



UTAH INLAND PORT AUTHORITY

Utah Inland Port Authority
Board Meeting – May 27, 2020
Questions/Comments

General Statement on Purpose

The Strategic Business Plan is not a physical plan given that UIPA has no regulatory or land use authority in the area. Rather, the Strategic Business Plan is the first strategic guiding document for UIPA and sets the vision and strategy framework for its policies and programs. Working with landowners, developers, and local government agencies that do have zoning/entitlement and land use authority, UIPA will begin driving towards smart and sustainable policy, programs and partnerships.

Topic/Issue	Response
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Scenarios

- ◆ The UIPA has conducted research regarding the purchase of land north of I-80 on property that has not been entitled or vested (approved for development). The non-entitled land is not for sale. Further, the entitled land is also not for sale and is for lease only, and therefore no price is listed. There are no funds identified to purchase land north of I-80.
- ◆ The performance of Scenario 2 is limited by the amount of potential unentitled land for protection (approximately 25%). If additional lands that are currently assumed to be entitled for development were able to be purchased by UIPA, it could increase the performance of this scenario.

A summary of each scenario and the key features that are pertinent to evaluation of relative performance for environmental resources is summarized below:

Scenario 1 – Baseline: Development continues on entitled lands and in compliance with existing zoning and regulations.

Scenario 2 – North of I-80 Land Purchase: Similar to Scenario 1, development continues on entitled lands and in compliance with existing zoning and regulations. In addition, UIPA acquires unentitled land north of I-80 (approximately 25% of land north of I-80). In general, some environmental benefits are expected due to this land acquisition, but the potential for environmental improvement is limited based on the location of these parcels. The remaining entitled land north of I-80 (approximately 75% of land) would develop similar to Scenario 1.

Scenario 3 – UIPA Current Capabilities: Similar to

Scenario 1, with the addition of UIPA using property tax differential funding to fund programs and policies to achieve higher environmental standards. In general, environmental benefits are expected, but the potential for improvement is limited due to voluntary participation in these programs (no mechanisms to enforce or require participation) and current zoning and regulations would be expected to remain in place. The current regulatory framework addresses resource issues at a site or parcel level and not at a comprehensive or holistic level.

Scenario 4 – Enhanced UIPA Capabilities and

Partners: Similar to Scenario 3, UIPA uses tax differential funding to fund programs and policies to achieve higher environmental standards. Participation in these programs is voluntary (no mechanisms to enforce or require participation). However, zoning and regulations are enhanced to promote protection of environmental resources. This scenario also assumes collaboration and coordination between UIPA and stakeholders to achieve desired environmental outcomes. The enhanced regulatory mechanisms and cooperation between UIPA and stakeholders would lead to greatest environmental benefits. The most beneficial environmentally-sustainable practices involve coordinated efforts with individual property owners, local, state, and federal agencies that consider a comprehensive view of the entire UIPA jurisdictional area as opposed to implementing best practices at a parcel by parcel level. Therefore, outcomes under Scenario 4 would result in greatest environmental benefit compared to other Scenarios.

- ◆ The UIPA is committed to working successfully with all stakeholders to realize desired economic, environmental, and community outcomes, as well as leveraging additional authorities and strengthening relationships. This also includes working with regulatory authorities on municipal and State changes in zoning and entitlement conditions and regulatory enforcement of enhanced rules and regulations. Scenario 3 is based on existing UIPA powers, whereas Scenario 4 is focused on collaboration with all parties. Thus, Scenario 4 is based on the assumption that in order to realize these desired outcomes, the UIPA's purpose under the existing state statute would need to be broadened to allow UIPA to compel sustainable and smart logistics development, to more fully optimize both freight and passenger movement for both freight and transit corridors, utilities infrastructure, additional funding and financing options such as public-private partnerships, and advanced technology deployment in its jurisdictional area. One practical example is the recent announcement of the partnership with Rocky Mountain Power and studying future energy demand in the UIPA and the potential feasibility to supply this demand using a portion of renewable energy sources. UIPA can help spur investments in new sustainable and smart logistics solutions, including financing loans to purchase electric trucks, charging infrastructure and setting up programs to help address the parking/idling issues. Other potential

partnerships include working closely with UDOT to establish transportation demand management strategies that can provide alternative modes of travel (such as public transit) for future UIPA employees. We are open to hearing more suggestions on how to enable these partnerships to catalyze new sustainable and smart logistics solutions in the UIPA.

