



UTAH INLAND
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Utah Inland Port Authority Board 2022

DRAFT MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Thursday May 11, 2023
10:00 am
Utah State Capitol, Room 445
350 State Street, Salt Lake City, UT 84103

Board Members Present: Miles Hansen, Abby Osborne, Mike Schultz, Jerry Stevenson, Ryan Starks

Non-Voting Board Members Present: Victoria Petro
Board Members Absent: none

UIPA Staff: Ben Hart, Benn Buys, Larry Shepherd, Taneesa Wright, Lynne Mayer, Allen Evans, Amy Brown Coffin, Mona Smith, Scott Wolford, Stephen Smith, Diana Gardner, Richard Monsen

Others in Attendance: Lyndon Ricks, Ryan Obrey, Ben Seastrand, Daniel Stephens, Brian Moench, Ren Griffeth, Teri Harmon, Nancy Trouse, Gay Lynn Bennion, Deeda Seed, Nate Bullen, Taylor Swenson, Stanley Holmes, Katie Pappas, Mary Beth Whittaker, Monica Hilding, Dr. James Westwater, Seth Perrins, Jeff Grasso, Whit Hill, John Bankhead, David Hennefer, Jen Hart, Jeff Hymas, Ben Abbott, Martha Harris, Teri Durfee, Mike Mendenhall, Malin Moench, Cary McConnell

1. **Welcome**

UIPA Board Chair, Miles Hansen, welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

2. **Approval of Minutes, April 4, 2023 Board Meeting**

Board member Stevenson moved to approve the minutes from the April 4, 2023 board meeting. Board member Osborne seconded the motion. The motion was approved unanimously.

3. **Executive Director Report**

UIPA Executive Director Ben Hart provided an executive director report and provided updates on the following items:

- a. Interlocal Agreement. The interlocal agreement prioritizes funding for the mitigation of any impact on westside communities. Staff sees funding the impact studies outlined in that agreement as a top priority. UIPA will be restarting the advisory councils for the Northwest Quadrant.
- b. Northwest Quadrant logistics RFP. This RFP will help to determine who the right vendors are to help us identify logistics opportunities in the NWQ. A good logistics study, and knowing what logistics options will be pursued will drive the health, traffic, and community impact studies.



c. Crossroads Public Infrastructure District meeting today. That board will be adding three members today, Amy Brown Coffin, Abby Osborne, and Victoria Petro.

Victoria Petro commented and thanked the UIPA staff and board for listening and focussing on the needs of those in her westside neighborhood.

d. The case for a statewide inland port. This organization is ready to engage and will do so. The UIPA charter is for both logistics and economic development. Inland Port facilities are not the goal, an efficient cargo flow system is. The port is an access point. The movement of goods is critical to our community and economy. Utah is over reliant on truck transportation. Moving cargo by train can reduce the number of trucks on the road and the number of trucks accessing the Northwest Quadrant. Enhanced air cargo can also help reduce truck traffic. We need to create economic focal points away from where all the trucks currently converge. We can do this in an environmentally sustainable way. UIPA would like to participate in helping to remediate the landfill site north of I-80. If UIPA partners on this site, there will not be warehousing built on the remediated land and will instead encourage bio tech, green tech, advanced manufacturing, and other high-paying economic activities.

The process for adoption of new project areas starts with a resolution by the local government (city or county), the UIPA board then reviews the proposal over a two board meeting cycle. For transparency, the draft project plan and budget are made publicly available 10 days prior to the meetings. The process will move forward with local community coordination, sensitivity toward environmental protection, and public transparency.

4. **Presentation of Draft Project Area Plan for Spanish Fork**

Scott Welford, UIPA Vice President of Business Development, outlined the plan and budget for the Spanish Fork project area, a roughly 2000 acre area strategically located near the Spanish Fork airport and I-15. The request for UIPA to create the project area came in a May 2, 2023 resolution from the Spanish Fork City Council.

Dave Anderson, Spanish Fork Community and Economic Development Director, expressed appreciation to the UIPA staff and shared how the project area fits with the economic development objectives of the city.

Stephen Smith, Director of Business Development, outlined ways in which the project area could benefit the city and businesses within the area.

5. **Policy Presentations**

UIPA Chief Compliance Officer Amy Brown Coffin presented information on the following board policies:

BP-11 - Personnel (updated)

Policy on employment responsibilities and obligations. This policy will be considered for approval in an upcoming board meeting.

BP-14 - Board Governance Policy

Policy to ensure board action is consistent with law and board policies.

BP-15 - Code of Conduct

Policy guiding expectations, practices, behavior, and conflicts of interest for UIPA.

