

Utah Inland Port Authority Board 2023

APPROVED MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Tuesday September 12, 2023

2:00 pm

Juab County Administration Building, Commission Chambers
160 North Main, Nephi, Utah 84648

Board Members Present: Miles Hansen, Ryan Starks, Jerry Stevenson

Non-Voting Board Members Present: Bill Wyatt (not sworn in)

Board Members Absent: Mike Schultz, Abby Osborne

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: Clinton Painter, Jenna Draper, Wade Eliason, Tammy Pearson, Jen Wakeland, Marvin Kenison, Jeremy Hallows, Courtney Henley, Troy Rindlisbacher, Travis Kyhl, Joshua Palmer, Forest Turner, Jonathan Harris, Owen Spencer, Zachary Jensen, Brett Behling, Elizabeth Weight, Scott Bartholomew, Shanne Memmott, Melanie Cowan, Brandon Tholen, Shannon Bond, Jesse Ralphs, Shawn Lambers, Derek Bruton, Eric Mayer, Denise Weaver, Trent Brown, Stanley Holmes, Katie Pappas, Logan Stefanich, Andy Hulka, Joan Gregory, Stephanie Laws, Scott Johnson, Donald Ludlow, Deeda Seed, Sheri Dearden, Brice Wallace, Shannon Bond, Adam Wakeland, Colleen Stephens, Jen Hart, Porter Huntsman, Nicole Allen.

1. **Welcome**

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

2. **Executive Director Report**

UIPA Executive Director Ben Hart provided an executive director's report, introducing new UIPA staff members Danny Stewart and Kaitlin Felsted, and new non-voting board member Bill Wyatt. He provided an update on the port's strategic business plan and the future project areas that are under consideration, and discussed the timing of the health and traffic studies required in the UIPA/Salt Lake City interlocal agreement.

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

Allen Evans, Executive Vice President for Business Development, provided an update on logistics and infrastructure strategy plan with a focus on the (1) Goods dependent on the logistics network, the (2) Infrastructure providing access to the logistics network, and the (3) Capacity that can be handled by the network. He spoke of a sweet spot where appropriate goods, infrastructure, and capacity exist and the

challenges when one or more of the three are less than ideal. He outlined the tools UIPA provides to impact and balance this equation and some of the potential risks that exist.

4. Policy Presentation

UIPA Chief Compliance Officer Amy Brown Coffin presented updates to a UIPA policy for board consideration:

BP-13 - Authority Infrastructure Bank (AIB) Policy

Policy ensuring statutory compliance for infrastructure loans.

5. Presentation: Draft Project Area Plan for Beaver County

Danny Stewart, UIPA associate vice president for regional project area development, presented the draft project area plan for Beaver County – what will be called the Mineral Mountains Inland Port Project Area. The project area plan includes detailed information on the logistical, environmental, and economic considerations of the 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 work toward economic activity that will provide jobs for the next generation. Jen Wakeland, Beaver County strategic development director addressed regional assets and industries of focus for the project area.

Danny Stewart concluded the presentation by highlighting the UIPA policies and objectives that are aligned with the goals of this project area. This proposed project area plan will be again presented to the board on October 4, 2023 where it will be considered for adoption.

6. 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 for the Central Utah Agri-Park Inland Port Project Area. He noted the name change for the project area since it was first introduced from the Six County Agri-Park to the Central Utah Agri-Park to align with a similar name change happening with the local association of governments.

The Juab County Commission passed a resolution on May 8, 2023, requesting the creation of this project area.

Juab County Commissioner Clinton Painter, spoke of the genesis of the idea for the agri-park as a need for food security exposed during the Covid 19 pandemic and a desire to save family farms by encouraging agricultural processing facilities in proximity to the local growers and ranchers.

Jenna Draper, economic development director for the Six County AOG, provided history of the regional effort to support agricultural business and the model they are looking to replicate in increasing local processing facilities.