- ◆ For the future baseline 2050 scenario, there is a greater percentage of cleaner trucks when compared to 2019. The baseline 2050 assumes 70% diesel, 15% gas, 5% CNG, 5% ethanol and 5% electric truck fleet, based on economic forecasts and local context. There are efforts occurring in parallel by the USEPA and DEQ to raise air emission standards in addition to industry changes in truck fleet. Scenario 3 involves a higher proportion of cleaner trucks based on policies and programs UIPA is currently drafting. Examples include providing charging infrastructure to help finance upfront electrical vehicle capital purchases faster than under the baseline. Scenario 3 also support measures that directly tackle truck parking and idling issues, which can contribute to local air emissions. Truck parking and idling are issues in the Wasatch Front region, and the policy strategies under scenario 3 provide opportunities to help address these issues more directly (and faster) than under the baseline. These policies require cooperative partnerships between the UIPA, the owners/tenants/operators, and agencies such as UDOT, DEQ, WFRC, and local government. Modal shift strategies may also be employed where containers may be transported directly onto rail instead of truck, and/or truck trips are re-routed to the satellite ports and bypass the Wasatch Front. Addressing locomotive emissions and upgrading to higher tier fuel and switcher technologies are other strategies that could contribute to improved air quality. Aside from electric vehicles, the UIPA continues to review alternative fuels for feasibility and cost-effectiveness to replace diesel and gas trucks.

UIPA Powers

- ◆ UIPA signed a cooperative agreement with Rocky Mountain Power with the objective of obtaining 100 percent net renewable energy within the jurisdictional area. The agreement provides an opportunity for UIPA and multiple stakeholders, including industry, nonprofits, and the community, to partner in collaborate ways in finding alternative sources of energy. UIPA is also working in partnership with Clean Cities, the University of Utah, and SELECT at Utah State in grant programs and other innovative solutions around alternative fuels and resiliency.
- ◆ One immediate step UIPA is taking is working with the Department of Environmental Quality (DEQ) to set up three government-grade ground monitoring stations within the UIPA area. This will add to the network of monitoring stations owned and operated by DEQ. This data collection and monitoring effort will enable UIPA and DEQ to track air quality levels within the area and

measure progress from a baseline. Doing so will enable the UIPA to track air quality as developers build out the area over time and how levels change. This is being done in partnership with DEQ, to ensure the monitors are placed in strategic points that give an accurate representation of the air quality in and around the UIPA area. Supporting investments in clean technologies for trucks, rail and cargo handling equipment is a top priority for the UIPA, to ensure air quality levels meet the state and federal standards. This requires cooperative partnerships between the UIPA, the land owners, operators, state and local agencies (including DEQ and UDOT), and civil society organizations. Programs that shift cargo directly onto rail and bypass trucks will also be pursued by the UIPA, including re-routing truck trips to the satellite ports and bypass the Wasatch Front altogether. Employee commuting programs that promote sustainable modes of travel will also be looked into, in consultation with UDOT. It will take a collective effort since the air basin is already currently in non-attainment for ground level ozone. However, DEQ has applied to have the air basin re-designated to "maintenance" for PM2.5. Based on the emission inventories collected by DEQ on a 3-year cycle, emissions from on-road source comprise of not only heavy trucks, but passenger vehicles and pick-up trucks as well. Area sources are also a major contributor to local emissions (including residential and large developments/infrastructure) and green building materials for the construction of the facilities in the UIPA are being investigated. One near-term solution DEQ is investigating is the upgrade of diesel fuel standards to higher-tiers, including switcher technologies for locomotives. The USEPA is also considering raising the air quality standards for heavy trucks (NOx and PM2.5), which haven't been updated in almost 20 years. Such a move would catalyze clean technology investments, requiring operators to upgrade their fleets to meet the new standards. The UIPA is also looking at best practices from other US ports who were successful in implementing clean truck programs, restricting access to port terminals to trucks that have engines of 2007 year or newer. The UIPA will also look into grant funding such as CMAQ, as well as getting companies into the USEPA SmartWay program, which is a collection of thousands of volunteering organizations that share best practices on reducing supply chain emissions and improving operations efficiency.

- ◆ The UIPA will help support the planning and implementation efforts for charging infrastructure to further support electric vehicles. While the UIPA has no legal authority to require vehicles using the facilities be powered by electric, the UIPA will work with partners that do have authority to make this a reality. UIPA's policies/programs will support truck fleet upgrades to zero-emission and near zero-emission fleet - which includes electric fleet. This will take cooperative partnerships between the UIPA, the land owners/operators, the state, local government, and civil society organizations. The UIPA will also learn from best