BP-16 PID Policy

Policy for creation and governance of Public Infrastructure Districts.

6. **Northwest Quadrant Project Area Plan Amendments**

UIPA Director of Business Development, Stephen Smith, presented proposed amendments to the NWQ project area plan including the addition of a corporate stewardship plan requirement in the recruiting strategy, a provision stating the use of property tax differential to include the protection of natural resources, and the inclusion of public purpose and public benefits statements in the plan.

7. **FY 2024 UIPA Budget Hearing**

UIPA Deputy Director, CFO, and Treasurer Benn Buys presented the proposed Fiscal Year 2024 UIPA budget below.



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Adopted Budget Form for:	Name: Utah Inland Port Authority
Utah Inland Port Authority	Fiscal Year Ended: 30-Jun-24

Part I Revenues			
Source of Revenue (a)	Prior Year Actual Revenue (b)	Current Year Estimate (c)	Ensuing Year Approved Budget Appropriation (d)
Taxes			
Property Tax Differential - Current	6,053,691	15,638,136	18,500,000
Sales Tax		2,000,000	2,100,000
Other (specify):			
Intergovernmental Revenue			
Legislative Appropriation	9,949,400	3,198,400	3,179,400
Other (specify):			
Miscellaneous Revenue			
Interest Earnings	520,016	775,000	300,000
Management Fees			
Other (Specify):			
Contributions and Transfers			
Transfer from UDOT for Infrastructure Fund	9,000,000	6,500,000	
Transfer of Municipal Sales Taxes		(1,220,000)	(1,281,000)
Beginning Balance	18,996,793	15,060,397	22,241,290
TOTAL REVENUES	44,519,900	41,951,933	45,039,690

Part II Expenses			
Expenditure (a)	Prior Year Actual Exp. (b)	Current Year Estimate (c)	Ensuing Year Approved Budget Appropriation (d)
Operating Expenses			
Personnel	1,988,457	2,815,000	3,000,000
Travel	34,009	42,000	50,000
Office Lease	216,168	206,000	300,000
Legal fees	544,701	440,000	100,000
Accounting Services	240,000	0	0
Audit	10,543	20,526	25,000
Insurance	4,782	10,978	15,000
Office Supplies & Other Materials	25,758	15,000	120,000
Technology & Licenses	162,364	335,000	400,000
Professional Services	4,922,582	1,900,000	1,900,000
Other (Specify): Office Build Out		65,000	650,000
TOTAL OPERATING EXPENSE	8,149,365	5,849,504	6,560,000



Inland Port Development Activities			
Salt Lake City Differential Allocation			3,228,589
Master Plan Study			1,000,000
Acquisition of Property	8,049,955	2,700,000	2,500,000
Publicly Owned Infrastructure and Improvements	6,450,483	3,549,517	7,900,000
Fees & Transfers			
SLC Housing Affordability Payment	501,100	1,374,106	1,700,000
Transfer to Series 2021 Bond	6,308,600	6,237,516	7,000,000
TOTAL DEVELOPMENT, FEES & TRANSFERS	21,310,137	13,861,139	23,328,589
Allocation to Fund Balances			
General Fund	4,233,716	3,000,000	3,000,000
Property Tax Differential Fund	5,568,876	13,541,290	12,151,101
Infrastructure Fund	5,257,805	5,700,000	0
Closing Balance	15,060,397	22,241,290	15,151,101
TOTAL EXPENDITURES	44,519,899	41,951,933	45,039,690

8. Authority Infrastructure Bank Loan

UIPA Deputy Director, CFO, and Treasurer Benn Buys presented the loan application for infrastructure needs in the Iron Springs inland Port project area. This \$10 million loan was recommended for approval by the UIPA Authority Infrastructure Bank Loan Approval Committee on April 25, 2023.

9. Public Comment

Board Chair Hansen opened up the public comment period and welcomed those both in person and online to join the queue. Comments made include thanks to the port board and staff for the investment in rail infrastructure in Iron County, need for environmental justice and human health assessments in Salt Lake City, support for the Spanish Fork project area from a developer participating in that project, the role of developers in the project and the need for public participation in infrastructure, the benefit of public/private partnerships, appreciation from a long-time resident and landowner in Spanish Fork, the belief that the Spanish Fork Project area can become a key logistics center, support from Spanish Fork City for the project area and the infrastructure needs that this partnership will address, and concerns about environmental impacts from development in Spanish Fork project area. Additional written comments left at the meeting are appended at the end of these meeting minutes.

10. Approval of Policies

Board member Osborne moved to approve policies BP-14 - Board Governance Policy, BP-15 - Code of Conduct, and BP-16 PID Policy as presented. Board member Stevenson seconded the motion. A roll call vote was taken, and the motion carried with a unanimous vote of board members present.

