

Welcome, we will
begin momentarily.

UTAH INLAND PORT AUTHORITY BOARD AGENDA

Wednesday, May 27, 2020 ■ 4:00 PM

Remote Meeting via Zoom: https://us02web.zoom.us/webinar/register/WN_qDTwGhRaRziA16EoUx-JxQ

Welcome: James Rogers, Chair	Procedural	The Board may consider a motion to enter into Closed Session. A closed meeting described under Section 52-4-205 may be held for specific purposes including, but not limited to:
1. Approval of Minutes from October 17, 2019	Action	a. discussion of the character, professional competence, or physical or mental health of an individual;
2. Oath of Office <i>Steve Prokopolis, Magna City Council</i> Michele Pasker, Notary	Procedural	b. strategy sessions to discuss collective bargaining;
3. Executive Director Report Jack C. Hedge, Executive Director	Informational	c. strategy sessions to discuss pending or reasonably imminent litigation;
4. DRAFT Budget <i>Presentation on DRAFT FY 2021 budget for discussion and consideration. Adoption in June meeting</i> Jill Flygare, Chief Operating Officer	Informational	d. strategy sessions to discuss the purchase, exchange, or lease of real property, including any form of a water right or water shares, if public discussion of the transaction would: (i) disclose the appraisal or estimated value of the property under consideration; or (ii) prevent the public body from completing the transaction on the best possible terms;
5. Strategic Business Plan <i>Presentation on DRAFT FY2020-FY2024 Strategic Business Plan</i> Jack C. Hedge, Executive Director, UIPA Donald Ludlow, Vice President, CPCS Camille Wu, CPCS	Informational	d. strategy sessions to discuss the purchase, exchange, or lease of real property, including any form of a water right or water shares, if public discussion of the transaction would:
6. Public Comments	Procedural	e. strategy sessions to discuss the sale of real property, including any form of a water right or water shares, if: (i) public discussion of the transaction would: (A) disclose the appraisal or estimated value of the property under consideration; or (B) prevent the public body from completing the transaction on the best possible terms;
7. Upcoming meeting dates	Procedural	(ii) the public body previously gave public notice that the property would be offered for sale; and (iii) the terms of the sale are publicly disclosed before the public body approves the sale;
8. Adjourn	Procedural	f. discussion regarding deployment of security personnel, devices, or systems; and
9. Tentative Closed Session	Procedural	g. Investigative proceedings regarding allegations of criminal misconduct.

Utah Inland Port Authority Board | 2019

PENDING MEETING MINUTES – NOT YET APPROVED

Utah Inland Port Authority Board Meeting Minutes

October 17, 2019 • 4:00 p.m.
Utah State Capitol – House Building, Committee Room 30
350 North State Street
Salt Lake City, UT 84114

Board Members Present: Francis Gibson, Nicole Cottle, D. Gregg Buxton, Carlos Braceras, James Rogers, Blake Thomas, Derek Miller, Ben Hart, Michael Jensen, Garth "Tooter" Ogden, Valerie Wilde

Board Members Absent: N/A

Staff: Jill Flygare, Taneesa Wright

Others in attendance: Nick Tarbet, Lyndon Ricks, Paul Morris, Ginger Chinn, Thomas Wadsworth, Brittany Manookin, Maura Carabello, and members of the public

A. Welcome

Derek Miller welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

Reminded the board, staff and public of the Rules of Decorum

Approval of Previous Meeting Minutes:

Board Member Rogers moved to approve the minutes of the June 5, 2019 board meeting.

Board Member Gibson seconded the motion.

The motion was approved unanimously.

B. Action Item – Oath of Office

Welcome of new board member Valerie Wilde as appointed by the chair of the airport authority per statute.

Swearing in of Valerie Wilde performed by Michele Pasker.

C. Action Item – Leadership Elections

Board member Gibson moved to elect James Rogers as Chair and Nicole Cottle as Vice Chair.

Board member Ogden seconded the motion.

The motion was approved unanimously.

D. Public Hearing

Chairman Rogers reviewed the Rules of Decorum, copies of which were made available to participants as they arrived.

Comments from the public and board members were made.

E. Board and Executive Director Discussion Items

Board Chair Rogers introduced Executive Director, Jack Hedge, who gave an update on the following items:

- 1) Global logistics for the next generation
- 2) Envision Utah Phase 1 Report
- 3) Business Plan Update
- 4) Policy Updates/Mission & Vision
- 5) Green Supply Chain

Comments, questions and discussion from board were considered.

