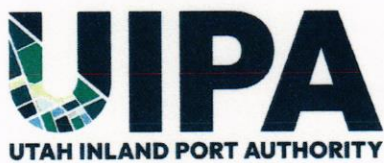
What is the Inland Port Authority?

- Established in 2018
- Original focus on SLC Northwest Quadrant to coordinate logistics and planning to optimize business development.
- Tools granted by the Utah Legislature also work across the state.
- Now 14 project areas in Utah.



Current Project Areas

A project area is a hub for collaboration, innovation, and growth designed to facilitate global connectivity and streamline business operations.



CORE OBJECTIVES



Objective 1: Support Regional Economies

Foster growth in underserved areas through strategic recruitment and infrastructure support.



Objective 2: Enhance Logistics Efficiency

Improve air cargo operations and rail systems to boost connectivity and efficiency.



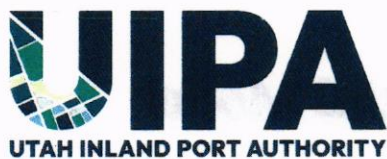
Objective 3: Safeguard Environmental Integrity

Commit to proactive environmental stewardship in every project.



Objective 4: Uphold Transparency and Compliance

Maintain open, ethical governance, fostering public trust and accountability.



PUBLIC FINANCING TOOLS



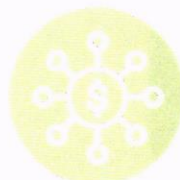
Tax Differential

Tax differential, often referred to as tax increment, represents the growth in property tax revenues in a UIPA project area.



Public Infrastructure District (PID)

A government entity used to monetize future revenues and pay for infrastructure.



Authority Infrastructure Bank (AIB)

Funds held by the State of Utah that can be loaned to entities with the approval of UIPA.

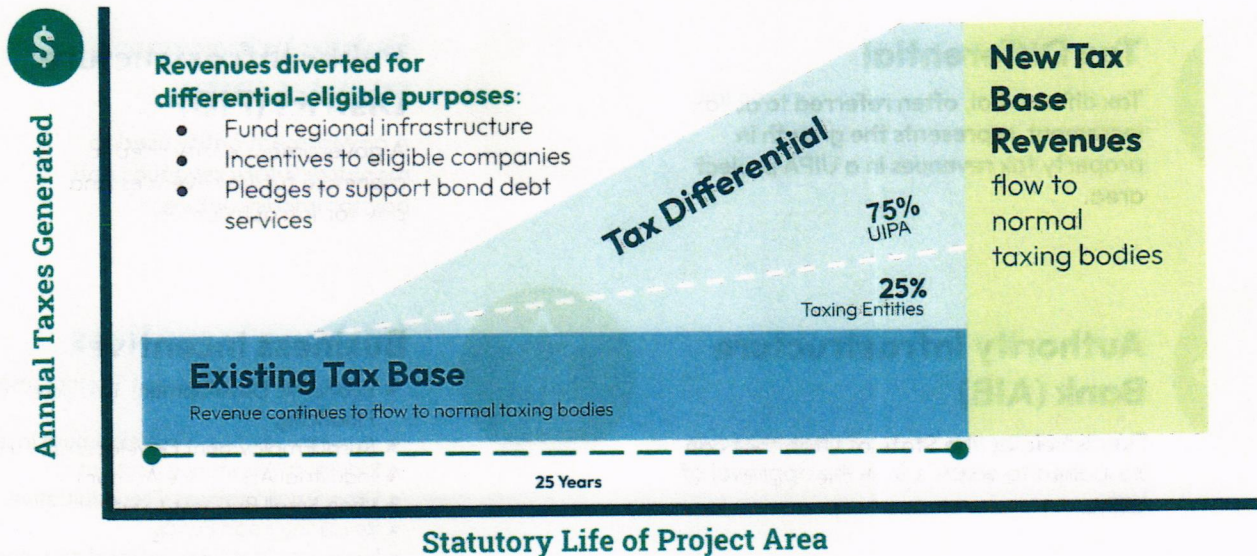


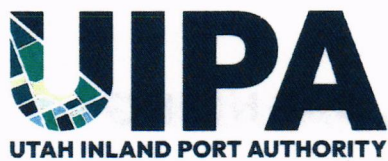
Business Incentives

- Economic Development Tax Increment Financing
- Rural Employment Development Incentive
- Industrial Assistance Account
- Utah Small Business Credit Initiative
- Revolving Loan Funds
- Incentives identified by local community



