



UTAH INLAND PORT

—Utah Inland Port Authority—

Public Engagement Report

Prepared by Envision Utah

Introduction

The northwest portion of Salt Lake County will undoubtedly continue to be impacted by the growth pressures of Utah's increasing population. The decisions that guide this development will determine whether it provides the prosperous economy, high quality of life, and strong community that Utahns want.

Since the Utah Inland Port Authority (UIPA) was created in 2018, the entity has been the subject of controversy. Widespread confusion about the UIPA's purpose, powers, and plans has fueled fears about the most severe possible outcomes. Envision Utah has spent much of 2019 reaching out to the public to understand their desires and concerns, while also studying current conditions, likely market outcomes, and the plans of various key stakeholders. This report reflects our findings. We hope that it brings clearer understanding about the relevant issues and guides the future decisions of the UIPA and other key actors toward the outcomes that Utahns want.

Notably, the decisions that will affect those outcomes are not those of the UIPA alone. The UIPA has limited powers to determine what happens, with its primary tool being the use of tax differential revenues to incentivize and facilitate desired actions. Existing zoning, entitlements, and market demand precede the UIPA and make development of the northwest portion of Salt Lake County inevitable. Market demand is fueling rapid development of warehousing, distribution, and clean manufacturing. Salt Lake City, West Valley City, and Magna retain primary zoning and regulatory powers, with Salt Lake City having primary land use authority over the largest and most controversial portion of the land. Agreements are in place between the municipalities and individual developers that guarantee rights to build and promise tax increment. A rail yard already exists, and infrastructure is being extended through the area in large part because of the new prison.

These conditions mean that development within the jurisdictional area is certain; however, there are still many questions about the types of industries, their business practices, and their obligations to the land and the local communities. Something will grow in this area, but the kind of place it will be has not been determined.

Many big decisions about what happens in this area are in the hands of the municipalities and the developers, as well as the businesses who will operate on the land. All actors—the UIPA, municipalities, landowners, developers, trucking companies, rail operators, and other businesses—will need to work together to achieve the future Utahns want. That future involves clean air, a healthy environment, convenient mobility, good jobs, and equitable communities. We call on all involved to cooperatively work toward those outcomes for the benefit of current and future generations of Utahns.

Sincerely,

Envision Utah Staff



Background

The UIPA was established by Senate Bill 234 in the 2018 legislative session. The UIPA is directed to work with stakeholders, including state and local government entities, to maximize the long-term economic and other benefits of the development of approximately 16,000 acres in northwest Salt Lake County (referred to herein as the “jurisdictional area”), in addition to other potential locations elsewhere in the state as set forth in House Bill 443 in the 2019 legislative session. The primary tool granted to the UIPA is the use of tax differential to incentivize desired activities and outcomes.

The UIPA is governed by a Board of Directors consisting of 11 members whose appointment is defined in the original legislation. Any modifications to tax differential, board membership, and UIPA powers must come through the legislature. The Board later hired interim executive director Christopher M. Conabee, who served on the project from December 2018 to May 2019. In February of 2019, the UIPA hired Envision Utah as the public engagement consultant. Jack C. Hedge was hired as the first permanent executive director in June 2019. Hedge holds a bachelor's degree in business administration from Texas A&M University and has over 35 years of industrial and logistics experience, including over 15 years at major ports. Most recently, Hedge served as the director of cargo and industrial real estate at the Port of Los Angeles, the nation's largest containerized cargo port complex.



The Process

Envision Utah has been conducting public visioning processes since 1997. As a nonprofit organization, we serve as a neutral facilitator. We have found success in our process of gathering diverse groups and individuals with differing opinions to work together for a common good.

Envision Utah joined the project in February 2019 as the public engagement consultant for the UIPA. The aim was to listen to the public and compile an inventory of the major concerns and ideas for the jurisdictional area. These findings will ultimately inform the strategic business plan being developed by CPCS Transcom Inc. The engagement process has been structured in the following format.

Phase One focused on convening a wide variety of stakeholders and members of the public to understand

the diversity of perspectives, concerns, and ideas related to the jurisdictional area. Envision Utah met with a broad spectrum of stakeholders, engaged hundreds of members of the public, and gathered input from over three thousand Utahns online. Envision Utah met with many organizations who provided information on development and mitigation ideas, historical context, concerns, research, current plans, survey results, and more. This stakeholder engagement has allowed Envision Utah to develop a holistic understanding of the players and forces involved and provide a high-level baseline context for the jurisdictional area.

In **Phase Two**, six working groups were convened around the top issues identified in Phase One. These working groups helped refine concerns and generated ideas for potential solutions. These ideas were consolidated into five conceptual scenarios for UIPA policy and programs.

Findings



Several concerns were consistently expressed by both the stakeholders and the public. Additionally, important considerations have arisen with regard to addressing these concerns. Envision Utah's primary findings from the public outreach process are as follows:

1. **Air quality is the number one concern, primarily as it relates to increased truck and rail traffic.** The Wasatch Front has made national news regarding poor air quality and many are concerned about the impacts on health. Federal law preempts state and local regulation of truck, rail, and airplane emissions; however, many ports around the country are implementing aggressive plans to reduce emissions through contractual requirements, incentives, and other non-regulatory means. Stakeholders such as trucking companies, railroad operators, and building owners can take voluntary actions to improve air quality. Further study is necessary to measure the impact of shifting to cleaner vehicles and buildings and identify the most effective strategies to achieve these outcomes.
2. **There is strong concern about potential impacts to wetlands, habitat, wildlife, and water quality in the Great Salt Lake ecosystem.** The Great Salt Lake and surrounding wetlands serve as a critical stopping ground for hundreds of species of migrating birds. The most ecologically sensitive areas have been identified by Salt Lake City and others in the Northwest Quadrant (NWQ) Master Plan. These natural areas have been excluded from the jurisdictional area; however, there are further concerns regarding the indirect impacts

of development north of I-80 on these natural areas. Significant development has already been approved by Salt Lake City on the jurisdictional area north of I-80, and infrastructure is being extended. Salt Lake City has approved millions of dollars in tax increment over the next 20 years to defray developers' costs. Many stakeholders want "bird-friendly" design and business practices in this area, as well as low-impact stormwater practices.

"This can be a boost to our state, but ONLY if it's done in a sustainable, thoughtful manner. Great care needs to be taken so that this doesn't increase air pollution in any way, so that the wetlands of Salt Lake are cared for, and so that adequate planning and solutions are developed to plan for traffic congestion and growth."

Utah Inland Port Survey comment

3. **Ongoing political conflicts have led to unease among the public and stakeholders. There is distrust stemming from a perceived lack of transparency from the UIPA.** Major concerns include litigation by Salt Lake City, control of future tax differential, and land use authority. Many people are upset about the way the legislation creating the UIPA was handled by the legislature. The legal, practical, historical, and planning issues surrounding the controversy are complex, and there remains significant confusion.

4. **Some members of the public perceive the UIPA as a potential funding mechanism for fossil fuels to be processed, stored, or handled in Salt Lake County, although there is little market demand for such activity.** Despite the discussion of a 'fossil fuel port,' fossil fuels are extracted and loaded onto rail off the Wasatch Front. There is no mechanism allowing tax differential from Salt Lake County to fund activities at satellite areas.

5. **Salt Lake City, West Valley City, and Magna maintain primary control over the use and zoning of the land, and they have laid the foundation for light industrial development in the area.** Most of the jurisdictional area is within Salt Lake City, which conducted a decade-long public and stakeholder engagement process to develop the NWQ Master Plan. Adopted prior to the creation of the UIPA, this plan approved much of the jurisdictional area for the development of a freight-oriented industrial center, referred to as an "eco-industrial park." In accordance with this plan, Salt Lake City zoned land and granted developers the right to build a global logistics hub. The city also contractually promised tax increment to these developers through existing entitlements.

"I hope the public and community groups have the chance to not just give their opinions but also make decisions and craft policy"

Utah Inland Port Survey comment

6. **This area has many qualities which make it an ideal location for certain industries. Private businesses will continue to lease property and develop in the area regardless of any action by the UIPA.** This demand can be attributed to high quality access to multiple transportation modes and low operating costs along with state and national market trends. Millions of square feet of development are built in this area every year.
7. **The main tool of the UIPA is the use of the tax differential collected due to increased taxable land values. The UIPA can incentivize certain outcomes through policy but has no authority to regulate development.**

These funds may be used to incentivize desired activities and outcomes, facilitate infrastructure development, engage in marketing, and more. Many stakeholders and members of the public are uncertain about the role of the UIPA in the development of the jurisdictional area. For example, it is widely believed that the UIPA has imminent plans to use the tax differential to facilitate the construction of a new railyard; however, the UIPA is still evaluating and gathering input on potential policies and programs.



Most mentioned words in Utah Inland Port Survey comments

8. **The future of this area depends on the actions of many stakeholders including the landowners, developers, trucking companies, railroad operators, businesses, communities, and municipalities, as well as the UIPA.** Voluntary action by private actors and regulatory action by governmental entities, all acting in concert, will significantly affect the outcomes of development. Goals raised by the public and stakeholders cannot be achieved without sustained cooperation between and among these parties.

"Utahns need jobs. But we need to be safe and healthy also."

Utah Inland Port Survey comment

Current Conditions

In 2015, the Utah legislature voted to close the current state prison located in Draper and construct a new prison on the west side of Salt Lake City. Construction is currently underway at the new site north of I-80 within the UIPA's jurisdictional area. The prison construction is bringing road and utility infrastructure to the area, which provides further development potential for nearby properties. The jurisdictional area has already seen the construction of millions of square feet of warehouse, distribution, and manufacturing development. Currently, 92 million square feet of buildings exist within the jurisdictional area.¹ In 2018, another 4.2 million square feet were under construction, representing 97% of the county total for industrial development that year. In 2010, there were 17,831 jobs in the jurisdictional area.²

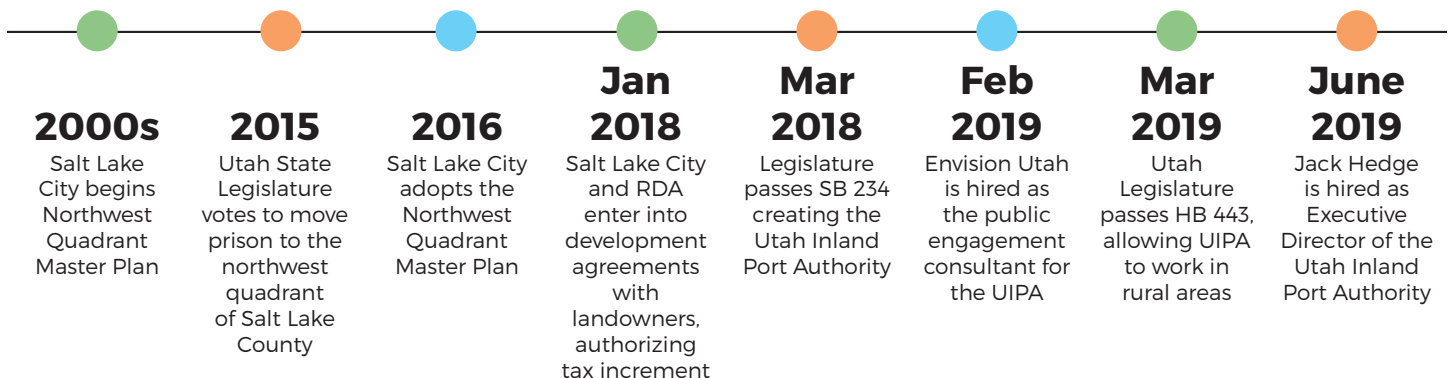
The current jurisdictional area is about 16,000 acres but, when accounting for protected wetlands and already developed land, only approximately 10,000 acres of land is buildable across Salt Lake City, West Valley City, and Magna. The jurisdictional area is adjacent to the Great Salt Lake, which supports over seven million migrating birds annually. In addition, the lake and surrounding lands also support a diversity of other wildlife including brine shrimp, pronghorn antelope, and bison. Several wildlife reserves exist adjacent to the jurisdictional area, including the Inland Sea Shorebird Reserve, South Shore Preserve, and Bailey's Lake.

Salt Lake City adopted the NWQ Master Plan in 2016, prior to the creation of the UIPA. The NWQ Master Plan includes much of the current jurisdictional area and is the result of years of stakeholder collaboration and public input. Key elements of this plan include designation of many acres closest to the lake as "natural areas," along with an "eco-industrial buffer" between those natural areas and development. The



land designated as "natural areas" in the plan have been excluded from the jurisdictional area. The plan also designates most of the remaining area for light industrial development (warehouses, distribution, clean manufacturing, etc.), and that area was zoned "M-1" by the city to allow light industrial uses.

Further implementing the NWQ Master Plan, Salt Lake City and its redevelopment agency signed contracts with multiple private developers that gave vested development rights and promised tax increment funding. When development rights are vested, the applicant is entitled as a matter of property rights to develop in accordance with the ordinances that were in place when the agreement was approved, which means zoning for these developers generally cannot be changed without compensating the developer. These agreements apply to most of the jurisdictional area north of I-80. There are also many landowners south of I-80, and



"Right now I have no idea what the impact of the inland port authority has or will have on the state of Utah and the local community. I need more information about the purpose and goals of the Utah Inland Port Authority."

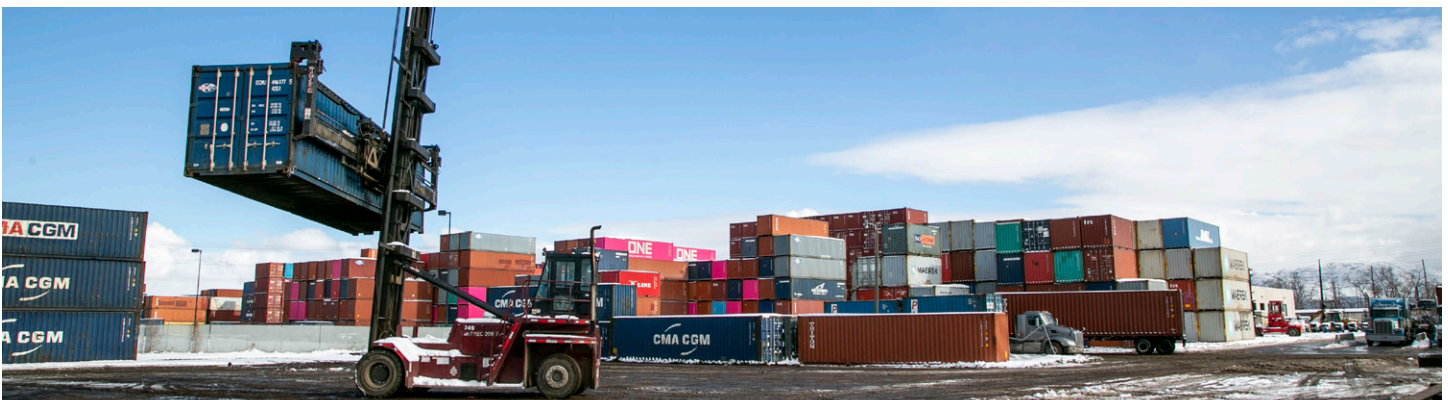
some hold vested development rights. The UIPA has the power to veto a city's decision on a development request; otherwise, the UIPA has no authority over when or what the developers may build. Many landowners have continued with their development plans since the original legislation was passed.

There are multiple landfills in the project area, two of which are unlined and unremediated. One is the North Temple Landfill, located west of the International Center and north of I-80. This landfill contains primarily municipal waste from Salt Lake City. The landfill is leaching into the groundwater, which is slowly moving towards the Great Salt Lake. This landfill currently belongs to the State of Utah School and Institutional Trust Lands Administration, which is working on plans to contain or remediate

the land for development and open space, with resulting profits being available for school funding in the state.

The Union Pacific Railroad owns and operates an intermodal terminal within the jurisdictional area. Within the terminal, containers are transferred from rail to truck and vice-versa. Union Pacific has discussed expanding this facility in the future. Further, this land is also in proximity to two interstate freeways (and the future Mountain View Corridor) and an international airport which puts this area in high demand for increasing distribution needs.

Due to private ownership, market demand, available infrastructure, and current zoning, development of large portions of the jurisdictional area is almost certain regardless of any action by the UIPA. The UIPA has limited mechanisms through which it can influence development within the project area. The UIPA's primary tool is its ability to collect and spend tax differential. Tax differential refers to any increase in tax collections due to increased property values over time. The UIPA may collect up to 100% of the tax differential generated in the jurisdictional area over the next 40 years. The UIPA will determine uses of, and requirements to receive, those funds, which can influence the resulting development. For example, funds could be tied to job generation targets, emissions requirements, or protecting wetlands.



Phase One

COMMUNITY OUTREACH

Conducting outreach in the community was a key component of Phase One. Three public forums were held in Salt Lake County through February and March of 2019. These forums generally began with a presentation on the current conditions of the jurisdictional area (including current zoning and market demand), then moved into a question and answer period and collaborative mapping exercises where participants could provide input on what they would like to see happen within the jurisdictional area.

The online survey opened on February 10th and has received over 3,500 responses. These responses were obtained primarily through the distribution lists of various organizations, ads on social media, and word of mouth. The goal was to collect an inventory of the most important concerns and priorities for future development in the jurisdictional area. Because, the primary goal was to collect ideas, the survey does not constitute a representative sample of the population of Salt Lake City, Salt Lake County, or Utah (**Fig. 1**). In addition to answering the survey questions, over 1,000 respondents left thoughts, comments, and concerns in an open response question. A full report of the

Demographic breakdown of survey respondents includes the following highlights:

- 67% of respondents reported living in Utah for over 20 years.
- 79% of respondents who listed age reported being 35 years old or older.
- 66% of respondents who listed income reported having a 2018 household income of \$75,000 or more.
- 91% of respondents who listed their race/ethnicity identified as white.

comments collected during public forums and through the online survey is available in [Appendix A](#).

More than 80% of respondents identified themselves as somewhat or very familiar with the "inland port project." The most common ways respondents heard about the project were through newspapers, television, or social media.

Fig. 1

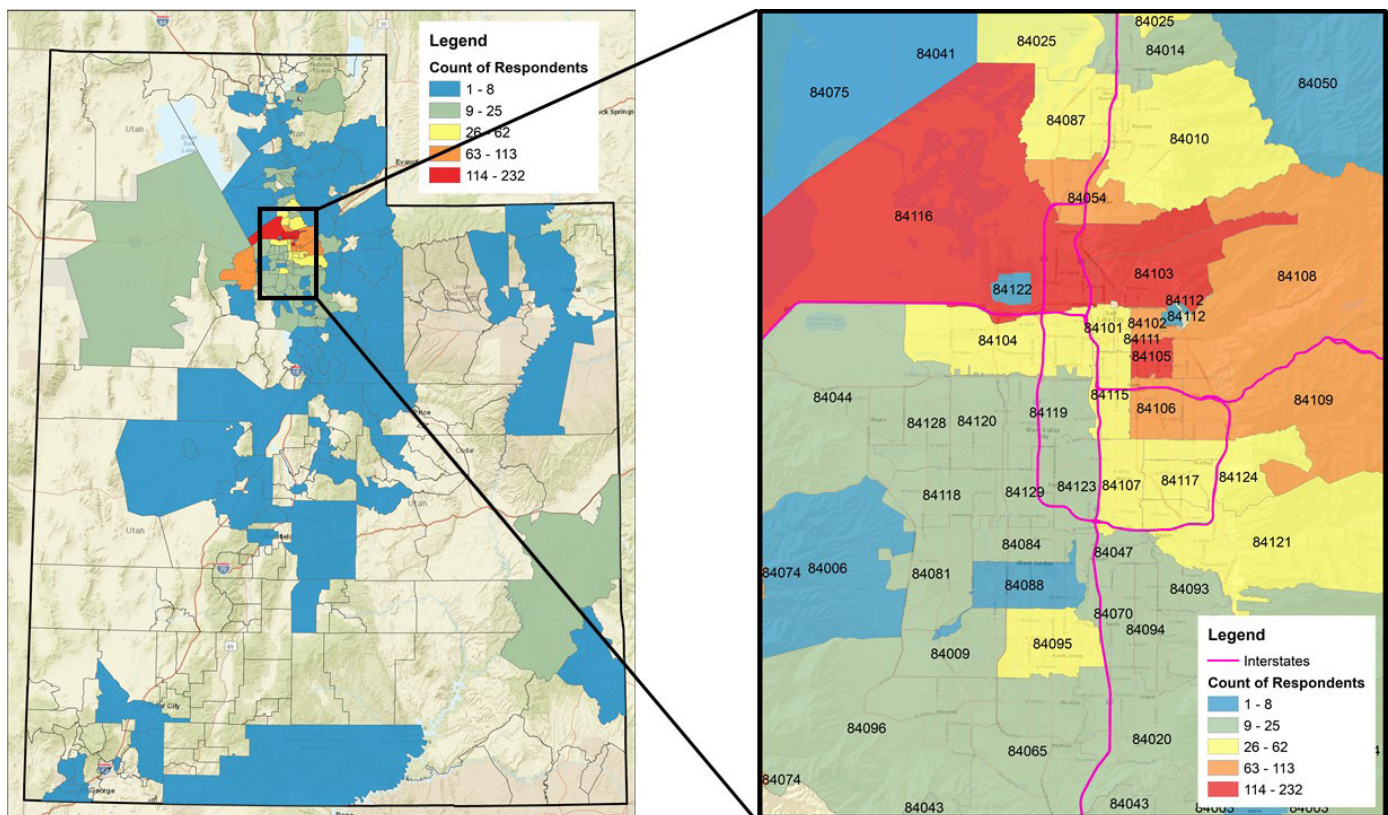
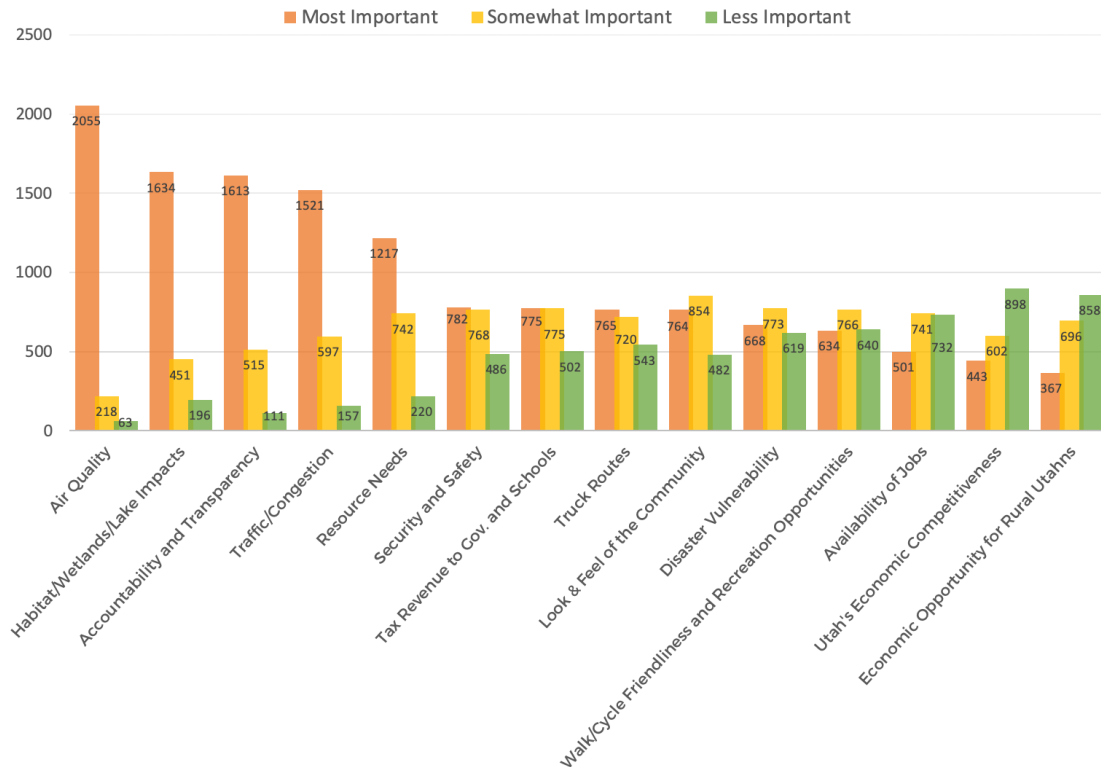


Fig. 2

AS THE AUTHORITY PLANS FOR THE AREA, HOW IMPORTANT IS IT TO THINK ABOUT THE FOLLOWING ITEMS?



Based on the survey results, the most important public concerns to be addressed as the UIPA moves forward are air quality; traffic and congestion; habitat, wetland, and lake impacts; resource needs such as power, water, and infrastructure; and UIPA accountability and transparency (Fig. 2). The most popular strategies for achieving the best outcomes include designing a zero- or low-emissions port; utilizing clean and renewable energy; protecting wetlands and watersheds by controlling runoff; and minimizing light, noise, and vibration impacts on nearby communities and habitat. The full survey results are available in [Appendix B](#).

The role and authority of the UIPA is largely unclear to the public. There is significant backlash because many believe the UIPA controls zoning and development in the jurisdictional area. Most Utahns have been willing to engage in respectful dialogue to discuss concerns and solutions, but a cohort has turned to meeting disruptions and other acts of civil disobedience to call attention to capitalism, colonialism, environmental justice, and climate change. Escalating conflicts between this group and local police forces have been covered extensively in the media.

Throughout the public outreach process, several themes have consistently risen to the forefront:

- There is high concern over the potential for freight-related development in the jurisdictional

area to degrade air quality in the Salt Lake Valley with respect to ozone and particulate matter, especially in nearby communities. There is significant concern about these freight-related activities also contributing to climate change.

- The potential for increased freight truck traffic on Utah roads and highways—particularly I-80, I-15, State Route 201, and State Route 67 (Legacy Parkway)—has raised concerns regarding safety, congestion, and air pollution. Further, today's rail traffic blocks neighborhood access for significant periods of time at grade crossings. There is concern regarding future rail traffic worsening this blockage.
- Many people express strong concerns about what they see as unfair treatment of Salt Lake City and other municipalities. The legislature and the UIPA appear to many respondents as lacking transparency and regard for the public good. People also want stronger representation of Salt Lake City on the board. About 68% of survey respondents felt that the UIPA had done a poor or terrible job at conducting a fair or transparent process as of early 2019.
- Many people are concerned about the UIPA's ability to collect tax differential from the jurisdictional area. They feel this is unfair to the municipalities and will specifically harm public schools. Additionally, there is concern regarding

use of tax differential to subsidize private development in the area.

- Participants perceive that there are enough jobs and economic development currently available in the region. Their fear is that any economic development will attract even more people to an already crowded Wasatch Front and will not benefit current residents. However, lower-income residents value jobs and economic development more highly as potential outcomes.
- There is concern about the direct impacts the development will have on low-income people and ethnically diverse communities living closest to the area. Many feel these communities will be disproportionately affected by negative outcomes of development in the jurisdictional area.
- Some respondents do not want freight-related development in the area at all. Many also feel that a project based on increasing freight shipping and online consumerism will quickly become obsolete in the changing economy.
- There are misconceptions that one of the UIPA's primary purposes is to facilitate the transport of fossil fuels. There is fear regarding the contribution to climate change as well as the long-term economic impacts of investing in a declining industry.
- Many people support business and job growth in Utah; however, many have indicated that support is contingent on the type of job (e.g., wages, working conditions).
- There is support for freight-related development in locations outside the Wasatch Front where the economic opportunity is needed and there are fewer perceived community and environmental impacts.
- Development north of I-80 is a concern for habitat loss and degradation. Some people fear that polluted water runoff can lead to poor habitat quality for the millions of birds that utilize the Great Salt Lake every year.
- The northwest quadrant is some of the last undeveloped land in Salt Lake County. Many want to preserve it as open space to ensure the availability of natural land and access to the environment for current and future generations.
- There is a strong call for a thorough analysis of environmental and community impacts alongside the economic benefits, such that non-monetary costs are factored into any studies.



Phase One

STAKEHOLDER INPUT

Fig. 3

Stakeholders were identified as representatives from organizations with interest in the work of the UIPA or the jurisdictional area. The stakeholders were a balanced group of leaders representing business, landowners, education, government, utilities, community, and environment. Two stakeholder meetings were held in March 2019.

Stakeholders were asked to describe the major outcomes they did and did not want to see happen in the jurisdictional area. All the ideas were compiled into a single list, and the participants were each then asked to prioritize their top seven ideas. Four of the top five results from the positive strategies focused on environmental impacts. Preserving water flows and the wetland buffer and implementing bird-friendly building practices were most important overall. Protecting wildlife and mitigating air pollution were also top environmental aspirations. Other popular outcomes included using rail to reduce truck traffic, developing satellite port locations, creating opportunities for small and local businesses, increasing manufacturing outbound freight, and promoting economic development (**Fig. 3**). These top objectives indicate that there is a general consensus on concerns and desired outcomes from a diversity of interests.

The top outcome stakeholders did not want to see was restricting historic uses of wetlands north of I-80. There is concern regarding political fights over the port and disorganized planning. Further, some stakeholders did not want to see new development on the land north of I-80. Like members of the public, some also do not want to see development subsidized with tax differential. Transportation fears include increased traffic and congestion and the permitting of freight trucks on Legacy Parkway (**Fig. 4, Page 11**).

What do you really want to see happen?	Votes
Preserve water flows and wetland buffer	38
Bird-friendly building practices	24
Use rail to reduce truck traffic	16
Protect wildlife	12
Mitigate air pollution/Improve air quality	12
Develop satellite port locations rather than central hub	12
Opportunities for small and local businesses	10
Increase manufacturing outbound freight	10
Economic development	10
Companies with long-term business plans	9
Return unused land to SLC	9
Measured environmental & human health impacts	9
Develop workforce to support the vision	8
Protect night skies (dock lights)	8
Fully electrified port (zero-emissions)	8
Remediate landfill through tax increment	7
Incorporate passenger rail	6
Environmentally superior design	6
Reduce rail impacts on Poplar Grove by consolidating rail	4
Tax increment should go toward infrastructure & mitigation	4
Mitigate water runoff into GSL	4
Concentrate development south of I-80	4
Assess the network of existing ports (in state and nation)	3
Mixed-use centers to reduce traffic	2
Enforcement of policies in the business plan	2
Examine economic trade-offs	2
Better communication between Authority and the public	2
Slow down process - Soil & water analysis	2
Clear definition of a port	2
Increased density of development (buildings closer together)	2
Education around manufacturing jobs	1
Mitigating structures for rail in neighborhoods (sound walls)	0
Consult others on rail commerce	0
More roads to improve traffic/Master Planning	0
Develop one major industry for specialization	0

While various Salt Lake City departments were invited to participate in the public engagement process, there was little communication from their staff. Meetings were held with representatives from West Valley City and Magna. Some stakeholders chose not to openly discuss the project or engage with Envision Utah. There may be ideas and concerns that were not voiced, which ultimately lowers the quality of the public engagement process. Other general feedback from stakeholders includes the following themes:

- Some stakeholders are concerned about the unlined North Temple landfill leaching into the groundwater.
- The “natural areas” designation and corresponding buffer were established after years of collaboration between Salt Lake City, landowners, and the Audubon Society. The buffer was strategically placed to protect the most sensitive areas from development. The importance of the natural areas and buffer was heavily emphasized and any development or wildlife-disruptive activities should be kept within the jurisdictional area.
- Many stakeholders emphasized bird-friendly design and business practices, particularly north of I-80. Concerns were expressed about windowpane materials, lighting choices, and solar panels.
- Some stakeholders are concerned that unmanaged water runoff can affect habitat quality on the Great Salt Lake.
- The balance of manufacturing versus warehouse and distribution employment is important to stakeholders. Stakeholders suggested that warehousing jobs create lower wages and a higher need for trucks. Further, warehousing jobs could ultimately be replaced by automation.
- Some pointed out an existing lack of community amenities in northwest Salt Lake County including grocery stores and open space. Further development will bring more workers in the area who will need food services and other resources. Failing to supply these resources will result in higher commuter traffic.
- There is concern among stakeholders regarding a perceived potential for fossil fuel movement through Salt Lake City. On the other hand, no stakeholders indicated any market demand or desire to promote the storage or processing of fossil fuels within the jurisdictional area beyond the raw petroleum products that are currently processed in the area for nearby refining. Some advocates would like to ship these products by rail or pipe rather than truck.
- There is interest in developing freight-related industry in locations outside the Wasatch Front due to air quality and habitat related concerns. Specific interest in Tooele has been expressed; however, Tooele is in the same airshed as Salt Lake County.
- Some stakeholders see benefit in establishing a new intermodal rail yard, in addition to the Union Pacific yard. These stakeholders predict significant economic benefit through increased rail competition. Other stakeholders do not want to see another rail yard in the area. There is concern that increased rail will lead to increased truck traffic and that state subsidies for a new rail yard will be unfair to private actors.

Fig. 4

What do you really NOT want to see happen?	Votes
Restricting historic uses of wetlands North of I-80	37
Political Fight	20
“Too many cooks in the kitchen” – disorganized planning	18
Tax payers subsidize development	14
New development north of I-80	13
Congestion and traffic	12
Legacy Parkway becomes I-15	10
Repository for fossil fuels/prop up fossil fuel industries	10
Tax Increment used to facilitate BNSF facility	8
Capped Landfill	6
Changed uses in previously developed areas	6
More chemicals for mosquito abatement	6
Displacement in low income communities	4
Building on liquefaction zones	4
Piggybacking invasive species	2
Second state funded freight facility	1
Unnecessary landscaping at manufacturing facilities	1
Grandfather current proposed developments	0

Phase Two

WORKING GROUPS

Fig. 5

Phase Two kicked off at the end of March with the formation of six working groups. Each group focused on one of six key topics that Utahns identified in the online survey. Many working group members came from the original stakeholder list; however, working groups were open meetings and many other experts and members of the public attended. The full list of organizations that were represented at the working group meetings is available in **Fig. 5**. These six working groups are:

Air Quality

Habitat, Wetlands, and Recreation

Workforce and Corporate Recruitment

Transportation: Roads, Rail, and Air

Transportation and Port Technology

Satellite Port Development

The working groups each met for the first time in mid-April. In this round of working groups, the discussion centered around the various options and opportunities that could be implemented and the list of outcomes stakeholders are interested in.

The following list summarizes the key findings from each working group.

Air Quality

- The jurisdictional area and surrounding areas already contain substantial industrial, intermodal, and other freight-related uses, and the market will continue to expand these facilities and uses. Currently, federal law does not allow a state or local government to regulate emissions from sources like rail equipment and vehicles. The switch locomotive engines currently in use in the area by UP comply with only the oldest federal emissions controls.
- Many ports around the country are implementing aggressive plans to reduce emissions through contractual requirements, incentives, and other non-regulatory means. For example, the San Pedro Bay Ports (Los Angeles and Long Beach) have zero-emissions aspirations.
- Technological advancements have been a key factor in reducing pollutant emissions nationwide and continue to generate new opportunities. Federal standards have become stricter on

Auric Energy
 B Wild
 BNSF Railway
 Box Elder County
 Boyer Company
 Carbon County
 Cedar City Economic Development
 Center for Biological Diversity
 Chamber West
 Colmena Group
 Davis County
 Economic Development Corporation of Utah
 Emery County
 Freeport Center
 Friends of the Great Salt Lake
 Governor's Office of Economic Development
 Great Salt Lake Audubon
 Healthy Environmental Alliance (HEAL) of Utah
 Iron County
 Ivory Homes
 Jordan River Commission
 Juab County
 Kem C. Gardner Policy Institute
 Ki Technologies
 L3
 League of Women Voters of Salt Lake
 Physicians for a Healthy Environment
 Psomas
 Romney Group
 RSD Container Yard Services
 Salt Lake City Health Department
 Salt Lake City Economic Development
 Salt Lake County Economic Development
 Salt Lake Garfield and Western
 Tooele County
 Uintah County
 Union Pacific Railroad
 University of Utah Health
 Utah Association of Counties
 Utah Chapter Sierra Club
 Utah Clean Air Partnership
 Utah Clean Energy
 Utah Department of Environmental Quality
 Utah Department of Natural Resources
 Utah Department of Transportation
 Utah Department of Workforce Services
 Utah Division of Air Quality
 Utah Division of Water Quality
 Utah Division of Wildlife Resources
 Utah Manufacturers Association
 Utah Office of Outdoor Recreation
 Utah Transit Authority
 Utah Trucking Association
 Utahns for Better Transportation
 Utah Waterfowl Association
 Wasatch Clean Air Coalition
 Wasatch Front Regional Council
 Weber County
 West Valley City Community and Economic Development
 Westpointe Community Council
 Westside Coalition



emissions in line with newer technologies. However, there are still many older trucks and train engines in operation in the jurisdictional area.

- Other anticipated technological advancements can further significantly reduce emissions. These include aerial drone delivery, natural gas and hydrogen fuel cell powered trucks, and electrified port equipment. Ports nationwide are continuing to invest in the research and development of emissions-reducing technologies, and some coastal ports may be interested in investing in pilot projects in Utah.
- The UIPA and municipalities can explore options to incentivize or otherwise promote low-emission vehicles and equipment used within the jurisdictional area. In addition, landowners and truck and rail operators make take voluntary steps to ensuring low-emission practices in any future development.
- The Living Communities Challenge presents one option for standards that could be incentivized in the jurisdictional area to achieve net zero or other environmentally friendly outcomes.

Habitat, Wetlands, and Recreation

- Because development rights have already been granted and vested by Salt Lake City, eliminating or limiting development north of I-80 could be legally impossible or very expensive. Similarly, landowners have been granted the right to develop under existing city ordinances, so additional regulatory requirements will likely need to be agreed to by these owners. The UIPA could provide incentives to encourage low-impact design by tying any additional tax differential financing to the heightened standards.
- The natural area and eco-industrial buffer established by Salt Lake City in the NWQ master plan was the result of years of collaboration.

The natural area represents the most environmentally sensitive portions of the area, and no development should occur outside of the jurisdictional area.

- The following design issues have been raised and deserve further exploration to understand the extent of the potential development impacts and identify best practices to limit or eliminate those impacts:
 - Birds can mistake solar panels, large roofs, or large parking lots for water and land on them.
 - Stormwater runoff could carry contamination, including oil, pesticides, and fertilizer, into the lake ecosystem.
 - High buildings are a collision hazard and provide nesting or perching areas for raptors, which prey on local waterfowl and shorebirds.
 - Light and sound pollution, particularly at night, may disrupt the migrating patterns of birds.
- Handling national and global freight could increase the likelihood of invasive species being introduced into the Great Salt Lake ecosystem.
- Portions of the upland areas included in the jurisdictional area may serve as important accessory habitat during high-water years when the wetland areas normally occupied by wildlife are submerged.

Workforce and Corporate Recruitment

- The jurisdictional area has a natural draw for warehousing and distribution development due to the existing and planned transportation infrastructure. Warehousing and distribution typically generates large amounts of truck traffic as freight is transported between hubs and to

consumers. This industry is subject to volatile shifts in the market which contributes to less favorable business practices including temporary work and lower wages. As automation technology advances, many of these jobs may be replaced with machinery within the next 50 years.

- Clean manufacturing jobs are allowed within M-1 zoning. Manufacturing jobs typically produce higher wages than warehousing jobs and fewer trucks.
- There have been suggestions to utilize the jurisdictional area to foster technology and biotechnology startups, particularly to support initiatives out of Utah's many higher education institutions.
- The Stadler apprenticeship program for high school students is an example of how development in the jurisdictional area can directly serve the nearby communities. This framework can be replicated for partnerships with future companies. Further, education opportunities can be provided at the SLCC Westpointe campus where employers can help create curriculum for specialized degree programs.
- There is a need for an education or outreach campaign to inform people that manufacturing and other trade jobs are legitimate, well-paying careers.
- Community amenities and resources are already lacking on the west side, and the addition of more jobs in the area must be matched with amenities, and potentially housing, to service the area. A failure to do so will increase commuter traffic.

Transportation: Roads, Rail, and Air

- There is little data on existing freight patterns to and through Utah. There are efforts by UDOT staff to approximate the truck and train traffic currently travelling through Utah.

- There is interest in providing public transportation to the jurisdictional area as job opportunities expand. Public transportation can reduce the commuter traffic to and from the area.
- Railroads are considered common carriers. Common carrier federal law requires that any properly tendered cargo cannot be refused by the railroads. This includes fossil fuels; however, it is unlikely any market player would want to store or transfer fossil fuels within Salt Lake County.

Transportation and Port Technology

- The UIPA can use the tax differential to incentivize use of newer trucks. However, this can be difficult to implement as many of the trucks passing through Utah are registered elsewhere. Voluntary actions by businesses and developers are also possible.
- Hydrogen fuel cell and electric trucks have been experimented with in Utah and across the nation. There is potential to make them commonly used in the jurisdictional area.
- Drone delivery of freight is a likely possibility within the next 50 years. The UIPA should consider how to best prepare for this technology given the bird flyway and nearby airport.