practices from other US ports who were successful in implementing clean truck programs where access to their port terminals were restricted to zero/near zero emission vehicles. Programs that shift cargo directly onto rail and bypass trucks will also be pursued by the UIPA, including re-routing truck trips to the satellite ports and bypass the UIPA altogether. Employee commuting programs that promote sustainable modes of travel will also be looked into, in consultation with UDOT. It will take a collective effort since the air basin is already currently in non-attainment for ground level ozone. However, DEQ has applied to have the air basin re-designated to "maintenance" for PM2.5. Based on the emission inventories collected by DEQ on a 3-year cycle, emissions from on-road source comprise of not only heavy trucks, but passenger vehicles and pick-up trucks as well. Area sources are also a major contributor to local emissions (including residential and large developments/infrastructure) and green building materials for the construction of the facilities in the UIPA are being investigated. One near-term solution DEQ is investigating is the upgrade of diesel fuel standards to higher-tiers, including switcher technologies for locomotives. The USEPA is also considering raising the air quality standards for heavy trucks (NOx and PM2.5), which haven't been updated in almost 20 years. Such a move would catalyze clean technology investments, requiring operators to upgrade their fleets to meet the new standards. The UIPA is also looking at best practices from other US ports who were successful in implementing clean truck programs, restricting access to port terminals to trucks that have engines of 2007 year or newer.

- ◆ Participation in an EcoDistrict certification process would be a collaborative effort involving the support of UIPA, local jurisdictions, and other stakeholders. The process for evaluating proposed actions within the EcoDistrict would be developed as part of the creation of the EcoDistrict, in collaboration with UIPA, local jurisdictions, and other stakeholders.

The certification process begins with the development of a district's "Imperatives Commitment" to equity, resilience, and climate protection. This commitment documents detailed methods for addressing these three topics. After that, a "Declaration of Collaboration" for an EcoDistrict is formed through 3 steps: 1) confirm readiness to form a district (includes convening of stakeholders to understand the issues, opportunities, and existing assets within the proposed district); 2) establish district organizational capacity (includes forming a team of key stakeholders and evaluating options for collaborative governance framework); and, 3) commit to collaboration through a formalized governance approach in a Declaration of Collaboration document that establishes the organization, decision-making body and procedures, and ongoing stakeholder engagement. The Imperatives Commitment and the Declaration of Collaboration are submitted as part of the EcoDistrict

Protocol certification requirements.

- ◆ UIPA's is committed, as part of Team Utah, to work with stakeholders to attract companies that sustain high-paying jobs associated with advanced manufacturing in transportation, renewable energy, bioscience, and other key clusters that have been the focus of state efforts by EDCU, GOED and others. The UIPA area offers an attractive location for freight-dependent industries to base their operations. The Strategic Business Plan Technical Appendix Chapter 2 describes logistics-dependent industries in the state - including high-paying manufacturing companies - which make up over a third of the state's total GDP, jobs, and wages.

Tax Differential

- ◆ Tax differential cost sharing model was modified through legislation in 2020 (HB 347, Gibson). Similar to a traditional RDA model, municipalities within the jurisdictional area will share in the tax differential on a 25/75 split with an additional 10 percent for affordable housing from the UIPA allocation.
- ◆ Note that the property tax differential is intended to be used for common-use infrastructure and not provided to individual private developers. One immediate step UIPA is taking is working with the Department of Environmental Quality (DEQ) to set up three government-grade ground monitoring stations within the UIPA area. This will add to the network of monitoring stations owned and operated by DEQ. This data collection and monitoring effort will enable UIPA and DEQ to track air quality levels within the area and measure progress from a baseline. Doing so will enable the UIPA to track air quality as developers build out the area over time and how levels change. This is being done in partnership with DEQ, to ensure the monitors are placed in strategic points that give an accurate representation of the air quality in and around the UIPA area. Supporting investments in clean technologies for trucks, rail and cargo handling equipment is a top priority for the UIPA, to ensure air quality levels meet the state and federal standards. This requires cooperative partnerships between the UIPA, the land owners, operators, state and local agencies (including DEQ and UDOT), and civil society organizations. Programs that shift cargo directly onto rail and bypass trucks will also be pursued by the UIPA, including re-routing truck trips to the satellite ports and bypass the Wasatch Front altogether. Employee commuting programs that promote sustainable modes of travel will also be looked into, in consultation with UDOT. It will take a collective effort since the air basin is already currently in non-attainment for ground level ozone. However, DEQ has applied to have the air basin re-designated to "maintenance" for PM2.5. Based on the emission inventories collected by DEQ on a 3-year cycle, emissions from on-road source comprise of not only heavy trucks, but passenger vehicles and pick-up trucks as well. Area sources are also a major contributor to local emissions (including residential and large developments/infrastructure) and green building materials for the construction of the

facilities in the UIPA are being investigated. One near-term solution DEQ is investigating is the upgrade of diesel fuel standards to higher-tiers, including switcher technologies for locomotives. The USEPA is also considering raising the air quality standards for heavy trucks (NOx and PM2.5), which haven't been updated in almost 20 years. Such a move would catalyze clean technology investments, requiring operators to upgrade their fleets to meet the new standards. The UIPA is also looking at best practices from other US ports who were successful in implementing clean truck programs, restricting access to port terminals to trucks that have engines of 2007 year or newer.