Adjournment – Board Chair Rogers

OATH OF OFFICE

Steve Prokopolis
Magna City Council

Jack C. Hedge

*Utah Inland Port Authority
Executive Director*

THE UTAH INLAND PORT AUTHORITY

Adopted Budget Form for:	Name: Utah Inland Port Authority		
Utah Inland Port Authority	Fiscal Year Ended: 30-Jun-20		
Basic Form Instructions			
<p>1. As required by Utah statutes, budget forms submitted must present a balanced budget, meaning budgeted expenditures must equal budgeted revenues.</p> <p>2. If prior year surplus amounts are to be appropriated in this budget, the amount is to be presented as a source of revenue in the budget. Also, any budgeted increase in a fund balance must be presented as an expenditure within the appropriate budget.</p> <p>3. A copy of the final budget should be sent to the State Auditor's Office within 30 days of adoption.</p> <p>4. Please report amounts rounded to the nearest dollar.</p> <p>Definitions: <i>Current Budget Year:</i> The budget year in which the Utah Inland Port Authority is currently operating. <i>Ensuing Budget Year:</i> The next upcoming budget year, also known as the "incoming" budget year.</p>			
Part I General Fund 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	0	1,392,548	1,392,548
Prior Years' Property Tax Differential - Delinquent	0	0	0
Sales and Use Tax (Point of Sale)	0	0	0
Other (specify):			
Intergovernmental Revenue			
Legislative Appropriation	1,975,000	1,000,000	1,000,000
Other (specify):			
Miscellaneous Revenue			
Interest Earnings	0	0	0
Intermodal Facility Operations Revenue			
Sale of Property			
Sales of Materials and Supplies			
Sales of Bonds			
Other Financing - Capital Lease Obligations			
Other (Specify):			

Contributions and Transfers			
Loan From:			
Beg. General Fund Bal. to be Appropriated	0	1,401,948	1,401,948
TOTAL REVENUES	1,975,000	3,794,496	3,794,496

Name	Utah Inland Port Authority	Fiscal Year Ended	2020
Part II	General Fund Expenditures		
Expenditure (a)	Prior Year Actual Exp. (b)	Current Year Estimate (c)	Ensuing Year Approved Budget Appropriation (d)
Operating Expenses			
Personnel	4,903	551,383	825,000
Travel	1,062	11,985	15,000
Lease	0	112,240	140,000
Legal fees	172,000	284,873	350,000
Supplies & Other Materials	3,161	54,756	59,000
Insurance	5,295	0	5,295
Consulting Fees and Professional Services	386,631	723,356	800,049
Other (Specify):			
Inland Port Development Activities			
Acquisition of Property	0	0	0
Site Improvements or Preparation Costs	0	0	0
Publicly Owned Infrastructure and Improvements	0	0	0
Intermodal Facility Privilege Tax	0	0	0
Tax Differential Payments (not included above)	0	452,578	452,578
Development Fund (unexpended)		939,970	939,970
Debt Service			
Principal and Interest			0
Other (Specify):			
Miscellaneous			
Other (Specify):			
Budgeted Increase in Fund Balance	1,401,948	663,355	207,604
TOTAL EXPENDITURES	1,975,000	3,794,496	3,794,496

THE UTAH INLAND PORT AUTHORITY

Adopted Budget Form for:	Name: Utah Inland Port Authority		
Utah Inland Port Authority	Fiscal Year Ended: 30-Jun-21		
Basic Form Instructions			
<p>1. As required by Utah statutes, budget forms submitted must present a balanced budget, meaning budgeted expenditures must equal budgeted revenues.</p> <p>2. If prior year surplus amounts are to be appropriated in this budget, the amount is to be presented as a source of revenue in the budget. Also, any budgeted increase in a fund balance must be presented as an expenditure within the appropriate budget.</p> <p>3. A copy of the final budget should be sent to the State Auditor's Office within 30 days of adoption.</p> <p>4. Please report amounts rounded to the nearest dollar.</p> <p>Definitions: <i>Current Budget Year:</i> The budget year in which the Utah Inland Port Authority is currently operating. <i>Ensuing Budget Year:</i> The next upcoming budget year, also known as the "incoming" budget year.</p>			
Part I General Fund 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	0	1,392,548	2,821,857
Prior Years' Property Tax Differential - Delinquent	0	0	0
Sales and Use Tax (Point of Sale)	0	0	0
Other (specify):			
Intergovernmental Revenue			
Legislative Appropriation	1,975,000	1,000,000	2,500,000
Other (specify):			
Miscellaneous Revenue			
Interest Earnings	0	0	0
Intermodal Facility Operations Revenue			
Sale of Property			
Sales of Materials and Supplies			
Sales of Bonds			
Other Financing - Capital Lease Obligations			
Other (Specify):			

Contributions and Transfers			
Loan From:			
Beg. General Fund Bal. to be Appropriated	0	1,401,948	207,604
TOTAL REVENUES	1,975,000	3,794,496	5,529,461

Name	Utah Inland Port Authority	Fiscal Year Ended	2021
Part II	General Fund Expenditures		
Expenditure (a)	Prior Year Actual Exp. (b)	Current Year Estimate (c)	Ensuing Year Approved Budget Appropriation (d)
Operating Expenses			
Personnel	4,903	825,000	1,246,300
Travel	1,062	15,000	40,000
Lease	0	140,000	186,300
Legal fees	172,000	350,000	375,000
Supplies & Other Materials	3,161	59,000	60,000
Insurance	5,295	5,295	7,500
Consulting Fees and Professional Services	386,631	800,049	625,000
Other (Specify):			
Inland Port Development Activities			
Acquisition of Property	0	0	0
Site Improvements or Preparation Costs	0	0	0
Publicly Owned Infrastructure and Improvements	0	0	0
Intermodal Facility Privilege Tax	0	0	0
Tax Differential Payments (not included above)	0	452,578	917,104
Development Fund (unexpended)		939,970	1,904,753
Debt Service			
Principal and Interest			0
Other (Specify):			
Miscellaneous			
Other (Specify):			
Budgeted Increase in Fund Balance	1,401,948	207,604	167,504
TOTAL EXPENDITURES	1,975,000	3,794,496	5,529,461