Satellite Port Development

- County commissioners and landowners across the state are interested in working with the UIPA. Areas of interest include Carbon, Tooele, Emery, Juab, Box Elder, Uintah, and Iron counties.
- Many commissioners see the UIPA as an opportunity to take advantage of the freight operations currently taking place in their counties and add jobs to the economy.

The full working group meeting notes are available in [Appendix C](#).



Through May, Envision Utah compiled all feedback and incorporated the most common suggestions into five conceptual scenarios. The working groups were convened for a second meeting in late June and July to provide feedback on these conceptual scenarios. These scenarios outline different approaches for developing policies and programs, including the use of tax differential. The scenarios range from no involvement by the UIPA to high incentivization of innovative and sustainable development. The discussion in working groups centered on the ultimate outcomes of development in the area and how the actions of the UIPA can affect them.



The scenario concepts are as follows:

Scenario A is the baseline scenario which sees the jurisdictional area developing without any influence of the UIPA. The area develops according to the existing plans of land owners and developers in accordance with market demand. The UIPA does not use the tax differential to incentivize anything.

Scenario B focuses solely on promoting economic development. The UIPA develops policies and programs that use the tax differential to recruit all companies that wish to locate in the jurisdictional area. Other stakeholders act with the same focus. As a result, the area develops quickly, dominated by industries with the highest market demand, likely warehouse and distribution, and the area is served by truck and train operations that meet only federal emissions standards.

Scenario C allows development in the area to occur organically, and the UIPA focuses use of the tax differential funds on mitigating the impacts of growth on communities and the environment. This may include incentivizing water conservation, low emission vehicles, and low impact design. Other stakeholders, such as railroads, trucking companies, and developers, also act to mitigate impacts by, for example, adopting new technologies and investing in the workforce.

Scenario D focuses on innovative technological advancement and sustainable development.. In addition to mitigation plans, the UIPA focuses on initiatives to reach zero emission trucks, incorporating open space, promoting clean manufacturing, and encouraging research and development investment. To achieve these goals, there must also be voluntary and coordinated action amongst all key stakeholders.

Scenario E focuses on the UIPA and others utilizing the tax differential and other tools to protect as much land north of I-80 as legally possible to prevent development. The tax differential is spent on limited acquisition of strategic pieces of land and remediating the landfills. The land that develops does so in accordance with market demand and federal regulation.

Due to the limited powers of the UIPA, these scenario ideas place significant emphasis on policy and goals that could be adopted for the tax differential. However, other players implicated in the jurisdictional area have other freedoms and powers available to influence the outcomes of the development. The landowners have the power to make sustainable and environmentally sensitive decisions when developing their property. They can also negotiate certain operating requirements with their tenants, like requiring truck and rail operators to use cleaner equipment than federally required. The cities control zoning and permitting, and they can require sustainable development or rezone portions of the land to open space or another use. The legislature dictates the powers granted to the UIPA.

The cooperation of all these players can lead to maximized economic benefits while minimizing negative impacts.

Envision Utah would like to thank everyone who participated in the public engagement process. Your voices have been heard, and incorporated into Envision Utah's recommended scenarios. We believe respect and collaboration between all parties will result in the best outcomes for Utah.

Appendix A

Comments, feedback, and messages Envision Utah received during the public engagement process. With the exception of identifying information which has been redacted, the comments are unedited.

Comments received at the public forum held on February 19th 2019

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	- good
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	yes
Allow trucks on legacy highway to decrease truck traffic on I-15	no
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	yes
Minimize impacts (light, noise, vibration, etc.) on nearby communities	yes
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	
Connect Utah businesses with out of state buyers	yes
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	yes
Require zero or low-emissions equipment in intermodal facilities	yes
Ensure people who work in the area can live nearby	
Control storm water runoff into the Great Salt Lake to preserve water quality	yes
Utilize clean and renewable energy	yes
Instate a wildlife barrier between the port activities and surrounding preserves	
Conduct baseline measurements of environmental and air quality conditions	yes
Move the inland port to Tooele County	
Route tax revenue back into local infrastructure and schools	yes
Expanded outreach and education on the Port project	
Increase the transparency of the Inland Port Authority	yes
Route trains away from local streets/improve rail infrastructure to prevent stoppage	yes
Limit operating hours of the port	

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	X
Allow trucks on legacy highway to decrease truck traffic on I-15	
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	
Require zero or low-emissions equipment in intermodal facilities	X
Ensure people who work in the area can live nearby	
Control storm water runoff into the Great Salt Lake to preserve water quality	
Utilize clean and renewable energy	X
Instate a wildlife barrier between the port activities and surrounding preserves	X
Conduct baseline measurements of environmental and air quality conditions	
Move the inland port to Tooele County	
Route tax revenue back into local infrastructure and schools	
Expanded outreach and education on the Port project	
Increase the transparency of the Inland Port Authority	X
Route trains away from local streets/improve rail infrastructure to prevent stoppage	
Limit operating hours of the port	

good.

best
good

MA thinks

maybe on Draper?
for sure

Too congested At this Time.

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	
Allow trucks on legacy highway to decrease truck traffic on I-15	NO
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	YES
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	
Require zero or low-emissions equipment in intermodal facilities	YES
Ensure people who work in the area can live nearby	
Control storm water runoff into the Great Salt Lake to preserve water quality	YES
Utilize clean and renewable energy	YES
Instate a wildlife barrier between the port activities and surrounding preserves	YES
Conduct baseline measurements of environmental and air quality conditions	
Move the inland port to Tooele County	
Route tax revenue back into local infrastructure and schools	
Expanded outreach and education on the Port project	OF COURSE
Increase the transparency of the Inland Port Authority	
Route trains away from local streets/improve rail infrastructure to prevent stoppage	
Limit operating hours of the port	

Comments

Developers should put in all necessary infrastructure (their cost for developing/selling)

Require green trucking — no diesels more than 10 yrs old (on going) i.e. in 2030 trucks must be 2020 or newer

— should be citywide

No taxpayer dollars for fire/police on site of inland port — contribution to road maintenance of city owned roads in area —

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	YES	
Stimulate growth of distribution and warehousing jobs in the area	YES	
Keep the legacy highway truck ban	YES	
Allow trucks on legacy highway to decrease truck traffic on I-15	NO	
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	YES	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	YES	
Build/improve road infrastructure to accommodate freight and commuting traffic	YES	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	YES	
Connect Utah businesses with out of state buyers	YES	
Stimulate growth of low-pollution manufacturing jobs	YES	
Instate emission standards on trucks entering the Utah Inland Port	YES	
Require zero or low-emissions equipment in intermodal facilities	YES	
Ensure people who work in the area can live nearby	YES	
Control storm water runoff into the Great Salt Lake to preserve water quality	YES	
Utilize clean and renewable energy	YES	
Instate a wildlife barrier between the port activities and surrounding preserves	YES	
Conduct baseline measurements of environmental and air quality conditions	YES	
Move the inland port to Tooele County	MAYBE (I LIVE THERE)	
Route tax revenue back into local infrastructure and schools	YES	
Expanded outreach and education on the Port project	OR JUST DITCH IT	
Increase the transparency of the Inland Port Authority	YES	
Route trains away from local streets/improve rail infrastructure to prevent stoppage	YES	
Limit operating hours of the port	IF NEEDED FOR NOISE PREVENTION	

Please share your thoughts on which of the following strategies are most important and why

let Tooele
or others
work. ~~It~~

Train people in nearby communities to fill the jobs that are created

No, allow west side to become grow

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

lift it to alleviate I-15 congestion

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

still impacts traffic

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

start coordinating with MPDs (WFR/MAC) to update Long Range Plan

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

yes

Ensure people who work in the area can live nearby

a must!

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

or Create! renewable

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

SLC City as priority, we take environmental hit, state benefits

Increase the transparency of the Inland Port Authority

More diversity in groups! SLC isn't like Draper

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Traffic is also stopped anyway for stopped Train

Limit operating hours of the port

Please share your thoughts on which of the following strategies are most important and why

- Train people in nearby communities to fill the jobs that are created
- Stimulate growth of distribution and warehousing jobs in the area
- Keep the legacy highway truck ban
- Allow trucks on legacy highway to decrease truck traffic on I-15
- Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts
- Minimize impacts (light, noise, vibration, etc.) on nearby communities
- Build/improve road infrastructure to accommodate freight and commuting traffic
- Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat
- Connect Utah businesses with out of state buyers
- Stimulate growth of low-pollution manufacturing jobs
- Instate emission standards on trucks entering the Utah Inland Port
- Require zero or low-emissions equipment in intermodal facilities
- Ensure people who work in the area can live nearby
- Control storm water runoff into the Great Salt Lake to preserve water quality
- Utilize clean and renewable energy
- Instate a wildlife barrier between the port activities and surrounding preserves
- Conduct baseline measurements of environmental and air quality conditions
- Move the inland port to Tooele County
- Route tax revenue back into local infrastructure and schools
- Expanded outreach and education on the Port project
- Increase the transparency of the Inland Port Authority
- Route trains away from local streets/improve rail infrastructure to prevent stoppage
- Limit operating hours of the port

These won't be quality jobs

absolutely - no questions asked

NO. This should not be an option

Rail and air transport ALSO cause ^{serious} pollution.

again, this should not be up for debate

This should be our #1 value with the GSL

The only way this should be done

- You have no intention to take our input seriously - This event was a front to cover your ass and it very apparent

Please share your thoughts on which of the following strategies are most important and why

No Inland Port in SL Co.

Most important!

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Change zoning for residential.

yes!

Yes!

Important generally

yes!

yes!

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban **yes**

Allow trucks on legacy highway to decrease truck traffic on I-15

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities **yes**

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat **yes**

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities **yes**

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality **yes**

Utilize clean and renewable energy **yes**

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions **yes**

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools **yes**

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority **yes**

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port **yes**

* if port is built (we don't want it, but we are aware we don't get a say)

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Yes!
No!

Develop / detail Tooele County
option. Preserve the GSL wetlands!

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	Westpointe Campus of SLCC should be well funded
Stimulate growth of distribution and warehousing jobs in the area	NO!
Keep the legacy highway truck ban	YES!
Allow trucks on legacy highway to decrease truck traffic on I-15	NO!
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	Better but still not clean
Minimize impacts (light, noise, vibration, etc.) on nearby communities	YES! Follow the zoning laws strictly!
Build/improve road infrastructure to accommodate freight and commuting traffic	Separate Roadways?
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	YES YES YES!!!
Connect Utah businesses with out of state buyers	This is the business' responsibility
Stimulate growth of low-pollution manufacturing jobs	YES
Instate emission standards on trucks entering the Utah Inland Port	2006 and later trucks only
Require zero or low-emissions equipment in intermodal facilities	NO DIESEL PUSHER ENGINES
Ensure people who work in the area can live nearby	Affordable housing - laughable
Control storm water runoff into the Great Salt Lake to preserve water quality	EPA requirement
Utilize clean and renewable energy	Progressively over time
Instate a wildlife barrier between the port activities and surrounding preserves	Not practical and likely cause harm
Conduct baseline measurements of environmental and air quality conditions	DO THIS IMMEDIATELY!
Move the inland port to Tooele County	WHAT'S THE DIFFERENCE? SAME PROBLEMS!
Route tax revenue back into local infrastructure and schools	GOT TO DO THIS... FUTURE WORKERS
Expanded outreach and education on the Port project	YES - BUT PATIENTLY - CHILL
Increase the transparency of the Inland Port Authority	These folks are out of control & disrespectful
Route trains away from local streets/improve rail infrastructure to prevent stoppage	NICE BUT PRACTICAL?
Limit operating hours of the port	POSSIBLE? THEN YES.

Cultivate non-warehouse industries + high paying / high skill employees with tax increment funds

Please share your thoughts on which of the following strategies are most important and why ^{who will train?}

Train people in nearby communities to fill the jobs that are created
Stimulate growth of distribution and warehousing jobs in the area
Keep the legacy highway truck ban
Allow trucks on legacy highway to decrease truck traffic on I-15
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts
Minimize impacts (light, noise, vibration, etc.) on nearby communities
Build/improve road infrastructure to accommodate freight and commuting traffic
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat
Connect Utah businesses with out of state buyers
Stimulate growth of low-pollution manufacturing jobs
Instate emission standards on trucks entering the Utah Inland Port
Require zero or low-emissions equipment in intermodal facilities
Ensure people who work in the area can live nearby
Control storm water runoff into the Great Salt Lake to preserve water quality
Utilize clean and renewable energy
Instate a wildlife barrier between the port activities and surrounding preserves
Conduct baseline measurements of environmental and air quality conditions
Move the inland port to Tooele County
Route tax revenue back into local infrastructure and schools
Expanded outreach and education on the Port project
Increase the transparency of the Inland Port Authority
Route trains away from local streets/improve rail infrastructure to prevent stoppage
Limit operating hours of the port

What is projected ^{who will train?} ~~low wage, but match LOCAL skills~~ ^{local composition}

Yes

No

Yes, but expand Which Competition - Railroads

Yes

Yes

Yes

Yes

→ Absolutely Enforce

→ Absolutely + Monitor where possible skills-match DEQ must weigh in where possible (Solar-Wind)

Yes

Within and in Channel Traffic

No, but include Traffic

Yes, where possible

Yes, in LOCAL ethnic

Yes, in REAL TIME

Yes, where possible

Negotiable?

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created
Stimulate growth of distribution and warehousing jobs in the area
Keep the legacy highway truck ban
Allow trucks on legacy highway to decrease truck traffic on I-15
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts
Minimize impacts (light, noise, vibration, etc.) on nearby communities
Build/improve road infrastructure to accommodate freight and commuting traffic
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat
Connect Utah businesses with out of state buyers
Stimulate growth of low-pollution manufacturing jobs
Instate emission standards on trucks entering the Utah Inland Port
Require zero or low-emissions equipment in intermodal facilities
Ensure people who work in the area can live nearby
Control storm water runoff into the Great Salt Lake to preserve water quality
Utilize clean and renewable energy
Instate a wildlife barrier between the port activities and surrounding preserves
Conduct baseline measurements of environmental and air quality conditions
Move the inland port to Tooele County
Route tax revenue back into local infrastructure and schools
Expanded outreach and education on the Port project
Increase the transparency of the Inland Port Authority
Route trains away from local streets/improve rail infrastructure to prevent stoppage
Limit operating hours of the port

This process is
stopping the
port.

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	
Allow trucks on legacy highway to decrease truck traffic on I-15	
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	
Connect Utah businesses with out of state buyers	Buy local
Stimulate growth of low-pollution manufacturing jobs	✓
Instate emission standards on trucks entering the Utah Inland Port	"0"
Require zero or low-emissions equipment in intermodal facilities	✓
Ensure people who work in the area can live nearby	-
Control storm water runoff into the Great Salt Lake to preserve water quality	-
Utilize clean and renewable energy	✓
Instate a wildlife barrier between the port activities and surrounding preserves	← impossible
Conduct baseline measurements of environmental and air quality conditions	✓
Move the inland port to Tooele County	✓ +
Route tax revenue back into local infrastructure and schools	✓
Expanded outreach and education on the Port project	✓
Increase the transparency of the Inland Port Authority	✓
Route trains away from local streets/improve rail infrastructure to prevent stoppage	✓
Limit operating hours of the port	?

NOT A PRIORITY
✓ keep the ban

Reduce diesel
✓

impossible

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	very important
Allow trucks on legacy highway to decrease truck traffic on I-15	very important
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	Impo
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	Impo
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	
Require zero or low-emissions equipment in intermodal facilities	
Ensure people who work in the area can live nearby	
Control storm water runoff into the Great Salt Lake to preserve water quality	
Utilize clean and renewable energy	
Instate a wildlife barrier between the port activities and surrounding preserves	
Conduct baseline measurements of environmental and air quality conditions	
Move the inland port to Tooele County	? air is air
Route tax revenue back into local infrastructure and schools	
Expanded outreach and education on the Port project	
Increase the transparency of the Inland Port Authority	
Route trains away from local streets/improve rail infrastructure to prevent stoppage	
Limit operating hours of the port	

No
ent
partant

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	NO they'll be too low paying
Stimulate growth of distribution and warehousing jobs in the area	NO
Keep the legacy highway truck ban	YES
Allow trucks on legacy highway to decrease truck traffic on I-15	NO way
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	Not with public money
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	Not with public money
Connect Utah businesses with out of state buyers	They already are
Stimulate growth of low-pollution manufacturing jobs	NO The market will take care of it
Instate emission standards on trucks entering the Utah Inland Port	don't understand question
Require zero or low-emissions equipment in intermodal facilities	YES
Ensure people who work in the area can live nearby	NO
Control storm water runoff into the Great Salt Lake to preserve water quality	not sure
Utilize clean and renewable energy	everywhere
Instate a wildlife barrier between the port activities and surrounding preserves	don't understand question
Conduct baseline measurements of environmental and air quality conditions	YES
Move the inland port to Tooele County	to further than that.
Route tax revenue back into local infrastructure and schools	YES
Expanded outreach and education on the Port project	YES
Increase the transparency of the Inland Port Authority	YES
Route trains away from local streets/improve rail infrastructure to prevent stoppage	without public money
Limit operating hours of the port	to zero hours

Consider impacts on people of color

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

NO

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Unanswered

Money questions

Who is making money off of this?

Who is paying for infrastructure?

Will I the taxpayer benefit? or will I have to pay more?

Who is paying for the research + planning?

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban - 2 years	
Allow trucks on legacy highway to decrease truck traffic on I-15	(No)
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	
Require zero or low-emissions equipment in intermodal facilities	
Ensure people who work in the area can live nearby	
Control storm water runoff into the Great Salt Lake to preserve water quality	
Utilize clean and renewable energy	
Instate a wildlife barrier between the port activities and surrounding preserves	
Conduct baseline measurements of environmental and air quality conditions	
Move the inland port to Tooele County	
Route tax revenue back into local infrastructure and schools	
Expanded outreach and education on the Port project	
Increase the transparency of the Inland Port Authority	
Route trains away from local streets/improve rail infrastructure to prevent stoppage	
Limit operating hours of the port	

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery. There is no handwriting or other markings on the page.

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

* Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15 — NO

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic — NO

* Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities — YES

Ensure people who work in the area can live nearby — NO: AIR POLLUTION

Control storm water runoff into the Great Salt Lake to preserve water quality

* Utilize clean and renewable energy — NO FRACKING / NATURAL

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County — NO

* Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority — HOW IF ALL JOB IN 10 TO 15 YEARS WILL BE AUTOMATED

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

• PROVIDE FIRST CLASS
TRANSIT WEST TO
EAST

• DOUBLE TRACK
FRONT RUNNER

• ROUTE TAX ^{REVENUE} TO
TRANSIT

• REACH OUT TO UNDER
SERVED COMMUNITIES

CANCER CLUSTERS WILL
OCCUR NEAR INLAND
PORT

GAS EXTRACTION.

NO PORT

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy highway truck ban	most important
Allow trucks on legacy highway to decrease truck traffic on I-15	no
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	
Minimize impacts (light, noise, vibration, etc.) on nearby communities	
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	yes
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	yes
Instate emission standards on trucks entering the Utah Inland Port	
Require zero or low-emissions equipment in intermodal facilities	yes
Ensure people who work in the area can live nearby	yes
Control storm water runoff into the Great Salt Lake to preserve water quality	yes
Utilize clean and renewable energy	yes
Instate a wildlife barrier between the port activities and surrounding preserves	yes
Conduct baseline measurements of environmental and air quality conditions	? is done already?
Move the inland port to Tooele County	
Route tax revenue back into local infrastructure and schools	yes but it won't happen
Expanded outreach and education on the Port project	
Increase the transparency of the Inland Port Authority	
Route trains away from local streets/improve rail infrastructure to prevent stoppage	
Limit operating hours of the port	haha

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

← we fought to hard to prevent this
yes!

← How?

← yes!

← what does this mean?

← is this choice like \$ Barb wine?

← is this an option?

← How about Underpasses.

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

NO

Keep the legacy highway truck ban

lost cause

Allow trucks on legacy highway to decrease truck traffic on I-15

★ Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

★ Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

★ Stimulate growth of low-pollution manufacturing jobs

★ Instate emission standards on trucks entering the Utah Inland Port

YES!

★ Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

★ Utilize clean and renewable energy

★ Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Carbon County

★ Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

★ Limit operating hours of the port

Let them go there but only @ 55 mph
& police it

NO

YES

YES

YES - keep SIC buffer area
plan

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

Allow trucks on legacy highway to decrease truck traffic on I-15

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

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Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

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Conduct baseline measurements of environmental and air quality conditions

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Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Definitely. No trucks on the Legacy
If this is possible, yes

Definitely. Protects the environment

In all of these.

Definitely

Yes, do it.

Good if you can do it

Yes

Yes

Yes

I'd like to see this

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

-yes

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy highway truck ban

yes!

Allow trucks on legacy highway to decrease truck traffic on I-15

-NO

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

-yes

Build/improve road infrastructure to accommodate freight and commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

-yes

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipment in intermodal facilities

Ensure people who work in the area can live nearby

-yes

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

-yes

Increase the transparency of the Inland Port Authority

-yes

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Keep the legacy
parkway!
No trucks!

Please share your thoughts on which of the following strategies are most important and why

Train people in nearby communities to fill the jobs that are created

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy ^{Parkway} highway truck ban

Allow trucks on legacy ^{Parkway} highway to decrease truck traffic on I-15

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Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Keep the ban on trucks intact

PERMANENT
DIRECT% FUNDING TO SCHOOLS

Please share your thoughts on which of the following strategies are most important and why

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Stimulate growth of distribution and warehousing jobs in the area
Keep the legacy highway truck ban
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Increase the transparency of the Inland Port Authority
Route trains away from local streets/improve rail infrastructure to prevent stoppage
Limit operating hours of the port

FOR GOOD JOBS (7120% AREA INC.)

No.

YES.

NO.

CAN'T BE DONE TO MAKE ENOUGH DIFF.

A MUST.

NEED TO PLAN FIRST

A MUST

LET BUSINESSES DO IT

BY ALL MEANS

ABSOLUTELY

YES

YES.

A MUST

"CLEAN" ? AS IN "CLEAN COAL" BARRIER? LIKE A WALL?

A MUST

I HAVE NOTHING AGAINST TOOELE.

A MUST

YES - THAT SHOULD DO IT.

HARD TO DECREASE IT.

OK, BUT WHERE DO THEY GO?

YES.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

DON'T BUILD IT.

IF YOU, DON'T FORGET ESSENTIAL INFRASTRUCTURE
FOR THE WORKERS

- BARS
- STRIP CLUBS
- CASINOS
- HOMELESS CAMPING AREAS
- DRUG DEALERSHIPS

[WHERE WILL THE BIRDS GO?
(NONE AT MEETING)]



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- why Can't the State purchase this land, spend tax payer money to improve it, then profit on it?



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

1. Build for 20 yrs from now, not current projections
2. Mandate solar paneling for bldings & other low energy solutions
3. Build in \$ for air quality mitigation & other environmental degradation.



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

This is a poorly thought out idea

ENVIRONMENTAL IMPACT poor

Like the prison UNNECESSARY (move)

POOR Air to get worse

former legislator making \$



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- It's going to develop anyway, it's private land.
- develop with who's money?

Future Mountain View
Corridor Extension



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

DONT PAVE OVER ALL THE ~~NEW~~ BEAUTIFUL LIFE
TO BUILD SOMETHING NOBODY REALLY NEEDS.
WOULD YOU EVER WANT TO BE LABELED A MURDERER OF GIA?
THE EARTH IS MOTHER TO ^{MORE THAN} MILLIONS, WE HUMANS ARE JUST
ONE STRAND OF THE WEB OF LIFE. LEARN ABOUT
DEEP ECOLOGY. TEACH IT IN SCHOOLS. STOP ~~THE~~ BIOME
GENOCIDE. WE ARE TAKING A STAND AGAINST ENVIRONMENTAL
DESTRUCTION AND ^{TRYING TO} SAVE LIVES. ~~NO~~ NO MORE MURDER OF PLANTS
OR ANIMALS. EVERY LIFE IS ~~VALUABLE~~ VALUABLE. WAKE UP AND STOP
THIS SENSELESS KILLING.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

I can't understand why we are moving forward creating a giant source of pollution when we haven't made a dent in our air quality problem. Please consider the average citizen of SLU. Be mindful. Please



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- Air quality in the valley. Port should have net zero impact.
- Keep the truck ban on Legacy Parkway. The desire is to allow trucks for a direct route to the Port. Many communities are affected.
- Where is the EIS — Environmental Impact Statement?
 - wetlands, etc.
- Port should have a tax base that DIRECTLY

ing the Utah Inland Port
ive water quality
he port

onomic Competitiveness of

and distribution
reated
area

uting

tion, Truck Routes

esidential roads
nd commuting traffic
ght and commuting traffic

ate infrastructure damage
fic flow

borhoods

Transparency

government
plans

ictional site
s and impacts

and public owners to preserve

develop on its own
it location outside the

the area



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Need business to provide apprenticeships like Stadler Rail for local students.

42% of my property taxes in Salt Lake City support education.

I would like those supports of Education to continue ~~to~~ for businesses that locate in the Inland^{Port} Authority lands.

Please tell that I ~~can~~ would not need to pay property taxes that won't be charged to businesses that locate in the Port Authority.

What is the best outcome?

Attracting Cleaner Technology + ^{Higher} Wage Businesses + Tax Paying

NO PORT

NO PORT -

Let Private Land Owners Deal w/ NO Public Burden for it
if not they are depending on the media there \$30

TAX REVENUES FROM OUT OF STATE
INVESTORS. NO BREAKS FOR IN DUSTAY
THAT IS NOT 100% GREEN & EMISSIONS

What are the biggest risks?

Property Value in W SIC declining due to impacts.

Pollution in already Radon heavy area

If jobs are focused on West side (Manufacturing/Warehouse), then workers growth at area getting higher paying jobs

Congestion along LOCAL thoroughfares (health of residents)

NOT doing anything (Private Developers helter-skelter)

create Air quality
rates that are ~~not~~ next to schools!

GHOST TOWN OF
EMPTY BUILDINGS, ESP. IF
TARRIES KEEP THREATENING
INT'L TRADE

What are you
most worried about?

Water!

air pollution + me
shorebirds + me

THE LEGISLATURE

Un Monitored Private Developers

Un Controlled Trucks

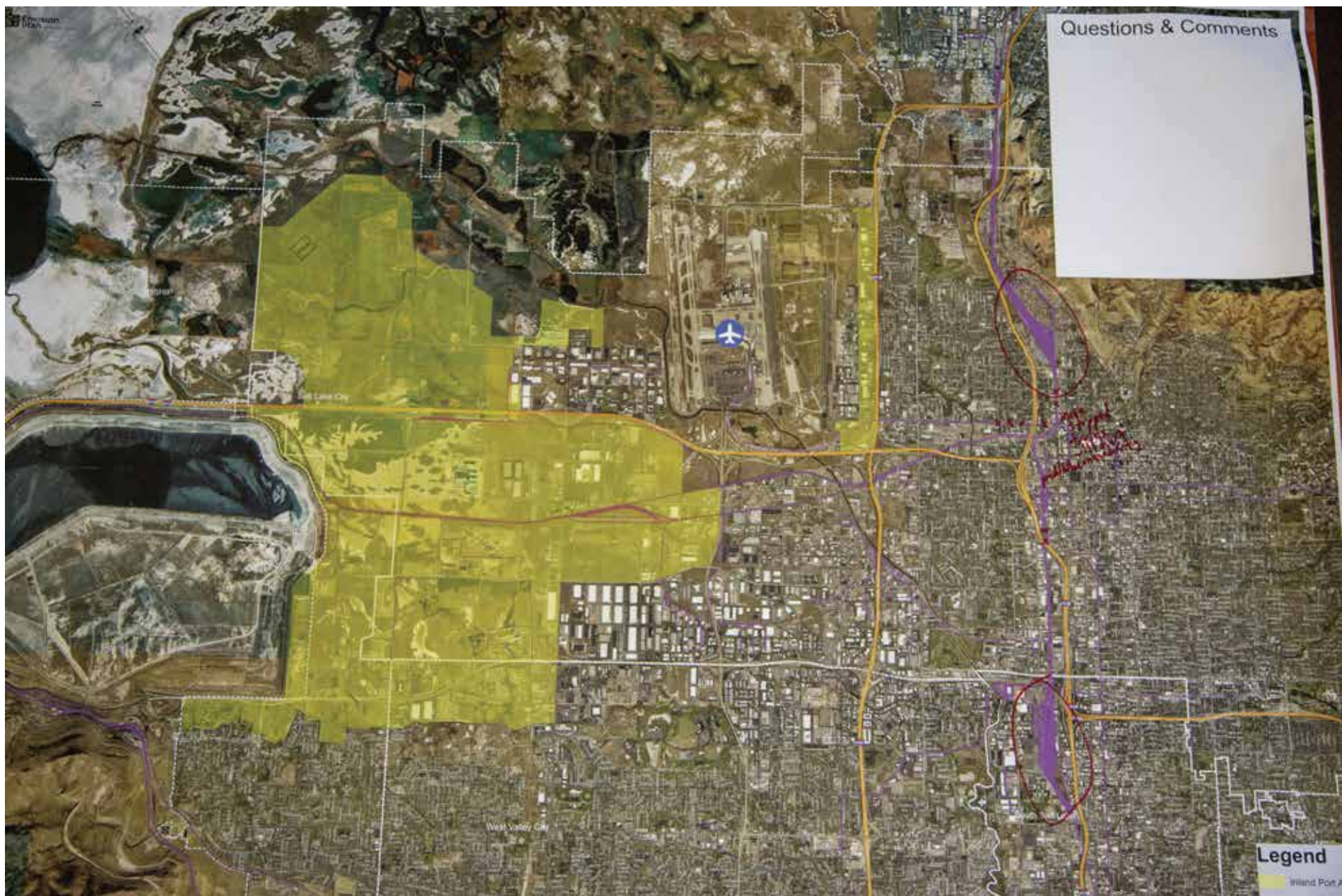
Un accountable Legislators (who created Inland Port Authority)

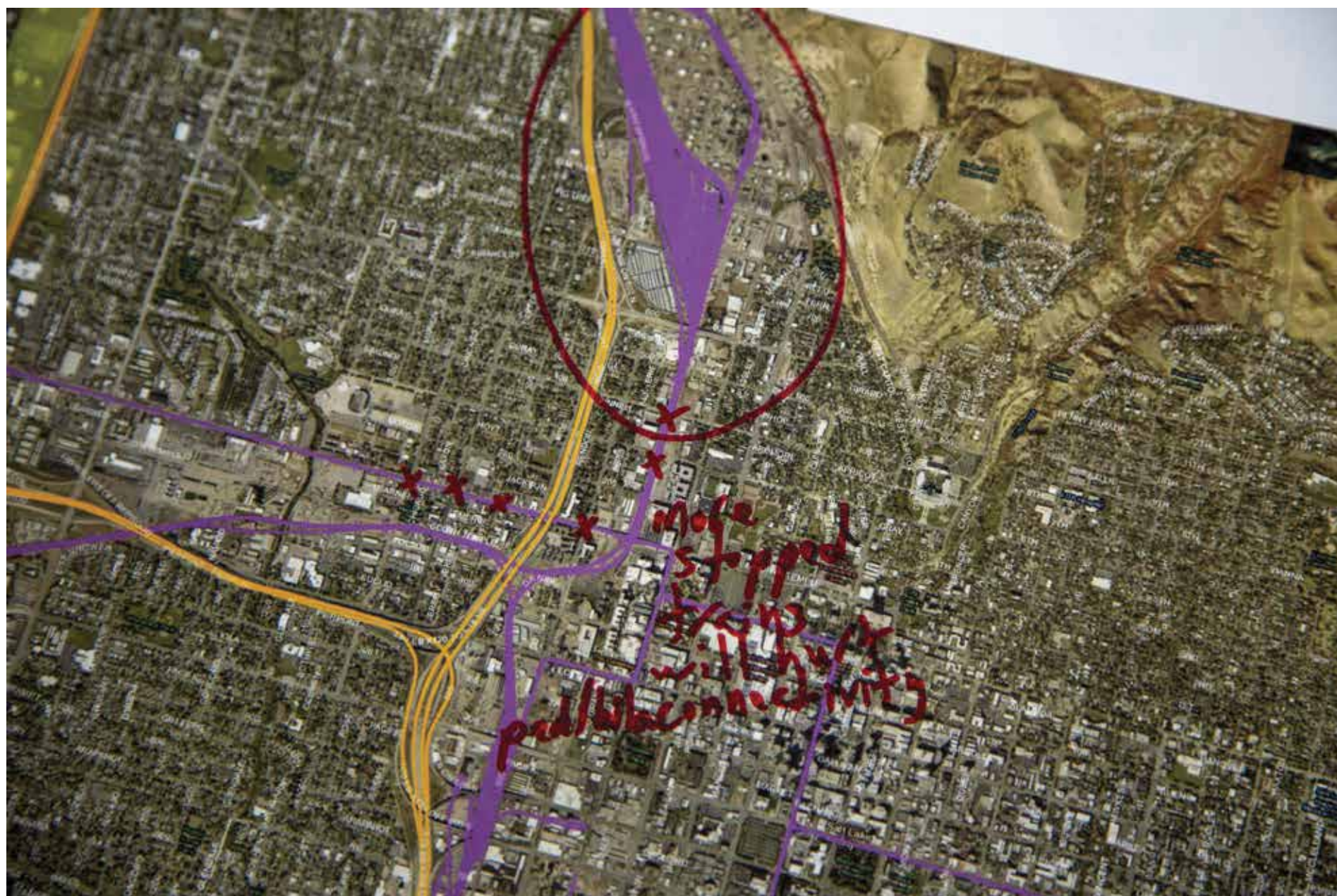
Lack of Vision - of what could be done. Lack
of creativity.

What are the greatest opportunities?

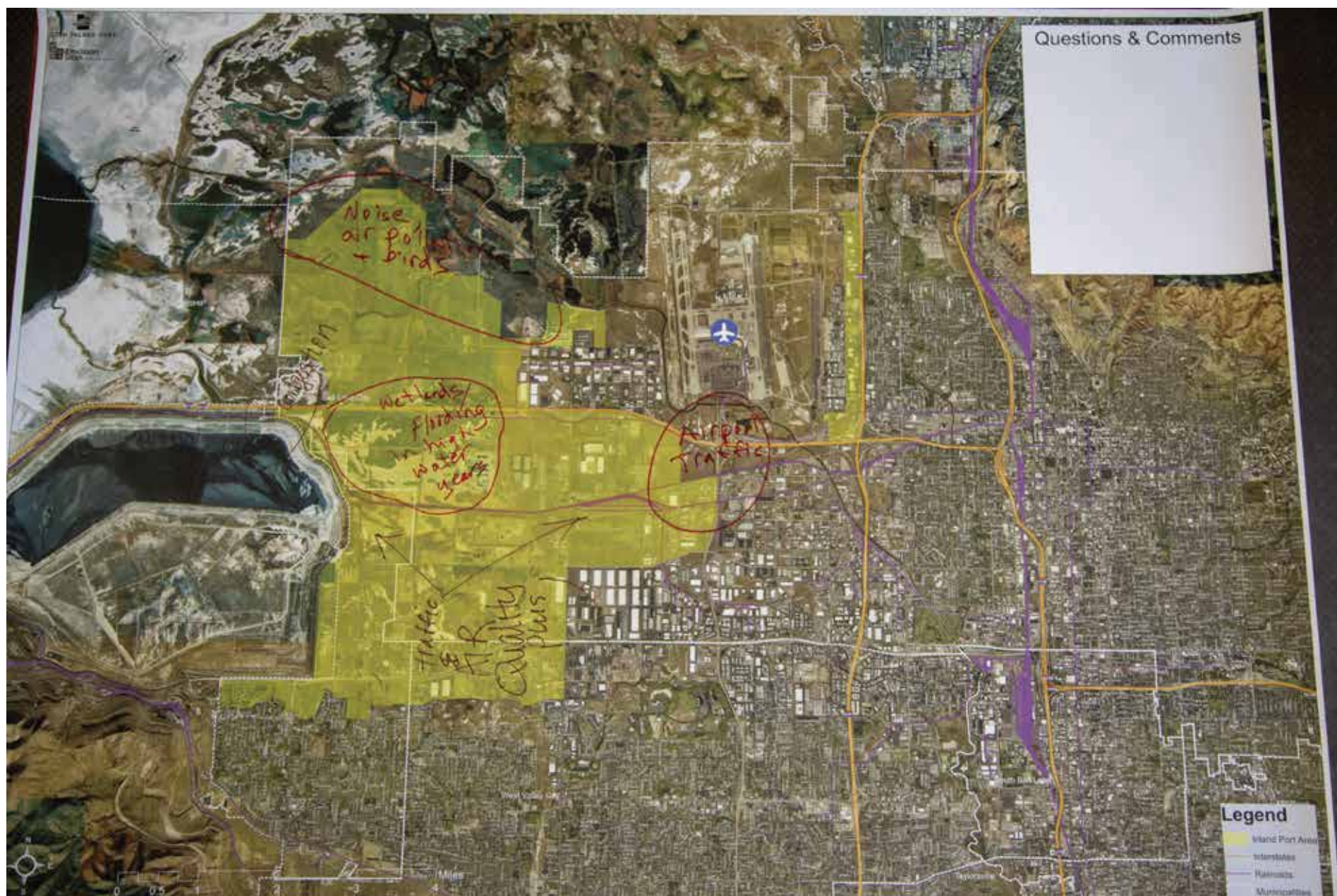
Developing Salt Lake City as an
international model of eco. development within
environmental framework.
generating HIGHER wage jobs, LOCALLY + New Tax Revenues

2/9

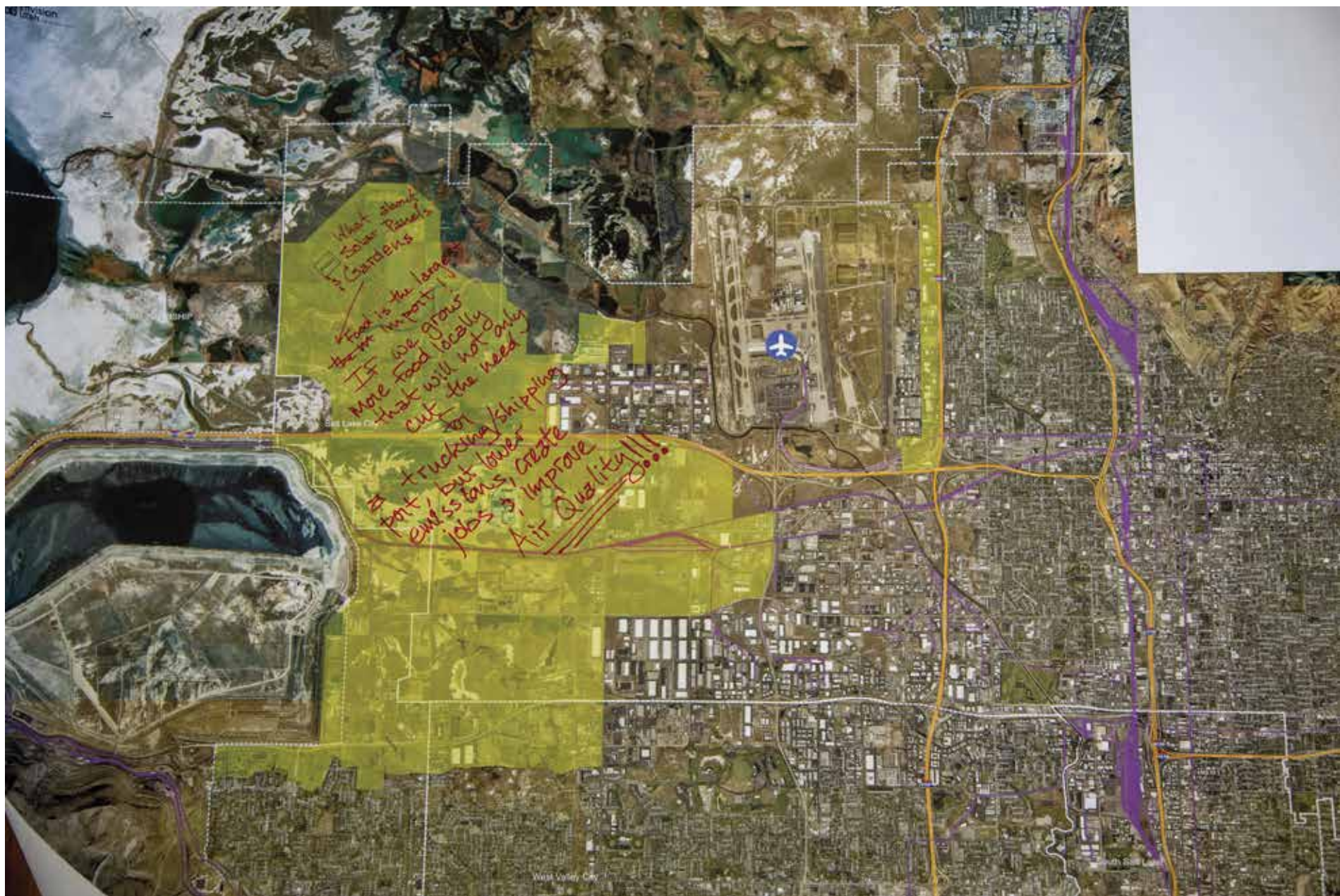












What about
Solar Panels
& Gardens

Food is the largest
import
If we grow
more food locally
that will not only
cut the need

for
+ trucking/shipping
port, but lower
emissions, create
jobs & improve
Air Quality!!!