Further, UIPA intends to partner with stakeholders who are investing in smart, clean technologies. Utah has the advantage of building from the ground up and investing in new, world-class infrastructure. Utah has the competitive advantage of being intentional in all aspects including; building, deployment, sustainability, redundancy, and resiliency.

- ◆ Property tax differential forecasts were calculated prior to the COVID-19 pandemic based on historical rates of development as well as the Salt Lake County's assessor office. The Strategic Business Plan Technical Appendix lays out low, medium, and high forecasts for the property tax differential given the uncertainty of the rate of capital investment in this area. The medium case is used for the upcoming year budget and forecasts will be revised as more data becomes available on the impact of COVID-19 pandemic which is just beginning to unfold.
- ◆ Funding Infrastructure: The Ports of Long Beach and Los Angeles' Clean Air Action Plan commits to zero-emission on-road trucks and has done so since 2005. The majority of Utah's international trade occurs through these two ports already and by being first movers in charging infrastructure among the Intermountain West, UIPA can influence the deployment of electric trucks here in Utah as opposed to other states. As manufacturing increases its supply and as innovation matures, UIPA also expects costs to decline. UIPA also intends to support companies interested in zero-emission fleet purchases by helping them secure loans through various instruments such as conduit bond finance and other mechanisms. The intended use of property tax differential is on the "greater good" - common use infrastructure in the UIPA area, and would not be shared with private companies directly. UIPA is partnering with Rocky Mountain Power and charging manufacturers to look into charging infrastructure. The UIPA also partners with DEQ on long-standing programs such as DERA, and will support companies looking at federal programs such as USEPA SmartWay Program and CMAQ, to leverage partnerships and seek alternative funding/financing sources.

Sustainability

- ◆ UIPA is aware of hemp biodiesel, is open to learning more about their performance, cost and impacts and welcomes discussion on all non-fossil fuel and

renewable alternatives. Additionally, UIPA is committed to supporting best practices for sustainable building construction and materials. The current scenarios consider electric vehicles, hybrids, hydrogen fuel cell, CNG and ethanol. The UIPA Board is open to considering other fuel alternatives, including hemp biodiesel based on feasibility and cost-effectiveness of the alternative. While the UIPA cannot guarantee that certain materials be utilized by the land owners, the UIPA is committed to working closely with partner agencies and civil society organizations to ensure sustainable technologies, such as hemp building materials, be a part of the future UIPA infrastructure.

The DEQ is also working closely with State legislature to upgrade fuel alternatives for trucks and locomotives to Tier 4, including diesel particulate filters and converters. This, combined with the USEPA's efforts to raise the current NOx and PM2.5/PM10 standards for heavy trucks, will happen in parallel to the UIPA's policy strategies within the Strategic Business Plan to encourage zero emission and near zero emission truck and rail technologies.

- ◆ According to the average emission rates for diesel engine trucks from the USEPA's MOVES model 2014b (which is the latest version), diesel engine trucks that are 2007 or newer have significantly lower emission rates for PM2.5 and NOx when compared to older models. Nonetheless their aggregate emissions can add up quickly if the majority of the fleet still run on diesel, regardless of the newer models. Therefore it is the objective of the UIPA to support and encourage fleet upgrades to alternative, non-fossil fuel-based technologies, such as but not limited to electric, hydrogen fuel, CNG, and ethanol. The USEPA is currently considering raising the emission standards for heavy trucks (for PM2.5 and NOx) which hasn't been raised since 2000. The last time they raised the standards, which were phased in after 2007, there were significant reductions in PM2.5 and NOx emissions from trucks (approximately 90%). DEQ is helping support the USEPA to make this standard a new reality. DEQ is also working with the state legislature to upgrade the diesel fuel standards for trucks and locomotives to Tier 4, which can significantly reduce truck emissions and catalyze upgrades of vehicle fleets. While trucks contribute to the formation of ground level ozone in the Wasatch Front air basin, which is currently in non-attainment, the UIPA board is consulting with DEQ to make sure other emission sources are not overlooked. According to the DEQ emission inventory 2017, which is updated every 3 years, there is a split in the Wasatch Front air basin between trucks and passenger vehicles and pick-up trucks when it comes to NOx and VOC emissions, which are the primary ingredients to the formation of ground level ozone. According to the DEQ, the air basin will be re-designated as a maintenance area for PM2.5, which is one step closer to meeting the air quality standard. This is a sign of improvement, and evidence that to tackle air pollution takes a holistic approach to look at all

sources, not just on-road sources, but area sources (residential and land development), point sources (power sector) and construction activity.

