

## Utah Inland Port Authority Board 2025

### DRAFT MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes  
Thursday, May 29, 2025 - 11:00 am  
Utah State Capitol, Room 445  
350 State Street  
Salt Lake City, UT 84103

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**Board Members Present in Person:** Abby Osborne, Ryan Starks, Jefferson Moss

**Board Members Present Electronically:** Jerry Stevenson, Jonathan Freedman

**Non-Voting Board Members Present in Person:** Joel Ferry

**Non-Voting Board Members Present Electronically:** None

**Board Members Absent:** Victoria Petro, Bill Wyatt

**UIPA Staff:** Ben Hart, Ariane Gibson, Larry Shepherd, Kaitlin Felsted, Jenna Draper, Amy Brown Coffin, Carol Watson, Lynne Mayer, Danny Stewart, Diana Gardner, Stephen Smith, Lindsay Pedersen, Scott Wolford, Mark Nord, Nick Archambault, Sebastian Abril, Stephanie Pack

**Others in Attendance:** Brook McCarrick, Gary McEntee, Brett Behling, Jacob Rueda, Tom Davidson, Lou Morrone, Dillon Torske, Rachel Otto, Harley Pilgrim, Niko Bennion, Corbin Bennion, Reed Page, Joan Gregory, Wyatt Cook, Benj Becker, Alyson Blossom, David Bennett, Katie Pappas, Drake Howell

1. **Welcome**

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

2. **Approval of Minutes, April 30, 2025 Board Meeting**

Board Member Starks moved to approve the minutes from the April 30, 2025 board meeting.

Board member Stevenson seconded the motion.

The motion was approved unanimously.

### 3. **Executive Director Report**

Executive Director Ben Hart provided an executive director report. He noted the involvement of the inland port across the state, with 13 project areas in 16 counties. The port has been involved with incentives, assistance, and providing infrastructure for 30 companies across the state who are bringing high-paying jobs to their communities. The port has helped to develop rail projects in Iron County and Tooele County. Another significant project is the purchase of the landfill property and the groundbreaking activity yesterday for the kickoff of the remediation of the site. He spoke of the partnerships with the Governor's Office of Economic Opportunity and the Economic Development Corporation of Utah and their combined efforts in supporting economic growth in the state.

Lynne Mayer, Associate Vice President for Statewide Project Area Development, provided an update on business recruitment efforts within UIPA project areas. She introduced members of the team and spoke of their efforts to coordinate and execute a statewide business recruitment strategy, while also supporting the regional associate vice presidents as they match the types of industries with the pace that partner communities want to grow or expand in a way that's comfortable for them. Most of the UIPA project areas are Greenfield sites and the cities and counties are excited to use the financial tools that the port provides to plan their growth in a smart, sustainable manner. Each project area plan and budget identifies targeted industries that the cities and counties want to focus on recruiting to their communities. The project areas center around strategic zones with unique logistics like interstate freeways, highways, rail lines and airports. Leads in the form of requests for information (RFIs) come through partners or direct inquiry to the port. Currently there are 60 RFIs being tracked by UIPA. One is new, UIPA has pitched project area sites to 19, and 40 of them are at a stage where significant discussions, site visits, and other negotiations have occurred. In the last two years as UIPA has tracked RFIs, the agency has submitted 322 responses. Prior to UIPA project area creation, RFIs would have been sent to local city managers or other municipal staff whose multiple job duties make responding within tight timelines difficult. UIPA staff coordinate and assist with local leaders in the submission of professional, concise, comprehensive RFI responses. She shared a chart for the second quarter of 2025 showing open RFIs that represent 1,200 new jobs and \$1.6 billion in capital expenditures. UIPA also conducts regular outreach and training to assist companies, economic developers, business organizations, real estate professionals, architectural engineering, and construction firms in understanding how UIPA project areas work and the tools they bring to a community.

Mark Nord, UIPA Director of Real Estate Development, and Gary McEntee of Ninigret provided an overview of the landfill remediation project. Gary noted the uniqueness of and potential for the landfill location – 800 acres with access directly to I-80, proximate to the Salt Lake International Airport, and rail access at the site. To unlock that potential, this remediation must occur. The landfill was operated by Salt Lake City from the late 1950s until 1978. Remediation will begin in Phase 1, which is the earliest waste that was deposited. The 185 acres in Phase 1 will be removed from its current cells, reconsolidated, and moved to a new repository on the site, allowing future development where the waste was once buried. The soil in the landfill is lake bed clay, which is fortuitous in that the low

permeability of the soil has minimized the migration of leachate from the cells. The remediation plan employs significant environmental protections, including leachate management, and odor and dust controls. Leachate from the cells will be treated on site through an evaporative process that will remove 90% of the liquid, with the remaining brine moved to the new repository or further processed off site. He noted the materials more recently added to the landfill, including excavated material from the City Creek construction site and clean concrete from the demolished downtown malls. That uncontaminated material is being reworked and will provide a usable road base to the remediation and development of the site. There is some migration of leachate off the site and there is groundwater and soil gas monitoring to identify the extent and a cutoff wall will be implemented along the western edge of the property to contain it. The timeline for remediation of Phase 1 anticipates completion by late summer or early fall of 2026.