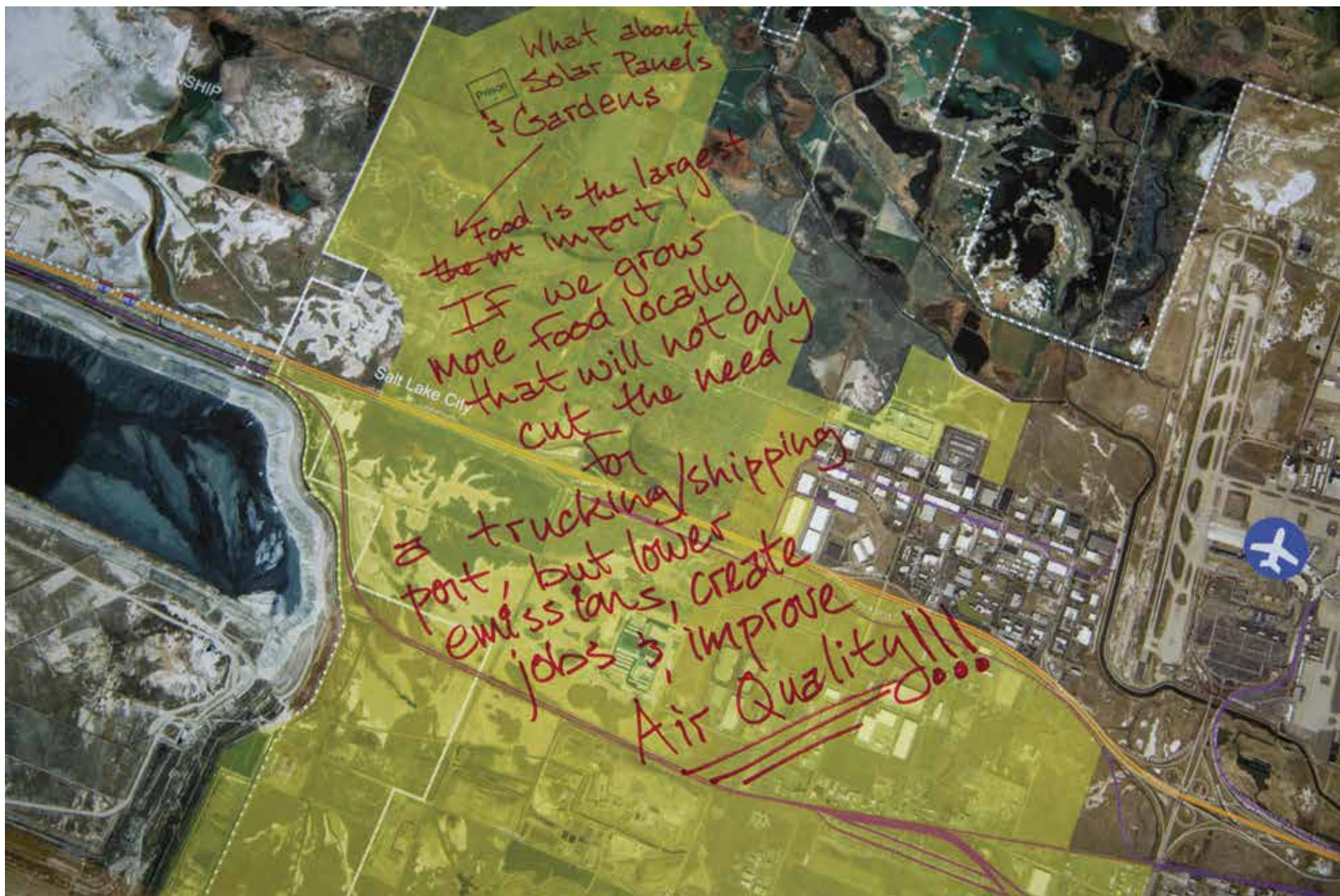
What about
Solar Panels
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Food is the largest
the ~~we~~ import!

IF we grow
more food locally
that will not only
cut the need

for
a trucking/shipping
port, but lower
emissions, create
jobs & improve

Air Quality!!!





- NO trucks on legacy Pkwy.
to keep that commuters only.



Questions & Comments

→ The Inland Port is why they want trucks on Legacy Parkway. It is BS to get us to think otherwise. Especially with a "crackdown" on transportation committee trucking companies own trucking companies. Received for their company.

There is NO transparency!

Questions & Comments

- This Inland Port is why they want trucks on Legacy Parkway. It is B.S. to get us to think otherwise. Especially with a "stacked" Senate transportation committee.
- How many own trucking companies?
 - Received \$ from trucking comp for their companies?

There is NO transparency!

STRATEGIES

VOTES

Train people in nearby communities to fill the jobs that are created

(1) **Final Time** 00:00:00

Stimulate growth of distribution and warehousing jobs in the area

Keep the legacy ^{Parkway} ~~highway~~ truck ban

Parkway

Allow trucks on legacy ~~highway~~ ^{Palikway} to decrease truck traffic on I-15

PALEK WANG

Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts

Minimize impacts (light, noise, vibration, etc.) on nearby communities

Build/improve road infrastructure to accommodate freight and commuting traffic

commuting traffic

Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat

Connect Utah businesses with out of state buyers

Stimulate growth of low-pollution manufacturing jobs

Instate emission standards on trucks entering the Utah Inland Port

Require zero or low-emissions equipments in intermodal facilities

Ensure people who work in the area can live nearby

Control storm water runoff into the Great Salt Lake to preserve water quality

Utilize clean and renewable energy

Instate a wildlife barrier between the port activities and surrounding preserves

Conduct baseline measurements of environmental and air quality conditions

Move the inland port to Tooele County

Route tax revenue back into local infrastructure and schools

Expanded outreach and education on the Port project

Increase the transparency of the Inland Port Authority

Route trains away from local streets/improve rail infrastructure to prevent stoppage

Limit operating hours of the port

Salt Lake City Schools - ex officio member on Board
Remediation of landfills and protect groundwaters.

Remediation of landfills and protect groundwater.

VOTES

the jobs that are created
using jobs in the area

(IF FULL TIME W/BENEFITS
SO NOT RELIANT ON
TAXPAYER ASSISTANCE)

~~IF FULL~~



truck traffic on I-15
minimize traffic and air quality impacts
) on nearby communities



nodate freight and commuting traffic
) on nearby wildlife and habitat

TRUCK-ONLY LANES PAID FOR BY BUSINESSES
THAT STAND
TO BENEFIT



ayers



STRATEGIES

VOTES

Train people in nearby communities to fill the jobs that are created	
Stimulate growth of distribution and warehousing jobs in the area	
Keep the legacy ^{Park Way} highway truck ban	*
Allow trucks on legacy ^{Park Way} highway to decrease truck traffic on I-15	*
Prioritize rail transport over cargo trucks to minimize traffic and air quality impacts	*
Minimize impacts (light, noise, vibration, etc.) on nearby communities	**
Build/improve road infrastructure to accommodate freight and commuting traffic	
Minimize impacts (light, noise, vibration, etc.) on nearby wildlife and habitat	*
Connect Utah businesses with out of state buyers	
Stimulate growth of low-pollution manufacturing jobs	
Instate emission standards on trucks entering the Utah Inland Port	* *
Require zero or low-emissions equipments in intermodal facilities	* *
Ensure people who work in the area can live nearby	* *
Control storm water runoff into the Great Salt Lake to preserve water quality	
Utilize clean and renewable energy	*
Instate a wildlife barrier between the port activities and surrounding preserves	
Conduct baseline measurements of environmental and air quality conditions	*
Move the inland port to Tooele County	*
Route tax revenue back into local infrastructure and schools	*
Expanded outreach and education on the Port project	* *
Increase the transparency of the Inland Port Authority	* *
Route trains away from local streets/improve rail infrastructure to prevent stoppage	* * *
Limit operating hours of the port	
Build Truck only ^(toll?) LANES on I-15 + NO TRUCKS ON LEGACY	

Potential Strategies for Growth in the Inland Port Area

The survey results to date have helped identify and prioritize the high-level concerns of the community. Within each of these concerns, respondents have provided the following strategies. The list below are suggestions only. Please identify which strategies you like and provide your own ideas for guiding growth.

REQUIRE THE CONSTRUCTION COMPANIES TO MAINTAIN ABOVE-BOARD TAX-PAYING SUB-CONTRACTORS FOR EVERY PROJECT WITHIN THE PORT AREA. HEAVY PENALTIES FOR INFRACTIONS.

FIND A WAY TO RECAPTURE OUR TAX DOLLARS FOR SCHOOLS SUPPORT!

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

- Create a wildlife buffer between port activities and surrounding natural areas
- Implement specific measures to mitigate noise, light, and vibration
- Utilize clean and renewable energy
- Promote LED lighting, high-quality insulation, and efficient/clean HVACs and boilers in buildings to reduce emissions and energy use

- ✓ Establish emissions requirements for trucks and trains entering the Utah Inland Port
- ✓ Control storm water runoff into the Great Salt Lake to preserve water quality
- Use best available zero- or low-emission equipment within the port
- Remediate existing unlined landfills in the area
- ✓ Avoid impacting wetlands and shorebird habitat
- Plan for recreation opportunities in the area

Economic Strategies to Respond to Concerns: Job Availability, Economic Competitiveness of Utah, and Economic Opportunity for Rural Utahns

- ✓ Promote clean manufacturing jobs rather than warehousing and distribution
- ✓ Train people in nearby communities to fill the jobs that are created
- Stimulate growth of distribution and warehousing jobs in the area
- Connect Utah businesses with out of state buyers
- Provide housing near employment centers to reduce commuting

Transportation Strategies to Respond to Concerns: Traffic/Congestion, Truck Routes

- Plan truck routes that minimize impacts to commuting and residential roads
- Build/improve road infrastructure to accommodate freight and commuting traffic
- Complete the Mountain View Corridor to accommodate freight and commuting traffic
- Expand public transportation options serving the area
- ✓ Place a toll on cargo routes to encourage rail use and mitigate infrastructure damage
- Route trains away from local streets to prevent blocking traffic flow
- ✓ Extend the Legacy Parkway truck ban
- Build any new rail/truck transloading facilities far from neighborhoods

Port Authority Strategies to Respond to Concerns: Accountability & Transparency

- Limit operating hours of the port
- Distribute a percentage of tax revenue to schools and local government
- Require a public meeting to approve all new development plans
- Do not process/ship fossil fuels in the Inland Port area
- Do not import outside waste through the Inland Port
- Keep all infrastructure development within the original jurisdictional site
- Promote multiple port sites across Utah to distribute benefits and impacts

No Inland Port Alternatives

- Buy all development rights and land privileges from private and public owners to preserve the open space
- Do not build another intermodal facility and allow the area to develop on its own
- Build any new rail/trucking transloading facilities in a different location outside the designated Utah Inland Port boundaries
- ✓ Do not promise further public investment in infrastructure in the area

Don't plan on having a tax base

Potential Strategies for Growth in the Inland Port Area

The survey results to date have helped identify and prioritize the high-level concerns of the community. Within each of these concerns, respondents have provided the following strategies. The list below are **suggestions only**. Please identify which strategies you like and provide your own ideas for guiding growth.

- * FOCUS NEW DEVELOPMENT SOUTH OF I-90.
- * REGENERATE & DENSITY DEVELOPMENT BETWEEN I-90 & THE 200 S. FREEWAY
- * BUY ALL DEVELOPMENT RIGHTS ANY LAND PRIVILEGES FROM PUBLIC AND PRIVATE AGENCIES TO PRESERVE OPEN SPACE
- * DO NOT PROMISE FURTHER PUBLIC INVESTMENT IN INFRASTRUCTURE NORTH OF I-90.
- * REGULATE (LIVING COMMUNITY CHALLENGE, CERTIFICATION FOR THE PORT SOUTH OF I-90)
- * REGULATE (SEED) CERTIFICATION FOR THE PUBLIC ENGAGEMENT PROCESS

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

- Create a wildlife buffer between port activities and surrounding natural areas
- Implement specific measures to mitigate noise, light, and vibration
- Utilize clean and renewable energy
- Promote LED lighting, high-quality insulation, and efficient/clean HVACs and boilers in buildings to reduce emissions and energy use
- Establish emissions requirements for trucks and trains entering the Utah Inland Port

- Control storm water runoff into the Great Salt Lake to preserve water quality
- Use best available zero- or low-emission equipment within the port
- Remediate existing unfilled landfills in the area
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No Inland Port Alternatives

- Buy all development rights and land privileges from private and public owners to preserve the open space *SOUTH OF I-90.*
- Do not build another intermodal facility and allow the area to develop on its own
- Build any new rail/trucking transloading facilities in a different location outside the designated Utah Inland Port boundaries
- Do not promise further public investment in infrastructure in the area

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- o Significant Wetlands exist in the middle of the designated area for UIPA. - how will these be protected.
- o We are told that air quality will be improved by UIPA imposing its own emissions standards on vehicles using the facility. How will this be ensured because I have zero confidence in something like this even being implemented. The temptation to maintain maximum levels of trade and already signed transportation contracts will result in emissions standards being ignored.
- o Light pollution must be minimized - LED fixtures w/ downlight orientation.

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Economic Strategies to Respond to Concerns: Job Availability, Economic Competitiveness of Utah, and Economic Opportunity for Rural Utahns

- Promote clean manufacturing jobs rather than warehousing and distribution
- Train people in nearby communities to fill the jobs that are created
- Stimulate growth of distribution and warehousing jobs in the area
- Connect Utah businesses with out of state buyers
- Provide housing near employment centers to reduce commuting

Transportation Strategies to Respond to Concerns: Traffic/Congestion, Truck Routes

- Plan truck routes that minimize impacts to commuting and residential roads
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Port Authority Strategies to Respond to Concerns: Accountability & Transparency

- Limit operating hours of the port
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No Inland Port Alternatives

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Potential Strategies for Growth in the Inland Port Area

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① Does IPA have Authority to tell Private business it must minimize additional Air Pollution?

- Show an Environmental Impact Statement
- Present an Individual Mitigation Plan
- Display how it will sustain the Plan

② Can IPA bring in competitive Rail Road?

- Experience with Cleaner Operating Equipment
- Partner with LOCAL (natural gas) suppliers
- Bid for Access (vs. Union Pacific + Savage)

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②

①

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How?
by what
authority?

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Who?

Union Pacific?

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ENVIRONMENTAL : - NO DEGRADATION OF SALT LAKE ECOSYSTEMS *

- NO TRANSIT OR STORAGE OF COAL ON PORT-RELATED INFRASTRUCTURE [HUB AND SPOKE]
- CLEAN [NON-CARBON, NON-NUCLEAR] ENERGY ONLY FOR ALL FACILITIES
- * INCLUDE SHIELDING FOR LIGHTS AT NIGHT
- COMMUNITY SOLAR ON ALL SUITABLE SURFACES ... WITH ENERGY STORAGE

TRANSPORTATION : - EXTEND LEGACY TRUCK BAN

- INVEST IN EXPANSION OF PUBLIC TRANSIT AND ACTIVELY OPPOSE HIGHWAYS EXPANSION
- USE ELECTRIC TRUCKS AND TRAINS POWERED BY LOCAL RENEWABLE ENERGY AND STORAGE
- WALKABLE RESIDENTIAL AREAS FOR PORT WORKERS
- TOLLS FOR VEHICULAR ACCESS

ECONOMIC : - FUND EXPANSION OF WEST-SIDE HEALTH FACILITIES

- FUND TRAINING AND SEED MONEY FOR COAL COUNTRY WORKERS DISPLACED BY BAN ON COAL EXPORTS

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- ✓ • Provide housing near employment centers to reduce commuting + AFFORDABLE

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I'm afraid I don't have any new ideas to add. I have circled the other suggestions that stuck out to me as very good. From what I have heard this evening, it almost sounds like this inland port is being pursued b/c, "why not?" It seems like there needs to be good reason to proceed and strong evidence that air quality would NOT suffer, that there will NOT be detrimental effects on the environment, that our economy would become stronger, that traffic would NOT get even worse, etc.

Although I don't understand all details, it seems like there is a lack of transparency in the running of this authority. I know that involving the public takes more time and can be more effortful, but I think that is the only way to decrease fear and skepticism. People may still not like it and fight against it, but at least this transparency could ~~lead~~ help lead to a more productive conversation (not based completely on emotions and positions).

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The port should require all ~~land~~ ~~development~~ ~~in the area~~ modeled potential air quality impacts and be net zero. Any activities ~~requiring~~ resulting in emissions should require offsets of 1 to 1.05 in ~~the surrounding~~ Salt Lake County. Power production should be carbon neutral. Set a buffer on development in the northern portion of the port and around water sources and wildlife habitat. Developers can get density credit for avoiding peripheries and sensitive habitat. Because the Salt Lake Valley currently exceeds air quality standards, development cannot increase pollution levels and hence the need for offsets. Measure baseline pollution in area so local communities do not see increased levels of pollution.

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local residents
Add trees to offset all the pollution
that this will add to the schools
and neighborhoods.

Have water testing and fine the port
owners if the ~~area~~ contaminate the
water.

Tax the port owners instead of taxing
homeowners higher amounts.

Utah already spends the least amount
per child/students compared to all other
states and now they are wanting
to take funds from schools?

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ENSURE EVERY PERSON INVOLVED IS ON PAYROLL

TO ENSURE ALL TAXES ARE PAID. MAKE IT

A CONTRACTUAL CONDITION WITH SEVERE PENALTIES

IN THE CONTRACT WITH SOME KIND OF

ENFORCEMENT.

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IL Lake: NO Inland Port Alt.

All bullet points except #3 - All are Do Not.

build ANY new transloading facilities in Utah

period. Update & retrofit existing facilities. The

Utah is in a state of over-shoot: over-population

and over consumption. We are way over the

carrying capacity of the environment in Utah

over 1980, that went from an ecological surplus

of 10.8 million global hectares to an ecological

deficit of 2.4 billion global hectares. If

I support the motion of IF the port should be

developed or opposed to how the " " " "

.. The motion of inevitable population and

economic growth does NOT sit well with me. Although

for the sake of growth in the ideology of the canon

call. - Edward Abbey. Let look it not know the B/In PIC.

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2-28-2019

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"When we have cut the last tree, fish the last fish... then the humans will realize that money can not be eaten. Let's take Most of us are mormons, let's use the doctrine in our life not only in the church."

Think about the kids when you are going to do something wrong, also when you are doing something good.

God Bless you.

ATTN: A mother who is worried about the world we are creating for the people we love the most... our gifts from our lovely father... our kids.

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* But they need to be real, not just we are here doing nothing.

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- Require all trucks to be powered by electricity.
- Require all railroad engines use cleanest, best available technology.
- Fund light rail transport ~~infrastructure~~ infrastructure construction to allow employees to use TRAX. And construct a bike trail to and through the inland port.
- Place a toll on trucks using the inland port and adjacent infrastructure.
- A full EIS should be required before construction is initiated.

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I AM A PROPONENT OF THE INLAND PORT IN THIS LOCATION, AS PART OF A COMPREHENSIVE MASTER PLAN. IF THE LAND OWNERS ARE LEFT TO DEVELOP ON THEIR OWN, WE WON'T ACHIEVE THE HIGHEST & BEST USE OF THE LAND.

I HAVE ONE SUGGESTION. I WAS RECENTLY A MEMBER OF AN ENGINEERING & PLANNING TEAM THAT DEVELOPED A 160 SQUARE MASTER PLANNED EXPANSION OF AN INDUSTRIAL CITY IN SAUDI ARABIA, WHICH INCLUDED A NEW SEA PORT AND MULTI-MODAL LOGISTICS FACILITY. MY SUGGESTION IS TO ENGAGE ONE OF THE PREMIER PORT OPERATORS (D.P. WORLD, PSA, NORINCO, ETC.) AS SOON AS POSSIBLE. THEIR GUIDANCE IS INVALUABLE.

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

- Create a wildlife buffer between port activities and surrounding natural areas
- Implement specific measures to mitigate noise, light, and vibration
- Utilize clean and renewable energy
- Promote LED lighting, high-quality insulation, and efficient/clean HVACs and boilers in buildings to reduce emissions and energy use

- Establish emissions requirements for trucks and trains entering the Utah Inland Port
- Control storm water runoff into the Great Salt Lake to preserve water quality
- Use best available zero- or low-emission equipment within the port
- Remediate existing unlined landfills in the area
- Avoid impacting wetlands and shorebird habitat
- Plan for recreation opportunities in the area

 Economic Strategies to Respond to Concerns: Job Availability, Economic Competitiveness of Utah, and Economic Opportunity for Rural Utahns

- Promote clean manufacturing jobs rather than warehousing and distribution
- Train people in nearby communities to fill the jobs that are created
- Stimulate growth of distribution and warehousing jobs in the area
- Connect Utah businesses with out of state buyers
- Provide housing near employment centers to reduce commuting

Transportation Strategies to Respond to Concerns: Traffic/Congestion, Truck Routes

- Plan truck routes that minimize impacts to commuting and residential roads
- Build/improve road infrastructure to accommodate freight and commuting traffic
- Complete the Mountain View Corridor to accommodate freight and commuting traffic
- Expand public transportation options serving the area
- Place a toll on cargo routes to encourage rail use and mitigate infrastructure damage
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Port Authority Strategies to Respond to Concerns: Accountability & Transparency

- Limit operating hours of the port
- Distribute a percentage of tax revenue to schools and local government
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No Inland Port Alternatives

- Buy all development rights and land privileges from private and public owners to preserve the open space
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- A lot of the anger in here is because Salt Lake (and surrounding urban area - I'll use SLU for short) got this dumped on us, with little say, by legislators who mostly live elsewhere. ... "Mitigating" negatives isn't going to be enough. What I think will help is making sure this develops with a SLU-flavor - and driven by SLU.
- Overall state cost/benefit is the wrong metric - must be locally a plus). To do this:
 - #1 the board must be vast majority ~~SLU~~ (like 90%) very local (like living w/in 5 miles) - some reasonable % WITHIN footprint) - or immed. adjacent to
 - Also, good representation of SLU diversity.
 - #2 Tie it to things that matter locally - air quality (use it to require lower emission vehicles; - tie it to transit - tie it to live/work shop hubs) -> reduce gas vehicles to below ~~current~~ in valley
 - #3 Use it as Carbon / GtG demo project - require net-zero (and no coal; no explosives; no toxic ~~things~~ worst).

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- #4 overpasses / bridge lines etc. intrinsic - so one can live/work here w/o car.

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- o Use Mileage based to ~~reduce~~ congestion pricing for trucks based on GPS locations
- o Add Require free transit for all jobs given at these locations for workers
- o Create an e-bike highway corridor → have system that connects to Trax station and leads to public bikes run fullway along I-80 & SR-201 → Lower gas taxes and credit universal tolling system on freeways.
- o Incentivize at least 3 shifts per locations
- o Have ~~low~~ connectivity besides interchanges across interstate
- o Have solar panels on top of all group.
- 1 Support incentivizing smart growth and the inland port have solar per

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I feel strongly that the area designated should be vastly diminished and that Envision Utah look at other already developed industrial and manufacturing zones (already built and connected by roads & other infrastructure) that are underused or lying already unused (dormant, out of business) and incorporate these into the Port plan. In this way, less of the Great Salt-Glacier system needs to be covered with concrete. And these other properties will be again brought to life. (re Shrink Port by redeveloping existing areas when not being used)

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- ① I would like a political history of how it got thru the legislature including chief legislative promoters & the lobbyists involved
- 2 Some published detail on environmental predictions and the data involved in the calculations
- ③ land owners list and predictions of future land values with & without the inland port authority
- ④ Some pole on what % of present owners are in favor of the Authority & what % oppose it

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- 1) Board members & legislators should NOT have ANY conflict of interest when their it is disclosed or not.
- 2) Do not give jobs to illegal immigrants.
- 3) Monitor all jobs - I-9 everyone.
- 4) No public funds - especially educational funds should be spent on this project.
- 5) This inland port authority should be dissolved (1158.901 pending closure of project).

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REQUIREMENTS buildings to reduce emissions and energy use

6 HIGH-TEMPERATURE CRYSTALLINITY
LOW COLOR TEMPERATURE

LOW COUNT INTERFERENCE
TO MITIGATE NIGHT VISION LOSS
-6 WILDLIFE EFFECTS

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The state is currently pursuing a teleworking pilot to discourage commutes. As WIPA said, cars and trucks contribute most greatly to air pollution - esp. older vehicles. How will the jobs created by the proposed development also ensure minimal pollution by commuting? Can we ensure housing opportunities in west valley? Rose Park? Carpooling? Zero-carbon buses? Walkability?

open space to protect birds north of i-80

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

- Create a wildlife buffer between port activities and surrounding natural areas
- Implement specific measures to mitigate noise, light, and vibration
- Utilize clean and renewable energy
- Promote LED lighting, high-quality insulation, and efficient/clean HVACs and boilers in buildings to reduce emissions and energy use
- Establish emissions requirements for trucks and trains entering the Utah Inland Port

- Control storm water runoff into the Great Salt Lake to preserve water quality
- Use best available zero- or low-emission equipment within the port
- Remediate existing unlined landfills in the area
- Avoid impacting wetlands and shorebird habitat — no development north of i-80!
- Plan for recreation opportunities in the area

Economic Strategies to Respond to Concerns: Job Availability, Economic Competitiveness of Utah, and Economic Opportunity for Rural Utahns

- Promote clean manufacturing jobs rather than warehousing and distribution
- Train people in nearby communities to fill the jobs that are created
- Stimulate growth of distribution and warehousing jobs in the area
- Connect Utah businesses with out of state buyers
- Provide housing near employment centers to reduce commuting

Transportation Strategies to Respond to Concerns: Traffic/Congestion, Truck Routes

- Plan truck routes that minimize impacts to commuting and residential roads
- Build/improve road infrastructure to accommodate freight and commuting traffic
- Complete the Mountain View Corridor to accommodate freight and commuting traffic
- Expand public transportation options serving the area
- Place a toll on cargo routes to encourage rail use and mitigate infrastructure damage
- Route trains away from local streets to prevent blocking traffic flow
- Extend the Legacy Parkway truck ban
- Build any new rail/truck transloading facilities far from neighborhoods

Port Authority Strategies to Respond to Concerns: Accountability & Transparency

- Limit operating hours of the port
 - Distribute a percentage of tax revenue to schools and local government
 - Require a public meeting to approve all new development plans
 - Do not process/ship fossil fuels in the Inland Port area
 - Do not import outside waste through the Inland Port
 - Keep all infrastructure development within the original jurisdictional site
 - Promote multiple port sites across Utah to distribute benefits and impacts
- I think more information should be provided about making judgement

No Inland Port Alternatives

- Buy all development rights and land privileges from private and public owners to preserve the open space
- Do not build another intermodal facility and allow the area to develop on its own
- Build any new rail/trucking transloading facilities in a different location outside the designated Utah Inland Port boundaries
- Do not promise further public investment in infrastructure in the area

Potential Strategies for Growth in the Inland Port Area

The survey results to date have helped identify and prioritize the high-level concerns of the community. Within each of these concerns, respondents have provided the following strategies. The list below are no additional suggestions only. Please identify which strategies you like and provide your own ideas for guiding growth.

No Alternatives
I prefer no inland port facilities. The legislature is willing to buy land for wildlife corridors for hunters - why not use public funds to buy the land near the lake?

Economic Strategies

Union jobs

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

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Protect the environment. Fly way which requires many of the strategies marked

- Establish emissions requirements for trucks and trains entering the Utah Inland Port
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See "No Inland Port Alternatives" (on other side.)
Comments.

I object to the presumption that these privately owned lands will already be developed & that the "best" and "most reasonable" solution is to build the inland port there instead. You don't know what it's a foregone conclusion that these private lands will ever be developed any further just because the original buyers hoped to sell to developers one day

Environmental Strategies to Respond to Concerns: Air Quality, Wetlands/Habitat/Lake Impacts, Resource Needs

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No Inland Port Alternatives

- Buy all development rights and land privileges from private and public owners to preserve the open space
- Do not build another intermodal facility and allow the area to develop on its own
- Build any new rail/trucking transloading facilities in a different location outside the designated Utah Inland Port boundaries → ONLY build the port south of I-80
- Do not promise further public investment in infrastructure in the area



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Thanks, worth while coming. I appreciate your plan also to reach out to communities ~~the~~ whose 1st language isn't English.

THE PEOPLE WERE PRESENTED WITH A FAITⁿ ACCOMPIⁿ BY THE LEGISLATURE. ALL THE CHOICES ARE BAD. THERE'S NOT MUCH WE CAN DO NOW. JUST SAYIN'.



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

We already have empty concrete everywhere in the valley let's utilize that before having grandiose plans for more development. I do feel like plans are often made behind closed doors. Then the idea is put before the public to make people feel like they supposedly have input when the plans are already made.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

The Inland Port is a terrible idea. It ~~can~~ would bring jobs, but at the expense of our air quality, the health of our Great Salt Lake and ~~its~~ the migratory birds that depend on it. This year, water levels will likely go up, but at the rate of construction + usage overall levels will continue ~~to drop~~ ^{to drop} - not enough water is flowing into our lake. An inland port will bring pollution - there is no way around it. Our air quality is already terrible. Don't put profits above our children + future generations. Please think of the future.

What Are your Greatest Fears For the Utah Inland Port?

- THAT IT DEPRIVES OUR SCHOOLS OF NEEDED TAX DOLLARS
- THAT IT'S A SOURCE OF CONTINUED & CONCENTRATED AIR POLLUTION
- THAT THERE WILL BE NO ATTEMPT TO MITIGATE ~~WATER~~ GROUNDWATER & OTHER DAMAGE TO THE GREAT SALT LAKE WETLANDS & UPLANDS
- THAT UTAH TAXPAYERS WILL SPEND FAR MORE THAN WE WILL EARN FROM INLAND PORT ACTIVITIES
- Destroy the western flyway (migration route) for birds coming to the GSL
- Loss of bird populations due to feeding/resting disruption during spring/fall migration
- low wage jobs on hand due to mechanization
- costs (mainly dangerously dirty air) concentrate in SLC — benefits (\$) shared with ~~state~~ whole state gets called a win.
- SLC tax base gets decimated ... so our taxes go way up (for the privilege of not being able to breathe)
- Decade-Long Traffic Congestion through LOCAL access neighborhoods
- All of the above, besides it being UGLY, MESSY to air/land/water
- Above - my biggest fear is that we are destroying the Great Salt Lake + in doing so we will lose/kill our migratory birds. Air pollution will worsen - our children will suffer. This is a bad idea.
- our local resident herd of pronghorn antelope is permanently displaced.
- My greatest fear is a future full of sick kids and ~~rich~~ doctors. The poor people pay the price for what the rich people are doing to get money.

-that it will open up UT as a major coal exporter

What Are your Greatest Hopes For the Utah Inland Port?

Union jobs

THAT ALL BUILDINGS ARE MADE
BIRD FRIENDLY . ☺

THAT IT'S INTELLIGENTLY MANAGED TO BENEFIT THE CITIZENS OF S.L.C.

THAT IT WON'T HAPPEN.

↑ DITTO ↑

Jobs ~~and~~ that pay for infrastructure req'd to support them and
community amenities for region & environment with business support
increase trust in clean technology that can be expanded beyond.

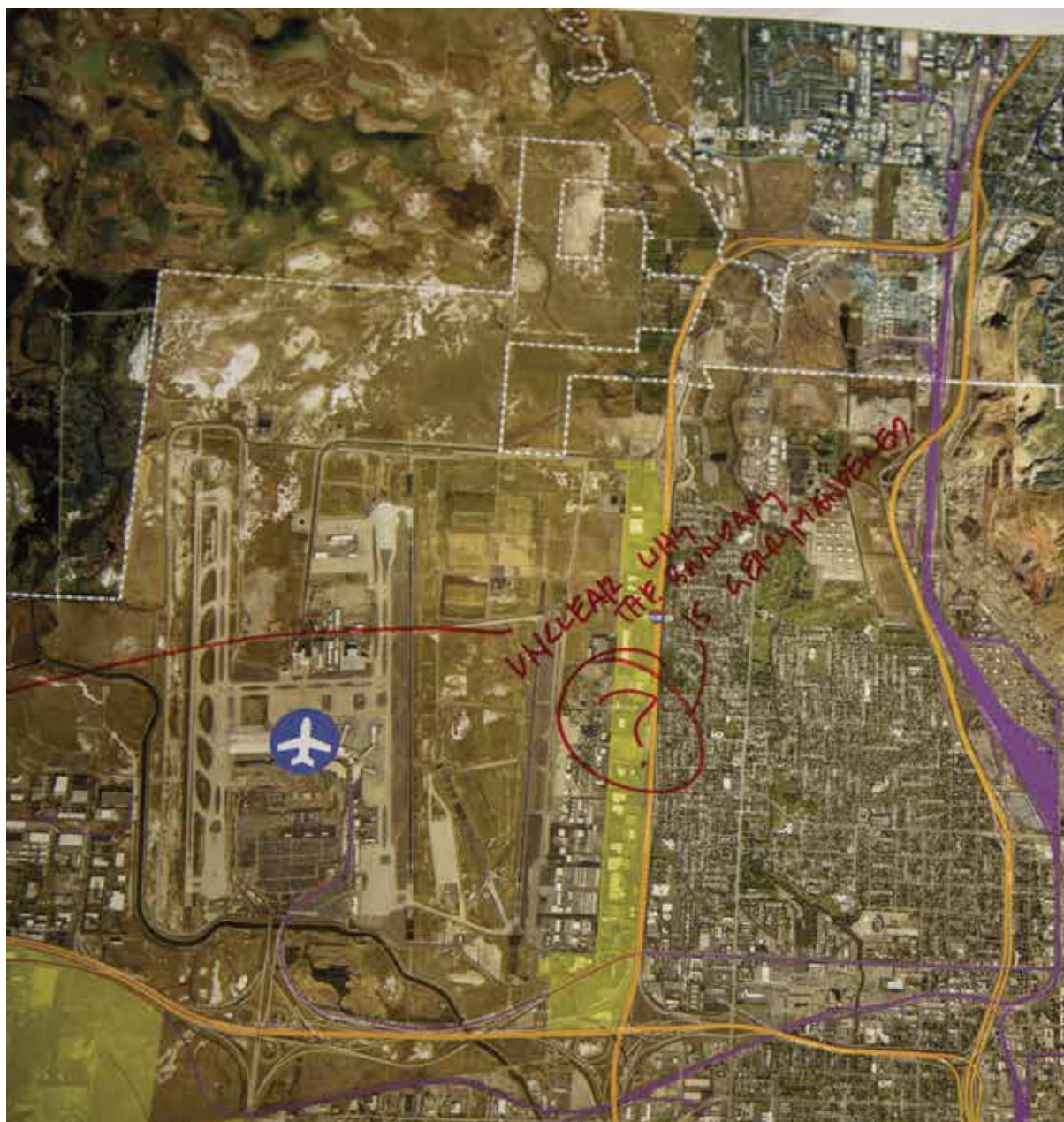
- Incentivize businesses to bring High Wage Manufacturing jobs
(with STATE funds, as many countries will flow goods here)

- that since it's in Salt Lake, it's driven by SL people, values and
needs — like, we can ~~develop~~ develop it in a way to lead us
to a carbon-neutral state.

IF happen, you don't get blind for jus money

That it won't happen. We need a nature preserve instead.

Too much pressure on GS Lake + its birds + with jail, airport expansion
+ garbage dump on promontory...



Background: Many of the landowners in the Northwest Quad have been...
 ① Nothing developed North of I-80.

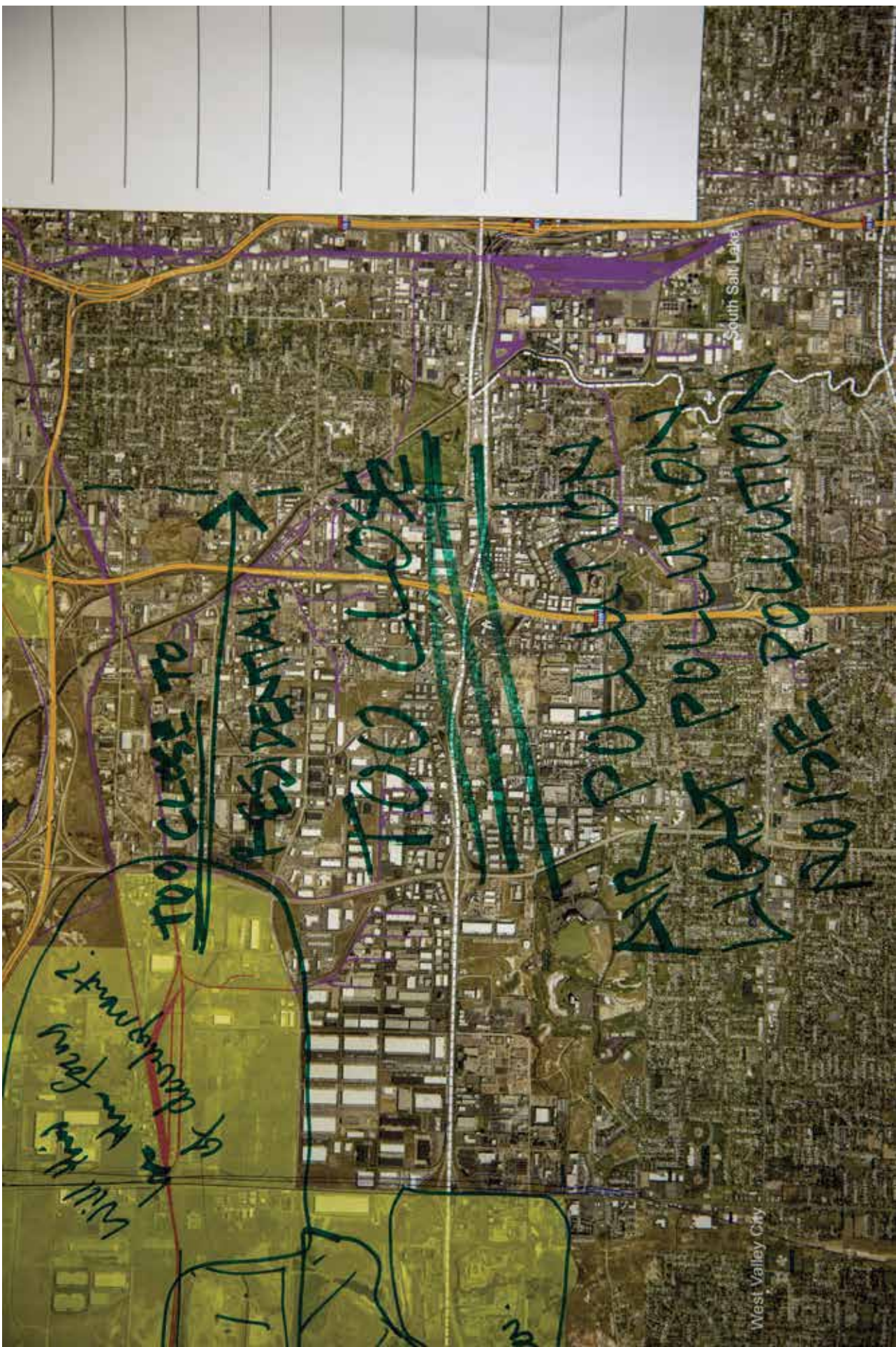
- ① Ensure new businesses use + show Air Quality Plans for operation
- ② Replicate Best Practices of other Ports
- ③ Minimize Congestion through adjacent LOCAL neighborhoods
- ④ Designate Green Space



Have vested rights to develop their property. Adverse effects of development will be avoided by the Grand Prix Authority. It is not a scenario that will be avoided for this event. Please provide ideas for what could be done to ensure the outcome you want to see.

Just like a carbon tax, there has to be a pollution tax imposed on activity generated by the UTPA school. Should be used to compensate the residents and outweigh by value to mostly benefit residents closest to the facility.

Legend





Background: Many of the landowners in the Northwest Quadrant have vested rights to develop their property. Development in accordance with those rights, without any action by the Inland Port Authority, is one scenario that will be studied for the area. Please provide ideas for what could be done to create the outcomes you'd like to see.

Just like a carbon tax,
there has to be a pollution
tax imposed on activity
generated by the UIPA which
should be used to compensate
SLC residents and weighted by
value to mostly benefit residents
closest to the facility.



Background: Many of the landowners in the Northwest Quadrant have vested rights to develop their property. Development is appropriate with these rights, without any action by the Island Trust Authority. It was recognized that what will be studied for the area. Please provide ideas for what could be done to create the outdoor space.

• Air quality in nearby ^{neighborhoods} & schools (no increase) ^{in pollution} (carpooling, electric rails, clean energy)

• No contamination to the water.

• Add parks in the Westpoint neighborhood.

