

## Utah Inland Port Authority Board 2023

### APPROVED MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes

Wednesday October 4, 2023

2:00 pm

Milford City Administrative Office, Council Chambers

26 South 100 West, Milford, Utah 84751

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Board Members Present: Mike Schultz, Abby Osborne, Jerry Stevenson

Non-Voting Board Members Present: Bill Wyatt, Victoria Petro

Board Members Absent: Miles Hansen, Ryan Starks

UIPA Staff: Ben Hart, Benn Buys, Larry Shepherd, Lynne Mayer, Stephen Smith, Diana Gardner, Allen Evans, Carol Watson, Amy Brown Coffin, Max Ivory, Mona Smith, Dain Maher, Scott Wolford, Danny Stewart, Kaitlin Felsted

Others in Attendance: Daniel Cluff, Jeremy Andra, Brett Behling, Micahel Day, Charles Akerlow, Michael Brury, Jesse Wilson, Thane Smith, Russell Smith, Lary Carter, Nick Carter, Jackie Whittlesey, Mark Whittlesey, Nels Bedingfield, Brad Graham, Tony Christiansen, Terry Wiseman, Scott Symond, Owen Spencer, Brandon Tholen, Tammy Coffey, Tammy Pearson, Kyle Wilson, Evan Vickers, Ward Dotson, Jaime Hernandez, LeeAnn Franklin, Michael Dabbs, Stuart Coles, Trent Brown, Gary Hanneman, Ginger McMullin, Joan Gregory, Brooke Larsern, Logan Stefanich, Deeda Seed, Leia Larsen, Colleen Stephens, Eric Oberhart, Shannon Sollitt, Monica Hilding, Holly Lopez, Taylor Timmerman, Heather Dove, Steve Van Maren, Sheri Dearden, Brice Wallace, Jen Hart, Ann Florence, Shannon Bond, Kate Bradshaw, Billy Hesterman, Katie Pappas

#### 1. **Welcome**

UIPA Board Vice Chair, Abby Osborne, welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

#### 2. **Oath of Office - New Board Member**

Notary Public Carol Watson administered the oath of office to Bill Wyatt, newly appointed non-voting member of the UIPA Board.

#### 3. **Approval of Minutes, September 12, 2023 Board Meeting**

Board member Shultz moved to approve the minutes from the September 12, 2023 board meeting. Board member Stevenson seconded the motion. The motion was approved unanimously.

#### 4. **Executive Director Report**

UIPA Executive Director Ben Hart provided an executive director's report, providing an update on progress in the current and proposed project areas. He spoke of developing and implementing a logistics strategy specific to each region where a project area exists, focussed on the unique needs and characteristics of the

region. UIPA investment in each region will support economic growth with logistics infrastructure, business recruitment and incentives, regional infrastructure, and other projects approved by the UIPA board. Director Hart reviewed the current and proposed project areas and their status. He discussed an extension of the contract for Broadway Consulting for business services that will be before the board for approval later in the meeting. He also discussed the grants to be awarded under the Westside community impact provisions in the interlocal agreement with Salt Lake City. 58 applications were submitted for the \$1,291,436 available in grant funding. The applications were reviewed and scored by representatives from the inland port and Salt Lake City. The UIPA Board will make the final determination on the grant awards.

**5. Presentation: Statewide Logistics Strategy development update**

Donald Ludlow, Vice President for CPCS, provided an update on the logistics and infrastructure strategy plan his team is consulting on. The strategy will aim to advance logistics infrastructure, balance Utah's logistics system, encourage investment in key industries, catalyze entrepreneurship, and support local economic development.

**6. Policy Presentations**

UIPA Chief Compliance Officer Amy Brown Coffin presented the final draft of a UIPA policy for board approval:

**BP-13 - Authority Infrastructure Bank (AIB) Policy**

Policy ensuring statutory compliance for infrastructure loans.

UIPA Environmental & Sustainability Manager Mona Smith presented the following draft policy for future board consideration:

**BP-17 - Wetlands Policy**

Policy to maintain regulatory compliance for wetlands present in UIPA project areas.

**7. Presentation: Draft Project Area Plan for Beaver County**

Scott Wolford, UIPA vice president for project area development, presented the draft project area plan for the Tooele County and Grantsville City Project Areas.