ENVISION PUBLIC PROCESS



TOP PUBLIC CONCERNS

- Air Quality
- Wetlands/Habitat
- Traffic
- Family Wage Jobs

LOGISTICS 101

Why Create an Inland Port Authority?

By creating the Port Authority - Utah has opened the way to become the *Crossroads of the World*. The Authority allows this state to not only benefit from, but to help influence and be a leader in the global economy.

So why is being a leader so important? The Port Authority enables Utah to bring the largest economic opportunities in the history of this state, without compromising our values, environment and lifestyle.

Finally, having one Authority looking at the entire logistics system provides stewardship, prosperity, equity and **opportunity throughout the entire state.**

Almost every region in Utah is can be made ready for success. Logistic intensive enterprises tend to cluster along major transportation routes. There is no place in the U.S. where this is truer than the State of Utah.



LOGISTICS 101

What's an Inland Port?

An inland port is a logistics hub located 'inland'—often far from coastal ports—but with strong connectivity to one or more seaports through multiple transportation modes.

Inland ports facilitate goods movement across modes (between airplanes, trains, and trucks). They often rely on the Class I rail network to link international trade gateways in inland distribution hubs.

Additionally, inland ports depend on other modes including:

- The highway networks
- An airport
- Customs clearance
- Retail and e-commerce warehousing and distribution
- Light manufacturing uses



LOGISTICS 101

What makes the Utah Inland Port different *and* better?

While the Utah Inland Port features all the key elements of other successful inland ports, it stands out in several distinct ways:

- **Location:** Utah is uniquely positioned and connected to the major gateway seaports of the U.S. West Coast. Utah is equidistance from the major seaports – almost exactly halfway between these vital logistics hubs and the massive distribution markets of the Midwest
- **Sustainability and Innovation:** Utah's inland port begins with a focus on sustainable and smart logistics, development, and practices to put it at the forefront of innovation and attract capital and industry partners – attracting firms with a triple bottom line focused on people, planet, and profits.
- **Holistic:** Partnerships with local communities will provide holistic support through workforce development, afterschool/childcare, transit, and other key programs
- **Statewide:** Development of a statewide inland port system ensure efficiencies and value for both rural and urban communities

The Utah Inland Port is “the right thing because it will begin to protect the economic beachheads that we have now and need to develop in the future.”

— Former Utah Gov. Michael Leavitt,
Utah Economic Outlook and Policy Summit – January 17, 2020

BUSINESS PLAN FOCUS

SCENARIO 1: Baseline	The NW Quadrant develops under the current zoning, plans, and market forces without intervention by UIPA.
SCENARIO 2: North of I-80 Land Purchase	UIPA acquires unentitled lands north of I-80 to remove from development.
SCENARIO 3: UIPA Current Capabilities	UIPA promotes sustainable and smart logistics solutions using tax differential funds with the aim of enhancing economic, environmental, and community outcomes.
SCENARIO 4: Enhanced UIPA Capabilities and Partners	Legislature grants UIPA additional authorities; others (legislature, state and regional agencies, municipalities, landowners, developers, railroads, trucking companies, etc.) collaborate to advance economic, environmental, and community outcomes.

Based on an unprecedented compilation of data and analysis the business plan is oriented to scenario 3, with recommendations moving towards scenario 4 where applicable.

The data indicates scenario 3 is the most effective path to address air quality, wetland/habitat impacts and traffic.

What is the Strategic Business Plan?

The Strategic Business Plan will guide the Utah Inland Port Authority (UIPA)'s approach and strategies for promoting sustainable and smart logistics investment through partnerships, policies, and programs for FY2020-2024.

UIPA STRATEGIC DIRECTION

Vision	Utah will be a leader in revolutionizing global logistics for the next generation.
Mission	Promote sustainable and smart logistics investment through partnerships, policies, and programs.
Strategy	Responsibly manage public resources to increase utilization of existing assets, repurpose outdated assets, and develop new assets to enable improved statewide logistics.
Value Proposition	Improve reliability, increase efficiency, and reduce costs in the statewide logistics system.