• more mass transit options

• home values going down ^{tax hikes}

• not taking funds from schools to fund this ^{Utah} Utah already spends the least amount per student compared to all 50 states

• tax forcing port owners instead of Utah residents



have visited rights to develop...
accordance with local rights, without any action by the...
Authority, is now... that will be studied for the...
provide ideas for what could be done to create the outcomes you
ask to see.

- air quality in nearby ^{not} schools (no increase) in ^{in part} ^{in the} (carpooling, electric rails, clean energy)
- no contamination to the water.

- Add parks in the Westpoint neighborhood.

- more mass transit options

- home values going down ^{tax hikes.}

- not taking funds from schools to fund this
Utah already spends the least amount per student compared to all 50 states

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Authority, in one scenario that will be studied for the area. Please provide ideas for what could be done to create the outcomes you'd like to see.

- air quality in nearby ^{near} schools. (no increase) ^{in pollution} ^{in the valley} (carpooling, electric rails, etc.)
- no contamination to the water.

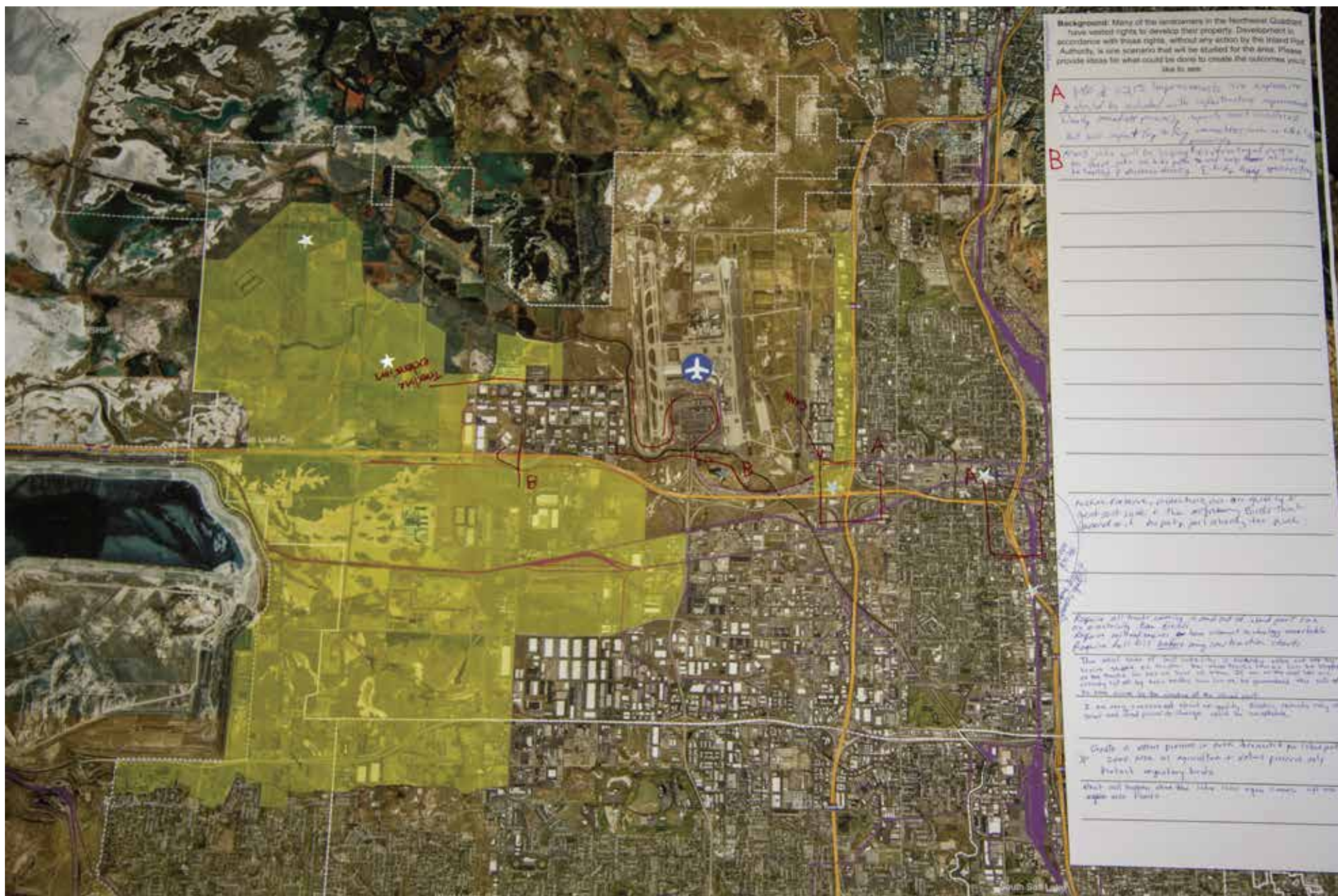
- Add parks in the Westpoint neighborhood.

- more mass transit options

- home values going down ^{tax hikes.}

- not taking funds from schools to fund this since Utah already spends the least amount per student compared to all 50 states.

- tax forcing port owners instead of Utah residents.



Background: Many of the homeowners in the Northwest Quadrant have vested rights to develop their property. Development in accordance with these rights, without any action by the Island Plan Authority, is one scenario that will be studied for the Area. Please provide ideas for what could be done to create the outcomes you'd like to see.

A. Most of the improvements are expected to be completed within the next five years. The improvements are expected to be completed within the next five years. The improvements are expected to be completed within the next five years.

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Protein, fat, and protein are the main components of the diet. The diet is composed of the following: Protein, fat, and protein are the main components of the diet. The diet is composed of the following: Protein, fat, and protein are the main components of the diet.

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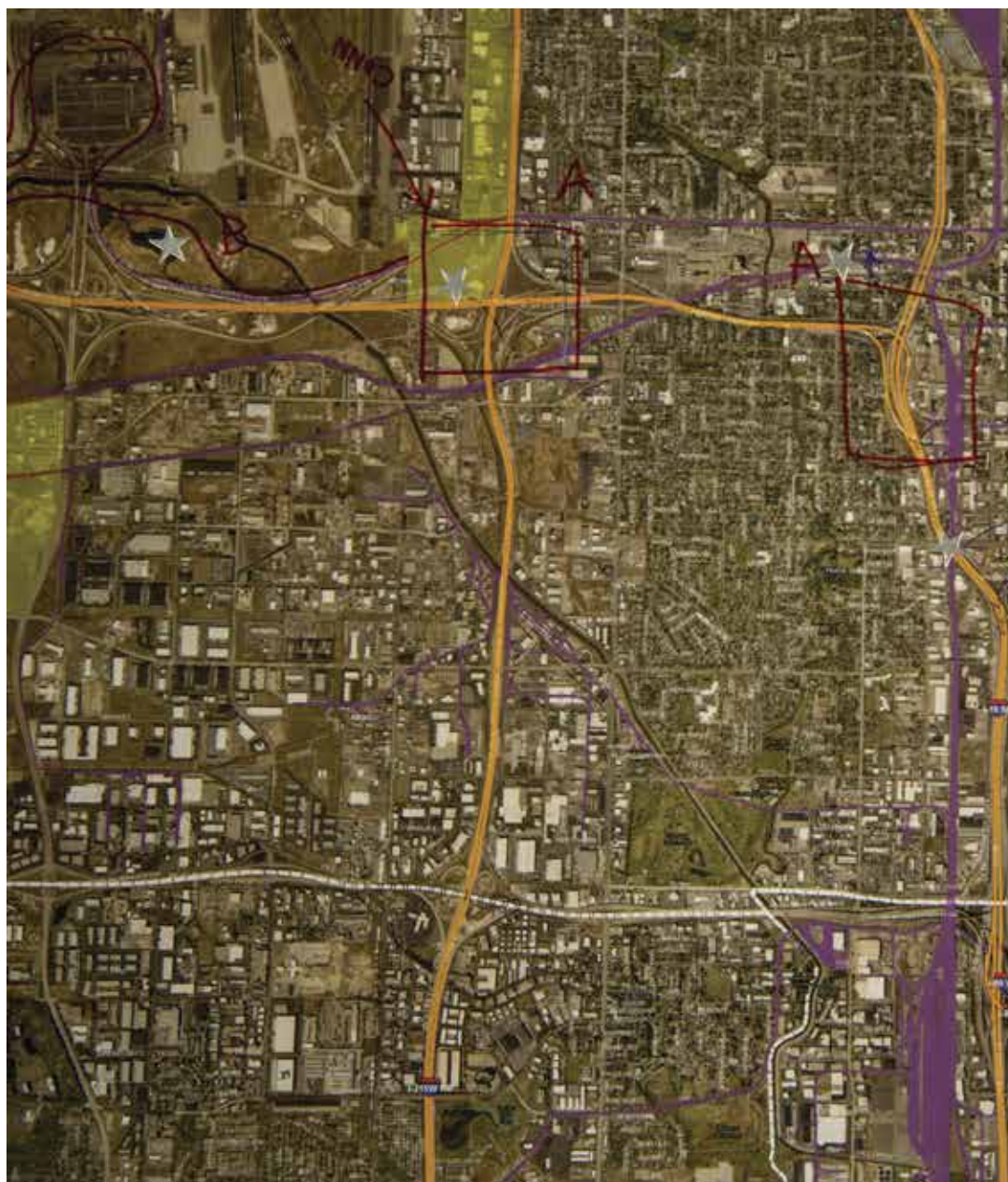
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Background: Many of the landowners in the Northwest Quadrant have vested rights to develop their property. Development in accordance with those rights, without any action by the Inland Port Authority, is one scenario that will be studied for the area. Please provide ideas for what could be done to create the outcomes you'd like to see.

A I-80 & I-215 Improvements are expensive & should be included with infrastructure improvements. Usually immediate proximity impacts most considered, but will impact long to long connections, such as I-80 & I-215 economically.

B Many jobs will be helping disadvantaged people to these jobs via bike paths to and help ~~these~~ all workers be healthy & decrease obesity. E-bike highway connections.



Nature preserve, protecting our air quality +
 Great Salt Lake + the migratory birds that
 depend on it. Air port, will already too much.

Require all trucks coming in and out of inland port run
 on electricity. Ban diesel.
 Require railroad engineer to have cleanest technology available.
 Require full EIS before any construction starts.

The West side of Salt Lake City is already being cut off by
 trains stopped on tracks. The Union Pacific trains can be stopped
 on the tracks for over an hour at times. If we on the west side are
 already cut off by train traffic how can we be guaranteed this will not
 be even worse by the creation of the rail part?

I am very concerned about air quality. Electric vehicles rely with
 solar and wind power its change would be acceptable.

★ Create a nature preserve in area designated for inland port
 zone area as agriculture + nature preserve only.
 Protect migratory birds.

What will happen when the lake level again covers up and this
 area floods.



Background: Many more... have vested rights to develop their property. Development is... accordance with these rights, without any action by the Transit for... Authority. It is now necessary that will be needed for the area. Please... provide those for what could be done to assist the customers... like to see.

1. SEVERE ENTIRE PORT AREA
WITH RAIL — FEW TRUCKS
(BUILD RAIL SPURS THROUGHOUT
I.P.)

2. TRANS — ELECTRIC IN I.P.

3. SHRINK PORT BY REDEVELOPING
EXISTING AREAS NEAR RAIL
LOOPS (FEW TRUCKS)

4. LIMIT NOISE & LIMIT POLLUTION
— USE MODEL CODES

5. TRANSPARENT

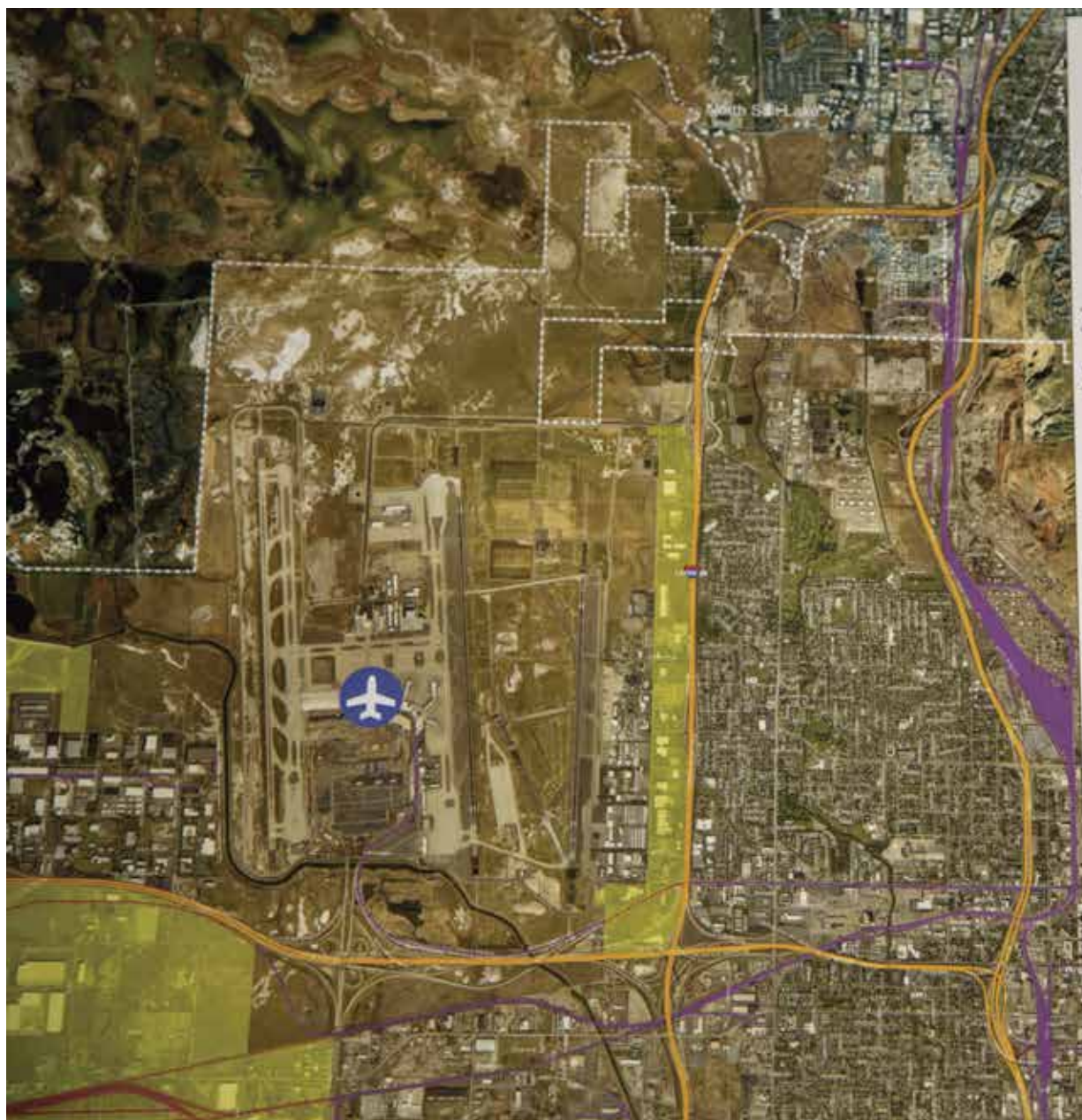
6. DO A REAL MARKET
STUDY

7. NO ELWOOD, IL.!

8. ACCOUNTABILITY!

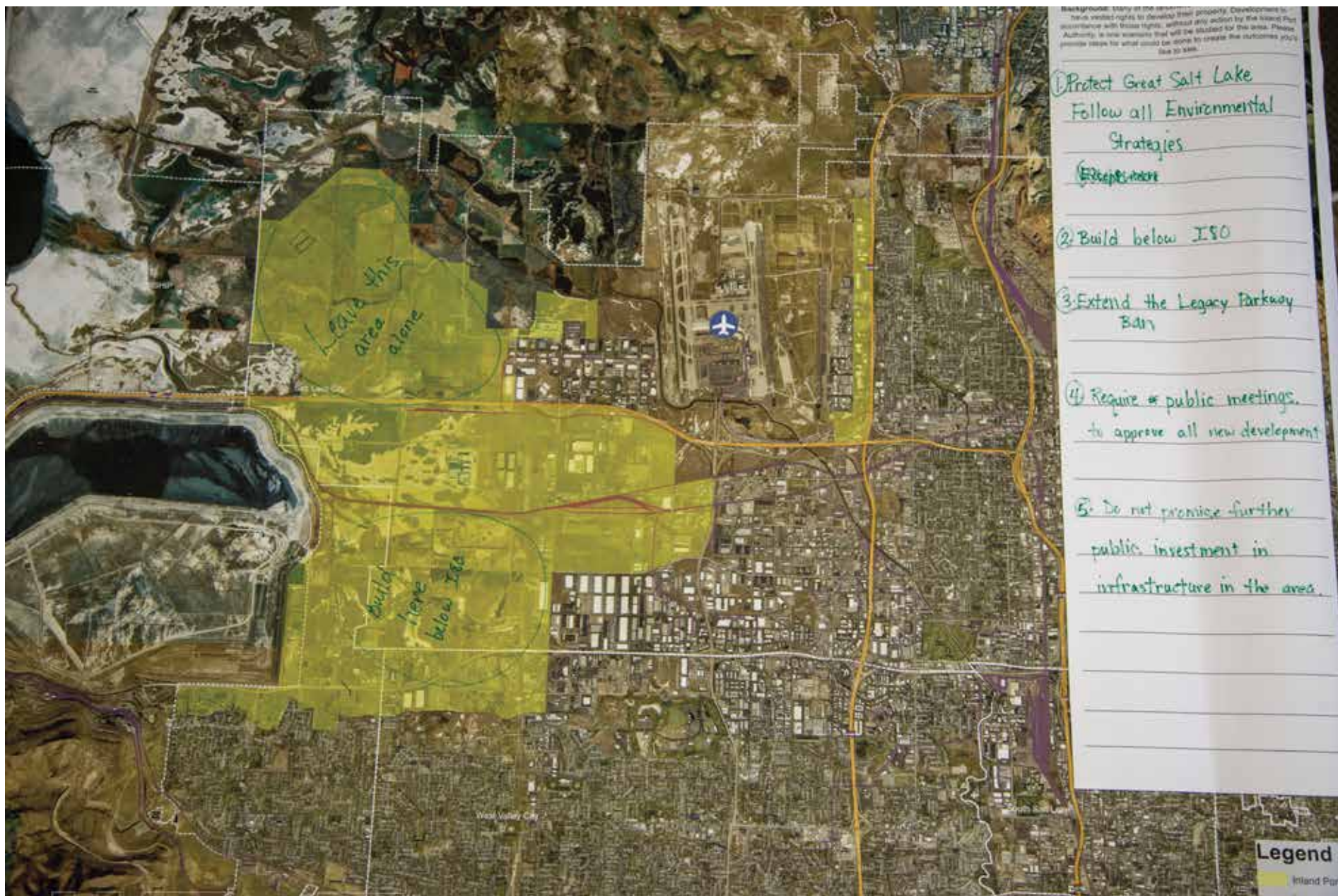
9. DO A COMPREHENSIVE
ENVIRONMENTAL ASSESSMENT

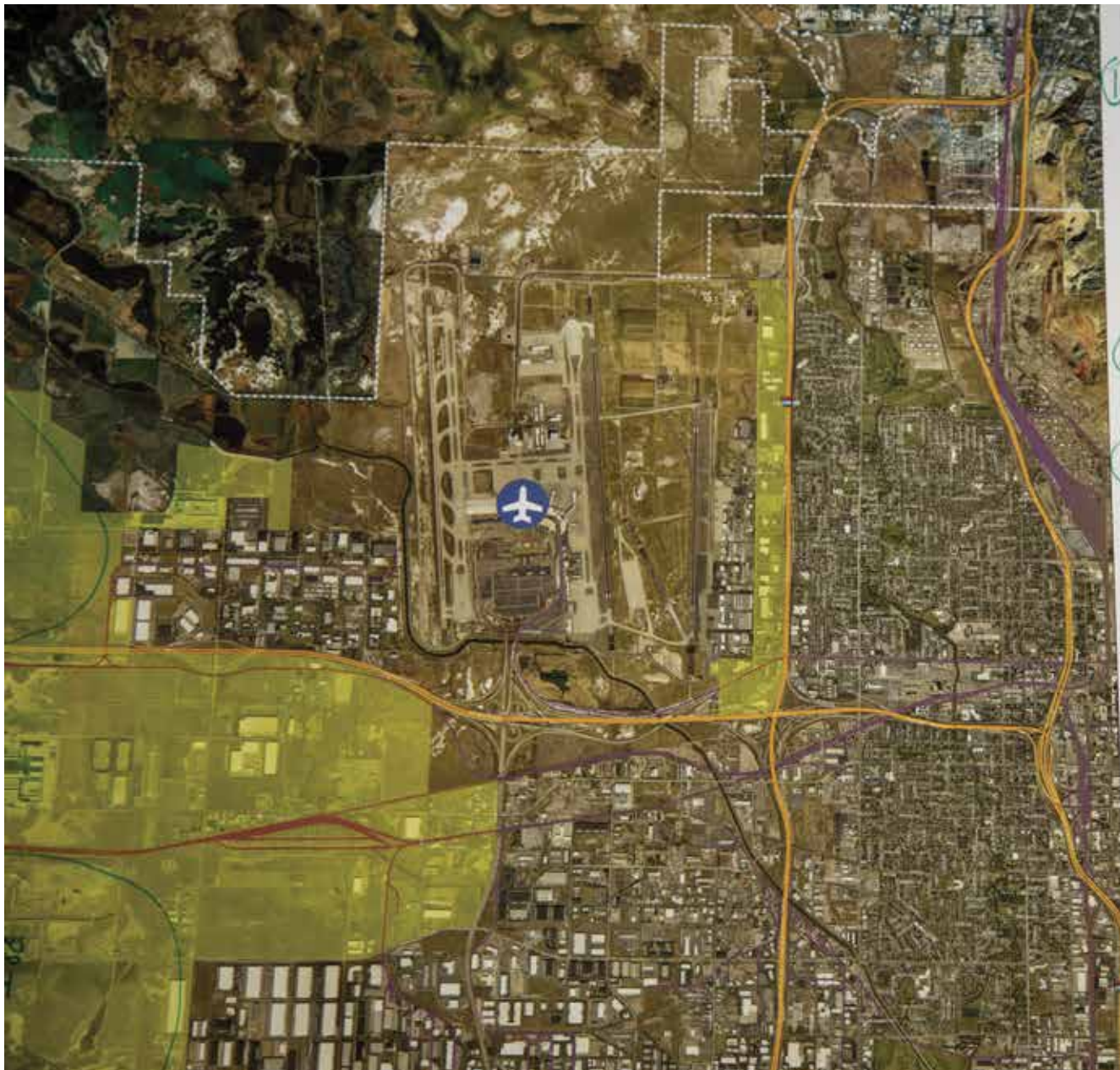
Legend



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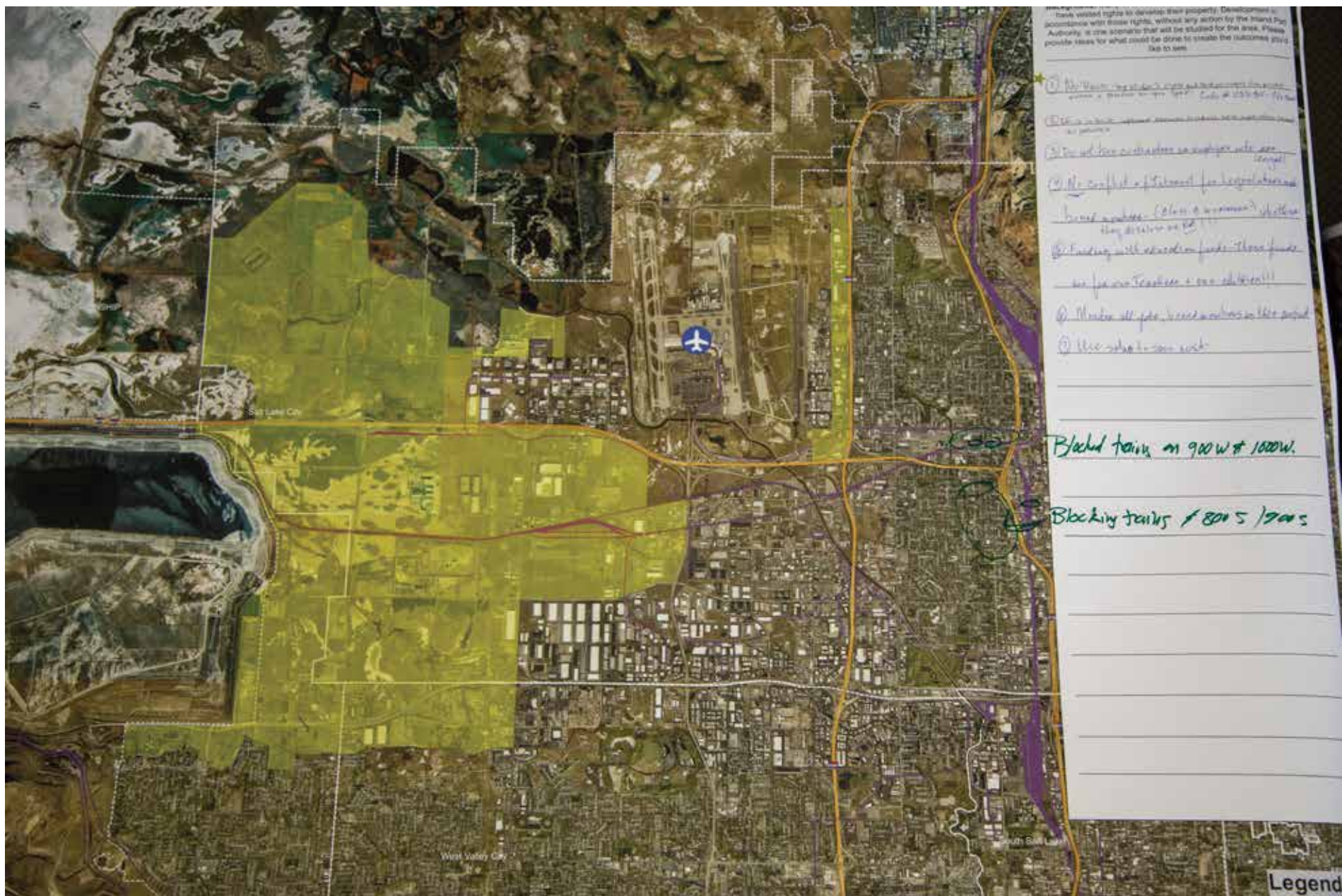
1. SERVE ENTIRE PORT AREA
WITH RAIL → FEWER TRUCKS
(BUILD RAIL SPLURS THROUGHOUT I.P.)
2. TRAINS → ELECTRIC IN I.P.
3. SHRINK PORT BY REDEVELOPING
EXISTING AREAS NEAR RAIL
LINES. (FEWER TRUCKS)
4. LIMIT NOISE & LIGHT POLLUTION
- USE MODEL CODES
5. TRANSPARENCY!
6. DO A REAL MARKET
STUDY
7. NO ELWOOD, IL!
8. ACCOUNTABILITY!
9. DO A COMPREHENSIVE
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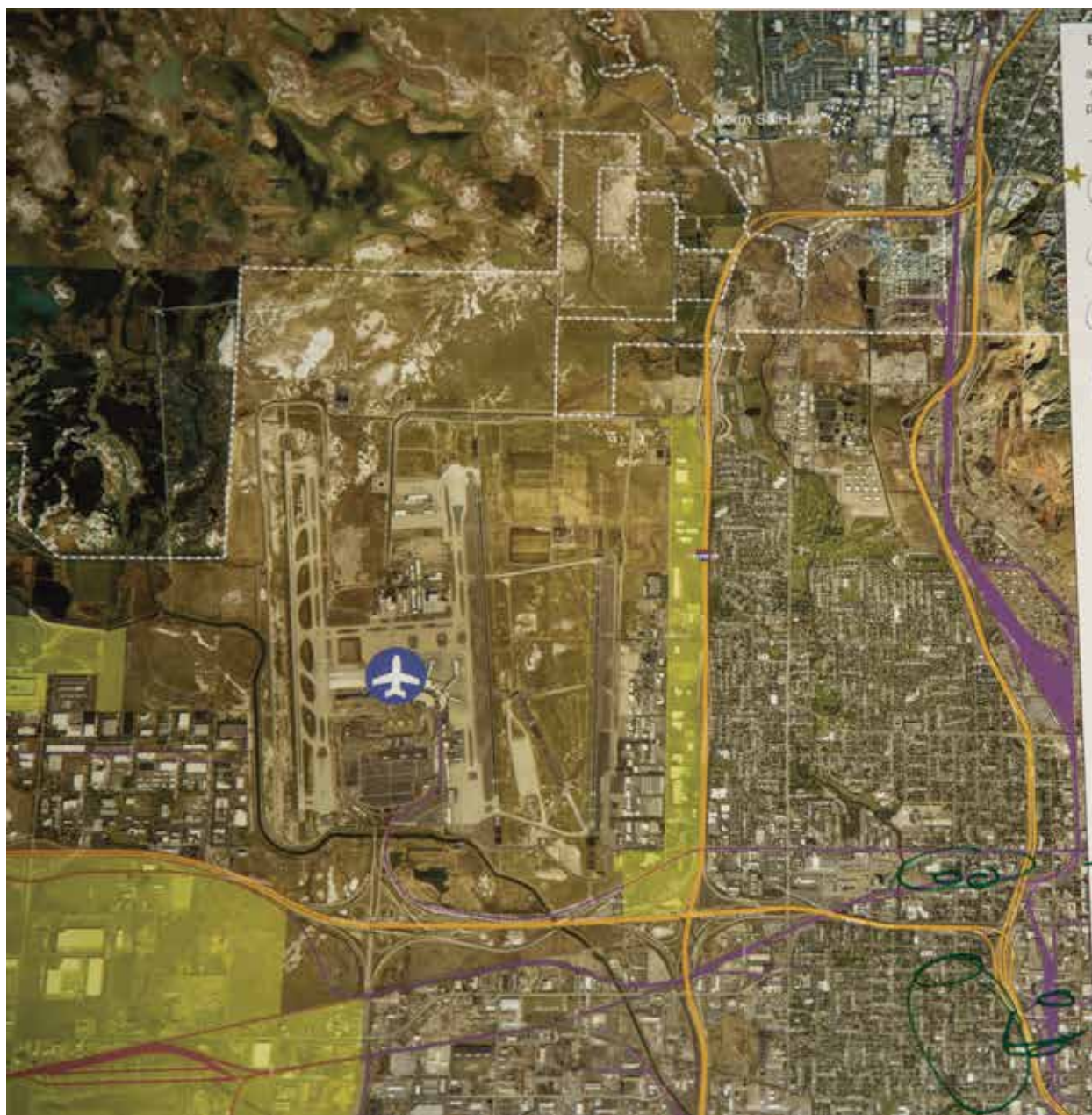




provide ideas for what could be done to create the community you'd like to see

- ① Protect Great Salt Lake
Follow all Environmental
Strategies
~~(Exceptions)~~
- ② Build below ISO
- ③ Extend the Legacy Parkway
Ban
- ④ Require ~~or~~ public meetings.
to approve all new development
- ⑤ Do not promise further
public investment in
infrastructure in the area.





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- ① No Board - big idea don't rig up and hand out money from private sources & provide no open access. End of USNGP - 1/25/09
- ② It is so hard - important measures to reduce some high volume needs for policies
- ③ Do not hire contractors or employees who are internal
- ④ No Conflict of Interest for Legislators and Board members - (Class & recommend whether they disclose or not !!!)
- ⑤ Funding with education funds - These funds are for our Teachers & our children!!!
- ⑥ Monitor all jobs, board members on this project
- ⑦ Use value to save work

Blocked trains on 900W & 1000W.

Blocking tails $\neq 8005/9005$



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

This was so pathetic, truly.

Option 4: NO PORT

Add this with your other 3 options

and prove to us it is not

the best option. Include all

of the variables that you include
in the other options.



Utah Inland Port Feedback Sheet

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UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

*300% increase in traffic? We need to address
Roads. infrastructure is 1st + for most*



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Get Derek Miller OUT !!!

Meet with communities involves the Pivte Shashoni
and Latino community

Why are the workers being ignored?

Why aren't ~~the~~ community groups involved?
Sierra Club?



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Know that the Native and Minority populations
DO NOT want this inland port!

WE WILL NOT BE IGNORED!

GET DEREK MILLER
THE HELL OUT!

HE LIVES OFF THE BACKS
OF EXPLOITED LABORERS!!!

HUMANITY
OVER
CAPITAL!

DEVELOPERS
AND OWNERS
HAVE NO
RIGHTS TO
NATURE!



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- ① Include climate change and catastrophe as concern on the surveys
- ② Include indigenous communities in this process (Shoshone, Goshute, Paiute, Ute)
- ③ Have public forums in West side, in marginalized communities that will be heavily impacted
- ④ Include as an option: No Development, buyback of land or redoing zoning
- ⑤ Include as an option: Giving land back to
indigenous people whose ancestors were stewards over this land



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

The only truth made obvious is the people will have to push for regulations and votes to minimize the impact of the development.

The "que sera, sera" attitude portrayed by envision Utah clearly illustrates the disconnect between those ~~make~~ making policy and those suffering the policies.

Goals Please share additional thoughts, feelings, and comments here.

2050 - Zero Emissions

Include the historical native Tribes ~~at~~ the Table. I strongly voice to you that it is a good idea to give them stewardship over a dedicated National Park on the West end protecting all species in $\frac{1}{3}$ at least of the Land, now zoned for the Inland Port. \rightarrow Federal Compensation or future taxes & business taxes (bond w/ state)
Consider Bird Habitat. - Preserve.
Limit growth to reduce by $\frac{2}{3}$ traffic projections.

Consider the ^{serious} depletion of water resources.

Do an actual in depth Environmental Impact Study. Do not develop if parameters are damaging. Be like California,

Realize & study the dust and pollution impact on Air Quality -
This alone should prevent development.

Environmental Impact should be controlling - should be near zero,
If ^{Industrial} development happens - proper excellent housing should be ^{required,} ~~the~~

Public Forum to West Valley & Magna.

Environmental Impact study & conclusions should have been prior to zoning.

You must get the feedback of West Valley & Magna Residents
through an accessible public forum in their community



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Scenario 1: Give the land back to indigenous tribes

Scenario 2: ~~Re-Zone~~ Re-Zone the land to not be an inland Port.

Scenario 3: You go against the public outcry against this port; which will have continued negative impact on our West Side Community & Utah Environment.

* People want to feel heard. Respond, take seriously the feedback that we are giving, please.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Many objections - little substance.
Representative government gives everyone a chance to effect votes, policies.
Build Bridges
Thanks, Mayor Wilson! You kept the lid on the boiling pot until it settled to a simmer.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

~~HA~~ No benefit to the community at all. The port ~~will~~ will make a lot of money for a few people. It doesn't improve my day to day or anyone else's.

- the air will get worse with the inland port without question
- The port will devalue the area out west
- wetlands will be devastated
- the jobs it will bring are low quality
- Not one person I know wants this port
- I don't want my tax dollars going to this

No Port

- No coal!!

ProTinto
Sila

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

~~Red Ink to~~ ① Please Publish who the 4 property owners are so the public can know.

~~St. Louis~~ ② This is really a deceitful way to establish a project.

③ You don't have all the people at the table that should be there ^{because of} ~~is~~ your process.
Super underhanded!

④ ~~it's not a good idea to have a board~~
~~will be a good idea~~ Start over!

Make it Super Clean & Eco-pristine
the only way to do it is on a world class level. Will the owners still want to do it?
Less profit for them.



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- AIR QUALITY
- ENVIRONMENTAL CONCERNS
REGARDING WATER, WATER QUALITY,
POLLUTION, CONGESTION, ROADWAYS
IMPACT ON CLIMATE CHANGE BY WAY
OF MILLIONS OF ACRES OF EARTH
DISPLACED BY HEAT RETENTIVE
ROOFS, BUILDINGS, PARKING LOTS ETC
- LOW PAYING, LOW BENEFIT JOBS
WHERE PEOPLE MUST WORK MULTIPLE
JOBS ~ MEDICAL BENEFITS, VACATION
PAY, RETIREMENT BENEFITS
- TODAY, 3/28/19, 70% OF AMERICANS
CANNOT AFFORD TO PURCHASE A HOME
OR RENT.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Thoughts - you should be ashamed of yourselves

Feelings - fuck you

Comments - The people don't need a new factor of pollution in our city, that is unacceptably being pushed through.

Get Derek Miller out

Don't build the port

Give the land back to the tribes



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

The best outcome by envision Utah is
public input reporting and preparing a
model that is capable of analyzing scenarios.
Best wishes.
and ongoing monitoring of growth options is
important to success of future decisions.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

No Development on the stolen land.
Also, implications of FTE on surrounding
POC / BLK immigrant communities.
WHAT DOES CBP PRESENCE LOOK LIKE?
WHAT DOES ICE PRESENCE LOOK LIKE?
HOLD meetings in community centers +
Rec centers. Also, different
worship centers.
Research for water consumption?



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

I'd like to see more negotiating in regard to trade offs. SE get rid of the refineries on Beck Street. Obsolete & dirty. Also, train yards in SHC.

Comments received through the Utah Inland Port Authority Website

Subject: Inland Port and air pollution

Message: I am firmly against the inland port. Air quality and traffic are items too precious to the quality of life that doesn't have a price worth healthy life.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Nature preserve and agriculture use
Zoning for area north of I80 + west of
amazon in designated inland port area. No inland port.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

NO Port!



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

I thought... The presenter should not have this role!
Don't smirk at people, don't giggle at questions, don't
mock people. You need to learn how to present in a
professional way. Your face is disgusting and insulting
to the humans who are so confused about the topic.
You can be normal w/o the squinking face that so widely
eggs on the crowd



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- I support the Inland Port because
 - this endeavor will provide stable livelihood w/ fewer peaks & valleys
 - development will be occurring in S.C. County in any case. This can be a logical, controlled development.

Concerns:

- how to manage traffic & congestion on already congested roads
- the quality of the soils & subsoil in soft lake bed
- ability for housing & neighborhood facilities w/in development to reduce traffic & travel times.
- need better / authoritative answers to questions raised tonight.
- * - the voices speaking tonight were highly passionate. Do they represent a majority, minority or tiny minority? How does full voice of people be heard?



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

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This train has already left the station before any meaningful public input was solicited. Now that concerns are being expressed there is a patronizing attitude of "this is a fait accompli", not something that is now susceptible to serious change no matter how alarming & damning the environmental & economic facts ^{issues} are that are now being raised. The political process that has produced this development has been shameful & dangerous.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Put in place Buffer zone around wetlands.
Protect wildlife Habitat





Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- Look at alternative fuels
- Don't subsidize building of private infrastructure

Coleman, rio tinto, SITLA



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

I think it is shameful that zoning rights in favor of, and vested rights in, the development of this area has already been granted to the "owners" of this land. This is shameful especially because the public was not consulted before the zoning rights were granted. The indigenous people, whose land it is, were not consulted.

Now that this public forum is happening, today, and not years ago, I am hearing the huge majority of the public voicing their opposition to the very idea of building an Inland Port. Listen to this public, these voices (after all, they have taken up your invitation to attend this forum, and have given their time to do so), and not listen to what individual private landowning entities want. What happens on their land does truly affect us all, tangibly, and it is not only their right to create a mushroom cloud of effects on us, their neighbors, just because they own land. Avoid lawsuits, political strife, environmental catastrophe, etc., by halting this before it begins.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

UTAH HAS DONE ITS FAIR SHARE ~~OF~~ FOR TAKING ON POLLUTING INDUSTRIES. ~~STOP PROMOTING~~ IT WILL SIMPLY BE TOO POLLUTING. ~~THE~~ ACCORDING TO EPA'S 2016 TOXIC RELEASES INVENTORY, ~~THE~~ STATE OF UTAH RANKS 3RD OUT OF 50 STATES FOR TOTAL POUNDS OF TOXIC CHEMICALS RELEASED INTO THE ENVIRONMENT. SALT LAKE IS #2 IN THE NATION FOR MOST POUNDS OF TOXINS RELEASED INTO ENVIRONMENT. MAOHA IS RANKED THE 6TH TOP CITY IN TOTAL POUNDS OF TOXIC CHEMICALS RELEASED INTO THE ENVIRONMENT.

I'M EXTREMELY CONCERNED ~~THAT~~ THAT THE HOMEWORK ~~DONE~~ HAS NOT BEEN DONE BY THE PORT AUTHORITY. THE DESCRIPTION OF IT IS ~~SUSPICIOUSLY~~ ^{SUSPICIOUSLY} VAGUE. ~~HERE ARE MY QUESTIONS: HOW IS THIS~~ ~~AND~~ I WANT THE PORT AUTHORITY TO TELL US WHY TAXPAYERS ARE SUBSIDIZING BUSINESSES TO LOCATE AND EXPAND HERE: ~~WHY~~ THIS IS NOT A FREE-MARKET THEN. RE-ZONE THIS DISASTER; FOR MORE VALUABLE THAN PROFIT FOR 4 COMPANIES IS PRESERVING THE MOST ECOLOGICALLY IMPORTANT BODY OF LAND IN THE WESTERN HEMISPHERE - THE GREAT SALT LAKE.