The project area plans include information on the logistical, environmental, and economic considerations of the project areas. The project areas meet the statutory requirements to be considered and the respective project areas' creation has been requested by resolutions of Grantsville City and the Tooele County Council.

Councilman Jared Hamner of the Tooele County Council thanked the board for its consideration of a wetlands policy and its care in looking to protect critical Great Salt Lake wetlands. He spoke of the importance to mental health of providing livable wage jobs within the county so residents don't need to leave the county for employment.

Grantsville City Manager Jesse Wilson spoke of the city's support of the project area and the tools the inland port can bring to local economic development.

Scott Wolford mentioned the industries of focus and recruitment for the project areas including light industrial, manufacturing, distribution, and data centers.

This proposed project area plan will be again presented to the board on November 6, 2023 where it will be considered for adoption.

**8. Presentation: Resolution 2023-08, Adopting the Central Utah Agri-Park Inland Port Project Area**

Danny Stewart, UIPA associate vice president for regional project area development, presented the project area plan and budget for the Mineral Mountains Inland Port Project Area.

The project area plan includes detailed information on the logistical, environmental, and economic considerations of the project area. This project area will include multiple areas in Beaver County, UT. The Beaver County Commission passed a resolution requesting the creation of the project area on April 18, 2023, Milford City similarly passed a resolution on May 16, 2023, and Beaver City passed a resolution on August 29, 2023.

Beaver County Commissioner Tammy Pearson spoke of the county's history of economic struggle and the desire to provide local employment so the children raised in the county can stay and find livable-wage work in the area. The county welcomes the port to Beaver County.

Jen Wakeland, Beaver County strategic development director, spoke of Beaver County's strategic location

halfway between Salt Lake City and Las Vegas, Nevada and the rail service that has long existed in the county. Rail, truck and air cargo capabilities exist in the county. Industries of focus and recruitment within the county include agriculture, ag tech, advanced manufacturing, mining, aerospace, and renewable resources. Mayor Nolan Davis of Milford City shared his excitement for the possibilities that can be opened for the county through the inland port project area.

Danny Stewart concluded the presentation by highlighting the UIPA policies and objectives that are aligned with the local goals of this project area.

**9. Public Comment**

Vice Chair Abby Osborne opened up the public comment period and invited those in the room to submit comment cards for an opportunity to speak. She reminded all that the port welcomes written public comment anytime via the UIPA website at <https://inlandportauthority.utah.gov/contact/>.

Charles Akerlow spoke in support of the project area plan for Beaver County and his experience in planning in Milford and the legislatively provided tools available now that can help the rural communities.

**10. Approval of Approval of Contract Amendment for Business Services**

Board member Stevenson moved to approve the contract amendment for Broadway Consulting. Board member Schultz seconded the motion.

The board vote was unanimous to approve.

**11. Review and Award of Funding, Westside Community Enrichment Initiative**

Board Vice Chair Abby Osborne moved this item to next month's meeting to allow for more board review and discussion of the proposals.

**12. Approval of BP-13 Authority Infrastructure Bank Policy**

Board member Stevenson moved to approve BP-13 - Authority Infrastructure Bank (AIB) Policy, as presented. Board member Schultz seconded the motion.

Vote:

Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

**13. Approval of Resolution 2023-09, Adopting the Mineral Mountains Inland Port Project Area**

Board member Stevenson moved to approve Resolution 2023-09, Adopting the Mineral Mountains Inland Port Project Area. Board member Schultz seconded the motion.

Vote:

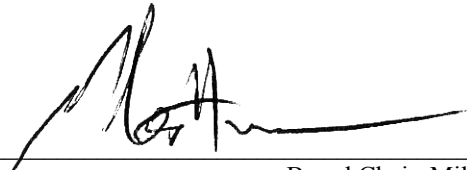
Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

**14. Adjourn**

Board Vice Chair Osborne adjourned the meeting.