- ◆ The Strategic Business Plan is not a physical plan given that UIPA has no regulatory or land use authority in the area. Rather, the Strategic Business Plan is the first strategic guiding document for UIPA and sets the vision and strategy framework for its policies and programs. Working with landowners, developers, and local government agencies that do have zoning/entitlement and land use authority, UIPA intends to push towards renewable energy uses in the area. The Strategic Business Plan Technical Appendix indicates UIPA's

vision for energy efficiency and use of renewable energy sources within the UIPA jurisdictional area. Best practices described for energy efficient building features include solar energy, specifically the installation of solar roof-mounted solar panels. UIPA and Rocky Mountain Power is collaborating to study the feasibility of renewable energy being generated within the area itself.

- ◆ For the future baseline 2050, this scenario assumes 70% diesel, 15% gas, 5% CNG, 5% ethanol and 5% electric truck fleet, based on economic forecasts and local assumptions. This leaves room to bend the curve and encourage more alternative fuel trucks. The trend is that 85% of the trucks by 2050 will be powered by diesel and gas, but with the policy strategies in the UIPA business plan, it is the objective of the UIPA to shift this trend to alternative fuels, including hydrogen fuel cell, CNG, hybrids and electric vehicles. There are efforts occurring in parallel by the USEPA and DEQ to raise air emission standards in addition to industry changes in truck fleet. Scenario 3 involves a higher proportion of cleaner trucks based on UIPA policies and programs currently being drafted. Examples include providing charging infrastructure helping finance upfront electrical vehicle capital purchases faster than under the baseline. Scenario 3 also support measures that directly tackle truck parking and idling issues, which can contribute to local air emissions. Truck parking and idling are issues in the Wasatch Front region, and the policy strategies under scenario 3 provide opportunities to help address these issues more directly (and faster) than under the baseline. These policies require cooperative partnerships between the UIPA, the owners/tenants/operators, and agencies such as UDOT, DEQ, WFRC, and local government. Modal shift strategies may also be employed where containers may be transported directly onto rail instead of truck, and/or truck trips are re-routed to the satellite ports and bypass the Wasatch Front. Addressing locomotive emissions and upgrading to higher tier fuel and switcher technologies are other strategies that could contribute to improved air quality. Aside from electric vehicles, the UIPA continues to review alternative fuels for feasibility and cost-effectiveness to replace diesel and gas trucks.

- ◆ The UIPA is closely looking at all clean transportation technologies that will serve the facilities, including trucks, locomotives and cargo handling equipment. In our discussions with the Utah Department of Environmental Quality, their staff is working closely with state legislature to upgrade diesel fuel standards to higher tiers, including for trucks and locomotives. This is not a long-term solution to zero/near zero emission technologies for the UIPA, but it is a step in that direction and a feasible solution for the near term. The UIPA and DEQ are also looking into switcher technology for the locomotives, which will require input and cooperative partnerships the rail operators. Truck and rail operators state that there are still operational challenges with Tier 4 diesel particulate filters and switcher technologies, but the UIPA and DEQ are committed to working closely with the operators to help better understand these challenges and barriers and to come up with cost-effective, feasible solutions to make the transition to these cleaner technologies a reality and at a faster pace.

An important note on Class I rail: Union Pacific operations are regulated by the federal government pursuant to the Interstate Commerce Clause of the U.S. Constitution. The State cannot require Union Pacific to use cleaner technology; however, the UIPA intends to work with its partners on investments for cleaner switchers.

- ◆ Electric cargo handlers have yet to be placed for sale on the market by manufacturers since testing is currently being done to understand daily operational performance. Many pilots at other ports across the U.S. have been successful, and UIPA actively invites testing to occur in Utah for different weather conditions and to attract clean innovations here in the state. These electric cargo handlers are made in the US, and the manufacturers hope to put them on the market for sale soon. The UIPA has a variety of funding and financing sources that it may leverage through federal and state resources, as well as conduit bond financing as potential examples. However the property tax differential is intended to be used for common use infrastructure only and not provided to individual private companies.