Stephen Smith, UIPA associate vice president for regional project area development, spoke of the recruiting focus and incentive tools that the project area can offer to support the local vision.

Wade Eliason, acting president of the Utah Farm Bureau, praised the regional effort to support agribusiness and the economic multiplier that these businesses represent in central Utah.

Danny Stewart praised the exemplary regional collaboration as an ideal example of how the inland port can be an integral part of coordinated regional development.

7. Public Comment

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

Juab County Commissioner Marvin Kenison noted that he is a farmer and sees the need to ensure that the local farmer can continue to make a living. Other public comments made include the need for affordable and efficient transportation for local goods, and a suggestion that the local community proceed slowly in moving ahead with this project area.

8. Approval of Resolution 2023-08, Adopting the Central Utah Agri-Park Inland Port Project Area

Board member Stevenson moved to approve Resolution 2023-08 adopting the Central Utah Agri-Park Inland Port Project Area. Board member Starks seconded the motion.

Vote:

Ryan Starks – yes

Jerry Stevenson – yes

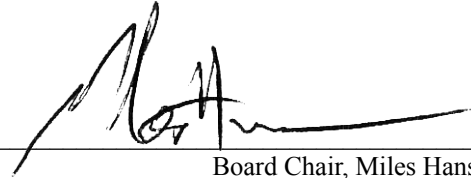
Miles Hansen – yes

9. Approval of Minutes, August 21, 2023 Board Meeting

Board member Starks moved to approve the minutes from the August 21, 2023 board meeting. Board member Stevenson seconded the motion. The motion was approved unanimously.

10. Adjourn

Board Chair Hansen adjourned the meeting.



Board Chair, Miles Hansen

Written Public Comments submitted during and after the meeting:

9/22/2023

Hello. I have read through the environmental portion of the proposal for this port. Even though great concern has been expressed by environmental groups about impacts to the Bear River Bird Refuge and the flyway through this area, I do not see that these impacts have been mentioned or addressed anywhere. I hope I am wrong about this. Has a public comment period been established? Have meetings been set up to present the plan to the public? The plan appears to have been presented to cities but not to citizens.

I would appreciate any information you can provide. Our birds have already been adversely impacted by climate change. Should we be adding structures, roads and noise to the challenges they face?

Sincerely,
Marcia Thomas

Janiece L Pompa 9/28/2023

Inland Port

According to a UIPA staff member, the purpose of inland port project area designation is to give tax breaks to developers to reimburse them for infrastructure costs so they can "fast track development." In Tooele County, this means the fast tracking of development of over 30 million square feet of new warehouses on what is now open space. Since rapid growth and water shortage in Tooele County are already creating serious problems for existing residents, this will certainly make it worse. Subsidizing the rapid construction of warehouses that will contribute to water depletion and pollution is definitely not in the public's interest.

In the Salt Lake City inland port location, warehouses have caused air, water, light and noise pollution and increase traffic congestion. Warehouse construction also destroys wildlife habitat in and adjacent to the construction area. Why would we want to "fast track" these problems?

In short - Please don't support these proposed project areas!

Dolly Peach 9/28/2023

I oppose more warehouses

Turning our beautiful state into a dust bowl wasteland is a bad idea. We should be putting taxpayer funds to saving the water levels of the Great Salt Lake instead.

Elaine Sloan 9/28/2023

Wetlands

STOP the pollution and destruction of precious wetlands/ NOW!!

Nan Seymour 9/28/2023

Proposed Tooele Ports

I object to paving irreplaceable wetlands so close to the imperiled heart of our ecosystem. Great Salt Lake needs to be protected. This proposal will cause too much harm to humans and birds!

Anna Keeling 9/28/2023

Please do not support the Tooele Port

I do not support more inland ports and in particular, the proposal for Toole.