UIPA OBJECTIVES



Position Utah as the
Leading Trade and
Logistics Hub



Advance Sustainable
and Smart Supply
Chains



Be a Responsible Steward
of the Environment and
Local Communities



Effectively Manage
UIPA Resources

UIPA ROLES



Technical Expert on logistics issues, needs, and opportunities across the state



Sustainability and Innovation Leader promoting innovative, equitable, and sustainable development solutions in the logistics sector statewide



Facilitator of cross-cutting dialogue among public, private, and NGO stakeholders for logistics solutions



Financial Catalyst for policies and programs related to strategic priorities



Responsible Custodian of public resources to ensure efficiency and effectiveness in operations



1 Position Utah as the Leading Trade and Logistics Hub

Utah has all the right ingredients to become a leading trade and logistics hub:

Diverse and
Growing
Economy

Supply
Chain
Networks

Trade
Relationships

Strong
Statewide
Logistics
System

Geographic
Location

Strategies

- Promote connectivity to drive economic competitiveness
- Enhance efficiency in the existing statewide logistics system
- Become an 'inland port of choice' for west coast seaports
- Maximize foreign trade zone opportunities
- Develop a complementary satellite inland port system

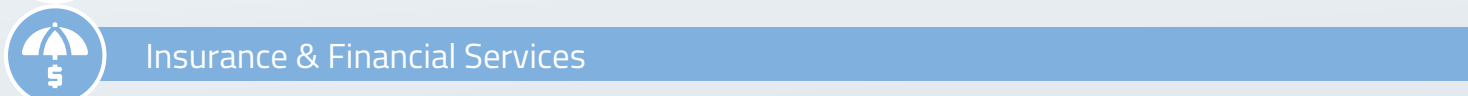
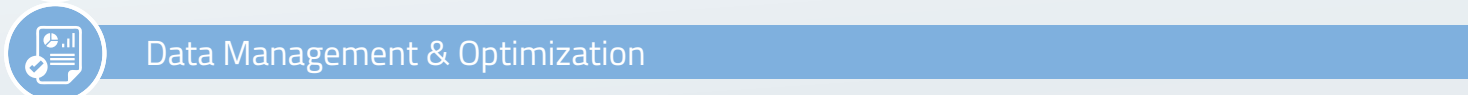
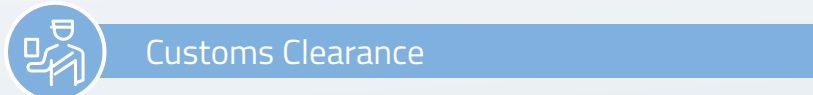
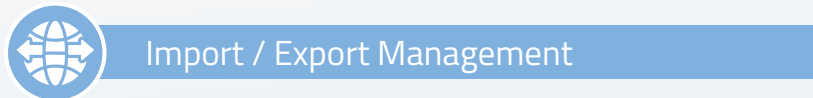
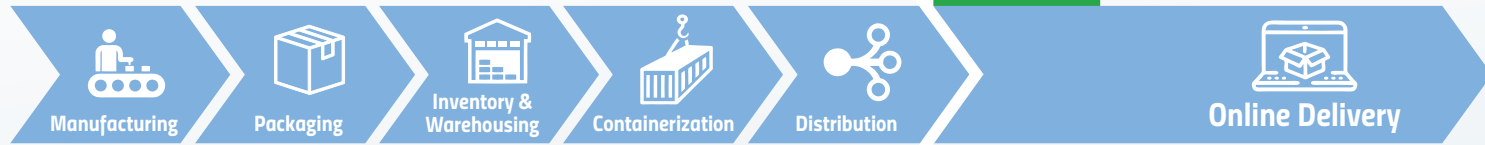
Business Transportation Methods