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Board Chair, Miles Hansen

## Written Public Comments submitted during and after the meeting:

Brian Moench 10/4/2023

Project Areas

Ronald Reagan said, "What I want to see above all is that this country remains a country where someone can always get rich." Reagan's ethos of exalting wealth "above all" has been fully embraced by Utah's legislature in creating UIPA. Rest assured, those "someones" our legislature is helping get rich are not average Utah citizens. In fact, they are using public tax money to help only a tiny handful of "someones" get rich--Utah's corporate developers: Boyer, Gardner, Colmena, Romeny, et al--by inviting them to feed at the public trough, at the expense of our wallets, our democracy, health, environment, and quality of life. In 2018 the Utah Inland Port Authority (UIPA) was given birth by the legislature's power brokers in the shadows and chaos of the waning hours of the session. The end result was a punitive and hostile takeover of Salt Lake City's land and authority, and a dodging of public scrutiny and accountability. UIPA cheerleaders proclaimed their brilliant business plan was, "We're building the plane as we're flying it." But when the curtain was pulled back, that "plane" didn't have wings, an engine, or a pilot, and never left the runway. It was just another iteration of corporate welfare and trickle down economics.

Ports in other states are nicknamed "diesel death zones," because thousands of diesel trucks spew exhaust over them daily. Likewise, pollution, not a celestial economy, is destined to be UIPA's legacy. The promise of becoming a "jobs bonanza" has crash landed into the reality of what is going on at these other diesel death zones. Most of the jobs are low paying warehouse fulfillment jobs with no benefits, and even those will soon evaporate with the inevitable arrival of robotics and automation.

UIPA's multi-layered squandering of tax-payer money was revealed in a state audit. An actual logistics expert showed that the business model was even worse than trickle down, it was at its core, non-viable. UIPA's director "retired" (fired) and the board was replaced. It's fair to say that the port was driven out of the Salt Lake Valley by its opponents, common sense, and UIPA's incompetence and hubris.

But rather than admit the mistake, the "new, improved" UIPA, searching for less organized opposition, decided to break up this plane wreck into smaller pieces, and like metastatic cancer (cancer is more than a metaphor here, given that air pollution causes virtually every type of cancer), spread it among communities up and down the Wasatch Front and the rest of the state--to Tooele, Grantsville, Brigham City, Nephi, Spanish Fork, Tremonton, Milford, West Valley City, Cedar City, and on, and on. Every cul-de-sac in the state can get a port, if they act now! UIPA and Mr. Hart continue to claim ports will be good for our air quality. That absurdly defies logic and common sense. Hart never provides any evidence for the claim, and that has certainly not been the case with any other inland port in the country. The whole premise behind these numerous "project areas" is a lot more products will be imported and exported, and whether via trains or trucks, that means a lot more diesel pollution. If more trains and trucks is good for air quality somewhere, it's not on planet earth.

UIPA claims these project areas are what communities have asked for. Hardly. It's what developers have conned them into so they can reap tax payer subsidies for building warehouse megafarms.

UIPA is aggressively selling its scheme to rural communities, boasting that "project areas" will "fast track growth in your communities." And that "growth" will also fast track traffic congestion, air, noise, water, and light pollution, open space destruction, more water demand, and a degraded quality of life--exactly what most Utahns don't want wherever they live.

Moreover, many of them impinge on Great Salt Lake (GSL) and Utah Lake wetlands. While virtually the entire country has heard of the imperative of saving the GSL and its ecosystem, UIPA is turning GSL's wetlands into asphalt and mega warehouses, hastening its demise. Regardless of what is the final composition of these giant new industrial zones, they will all increase water demand, exactly what the Lake and Utah can't afford.

UIPA has morphed into an autocratic monarchy. Almost every month UIPA changes their public input/comment policies to strangle public participation. The meeting on Oct. 4 is just the latest example. To hold a meeting in

Milford, and not allow anyone not willing or able to drive to Milford to comment on issues that will affect the entire state, is purposely anti-democratic, and just the latest example of this agency awarding itself the privilege of complete lack of public accountability.

This frantic rush to create countless project areas without due consideration for whether there is really a need, a viable business plan, or what the long term consequences will be, couldn't be more irresponsible public policy. Everything UIPA has done so far has failed to provide any public benefit and has been an egregious waste of public money. Countless "projects areas" scattered along the Wasatch Front will only continue that track record, and add to it, destruction of critical wetlands, more hazardous air quality, and a further imperiled Great Salt Lake. Yes, a few people are getting rich in Utah, and UIPA is forcing everyone else to pay dearly for it.