#### 4. **Policy Updates**

Amy Brown Coffin, Chief Risk & Compliance Officer, presented four policies for the board's consideration.

**BP-04 Project Area & Property Tax Differential** - Changes to this policy include the renaming and refocus of the board's Incentives Subcommittee to now be the Tax Differential Committee. In addition to reviewing business incentives, this committee will now provide an additional layer of review of most items that include a financial component like interlocal agreements with tax-sharing components, project area plans and budgets, PID applications, tax differential loans, and parcel trigger resolutions. This committee is composed of three board members and the UIPA Chief Financial Officer.

**BP-14 Board Governance**

**BP-15 Code of Conduct**

**BP-16 Public Infrastructure District (PID)**

Ariane Gibson, Deputy Director & Chief Financial Officer, presented the following policy.

**BP 11 - Personnel Policy**

#### 5. **Presentation: Salt Lake City Interlocal Agreement Tax Differential Expenditures**

Amy Brown Coffin and Rachel Otto, Chief of Staff Salt Lake City Corporation, presented on the proposed tax-differential expenditures outlined in the interlocal agreement with the port. Amy described the annual process for determining the proposed expenditures that are recommended to the UIPA Board. The UIPA Staff Recommendation for the current year includes \$180,000 for train crossing safety signage and the balance of the funds to Great Salt Lake Shoreline Preserve Land Preservation. Rachel noted the city's proposal in the letter that was submitted to the board and drew particular attention to a request for \$1.8 million of the community differential funds to be given back to Salt Lake City for public safety and civil code enforcement in west side neighborhoods.

#### 6. **Presentation: Creation of XR Quadrant Development Public Infrastructure District**

Stephen Smith, Associate Vice President of Regional Project Area Development, was joined by Benj Becker of Piper Sandler to present this request for the creation of a Public Infrastructure District in the Northwest Quadrant. The applicant is looking to create a PID of approximately 229 acres to help fund infrastructure costs of about \$22 million. The funding source is a mill levy

on taxable property within the district boundaries – there is no request for tax differential funding. This presentation is informational only. Board consideration will occur at a future meeting.

**7. Presentation: Creation of BZI Innovation Park Public Infrastructure District**

Danny Stewart, Associate Vice President of Regional Project Area Development, was joined by Drake Howell of BZI to provide a presentation on the proposed creation of a Public Infrastructure District in the Iron Springs Project Area. This PID will cover about 315 acres within the 820 acre BZI Innovation Park. The developer is also requesting the port authority to approve the entire boundaries of the Innovation Park as an annexation for the PID so other land can be added to this district later. The proposed funding mechanism for this PID will be a property tax mill levy and no tax differential funding is requested. This proposed PID was introduced at the board's last meeting and will be considered for approval today.

**8. Presentation: Pony Express Project Area**

Jenna Draper, Associate Vice President of Regional Project Area Development, introduced the draft Pony Express Project Area Plan and Budget. This proposed project area in western Utah County currently encompasses approximately 805 acres in Fairfield Town and Cedar Fort Town. The town councils in those communities passed resolutions inviting this project area creation in late 2024. The area is expecting explosive population growth over the next 20-30 years. They invite the project area creation to assist them in managing growth and help them maintain their rural charm. Jenna was joined in the presentation by Mayor Wyatt Cook of Cedar Fort. He expressed support and hope in the benefits from the project area creation. Targeted industries in this project area include light/medium manufacturing, small-scale advanced manufacturing, agriculture technology, renewable energy, and sustainable agriculture processing. This presentation is informational only and board consideration of the project area creation will occur at the June 2025 meeting.

**9. Presentation: Resolution 2025-33 Amendment to Mineral Mountains Project Area Plan**

Danny Stewart provided a presentation on a proposed amendment to the Mineral Mountains Project Area. This amendment will remove 920 acres from the project area to support the creation of a local Community Reinvestment Area for the Milford 2 solar project. This is a second presentation of this proposed amendment and will be considered for approval today.