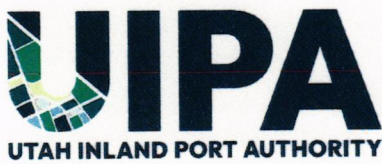
EDTIF Property Tax Differential Model





Tools we don't have:

- Zoning
- Land Use Authority
- Permitting
- Ability to move differential generated out of the project area where it is created



PROJECT AREA CREATION & AMENDING

The Utah Inland Port Authority works in partnership with municipalities and counties throughout the project area process.



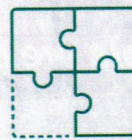
1. Resolve

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.



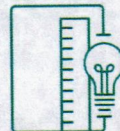
2. Draft

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 UIPA board meetings.



3. Adopt

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



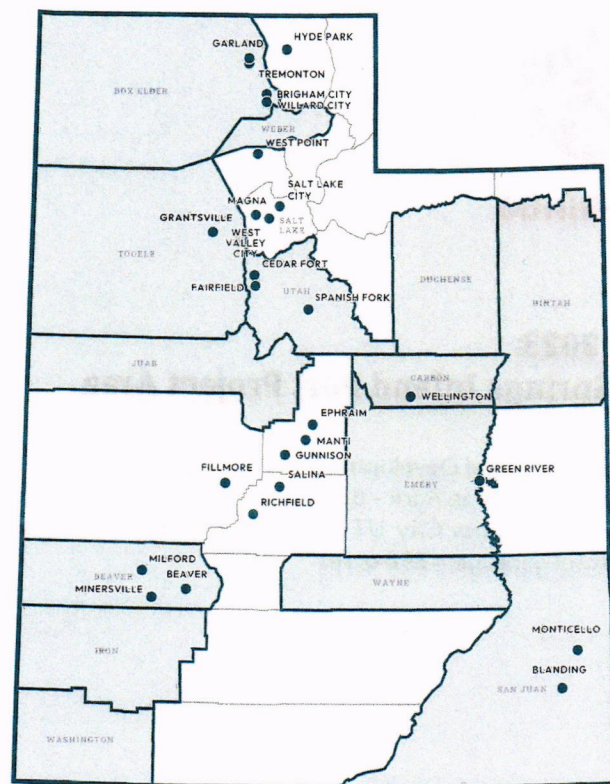
4. Build & Optimize

This phase will take 25 years, during which construction, development, and recruitment will occur. Annual budgets are prepared and adopted by the UIPA board, with project KPIs reported and shared.

Resolutions from 40 communities

This graphic illustrates various cities across Utah where resolutions have been passed, as of April 2025.

The map emphasizes geographic spread across northern, central, and southern Utah, highlighting urban and rural regions involved in statewide initiatives.



(as of June 2025)