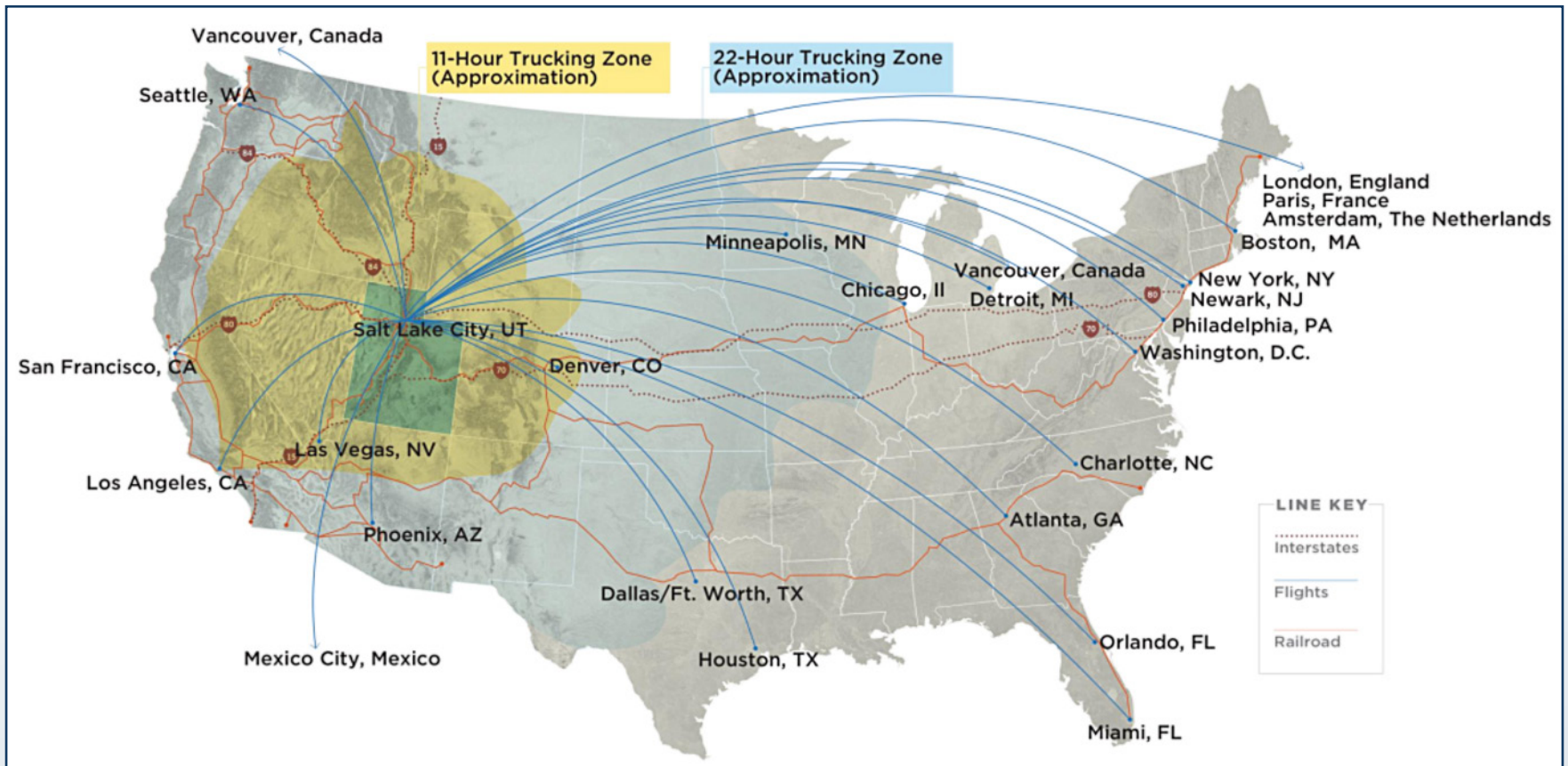
Consumer Transportation Methods



Logistic Processes



Utah is already well-positioned to be a leading trade and logistics hub.