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Inland port is good, if it can take
care of ~~environment~~
environment.



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- What would be the cost to preserve the area as open space?
- Are there other areas of the state where an inland port would be more appropriate?
- How does the hub and spoke model affect the infrastructure need?
- What goods will move through the port?
Are fossil fuels predominant?
- What authority does the Port Authority Board have to enforce environmental regulations? Will they adopt the strictest standards possible to address the legitimate concerns of residents?



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

I stand in complete opposition to the inland Port.

The decolonization of this state needs to be addressed. And the land, returned to its rightful indigenous tribes.

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

My name is _____ I am indigenous to this land as a member of the Navajo tribe. I want to acknowledge the stolen Land we are on. in the state of Utah. This land is Goshute, Paiute, Ute Shoshone lands. These tribes are the stewards of their lands.

I do NOT support the Inland Port because:

- (1) ^{Colonial} settlers, You are living on **STOLEN LAND**.
- (2) Do the right thing and give these lands back to the Goshute, Paiute, Ute and Shoshone.
- (3) Civilizations, **GREAT** civilizations should be judged by how well we relate to each other and how well we relate to our environment. Not by buildings.
- (4) More development and traffic congestion will make air pollution worse.
Currently, thousands of Utahns die pre-maturely because of air pollution.
More air pollution will only kill more Utahns.
- (5) It's NOT LOGICAL to continue mass development when ~~per~~ we are in jeopardy of a drought, we have bad air pollution, and no water.

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

- Could the Inland Port be developed more slowly and in stages that would enable decisions to be made about mode of transport and type of freight based on careful consideration of environmental impact data (air, water, light, sound) obtained from monitors placed both in the footprint of the Port as well as adjacent communities? Would the State legislature consider fully funding Senator Luz Escamilla's bill from the 2019 session and re-inserting monitors stripped from Penal bill (light + sound)? If data shows significant damage, alternatives could be sought prior to making commitments to expanded port operations.
- If hub + spoke model was to be adopted, could the decisions related to context / mode of transport in allocating freight traffic be based strictly on environmental impact (air, water, GSE ecosystem, etc) as well as seismicographic activity?
- Could we strive towards a carbon neutral approach for all transport vehicles used or to renewable sources of fuel?
- Meetings need to be scheduled in Magna, WVC, Torrey, Westpoint + Rose Park to ensure that sentiment from those most impacted is obtained?



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

NO Port!



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

TRADE OR REMOVE ~~FROM~~ ^{SLC} TRAIN YARD/SWITCHING
STATION OUT OF THE CITY



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

What a pointless shuffle. This "forum" was nothing more than a sales pitch.

EVERYONE HERE IS sick of profits over planet. I noticed no positive comments written on your poster boards.

This is an ecological disaster. Period.

No questions answered. All treated as rhetorical. I'd like to hear Co. Council / Mayor Wilson's opinion on this. I'd LIKE THEM TO STATE THEIR stand publicly and widely and often. Why are plans to spread this port w/ "spokes" statewide, impacting rural areas?



UTAH INLAND PORT

Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

Good Job today
thought this productive



Utah Inland Port Feedback Sheet

Please share additional thoughts, feelings, and comments here.

This Inland Port is damaging to the ecosystem. It is threatening to the native animals in the area, such as bighorn sheep, pronghorns. It is extremely dangerous considering Salt Lake City is already dangerous air quality. The Inland Port cannot be built! You need to ~~now~~ give the land back to Shoshone, Paiute, and Goshute leaders, because it is stolen land. No one wants the Inland Port!

The property owner name and contact information should be made public!

Public Forums should be done in West Valley and Maynard ~~that~~ and the time and location should be made public ASAP, not the day before the meeting. These corporation owners should be present at all board meetings.

Also:

No Inland Port!

I strongly oppose the Inland Port of Utah

Subject: Inland Port and air pollution

Message: I am firmly against the inland port. Air quality and traffic are items to precious to the quality of life that doesn't have a price worth healthy life.

Subject: Inland port

Message: Too many stinky semis stalling traffic on parleys summit as it is.The state is getting too greedy.

Subject: March 27 Board Meeting

Message: Hi! Thanks for letting the public attend your meeting yesterday and for allowing comments at the end. This was the first meeting I attended and it wasn't until my walk home that I had some thoughts about the things I heard. My position on growth is that it is inevitable and all we can really do is plan well to reduce physical and emotional stress by considering possible impacts and then using modern urban planning to mitigate those impacts. For instance, increasing the availability of clean public transit to accommodate increases in traffic, more consideration for establishing pockets and corridors of greenspace where people can walk/bike without having to maneuver through car traffic, and laws regulating new business and new housing to build accord to the highest environmental standards (including considerations for light pollution), and then a system of taxation on these new businesses that will pay for the above mentioned infrastructure. I'm not getting a feeling from this board that we are on the same page regarding these environmental concerns. I would like to know more about what this board, in conjunction with state and local government, is doing to make sure this gargantuan project will actually enhance life in our area, NOT merely through providing economic benefits, but through actually making this place healthier and easier to live in. Thank you for listening.

Subject: - a way to improve community relations and garner social license for ports

Message:

I recently came across this article: <https://www.deseretnews.com/article/900053330/utah-democrat-to-file-bill-to-track-environmental-impact-of-utah-inland-port.html>

From your website I understand you're port isn't up and running yet...is that a fair assessment?

I wanted to make sure you were aware of , which can provide your port with an appropriate solution to many of the communities' concerns.

In the article, they say you'll have "no data to track the environmental impact". Our program can help with that. Through Green Marine, participants benchmark their environmental performance, and from there commit to continuously improve year over year, in several areas through our performance indicators.

I'd like to speak with someone at your port further about our program and how it can help your port garner social license and build the community's trust from the start.

Feel free to peruse our website for some background information and I'd be happy to schedule a call at their convenience to talk more in depth.

Congrats on the recent designation last year and the 16,000+ acreage(!), wow. Great foot print. Hopefully we can help guide your sustainable development.

The Board may be interested to know we have our annual conference, Green Tech, coming up June 5-7. This may be a good opportunity for one or two of them to attend, meet our team and all the current participants to find out what the program is all about. It's a North American program, for Ports, Marine Terminals, Ship Owners, Shipyards, and others. To give you an idea, every Canadian Port Authority participates in the program, as does an equal number of US ports. It's an industry led program so membership costs are kept reasonably low, and it's inclusive of environmental groups and various levels of government, so it's also credible.

Thanks for your interest, I hope to hear back from a Board member to discuss a potential fit.

Subject: Questions for Inland Port Authority Board Meeting March 27, 2019

Message: B. "Discussion Items" 3. How will the Inland Port Authority ("IPA") Board resolve "existing zoning and current conditions of the land in Utah IPA jurisdiction" (Can the IPA impose Conditional Use Permits for building/related Infrastructure Construction businesses? If NOT, who has regulatory authority?) 4. Envision Utah Public Outreach working groups (Where do Working Groups coincide with IPA Technical Advisory Committee, and how will results be shared? What obligation to the Public does Envision Utah have to reveal its findings, and where, when?) 5. What Marketing and Recruitment efforts does EDCUtah have, and under whose purview? when will the "collaboration" be shared, with whom? 6. Who will conduct Due Diligence for RFP of Financial Advisor, and how will the Public see, ahead of final selection (e.g. Conflicts of Interest)?

Subject: your survey

Message: I found my way to your home page (after following a 'page not found' link) to attempt to take the survey, since you purportedly want to hear from all Utahns on the topic of your Inland Port. The

"take the survey" does not work. Nothing happens.

My most charitable thought is that you were in such a hurry to hear from us that you opened up the page before you were truly ready. Less charitable impulses make me wonder how much you really care to hear from the general public about this project.

Please let me know when the survey is actually accessible.

Thank you.

Subject: Inland port

Message: I am concerned about the impact that an inland port would have on the infrastructure between where I live and work. Over the past few years the growth of the Tooele Valley has led to a bottleneck near Exit 99 on I-80. An inland port utilizing I-80 between Wendover and Salt Lake will exacerbate the already stressed infrastructure that exists.

Subject: Inland Port

Message: To whom it may concern;

I'm extremely concerned about the inland port that had been approved to be constructed out of I80. My major concern is regarding the lack of infrastructure, specially roads, to support the intact of more trucks/diesels on the stretch of I80 between Toorle County (exit 99) and Salt Lake City. During the last few years I80 has been a bottleneck during pick hours and that is without any accidents, construction, road closures etc; I just can't imagine what adding this new inland port would do to traffic, if they are so keen on building it, please improve the I80 corridor to support the traffic.

The large increase on traffic, trucks, etc is going to have a negative impact to our already bad air pollution plus the cost of what legislatures are calling Utah's largest economic development is not worth it, personally I don't see the ROI that the inland port will bring.

Invest in developing tech industry and clean air measures instead that making it worse to live in Utah.
Sincerely,

Subject: Tech committee

Message: Can we get an update on the tech committee?

Subject: getting involved with group meetings and events

Message: I would like to attend these meetings, how can i sign up

Subject: Where is the schedule & locations for the workgroup meetings, please?

Message: The guy at the Envision offices today told me the locations &c for the workgroup meeting are posted on the Inland Port website.

Subject: Promoting and Helping the Inland Port

Message: To Whom It May Concern:

I have been following the Inland Port for quite some time and am inquiring about potential employment.

My experience has been in the Railroad Industry for over 17 years providing customers quality rail transportation both in Utah and all the Western United States. I've also worked with Western States and their economical development councils for attracting rail served customers.

I realize it may still be early in the process but I would love the opportunity to speak with someone as to how I can contribute.

Thanks,

Subject: Not excited about this idea

Message: I just wanted to let you know about my thoughts on this project. For all of the beautiful land that Utah has, I have to say that we are very poor stewards. Utah has got to be one of the least environmentally friendly states I know. Our politicians are not listening to what many Utahns want which is to protect our environment. I'm getting really tired of hearing the excuse "It will be so great for the economy!" as a reason for not doing what we should to protect wildlife and the diverse landscapes of Utah. These private corporations don't care one iota about the environment and to think they do is naive! Once the land is damaged it's hard to repair.

Subject: building public support for the inland port

Message:

Our firm works specifically with companies nationwide that wish to build public support for their proposals. i has worked in twenty-seven states and four countries successfully countering public opposition, and can develop a grassroots orientated campaign that will help gain positive letters and e-mails, attendance and speaking at public meetings, stakeholder relations and organized support for your proposal. For further information, visit our website link below.

Thank you.

Subject: Inland Port Authority Board Meeting June 05, 2019

Message: We would like to post our comments and suggestions via this channel today, as the group of disruptive demonstrators is keeping us from attending the subject Public meeting at State Capitol building. 1. When will Envision Utah begin sharing the results of its sponsored Inland Port ex-officio Committee meetings, and when/where will the next meetings of said Committees be posted? 2. What is the projected impact of Utah State Legislature bills on Inland Port Authority, and what are expectations for further Legislation in 2020 FY session? 3. Where will the Inland Port Authority Board convene to address concerns of Local Stakeholders, isolating those demonstrators who are disrupting the June 05, 2019 meeting today?

Subject: Would like interview for College English project on Utah's Inland port

Message: Hello,

I would like to interview someone involved in this project to fill a requirement for a College English project I'm doing. I work in the transportation industry near the future site of the inland port and am very interested to learn more about the opportunities and challenges we are facing as we pursue this. Thank you

Subject: Deep concern--what is the process?

Message: I am a 13-year resident of Salt Lake and a faculty member at the U. I want someone to contact me to explain why the port is so often discussed by your board members as a done deal, when there is clearly a high degree of public opposition. It's easy to denounce protesters as "terrorists," but I guess it's harder to take concerns seriously? I have a son who lives on the West Side of the valley and who already has respiratory problems. Unless I hear a significant amount of evidence that disproves the assertion

that the port will NOT add a lot of traffic and will NOT exacerbate already dangerous problems with air quality, I am opposed to the port. And your process of collecting and actually considering feedback seems weak at best. Prove me wrong on both. Please contact me.

Subject: Transportation professional

Message: I'm a regional manager for a specialized transportation company and would like to get involved helping to make the Utah Inland Port a successful endeavor. How do i get involved?

Subject: Truck Parking

Message: 7-22-2019

I manage project. I am all for this

My only concern is the amount of available Semi Truck Trailer parking available right now. Go to the Local truck stops, The Pilot on SR68, near I-80, and the Flying J, on 2100 south and 900 west, Sapp Brothers on Cal ave just off I-215. They are full of trucks nearly 24 hrs, and every day. This new project will add to this problem, are there any plans or ideas for this issue? Has this been addressed?

I would like to hear back from someone on this issue. You can visit me, or email, or I can attend a meeting.

The is a place where we could meet and discuss this, I would need to set it up. They can get involved with this project and should be involved, if they are not already.

Thank you for your time.

Subject: Short interview

Message: I am writing an article on the proposed inland port for The West View, a community paper for west Salt Lake City. I would like to have a short interview with someone from the Inland Port Authority to have your side of the story accurately represented. Please let me know if there is someone who is available to answer a few questions on behalf of the Inland Port Authority. Thank you.

Subject: Concerns

Message: Hello

I submitted a request before and never heard back from anyone. I manage a 125 acre wetland on the north end of the inland port adjacent to the goggin canal. I worked hard with the city to make sure my land was protected and zoned to allow me to use the land for duck and pheasant hunting. My legislator Rep. Adam Robertson assures me that the Port authority will honor the previous commitments the city made with land owner use agreements. I would love to meet with a board member to discuss this and also would like to get involved in any way. While I hate to see development out in that area that I have roamed free for so many years I also understand the importance that area has for the growth and development of our state. I'm sure we can find a good balance that works for everyone.

Thanks

Subject: Inland Port Meetings

Message: Why are you people so afraid of open discussion????? Holding public meetings in police stations REEKS of secrecy, intimidation and special interest control. When we look north through the great salt lake valley, we see the ever present cloud of pollution at the north end where the inland port is to be located. I fear that all the secrecy is to hide the fact that this port will do nothing but add to that cloud. What are you up to?????????

Comments received through the Utah Inland Port Authority online survey

Please share any other thoughts, concerns, or ideas for the Inland Port project

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Tighten emission control regulations on truck exhaust. We need better air quality. Increased truck traffic is inevitable to supply the goods for the rapid Growth that IS happening. Legislature can and should act to enforce lower truck emissions. As for congestion... Growth IS happening. It will continue. Jobs are important. Business supplies those jobs. Go for it.

Stop.

biggest impact on the Utah economy .Need to happens on matter what

The environmental impact statement should be completed and released. It is half a year to a year overdue at this point. That is not a good look by any standard. Only once the public has been able to digest it can environmental advocates have an actual discussion instead of just yelling at you. An additional economic projection should also be completed, in addition to just what was done in the Gardner Institute study. That would allow people to understand the projected benefits at a more granular level, instead of just hearing "here, take our word for this. This will be good for you. Take your medicine. Nevermind the wildlife and ignore all the extra truck traffic." Overall, the community engagement has been beyond terrible. Stakeholders should have been consulted and their participation valued. The optics of HB 234 were just atrocious to anyone who was paying attention - between its very last-minute passage and its gutting of all of SLC's interests. Finally, I would just like to say I think this land would have been better zoned for mixed-use, where there could be a reasonable, healthy mix of industrial, commercial, and residential usage. There is a housing crisis in this valley and this land should have been used at least partially to help fix that. We should have spent this land fixing current problems instead of trying to juice an already-strong economy for every last dollar.

The inland port is a terrible idea

Right now I have no idea what the impact of the inland port authority has or will have on the state of Utah and the local community. I need more information about the purpose and goals of the Utah Inland Port Authority.

This feels like an effort to make wealthy people more wealthy at the expense of air quality and natural resources (wetlands, birds, dark night). If this must be developed, do it in phases and involve the communities to make it something useful and impactful for them.

Utah already has huge problems with bad air, bad traffic, impossibly high cost of reasonable housing, taxes, etc. Since the Utah politicians seem determined to force more and more, poorly planned growth, it seems the most important thing is that the people who are making money off the inland port and other development-run-amok should pay the costs. We hear time and again about tax breaks and tax incentives for these new businesses that are going to bring jobs, jobs, jobs and economic growth. Instead, they pocket the money, and we, the taxpayers, are stuck with the bill for this unbridled growth.

We need an education revolution that departs significantly away from the failed public school model. This will be critical with revitalizing the intellectual and applied sciences capacities of Utah workers, entrepreneurs, and leaders. We also need more planned communities like Daybreak, which doesn't even feel like you're in the high desert when you're there. More green space, trails, waterways, walkable shops without having to cross major streets. We also need Utah to be the world leader in the new aerial transportation revolution with electric smart quad copters for transit, using emerging materials sciences with graphene and advanced power cell technology. We have the opportunity to literally set global trends in smart community planning, business development, employment, and especially education. Education is the critical fulcrum in this opportunity, and it will require old models to be left to the dustbin of the last century, while adopting new ones.

No one wants this mess in Utah except those very few businessmen and government officials who will profit from it. I am completely opposed to this in any form. The land grab by the legislature from Salt lake City is illegal and morally wrong. Stop this nonsense! you are making Salt Lake County unlivable!

I'm not in favor of all the steps to keep adding jobs and people.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Great project for Utah. Push it through!

We need to think about sustaining quality of life and spend less time thinking about continued growth and economic development. The answer is not a Chamber-or-Commerce approach to everything. Roads, for instance, are crowded enough as it is with more trucking traffic, and studies show that building more roads just increases congestion. Sustainability is the key to the future of Northern Utah and Utah in general. Just one look at Southern California should sober up even the most ardent growth-oriented economic expansionist. A so-called inland port in a fragile desert environment, coupled with some of the nation's worst air quality, is a flawed idea, plain and simple.

Utilize alternate modes of container handling equipment and create fastest turn for inbound and outbound containers. I.T., gate processing, camera OCT and RF id tracking. Just make the container movement so efficient that anyone can find and retrieve their container as quick as possible. Be Innovative.

An inland port here in Utah is an amazing opportunity for our economy and everyone of us involved within the supply chain - no matter our part. I think anytime we can create ways to save time and money we all should keep an open mind to all possibilities! Change must take place in order to create better opportunities to all parties involved in the supply chain network. Obviously with anything new, unforeseen problems will come to light that must be addressed as they arise - so important. As well as additional security and safety proactive measures taken in order to provide safety and protect the supply chain coming and going from this inland port. I'm in law enforcement and have had the unique experience of investigating cargo theft cases and traveling all over the US attending cargo theft conferences too. I'm a unique investigator with expertise in this field and the importance of doing all we can do to protect the supply chain. This is an area much needed in the future as the Inland Port comes to fruition. Great opportunity for someone like myself to assist in the area of safety and security.

Utah freeways are already a nightmare with so many semi trucks. The only possible solution to more trucks is to build a separate freeway for their use only.

Get on with building the Port !

As usual, the survey constrains the expression of the full range opinion and thus limits its usefulness. What disturbs me the most is how poorly the communication has been done, which leads me to a broader concern about how this project is being managed.

Considering the boundaries of the project fall entirely within Salt Lake County, said county should receive more of the benefits for all of the burdens it will cause.

This can be a boost to our state, but ONLY if it's done in a sustainable, thoughtful manner. Great care needs to be taken so that this doesn't increase air pollution in any way, so that the wetlands of Salt Lake are cared for, and so that adequate planning and solutions are developed to plan for traffic congestion and growth. Furthermore, Salt Lake needs to be able to collect tax revenue from the port at an appropriate level in order to recoup the lost revenue from this land.

Impossible to answer the above question as not enough information has been revealed to the citizens of the state, county, & city. Seems to be discussed behind closed doors. Sigh!!!

I still can't accept that it's a done deal. I don't like it, and I think I never will

Utahns need jobs. But we need to be safe and healthy also. The air in Salt Lake Valley is not breathable and we along with our children are suffering with the pollutants damaging our bodies. This should take priority along with the protection of the land around including the water. What are the plans for the distribution and disposal of the waste that will be created?

Forget the inland port! Utah can do fine without it!

This is not a needed project, it appears to be a huge windfall for some developers. We have extremely low unemployment without it and people are a resource we are running out of. We need to grow smarter not faster.

All of these concerns are equally important.

Not interested at all of having the port

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

If the port is to occur (and I pray it does not), employees must be paid equitably and the impact on local wildlife habitats must be literally zero.

Share job opportunities that may arise during the construction phases of the Inland Port. Give information to the public about what companies are going to be involved. I am curious to know who is planning on being in charge of rail car switching operations. Is it Union Pacific, SLGW, Savage? If consultants for the project are needed, how are those found? Is Utah offering the contracts to lowest bidders or are we going to choose the outfit that has the best reputation and resources to handle such a project that affects millions of people?

I am against the idea of an inland port. I am totally against using any inland port to facilitate trade in fossil fuels. I am totally against any inland port development that worsens air pollution and congestion in the Salt Lake Valley.

This is a bad idea. Our air quality is so detrimental to our health already. This will only make it worse. Salt lake has no room to grow.

Terrible idea. Utah is obsessed with growth and jobs at whatever the cost. We do not need this project.

I would like to know more about the inland port concept. I believe the location selected is perfect. I think there needs to be another freeway constructed to support this initiative that is on the west side of the valley. Hwys like Bangerter and Mountain View are too small with too few lanes and too many stop lights. Also there needs to be constructed one or two more hwys like 201 to cross the valley from East to West. I love the idea of bringing manufacturing back to the united states. many may say "not in my back yard" but manufacturing needs to be in someones back yard. Let's lead on the nation on this activity. I would also like to see the Great Salt Lake better utilized. It seems we have a tremendous resource here that is just doing not much more than supporting brine shrimp and buffalo. If there were communities built in the North West Salt Lake area where community that work in that area could live then that also would reduce the potential for traffic congestion. Finally, public transportation such as the Front Runner could be established on the West Side of the valley. Bring the Front Runner down into Herriman. Thank you for allow a forum to share my thoughts.

I don't really care that much about the Port but wanted to comment about the radicals protesting. Most look like hippy type antisocial radical low life bums like I see around the free food coalition places so they don't have to work so they can spend all their time doing what they love to do and that is wreak havoc and mischief where ever they can and of course their hatred of the police and anyone in authority is obvious. Throw the bums out!

Huge project. I'm generally supportive. Good luck. And good luck managing the critics.

More jobs in rural areas without impact to rural communities. Keep existing infrastructure but build new traffic routes.

This is awesome! Please allow me to jump on the train!

Do not bs us, do not ruin our wetlands or our air. No one should be displaced over this.

Please don't displace people. Please dont destroy the environment. Please be honest if this will help the average Utahn.

.Feels incredibly shady, dishonest and the survey feels dis-genuine

The economic need is great! We are perfectly located for distribution in the western US. The main points should be. This is infrastructure for our state. Do not integrate government programs to force too much. Allow it to grow. Trading and the market is what's most important. Secondly, continue with infrastructure - roads and rail. It seems this always falls last, and for efficiency purposes and the environment it needs to be on the forefront. Third, environmental impact - to create (within reason) an environmentally friendly facility(s), without sacrificing the ability to be successful, profitable and efficient.

Even if the port itself is environmentally sustainable, it may still transport coal and other fossil fuels. I believe the inland port is merely a step in the legislature's plan to promote further development of tar sands, coal and other unsustainable energy sources, at great cost to our beautiful state.

Sounds like a done deal. I can't access the part where I rate in a scale.

Rail is good but trucks get the product to where it needs to go. People have no idea how important trucks actually are.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

This is a horrible idea to allow it to be built near bird sanctuaries and water because it will certainly leak with any natural disaster or human error. We DON'T WANT EXTRA TRUCKING OR TRAFFIC JAMS in the area. KEEP it OUT of our state. It WILL cause more air pollution and global warming with increased transportation in that area. NO THANKS. Our environment is more important than MONEY GRUBBING politicians.

I am opposed to the port. I don't want it here.

I'd rather this port not be built at all.

An obvious overreach of the legislature to the detriment of the health of the people of Utah.

I think that this is an EXCELLENT idea!! Please don't let the protests sway your decisions. They do not represent the feelings on the community. They are the vast minority. This will be great for Utah!

Nothing good will come of this project. Look at the mess in Carolina. Not beneficial to the people.

One of my biggest concerns about the port is the environmental impacts of the port on air quality as well as the environment around the wetlands and area of great salt lake. A massive industrial zone like that, without proper oversight and effort could create vast issues for the ecosystem, and for the quality of life in Salt Lake County and Utah. One of my other big issue's is the way the port was rammed down salt lake cities throat. I feel that the conservative legislature, unfairly targets salt lake because of it's progress and liberal leanings. Salt lake will lose so much control and potential tax revenue's from what they would have done. These are my main issue's. I know with effort and communication it can be overcome, but I feel that those who should be leading the discussion are not doing so, so the protesters and those rightfully angry are leading the discussion.

The inland port should NOT be developed to support coal, oil or natural gas transportation. These are outdated energy sources that should be replaced with renewable energy as quickly as possible

We support our Governor in the decisions he makes for Utah. He is the number one Governor in the nation for a reason. I also think people need to be better educated as to what is truly going on at the Inland Port project, education is key and can prevent the riots such as we saw tonight.

Utah is too busy and congested already, let's not make it worse, and increase pollution in the process by adding the inland port. I am against this port!! It doesn't help the many, it only enriches a few who are already rich.

My main concern is the effect on Utah's already horrible air pollution problem and impact on the wildlife in that area. This doesn't even address the many other negative impacts it will have. I feel the negative impacts greatly outweigh the positive. This Port will also be a very ugly eye sore and it's not like any of the revenue will go toward education. I work in education and Utah is the worst state when it comes to making education a priority. They always say education will get more money from projects like this but it never happens. Utah housing can't even support the current growth without the Port. I'm strongly against the Port.

So from these questions it's a done deal! How disappointing

I have no issues with the port, so long as it is transparent, uses things like passive house or lead certifications, and does a collaborative environmental impact with report to address issues before they become problems.

There are too many warehouse type businesses on the west side of the valley why not build a port in the west desert where it won't disturb anybody

Just want to get this out there: I was against the inland port until I saw those idiot protestors on the news tonight. I've completely changed my point of view and now support anything that supports free enterprise.

Strong supporter that the inland port should proceed.

This survey seems to be of no use unless you honor the will of the people and keep the pollution down.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The need for the Inland Port is one that can be debated, but in reality, this project is going to happen. I am not against the idea, however, it is important that the Port be built and managed in a way that does not further impact the quality of life here in the Salt Lake area. It is important for those from government and the public sector who are involved with this project, in particular the Legislature, to understand that one of the reasons that organizations consider Utah as a location to conduct business in is due to the quality of life we have here. As the state grows in population, there are going to be negative impacts on that quality of life. These need to be addressed properly or that attractive quality of life will erode. This will lead businesses to think twice about moving their operations to the state, which will impact the economic viability and strength that the state now possesses. I would urge the Authority to seriously consider the following impacts that the Port can have: 1) The impact on traffic congestion, which has steadily gotten worse in the time I have lived here. 2) The impact on air quality in the region. It is already poor, especially in the winter, and more people, traffic and congestion will only make it worse. 3) The impact on water use. We live in a desert and even with a good snowpack this year, we generally live in drought conditions due to climate change. What impact will the additional facilities at the Port have on water use? 4) The energy use at the Port. 5) The impact on local communities on the west side of the valley. They will be directly impacted by the Port and they have historically been underserved or ignored completely by state government. I would propose the following ideas/solutions to these questions: 1) Design the port so that mass transit and bicycles can be used to move people to the port. Design the port so that trucks and trains can be moved in and out efficiently, preferably trains so that the number of trucks on the road can be minimized. It will be critical to be able to move workers in and out of the port efficiently or we will have further congestion and pollution in an area that already suffers from these. 2) Air quality must be taken into consideration when looking at a development such as this one. As I have mentioned above, if we don't address this, there will be negative economic impacts on the region. 3) Design the Port so that there is minimal use of water. This is a resource that we already overuse and it will only get worse in the future. 4) Design the Port with renewable energy as the primary energy source for the Port. This will impact air quality and will ultimately be cheaper than relying on coal, which is a dying industry as it is. 5) Take seriously the impact that the Port will have on the local, west side communities. This could be an opportunity for the west side to flourish, but only if the concerns of the community are taken into account. The Port could be a great opportunity for the region and the state, but only if the proper amount of time is taken to plan and design it accordingly. While no plan will ever be perfect, there is an opportunity for the state to do this project correctly and set an example for the rest of the nation. I hope that we have the wisdom to do that and not make the situation in the region worse. Thank you.

The Inland Port is the worst development for air quality, health and livability of this state that has ever been conceived. The West Side will suffer terribly, this is one of the worst ideas in the history of the State legislature, and has been illegally done. The wetlands and natural areas will be decimated, and traffic pollution will further harm air quality. This project interferes with markets, it promotes unsustainable transportation practices and increased consumerism. CLIMATE CHANGE is here and this project adds to the problem.

If it wasn't for a terrible tax system then government wouldn't be involved in any kind of job creation/growth. The only reason government is needed for this is because the companies get tax breaks. So fix the tax system and then this game ends. This just looks like another excuse to tax Utans with the smoke screen of job growth. I hate the idea of a new government entity.

Use money brought in by the port to protect the wetlands.

Strategy: Legislation that establishes / re-establishes appropriate processes that monitor and provide authorities to change and limit the Port development, based on research of the various areas of possible impact.

The tag line "improve our schools" is like a broken record. The real citizens of Utah are now paying substantially more in rent & home purchases. The freeways are again jammed and more import our air quality has gotten much worse. Do we really want to be a suburb of Los Angeles? The crime rate, especially mob-type extortion and gang activity will sky rocket.

You don't include good transit service as one of the strategies. A good transit system serving the port will be important to those working there. Also I don't think anyone is going to WANT to live near the port so the focus should be on good transit to get employees to and from the port rather than trying to house them nearby. Stimulating growth of warehousing jobs doesn't make sense since so many of those jobs will be done by robots. .

The Inland Port is development that the Salt Lake Valley does not need. It will bring more pollution and congestion.

This survey- particularly these options, really seem to be written in a way that, similar to the rest of the process, that only allows for confirmation bias that the port is a good idea. For example, you can't promote strategies that are not real such as a low/no emissions port. This is not a thing. Another example would be economic opportunity for rural Utahns. The port is not proposed in a rural location, instead, its in the city where we already experience terrible air quality. Another example- minimize wetland impacts- well NOT building on top of them would minimize impacts. Not to mention the fact that its just plain stupid to build on a wetland, even forgetting the impacts to the wetland, its not prudent to build on land that will inevitably settle. Looks like a way for construction companies to make a quick buck before moving onto the next thing, while still making sure there will be a next thing because this thing will surely deteriorate (see gateway mall taking all business from the old ZCMI mall to be followed shortly thereafter by city creek being built and taking gateway's business). Great scheme for the same exact big companies to continue to bank roll.

The way in which is was done is corrupt and won't help our economy.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Please build the inland port in the most environmentally friendly way. I hope the current or future mayor of SLC does not stop the inland port

Utah is rich in natural beauty and poor in its interest in preserving that beauty. The EPA in 2018 cited Utah for increased ozone pollution. Air quality is awful here. How can we be considering an inland port? How could anyone possibly promise zero emissions?

The Inland Port will be a disaster. The State of Utah will always treat the \$1 as a much more significant issue than the health of the citizens in this state. This project will worsen the already horrible air quality, will jeopardize the natural wetlands that exist in the Northwest Quadrant, and will probably make the rich richer and the poor poorer.

It would be nice to optimize the port for more rail lines similar to the European Inland Ports. Make rules about using standard ISO containers throughout the port to standardize more international shipping instead of optimizing for domestic shipping

Inland Port shouldn't be built. It's a legit environmental disaster waiting to happen. I'm concerned that, as of yet, the questionnaire doesn't provide an option to voice this opinion. Instead, it appears and reads as if the IP is a forgone conclusion. It's not.

As senior citizen housing cost is my major concern for the future. Anything that continues to hike housing costs--I am against.

I feel the inland port is nothing more than an opportunity for large corporations to exploit the resources and location of our already distressed environment. The project claims to bring economic growth and jobs however the people of the community will likely be offered low paying positions in order to maximize corporate profits and benefit a select few. This is all at the expense of our community and environment. As a concerned citizen, I do not support the inland project whatsoever.

Build the port! Rural Utah needs a market for our oil and other products!

As a citizen in this state and having grown up here, I have witnessed the decline in our natural environment. As a child I remember winters with lots of snow all the time, but in recent years, summers are getting hotter, winters are going away, and the air quality is a joke. My main concern is using the land for more man-made projects that will affect the environment in harmful ways. I'd rather use the land to plant trees and create natural habitats for nature, however I recognize not everyone sees the same. As long as this project is going through, there has to be a huge focus on making it better for the environment, not just business and economy. If we don't do something to plant trees and work to reduce our carbon footprint, we won't be surviving on this earth much longer, we're destroying it. I am a younger person, and I don't want to grow older having worse and worse air and nature conditions. We need to have a huge reversal in our ways, we need to tend and take care of nature. Clean Utah lake, restore it to what it was, plant all the trees we can, support clean energy and renewable energy, work on cleaning the air more permanently, not just waiting for the next storm to help. Please focus on the environment, not the money.

Salt Lake City and their School district should receive more of the future tax revenues than currently structured. This is more important than all of the above issue items.

The air quality is bad enough. We don't need more development.

The Port project will be beneficial to Utah.

Create jobs for people with disabilities.

Leave the Wetlands and Riparian areas alone!! This is NOT A DONE DEAL. The above survey assumes it is.

Basically a state land grab. There is no thought to what the people want. A few legislators with their own agenda's.

What is an inland port?

Just o it in a way that will protect the environment, not make the environment worse. Simply put, make your goal to better the environment while putting the port in, no matter what the cost. We already have a prosperous life here in Utah, we don't really need to make ourselves wealthier. We need to focus on how we can maintain the irreplaceable treasures that we have here, the environment. Our wonderful environment is what makes life so good here.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

In some areas, the Inland Port will be negatively impacting wildlife, especially antelope.

I think it is a necessary opportunity for the state. This state has a culture that is unique and unlike anywhere else in the world. I am of the opinion that providing as many opportunities for economic growth, people will be motivated to move here for work and then be exposed to the culture (family centered, spiritually driven [ideally]) which is something we as citizens of this state should really continue to do anyway. I cannot think of a better way for this state to set the stage than to continue to be one of this nation's economic leaders and still strive to maintain some sense of Christian values.

Why not follow basic rules of the city you want to put this into? It appears this port will steal from the tax base of Salt Lake for infrastructure. It also looks like the people on the board don't really care about air quality or the quality of life for people on the west side of Salt Lake. I heard from an urban forester that the project won't even have the required one tree for every 18 feet of roadway. Why not? Why not do it right the first time? Why not be an example of how to do it right?

Would love to see some representation of climate change concerns on this -- pretty insane that it is not even mentioned. Would also like to see a better representation of environmental justice concerns, like the additional harmful impact it will have on poorer neighborhoods and the compounding effect of putting so many socially detrimental projects in the same area (airport, prison, etc.).

It cannot always be about the money. YOU CAN SELL the Port BY SELLING jobs. BUT first we have our lives that we live out in these valleys. We choose mountains, blue sky, and animals and plants that actually critically change our environment just by being in their natural environment. We choose safety and protection from unscrupulous people and illegal or unsavory business, over more growth and business opportunities. We choose creation of our own lives over supporting the business successes of the few, who can choose NOT to live here when the degradation of our environment becomes unattractive to them. We choose to be able to drive home from work without long traffic lines and increased pollutions. Can we build more freeways to accomodate more cars and trucks? Yes and building those freeways supplies jobs for a time. BUT the larger question is, "Do we want to live between masses of concrete and steel? Is that the visual that attracted so many to this area? It is not ! Can the Port Authority board tell us how our own lives will be impacted by the wastes produced by these businesses? Can they tell us how we compensate for the huge water use of those technical jobs, and also the non technical ones? Can they tell us how our own lives will be impacted by the loss of migratory birds?

The whole project seems completely unnecessary. The way land was annexed from the city seems wrong. The way this project was passed through the legislature seems corrupt. Few will benefit in the backs of many.

Air quality and water quality are very important to me. We need to conserve water and take care of the land. The inland port is a very bad idea. Keep truck ban on legacy highway.

In addition to the above, it is important to consider the Salt Lake City infrastructure and services the Inland Port would require, such as the increased EMS demand and Fire service needs, the mitigation for impacts that would be required of the City, etc. SLC government needs to receive ample financial support preemptively in order to address these added burdens of meeting the needs of the Inland Port. Otherwise there is an undue financial drain on the residents of SLC to front the cost.

All of these strategies have significant negative consequences to our community. Strategies such as trying to protect the water run off will not happen. With the amount of toxic industrialization already here, adding more is setting up our community for disaster! NO INLAND PORT!

Don't build it. We can't house the people we have now; we don't need to attract more people.

The benefits are only millions for developers and the politicians they have bought. They don't care for the thousands of the people who will have to deal with the negative impact!

Stop the inland port. We don't need it.

Please prioritize sustainable development practices! Also, rail traffic is already horrible in my neighborhood. Rules and time limits for stopping on the tracks would be appreciated!

I don't want it here!

I would appreciate an easier explanation of what is going on without all the big words and jargon and without missing out on all the factors that play into this - including both sides of the story. The little bit I've heard leads me to not support the port.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

This is an old model conceived by old men. Plan for the future instead of living in the past.

The port itself is disruptive, and many Utahns do not want it. It would cause long-term harm over short-term economic gain. This project would irreversibly damage our ecosystem as a whole. Our air is already bad, and would make it worse. What good is "boosting the economy" if people won't even want to live in the valley? In addition, why aren't people's voices being heard - our concerns, our desire for clean air? The obvious and ugly truth is an inland port would benefit the wealthy, the owners of the businesses, not the people who work for these companies or for the average Salt Lake City citizen.

I vote no on the inland port.

I am extremely concerned over the impacts on the Great Salt Lake. Many migratory birds depend on it including 25% of the American White Pelican's which depend on it for nesting. There are other birds who are even more dependent on it and we may lose these and other species if we are not careful. The lake has already been suffering from drought and over usage especially from water taken from the Bear River. Dust from the drying lake bed enters the air and increases air pollution and will cause problem with our snow pact with time. This will effect tourism and our economy. If Salt Lake City's already poor air quality worsens, less people will want to call it home. As a physician, I am deeply concerned. Inland ports are not clean, and even with the "best" planning, I fear for the worse. I believe we are looking at short term economic gains and not what is best for future generations.

I am a 37 year old and I am worried about the future generations of Utah, and the animals in Utah

either make it terrifying or gorgeous. either way it will be aesthetic. please get cows!

Im am two years old. i am the top person on my navy seals team, i will obliterate your whole family in under 10 seconds. This is a joke

Stop it. Worst idea ever conceived by the legislature and that is say a lot since they have a plethora of bad ideas each session.

The jobs created will be done by robots in the not too distant future. We need to be looking at renewable energy and not exporting and extracting fossil fuels. This port will increase demand for an industry that needs to go.

This is great for Utah. JOBS, JOBS & JOBS provide families with opportunities to prosper and meet their needs.

I am very concerned about air quality. Also, Salt Lake City officials are not being involved enough.

Utah

What I care about is that we control road traffic and improve the environment. Rail traffic and short haul clean trucks should increase. Long haul trucks need to decrease.

I hope you will work alongside Audubon, and the Natural Resources Departments at UofU and Utah State to strategize the best time of year to begin building, and how to establish a buffer area for the wildlife reserves. Have you considered adding rooftop solar or rooftop green spaces to the warehouse developments? Solar would be a good way to minimize needs for energy created by fossil fuels, and green roofs could help to absorb Co2 emissions, as well as provide certain species of birds with small pieces of habitat.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I think it will be a great opportunity for Utah. Growing up the rural part of weber county I can understand peoples concerns for the impact on the environment. I agree we should not make Utah's pollution worse, however I have seen time and time again small communities fighting against growth and development, because they like the small town feel. The problem is most of those people already moved to a small town and helped grow it, they all want it to stop at them, which isn't fair or right. Utah has a very strong economy, to maintain that we need to do everything possible now to help prep for the future.

I wonder if it has to be located directly in Salt Lake city when we have so much land elsewhere?

This could be awesome for Utah and especially Salt Lake. It just needs to be done the right way. This could also be an opportunity to reduce job-less-ness and thus also homelessness in Salt Lake.

I continue to find it very hypocritical that the state would interject an inland port, within the city limits of Salt Lake City, and at the same time, complain that the federal government sticks it nose in what should be a state issue (i.e. Bears Ears, National Monuments, etc.)

Invest more in technology and service sectors. That will lead to a better community than a port with relatively fewer jobs and a lot more pollution.

We do NOT need this route to stimulate Utah's economy. Money cannot buy quality of life. Making money should not be the argument for the board members to make this decision. There are endless ways to earn money, but when the environment is destroyed, it is gone forever, and utahns now and for generations to come, will suffer, and the board members will be the culprits! So you have the power to choose the right thing!