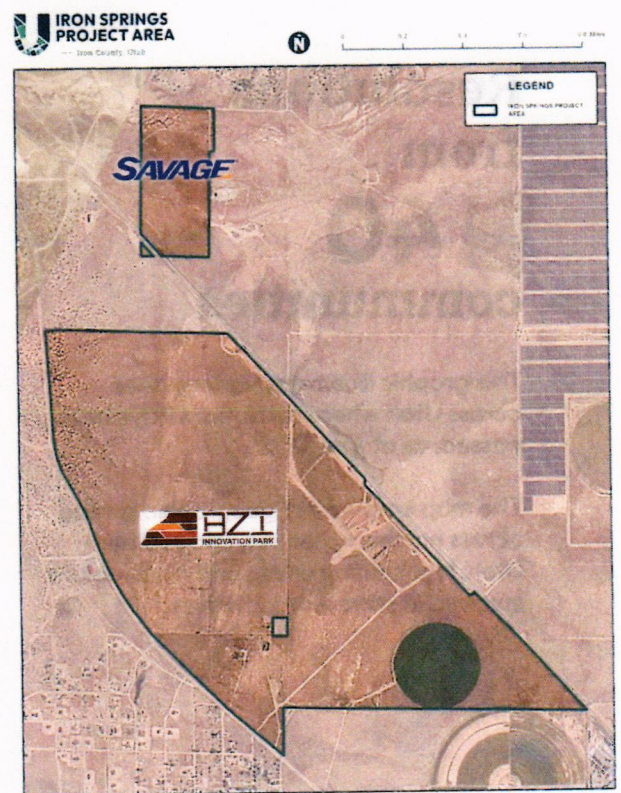


April 2023: Iron Springs Inland Port Project Area

Zoned for Industrial Development

- BZI Innovation Park - 820 Acres
- Savage Cedar City, UT Transload Network - 74 acres
- Total acreage = 894 acres

UIPA 11 IRON SPRINGS



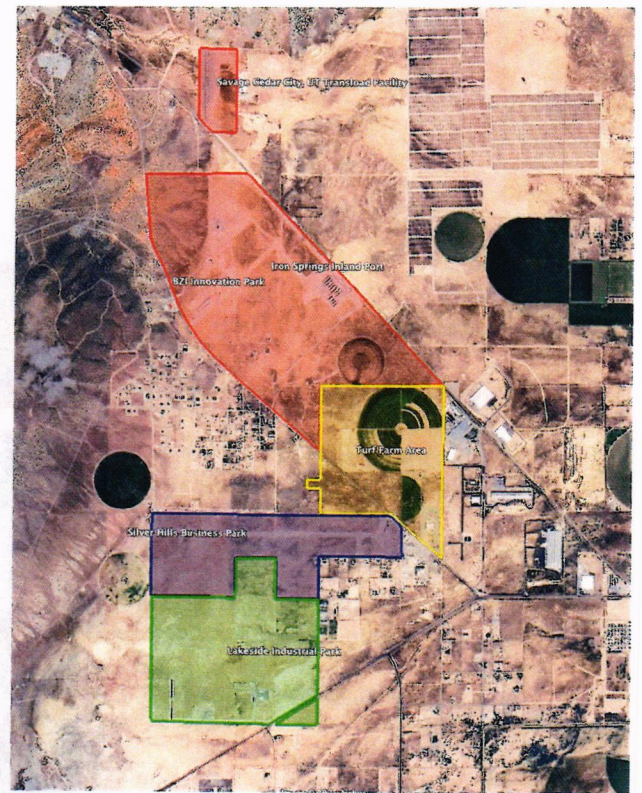


Amendment, August 1 2024

Iron Springs Inland Port Project Area

Development Areas - Presently Zoned for Industrial Development

- BZI Innovation Park - 820 Acres
- Savage Cedar City, UT Transload Network - 74 acres
- Silver Hills Business Park - 360 acres
- Lakeside Industrial Park - 507 acres
- Turf Farm Area - acres 526 Acres
- Total acreage = 2,287 acres after adding 1,393 acres





IRON SPRINGS

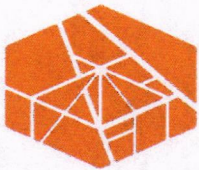
Two Transload Facilities

- RailSync (BZI Innovation Park)
- Savage Cedar City, UT Transload
- More than 600 Rail Cars Processed
- Over 102,000,000 pounds of steel and lumber, plus fuel oil, food grade oils, plastic resins and more shipped via rail.
- About 2,500 long-haul trucks off of Utah highways.