The purpose of inland port project area designations is, in the words of a UIPA staff member, to give tax breaks to developers to reimburse them for infrastructure costs so they can "fast track development." In Tooele County they plan to fast track development of over 30 million square feet of new warehouses on what is now open space. Rapid growth in Tooele County is already creating serious problems for existing residents, this will make that worse.

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."

Please do not support this port proposal.

Daniel Wolf 9/28/2023

Don't Fast Track Pollution

Rapid growth in Tooele County is already creating serious problems for existing residents, this will make that worse.

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."

Do not place the public directly in harms way so that you can make a few quick bucks. This is short sighted and will harm Utah's population in the near and long term.

Cindy Bur 9/28/2023

Stop the Inland Port

The inland port will devastate the Great Salt Lake as we know it.

The Inland Port will benefit the few at the expense the many. We cannot allow a few wealthy businesses people to determine the fate of our amazing but vulnerable Great Salt Lake.

Jane Riley 9/28/2023

New development

The development around the Great Salt Lake and the sensitive wet lands is horrible for the environment. Please put the development elsewhere where the lands are not so sensitive and extremely important to wildlife and nature.

Lynn 9/28/2023

Inland Port

Please do NOT approve this port, which will harm and invade the wetlands near the Great Salt Lake. This will only enhance senator's families and will only harm the environment!

Connor Hansell 9/28/2023

No to the Inland Port

No to the proposed Tooele County and Grantsville Inland Port Project Areas.

Tena Rohr 9/28/2023

Tooele County and Grantsville Inland Port Project Areas

UIPA:

Do not build a polluting Port near the wetlands of the Great Salt Lake. No matter what you try, ports are polluting. The traffic, the noise, the lights, the exhaust, the oil, the water. The trouble of insects included in the wetlands are also polluting as more and more poisons are needed to combat them. No more ports in our delicate ecosystems!

Tena Rohr

Robert Lindsley 9/28/2023

Proposed Tooele inland port site

The siting of 25 million square feet of warehouses in this sensitive wetland area is a terrible plan for migrating birds, the fragile lake and receding shoreline, and will lead to devastating harm to the area. We are already seeing the impact of wetland destruction and increased pollution from the hastily relocated Utah State Prison and increased construction at the original Inland Port, just 6 or 7 miles east of this newly proposed location. Say NO to any further UIPA development on or near this extremely sensitive wetland

Josephine Hunt 9/28/2023

Inland port proposals

This environmentally unsound

Dustin Cook 9/28/2023

Stop the Port

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.

You're also a completely incompetent entity that shouldn't be in charge of anything so please kindly go away.

Karin Kirchhoff 9/28/2023

We should not use taxpayer money to destroy wetlands.

Gene Jones 9/28/2023

Tooele and Grantsville Port Areas

I am very much opposed to these proposals. Similar to the Salt Lake County project, these are polluting, water consuming, damaging to wildlife habitat, and an unfair burden on taxpayers, who have had little to say about them. They also enrich developers at a cost to Utah taxpayers.

Dennis Knaack 9/28/2023

Environment

stop the inland port plan. keep the space open and the water as it should be

Miguel Knochel 9/28/2023

Do not approve Grantsville or Tooele County Inland Port proposals

Dear Port Authority,

As a father and pediatrician in Utah, I ask you to deny approval for both the Grantsville and Tooele County Inland Port proposals. My professional and personal reasons include: air pollution worsening health for children; wildlife habitat destruction; pollution of nearby high-functioning wetlands; depletion of very low water supply; and unfair use of public funds.

Sincerely,

Miguel L Knochel MD

Pediatric Hospital Medicine

David A Houser 9/28/2023

No Tooele inland Port

Why are all of these port proposals being put in or near cities, in places that destroy our limited wetlands and in places where the pollution from them will blow straight into neighborhoods? Come on, we have deserts to the West and South that are on or near rail lines that would be cheaper and not destroy the populated area.