Strategy 1: Promote Connectivity to Drive Economic Competitiveness

Strategy 2: Enhance Efficiency in the Statewide Logistics System



Rail Accessibility



Truck Parking



Public Transit



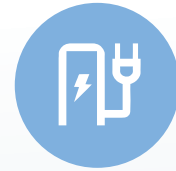
Business Attraction



Industrial-Capable
Utilities



Roadway Connectivity



Renewable Charging
Infrastructure



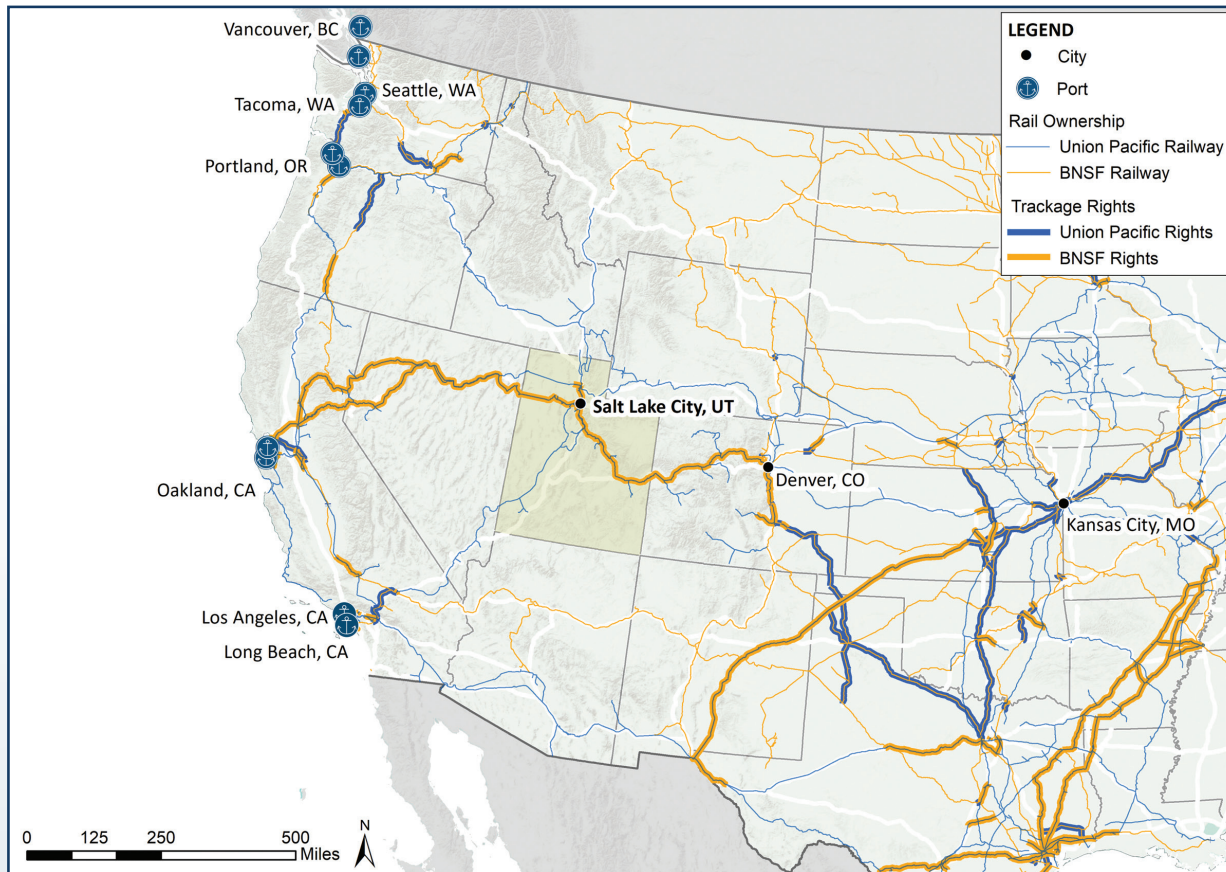
Sustainability
Standards



Digital Infrastructure

Strategy 3: Become an 'Inland Port of Choice' for West Coast seaports

Utah Railway Connections

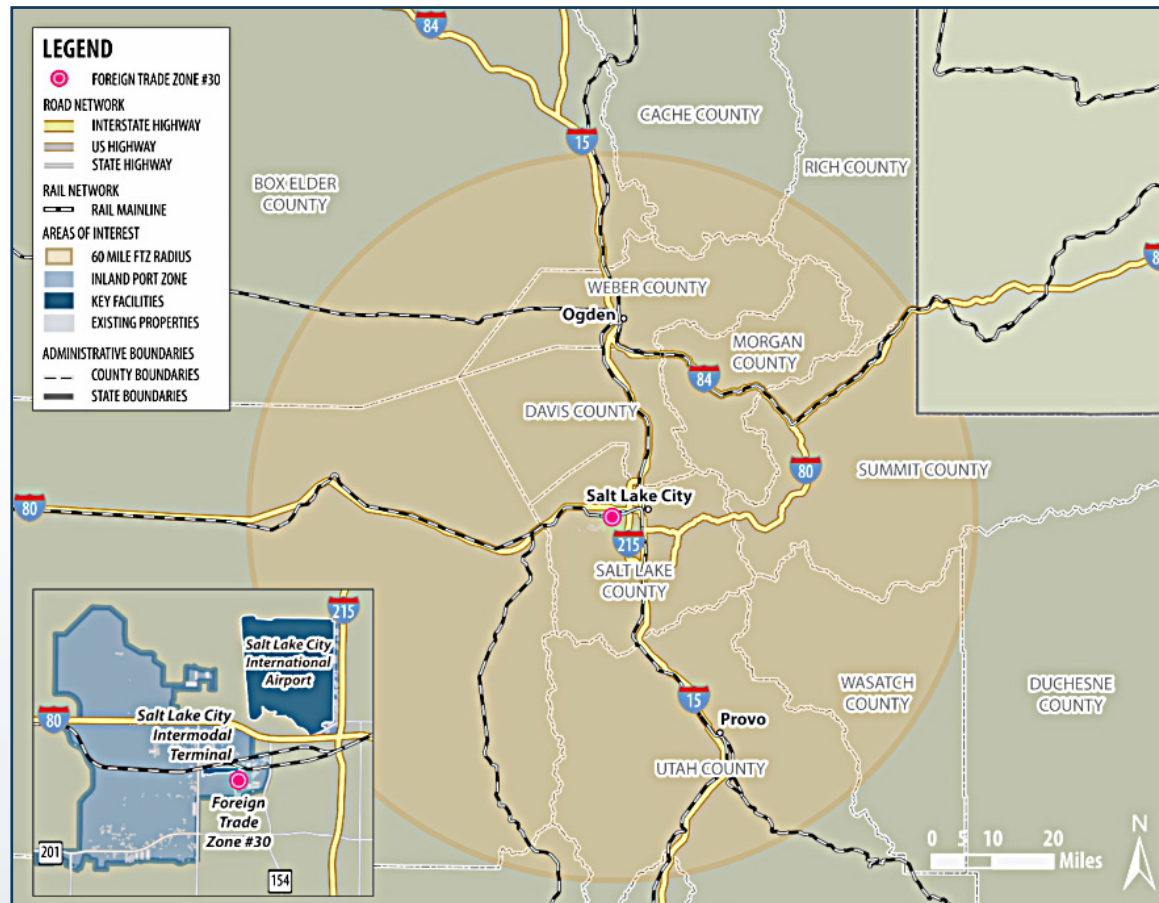


✓ Diversify Trade Gateways

✓ Reduce Transportation Costs

✓ Sustainable and Smart Logistics

Strategy 4: Maximize Foreign Trade Zone Opportunities



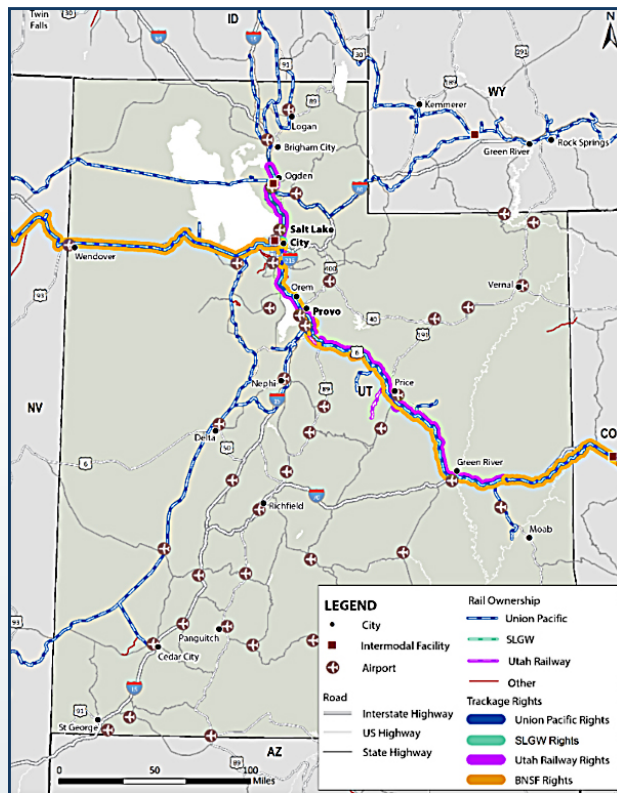
✓ Foreign Trade
Zone Designation

✓ Foreign Trade Zone
Certification Assistance

✓ Centralized Warehousing
to Support Small Businesses

Strategy 5: Develop a complementary satellite inland port system

“Satellite ports” are a system of rural connections to facilitate efficient freight movement through the state.



Source: Adapted from Utah Department of Transportation Freight Plan 2017

- ✓ Catalyze trade activities statewide through road, rail, and air
- ✓ Products that do not need to go through the Wasatch Front will instead be transferred through rural locations



2 Advance Sustainable and Smart Supply Chains

Sustainable and smart supply chains generate long-term value creation for the state.




Image of LEED Silver Certified Nandina Distribution Center in Moreno Valley, CA. Source: Nandina Distribution Center Website Photos

Strategies

- Promote sustainable logistics investments
- Initiate sustainable development standards
- Promote sustainable industry practices
- Create jobs of the future
- Advance new technologies

Global capital markets are increasingly recognizing that sustainable practices reduce risk.



Climate change
The investment perspective

EY
Building a better working world

BlackRock

A Fundamental Reshaping of Finance

Climate Risk Is Investment Risk

Dear CEO,

As an asset manager, BlackRock is a fiduciary to these clients. They are trying to finance long-term individuals – who are shareholders.

Climate change has become a reality for millions of people took to the streets in significant and lasting impact. The date have been slower to reflect the fundamental reshaping of the world.