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IRON SPRINGS

Business Recruitment

- I work very closely with David Johnson, with BZI Innovation Park and other Iron Springs property owners on business recruitment.
- So far, we have submitted information on 35 RFIs that we are tracking for Iron Springs. Total capital investment in these projects is \$5,921,300,000.00





IRON SPRINGS

Hive Plastics Silver Hills Business Park

- Plastic Product Manufacturing
- Rotomolding Process
- Production to begin September 2025
- 6-8 initial employees
- 15-20 employees in 6 months
- 45-60 employees in 48-60 months
- Working with Southwest Technical College for employee training
- Higher than average local wages
- Potential to use trans loading facilities

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Opening September 2025

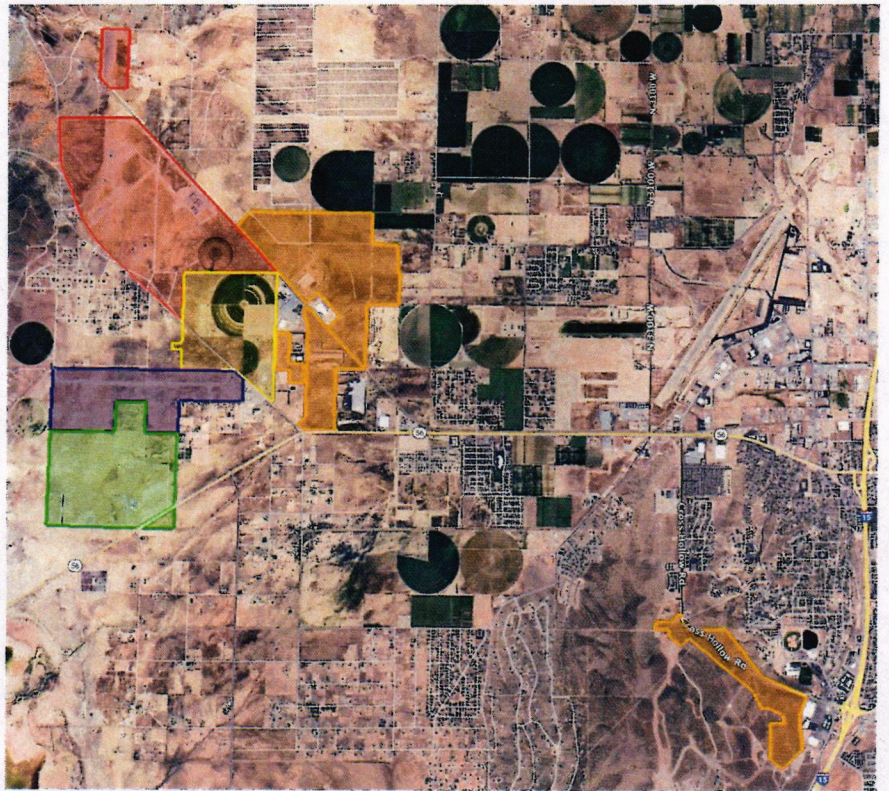




IRON SPRINGS

Proposed Amendment 2025

- Parowan Airport Industrial Park
- Potential for other properties in unincorporated Iron County
- Proposed Cedar City properties, including:
 - Undeveloped Port 15 Utah
 - Iron Horse area proposed for recruitment of corporate headquarters projects that are in the works.
- Cedar City Resolution 25-0730 is the item for the Council's consideration.



**Thank
You.**



IRON SPRINGS

UIPA

CITY COUNCIL CLOSED SESSION
JULY 16, 2025

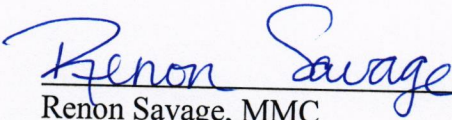
The City Council held a closed session on Wednesday, July 16, 2025, at 7:35 p.m. in the Council Chambers at the City Office, 10 North Main, Cedar City, Utah.

MEMBERS PRESENT: Mayor: Garth O. Green; Councilmembers: W. Tyler Melling; Scott Phillips; Ronald Riddle; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Engineer Kent Fugal; City Recorder, Renon Savage.

REASONABLY IMMINENT LITIGATION:

ADJOURN: Councilmember Phillips moved to adjourn at 7:47 p.m.; second by Councilmember Melling; vote unanimous.



Renon Savage, MMC
City Recorder