Roll Call Vote:

- Miles Hansen – yes
- Jerry Stevenson – yes
- Ryan Starks – yes
- Abby Osborne – yes

11. Approval of Northwest Quadrant Project Area Plan Amendments

Board member Stevenson moved to approve the amended Northwest Project Area Plan as presented. Board member Osborne seconded the motion.



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A roll call vote was taken, and the motion carried with a unanimous vote of board members.

Roll Call Vote:

Jerry Stevenson – yes

Ryan Starks – yes

Abby Osborne – yes

Miles Hansen – yes

12. Adoption of FY 2024 Utah Inland Port Authority Budget

Board member Stevenson moved to adopt the Fiscal Year 2024 Utah Inland Port Authority Budget as presented.

Board member Osborne seconded the motion.

A roll call vote was taken, and the motion carried with a unanimous vote of board members.

Roll Call Vote:

Jerry Stevenson – yes

Ryan Starks – yes

Abby Osborne – yes

Miles Hansen – yes

13. Approval of Authority Infrastructure Bank (AIB) Loan

Board member Osborne moved to the Authority Infrastructure Bank Loan to Iron Apex Holdings (BZI Steel) as presented. Board member Stevenson seconded the motion.

A roll call vote was taken, and the motion carried with a unanimous vote of board members.

Roll Call Vote:

Jerry Stevenson – yes

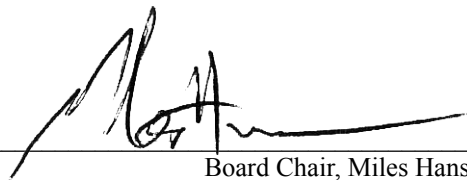
Ryan Starks – yes

Abby Osborne – yes

Miles Hansen – yes

14. Adjourn

Board Chair Hansen adjourned the meeting.


Board Chair, Miles Hansen

Written Public Comments submitted during and after the meeting:

Nancy Trowse

Millcreek, UT

We (as taxpayers) have spent so much to clean our air (and it is working). Why would we then allow a polluting entity to backtrack and even worsen our air, not to mention our wetlands? The health and wellbeing of your family and mine is at risk as studies have shown.

Nate Bullen

Salt Lake City, UT

The proposed Spanish Fork Inland Port Project Area will be a huge benefit to the local economy, providing new jobs



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and business opportunities. If the project area is instituted by the Inland Port this will provide much needed help with critical infrastructure needs in the area. A coordinated effort between Spanish Fork, property owners/developers, and the Inland Port will secure a successful plan for building needed infrastructure and will attract the right business activity. The projected area is located in the ideal location within Utah and Utah County. With its proximity to I-15, Spanish Fork airport and located in the middle of Utah County, it is ideally located. I support the project area plan and budget for the Spanish Fork Inland Port.

Taylor Swenson
Salt Lake City, UT

I am supportive of the inland port in order to continue building the economic diversity and resilience of Utah County, specifically southern Utah County. As Utah County is forecasted to outgrow the population of Salt Lake County it is imperative to facilitate industry growth for the southern end of northern Utah's population area. As many of Utah County's jobs move online it will be imperative to diversify the economy for local staying jobs. We need to create incentives for robust companies to choose Utah County.

Stanley Holmes
Salt Lake City, UT

Governor Cox chairs the Unified Economic Opportunity Commission (UEOC) that is supposed to have a 10-year statewide economic opportunity strategy. How does the plethora of project area resolutions and draft project plans align with the UEOC strategy and its implementation?
Is UIPA the defacto implementation tool of the UEOC Strategy?

Mary Beth Whittaker
Millcreek, UT

I have some questions: Why are decisions made about use of wetland areas in Tooele and Spanish Fork without public warning, time for study, and public comment?
This does not look like transparency. This does not seem to take into account the state's stated goal of protecting the Great Salt Lake and conserving water for the Great Salt Lake, Utah Lake and other water resources.
Are there any board members who work for the environment, the air quality and wildlife? Who speaks for these legitimate resources?

Monica Hilding
Salt Lake City, UT

"We want to take trucks off the road." I spent time Googling rail lines in Utah. I could not find one map that showed all the active rail lines. Many of the maps show lines that have been abandoned over the years. I saw the various proposed routes for the Uintah Basin railway. The principal reason for this railway is to quadruple oil production. Oil wells in this area release large amounts of methane that contribute to this area not meeting ozone standards. So... UIPA has a plan to increase rail traffic and development throughout the state. Is there a master plan that could be shared that would help the public understand this new logistics system? With the satellite ports or project areas that are being considered, it seems a master plan would be essential to ensure the highest quality rail system. The rail system in Salt Lake City creates huge problems for citizens traveling west to east or visa versa. Victoria Petro spoke about this today. How is UIPA planning to remedy this problem?