The Salt lake valley already has bigtime air quality issues. I dont feel that adding more semi, trucks, trains and power usage help the situation.

thank u for reaching out

Two things, one: Prioritizing money over the health of Utah's residents and stewardship of the land is a mistake. And two: There are some ways that an inland port is a fine idea, this could have been done well, but so far it seems like a situation where Utah's taxes are subsidizing business development for the state's most wealthy and well connected people. Tripling down on supply-side economics isn't helping the middle and lower income folk in this state. We don't want to be Kansas.

Promises are cheap. I want guarantees of protection of wildlife habitat, and a REDUCTION of air pollution.

I believe the Inland Port is a land grab from the State to make a few people rich while adding pollution to the already poor air. Please stop....

Do not want the port in slc. Not interested in how to do it best.

I would like to see much more transparency in this matter. It occurs to me that MANY impacts on our state, communities and environment for future generations will be detrimentally affected by this inland port. There are several ports that we can learn from, and if there is such a demand for an inland port I strongly suggest that considering the increasing climate changes be included in the conversation.

We need fewer people along the Wasatch front. Not more. If you stop building this crap people will stop moving here!

In the end your questions are directing us to create the perfect port. The SOLUTION is no port at all,so unfortunately the questions are leading into approval of a port if all is done well. It will never happen that way. Zero emission port is an impossibility Noise level control is another impossible suggestion. Go out in the morning and listen at the noise level of I-15.I can hear it quite well 5 miles away from it.You can actually record it. You want the Hi-End tech companies,then lose the low wage shipping industry. You can't have it both ways. Warehouse workers do not make \$100,000 a year,There is already a shortage of them. If you can't even afford renting in the Salt Lake City area what's the point of adding more jobs and creating more demand on housing were we cannot build housing , we are approaching full load in the valley. GROWTH is done with in this area.

Antelope island is a recognized dark sky site and development of the port could impact if light pollution is not controlled. the Salt Lake Astronomical Society has also invested significant resources in their observatory site in Stansbury Park. As a small nonprofit club, there are not resources to relocate the facility should the port increase light pollution in the area.

I think it is a necessity to build an inland port in Utah but it needs to be done the right way. The reason it is necessary is to accommodate future growth to do this the port needs to be able to sustain itself for many years, and this is only possible through the use of zero-emission design.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Our state, and my city, are only as good as we allow them to be. In order to live up to our moniker "the greatest snow on Earth" we need to be leaders in combating climate change and mitigating human impact on our natural spaces and on other species, both of which make this state great. In fact without our nature, Utah would be worthless.

Why do we need this port and do the citizens of Utah, the people, want this port? What are we getting in return, and what is the port giving back? Jobs that are minimum wage that will not support a living wage, pollution, noise, and absurd growth that has no place in Utah.... We are doing great without this impact!!!

I'm most concerned about the environmental impact (we've just "won" one of the worst air qualities in the country), preservation of wetlands and open space, and the quality of life being affected by the increased traffic, crowding, etc. of the port.

This project is a threat to the quality of life that makes the Wasatch Front a desirable place to live. Severe negative impacts on air quality and wildlife habitat are unavoidable. The economic benefits are uncertain. Most of the benefits will accrue to a few developers and the resulting low-paying, warehouse jobs won't benefit the community. The decision-making has been rushed and there are no meaningful ways for the public to hold the Port Authority accountable. The best option is not to build it.

At this point from what I have learned about the port I am simply opposed to it. I see how the last question asks how we can do the port in a "good manner" and hey if you can do it in not very impactful way that sounds wonderful and also a pipe dream and this is the rhetoric that always begins this type of debate from the business side "we can do it the right way and minimize impacts to the environment. I personally do not think it is possible. It brings in rail and trucks which is increase air pollution in a valley that needs to do all it can to improve air quality and likely can bring tech industry and other non polluting jobs to the area. Also the land is basically wetlands and this will inevitably impact birds etc. And the manner in which it has been done was atrocious (basically a land grab) and seems to be of the interests of very few people and not necessarily in the interests of the quality of life in SLC. I am all for growth in SLC and this just isn't the growth I'd like to see and we have so many other non polluting options.

Pollution. We don't need it. We attract talent to this state with outdoor opportunities and have to beg them to stay after they witness our terrible air quality. Don't take steps back

The Utah economy, by all indicators, appears to be booming. I appreciate the need to be forward thinking and do what we need to stay competitive with other states and to keep the US competitive globally. However, we need to minimize the impact a massive development like this can have on a fragile environment. We also need to be mindful of the effect of the port on human health, especially for the communities adjacent to the port. The west side of the Salt Lake Valley already experiences overall poorer air quality than the east bench (compare monitors at Rose Park and Neil Armstrong Academy with those at Hawthorne and the U of U) and we need to ensure that we not further this disparity. This area of Salt Lake also has less wealth and a higher proportion of racial and ethnic minorities - we cannot keep dumping our state and city's pollution on our most disadvantaged populations.

It is not a good idea for this area. I don't believe the project should continue. We have limited natural resources around the Great Salt Lake and air quality and this project does not align with these values. This project feels very secret and hidden from the public.

I am not convinced that the economic opportunities created by the Inland Port are worth the cost in terms of air pollution and environmental impact to the ecologically important Great Salt Lake ecosystem. It seems that the Inland Port will exacerbate the air quality challenges we currently face in the Salt Lake Valley today.

I oppose the inland port project, as I spend much recreation time in and around the Great Salt Lake. The port will bring nothing but destruction of wildlife and habitat, as well as significantly worse air quality for everyone in the Salt Lake Valley, all with minimal economic growth.

the Salt Lake Valley is growing too fast already.

The recent Inland Port committee has NOT instilled public confidence in either its efficiency or quality of ideas. The outstanding lawsuits result from important stakeholders being shut out of deliberations and decision-making.

Double down on roads to Tooele County. Lots of workers coming from that area to work in SLC and the port will be very congested

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I'm truly shocked that this project is even being considered at all given the huge impacts to air and water quality, quality of life, human health, and protected natural areas. What a land grab! It's exactly what the state complains about the federal government for doing and then the state did just that to SLC.

Hub and spokes; they are equally important and I believe both are critical to achieving a highly effective and most efficient "Utah" inland port for the entire state, for generations to come.

Stop killing our communities.

Sometime's some goals or dreams have to be changed for the good of everyone, including wildlife. This is one of those times. I would hope the people pushing for this Inland Port to do not want to leave a legacy of adding to the destruction of one of the largest migratory bird habitats in the world, or causing more children to have asthma due to poor air quality. A large percentage of the particulates in the air on bad air quality days are produced by vehicle emissions. If everyone keeps getting their way, we will likely see the deterioration of our basic needs like clean air and water.

Salt Lake County has grown so much in so many ways in the last 20 years. The inland port needs to be a slow, deliberate process to assess the pros and cons - there is no need to rush this.

Rail corridors and truck routes need to be at forefront of the planning. Of course, there is still no suitable master plan. Inland Port Authority's priority should be to devise a master. Clear definition of what they want: Do they want more distribution and fulfillment centers that rely heavily on trucks (ie. Amazon) and hire low skilled or no skilled labor that will soon be replaced by robots or do you want manufacturing that will NOT rely so heavily on trucks, that will hire an array of skill levels and will also serve to diversify Utah's tax base (ie: Stadler Rail). Without the land owners having an incentive/condition to attract rail business, they will continue to build Amazon warehouses, it is already happen. Phase I of NWQ development has not even carved easements for rail, not even just in case. No port without rail and rail DOES NOT mean intermodal, that is only part of the equation, the bulk is manufacturing facilities that receive raw materials and deliver finished goods by rail or rail/truck. MANUFACTURING is KEY and manufacturing does NOT mean smoke stacks, it can be Stadler over and over.

Is it possible to have a no or low emissions port? Is it possible to have no or impact upon the environment and the fragile life of the Great Salt Lake? Maybe we have a chance to show that quality of air and life are more important than money; maybe we can show the world that we love "our place" and that we think about our children's children instead of profit!

Who will benefit? Who will pay?

As demonstrated by the cost overruns currently plaguing the prison site, this is a bad place to try to expand into. You will never be able to mitigate the damage you will cause to wetlands and the great salt lake.

New jobs are great and I understand the desire for the Inland Port. But, the Wasatch Front is already too polluted, too congested, and too much traffic. We need to build smart, not just "more" because we can. Our kids' life spans are shortened because of pollution and don't let this good winter fool anybody. If the port needs to be made, then do it with zero emissions.

This is a project that was rammed through by politicians seeking donations from project proponents

GSL stakeholders are overwhelming concerned about noise, light and air pollution impacts to the ecosystem. What levels of emissions are anticipated from the commuters, new trucks, trains and airplanes servicing this inland port? What percentage of the emissions will be diesel? What level of light and noise? Other inland ports have reported increased sprawl and traffic congestion, why would this one be different?

I would like to see the inland port project cancelled.

This is the worst project ever. Most all of you transplants that came to the state for outdoor recreation and sport are going to ruin our state with this project. You haven't even mentioned increased drug trafficking, human trafficking, taxpayer dollars to sustain and support the project. Legislators who will benefit personally. Citizens of this state should and I hope will see the outrage of this project. There is a reason the early inhabitants of the state didn't build on the wetlands. Trucks running 24-7 - Totally unrealistic to think that wetlands will be protected or could be ensured that trucks use routes that minimize community impacts. Huh are you kidding? I am totally in support of stopping this project.

Mostly want to keep updated on progress. No ground breaking ideas to share at this point

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Most concerned about congestion and impact on transportation.

The Inland Port Authority Board needs to clarify specifically what differentiates an "inland port" from an industrial park that utilizes nearby transportation assets. I've been following this proposed development for a couple of years now, and it's still difficult to articulate what the actual "inland port" component of this development will really entail. In talking with multiple freight forwarders in the area, they've expressed that they already do customs clearance prior to reaching the ports of Long Beach or Oakland or in transit to Salt Lake City. They've said that they don't see how there's any infrastructure we can develop here that will mitigate shipping delays at the deep water ports. It appears to be a physical volume issue at the sea ports -- not a customs clearance issue. In addition, Union Pacific has indicated that they can double their capacity at their intermodal facility, so it's unclear how a second intermodal rail terminal would significantly affect the cost or ease of shipping from SLC. This is especially perplexing given that UP controls most of the trackage rights into and out of this market. I also don't understand how the "hub and spoke" model for the inland port will function in practice and how it will bring tangible benefits to Utah's rural communities.

Do not use eminent domain to take private land. Leave inland port as part of Salt Lake City!

I would prefer to hear news regarding the inland port in their meetings and at press conferences. I'm concerned that the port authority is government over reach and it smacks of socialism.

This port is going to greatly damage the habitat that multiple native Utah species reside in. There's absolutely no reason we need this port. It won't create better paying jobs, it is terrible to propose this as an alternative to attending college. It will damage the already terrible air quality in the Great Salt Lake area. The land should be given back to the Shoshone, Ute, Paiute, and Goshute tribes who rightfully own the land. Nobody will benefit from this port except for wealthy landowners, who don't care about keeping the earth safe or preventing the harm of the animals habitat. Nobody wants a port. Leave the land alone, do nothing on it, return it to the rightful owners who will keep the land intact and free from harm. No to the Inland Port! No to the Inland Port! No to the Inland Port!

It needs to be clean and quiet, primo. The land is zoned now, light industrial and manufacturing for airport biz ctr.extension. You should stress that. Not even those who worked on it very hard knew Legacy Highway was time limited. There will be a huge financial loss to homeowners there and corresponding loss of tax revenues for counties. There must be a very strong mitigation plan. And, widening and barriers will affect the wildlife. I understand that looks like the best way north, but it is ill-advised as an adjunct to the Port, which is why it is happening.

No tax breaks for new comers. Everyone pay fair share from the beginning. Government should pick winners and losers

The port needs to be beneficial to the local community on a scale at least equal to that of the businesses and industries getting consideration from the board. Many issues to date could have been avoided if decision makers had reached out to the community directly impacted voluntarily. Having to force the board to do so has created, understandably, healthy skepticism in the motives behind this rushed process.

Better pay attention to the impact it will have on the overstretched SL police department too.

This port is not a good idea. I am concerned about our environment and Salt Lake City. We are being told it's happening whether we want it or not. It is being shoved down our throats.

I feel this project has been rushed through its planning and exploration process and concerns of Salt Lake citizens have been ignored! I appreciate the lawsuit that the mayor had filed. I thought I lived in a republic that respected the democratic process. When legislatures try to pass laws that their projects can't be questioned or reviewed...that is a BIG red flag for this citizen!!

While the port can bring in additional opportunities, this port concerns me as Utah already has an air quality problem due to the inversion. I am concerned that the port is being built in a place that help trap the polluted air so all of us will have to breathe it. While it can help create more jobs, its not the worth the price to pay for clean air that we already don't have.

Any development should include a fraction of each area developed reserved as habitable wetland, 300MWh per acre per year of solar energy production (on top of buildings and parking lots, not on adjacent land), and at least 600kWh of on-site stationary energy storage. These investments in energy will pay for themselves, and are essential to carbon-neutral-transportation-by-2030 goals that align with the science in IPCCSR15. Anything less ambitious than this is unacceptable for a light-industrial development plan spanning decades, especially when investing State money and displacing wetlands.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The valley is already overcome with polluting business, the refineries on the north end of the SL valley is bad enough. Their is barely enough water to support the development we're currently seeing. Developers in this community are already notorious for being dirty, and lazy in regard to how they build. the massive amounts of litter and dudt they create is unacceptable. We dont need more traffic or trucks or roads. We dont have enough water.

I am beginning to question whether an inland port in Salt Lake City is not damaging to business and trade centers (already existing or planned) in other parts of the Wasatch Front and the state. It would seem that overall geography and population distribution has not been considered and certainly not studied.

The impacts to the community and neighboring communities. There are families here that are going to experience negative impacts due to this process.

Utah needs to develop a diversity of jobs to be economically sustainable. the IP concept offers a tool to promote that diversity.

The inland port will have an impact on SLC in many ways. Salt Lake City School District should benefit from the port by receiving a majority of the revenue generated by it.

I think this survey sounds biased in that you are implying a port is definitely a good thing. Maybe it is but I haven't read enough information to form an educated opinion. I felt like it was shoved through by rich land owners. That may be incorrect but it is my only perception of the inland port project.

Hi, I just completed the survey without intending to. I went to the end and then found out I could not go back to review and complete my responses. There is one section I did not fill out. And I won't try to do that here. So to comment: I think this was a rather reasonable survey, but it really would have helped to know when you can't go back and change or add to responses. I don't know if you will have this problem with others, but it certainly makes the survey responses I took rather inadequate.

All this will be is a mess because of the leaders in this state. Why is this survey just coming out like everything in Utah it is being built no politician cares it's about who is going to grease their palm the most

My biggest concern is the impact to wetlands, wildlife, air quality and water quality. I believe that in an open market consumer needs drive industry and industry drives change. If the inland port were truly a need industry would have already built in this location. The fact that this is a legislative initiative and not an industry initiative tells me there is no need for an inland port. This looks good for the state, but it's in a poor part of the county, with poor soil for building. There are too many pests and not enough advantages to make it worth it. In addition there are already dozens of abandoned warehouses in the area. The inland port looks good for the state, but will ultimately cost tax payers millions with no success.

This survey is full of false dichotomies. I don't want the lesser of evils. I don't want an inland port. I don't care about Utah's economic growth, I care about having a clean place to live and not getting lung cancer. We do not need an additional source of pollution in this valley. Sure this project may be good for growth and the local economy, but when that comes at the expense of our health and well-being, the answer is clear. No inland port in the valley.

All growth stops. Other options are mathematically impossible. Any initiatives which relate in some way to growth must be managed partly under a comprehensive growth-stoppage policy or program. Otherwise, growth will stop in a crash and burn fashion will be far more difficult and controversial to manage.

Want to see plans/concepts that capture the vision of the development. Also want to see an in-depth environmental impact report.

Kill this project. It's unnecessary destruction.

The accuracy of the following information may or may not be up to par with the most recent data. That being said, Utah county has experience large tech growth with the average income ranging from \$35k-68k annually which is 98% of the work force. This creates a challenge on its own resulting in a affordable housing crisis. As we are experiencing the affect of "Silicon Slopes" and housing exceeding what the masses can afford, becomes a mirrored like scenario for the Inland Port development. Job creation is great but the income levels for this kind of labor or job skill set will not be sufficient to support affordable housing at the current market rate. Here again, the marketing and community awareness regarding the Inland Port has not sufficient evidence as to how to plan or how to strategized these particular scenarios as experience in Utah County.

I live in directly outside the port area. I want this to be an attribute to my property value - not detract from it. I worry about noise, pollution, traffic, health impacts, negative tax ramifications, and aesthetics.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The very existence of the port is illegal and unconstitutional

It is wrong and not good for Utah

Roads and traffic. Make sure you plan the road infrastructure, this will make or break the public's opinion.

I have serious doubts about the reality of jobs from this distribution center. If good really need to be distributed, the resellers of those goods would make their own distribution centers. This is nothing more than corporate welfare. The state is handing over money to companies who will gladly take the handout. The supposed jobs will not be worth any of the headaches this "port" will create.

Building of an inland port on critical wetlands and areas subject to Great Salt Lake level fluctuations is extremely detrimental to environmental conservation and is a high risk for flooding in the future. I'm concerned about extensive development of this area due to this reason, as well as the other environmental impacts to air and water quality.

I really like the idea of a zero emissions inland port. If the construction equipment was battery electric, and the heavy equipment was also electrified, it would make the inland port a huge shining example to everywhere else in the world. It would create a lot of innovation & job opportunities to figure out how to make that kind of development happen. It would catapult Utah to the front of the pack in developing clean energy solutions & would draw businesses to the state.

Instead of making this an ugly group of cement block buildings that make you sick when you drive past like most buildings in that area, make it look like it belongs in Utah (again, use underground parking and the area allotted for parking, use as open space) . For rural communities consider telecommuting and again, pay fair and decent wages. Telecommuting allows you a fantastic tax break and keeps rural Utah pristine. Keep in mind housing in rural Utah is easily as expensive as in SLC itself. Please don't ruin rural Utah with huge ugly buildings which are followed by high density subdivisions, Home Depot, Walmart, Chili's and so on. You have the ability to keep Utah beautiful. Please do so. Our entire state could have been considered a National Park less than thirty years ago and now the natural beauty can't be seen from the roads other than the mountains (in many parts of Utah). Utah isn't only about the mountains. It's about the Wild West, the great unknown, deserts that stretch for miles and a great salt lake. I'm not from here originally but the beauty that drew me here is so far gone I am planning on leaving Utah which makes me sick.

I am ashamed of this project and do not support it. Utah does not need this and it is disgusting that greedy developers got their way, again.

This IS Utah's opportunity to lead the way to environmental responsibility. This State has been run by corrupt Fossil Fuel interests since it's inception. Many tens of thousands of us have recently moved from California. And we intimately understand what type of actions, environmentally responsible Organizations MUST implement and enforce. You have one chance to do this correctly, so take the lead with intelligence, and future thinking. We will continue to come, from the west, in our hundreds of Thousands. And we know what to do, when the health of our citizens, the health of the environment, and the quality of life overall, are ignored for short term gains. We will be your biggest Ally to do this marvelous project correctly, and your worst nightmare, if greed, irresponsibility, and shortsighted objectives prevail. Thanks for asking for input !

The government must be prepared to offer ZERO help to the port in case of flooding from the lake. The Inland Port must DECREASE carbon emissions for the state (including transport of cargo to and from the port). NO additional roads must be built. Legacy Parkway must REMAIN as a parkway.

Unless the health of the Great Salt Lake is preserved, there will be no future in Northern Utah. Massive economic development cannot keep the dry lake bed from releasing toxic dust over the populated areas, aggravating our already bad air. Dust on mountain snow has been proven to decrease this critical resource which is vital to our economy and water needs. The needs of rural Utahns for jobs and improved local economies must be met where they live. The promise of a few trucking jobs and keeping obsolete coal mines open is not the answer. Money for development would be better spent locally in these regions, not on the Wasatch Front. The power and secrecy wielded by the state and developers leads one to suspect that deals are being made right and left with out-of-state interests. The average voting citizen really has no voice in Utah.

Nowhere is there an option to cancel this project. It's assumed that overall it will be a benefit to Utah and the Wasatch Front. Yes, there are people who will benefit from this. They are mostly people who already "benefiting" greatly from the overall economy and State largess. This project should be cancelled. This will not now not ever make Utah coal competitive in a declining world market (Australian coal will always be cheaper and closer to Asia). There's no reason to subsidize export of alfalfa to Asia / China since it's the equivalent of illegally exporting our limited water resources. The best thing you could do for the economy? Invest in programs and policies that make our air quality better, not worse.

I think there is a great opportunity to build a spur off of the bike trail that runs along the side of the legacy parkway that runs down to the airport. This should tie in to the pedestrian overpass that was built over the legacy parkway that currently gets almost no use at all because it doesn't connect to anywhere. If it connected to a paved bike/running/walking path that went out west toward the airport it would get more use and would improve the benefits of the legacy bike trail by making it more accessible to people who lived or worked close to the new spur.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The impact is going to be tremendous specially in those communities most affected by air pollution, noise pollution, and increasing the chances of rail accidents, by increasing the rail traffic on rails that cross thru the middle of residential neighborhoods and thru the center of the City. We do not want it. Move it somewhere else. After all it is a state project. The state is huge move it to a less populated area.

I am opposed to the whole idea of trying to pack more people and cars and pollution in our already over burdened valley!!!

Like to keep Utah clean. Persevere the wildness of Utah

Frontload funding for completing the mountain view corridor freeway from I-80 to south saratoga springs crossing Utah Lake to alleviate added traffic on I-15.

We are not in favor of the inland port because we are extremely concerned about the negative impacts of this project that could result in the degradation of air quality, watersheds, wetlands, traffic, and roadways in the Salt Lake Valley and beyond. Unless these potential impacts can somehow be reduced to an acceptable level by all concerned parties, it should not be approved. Air pollution is certainly the most critical concern but there is so much more to consider.

In regard to the hypothetical opinions, I believe both scenarios have equal possibility but that was not an option I'm the survey.

I am 100% against this port. I think it is nothing but a scam to put the shaft to the people in the area, with ZERO concern for the people who live in the area. Again, the only people who want this are the people who think they can get rich on it. Move it to California where they like the rise in crime, traffic, community congestion. I can think of dozens of reasons to NOT have this. I can't think of a single positive effect on our community.

If there is any concern that this port will further deteriorate the already poor air quality in this state, this should be wiped out. we have sooo many tech companies coming into this state, there are already many many opportunities as far as jobs go, along with remote positions for those in rural areas. please don't pollute and poison utah more than it already is.

Making sure that this has little to effect on the wonders that the state of Utah holds. That outdoor and environmental impacts are of the utmost concern and that everybody benefits from this proposal.

We should focus on the key objectives of an inland port, and not let the desire to have a recreation-oriented area override the utility of the inland port.

Infrastructure needs to be able to support the Inland Port directly in and around the area, including the airport roadways: I-80, Bangerter, North Temple and 5600 West.

Again, stop this inland port!

Regardless of the port, manufacturing and distribution will happen throughout the region and state. Businesses will locate due to a vast number of reasons; transportation is only one of them. Most of the companies needing space and cheap labor tend to build on affordable land. If the lease or purchase prices go up with this development too much, the businesses will simply find cheaper land to build on.

We do not need growth stimulus. We do not have enough people for entry level/low level jobs as it is. We are in a hiring crisis. We have the strongest economy in the nation, or so we are told constantly by the governor. We have a housing shortage. This is a pocket lining project that is being presented to the public on the ruse of "economic stimulus/growth". This will make millionaires out of property owners in the area as well as make wealthy businesses involved in the development even wealthier. This is an unnecessary project. What's mind boggling is this project will be developed simultaneously as the Lehi/Point of the Mountain development which is also supposed to provide "economic stimulus/.growth" (Silicon Slopes). How much growth can one county take at one time??? And let's not get started on the transportation/highway issues involved....

My main concerns have to do with quality of life along the Wasatch Front. I'm concerned that the increased truck traffic will further degrade our air quality and add to an already congested transportation system. I also worry about the kind of materials that will be moved into and out of the port. Further, the port will be used as a gateway for the Promontory Point landfill, further threatening the Great Salt Lake and its environs. I also do not like the way the legislature jammed this down the throats of the residents of Salt Lake City.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

This is an economic decision for the State. The environment is improving with technology, and will continue to improve in spite of the growth. Congestion has to be considered and mitigated. Property and water rights must be protected. The zoning will allow for private owners to use their property to participate in trade opportunities.

The proposed inland port property is part of Salt Lake City, so Salt Lake City and the citizenry of Salt Lake City should manage it, or at least have the biggest voice in related decision making.

This is a stupid project. This type of development will inevitably cause impacts to every natural resource that the decision makers claim to love. When will our legislators and developers actually think of something that will benefit the people and environment more than their own wallet? I'm really sick of it. If Utah is really supposed to be a place where people help each other then I would like to see it on a statewide scale. I see it every day with individuals. But I have never seen it with our legislators and the people they appoint to various decision making boards. Stop it. Stop allowing realtors and developers to drive housing and land prices up. Stop pretending to care about our environment when you only care about making money off of it. Stop pandering to yourself and your friends and think about everyone. I can't wait (sarcastically) to see what dumb idea comes next.

Utah's competitive advantage is quality of life. Everything should be looked at through the lens of "is this going to make Utah a better place to live?" rather than "how can we keep growing as quickly as possible?" I understand that we need to grow the tax base in order to keep up with existing demand, but that shouldn't be at the expense of the people who already live here.

Excited for this Project and the opportunities it will bring to Utah Businesses. Utah has so many entrepreneurs, and I think this will help them expand to even more markets. I also think it will push other companies going through other ports to Utah, which will add revenue to Utah as well.

The Inland Port is a fantastic development. I am THRILLED about its economic impact on Utah.

There is nothing wrong with the concept, but it seems to me shortsighted and likely to accelerate the environmental devastation of the Great Salt Lake. I am also concerned that conflicts of interest make it so the real winners are people exercising undue influence over the process and job creation is not as important to them as self enrichment. More of the same in Utah when it comes to economic growth.

I would suggest a re-framing of the "No change" scenario to using the term "Growth-Based on Existing Land Use and Entitlements." The reality is there is going to be change whether anyone wants it or not. Clarifying the scenario provides a better understanding - there is going to be growth whether the IP is built or not.

I am glad that the Inland Port can plan for this area and other areas in the state. It will make the development cleaner but still provide a tremendous economic benefit for the people of this state.

It is amazingly a phenomenal opportunity for the State of Utah in so many ways. I attended my first meeting and would love to become active to promote the project as I am in the hotel industry and see tremendous growth for our industry with the Inland Port Project. If needed, would love to work with the committee if they need meeting space or hotel rooms for out of town guests. I am the Director of Sales at the HGI SLC Downtown.

I think the damage already done around this state demonstrates a poor environmental record. I don't believe a clean, green inland Port is currently possible. The Utah Way seems to be half-assed and on the cheap. That's what I've seen over the last 35 years.

It appears that the people most affected, Salt Lake City residents, will not have much say in the project development and will lose control, environmental and fiscal, over a large part of their city.

Air quality!!!!

Consider efficiencies of rail-dominated commerce in European countries that successfully support their local community and have zero carbon footprint. Invite expert input on lessening impacts of light on the human community and wildlife; be a leader in establishing president setting guidelines that are cost-effective and diminish damage. Address all potentially negative impacts by being forward thinking and mitigate first.

Although I read most SL Tribune and Deseret News articles on the Inland Port, it's difficult for me to visualize its long-term impacts. It would be helpful to see a map showing how much land is included in the Port.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Make certain that there are continuous and on-going opportunities for community input from all levels of government and the public. Educate all concerned at every level of development.

It will destroy the area. Unfortunately Utah is not planning to protect it's beautiful landscapes and resources, but rather exploit them until they've been ruined. What makes living in Utah great? Here's a hint, it isn't the freight trucks and manufacturing.

Utah already has a plethora of low wage warehouse jobs. Jobs created by this project should pay livable wages, such that someone working 40 hours a week in one job doesn't need 2 side hustle jobs to pay for basics like food.

The Utah legislature started it on an element of distrust of local government, property owners, environmental community and any other affected party. The State wants to control all elements of it without purchasing the property rights or investing in initial infrastructure. This dictatorial roll-out has left an indelible scar on the Board and its work. The essential planning required for success has been swept under the rug, in favor of political expediency. No global supply chain analysis. No cost benefit analysis. No environmental impact analysis. It is nothing more than a vision. As presently vectored, it is another piece-meal development with a fancy (smoke screen) title. Given the State Code, it will never be a trusted entity until the legislation is corrected to foster collaboration with all these entities and perform necessary planning. It will stay on this course until these elements are corrected by the legislature. It is moving in the same direction as the Hawaii rail transit project. Very poor State policy formulation.
<https://www.wsj.com/articles/how-a-20-mile-train-line-swelled-into-a-9-billion-debacle-11553270393>

It is not a good idea to ship uninspected freight across three states. Organized labor needs to be involved in any discussion concerning jobs in this industry.

this is a one shot design. Right of ways are forever. publish plans in the new paper

The Inland Port cannot become another Research/Medical Park with thousands of individuals driving in daily. The architecture and community design within and around the port need to ensure high-quality of life for the blue-collar workers, preserve air and water quality, and decrease Utah's reliance on fossil fuels (both transportation and energy production).

I mean, the Utah I knew is well on its way to disappearing and California Jr. is growing up to take its place. Why does anyone feel like we need to continue stimulating growth using government funds? The businesses are doing well, Utah is growing too fast for its own good and gaining many of the problems people used to come here to avoid... I feel that the "gotta keep growing to be successful" is flawed at its very core. Utah should have (or should start now) looking at ways it can protect its current quality of life, with no incentives for outside businesses to come here. We could do with less cars on the roads and homes on the mountainside.

Keep promoting the idea of having spokes reach out to areas of rural Utah for smaller hubs. The only way to minimize the effects of rapid growth on the Wasatch Front is to better spread job growth to other areas of the state.

The concept is a good one, but the biggest challenge along the Wasatch Front is growth and growth related impacts - not lack of jobs or economic development. This project is the exact opposite of what Utah needs right now. However, recent developments have improved the potential of this project by allowing more of a presence in rural Utah where the need is for jobs and access to markets and the impacts of growth are less acute or nonexistent. While there needs to be a physical "port" in the northwest quadrant, I would prefer that it be more of an administrative hub with a focus on reducing impact to air pollution and congestion while stimulating jobs and manufacturing in rural Utah (NOT in the Wasatch Front!!). This is a big lift, but I argue that maintaining a high quality of life will be far more important to the long term economic success of the Wasatch Front than any amount of manufacturing or distribution.

My concern is that Utah has proclaimed to improve our air quality, How does the Inland Port fit into that statement? What are the people, citizens (not business) gaining by the Inland port? How is it increasing our quality of life? What is the inland port giving back? What are the positive environmental attributes of the Inland Port? How does the inland Port hold accountability for its potential health risks of us residents and the wetlands?

We should make sure that we try to create a Inland port that has a minimum impact on air, traffic and quality of life here in the SLC Valley.

A healthy environment: air, water, space are the indicators of a good place to live. Why would we want to build a port that will spur worse air quality, over use of water, degradation to the lake and the fact that it is important world wide as a fly-over lake. Altering the lake also causes unwanted changes to the environment: snow-fall, etc.

I don't want the inland port as do many more in the community. The process was not fair to represent residents of Utah for the designation and funding.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Impact on children close vicinity to port. Air quality, traffic, truck problems, noise. Etc

The state should not be the main entity running it.

Williams believes that the inland port will worsen growth related impacts (air quality, traffic, crowding, etc). I agree. It could be done better than that, but I don't believe that it will.

Air quality is paramount. If technology doesn't exist for zero emission impact to area, then Port project should purchase local air quality off sets.

I'm not opposed to economic growth and not naive enough to think that we can't expand our economy more. The largest issue with this project is that as a state we don't have the ability to provide for what we've already built. We are facing more congestion and traffic than ever before, we have air quality days that rival Shanghai and now constantly see pollution accumulate in our valley, we have open pit mines right next to schools and communities, we have some of the worse roads in the country. All of this and more, while still being taxed on just about everything we do. So this along with the current legislation which all but make the Inland Port its own city, only leads me to believe that yet again, Utah legislators are catering to either their own private interests or the interest of the wealthy.

If you're going to bring this here, it must be done responsibly. We need to minimize environmental impact, maximize renewable energy and keep air pollution to an absolute minimum

This area is growing rapidly. It's important to keep in mind the wetland habitat that our area provides. This is great for many different wildlife species.

More transparency

Although there are not significant wetland areas inside the Inland Port area, those that do exist are important, and should be preserved/enhanced to preserve what nature does exist there. Mitigation of wetland areas might be possible, however, they should not resemble the artificial, man made ones (=duck clubs) to the north, rather, they should resemble more natural areas found elsewhere around the GSL. The most significant damage to wildlife would be the probable unavoidable elimination of the herd of (watchable, non-hunted) 55 antelope and nesting sites for burrowing owls - both of which should be mitigated for elsewhere in the state, as per the recommendations and direct, required participation of UDWR. The conversion of all "participating" trucks and trains to non-polluting engines/motors should ultimately be required to serve the needs for winter inversion and summer pollution prevention along the Wasatch Front.

Cut this non sense inland port garbage now - we DON'T NEED THIS - this is just a real estate developer's ploy to cash in -\$\$\$this is also a way for business to kill cheap labor.....we don't need more minimum wage jobs in Utah! we need living wage jobs - we need universal health care.....we need to address the homeless problem in Utah - we need to focus on air quality - we need better public education - we need more Amtrak long distance passenger train service in Utah..... there are many MORE important items that need to be addressed in our state- than a \$\$\$ money grab by developers.....

The inland port needs to be somewhere else. The great salt lake shorelines are not wastelands and the valley itself can not handle increased vehicular traffic and decreased air quality.

The recreational value is not being looked into. More asphalt and unusable area for the public. Not everyone wants to go to a Gym or walk a trail. We enjoy open space and freedom. Not closing our areas and covering with black top. All for your dollar. Once removed we never get any back. Thank You.

Preserve quality (no trucks, speed, neighborhood, etc.) of Legacy Highway. Don't encourage coal industry. Address climate change as major consideration.

The Inland Port project overlaps an opportunity zone. It is unclear to me how the two zones would interact. Is this just a scheme for large investors to get another tax write off? If so I would vehemently object.

Don't do it

A trax spur to accommodate low wage workers A "downtown" a centralized district within the port to accommodate port authority services and support businesses eateries, copy and print, fuel, etc.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

We do not need more growth and pollution in Salt Lake County. The concept of an "inland port" is questionable.

I believe that the State of Utah is having a very difficult future. We have a drought, consistently poor snow and rain conditions. WE ARE IN A DROUGHT! Quit using our delicate resources, to build a more financially taxable project. Initialize a moratorium on all construction of home, on business, and new people immigrating into the Wasatch Front unless they can show how much drain of local resources, such as pollution of air, water, infrastructure will impact the citizens of Salt Lake City and its surrounding cities. I am getting tired of being told that I shouldn't drive because the air is not safe to breathe, while increasing the pollution from high capacity vehicles.

Many of us come to SLC every spring to use the Lee Kay area for waterfowl dog training. We stay in hotels and patronize several businesses in the area. It is a world class area and so rare in urban areas. We appreciate this area beyond words and would not come to SLC if it were not available or present.

Protect the Lee Kay Center Area for recreation and public continued use.

We need more area recreational wetlands preserves places to see the beauty of Salt Lake especially since it's in direct site of the airlines which brings visitors coming to see our state who wants to see warehouses not me

Planning is everything. If you have an amazing plan don't back down to see it through even if it takes many years. I know these days are fast paced and some are anxious to push development. Plan well, develop with the future in mind. Take your time.

My preference is that this project be abandoned. Projects like this are creating an unlivable environment in our valley. The pollution in the Salt Lake valley is already one cause for my company's inability to hire and retain employees. We should be focusing on clean industries/job creation not a horrendous polluting inland port.

This is a disaster for wildlife. The Legacy Highway has killed enough animals. When will it stop? This is a completely unnecessary project.

The way you pose these questions railroad the public into certain train of thought. Full pun intended. That being said, I don't support this project. I see rural communities first being impacted by the effects of global warming and the people who will be working at these factories will undoubtedly be rural. Aspiring to be like a conglomerate, ie; Amazon, is already telling enough. It's already happening all around us, but when the temperature rises even more consistently and we enter a serious state of drought. The families in rural communities are the ones who won't have the money to run their AC units all summer and have to let in the air to cool places down. They also won't have the money to afford the types of masks that actually filter out the dangerous particulate. They won't be able to afford using water at whim. Drinking water at whim. Do you want to see Utah in the same state as rural cities in 3rd world countries? Because that's a harsh part of a reality where we continue to invest in the fossil fuel industries. A whole generation of children who don't get into sport because they can't afford masks to play outside in. If they play outside without them, they get sick and their families can't afford their care. Think about how the actions you take, in a position of power, reflect your family, your teachers, your loved ones, and their values as a whole. Think about how you have the power to stop and reflect on your actions, and change them, before they negatively impact GENERATIONS of human, plants and animals alike. Thank you for taking the time to read this, and I hope you make the right move in ending support for this project.

I think it will benefit SLC in many ways. The only downsides I foresee are related to air pollution.

I'm completely disgusted with this entire project and especially the underhanded way it has been introduced, funded, and approved. You are ruining the valley and undermining trust in public processes. End this asinine endeavor immediately!

I think this whole port is a mistake and you should look at what has happened to other cities who have created this type of development and the detriment that it caused and ultimately ruined those communities. If this was such a good idea, why was it pushed through without public input, and why was a committee appointed and not elected with no accountability to the public but with full authority to spend our tax dollars? What developer is slated to make billions off this project and who is in their pocket making sure that happens?

I'm deeply concerned about the environmental impacts from all of this growth and the enormous impacts on communities along major trucking routes like highway 191 and the potential for more traffic on these highways that aren't made for the kind of growth that's being forced on them.

Employers at the port should be forced to verify applicants and if found to be in violation of legal hiring practices immediately pay steep fines

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Transparently and prominently explain how the people who compose the board were appointed, and what their connections are to the state and industry leaders who pushed to usurp SLC's master plan. Also, implement SLC's master plan while turning the NWQ back over to the city. This is a massive overstep by the state.

Our air pollution is sickening. With our state hell-bent on growth over quality of life it feels the state is selling out Utah's beauty. It's time to protect what remains, slow growth and improve our air quality for our kids!

Utah's Air, water and marsh habitat are threatened currently affecting our health!! We need to address this as we move forward. All new projects need to address these issues and lead into the future. Tough zoning can insure better air quality outcomes!

These are low paying, dirty jobs that steal from Utahans the thing that makes Utah great. The environment. Our state has chronically failed to meet the EPA air regulation standards that protect our citizens. Our citizens are already being negatively impacted. This project will worsen the situation. We have no business adding this type of growth considering our failure to do anything about our air pollution. We don't need resource intensive and polluting jobs in SLC.

Fuck this nonsense. Fuck it in the shitty legislature's ass.

Need to professional plan analyzing impacts. Need clarity on what constitutes an inland port. Be clear on what and why tax payers should be paying rather than businesses. The airport expansion did not cost any taxpayer funds. Why does port need tax monies?

This port is moving ahead without clear commitment to the environment and environmental racism.

I am an educator in the SLCSD. I work in schools near the port. I see our students suffer from asthma and too many days that they can't go out to recess. This is a racial justice issue. I'm concerned that the port will make the wealthy wealthier at the expense of our students and their families.

work to reach compromise, rather than a winner takes all situation

I hope the public and community groups have the chance to not just give their opinions but also make decisions and craft policy

This is not the appropriate location for this port - move it to a rural area that is not already suffering with high asthma and cardio symptoms because of past, inconsiderate urban planning. The accumulated symptoms and congestion in SLC is already beyond compare throughout the country.

Funny you do not have anything about what this will cost us! It will benefit people involved a lot, we should not have to pay for infrastructure or anything else - you want it you build the whole of what will be needed

Some of these things assume there will be an inland port. I would rather not have one.

My heavens we live in a global world. We are short sided when all we care about is the politics of arguing the port should not exist. Put your efforts into creating something that can be great while minimizing affects on community and look to the positive that can come.

Salt Lake City is already suffering from high pollution - much of it from vehicle traffic - and the inland port will only exacerbate this. Furthermore, our roads and freeways are very congested and the additional heavy truck traffic will make it worse.

A zero emission port is impossible even with the most expensive procedures. This port is a money grab and burden on the environment and people of Utah.

There needs to be significant discussion of public transit. It needs to be very affordable to people. Having ticket prices similar to the monthly price if gas is a bad idea. It needs to be significantly less expensive and run faster and more frequent.

How can this be done and not adversely affect the quality of life in Salt Lake City? Who really stands to benefit from the port?

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Thus far there has been little concern about the environment in the Northwest Quadrant and its importance not just locally, but globally. The potential damage to Great Salt Lake would be devastating and lasting, including concerns about the changing climate and the loss of "lake effect". If the project could be accomplished with a sincere, dedicated, and thoughtful approach that eliminates adverse impacts, it could have some value. If not, and particularly if that is not even a consideration, it is a disaster in the making and the State of Utah will suffer greatly.