Sean Slack 10/4/2023

NO Tooele Inland Port

Once again you have located pristine wetlands where you want to build a polluting "port" that continues the trend of shady backdoor land & money swaps involving the legislature. This does nothing to help the non-elite class of Utah citizens. We see through the facade, enough is enough.

Cathy Wilcox 10/4/2023

STOP Inland Port !

Give it up!

Jackson Green 10/3/2023

Please do not approve the proposed Tooele County and Grantsville expansion

These proposals are not sustainable for Tooele county or Grantsville. The residents thereof do not deserve to be harmed by the air light, water, or sound pollution that the required outbuilding will cause. Please say no to the inland port expansion.

Dianne and LeRoy Anderson 10/2/2023

Please do not approve these projects

Please DO NO APPROVE these projects for development:

The Zenith Bolinder site

Lakeview Business Park

There are NOT enough WATER RESOURCES to support more building more warehouses in these areas. Please be responsible. Thank you!

Katie Pappas 10/2/2023

Tooele and Grantsville Inland Port Project Areas

Comment about the Tooele and Grantsville Inland Port Project Areas.

There are a lot of reasons there shouldn't be Inland Port Project areas in Grantsville and Tooele.

Here are just a few of them;

Both of these project areas have been driven by developers and those developers also happen to be well connected, one to Senator Mitt Romney, the other to a Utah legislator. UIPA has boasted that they have been invited in by local communities but that is certainly not true here. The Lakeview Business Park will be built with or without UIPA help.

The Tooele site contains significant wetlands and is close to the Great Salt Lake which is in crisis. There is no way to develop this area without negatively impacting the Great Salt Lake ecosystem. This will be the 4th port area within the Great Salt Lake basin and a 5th such project is being proposed in Weber county. So while the Utah legislature is trying to save the lake, a quasi-government organization is wrecking it.

Tooele county is already in nonattainment for EPA air quality standards in 3 categories. Even if rail is used,

warehouses and businesses always increase truck traffic with resulting air pollution. Trains can only go where there are tracks.

As in much of the state of Utah, Tooele county is running out of water. Well water they depend on is drying up or becoming too salty. Priority should be given to the current water users.

The Grantsville (Lakeview/Romney) project area is very close to residential areas. For a glimpse of what life is like when a warehouse is built near your home, take a look at the Northpoint development in Salt Lake City. It's hell on earth.

Every time we replace vacant land with concrete and buildings, we condemn more birds, animals, insects and plants to life on the margins. It's not sustainable and is affecting the human species as well.

Please stop pushing through all these project areas. We haven't even seen one successful port project. Taxpayer funds shouldn't be used for speculative development.

Susan Johnston 10/2/2023

Tooele

Tooele County is in a water crisis, as they depend on wells that are drying up and/or becoming too salty. Subsidizing the rapid construction of warehouses that will contribute to water depletion and pollution is not in the public's interest.

We know from what's happening in the Salt Lake City inland port location that warehouses cause air, water, light and noise pollution and increase traffic congestion. Warehouse construction also destroys wildlife habitat in and adjacent to the construction area. This harm should not be "fast tracked."

Thomas Witney 10/2/2023

An Idea for helping the port project

Dear UIPA,

I recognize the challenges you face with the ongoing port projects, and I acknowledge the valid concerns raised by many individuals, myself included. Building these ports, as it stands, doesn't seem wise for various reasons. I urge you to consider an alternative approach—stepping back from these projects. While I understand the importance of economic prosperity, it must be achieved in a manner that fosters trust and community well-being.

Constructing ports without local consent erodes trust within our communities. It mirrors the situation in Hitchhiker's Guide to the Galaxy, where construction occurred without the protagonist's knowledge where his home was destroyed for a bypass—then the entire earth was by aliens, ironically. Moreover, the environmental claims made on your website lack rigorous evidence, with a few relying solely on future technologies, such as electric semi trucks, which is uncertain and risky. These projects could exacerbate environmental issues, especially concerning our lake and the migratory birds' habitats.

In light of these concerns—trust, health, sustainability, and responsible economic growth—I implore you to reconsider these port developments. By doing so, we can explore better opportunities that benefit everyone involved. I sincerely hope you'll reflect on this and make the decision that supports the well-being of our communities. Courage is not always continuing strong with something when there's resistance, but being able to turn around when it is hard, but right.