James McCormick 9/28/2023

Inland Port Projects

The Salt Lake City inland port is more than enough. We don't need additional inland port locations. We don't have the resources to support them and we don't need the associated pollution that comes with them.

Amy Kopischke 9/28/2023

No taxpayer dollars!

I am a resident of South Salt Lake. Do not use my taxpayer dollars on your project to make a few people rich, destroy wetlands in the already delicate Great Salt Lake, and increase big truck traffic/pollution.

Phoebe Christensen 9/28/2023

Please do NOT support the Tooele County and Grantsville Inland Port Projects!!

These two areas are some of the worst hit by the Great Salt Lake crisis, and adding two heavy-polluting, water-draining inland ports in these areas will only serve to worsen the crisis. This crisis has escalated from a fringe environmental concern to a grave, life-threatening peril. PLEASE don't endorse these two projects, which will only make this crisis worse.

Tana Hunter 9/28/2023

Water

Do not take water away from the great Salt Lake and it's important wetlands for the inland port! If you do, you're part of the problem and win the great Salt Lake dries up, you will have that as your legacy.

Paul Zuckerman 9/28/2023

Tooele and Grantsville Port Proposals

Hello,

I staunchly oppose these new inland port development proposals. They are yet another handout of taxpayer money to enrich developers, often as in this case, to politically connected corporations. UIPA has proven time and again to be incapable of managing land acquisitions and even less interested in protecting the Great Salt Lake Ecosystem. I want my taxes used to protect the people, wildlife and natural lands of Utah.

Donna Sharee 9/28/2023

Please do not approve the Zenith Bolinder site whose owners include the father and uncle of Utah State Rep. Bridger Bolinder, is next to the South shore of Great Salt Lake and adjacent to high functioning wetlands or the Lakeview Business Park, which includes plans for 25 million square feet of new warehouse space, was brought to UIPA by the Romney Group, which is owned by Senator Mitt Romney's son, Josh.

Again, please do not to approve these polluting port proposals.

The purpose of inland port project area designations is, to give tax breaks to developers to reimburse them for infrastructure costs so they can "fast track development." In Tooele County they plan to fast track development of over 30 million square feet of new warehouses on what is now open space. Rapid growth in Tooele County is already creating serious problems for existing residents, this will make that worse.

Art Brothers 9/28/2023

Inland Port

Please do not approve proposed "inland port" unless it is completely carbon-neutral. Do not add to the already polluted air quality in Utah. If we can't breathe, if it isn't a good place to live, what good is an inland port? I believe we can create a super-clean inland port that will be a model for ports everywhere around the world. Will it cost more? Yes. Is it worth it? Again, if we can't breathe, if pollution is so intense that we can't live here... if water is pushed to the breaking point... we should not build the inland port. Thanks for listening. -Art

Bonni h Benhard 9/28/2023

Why

If you listen to the people and not the politicians this would never have come to pass. Think of the people and not the money for once.

Kathleen Deneris 9/28/2023

PROTECTING WET LANDS

YOU ARE PLACING FAMILY PROFIT ABOVE THE RIGHTS OF EVERY CITIZEN OF THE STATE OF UTAH. THE WILD LIFE REFUGE, BY LAW. IS PROTECTD FOR OUR WILD LIFE. LARGE PORT BUILDINGS NEXT TO THIS REFUGE INTERFER WITH WILD LIFE LIGHT PATTERNS AND OUR JOY OF VIEWING THE GREAT SALT LAKE AND ITS WESTERN MOUTAINS FROM THE VALLEY FLOOR. BOTH FAMILIES ARE USING THEIR POLITICAL GAIN.

Donald & Leah Hanson 9/28/2023

You can't be that stupid! We do not have enough resources to support all this building and growing that justs makes rich men, richer. Not enough water, ABSOLUTELY!

Issues with the water supply also affect the amount of electricity we have.
We have some of the worst air qualities, and more of people, businesses, autos, will make it deadly.