The roads like i80 and sr201 are already crowded. Big changes would have to be made to i80. The air pollution it's already horrible in the winter. This would choke us.

Get real. The traffic and pollution (air, noise, light, water) will be disgusting. We do not need this just west of Salt Lake City.

Nice job listing tax revenue to "Government and schools" That is not being fair. They should be separated. That is a clear attempt to sway the results by pork barreling the two. Communities affected should be allocated the majority of tax funds to off-set and/or improve the impacted areas. Blanket statements like "government and schools" are ridiculous. I don't want to just give it to the government. I want them to be held accountable for what they do with it. Even better would have it be governed by law/regulation. Their word is garbage and I do not trust them.

Transparency and vested interests have harmed this project and delegitimized the project.

Prioritize union labor to build and work in the Inland Port. All these ideas for new development in Utah are good for job creation, but none of them drive the economy from the ground up. Put more spending power in the hands of hard-working Utahns!

Great project.

I feel forced to make choices about how to go about a project that received no public input in the inception. There are many questions that basically say, "would you prefer to get screwed this way or that way, and how important is it for you to get screwed this way or that way". Therefore I don't really want to answer the questions at all.

Highway 191 cannot handle additional truck. Moab is a congestion and restriction for additional truck traffic. Public safety should be the primary concern on Highway 191

I live in rural Utah-- Moab. I am concerned this project will take funds from our area. We have local infrastructure needs.

The port is more going to be better than loading up trucks in Long Beach or Oakland and driving them here. The land out there is little used and not all that photogenic so the impact should be minimal with the jobs for the population on the West side is a plus

Legislators seem to believe that there is an unlimited supply of water, clean air and transportation options for northern Utah. It used to be such a nice place to live.

This is a terrible idea that should not have been ramrodded through by legislators on the last day avoiding impact studies and bumping other important road projects behind it!

The cost/benefit analysis is too high for the health of this community. An inland port cannot be done without worsening our air quality. Where is the environmental impact study? There is now a looming law suit. This is a horrendous disaster particularly the way it has been initiated and handled by the Utah Legislature. Rushed through at the 11th hour of the session. It is underhanded and anything, but transparent.

The inland port should not be a done deal with all of these unanswered questions. None of the options was to not have the port at all. The above strategies sound nice but their implementation is uncertain at best and impossible at worst.

This inland port seems so backwards. We should invest in a long-term sustainable future of tourism, tech jobs and clean energy. We need to minimize our water use, pollution and traffic. Let's plan and subsidize the creation of Silicon Slopes type jobs rather than manufacturing. Let's definitely not spend our water on growing alfalfa we can ship to China.

Once again, I think you should leave and that Utah will regret having this here.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Please be aware of the negative consequences to Moab with increasing truck traffic. It is not just local impacts that should be considered

The increased truck traffic directly associated with the inland port may also affect communities like Moab where Hwy 191, a busy truck truck highway, passes through the middle of town. A proposed "bypass" would adversely affect neighborhoods. This may happen in other communities as well and should be taken into consideration.

Living down in Moab, I think the impact of increased truck traffic from the south that comes through the skinny corridor of our town should be considered. There has been talk of a "bypass", but I don't see where that is going to go. A tunnel through the West side cliffs is crazy expensive, (not gonna happen). A bypass is going to require another bridge, also crazy expensive.(someone wants a Golden Gate style monstrosity-which only detracts from our surrounding stunning beauty). Anyway, consider your residents in the forgotten Southeast and what impacts the port will have on us. I'm part Penner of some land in Elbert county, Colorado where inland Port is planned for Limon, so I've been hearing about that development. If you are competing with them, better get on it.

I just want to stress that communities are already being impacted by an increase in truck traffic and a rail would be the only reasonable way forward.

I do not agree with the construction of the Inland Port at any level. It is not necessary and will adversely impact the Salt lake area. It is a boondoggle to the people of Utah.

Don't come down 191 through Moab

Utahns don't need further job and population incentives. # 1 population and job growths already is increasing the infrastructure support needs beyond the capability of State & local governments to keep up. Air quality is a public health hazard - & precious little is being done to fix it. Our roads are terrible and are inadequate to current population and industry needs - we just don't need further economic development efforts until these existing problems are well underway to being fixed.

I've lived in Utah all of my life. More industry is making our beautiful Utah a bad place to live. Some examples are pollution which increases chronic health issues, noise from trucks and increased traffic, destruction of remaining intact habitats. We don't need to increase the economy, we need to protect the land that feeds us and keeps the air breathable.

As a resident of Salt Lake City who treasures Utah's spectacular natural environment, I abhor the state legislature's reckless and irresponsible efforts to give away even more land to corporate interests that will despoil it. You can only drill, pave, or dig up an area once. You are stealing the future from future generations. You should be ashamed.

I believe that regardless of what is done for the 'Inland Port' or not, growth is inevitable. I believe that we already have, by planning or default, an 'Inland Port' going on in that area and to single it out and call it that is pointless. Why do we need to re-name a process we already do with zoning? If it needs a wider coordination than traditional zoning, do that. I dislike calling it an Inland Port because Salt Lake City has been such a concept from when it was established in the 1800's. That is nothing new. I also believe that giving it a special name should not usurp the rights of the current land owners or those who live there.

Quality of life in Utah is going down significantly due to increased traffic congestion and poor air quality. These two problems need to be dealt with as a priority BEFORE building, building, building which will worsen these problems. Infrastructure improvements need to be FIRST with more housing and commercial development later.

Major bottle neck already; relative to traffic heading west, that affects the entire northwest corner of county. Tunnel through the Oquirrh.... lol...

I have yet to see any convincing rationale for the benefits this would provide that would outweigh the devastating impacts.

The Inland Port design needs to include substantial green space, and an active transportation plan to encourage cycling and walking.

The issues of sustainability and the negative impacts for the lake, landscape, adjacent communities should be first and center in importance. Air quality, water usage, impact on the vitally important and valuable Great Salt Lake are more important than any other consideration. We had done fine economically without and will continue to do so.

Too expensive and benefits too few people. Too much population growth required. Too much strain on our resources in the name of money.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

We do not have sufficient room on the roads for all the increased trucks that will be coming and if we think that they will not be coming we are deluding ourselves. The air pollution that these trucks bring is going to be tremendous. Not to mention the road congestion. I've been a truck driver for five years and I know the congestion that goes through Utah's freeways every day and it's bad and this is going to do nothing but make it worse! I am 100% opposed to this project. I feel that we have a rush to money money money and we are not taking seriously the impacts that come with this project no one seems to have thought About the impact growth will have on our communities we are already having a crisis of low income housing growth growth growth simply makes it harder for the average Utah on to survive and to be able to afford to live here let's not lose what makes Utah special because it lines up somebody else's pocket with this project. I feel this has been a blind my pocket by Greg Hughes I think he's dishonest with it and he's him trying to be on the board just proves my point I understand he is not on the board now but it was sure a way for him to make sure it got through bike him trying to be on it I think this has been dishonest and very untransparent from the get go and I don't think that the ledges the state legislature or anyone involved in this has taken into consideration what the majority of Utah and swat it's all about the money !

Make this about efficiency and for the good of Utah - Stop being greedy

All ranking based on minimizing the impact of the port beginning wit preventing it from happening.

again land ownership and legislative or board connections

Bad idea. Will only amplify the already serious issues of air quality, water quality, water availability, congestion.

Good survey questions.

I am very concerned of the impact this will have on our air quality and the congestion we face in the city. My children can barely go outside to play during the summer because the air is so bad. We have sooo many apartment buildings going up on every corner and the traffic is packed every day. We should be focusing on the resources that we already have - national parks, etc, for stimulating the economic growth, not limiting them. The Outdoor Retailer Show for one....

There are always a lot of promises made by individuals doing these kinds of projects. Of course our project will be non-polluting. Of course the taxes earned will go towards schools. Of course we will build better roads and improve their quality. I've lived too long to believe any of that. Utah schools will become more crowded and remain in The least financially schools in the United States.

South US 191 dependent transportation should be discouraged, as a problematic corridor. Truck routes that minimize community impacts applies outside the port area. Increasing road infrastructure in general seems like a no-win; perhaps broaden the question to improving transportation infrastructure, utilization of existing, and emerging technologies, to accommodate ...

This is a very negative project for Utah, particularly Salt Lake City as a whole. It benefits very few people in government... developers and donors to legislators will obviously profit handsomely. The process has left out stakeholders. What is it Utah Legislators always say about "our lands" in Utah? ... leave the decision making of how to manage it up to the people who live in the state. Well then the hypocrisy is thick... not leaving the decisions of Salt Lake land to the people who manage Salt Lake land.

This is a bad idea from the start. Too many crooks too much money.

All of the points above are great points- I have no specific answers, but I appreciate the Authority's ideals of balancing economic prosperity with public health (in the form of environmental responsibility) and effective community planning. Utah is growing at a fast rate, and this brings challenges with it, but that doesn't mean we should spurn opportunities that could have a great impact on our wonderful state.

I don't want to see a port brought in that turns us into another big city, rather, create a port that fits our community so that when people come here they don't want to turn us into another LA, Orlando or NYC, but they want to enjoy the wonderful things that are unique to Utah especially our great outdoors. Utah is great because everything isn't so commercialized and it is easy to escape in nature. I think about how some European cities are able to preserve their unique cultural heritage while still being a major port hub.

My main concern is for the environment, but more specifically the air quality. We already have terrible air quality in the Salt Lake Valley and many of the children in my school have asthma. I do not want to add to the brown layer that blankets the valley most of the year.

CLEAN AIR!

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I live near Redwood and California Ave. I'm deeply concerned about the traffic impact along California. Off ramps are already congested near Sapp Bros due to diesel purposes. I don't want greater congestion. I also don't want deteriorated quality of life, air, noise pollution, etc. While I'm not opposed to ED. I am opposed to negative externalities not bore directly by those within the Port.

These questions are leading as they suggest agreement with this project. IF there are no new jobs there will be less growth and less crowding of our already pressured valley...We do not want another Southern California here. It's ugly and unlivable, a real shame all for big profits. You speak of renewables while shipping coal!!!

The inland port is a bad idea. Bringing this to Salt Lake valley where we already have serious air quality issues is so short sighted, and wrong. And shame on the legislators for allowing the demise of the Legacy Parkway.

An inland port is not needed or desired in the Salt Lake Valley. It will not be for the greater good of the people. It will reduce the quality of life here.

Bold commitment to making this port an investment in cutting edge technology toward resource efficiency and human wellness will make this a success. Anything less will make it another giant monument to shortsightedness that your grandkids will get to stare at as they wait for a ticket to Mars.

My position is that government should not be involved in any way in the development of this area. Let the free market decide the best avenue for the current land owners. Government has a history of trying to pick winners and losers to the detriment of all.

Wet lands for migratory water fowl will be drastically impacted. Please be proactive to protect this impact!!!

Please address the environmental impacts honestly and in an unbiased way.

Warehouse jobs don't pay well, you are not being truthful. How dare you jam this down our throats? We would all rather be healthy than see the state create tax revenue at any cost, no matter the harm to the Northwest Quadrant families and the birds/wetlands Jordan River. You have no business doing this here, just take it to Emery County or some place that wants your lies.

It DOES NOT need to happen!

Environmental and health impacts (e.g., pollution/air quality) are the absolute most important factor to me in regards to the inland port.

This Big Government boondoggle should be stopped. This wastes taxpayer money to ruin neighborhoods, destroy the environment for backward industries that can't survive with Big Government taxpayer subsidies. Let's build a 21st century city, not a 19th century mess.

Am against the inland port project. The impact on the environment is not worth the risk.

The most important factor is how it economically fits into existing hub-spoke transportation routes. I am not convinced that Salt Lake City fits as a hub within the existing system. I understand why it would be valuable, and desirable, and worth public spending to generate an economically viable (secondary) transportation and shipping hub in Salt Lake. I am not convinced that a new hub will have any free market adoption but the existing shipping channels. The "spokes" that Salt Lake City can serve, as a "hub" are small. And if there is not a need for a regional delivery hub of sufficient size, then it will be an expensive project that becomes useless. In particular, the project should be looking at the impact of driverless long haul trucks. Those will have the effect of making West Coast ports much more accessible to the US inland States. The modern cargo container shipping system flows from ships to rails to trucks and the reverse. The inland port will be a rail/truck hub. But that sector will be undergoing transformation with the increase in automation and technology. I am not opposed to a public project leadership. But I am not in favor of it if it will not lead to a private sector adoption. And I am skeptical of the geographical utility of a Salt Lake City hub.

All Utahns need access to education and health care.. All Utahns need clean air and clean water. This project seems to be taking taxpayer money, to facilitate shipping of fossil oils, gas, timber and hay, to other parts of the country and or world. I am doubtful that there will be any meaningful contribution to the tax coffers for our children. I am certain this project will result in a very small few, becoming very wealthy. At the expense of our kids, our air quality, our roads and our water.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Salt Lake City and the local communities need to be involved and their opinions and wishes considered. They need to be a major consideration in the development of the area. The city and local areas need to flourish and not become a blight, nor should the area become so expensive that people cannot afford to live here.

Even though I work at the airport, I don't know a ton about the process that has been going on. I have been trying to at least stay in the loop though. I will say though that the "jobs at all costs" mentality that I've seen from the Utah legislature and business community is, well, not despicable, but foolhardy, maybe. I'm not inherently opposed to the "inland port" idea, but if it adds one ounce of pollution to our valley or one pound of carbon to the atmosphere ANYWHERE, then it is unconscionable. Considering the purpose of the port is to provide a path for Utah to ship its coal to Asia and will undoubtedly create a lot more vehicular traffic to the area, then I doubt that objective will work and therefore I am against it. Find a way to create it in a carbon- and particulate-pollution-neutral way and things will go much smoother.

Clean energy, disaster resilient.

I support the Inland Port in so far SLC voters approve it, except the coal piece. If Carbon/Emery Counties need a coal port so bad, let them build that part in Wellington.

The way this survey is written is very manipulative. It is assuming the port is a fait accompli, and works to channel opposition into specific areas, rather than fostering an honest, open debate. In my estimation, this whole project has coal's dirty fingerprints all over it. My strong suspicion is this whole thing is being pushed because the Port of Oakland outlawed coal exports. I think the government of Utah should be forward looking, and not be duped into propping up a 20th century - nay, 19th century - technology at the expense of the global environment.

I am largely concerned about the environmental impact. I feel like our political leaders don't take that into account, they only see \$\$ and economic growth - but at what cost. Our environment above all is the most important consideration. I do not like the look or feel of industrial areas and it never has a net zero impact on the environment. Why can't we keep open land? The Wasatch front is already too congested lets take a moment to catch up to what we have already done and address the issues before us before we create new issues.

It is completely in the wrong place. The hub, if built, needs to be in a more rural area where jobs are needed, not in Salt Lake City where land is needed for metropolitan growth. Despite these questions, there seems to be no possibility of building it in the chosen site without massive adverse impacts on air quality, the Great Salt Lake, city revenues, and wildlife. It also seems highly likely that it will cause problems with water quality and light pollution. Given Utah's notoriously poor environmental record, it would be very valuable to apply a rigorous analysis and approval process (California's CEQA is an obvious example) to ensure that the "largest economic development proposal for generations" does not cause irreparable harm.

I think you're asking these questions to create the perception that you care about the environmental and community impact of the port, but actually don't care nor have any intention of integrating the feedback into the plan. It feels like a very disingenuous publicity move to try and quell the deep and legitimate concerns of the citizens of the valley.

It should think about the economy of 20 years out - not what we have now. Don't focus on trucking - we should be thinking more progressively and not rely on models we've used for 30 years. If it exists, it should have a complete focus on sustainability - only serve as a port for renewable products or one that creates living wage jobs. Don't keep perpetuating an economy that only works for a few people - developers and those that already own capital and wealth.

Economic development incentives have a way of finding there way to well connected businesses more than well deserving ones. the city and surrounding areas have a large quantity of industrial, warehouse and distribution spaces and developable land. many of these spaces employ relatively few people based on the nature of the business and automation technologies. These businesses are valuable, but they are frequently not a jobs engine, and if given extensive tax incentives, can be a net drain on the communities they are in. Many would occur without stimulus if the market demand exists. If the demand doesn't, the jobs tend to disappear as soon as the subsidies do. The Inland Port should focus on providing a framework for development that adds to the overall quality of life for the citizens of the city. They should take into account both the benefits and the negative attributes of the development and weigh on balance what their actions will do. focus should be on impact mitigation, air quality issues, high net value development with minimal subsidy of businesses.

strongly against!

My biggest concern is increased traffic to our state worsening our AIR QUALITY There should be a complete and transparent study of the impact on air quality, wet lands and migratory birds in the area.

As a Westside resident I am very concerned about increased rail traffic, as our neighborhoods are already highly impacted by rail and trains, especially when thy block major thoroughfares.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Honestly, I am not in favor of the Inland Port. Utah already has water concerns. Adding an inland port is only create a larger concern in the future. Also, we have a large problem with air quality, especially in the winter months. Again, the inland port is only going to add to it whether it's from the trucks, trains or increased manufacturing facilities.

Huge land grab that will take money from Salt Lake City while adding harmful pollution to the entire valley. Greed and shady dealing at work.

This already being jammed down the throat of the people just like all the other projects with my money/tax money being spent

This is an unbelievably ridiculous idea. It is akin to in 2019 saying "lets build gasoline refineries" in our most populated valley. We cant handle or control the emissions that we have now never mind adding an "inland port". The SLV and Wastach Front is already out of control and we want to add more?

You probably got this from my comments before, but I am truly appalled by this type of State overreach on our city lands, tax revenue, the wetlands of the Great Salt Lake, with no apparent thought to the fact that we are in an ongoing environmental inversion crisis - and no plan to address the pollution, social, and environmental impact this will cause. Instead - it's a classic case of chasing the quickest dollar, with no sight on the future. Please, reconsider, and let's play the long-game here...

Air pollution is the number one concern. We can't attract talent to Utah if we have the worst air in the nation

Don't do it.

I would prefer that we weren't making any plans towards adopting an inland port. I am completely against this proposal.

My greatest concerns are air quality and more traffic than the valley can handle. It would be pretty cool, though, if it could be built to showcase how infrastructure can be built to be sustainable/leading-edge/low-emission and using renewable energy, and integrated into the community and thinking responsibly about how to scale and still operate smoothly 20 years from now.

Why when we know what's already going to happen? Business is business and why care about the environment when we could have more business opportunities.. it's a damn shame

Wages. Wages. Wages. Jobs that are created must be competitive and be able to provide income to pay rent and bill's and not work 2nd job. Companies must contribute to schools and education- no tax breaks. We have to stop looking at it from viewpoint that we need businesses. The counties should look at it and say, we will look at who is worthy of coming here. Who is willing to invest in our people and communities. Who wants to build environmentally safe buildings, offer scholarships and training. What businesses want to earn the right to operate in Utah? Imagine if New York had said to Amazon, what are you going to do for the city and it's people? The cities, and states need to stop offering the perks to rich established empires of businesses and make the businesses offer up the perks. I once lived in a town that many commuters were living in. The home builders had to contribute to fund the schools and fire departments as new communities were built.

I would be much more supportive of the proposal if the legislature had not appropriated a large chunk of Salt Lake City in a proposal crafted behind closed doors and at the very end of last year's session. This was an outrageous land grab, which stripped taxing and zoning authority from city residents and their properly elected representatives. From a group of legislators and business interests that cry tyranny when the federal government makes decisions about federal land, this is appalling hypocrisy. I can only hope the pending lawsuit Salt Lake's mayor has filed stops this travesty in its tracks. If not, you owe city residents, at the very least, a Port that radically minimizes environmental effects—particularly on the racially diverse residents whose home are close to the Port site—maximizes revenue *for the city* and not for others who will not be at the front lines of the disruptions to public health it is certain to cause, and operates transparently. Right now, I see none of this in the cards—the board has done a terrible job of planning for the Port and disseminating information about its aims, and then goes running to the Legislature to stop anyone who would question their authority. What an embarrassment.

I do not feel the "Port" is necessary. I believe you are abusing the power you have and destroying the habitat which will further impact the weather the Salt Lake relies heavily upon. The dirty self-serving way this entity was created and forced upon us REEKS of fraud and corruption. It's clear to me and the community you have one thought in mind, to make as much money and whatever cost it takes.

Start over. Your corrupt and illegal organization has the wrong focus from the start, despite the ridiculous spin of your mission statement about "maintaining a high quality of life.". You are nothing but oil and coal shills. Disband.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I am extremely concerned about air quality. I have young children and they have a right to breathe clean air. Please do everything you can to have zero-emissions at the port. Even better, move the port or cancel it all together! We don't want it!

Salt Lake City absolutely DOES NOT NEED the Inland Port. As a state we have an extremely low unemployment rate already. We are experiencing growth that we cannot sustain long-term. Our air quality will suffer. The lack of transparency surrounding this deal is saddening. It makes me want to move out of a city I love.

I just don't want my property and sales taxes to go up.

I am concerned that this process is also ripe for the kind of tit for tat political advancement we see often. Where the state and lawmakers give tax breaks and other favors to businesses at the expense of taxpayers and for their own personal or political gain.

AIR QUALITY. We are choking on air that you can see daily, this is not a problem that will magically resolve itself. We must be pro-active and take the quality of our lives here in the city before addressing/fostering quantity.

There are green industrial projects around the world. They should serve as precedents. By not look for ways to preserve our natural resources in every aspect, this area will be unlivable within a few decades. The are is not in economic trouble. This port will not save us, but if we're not thoughtful, it will sink us. Right now I have zero confidence that our leaders have anything else but economic figures in mind, without correcting for environmental impacts that WILL ultimately impact our lives very negatively.

population growth crammed into a small finite valley as opposed to a more open, less restrictive environment

I don't believe that our air quality can handle the load that this is going to put on it.

I don't feel a government-based entity is essential to facilitate the growth or development of this or any particular area. The government, both state and city, already has the responsibility to appropriately zone this area. The government can enact laws to mitigate pollution, address water rights, establish traffic patterns and everything thing else the port authority is set out to do. We have a number of Chamber of Commerce options for soliciting outside businesses so again, something we don't need the port authority to do. We're wasting tax money with this port authority.

The inland port will be an ecological disaster. It will turn Legacy Parkway into a fast track for mega polluting semis.

I understand the need for the Inland Port and won't argue it's econom merits. However, I believe that Utah already has a strong economy and therefore should take a very mindful approach to the way we're choosing to handle future growth. It's incredibly important to consider the impacts to existing communities and our environment because if our end goal is to have an economically strong but environmentally aware inland port that also meshes well with its surrounding communities, it is much easier and efficient to start out the project with a great design.

How does something this huge that effects the quality of our physical environment in such a negative way become a foregone conclusion? Where was the public's opportunity to vote on having this port in our city where the air pollution is already so bad that you cannot see the mountains that we prize?!!!

Lots of high paying jobs have come to Utah. More jobs need to be created for middle class and poor. Utah needs this port to stay competitive in global market and diversify workforce Worried about corruption and project timeline

How will the City pay for the urban systems (police, fire, water etc) that the Authority will need. Other cities in along the front are already going after the City for its water policies. We are running out of water for housing now the State wants to divert the scarce necessity to greater industrial/commercial use.

Also Important: Salt Lake City should have a voice on what happens. This is because the city itself stands to be most affected.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I realize it sounds stereotypically hippie-ish or leftist to say that air quality is the #1 most important consideration in the Inland Port project's development, but the fact is that poor air quality is one of the top killers worldwide should alarm everyone, regardless of their political leanings or investment in this project. Ultimately, market and job growth is meaningless if the jobs created cause cancer, heart conditions, birth defects, and miscarriages. We've already seen Utah miss opportunities for major economic growth due to its poor air quality and apparent dedication to oil, fuel, and trucking companies over outdoor and tourist segments of the economy. Additionally, other states are already frustrated with Utah for the way our poor air quality impacts them; I don't see the point in inviting another lawsuit from a state like Colorado whose citizens also suffer the negative health effects of Utah's bad air. I'm a lifelong Utah resident; my family has lived here for generations, and my spouse and I were hoping to raise our family here. I can say with absolute certainty that if the Inland Port goes through, I will no longer be able to work in Salt Lake City; the air is already bad enough that on certain days I don't leave the house without an air mask, and if Salt Lake's air quality worsens I absolutely won't risk my own health just to keep a job (especially if my spouse and I hope to have more children in the future; bad air quality is related to birth defects, developmental issues, and a rise in autism, miscarriage, and even infertility). Furthermore, if the air quality in Salt Lake spills over into Utah Valley where I live, I can't see a future where I raise my family here. At present, managing environmental impact and improving the air quality is virtually the same as protecting and growing the economy--if Utah isn't liveable, if the environment here continues to worsen and contribute to deaths, defects, and bad health, the market won't only stop growing: it will crash entirely. Investing in Utah's future means investing in clean air--not in projects that benefit companies like Rocky Mountain Power over the lives of actual Utah citizens. The outsize impact of bad air on fetuses, infants, and children is something Utah should absolutely prioritize.

This has been forced on Salt Lake City by the State, promising jobs (Low paying) regardless of the massively negative impact this will have to the surrounding environment. I will likely be taking my higher paying tech jobs out of state by moving my business due to the lack of foresight and narrow-mindedness. This will make very few people wealthy off the backs and lungs of Utahans that don't want this port.

I feel incredibly disappointed in the state for pushing something like this forward when there has clearly been a consensus from the community that it isn't wanted, the forethought put into its implications and impacts is minimal, at best, and the economy is growing on its own without this port's existence. It is a long standing tradition in this state for the representatives to think they know what is best for their constituents, against the voice of the people, time and time again. I would say that this should have gone to a ballot vote, but we all know how seriously those are taken. Again, I am incredibly disappointed in this state's legislature for how it conducts itself. The inland port should be shut down.

I would abandon the project. Growth is ruining our state.

This was rushed through, the environmental impacts have not been fully studied, the conflicts of interest of the legislators are myriad, and the process has not been transparent. This should not be done at this time.

The environment is the most important thing. We don't want more pollution or more inversion.

We should have good management of the growth we are experiencing before we grow more. Our current air quality is the pits, traffic is a problem. but stop blaming the drivers for the air pollution. The refineries emissions are greater than the cars.

I don't like the environmental implications. The Salt Lake Valley has terrible air quality and this is going to make it worse. Unless there is significant technological change at this location, I don't think the cost of bad air outweighs the economic benefits of this port. I also think there was not enough community input. I didn't even know the port was a thing until after it was approved and moving forward.

Salt Lake City School District needs a voice in this process since our schools are right next to the project.

Salt Lake City already has a lot of air quality and traffic issues. A large influx of industry into the area could really amplify those issues. Increasing jobs and the economy are nice goals, but we need to be really careful how we achieve them. Is it worth it if the entire valley has a reduced quality of life, because of how we achieved the goals?

Quality of life is more important than growth or economics. Since we don't have natural barriers to uncontrolled growth such as an ocean, it is important to limit the unchecked expansion of the city by imposing strict regulations and barriers on projects like this. It is of the utmost importance that all externalities such as air quality, noise pollution, traffic, and general quality of life be figured in to the price of a project like this. Taxpayers should have zero liability for the cost of development and the finished product has to bring substantial and direct profit to the communities who are impacted even after paying for the aforementioned externalities, otherwise there is no point in proceeding.

Just another government growth project.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I will reiterate my previous comment: Remove Michael Jensen from the board. He has proven that he is not trustworthy and should not be in a position of any authority, especially when it involves using Utah taxpayers money or any decisions that have implications for the citizens of Utah. Nobody will trust any decisions made by this current board.

Find a way to extend the benefits to rural Utah. It will be easier and cheaper to find growth there!

This is another disastrous money-grabbing scheme by those in political power who don't give a proverbial "rat's ass" about the quality of life in Utah for those who will be most severely affected by the negative consequences of this plan - which are many. We live in a fragile environment and are already asking too much of it. Our geographic location with its accompanying atmospheric consequences makes it a crummy place to consider such a hare-brained plan. We already pollute our land, our water and our air to such a devastating degree that many of us are unable to breathe on many days of each year. The cost to public health is far greater than any benefit that might accrue with this idiotic idea! Of course, the people who benefit from it will simply abandon the mess when it becomes really atrocious. I do not have children or grandchildren who will have their health negatively impacted by such a gross insult to all that is necessary to sustain life - human and otherwise, but I'm assuming that some of the people pushing this idea do. It is asinine to even consider putting them through the assault that will follow such a plan as the "Inland Port." For God's sake (or for the sake of anyone/anything you hold dear), DO NOT DO THIS!

Please do not bring in a project that makes our air worse!!! In my 18 years living here, the winter inversion has worsened and now air quality is an issue in the summers as well. Please take this issue very seriously. People live here and want to enjoy it! Also.....Utah's economy is growing just fine. As it is, our normal recreation areas are becoming packed - not only the National parks. Places like Mirror Lake Highway are now becoming too busy. An old dirt road that we used to park on is now nearly always lined with cars. We do not have a need for more people here. The people who already live here need to have clean air and affordable places to live.

Again, this is a bad deal and it smells worse every day. So much corruption. The State is to the City what the Fed is to the State. #Hypocrisy

Slow the process down. Reverse the decision on the Legacy Highway. Consider the impacts on existing roadways the impacts on current residents. DO NOT ALLOW THE INLAND PORT AUTHORITY to be the final arbiter of decision making to the exclusion of local governmental entities. Consider the impacts of rail on air quality. Traffic impacts will be overwhelming.

I will not answer The questions on strategies because they imply that the project should be done with those accommodations, and I do not believe it should be done. Slc has rights to slc's land. Listen to the mayor.

The team has ignored input of salt lake City and shown unwillingness to open and transparent negotiations. This project should slow down and begin including SLC as a major stakeholder.

Does this need to be so close to downtown and so large!

I am seriously concerned about the Inland Port project contributing to the already horrible air quality we frequently experience in the Salt Lake Valley. I am concerned about the health benefits. Also I worked for 10 years as a Realtor and can say that many people who were considering relocating to Salt Lake were concerned about air quality. The Inland Port project proponents say it will create economic development but I believe that will be offset as people are less likely to want to make Salt Lake their home if the air quality continues to be so poor.

It is time for the state of Utah to knock off this absurd idea - and focus on the real issues.....our state is facing many REAL problems - poor education - pathetic air quality - lack of transportation options (we need MORE Amtrak long distance passenger train service in our state!) this inland port mess is just another way to satisfy greedy corporation's desire for cheap labor and more profits.

The Port is an idea that was pushed through by special interests without public input. It is not in the best interest of Utah to have more trucks, trains, traffic, and pollution.

It's a bad idea forced on to the taxpayers by developers

Bringing more traffic and polluting industry to our valley, which already suffers some of the worst air quality in the nation, is dangerous. This danger should be mitigated by imposing stricter emission requirements on EXISTING industries and other sources throughout the valley, not just on the new port facilities. Expanding electric vehicle infrastructure, subsidizing solar and wind development across the state, and closing or relocating heavily polluting facilities would be good places to start.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Projects focusing on economic growth and profits too often ignore, or talk around, the externalities. Hopefully the authority will find a way to put a price on the externalities and include them in the analysis.

This is a terrible idea

I don't think it's actually possible to build this without having tremendous impacts on Air quality, with such a heavy demand on travel to and from it. That and then creating more urban development for people to live close for jobs creates a conundrum of how do people live with such Air quality now a problem. It seems a great idea to have new jobs for our state and city, but people need to be aware that they are going to suffer one way or another with having such an amount of travel added to the already saturated air inversions we now suffer. Maybe there could be a giant bubble built over the area to catch and recycle the amount of exhaust that's going to be created by the use of this project !

Expand Front Runner to the IPA. Trax will not be enough.

I do NOT want this port AT ALL. This is putting the greed of people in power over public health and well-being. This trashes our valley, our downtown, and is short-sighted in so many ways it is head-spinning. I'm disgusted by the ways and means by which you pushed the Salt Lake City Council OUT of this process and bought off certain state legislators. This is a mistake of the highest order.

Move it to Emery or Carbon Counties if you want to move the Port to Ensenada Mexico. To deny climate change is so ignorant by our State Government. We don't need to add more Carbon to our atmosphere. Air Quality is of the utmost importance for Utahans but our leaders disregard this. Why aren't we focusing on renewable energy? What about Solar or geothermal? Coal is dead. Quit trying to revive it.

This project is very important to open up new markets for our crude oil

This port will affect all of Utah, and the needs all of Utahns need to be considered. This survey is a good first step. In an effort to increase the transparency of this project an garner public support, please publish the results of this survey and how the authority will use the data to make additional decisions.

I teach in Glendale and I don't want to see the already terrible air quality get worse. That's an economic cost that I believe the state government is willfully ignoring.

Our air is bad enough.. we do not need this to survive as a state

My major concern is the lack of fairness and transparency surrounding this project. There would be major negative impacts on the surrounding communities. These residents should have a place in these discussions and decisions.

Questions all assume that some form of a port is a good idea which is very debatable. As such, any conclusions drawn from this survey are mostly useless.

It seems unnecessary. My suggestion would be to concentrate the funds on our eroding infrastructure ... roads, bridges, sewer lines, more efficient garbage disposal, renewable energy. Additionally, we could improve educational support and health care to rural and lower-income families.

I think it's a good idea. Go for it.

Can the inland port help Salt Lake City's tax base instead of remove property taxes from SLC schools?

Simply do not think it's necessary, just a way for a few people to get rich.

The best outcomes for the port would be to stop it.

I am most concerned about the impact the inland port will have on air quality in the salt lake valley.

I am deeply concerned about the legislature's poor collaboration with Salt Lake City with this project and the environmental impacts.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The port is a greed project and the citizens of Utah do not want it.

How will SL Valley possibly absorb all this new pollution? How in good conscience can the IPAB allow 20 million a year to be taken from the SLCSD? This is a bad idea!

Utah Winter (and increasingly summer) air is already hazardous. Last winter In December Salt Lake Valley had four days of Voluntary Action and 18 days of Mandatory Action. There were three days where the region exceeded the Environmental Protection Agency's (EPA) standard for PM2.5 pollution. January had 9 Voluntary Action Days and 9 Mandatory Action. I am deeply concerned about the increased traffic, pollutants, and toxins you will bring to the city/county when health is already compromised by trapped air. I suffer from seasonal asthma - how will you assure me that the air quality will not degrade due to these toxic increases that the port will bring?

It's a terrible idea

More transparency and more environmentally friendly policies need to be considered.

Do not build this outdated disaster

It's pork-barrel for the land owners that screws over the majority of the wasatch front population. In other words Utah (corrupt) politics as usual

I'm actually very much in favor of the idea of the inland port. I am not in favor of the port at any expense. I feel like the port should accommodate the wetland area, not have the port at the expense of the wetlands. I feel like the world is rightly moving toward zero emissions municipalities and developments, and it would be a tragedy to not give that a very high priority. I am astounded that the state legislature is taking control from Salt Lake City such a huge part of land mass given the uproar from them about the national monuments. It feels unconstitutional to have the state take such complete control over the jurisdiction of Salt Lake City, West Valley City and Magna. If the port needs to be scaled back to accommodate keeping our community one that is not only financially vibrant, but is a model for melding economic progress with the environment and general quality of life, then it should be. The things that make a city or state great is the balance of cultural and environmental health with economic health. I feel like the scales are tipping too far to the economic end of the scale. Balance is the key.

I don't think that we need an inland port in my backyard. I do not think that the amount of pollution and destruction of land is worth the proposed economical growth. It feels like a shady deal that promises more money in the pockets of few, while the majority of the people living in the area will not benefit directly.

Start with this question: What is in the best interest of the community?

Agriculture- Does this include livestock? Inbound imports- Wyoming. Is this coal? This should not be included in tonnage as coal use will continue to decrease over the next decade. Exports- Does this include copper and metals from Kennecott. This is a finite resource and the mine may not be operating in 10 years. In the comparisons. There is no carbon footprint or Pollution index Best practices- Is Utah going to force all vehicles to be electric and have 0 emissions like Port LA

This port is a really bad idea. We will find out who is making money off of this

Please please please PLEASE don't do anything to hurt our environment/air quality. This is the issue of our generation and it needs to be improved, not made worse.

I'm against this project. But once again, you will disregard peoples wishes and go with what the (mormon legislation wants). Know mater what referendums the people pass.

I see little benefit of an Inland Port to Utah's as far as employment, and believe the Inland Port will be a detriment to air quality for Utahns, Americans and the world in general, as it is likely to reduce the direct cost of coal. This opinion is based on my 27 years in coal fired power plants and 10 years in solar power.

Please try to include all communities including all rural counties to benefit from the boost in economy. The inland port should include all businesses large and small from all counties.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Air quality, noise, lack of local control

Just like everything else that the legislature in Utah does (question 1, prop 2, prop 3, and soon-to-be prop 4) this legislature cares nothing for what the people think. So here I am telling the government what I think alongside with thousands of other utahans who understand that the Republican talking points on this Inland Port are not all they seem to be and they keep ignoring some of the real impacts that are going to be suffered not buy them up on their houses on the bench but on the hard-working folks in West Valley who are going to breathe that air. The people of Utah do not want this port at the cost of their quality of life. Utah is the most business-friendly state in the nation, and our economy is doing great and yet despite all of this, the legislature wants to invest billions into a port when we can't even support our crumbling schools? The billions of dollars spent on this port will reap billions of dollars for huge development corporations and fossil fuel consuming Transportation infrastructure that don't do anything to address the underlying problem of global climate change. This port is going to be the opposite of what you tie needs to do to get ready for global climate change. The skepticist in me knows that this entire email and everything that the opposition to this port is doing as a complete and utter waste of time because that's what I've seen time and time again in Utah. The Optimist in me wants to believe that it's time for a change in the legislature will actually do what is right. If The Optimist in me dug in his heels and said he was going to hold his breath until this happen I would have died at age 12. Take every single penny of money that you were going to spend on this Inland port and transform it into the green energy economy. Bring back the subsidy for solar, increase that subsidy 200% so that it actually get solar panels on every house in Utah. Decommission every single coal powered electricity generation Source in Utah and transfer that energy production to solar. The only thing stopping us from switching to solar is billions of dollars and you're going to waste those billions of dollars on an inland Port that's going to bring more pollution, more Trucking, more fossil fuels and less solar to Utah. We have the money you're just too cowardly to tell your constituents that global warming is real and that it is going to cost some money and it isn't going to go away unless we do something about it So go ahead build your Port anyway because that's what you do.

I think its a bad idea period. I appose the Port that is why I didn't fill out above, The best outcome of the Port would be for it not to exist. The worst air quality in the nation in that area and for most of the Salt Lake Valley, and you want to increase the pollution and traffic.. How about addressing the problems that currently exist first. And who is it that is really going to benefit from this Port? Corporations..Not the people that live here, we need to be supporting the Local Economy!

Don't forget about the people on whos backs this is being built and where the tax money you make is being spent

Our air quality is so horrific that it is negatively affecting our tourism and making high wage earners want to leave the area. Clean hair and improving the environment should be the top priority.

Air quality is more important than growth and if not addressed will degrade Utah's quality of life and make the state less economically competitive.

I think this project is horrible and will possibly ruin the brine shrimp industry. Additionally, unless it's doing well it has the potential to really add negative impacts of congestion, housing inflation, and pollution to a community already struggling with them. If they cared about industry it seems they would have taken steps to keep Outdoor Retailers here because that actually brought in a lot of business and required little to no investment from us.

Job growth is vey important, but traffic and pollution are also a major concern

As a SLC resident, I'm concerned about having to pay the costs of the port without the tax revenue to support it. For example, I pay for police and fire with my tax dollars but don't get the tax revenue to offset the cost and get any additional benefits for the city. If this is being sold as a benefit for rural areas, then their taxes need to increase to cover expenses in relation to any benefits they get from the port.

While useful to have example cases, The names chosen for the examples are very Caucasian sounding

I do not support any proposal that has a negative impact on wetlands or water supply for any reason.

I am disgusted by this entire process, including this "survey". Why isn't there a question regarding whether we want to scrap the entire hare brained plan? I think that the best course moving forward is to do just that. There comes a point in time upon a finite planet, or any finite area, when Further Growth only Degrades overall quality of life. Our state of Utah needs to face the reality that growth cannot continue forever, and NOW is the best time to start planning for a steady state system wherein the people that this land can hold can live here with healthy air, clean water and without making more of a short sighted contribution to climate change than we already are. The money grubbing short sighted greediness of people has the potential of degrading the environment to the point that even the rich will die from lack of oxygen, clean water and polluted air. When will you greedy people realize that enough is enough? When will you start focusing on what really matters? The entirety of the "inland port" in Utah disgusts me, and the people who support it are either easily manipulated fools or criminally greedy exploiters.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Housing costs in our wasatch front are out of control. I want my children and grandchildren to be able to afford to live here. We have enough population growth without this and our air quality should be of greater concern to all of us. Just no.

These are awful. Of course I want the least impact, but truck routes with less impact means use the legacy parkway. That shouldn't even be an option at all. Where is the option to consider other location for the port or no port at all? I want growth in Utah, but I don't want growth here. In this location.