Best regards,

Thomas Witney, A statistics student from BYU

Meagan 10/5/2023

Request

Do not support the proposed project areas.

Jason Roberts 10/9/2023

Good Job

Good Evening UIPA,

My Name is Jason Roberts, I am a resident of Orangeville. I am a father, a SGT in the US Army reserve and a journeyman electrician. I've followed the Utah Inland Port authority semi-closely. I am emailing you (kind of) to voice my support of the UIPA. Expanding infrastructure in and outside of Utah is a great idea, and I'm glad to see steps being made to connect Utah to itself and the world in new way. My free time is very limited, but I would enjoy contributing to your organization should a need arise.

Elliot Lewis 10/7/2023

Stop developing

Hello, please stop your development of these inland ports. You and your team of goons/thugs have no respect for the environment or the future generations of Utahns, much less the ecosystems you are paving over. I know nothing but greed drives you egotistical schmucks. You are all deplorable people and should go find real jobs, especially you Ben Hart. The only way to save the lake is to pave it over is your opinion. Nothing but a bunch of greedy pricks.

France Barral 10/5/2023

Tooele Inland Port

I am very concerned about the proposal for the Tooele satellite inland port. The potential growth coming to Tooele that will break the community rather than build it. The water challenges will be exacerbated and cause more problems that offer solutions. The pollution will increase exponentially, because not enough effort is made to make the satellite sustainable.

Please consider the long view and our children and future generations before squandering the treasure that our Great Lake is and surrounding nature is.

Thank you

Cheryl Ferguson 10/6/2023

Please Don't Destroy the Great Salt Lake Wetlands!

Please don't use taxpayer dollars to destroy Great Salt Lake wetlands! No fast track development for the Tooele Inland Port projects!

James Miska 10/10/2023

Please stop this awful project.

It is despicable that the UIPA is rushing this plan through in Tooele. The entire purpose of this project is unnecessary, and, in the words of one of your own staff members at the UIPA, it is to give tax breaks to developers to reimburse them for infrastructure costs so they can "fast track development."

This is ridiculous, and the people of this state do not support you at the UIPA, nor this project, and we want you to stop before you make things any worse, in this region and at the Great Salt Lake, with pollution.

Courtney Hutchison 10/12/2023

Golden Spike Project

Hello, I just wanted to let you know that I think the Golden Spike project needs to be cancelled. Find another place to put it if it must be built (although I'm not in favor of inland ports to begin with). The Wetlands Policy doesn't have concrete plans for how impacts to wetlands would be "mitigated". From what I could see it just referenced a bunch of things that would disturb and ruin habitat, mainly, "filling, altering the surface or subsurface drainage, land leveling, clearing woody vegetation and removing stumps, diverting run off water". When all this is going on tell me how it WON'T impact the nearby bird refuge?! They promise to replace and go back and fix problems, that doesn't work either if you're honest about it. The best plan is to move your project out into the middle of nowhere, in the desert, away from wetlands. Please consider this with an open and honest mindset.

Jon Hager 10/22/2023

No Inland Port Authority

I am writing in protest of the Inland Port Authority establishing an inland port in Salt Lake City. This is completely unnecessary and a power grab by Utah's commerce board to undermine environmental, pollution and public safety regulations. This will cause more pollution along the Wasatch Front and potentially decimate one of the world's largest and dynamic water fowl habitats in the world. This inland port only serves wealthy interests at the expense of the public's health and well being. This is a boondoggle from it's very concept to it's implementation. No Inland Port and no Inland Port Authority!

Jay Griffith 10/24/2023

Tooele County and Grantsville Inland Port Project Areas

Please, please do not develop the Zenith Bolinder and Lakeview Business Park. They are too close to the southern wetland borders of our fragile and imperiled Great Salt Lake.

Tooele is already growing beyond its water capacity.

We are already seeing from the Salt Lake City inland port development, the degradation of wildlife habitat. The air, water, noise, and light pollution will only grow as this project is completed and functional.

As I've followed the UIPA, it appears not to have the best interest of taxpayers in mind, but creating subsidies for developers to prophet by. Both of these parcels of land that UIPA wants to fast-track are connected to families of politicians. Already, UIPA owes over \$66 million in lease payments to developers for failed projects.

Please note and record my comments.

Thank you.