Marcie C McCleary 9/28/2023

There are so many other places to put the port expansion! Why endanger the already-endangered lake and surprising wetlands?

Ron Rood 9/28/2023

Ports

These ports near Grantsville are a bad idea. Clearly wetlands are in danger and clearly politicians are in control for the benefit of their own families.

Alan M Ernsten 9/28/2023

Comment on Great Salt Lake shrinking coastline/surface area

What I see happening is a trend toward developing closer and closer to the retreating Great Salt Lake then lamenting as more and more residents move to other states to avoid the resultant toxicity. Oh. But, here's money to be made! Yes. Possibly paving the one-time lake bed. Possibly Rio Tinto can mine and resell the toxins before we all have to breathe them. Possibly the Utah Inland Port 'Authority' just doesn't give a damn what happens to the people who pay their salary.

Bruce Alan Reitz 9/28/2023

NO INLAND PORTS

The air quality in Utah is terrible, we do not need more trucks spewing fumes into the air in Utah. Respiratory diseases are adversely impacted by air pollution. For the health of Utah citizens DO NOT build any inland ports. Ports near our migratory bird wetlands are an especially bad idea as well

Kylie Shiba 9/28/2023

Tooele and Grantsville Inland Port Project Areas

Hello!

I am submitting a comment in regards to the Tooele County and Grantsville Inland Port Project Areas. I am asking that you do not support these project areas. I believe that these projects are moving too quickly without considering and studying the ramifications of what developing so many square feet of Utah wetlands will do to climate, water supply, and wildlife. Please do not support development of these areas. Thank you!

Michael McDonald 9/28/2023

proposed Tooele County and Grantsville Inland Port Project Areas

To All,

Please reject this proposed taxpayer funded boondoggle.

Mary Johnson 9/28/2023

Another inland port

Another inland port so close to the Salt Lake is absolutely not needed or desired.

Doubling the bad effects of the Salt lake inland port will exponentially increase the adverse effects

of increased air pollution and destruction of natural scenery. The increase in employment is a red herring by the promoters as the jobs go unclaimed in the area.

Beth Blattenberger 9/28/2023

Inland ports

I oppose the proposals for inland ports at Tooele and Grantsville because of their proximity to wetlands and because it's another boondoggle for already rich politicians. Consult your conscience and do not do this.

Kathy Adams 9/28/2023

Pollution and corruption

The Inland Port is a romanticized name for a warehouse. I'm against everything about this thing — from the sneaky midnight agreement in the gerrymandered Utah 2/3 Republican majority legislature packed with real estate developers, to Greg Hughes refusing to call on me at a meeting because he was lying about "clean" coal. The phony rhetoric to sell the idea opening warehouses to keep alfalfa and calling these people "farmers" is yet another scam. Tell Romney's son that he can't "have it all" because if you schisters have it all, the rest of us have none.

Catherine Smith 9/29/2023

We don't need inland ports

A last minute legislator's big development idea, bad at conception, and getting worse daily as it expands like cancer bringing more congestion and pollution and assuredly with each brazenly suggested expansion. Please don't let this bad idea prosper. There are upsides to legislators and developers, but only downsides for the suffering populace. It is sad that the state's voting block is so determined to vote against its own interests, while the profits from the business of pollution make legislators and officials very rich.

Austin S 9/29/2023

Tooele Inland Port

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. Please do not continue with this project. Thank you.

Gray Buck-Cockayne 9/29/2023

Proposed Tooele and Grantsville Inland Port Areas

Hello,

The proposed Tooele County and Grantsville Inland Port Project Areas are a terrible idea and should not be approved. Not only will this cause water, air, and light pollution, but they will strain the already struggling Tooele water system. These projects are incredibly short sighted and contrary to the needs to Tooeles both human and non-human denizens. Please do not approve these sites.