**10. Presentation: Resolution 2025-34 Verk Industrial Regional PID Interlocal Tax-Sharing Trigger Covenant**

Ariane Gibson, Deputy Director & Chief Financial Officer, presented information on an additional request in connection with the tax-sharing agreement between UIPA and the Verk Industrial Regional Public Infrastructure District that was approved in the April 2025 board meeting. Given the board's unique ability to trigger parcels, this resolution looks to add language that the PID would annually provide a list of parcels to be triggered for the board's adoption. Without this language, underwriters and bond counsel feel investors may hesitate to purchase the PID's bonds due to possible uncertainty of board approval of the trigger resolutions. This covenant language provides more assurance that tax increment revenue will flow as anticipated.

11. **Public Comment**

Board Chair Osborne opened up the public comment period and invited those in the room to submit comment cards for an opportunity to speak.

Comments made included support for Salt Lake City's proposal for allocation of funds from tax differential under the the interlocal agreement, funding for more air-quality monitors around the Great Salt Lake, impact of UIPA project areas in increased traffic, industrial pollution, impacts on water resources, municipal loss of 75% of of project area tax differential, lack of rail service to proposed Pony Express Project Area, and negative impacts from expansion of the West Desert Air Park.

12. **Approval of Policy Updates**

- a. Board Member Moss moved to approve **BP-04 Project Area & Property Tax Differential Policy** as presented.

Board Member Stevenson seconded the motion.

The motion passed with a unanimous vote of all board members present.

(Note that Board Members Starks and Freedman had departed meeting before votes on this and following action items)

- b. Board Member Stevenson moved to approve **BP-11 Personnel Policy** as presented.

Board Member Moss seconded the motion.

The motion passed with a unanimous vote of all board members present.

- c. Board Member Moss moved to approve **BP-16 Public Infrastructure District (PID) Policy** as presented.

Board Member Stevenson seconded the motion.

The motion passed with a unanimous vote of all board members present.

Note: Policies BP-14 Board Governance and BP-15 Code of Conduct were presented, but were unchanged, so no vote to approve was needed.

13. **Approval of Salt Lake City Interlocal Agreement Tax Differential Expenditures**

Board Member Ferry proposed a motion that the UIPA board allocate 180,000 to Trainfo, in coordination with the city, and put the remaining funds into a holding account that could be used for conservation, city enforcement and police services, and/or remediation as determined by the board upon further negotiations.

Board Member Moss made that motion.

Board Member Stevenson seconded the motion.

The motion passed with a unanimous vote of all board members present.

14. **Approval of Resolution 2025-31 Creation of BZI Innovation Park Public Infrastructure District**

Board Member Stevenson moved to adopt Resolution 2025-31, the creation of the BZI Innovation Park Public Infrastructure District.

Board Member Moss seconded the motion.

The motion passed with a unanimous vote of all board members present.

15. **Adoption of Resolution 2025-33 Amendment to Mineral Mountains Project Area Plan**

Board Member Moss moved to adopt Resolution 2025-33, Amendment to the Mineral Mountains Project Area Plan.

Board Member Stevenson seconded the motion.

The motion passed with a unanimous vote of all board members present.

16. **Approval of Resolution 2025-34 Verk Industrial Regional PID Interlocal Tax-Sharing Trigger Covenant**

Board Member Stevenson moved to adopt Resolution 2025-34, Verk Industrial Regional PID Interlocal Tax-Sharing Agreement Trigger Covenant.

Board Member Moss seconded the motion.

The motion passed with a unanimous vote of all board members present.

17. **Adjourn**

Acting Board Chair Stevenson adjourned the meeting.

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Board Chair Abby Osborne

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

Susan Fleming - Emigration Canyon, UT - 5/28/2025

Inland Port Projects

I wish to record my opposition to the Inland Port and any expansion. We have a fragile state, limited water, and we live in a desert. A project of this kind will be very costly to the environment and bring more people, trucks, and pollution to a state which is already struggling with air pollution, too many people, and a Great Salt Lake that is drying up. This project is unwise and has gone ahead with little input by the public.

Katie Papas - Salt Lake City, UT - 5/29/2025

Interlocal Agreement with Salt Lake City

Comments given at the meeting today

I'm speaking today in support of Salt Lake City's proposed uses of Environmental and Community Impact funds from the 2024 inland port tax differential. While I'm glad UIPA also supports some of the funds going to rail crossing safety and land preservation, I'm concerned with the use of mitigation funds for North Temple landfill remediation. I believe this falls outside the spirit and intent of the agreement. UIPA chose to take on this project that was already in the works.