Environment

- ◆ The air basin for Wasatch Front is currently in non-attainment for ground level Ozone, but is being considered for re-designation for "maintenance" for PM2.5, according to the DEQ. This is still not full attainment, but it is progress towards achieving that goal. The baseline from the WFRC was used since it is the best available data for the level of analysis for assessing the Strategic Business Plan. The WFRC model shows that by 2050, based on projected population and employment growth, without any policy intervention by UIPA, daily trucks will increase by 50% or 1 million across the entire Wasatch Front. This assumes development in the northwest quadrant. The marginal difference of UIPA policies would reduce truck trips by less than 1% for the entire Wasatch Front assuming employment increases by 5-12%. However with UIPA

policies such as shifting cargo onto rail instead of truck and diverting truck traffic from the Wasatch Front towards satellite ports will help lower the total number of truck trips. And policies and partnerships supporting charging infrastructure will help catalyze electric vehicle upgrades for trucks serving the UIPA. There is no exact estimate at this time of the potential additional amount of diesel pollution that would result from the development, since this is a business plan and not a physical plan. But the vision of the UIPA Strategic Business Plan is to build a green inland port that sets the sustainability bar for others to follow and replicate. It will take a holistic approach looking at all emission sources, including on-road, non-road, area and point sources, as well as building collaborative partnerships with State and local agencies (such as DEQ and DOT), utility providers such as Rocky Mountain Power, and non-government organizations (NGO). There are also actions happening in parallel that will help reduce any potential additional diesel pollution in the UIPA, including DEQ's efforts to work the State legislature to upgrade diesel fuel standards to Tier 4, including switchers for locomotives, and the USEPA's plan to raise the emission standards for heavy trucks (which were last raised in 2000). And with respect to data and monitoring, the UIPA is working with DEQ to determine the optimal locations for three future ground monitoring stations (government grade) to monitor local air quality in the UIPA. Doing so will also enable the UIPA to establish an evidence-based plan for future development by assessing how air quality conditions change over time as infrastructure and development builds out.

- ◆ The Strategic Business Plan is not a physical plan given that UIPA has no regulatory or land use authority in the area. Regulatory and land use remain with municipality. Rather, the Strategic Business Plan is the first strategic guiding document for UIPA and sets the vision and strategy framework for its policies and programs. The plan does not propose to build facilities or collect and treat stormwater. However, the Strategic Business Plan Technical Appendix offers the following stormwater sustainable best practices for future private development: minimize impervious surface through site design strategies (narrower roads, limited parking, reduced building footprints, etc.), avoid or establish limits on use of pollution-generating activities or materials, pre-treat stormwater via infiltration, and implement of stormwater quality control measures known as green-storm water infrastructure (raingardens, green roofs, media treatment, stormwater settling wetponds, biofiltration, porous pavement etc.)
- ◆ The Strategic Business Plan Technical Appendix outlines two recommendations regarding water supply: 1) review potential water supply needs that could be developed on-site and coordinate with stormwater capture planning; and, 2) minimize the need for future landscape water use by site planning and sustainable landscape standards, including the use of drought-tolerant plants. The UIPA does not own any land and

without additional development information from all private landholders within the UIPA jurisdictional area, it is challenging to predict future water demands. UIPA will work with partners that have additional authority to collect data and study this issue more closely. All future development that occurs within the UIPA jurisdictional area would be done in compliance with the appropriate local jurisdiction and in compliance with applicable regulations. Water supply provisions and assumptions would be part of the site development approval process. Per your comment, additional strategies and best practices for reducing water consumption throughout the UIPA jurisdictional area could be added to the technical documentation. These strategies could include water reuse, instillation of water saving features, and reducing the amount of water needed for non-essential operation activities (e.g. landscaping).

- ◆ The Strategic Business Plan Technical Appendix outlines a series recommendations regarding minimizing impacts on wildlife: 1) Identify areas that support functioning natural ecosystems and key water and natural resources in collaboration and coordination with local experts and stakeholders; 2) create buffers to protect wildlife, habitat and wetlands; 3) employ stormwater management practices that protect water quality and natural hydrologic regimes as storm related spikes in runoff can damage or destroy nests, eggs, and nestlings of ground-nesting birds (these practices include the minimization of impervious surface and use of green stormwater infrastructure); 4) investigate and encourage use of mosquito abatement techniques that are narrowly targeted and also coordinate with strong stormwater management techniques that do not rely on on-site water storage which can create breeding habitat for mosquitos; 5) promote use of non-invasive vegetation for landscaping that provides breeding and habitat for birds and other animals; 6) monitor and control noxious weeds; and, 7) employ strategies to protect migratory birds and other animals through building best practices and standards designed to minimize collisions (examples of these include minimizing untreated glazing on buildings, placement of vegetation in proximity to buildings, turning off unnecessary lighting during peak migration periods, and avoid rooftop appurtenances) and reduce visual impacts.
- ◆ The Strategic Business Plan Technical Appendix outlines the following recommendation for handling mosquitos and possible use of pesticides: Investigate and encourage use of mosquito abatement techniques that are narrowly targeted and also coordinate with strong stormwater management techniques that do not rely on on-site water storage which can create breeding habitat for mosquitos.
- ◆ The Strategic Business Plan Technical Appendix offers the following stormwater sustainable best practices for future private development: minimize impervious surface through site design strategies (narrower roads, limited parking, reduced building footprints, etc.), avoid or

establish limits on use of pollution-generating activities or materials, pre-treat stormwater via infiltration, and implement of stormwater quality control measures know as green-storm water infrastructure (raingardens, green roofs media treatment, stormwater settling wetponds, biofiltration, porous pavement etc.)