Gray

Todd Purkey 9/29/2023

No to the Inland Port

Dear Utah Inland Port Authority,

I hope this message finds you well. I am writing to express my strong concerns regarding the port

proposals put forth by the Romney Group. It is evident that these proposals could lead to significant environmental degradation and pollution in our region.

I urge you to carefully consider the long-term impacts of approving such projects. Our community's well-being and the health of our environment should be of paramount importance. I implore you to prioritize sustainable and eco-friendly alternatives that will safeguard our natural resources.

Please take a stand against these polluting port proposals and work towards a future that upholds the values of responsible environmental stewardship.

Thank you for your attention to this crucial matter.

Camille Baker 9/29/2023

Inland Port Development

Please do not approve the proposed development of the Zenith Bolinder site and the Lakeview Business Park.

Do not subsidize the rapid construction of warehouse and businesses that threatens the open space of Tooele County and will most certainly contribute to water depletion and pollution. Plus, Tooele County is in a water crisis--with wells drying up or becoming too salty.

We must not duplicate the pollution experienced at the Salt Lake City inland port location--air, water, light, noise pollution, plus increased traffic congestion.

Thank you for listening!

Richard Spotts 9/29/2023

Please oppose harmful proposals

Please do NOT approve the proposed Tooele County and Grantsville Inland Port Project Areas.

These proposals were brought to UIPA and local governments by developers. The Zenith Bolinder site is next to the South shore of Great Salt Lake and adjacent to high functioning wetlands. The Lakeview Business Park, which includes plans for 25 million square feet of new warehouse space, was brought to UIPA by the Romney Group.

The vast majority of Utah citizens want greater protection for the Great Salt Lake and its associated threatened wetlands. These proposals are not compatible with that protection. These proposals would use water that is already in short supply. And these proposals would generate more traffic and air pollution.

The protection of public health and environmental quality should be your top priority.

Thank you very much for your kind consideration.

Blair Bateman 9/29/2023

Ports in Tooele Area

I'm concerned about the proposed ports in the Tooele area, which I understand are adjacent to high-functioning wetlands, and could further deplete water supplies in the area, which are already in short supply. I'm also concerned that the developers seem to be relying on political connections to get their projects "fast tracked." I urge the Port Authority to give careful (not "fast") consideration to these projects and to reject them if they can't be done in ways that don't harm the environment, wildlife, and the water supply.

Kathy Gardner 9/29/2023

Zenith Bolinder Site

There could hardly be a worse site for more warehousing than the Zenith Bolinder site. It's got

wetlands on three sides that are needed to clean the water that goes into the Great Salt Lake. Another reason is that warehouses are being proposed all over the state. I see no reason to continue approving these sites when we have no idea what the needs will be a few years after all the warehouses under construction are completed and put into use. And the third thing I wish to bring up is that our legislature is so pro-development that projects are approved because of the influence of a legislative member, and a member of the legislature is related to the owners of the development company.

Before the whole state is buried under concrete and the air is completely unbreathable we should deny projects in sensitive areas and hold adding other new areas for development. Let's see how much use the current and under development warehouses get before committing to even more.

Mark Hayduke Grenard 9/29/2023

No polluting ports.

Allan Post 9/29/2023

Inland Port

No, we do not need an inland port facility, in any of the various permutations and proposals. It destroys wetlands, further endangering and reducing the wildlife in the valley that make life livable and which the ecosystem depends for health. Two, it increases air pollution---substantially, in an area notorious for inversions and now a dried up Salt Lake bed that wind storms will whip into the air, causing us to breath mercury laden dust. Thirdly, the projects figures show an increase in tractor trailer traffic that will exacerbate gridlock. Ever tried driving from SLC to Orem at 4-7 PM? Ha! This would be twice as bad and give us gridlock in the middle of the day. Oh, you say, it will offer jobs? No really the kind of jobs you want. Rather its temporary day work that offers no stability and no health insurance and that commits employers to nothing. This creates and extends an underclass that cannot afford housing, and has no right of recourse against abuse or exploitation by employers. So, NO NO NO to the Inland Port

Andrea Stavrakakis 9/29/2023

Inland Port

I am against the inland ports/expansion. These are being placed in sensitive areas, we have limited resources and the air is already poor quality. There is so much commerce in the state we shouldn't be trying to bring in more unsustainable growth.