Salt Lake City has acted in good faith in its dealings with UIPA and the Utah legislature. Last year almost \$5M from 2023 tax differential funds went to the landfill remediation.

City administrators, through collaboration with westside neighbors and other stakeholders, in the NWQ review group, are uniquely qualified to advise on best use of these funds.

Recent dust events along the Wasatch Front provide a preview of future impacts from port construction, landfill remediation and a drying Great Salt Lake. Westside communities are especially impacted. In addition to the city's requested allocations, UIPA should also work with the Department of Environmental Quality and provide funding for more air quality monitors around the Great Salt Lake. This year the Utah legislature funded only a small portion of the requested appropriation for placement and analysis of these monitors. We need them now more than ever.

Whenever possible, these mitigation funds should be used for the direct and immediate benefit of communities most impacted by port activities, not for UIPA projects.

Joan Gregory - Emigration Canyon, UT - 5/29/2025

Comments on the Pony Express Project Area for UIPA Board meeting 5/29/2025

Today we have heard the first presentation of the Pony Express Project Area which, if approved at the next meeting, will be the 14th UIPA project area including the NWQ.

While each one has unique and specific challenges, they all present with some recurring issues.

1. Increased traffic and pollution from industrial development.
2. Negative impacts on the quality and quantity of local water resources.
3. Municipal loss of 75% of project area tax differential revenue, needed for important local services, especially for rural residents, already losing much needed federal funding.
4. Communities unaware that they are getting a project area until after it has been approved, and
5. We are STILL in a worsening climate emergency and could lose our Great Salt Lake

Specific issues with this project area include:

1. Current lack of rail service leading to many more truck trips through Fairfield, Cedar Fort and the surrounding area with increased health impacts.
2. Expansion of the West Desert Airpark to accommodate air cargo. Aviation is the most polluting form of transport.
3. Potential arsenic and other heavy metal soil contamination at this site.
4. Proximity to wetlands, public lands, a state park and Utah Lake.
5. 19 migratory bird species have been identified in this area and there is Sage Grouse habitat nearby.
6. Utah County is already in nonattainment for PM 2.5 and 8-hour ozone.

How many communities with logistics hubs, industrial parks and warehouse farms do we need here? At a time when we face trade wars, economic instability, unregulated harm, and climate disruption, UIPA's continued growth and expansion is unsustainable, economically risky, a threat to human health, and endangers our future.

Jonathan Gardner - Tremonton, Utah - 6/9/2025

Golden Spike Inland Port -- Harwood Zone

I'm reaching out to you in hopes of getting more information and transparency. My name is Jonathan Gardner and I currently live in the adjoining property to the "Harwood Zone" of the Golden Spike Inland Port project. I've tried to get further information from Tremonton City and Box Elder County but they have not been forthcoming regarding annexation of the area nor with inland port development. Hopefully you can provide me with some more details that both myself and my neighbors have been seeking.

While I understand the intent behind the inland port is for economic development, I have serious concerns about the long-term impact this inland port would have, both on my family, friends, and neighbors, but on the county as a whole.

First, on a personal note, development of the Harwood zone directly impacts my property. An inland port in this area would bring heavy truck traffic, 24/7 industrial noise, air pollution, and light pollution, radically changing the peaceful, rural environment I and my friends moved here to enjoy. Our property values will drop and our quality of life will be diminished. This is not simply an inconvenience; this is a dramatic detriment to our way of life.

Second, the county's and Tremonton city's infrastructure is not built for this. Roads like 1000 West and Main street already experience congestion. Inland ports mean thousand more trucks, damaging roads, increasing accidents, and creating serious safety risks for local families.

Third, the environmental cost is significant. Increased diesel emissions will degrade our air quality. Dust, noise, and groundwater risks from industrial activity are real threats--not just to those of us who live nearby, but to all residents downwind or downstream.



Finally, we must consider what we lose with this "progress." Tremonton and Box Elder County is a community and county rooted in agriculture, open space, and family-friendly neighborhoods. An inland port turns us into a shipping corridor. That's not growth! It's transformation. It's transforming a peaceful pearl of the west into an industrial juggernaut. Once this land is industrialized, there is no going back.

Any time we ask questions to our local government regarding plans and details regarding this project, they refuse to give specifics and details, clamming up, knowing that they are selling us out. Please give me further details regarding this project: timelines, hurdles, what is planned moving forward.

Sincerely,  
Jonathan Gardner