



06.18.24

Abby Osborne
C/O Larry Shepherd, UIPA Board Secretary
60 East South Temple
SLC, Utah 84111

Dear Abby,

This letter constitutes the Utah Inland Port Authority (Port) staff’s official recommendations as described in the current interlocal agreement between the Port, Salt Lake City (City) and the City Redevelopment Agency. As Port staff we have followed all contractual agreements in developing this list of recommendations, including the timelines, coordination, and meetings with the City and the Northwest Quadrant Review Group. As our two respective groups weren’t able to come to agreement, separate lists are being submitted for the Board’s consideration.

The amount of city-generated property tax within the Inland Port project area received from 2023 tax year was \$5,225,490 with \$2,090,196 allocated to the Environment Differential and \$2,090,196 allocated to Community Differential. In addition, we have \$1,291,435.60 allocated to the Environmental Differential and \$981,435.60 allocated to the Community Differential of city-generated property tax remaining from the 2022 tax year. Economic Development Differential totals \$1,690,815.80 from both the 2022 and 2023 tax years.

The Port staff proposes use for the 2023 tax year and remaining 2022 tax year city-generated property tax as follows:

Great Salt Lake Shoreline Preserve	\$2,497,039.50	Community Differential
Baseline & Preferred Studies	\$400,000	Environmental Differential
Great Salt Lake Leachate Protection	\$2,497,039.50	Environmental Differential
Train Crossing Safety Signage	\$150,000	Environmental/Community Differential
Air Cargo Development Airport Support	\$2,600,000	Economic Development with additional funds from Community & Environmental Differentials



This proposed list includes the NWQ Review Group top priority for the Great Salt Lake Shoreline Preserve, which we recommend ownership be held by a qualified third party that is not the City nor Utah Inland Port Authority. The recommendation of environmental differential funds used for the baseline and preferred studies is contingent upon a fully executed interlocal amendment.

Further, Port staff recommends that shoreline/wetland preservation efforts, and leachate mitigation be given consideration for ongoing funding. Staff understands that this approach may necessitate amendments to the current interlocal agreement. However the importance of these two projects may provide a clearer path forward for future use of these funds.

With kind regards,



Ben Hart
Executive Director