- ◆ The Strategic Business Plan is not a physical plan given that UIPA has no regulatory or land use authority in the area. Rather, the Strategic Business Plan is the first strategic guiding document for UIPA and sets the vision and strategy framework for its policies and programs. The plan does not propose to build any projects specifically. In addition, the UIPA does not own any land and without additional development information from all private landholders within the UIPA jurisdictional area, it is challenging to predict future water demands. All future development that occurs within the UIPA jurisdictional area would be done in compliance with the appropriate local jurisdiction and in compliance with applicable regulations. Water supply provisions and assumptions would be part of the site development approval process. Per your comment, additional strategies and best practices for reducing water consumption throughout the UIPA jurisdictional area could be added to the revised Strategic Business Plan. These strategies could include water reuse, instillation of water saving features, and reducing the amount of water needed for non-essential operation activities (e.g. landscaping).

- ◆ The Strategic Business Plan Technical Appendix outlines a series recommendations regarding minimizing impacts on wildlife: 1) identify areas that support functioning natural ecosystems and key water and natural resources in collaboration and coordination with local experts and stakeholders; 2) create buffers to protect wildlife, habitat and wetlands; 3) employ stormwater management practices that protect water quality and natural hydrologic regimes as storm related spikes in runoff can damage or destroy nests, eggs, and nestlings of ground-nesting birds (these practices include the minimization of impervious surface and use of green stormwater infrastructure); 4) investigate and encourage use of mosquito abatement techniques that are narrowly targeted and also coordinate with strong stormwater management techniques that do not rely on on-site water storage which can create breeding habitat for mosquitos; 5) promote use of non-invasive vegetation for landscaping that provides breeding and habitat for birds and other animals; 6) monitor and control noxious weeds; and, 7) employ strategies to protect migratory birds and other animals through building best practices and standards designed to minimize collisions (examples of these include minimizing untreated glazing on buildings, placement of vegetation in proximity to buildings, turning off unnecessary lighting during peak migration periods, and avoid rooftop appurtenances) and reduce visual impacts.

Specific to migratory bird protection, proposed best practices may include the following: 1) avoid building

new structures within 300 feet of vegetated areas larger than 2 acres, open water, or high-quality wetlands; 2) For any structures in such high-risk locations, minimize the extent of untreated glazing in the collision zone (less than 60 feet above ground) on the side facing the landscaping, vegetated area, wetland, or water. Treatments for reducing collision risk include patterned glass, louvers, or awnings that reduce the apparent fly-through space; 3) Place trees or tall shrubs directly adjacent to glazing (within 3 feet) to slow birds down on approach, or far enough away to avoid reflecting canopies in the glazing; 4) Avoid the use of untreated glazing in free-standing clear glass walls, greenhouses, or other transparent structures on rooftops or balconies 5) Avoid building passageways or lobbies with clear sight lines through the building, broken only by glazing; 6) Participate in Lights Out Salt Lake, which encourages building owners to turn off unnecessary indoor and outdoor lighting during peak migration periods (March through May and August through October); 7) Avoid the use of upward-directed lighting. 8) Install motion sensors on outdoor lights; 9) Use warm/white bulbs (color temperature less than 3000 K); 10) Avoid using of horizontal-axis wind generators and of vertical-axis wind generators that do not present a solid appearance; and 11) Avoid using rooftop antennae or guy wires.

Supply Chain/Logistics

- ◆ The Strategic Business Plan is the first strategic guiding document for UIPA and sets the vision and strategy framework for its policies and programs. One of the target actions in the Strategic Business Plan is to alleviate seaport congestion and complement growth in rail by exploring opportunities to process cargo in Utah. Customs clearance in the state currently occurs through the airport and UIPA is exploring the possibility of customs clearance by rail through coordination with railroads and US Customs and Border Protection.