The evidence on climate risk is clear. Research from a wide range of sources shows that climate change, the BlackRock Investment Solutions Group's socioeconomic implications impact both our physical world and our financial system.

While cities, for example, be a municipal bonds? What will be the impact of fire insurance in impacted areas? The productivity decline due to climate change is a reality.

BlackRock has joined with France, Germany, and the United Kingdom in a Partnership, which is one of several public-private infrastructure investment. The need is particularly acute for municipal infrastructure – from roads to sewers to water treatment plants – conditions that do not align with the new climate reality.

PORTFOLIO INSIGHTS

Assessing climate risk in equity investing

November 2019

IN BRIEF

- In evaluating climate risk in a potential equity investment, we consider both the physical aspects of climate change and the implications of the ongoing energy transition to a low carbon economy.
- Our analysis includes three key components: materiality, governance and disclosure.
- We look beyond carbon footprint metrics. Two companies with an identical carbon footprint today can have completely different strategies for managing emissions in the future.
- Real case studies illustrate how we assess climate risk and identify climate change opportunities in equity investment.

INSTITUTE FOR SUSTAINABLE INVESTING

“For us at Morgan Stanley, it is abundantly clear that the solutions to global challenges can only achieve the required scale if they can attract a critical mass of private capital. To this end, we’ve established the Morgan Stanley Institute for Sustainable Investing to lead work across our firm, with our clients, and with academic institutions to help mobilize capital to sustainable enterprises, via global markets and the investors who drive them.”

- James P. Gorman, Chairman and CEO, Morgan Stanley

J.P. Morgan
Asset Management

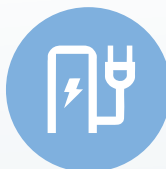
OUR PLASTIC WASTE RESOLUTION

Strategy 1: Promote Sustainable Logistics Investments

The logistics market is changing. Utah must position itself to enable the deployment of new technology investments in the state.