Heather Dove

Wetland destruction in the pursuit of development

I would like to offer a quote from the Utah Geographical and Mineral Survey Bulletin 116 that states "The marshes of the Great Salt Lake are probably the most important single breeding ground that now remains in the United States". This statement should be considered in the context of the 3 billion birds that have already been lost in North America since 1970 due to habitat loss and fragmentation, drought and diversion, and climate change. We should be doing everything in our power to save, to conserve and to enhance our wetlands, not destroy them.

We have lost so much of the wetlands around Great Salt Lake in the last 10 years, these wetlands that as Utah Geographical and Mineral Survey states are probably the most important single breeding ground for birds remaining in the United States. Since the inception of the Utah Inland Port, these losses have only accelerated.



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We lost thousands of acres of upland and wetland habitat along the south shore of Great Salt Lake when the developers plowed under all that land north of I-80 and built a massive amount of warehouse space on what used to be inhabited by raptors, owls, shorebirds, wading birds, waterfowl, coyotes and antelope.

Now with the project areas being proposed in Tooele County, Utah County and Box Elder County, we stand to lose even more as both projects contain high functioning wetlands that have hydrologic connections to our fragile and endangered Great Salt Lake and Utah Lake.

The Utah Inland Port Authority will tell you that all these projects will undergo vigorous environmental review and will only advance with permission granted by the Army Corps of Engineers, as though this agency provides adequate protection of our critical wetland habitat. Very unfortunately, the Army Corps is not a true regulating body so much as a permitting body that will seek every possible opportunity to green light a project and enable development.

We also hear about wetland mitigation banks that will mitigate for wetlands that are destroyed in these project areas. It is well known the wetland mitigation banks never replace the quality and quantity of wetlands lost.

With this insistence on pushing these projects through, even without the interest and support of the local population, we stand to lose some of our last remaining wetlands that connect with Utah Lake and Great Salt Lake.

The bottom line is that with these unnecessary, financially unproven, unwanted projects promoted, funded and facilitated by the Utah Inland Port, high quality wetlands will be destroyed. Low quality wetlands will be substituted through mitigation banks. The result is there will be a net loss of both quality and quantity of wetlands, a loss we can ill afford.

The state is spending huge amounts of money to restore Great Salt Lake to a healthy level of water and salinity. It is also spending much time and money on gradually restoring Utah Lake to health after a century and a half of abuse and poor management. The wetlands are a critical part of the ecological functioning of these two water bodies that the state is trying to conserve. Why would it now allow the destruction of these critical wetlands? Why would it allow the potential degradation of our water quality? Why when we have experienced an ever increasing shortage of water which is likely to continue after this unusual snow year – why would the state advance projects that will only use more precious water.

We think UIPA, the governor and the legislators should step back from this aggressive rush to develop these unproven projects. Once habitat is destroyed, it is generally gone forever.

Katie Pappas

Salt Lake City

Submitted online 5/18/2023

All it takes is for a county council or local government entity to say yes and the wheels are set in motion for an inland port special project area. Unless a resident in that county is really on their toes, it's unlikely the public will be aware this is happening until later in the process, even though they may be directly impacted by it. The Project Area plans for different locales are all very similar and much like the NWQ plan for Salt Lake City. The same property owners and developers are showing up in different project areas. It seems to be more about making money than about bettering local communities. And some property owners stand to gain from political connections.

While the Project Area Plans are filled with high ideals, they are more a wish list than a plan. Unfortunately, there isn't anything to prevent just another warehouse district with its low paying jobs as is occurring in Salt Lake City's Northwest Quadrant. While there are guidelines for tax increment incentives for desired business types, what gets built will be determined by property owners and local zoning, not by UIPA. The money offered in tax increment incentives and infrastructure bank loans is tempting for struggling communities, but the question must be asked, who will benefit? Could that money be better spent on projects that benefit the entire community?

As these are inland port projects, maximizing the storage and transport of goods, there will be increases in truck, rail and car traffic with resulting impacts to human health and the environment. These effects will also be felt in neighboring communities that have no say in the process. Salt Lake City and Tooele share the same airshed.

If you end up with a warehouse farm there will be no return on investment for the community. Will the millions of dollars invested in developing infrastructure benefit anyone but the developers and property owners. While private companies won't invest in projects unless there is an excellent chance of success, easy money makes development



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attractive for companies that are risky or have a limited future, like the fossil fuel industry. Communities should study the long-term health and environmental effects before inviting UIPA in. There's too much at stake.