Satellite Network

- ◆ The intent of Satellite Ports is that they can reduce the burden on the Wasatch Front by diverting cargo movements that do not need to go through the Wasatch Front. Instead, satellite ports would be connected to the national logistics network themselves. This is not a hub-and-spoke model where Salt Lake City is the centralized location. Instead, satellite ports can be independent centers for trade and logistics of various sizes. UIPA is currently undergoing a review with Utah Association of Counties to understand the possible areas for satellite ports and will go through a detailed screening process.
- ◆ UIPA is working collaboratively with the Utah Association of Counties (UAC) to support efforts to identify potential sites that will improve the movement of freight in and out of the state. The process is a multi-phased including data intake and a screening process.
- ◆ The screening criteria for satellite ports include business rationale, network connectivity, financial information, benefits and impacts (environmental sustainability and economic impact), site preparedness, third party validation, and community considerations. Under

environmental sustainability, initial questions revolve around whether there are opportunities to use renewable energy at the site, what are the proposed environmental actions to mitigate impacts to the community/land, water, air, structures, living organisms, and environmental values, and if the satellite port can mitigate air quality impacts on the Wasatch Front.

Other

- ◆ Nine members of the UIPA board attended the May 27, 2020 board meeting including: Chair James Rogers, co-chair Nicole Cottle, Francis Gibson, Gregg Buxton, Michael Jensen, Blake Thomas, Ben Hart, Garth Tooter Ogden, & Steve Prokopolis. Participation in the Zoom meeting: 138 people logged in, 90 comments/questions submitted and 30 verbal comments.
- ◆ Sustainability can be introduced at every link of a supply chain. Detailed guidance on these practices can be found in Chapter 4 of the Strategic Business Plan Technical Appendix. As one example, The Home Depot Inc. is one of the U.S. companies that participates in the U.S. Environmental Protection Agency's SmartWay program focused on sustainable supply chains. As part of this program, The Home Depot engages in a number of measures such as load consolidation in distribution centers, cube optimization to maximize truck and container utilization, and use of higher-capacity equipment. The company also prioritizes the use of the most efficient truck carriers registered in the North American SmartWay program. The International Council on Clean Transportation analyzed the company's supply chain link from China to the U.S. beginning at its port of origin, the Port of Shenzhen, to its destination port at the Ports of Los Angeles and Long Beach, dividing the supply chain into six segments. The contribution of emissions from each of the six segments vary due to different intensities of energy consumption and emissions. The company was identified in this study as "the green scenario" - a middle ground sandwiched between "conventional" and "green plus" scenarios. The Green Scenario case means reductions of 27% for energy use and CO2 emissions, 23% to 25% reductions in local pollutants, "are achieved by adopting currently available technologies and strategies. For land-based segments, reductions of local pollutants of 41-63% can currently be achieved by prioritizing the cleanest truck carriers in use. For the marine segment, more moderate reductions in local pollutants of 23-24% can be achieved today, primarily through cutting consumption of dirty marine fuel" (Facahna 2019). This is just one example among the thousands of companies that are part of the US EPA SmartWay program.
- ◆ Utah is part of an increasingly interconnected global market. Yet, long-distance supply chains have been subject to increased volatility due to the pandemic and also geopolitical instability and trade policy. Markets are adjusting to these new realities, with increased manufacturing in North America, especially Mexico.

Future Utah trade policy should recognize these trends and seek opportunities to anchor more supply chain activities that support the state's businesses and households locally.

Policy will focus on intentional investment in smart, sustainable infrastructure with an emphasis in redundancy, resiliency, and reshoring.

- ◆ The inland port in Arizona serves different trade lanes and markets. The Port of Tucson is a privately-owned facility with intermodal rail transfer capabilities and direct access to I-10, I-19, and Union Pacific's Sunset Route. While it is located closer to the Southern California ports it serves a different trade lane (Los Angeles to Dallas/New Orleans) along the I-10/I-20 corridor. Of note, many Arizona companies receive or ship containers by truck directly to the Southern California ports given the proximity—just 375 miles to Tolleson, Arizona. Intermodal facilities in Utah support an intermodal trade lane between California ports and Chicago. UP's Overland Route follows I-80 from Oakland to Chicago via Salt Lake City. UP's Los Angeles to Salt Lake Route connects the Ports of Los Angeles and Long Beach to the Overland Route (and Chicago) at Salt Lake City. Also, the container market focused on Salt Lake City is more rail-dependent because the economics of rail (e.g. cost over trucking) is more favorable to serve the Utah/Intermountain West Market by rail than truck.
- ◆ The UIPA does not perform mining or mineral extraction. There are no plans within the UIPA boundaries to develop a bulk commodities terminal to export fossil fuels. Further, there are no plans to export uranium.
- ◆ The Strategic Business Plan Technical Appendix Chapter 3 outlines the current inbound and outbound commodities for Utah both domestically and internationally, as well as forecasts for the future. UIPA welcomes new commodities to be considered for trade and processing through the UIPA area.