Zero Emission and Near-Zero Emission Fleet
Truck and Rail Engines



Commercial Charging Infrastructure



Eco-Driving Training and Education



Dynamic Vehicle Routing and Scheduling

Strategy 2: Initiate sustainable development standards

Asset management firms, real estate investment trusts, and commercial banks are increasingly investing in sustainable projects.



Site Access Planning to maximize trip efficiency



Sustainable Development Standards for construction and completed developments



Truck Parking availability and sustainable sites



Sustainability Certification based on a performance-based certification process



Clean Construction Equipment for developments

Strategy 3: Promote sustainable industry practices

The investment community and supply chain partners increasingly see sustainable industry practices as key to long-term value creation.



Responsible Sourcing
and Procurement



Energy Efficiency and
Emission Standards



Dust Control

Strategy 4: Create Jobs of the Future

Strategy 5: Advance New Technologies

Utah has the opportunity to start its inland port system with the best available technologies to attract business investment, innovations, and jobs of the future.



Workforce
Development Programs



Blockchain Technology



GPS Tracking System



Connected
Infrastructure Systems



Connected Cargo-
Handling Equipment



3-D Printing



Safety and Security



Autonomous and
Driverless Vehicles



3 Be a Responsible Steward of the Environment and Local Communities

Sustainable management and protection of natural capital and ecosystem services is at the forefront of the inland port vision.



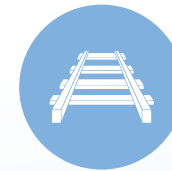
Strategies

- Improve traffic and congestion issues in the Wasatch Front.
- Enhance community livability.
- Coordinate protection of community areas.
- Coordinate protection of wildlife, habitat, and wetlands.

Strategy 1: Improve Traffic and Congestion Issues in the Wasatch Front

Shift Cargo from Truck to Rail

One single freight train replaces several hundred trucks, freeing up space on highways. Moving goods by rail instead of truck also lower greenhouse gas emissions by an average of 75 percent



Disperse Cargo Traffic From Wasatch Front

Statewide inland port system will be anchored by satellite facilities

Incentivize Use of Smart, Clean Energy

Work with DEQ to expand
Environmental Quality Monitoring Efforts



Strategy 2: Enhance Community Livability



Best Practice Noise
and Visuals



Air and Water Quality
Monitoring



Flood Planning



Maintain Water
Quality



Emergency
Protocols



Logistics Safety
Campaigns



Affordable Housing



Community Look
and Feel



Childcare and
Afterschool Programs

Strategy 3: Coordinate Protection of Community Areas

Because UIPA has no land use authority, UIPA is reliant on municipalities to drive land use decisions.



- ✓ Site Planning
- ✓ Truck Routing
- ✓ Rail Access
- ✓ Environmental Quality Monitoring

Strategy 4: Coordinate Protection of Wildlife, Habitat, and Wetlands

Great Salt Lake is one of North America's most important interior wetlands that serve as a nesting and migration stopover location for millions of birds.



Environmental
Preservation



Water
Collection



Building
Standards



Dark Sky
Lighting



Coordinate
with Experts



4 Effectively Manage UIPA Resources

The UIPA will effectively manage resources through thoughtful approaches to governance, culture, organizational structure, staffing, and execution of UIPA's lines of business.

Property Tax Differential Projections – UIPA Amount

FY2020	FY2021	FY2022	FY2023	FY2024
\$939,970	\$1,904,753	\$2,894,883	\$3,910,903	\$4,953,366

After 10% Affordable Housing set-aside

FOUR LINES OF BUSINESS:

- 1 Infrastructure Development
- 2 Strategic Investments
- 3 Development Financing
- 4 Advisory Services

Robust community outreach and engagement

UIPA STRATEGIC BUSINESS PLAN KEY DATES

MAY 21

Public release of strategic business plan and technical appendix
Available at inlandportauthority.utah.gov

MAY 27

UIPA Board of Directors Meeting
Present plan to Board of Directors
4:00pm; via ZOOM Webinar – Video platform
Log-on at https://us02web.zoom.us/webinar/register/WN_qDTwGhRaRziA16EoUx-JxQ
or visit inlandportauthority.utah.gov

MAY 21 – JUNE 22

Board of Directors, stakeholders and public review period
Send comments to: inlandportauthority.utah.gov/business-plan/
Or call 801-538-8950; or email Taneesa Wright, taneesawright@utah.gov
Public comment open through June 22

JUNE 22

4:00pm; via ZOOM Webinar – Video platform
Board action scheduled for Strategic Business Plan

Public Comment

- Next meeting June 22nd, 2020 – 4:00-6:00
- Moving to Quarterly – Third Wednesday of the month
- Wednesday, September 16th, 2020 – 4:00-6:00
- Wednesday, December 2nd, 2020 – 4:00-6:00
- Wednesday, March 17, 2021 – 4:00-6:00
- Wednesday, June 16, 2021 – 4:00-6:00

TO SUBMIT COMMENT

Visit
**inlandportauthority.utah.
gov/business-plan/**

or call **801-538-8950**

or email **Taneesa Wright,
taneesawright@utah.gov**