Bruce 9/30/2023

No inland port!

Ann Richards 9/30/2023

New port proposals

I do not want ONE CENT of my taxpayer dollars going towards tax breaks to subsidize new inland ports -currently the Zenith Bolinder and Romney Lakeview sites up for grabs. Tooele county already has water and traffic issues. These areas are next to sensitive wetlands of our most precious and threatened resource-the Great Salt Lake. UIPA is not even an elected board-and it seems you are intent on a frenzy of development to enrich friends and relatives of legislators. We don't need to give tax breaks to encourage more diesel trucks further congesting our roads and polluting our air. STOP

THIS FRENZY OF NEW DEVELOPMENT! It will mainly benefit a select few, and make everyone else's quality of life worse.

Lynne GilbertNorton PhD 9/30/2023

Inland port Tooele Proposal

Rapid growth in Tooele County is already creating serious problems for existing residents, this will make that worse.

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."

Peter Landes 10/1/2023

Inland Port project

The UIPA should not approve these proposed project area proposals. More development in Utah is not the solution for its current air and water problems.

Joni Wirts 10/1/2023

Inland port

Please do not support the Inland Port proposal in Tooele County. It will exacerbate an already horrific water shortage crisis. It will cause pollution to an already threatened ecosystem.

Thank you

Nicola Nelson 10/1/2023

Utah is not thinking clearly about these proposed ports

Utah must take time to thoroughly analyze the pros and cons of each proposed ports. This is an environmental and quality-of-life issue, not just a brief financial boost. Once they are in existence, it will be almost impossible to remove them

Kourtnei Joffs 10/2/2023

Tooele County and Grantsville Inland Port Projects

To whom it may concern,

I'm writing to say that I disagree with the Tooele County and Grantsville Inland Port Projects. The reason being that it is: (1) unnecessary and, because of that, it is (2) actively harmful to the surrounding communities.

Open space is not a bad thing. It's good, and especially in some instances or locations, it's necessary. These projects are located far too close to the Great Salt Lake, and because of that, certain short-term problems with construction are unavoidable—and certain long-term problems are inevitable. Construction in this area will disproportionately increase the air pollution, and the increase in traffic, if it's completed, will ensure the air quality remains lowered. It's not only about fumes: noise and light pollution likewise follow. In addition, unnecessary development will increase the water stress that these areas and surrounding communities are already having.

The Zenith Bolinder site is located too close to valuable wetland areas. We know that the value of

these wetlands is not dictated by how it looks, and the project team agrees, given the fact that the proposal here is about developing warehouses and not, for example, a beautiful recreation area. Instead, in reality, the value of this area and those like it are described by biologists and hydrologists, and the value positively affects people too. Unnecessary development will harm the biological and hydrological value that these areas provide. These projects would be better suited to different areas that do not have a disproportionately negative and direct impact on the water cycle that the surrounding communities need.

If these projects are even necessary at all—which I have not yet seen a good explanation for what they are for and why they are needed—they should be moved farther away from the Great Salt Lake. They should be moved to locations where an increase in localized traffic, air, noise, and light pollution are negligible and not drastically, disproportionately increased as in the current proposal. They should be moved to where they do not so strongly and directly affected the functioning of the Great Salt Lake and surrounding wetlands and communities. And finally, nothing needs to be “fast-tracked”. Who, above all else, benefits from a rushed process? What are all the realistic effects of these developments on everyone, including people outside the group benefited by rushing the process? Is it worth it? All things benefit by taking careful time to consider all realistic consequences, and as such, I thank you for your time in reading my comment.

-Kourtni