Not worth it.

We don't want the port! Keep the open space area!

With the new prison already planned. How will this inland port fit into that area. Any pre-plans created? How will this affect the airport and existing wetlands?

The inland port is a project that must be abandoned at all costs. It will destroy our community. It steals tax dollars from citizens. It enriches the wealthy while exploiting low-wage earners and polluting the air that the rest of us breathe. It disenfranchises local communities and usurps their traditional local autonomy.

Th biggest concern here insidiously is our local governments complete lack of accountability on air quality and resource management... and I don't expect this port to be handled any better. The air quality in this valley is not only killing everybody who lives here (literally and not hyperbolically), UT it is also already affecting our economy negatively by keeping tech companies out who wouldn't bring their employees here. Adding industry and infrastructure that worsens the air quality BEFORE addressing our existing problem is a recipe for disaster and reeks of political payoffs and not the political will of the community.

It seems to me that some of the same people who thought it would be easy to convince that California port to allow Utah to export more coal to China are the same people behind this IPP idea. Utah does NOT have enough WATER. Building a booming inland port will require lots of water. Building new homes to house the people who will work at the IPP will require lots of water. Remember what happened to that brand new subdivision in the Cedar Rapids area that has to close before it even opened? The water in the underlying aquifer vanished, the ground shrunk and concrete sidewalks/asphalt roads cracked or buckled. It's a ghost town. No one can live there because the gas lines could rupture. The air in Cache Valley will be directly impacted by an IPP in that location. Why don't you clean up our air - using solar and wind farms - first before you completely destroy it? Answer: Because the members of this committee won't personally benefit financially from improving our existing air quality or water quantity. Why are elected officials in Utah do adraid to reach out to other cities and states and learn from their mistakes instead of making the same ones? Why arent Utah gas stations required to use the updated handles or sell California gasoline to help improve our air quality? It's like the entire state is run by a bunch of greedy men who don't care what kind of environmental chaos will be created asking as they can increase revenues. Maybe Utah can't support increased revenues unless a huge new supply of water is found and all of the contaminates in our air can be removed so we can breathe. Maybe you need to put the needs to the people first. I lived in Southern California for several years. The photos of the daily bumper-to-bumper traffic jams are very real - and we're created by having too many single family homes in small areas. Utah has managed to find a way to make matters worse - families are larger in Utah than they are in California and most of the new builds are townhouses which dramatically increases the density when compared to single family homes. Utah is already on the road to disaster. Fix existing problems first - AND repaint ALL lane markings with paint that includes reflective glass immediately!

If it has to happen bring in high paying manufacturing jobs. Boeing etc... not low skill distribution and shipping etc....

Why is this being rushed through?

Completely against this project.

Salt Lake City and the nearby neighborhoods which will be the most impacted need to retain control over the Port project.

Utah's population and economy are already growing and competitive, and this Port is unnecessary - will in fact strain our resources and have a net negative impact on quality of life. It has not been pursued in a transparent manner with public input, and is a prime example of this state's prioritization of profits over people. I am seriously considering leaving Utah - and I am a business owner, willing to take my business elsewhere.

This just seems like a cash grab by wealthy people. This isn't going to benefit the people in the area. It's just going to pollute our air and create a bunch of noise and traffic. We won't see any benefit from it.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Salt Lake City/County government cannot be involved, they will suck away and squander the benefits and wealth generated. Everything they do hurts rural Utahns or comes at the expense of rural Utahns, I would love the state to just seize the land and bump the county and city out.

The port needs to ensure, air water and road use does not destroy our special eco system. Air quality in slc is tragic and is killing our community. We have failed wholeheartedly at our pollution problem. We dont need polluting economy jobs here. Utah needs to wake up to what has spurred it's growth. It is not mundane industrial infrastructure. It is its special relationship with nature. Full stop. Greed and ignorance of provincial politicians is to blame for the idea of the inland port. Backward Fossil fuel thinking is not something Utah can afford. Our nature is our power and needs to be in the forefront of our growth thought process.

The entire project is a greedy disaster. Utah's economy is growing exponentially without it.

This is hurtful more than helpful to Utah.

I'm not in favor of it! Our air is already terrible, which is deplorable, and we have traffic congestion and impacts to wildlife and the environment to consider as well. It will negatively affect our health, welfare and way of life, to line the pockets of people who are rich enough already.

Salt Lake needs to have more control than the state. After all, Utahn's get pretty upset about Federal Control overreach, why should this overreach be any different?

Great Salt Lake and the surrounding ecosystem are vitally important for the Wasatch Front and beyond. Putting an industrial area in that delicate ecosystem shows a complete lack of understanding of the value and necessity of the lake system for quality of life along the Wasatch Front. The Utah legislature needs to become educated on the value of the GSL system. Furthermore, the state seems to have usurped the authority of Salt Lake City in this matter.

Biggest concern is about air quality, then about managing the project well so it is profitable for Utah and its citizens

I perceive that economic short term benefits are being prioritized. As SLC is healthy as is economically, we are obligated to take the long view and aim to have a more measured growth rate so as to keep quality of living good for current citizens. I'm specifically concerned about worsening air quality, habitat destruction, and unnecessary use of resources.

No to an inland port!

It's going to pollute, cause traffic jams and destroy the environment

This inland port should not be built. Instead of negatively impacting all already bad air quality, we should be putting our efforts into solar energy, mass transit, and other endeavors that will meet the problems of our growing area.

Unmitigated growth is like a cancer. It will eventually kill its host. Please focus on sustainable growth over the long term versus huge growth over the short term.

Abandon the idea. It is just another project to make the rich richer at the expense of the citizens of Salt Lake and the state.

The people who began this idea (in secret) want power and money. To make them look a little better in the media they talk about the economics benefits, jobs etc... blah.. blah.. Do not make this mistake!!!! This valley exists because of the relationship with the mountains and the lake. The lake helps make more moisture (lake effect) which the mountains receive and which should mostly run down and back into the lake. The Great Salt Lake is so much more than just a place to use for "economic development" .. Oh unless you want it to start looking like filthy southern California.

The Island Port project is a terrible idea and ordinary Utahns will be the losers. Moreover, it will be bad for air quality and our few, remaining wetlands.

The land that makes the most sense for the port to occupy is that currently used in north SLC by oil refineries, which have no place next to residential communities in our already polluted valley. Relocate the refineries and put the port there.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I live in Rose Park. The city already strategically privileges the east side over the west side through everything from public transportation and schools to the literal divide created by the tracks and the prison. This port will further that divide by making it even harder to get to the east side from the west side and further diminishing property value on the west side. It will negatively impact our air quality, water quality, and quality of life significantly. The people who are overseeing and pushing this project through under the radar do not live in the area that will be affected. I dare them to do this in their own neighborhoods.

My biggest concern about the port is the environmental impact and our already horrible air quality being made worse.

thoughtful transparent planning and communication and community forums will benefit everyone and minimize fear that new projects always generate,

My biggest concerns are POLLUTION, NOISE, PROTECTING OUR BIRDS AT THE GREAT SALT LAKE, TAX BURDEN ON OUR LOCAL CITIZENS, AND THE POWER GRAB BY THE LEGISLATION.

This is a terribly conceived survey. Questions are ambiguous as to what "importance for the port" means. How about importance to the local residents who will deal with the impacts every day. I don't want this port here. At all. More jobs, population growth that we don't need, and wealth for the board members and legislators at the cost of health and well being of the residents is unacceptable.

It's a bad idea in a bad location. The citizens of Salt Lake City and County will bear the brunt of the negative impact without receiving any benefit. The city and state do not need warehouse jobs, and should not be put at risk due to environmental damage. The coal industry is dead. Leave it in the ground. The natural gas industry doesn't need Utah's contribution because it does too much damage to the state in other ways (while profits are consolidated out of state - not reinvested into the community). Alfalfa should not be produced in a desert state. Stop socializing the costs while privatizing the profits.

The big thing is that the decisions, taxes set-up everything has been taken away from the people that live in Salt Lake City. It smacks of corruption and cronyism. It's plan rotten.

If you build it, they will come. This valley can't handle much more. More pollution, more congestion, burdens on our limited water supply. This is a bad idea of colossal proportions.

Don't put business priorities over community, individual, or employee priorities.

If the railroad could be diverted away from downtown Salt Lake City to the inland port, that would be a benefit to everyone. Maybe a rails-to-trails bicycle path could take its place.

Tourism is more important, Utah as a destination will bring more \$ and create jobs. We must protect our wild lands and tourism dollars can do that better than manufacturing and extractive industries. Tax the tourists not medicine! We have a huge surplus, put some away for a rainy day and use the rest to provide health care for those who need it most.

My biggest concern is that the Inland Port Authority Board has so far not done a good job at demonstrating that they care about how the port will impact the people in Salt Lake County and that they won't listen to our concerns about those impacts, especially air quality, which is already bad enough as it is, along with other environmental impacts, traffic problems, and taxing and zoning authority being taken away from the county the port will be in.

I am pro-business and progress, but not at the expense of the environment. We need to find ways to improve our air quality and lessen our impact on our natural resources, even if it's more expensive, takes longer, or inconveniences us.

I really don't want this anywhere near Salt Lake County. If this gets built at all, it should be done in rural Utah.

Money being diverted from public schools.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

With the problems the Salt Lake Valley already faces with inversion and ozone related issues. Contributing to the disastrous effect on its population. We cannot afford to make it worse. Who do we sue for killing our children with lung related issues caused by the pollution from the excess traffic in the area. We hear constantly that we should limit our use of automobiles and not idle yet you're willing to drag countless diesel trucks, trains, aircraft and other high polluting Transportation methods into the valley. It seems you talk the talk but you don't walk the walk

The possible impacts on air pollution are very concerning to me. My child goes to school in the Glendale neighborhood and I'm very concerned about health issues related to the increased air pollution that the Inland Port project may bring.

This hurts our quality of life and the full impacts to housing affordability, air, traffic, all need to be fully studied. All conflicts of interest need to be fully disclosed and a new process conducted free from those with conflicts.

If this project is going to go forward, it must be a zero-emissions facility. This is to both insure the health of our neighborhoods and the protection of the environment but also to put Utah on the cutting edge of the future of a carbon-neutral economy. This must happen, and we should lead instead of be forced to follow. Using electricity from existing sources outside of the air shed should be a back-up only, with locally generated renewables as the goal.

POLLUTION..... don't want it!

No inland port!

We have opportunities to build up rather than out, keeping our foot print smaller and reducing sprawl. The port does not protect our air quality, water quality, or wetlands. Why is this the path our lawmakers are choosing for the future of Utah?

I feel all the points given above are important and none less than the other, except for the one I have filled in the box.

Return control to the city. Don't re-elect Biskupski

Again, excited for the economic benefits, but need to share the benefits with surrounding city and community neighborhoods that will be impacted the most. This can be a win-win for the Authority and for the City--especially the schools and neighborhoods that will serve this area.

Piss off

The environmental impact is #1 for me. This includes noise pollution of the added airplanes and trucks. Can't trains be used more for mass transfer. Use less trucks?

Think it is good growth potential if managed well. Would like to see partnerships with rural Utah communities to grow jobs there also; i.e., trucking companies and warehousing in Central Utah work in unison with those at Inland Port.

Please study the Empire Inland Port development that occurred in California. Promises of jobs turned into low wage jobs that required public assistance for the workers, promises of beautiful development with trees, etc. turned foul. Pollution and traffic are horrendous. Mountains, clean air, pure water, blue skies, a precious and a rare ecosystem that supports wildlife, are what draw people to live and work here. Why must Utah leadership constantly invite dirty industry to our state? The freight industry is one of the most polluting industries. We are adding these to a city that already has multiple refineries around it, Kennecott Copper, a major airport - this valley can only sustain so much pollution. Many cities here and across the world are going green - Moab, Helsinki, Georgetown, Texas, San Jose, Costa Rica to name a mere handful. These cities only invite clean industry and show it can be done beautifully. We can be a green city and thrive. Mad cap growth at the cost of our environment, is not ethical, moral or right. I urge any of you that live here and care about this land and your family's health to look deeply at the repercussions of promoting such a development that will have devastating and permanent effects on our land, air and quality of life.

The so-called inland port is a great white elephant that will never recoup its cost to the taxpayers and will endanger public health and safety by increasing pollution and crime. Asking people to fill out surveys after the fact is not the same as transparency in planning. Shame on you.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The number of jobs created by such an effort is likely being grossly over estimated in an attempt to make this more appealing. Warehouse jobs are hardly the good paying, middle class jobs they are represented as, and all of the companies involved in warehouse and distribution are constantly looking to automate and reduce the number of people they employ. The benefits of an inland port are largely financial in the form of taxes, property sales, etc. If such profits are going to be used to benefit Utah citizens, and it can be done responsibly, great. But peddling this as some sort of huge job creation effort is naive at best, and dishonest at worst.

Accommodate workers with public transportation and green open spaces to improve quality of life while at work.

Open meetings and accountability are necessary and, so far, have been lacking. There should be local control of the port (i.e., Salt Lake City residents in charge) because that's who will bear the brunt of the environmental impacts. I'm aware that people from other counties would like to benefit from the port--that seems fair, so locate it in a rural county that lacks jobs and a tax base, not on the Salt Lake City wetlands.

Please ensure the environmental impact is as small as possible, including type of lighting at parking lots/streets/buildings, for migrating birds. Work to have as much solar energy powering the buildings as possible. Have the trucks which visit the area be running on as clean fuel as possible (there should be a tax incentive on this for those companies to have low low low negative impact to air quality)! Train air pollution should also be kept as low as possible, and the trains should not impact traffic flow...we on the west side already have enough times when train stops (not frontrunner) hold up traffic. New housing for those who want to live close to where they work should be well planned out. With the Jordan River so close, the inland port should not impact nature to the point that the river is devoid of bird and animal life.

I think I need to learn more about this project before I can really have an opinion

I think it is a terrible idea - too much traffic and additional impact to our air quality

This is an opportunity to improve public transit. Please use this in your planning. With Utah growing so much more freeways is going to take more land. A faster commuter train north to south and east to west will be able to reduce cars on the roads. Have a truly public transit system. UTA has proven that trying to make a profit off ride fares keeps the prices high enough that people don't find it economical to ride transit. Which limits riders and leads to less frequent routes. Which then long transit times. The goal for commuters transit needs to be faster than car transit and cost less. This will reduce traffic to the inland port. And make it easier to bring in workers from across the wasatch front.

Don't ignore public schools -- this will help!

N/a

Develop jobs for nearby communities, keep tax revenue for public education

Utah's economy has flourished under the "exploit resources" model. The rapid growth of the state's population reflects the success of these low-value extraction strategies. With so many people choosing to settle here, we have a choice to make: we can develop this space smartly, or we can choose to never return again to the times when Utah was great. Choose wisely.

Our valley is growing at a rate that is unsustainable. Our air quality and our general quality of life is being impacted - to the point that slc is no longer a desirable place to live. The inland port in an already crowded valley seems irresponsible and shortsighted. Why not move it to a more remote location that would not affect traffic flow of the major commuting routes used every day in and out of city.

Current truck traffic on I-15 verges on intolerable already.

This is an exciting project. I hope we have a chance to show others how a smart and pragmatic community with a focus on healthy growth and respect of our natural resources can build.

I think a port should be well thought out. Something of this size would take decades to plan if it was taken seriously. We are already bombarded by industry in Salt Lake and Utah in general. The continuation of this polluting lifestyle will only lead to a decrease in the quality of life for our communities. We need to think in a long term mind state from here on out. If the port itself was zero emissions and required the transportation to be zero emissions I would be cheering you on. If you want to continue the same practices that are destroying the quality of our children's lives than only they will have to deal with the consequences.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I don't believe that any of these ideas can be accomplished by the Inland Port Committee. The legislation of the senate bill doesn't even give any taxes to Salt Lake City and Committee cares about the residents of Salt Lake County. They are going to do whatever they want to make money for themselves at the expense on Salt Lake County residents.

I'm glad to see questions and answers sitting the importance of a low environmental and community impact. If this projects helps grow Utah's green energy economy, I'm a fan.

Put it out in the west desert

Bad idea, let the free market handle it, it has and always will do a better job than the government. This is just a means for Gary and the legislature to funnel money to their buddies.

I think that this a TERRIBLE IDEA that will adversely effect this community forever!!! We will be breathing even more polluted air effecting our health & longevity! !! The noise levels will get even louder!!! I see no benefit to me or other citizens of this community!!! The benefactors will be BIG BUSINESS & OUR POLITICANS!!!

Taxes must be provided to schools to offset the added burdens they will face.

Put it in Utah county.

As far as I'm concerned, there is no scenario where this project at this time makes any sense other than for the bottom lines of a few. We don't need jobs, our population is already outgrowing our ability to handle it, and there is no scenario where this project will not increase our pollution levels significantly. Instead, why don't we talk about moving the petrochemical plants out of the valley? Then, perhaps, I'll survive another winter.

I have taught in this area for 15 years and have lived here for the past seven. This port is being built right next to my school and my home. It will bring more pollution, more traffic, and more people, but not more money for the SLCSD to meet the needs of the students and families this port will adversely affect. This is not being put in a rural area far from any current city or development, but right next to our neighborhood. This is not right.

Growth related impacts, such as air quality degradation, will make it much more difficult for existing manufacturing facilities to grow because permitting new equipment and production increases will be extremely difficult.

I'm personally bothered by how little concern has been taken for the wildlife that lives in this area. We as a community benefit from the raptors that hunt the rodents that will happily eat and control the numbers. Once construction starts in the area these rodents will happily move into new structures, but the free pest control won't. We will have pushed out a vital resource we will never get back. I'm concerned that the ground these structures are being built on are of questionable usability. They are on area that is classified as wetlands, and exhibit 4 of the 5 greatest risk factors with an earthquake. The risk to life and safety are at an elevated level and I question the actual concern for life vs monetary gain. There are lots of reasons this area isn't developed and it would be in our city and states best interest to keep any expansion in the area to a minimum and revoke the new construction of further structures including the planned prison. Look up liquefaction, now put a prison on land that is prone to such events, the possibility of loss of life, of both inmates and prison staff, and with a known risk factor means the state will suddenly face the very real likelihood of mass litigation for creating an unsafe environment. This was a very poorly researched and thought out idea that was perpetuated by an individual, the former house speaker Greg Hugh's, who had a blatant agenda and then used his position of power to overstep the legal rights of the citizens, only recusing himself for a conflict of interest After he had succeed to establish the inland port and usurp land and power from the citizens. All trust in the inland port for offering fairness and transparency was demolished the moment our rights we're violated with this underhanded and questionable organization board who is asking for further power and less enforcement to actually answer the people of Salt Lake City and this state.

Economic growth at the expense of citizen health and quality of life is no bargain. I am suspicious that the project is to benefit a few well connected investors and saddle citizens with all the negative impacts.

This port is unnecessary and does not serve to benefit Utah's, it benefits the pockets of large corporations. Where is the Inland Port going to get its water? Water is already stretched too thin in Utah! We don't need more pollution and traffic in our city. We already have a health and environmental crisis from pollution, even with "zero emissions" this doesn't solve the problem of traffic in the city and pollution from those driving to work to the port. The Great Salt Lake and its bird population are threatened. We already have threatened this environment enough, we don't need to add to it with the port! It is also my suspicion that the Inland Port was created with such a large foot-print so that later they could "compromise" and make it smaller and appear to be working with us. We feel that SLC is getting played. No matter the size it's a land-grab and if necessary it needs to be litigated in a timely manner.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

As a conservative who also loves the outdoors I would love to see pollution mitigated by having manufacturing farther from the city. Obviously Kennecott can't move, but Stericycle can. Just like the people of Draper I don't want a prison or an inland port close to my home. Unlike Draper I would prefer to keep wilderness wetlands in my backyard and see slc honor it's promised commitment not to develop land on the legacy trail between Davis and salt lake county. Both lawmakers and city officials have failed to represent the citizens in development, inland port, and the prison. How long will it take the inland port to pay for the debt accumulation from the prison? They are inextricably tied as end runs around the citizens.

We have the poorest air quality in this area due to the airport and refineries. We have several schools along the highway and you need to consider the impact on not only the children, but the adults to commute to that area to work. Until Utah gets air pollution under control, this inland port should be tabled.

I have no fundamental opposition to this project. I am more concerned with HOW it is done. I worry that it will be done leaving out important concerns in the pursuit of narrowly conceived and short sighted economic gains. I found the hypothetical statements poorly conceived. I think it is likely that the project COULD be done so as to minimize air pollution and growth related problems and that it WILL be done so that it exacerbates growth related problems. My only option was to select neither.

There are plenty of empty warehouses between the 3 counties. If this was about stimulating the Utah economy this port wouldn't happen or it would be put outside the valley altogether. This is a poor decision.

Font build it. It will make the area industrial and gross.

Many people that live in the area can't pick up and move if any of these issues become a problem

The minimizing of accountability for impacts and devaluing the input of Salt Lake residents is unacceptable.

The hypotheticals do not make any sense. That is bad survey science and it will just lead to ambiguity. The inland port has been dominated by opaque politics, self interest of politicians, and narrow economic concerns. A more holistic view needs to be obtained.

In a time where overdevelopment and Slc environmental care is most important the high impact of an inland port on our environment I hope our politicians can hear their constituents and vote against the proposed inland port. It sounds devastating to our environment. I don't trust salt lake politicians to do the right thing.

I feel like there could be a benefit to the state, certainly, in having the Inland Port. I am very concerned that it be done in a way that is best for those of us who live nearby so that we do not have increased pollution in our neighborhood. I am also concerned about the financial aspects of the Port, and who will pay for all the infrastructure and maintenance of roads, etc. And giving some of the money the Port will acquire back to the city and communities that are having this forced upon us.

Make everything a net zero impact on the environment. Don't displace the birds. Don't put any trucks on Legacy Highway. Be respectful of our state, feels a bit like raping and pillaging which went out of style long ago.

Must minimize pollution. Pollution in the Salt Lake Valley is already a disaster.

This process was less than transparent. It's hard to believe you are asking about transparency after the fact? Utahns are concerned about the decimation of the lake ecosystem and the impact on air quality. Please listen.

I feel the port is not a priority for Utah. Instead we should focus on improving environmental impacts of industries already hurting our air. I feel like this project is a money grab and not addressing concerns of citizens and land owners.

AIR QUALITY CONCERNS!!!

The Inland Port project represents an immense power grab by the state legislature, stealing tax revenue and control of business from Salt Lake City. Although it represents a large economic opportunity, it must be done in a way that benefits the city, county and state, without sacrificing public input or local wildlife. This project needs to slow down considerably, so that the needed time and effort can be put into making the project a success, for all parties.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Consider impacts on air quality and surrounding communities and minimize as much as possible!

As long as it brings more money into the state and the residents see the benefits by lower property taxes and better infrastructure I'm all for it!

I'm not opposed to creating jobs for people. I'm opposed to increasing pollution, and creating more negative environmental impacts on our already strained earth. We need sustainable opportunities that can be supported over the long haul. Education and supporting our public schools needs to be a priority.

This whole inland port is maddening. It will make Salt Lake City's air quality worse, make it even more impossible to cross the train tracks going from the west to east side of the city either by car or walking, it takes away tax revenue from an already suffering school district (salt lake) who is losing kids by the droves since the quality of education is diminishing, it will create so much traffic on our already congested freeways all in the name of boosting the economy. Our economy is great. It doesn't need a boost. Shame on those who passed this under the table without ANY input from the public. And then use the pretense of putting together this silly survey to make it appear that the public's voices will be heard. The residents of Salt Lake City will suffer because of this. Especially those of us who reside west of I-15. Our air quality is garbage. This will impact it greatly.

Main concern: the Salt Lake Area has one of the worst air qualities in the country. Adding more traffic will not only add congestion in the narrow corridor along the Wasatch front, it will further worsen air quality.

Don't do it.

Stay out of my city!!!

I am concerned that the inland port is even being considered with all the air quality issues in Salt Lake City

No port. It's a terrible location, too many geotechnical issues, high cost to build infrastructure at the cost of SLC residents. While I know that rail has fewer emissions generally than truck, I don't believe it will be a net negative for air pollution. Residents closer to the port will be more negatively impacted. I don't support exporting natural resources through the port. We should be using land and water to grow food for people and not a water intensive crop like alfalfa and exporting our precious water in the form of alfalfa to feed livestock somewhere else.

The communities that will be most impacted by this initiative are already highly impacted by industrial development in this area, especially air quality, and are often low income and without the means to defend their families and neighborhoods against the interests of powerful corporations. Why do these kinds of initiatives always affect the poorest communities. Air quality in the valley, this area especially, is already abhorrent, unhealthy and unlivable at times. Let's fix that problem first before making it worse!

I'm not smart enough to know what will happen as a result of the inland port, but please, for the love the higher power you worship, do not let this increase housing costs in salt lake. It's bad enough as it is.

Cancel it.

The inland port will compound the problems that we already face with the local environment- especially air quality. Our economy is doing fine without it, and we need to have a longer-term vision here for quality-of-life. That doesn't include a giant polluting hub

Keep that community involved through multiple measures.

I believe it is good that we are planning ahead. We need to do it so People who work there can get there easily by mass transit, not giant parking lots so people can drive easily. Solar and wind power would be very beneficial. Also making it water wise. Don't just plant miles of grass that guzzles our already diminishing water.

I am very concerned about the lack of transparency, the lack of input from salt lake and the west side and the loss of tax revenue for local schools! Air quality is also a concern.

Salt lake is not Rural also If it must be built make it way nice like something that comes from Germany Or Scandinavia, Not Like anything from Bentonville Alabama gross puke !!!! Thank You!

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The location is terrible. A rural location would be preferable. This port would better serve the people of rural Utah who do not live in a temperature inversion which creates severe particulate air pollution in winter and ozone pollution in summer. There is only one Great Salt Lake and millions of migratory birds depend on it and surrounding wetlands. Light pollution disrupts thier migratory routes, draining wetlands destroys thier habitat, polluted runoff effects the resources on which they depend. The construction will require large areas of disturbed land that will blow fugitive dust over the residents of Salt Lake City. The NW quadrant is last open space in the county and the LAST place where Pronhorn Antelope can live in this valley. The people of rural Utah need the economic stimulus and jobs more than Salt Lake County. Keep this out of Salt Lake and give us our land back!

Please do not worse SLC air quality

I absolutely think this is a terrible idea! I do not support the inland port in any way, shape, or form.

The whole idea sucks!

Just dont do it.

How do I know the Inland Port project is not another form of environmental racism, just like the recent 2018 location of new homeless shelters in the West side communities of Salt Lake County? Why not put the port in a rich white person's community like Park City, they have plenty of open land and accessibility to the I-80 highway? This is just another form of environmental discrimination.

I believe that any input from the citizens of Salt Lake City and surrounding communities will fall on deaf ears. The Inland Port project is all about money for corporations, big business and developers. There is no real desire to actually listen to the people of Utah and what they want. We want clean air but yet we are building a port that will create just the opposite. I also have an issue with the way the land was just taken by the state legislature. Another way to stick it to liberal Salt Lake. I am not sure if any part of the area could be developed for housing or not but developing it for the inland port was a sure fire way to make sure that there would not be any significant population growth in that area, i.e. more liberal Democrats moving in and possibly taking another Congressional seat away from the Republicans. The Inland Port Board has treated the Salt Lake Mayor poorly and continues to belittle her.

Major concerns about the environmental impacts and the health and safety of our children and communities

Let local citizens be involved in the process. We don't feel heard. Salt Lake residents are overly controlled and forced into things we do not want by the state and are then left with very little input on issues that directly effect our schools and communities while too many members of the board have no interest other than their own personal financial and political advancement.

I am not sure how this idea became reality without long and thoughtful review and major input from the community. Of course you know that air quality is our No. 1 concern, not job creation. I am sorely disappointed in our legislators and in the port authority itself.

This will destroy Legacy highway and begin industry sprawl to the west. The port is going to change everything about Northwest SLC County and do little for the community via job creation. It will create pollution and congest the roads on the west side. Too bad.

We've been watching this land for years. Our dreams were affordable housing for to bring in families that want to be close to downtown life. We would love to see parks, waterways, and children mixed in with jobs.

This is a horrible idea and should be abandoned.

You don't really seem to care about what the citizens of salt lake want so this survey is a shame to say you did take into account other opinions. This survey is another waste of tax payers money.

I fully support this project

Stop using Utah citizens for own personal gain. We all know the selfish reasons that this inland port is being built under. Our entire state needs better roads before we are worrying about an inland port.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The inland port is a horrible idea. It only exists to line the pockets of developers and business owners. We already have very serious air quality issues. Plans to destroy the relative low impact of the Legacy Parkway are already underway. Bird flight paths are already being reduced. Utah is already getting too crowded. The inland port will make all of this worse. We don't need more traffic on I80 and I15. Just to allow the few to profit while stepping on the backs of many. I'm a hard pass on this. The Utah theocracy will no doubt ram it through.

Without clean air and clean water, nothing else matters. This money should be spent on solving our environmental concerns. Anything build should have zero environmental impact or we should not do it!

Need to ensure water is planned with open space

I would like never see it built in the salt lake area. Give it to southern Utah. They need it.

I am concerned about the loss of tax revenue for government entities like the SLC School District.

I am most concerned about the air quality and the tax implication for local schools.

I was sad when it was revealed that the port would take tax money that should go to the schools in SLC where the port will be principally located.

I say don't do it.

My 2-cents: From the beginning of the nightmare call the "Inland Port" it seems like the democratic process has been undermined. The Utah Legislature has thus far demonstrated that it will stop at nothing to make this boondoggle happen at the expense of Salt Lake City residents, especially those who reside in the 84116 zip code. Last year's land grab by the Utah Legislature in the 11th hour of the 2018 Legislative session and the sham Special Legislative Summer session left no doubt that transparency and good faith negotiations were not at the table. This year the Utah Legislature is attempting to impose what I see as unconstitutional and undemocratic legislation that will usurp the judicial process by making it extremely difficult, if not impossible for anyone to take legal action against the Inland Port Authority. Bottom line, there is no transparency, just lip service. The same crap happened with the State Prison. At the end of the day the owners of this town/state are going to take what they want and leave everyone else high and dry. My hope is that I'm wrong, but my gut says otherwise. My advice: you only get one shot to do this thin right so don't screw it up.

Creating an area of jobs means people. People mean kids. Kids need education. You cannot provide education without money from taxes. If you continue the route of ignoring your constituents for business interests, at least help us educate the kids in this situation.

Super concerned about how this development will affect our already terrible air quality issues in the valley.

This is unnecessary and puts a huge strain on resources that are already limited in Utah. I do not support this project.

I hope that it can be transparent and remove the corrupt politicians currently on the board and add a representation for Magna.

This will hurt the city and the schools. The air is bad enough. There are too many jobs currently.

I am deeply concerned about the impact this project will have on Utah's air quality and the ecosystem of the Great Salt Lake, not to mention Salt Lake County's water supply. Salt Lake is growing quickly without the port, and I am concerned that our quality of life will deteriorate as the port grows.

I'm very concerned that the people impacted most by this project have the least amount of voice. I'm am not happy with the group of people who are making decisions about my community.

Plain and simple land grab by legislature.

What models of successful inland ports have been looked at across the U.S. and internationally? What elements of those models will work best here and why? What are the costs of the inland port, and how will those costs be paid? What are the projected revenues and what entities will record those revenues as income? What tax incentives are being given? Why is there so much contention between the inland port and Salt Lake City government and what can be done to minimize that contention?

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I am very concerned that education and our slc schools be supported and not lose funding.

More thought should be put into the nearby community and schools. Our children are being negatively effected by this project in ALL aspects!

Utah does not need or want an inland port. Block it.

No mineral lease monies should be spent on the port facility. Those monies by law are supposed to mitigate the effects of mining; to use them to build infrastructure for industry would be a travesty, which I'm sure would be litigated successfully.

The Inland Port seems to be doing a great job. The problem is the incompetence of the City of Salt Lake. They should stop sitting on the sidelines complaining and should engage constructively in the process. The Inland Port will be a social and economic boon for this area.

Keep it all transparent. Do exactly opposite what the Utah Legislature has done.

A large proportion of the land included in the inland port boundaries is an urban oasis for wildlife. Minimize the footprint of the port, make air quality and water quality top priorities, preserve wetlands, minimize traffic and direct it to the perimeters, do not accept solid or hazardous waste for transfer, and ensure that the job formation really does help the people in the surrounding communities.

I'm very frustrated that this project will not answer to the SLC government or laws in who's jurisdiction this project lies. This is a power grab and very problematic project on multiple levels. The way it looks currently, the majority of citizens in this state will get screwed over to enrich a few. Our air quality is already the worst in the nation, and this project is likely to make it even worse.

Many cities and states use and have used the same arguments justify similar developments. Call them "inland ports" the "international center," world trade centers etc. The purpose is that there are developers who stand to make short term profits at the long term detriment of the people they say they are trying to benefit. I am not against development or facilities that are well planned with vision for the long term. The concept of "making a buck" can no longer take precedence over our air quality and climate. This port will lose it's luster and lose it's money making ability. That may be long after the developers have made money and left or it may be sooner than we all realize, when people start leaving because of air quality and health problems.

Re: the Anderson/Williams hypothetical, I do actually believe that "the inland port could be done in a way that mitigates growth-related impacts in the area (air quality, traffic, crowding, etc.); I just don't see those things being made enough of a priority by decision makers. Environmental/human health concerns need to be prioritized above economic ones. Economic growth opportunities are ultimately meaningless when they come at such a high cost to our air, water, and ambient environment.

Don't you greedy people care at all about our air quality and our shrinking Great Salt Lake? Our beautiful wildlife? Can you look into the future and see how this port will affect our children's quality of life? Do you really need more money in your pockets? Shame on you.

They only care about making a buck for themselves. It has nothing to do with how community feels or making money for schools.

Needs much more transparency for Salt Lake citizens. We are the ones who have most at risk and should have more of a say.

I disagree with the whole concept because it is based on having carbon extracted and exported, which pollutes Utah.

My biggest priorities are definitely reducing air pollution, and maintaining or increasing funding for schools. If you can do those 2 things, then I would fully support the inland port.

Don't do it! It sounds like a terrible idea with huge negative consequences for ecology, air and water quality, and safety and quality of life for all of our communities in the Wasatch front

I live very close to the port. The noise, air quality and traffic issues are very important to me. I support the port and the blue collar opportunities that it can provide but I would like to see it benefit our community (schools, job oppertubuties) since we will carry the brunt of the impact. I think that expansion is important and fully support it if we can protect the intrests, health, & opportunities of those who will have to adjust to the port and the changes it brings.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I want there to be more high-pay blue collar jobs in Utah. It's culturally important to allow people of all education levels to earn enough to comfortably support a family. There shouldn't be a stigma of educated elitism in Utah and I feel that the inland port is a way to do provide those jobs.

I just think it's a stupid idea

if the Inland port takes away the tax revenue for schools and the local government it will not only hurt the student and families but it will affect the employee's wages and benefits.

Before we increase traffic and it's environmental impact in the Salt Lake Valley, we need to fix the existing infrastructure to deal with the current problems. Salt Lake City and County are at capacity with current infrastructure.

The port and it's main routes should be built outside of the inversion zone. Our air quality is fragile enough.

Don't build it! We do not have the resources or infrastructure to support the valley as it is. Much needs to be done to stabilize existing issues with housing, traffic, air quality, recycling, water conservation etc before adding an elephant to the pot! Lets do better with what we have than just doing more.

I am opposed to the Inland Port. There are too many unknowns right now, including environmental impact to the Great Salt Lake and our air quality. The whole process has been frightening to watch and sets a bad precedent for the state to grab land when it sees it as being necessary for growth. For a state that places emphasis on local control I feel that the residents of SLC have had very little input on this process.

I have nothing but concerns, anything allegedly so great, should be able to survive a full and fair public scrutiny, not backdoor deals and negotiations.

The way these are ranked are fallacious and misleading. They assume, for instance, that the jobs benefits are clear or that people working in the community do not already have jobs, including the family farms displaced by this project. It also assumes that the environmental safeguards are proven out which they plainly are not. We do not know the solutions for addressing wetland habitats because there has been no transparency in sharing baseline data.

It's incredibly important for the Inland Port to establish an environmental baseline prior to proceeding with further development. This data will allow the Port Authority Board to make sound policy decisions and to mitigate any negative impacts moving forward.

We have terrible air, there is no way to implement a project like this sustainably. Put the same money into a world class public transit system and create more jobs.

100% AGAINST the Inland port. Utah does not need the added pollution and development. This is a transparent money grab. Disgusting.

Where the tax revenue will go.

Don't allow it to become a land grab or a free-for-all for rich developers to fleece the state and the residents. Get conflicts of interest out of the project. I personally think the idea of an "inland port" is stupid overall, won't help the economy and designed specifically to line the pockets of Developers, Realtors and powerful rich lobby groups at the expense of hard working Utahns.

There is no need to play your survey game. Hopefully you will be sued out of existence You will do what you want and not care about the regular citizens in the the state, what ever is profitable is what you people will do, and nothing else will matter! This project is solely ment to make the Rich Richer off the backs of everyone else!

This can hurt our air quality

I am concerned that this project is steamrolling ahead with little to no real understanding of the scientific viewpoint of how this will impact our wildlife, land, and water.

Environnement is the most important thing right now

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Too much growth in an environmentally important area. The wetlands and surrounding fields of the Great Salt Lake are an important sensitive habitat. Making a huge inland port will only add to the congestion of traffic, worsen our air quality and destroy natural habitat.

I don't understand how an inland port is needed over any private development. It seems like a scheme for the citizens to pay for a development that will benefit an already wealthy minority.

There seems to be little focus on fossil fuel effect on global warming and its effect on the planet. Northern Utah is already poisoned by bad air, and this port project will make both of those issues worse.

Don't do it. Not necessary.

Stop the project

I support the Inland port. It will have a positive impact on rural communities with natural resources such as Carbon, Duchesne and Uintah County

More lanes on the freeway, don't connect them to city creek water. and tax the pollution these businesses produce and pay it toward local air quality improvement. There really isn't enough water for a port and large manufacturing plants, Minimize the impact on the communities in the water districts, To help with the commute emissions and traffic congestion, encourage businesses to hire from nearby neighborhoods who are starving for respectable full time job opportunities. Integrate salt lake community college West Point campus with the jobs

Mass transit opportunities from Tooele County for workers and SLC commuters. Incorporate above into the prison development as well. Horrible UTA service to Tooele County - you basically have two choices: the "milk run" through the International Center and airport or the express to downtown. The "milk run" takes forever but you can transfer to go to other areas at Redwood Road (south end of the valley access). The express assumes everyone works downtown. Transferring is difficult. I suspect a lot of the employees could live in Tooele County where housing is less expensive.

I am currently in Dubai, and was in Oman and have your both inland and wet ports. The effect that they have on the economy is huge and having that in Utah would future solidify our economic presence in the future

Just another example of the government ignoring the people

In my opinion, the inland port should not even include the very sensitive areas north of I-80 where many of our migrating birds congregate during the Spring and Fall. I realize these acres are owned by private landowners hoping for future development there. But that was a risk those purchasers incurred when they bought the property. It should not be developed for use by an inland port. Other areas of the state, e.g., Heber and Tooele, expressed interest in providing land areas for a multi-site development for the inland port. Why were these areas, with less opposition and environmental concerns, not explored by the inland port board?

Increased big rig traffic

-Social media is the best way to communicate with the public. -spend the money for master planning. -look beyond SLC, consider developing west also. Tooele and the corridor south is ripe for development

Just move forward

The number one issue affecting Utahans is the rapidly rising cost of living. Unless Utah's lawmakers allow for denser housing construction to bring down housing costs, businesses that require less skilled labor will not locate here because the wages will be too high. Highly automated warehousing and logistics will be the only viable options for the Inland Port.

Air quality is my main reason to oppose the inland port. Not until the Utah legislature gets serious and follows California's car/business emission standards should the inland port be considered. Less trucks, more trains (less trail horns in the Rose Park area, too, please.)

relocation of the oil refinery and regulation of high emission industries in the salt lake valley is imperative. Replacing and developing the industry in this city to be more environmentally friendly and focused on ensuring clean air for the city's residents must be the most important priority.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

This whole process feels like a farce. My neighborhood already has the worst air quality in the salt lake valley. I don't want to be forced to move or live in even an even more polluted neighborhood just so some greedy investor can make a quick buck. Want to stimulate the economy? Invest in the neighborhoods of working people. Invest in a living wage, look what that did for Seattle.

Rail is a better means for inland port to focus on moving utahs economy

If Utah continues to build in these wetlands, we will have nothing left of them this is a lake bed corridor. The encroachment of migratory animals is completely unnoticed. The people in this 2200 west corridor feel constant pressure of wildlife pressure on the surrounding properties. The ecologically thoughtlessness is mind numbing and frankly, disgusting.

We do not need this project.

Create a balance.

I am concerned about the transportation of coal in open rail cars and of radioactive waste through the port. If it is merely for commercial products rather than resources I would be more positive

An inland port is a waste of scarce space/land in Utah.

If we bring more jobs we need affordable housing!

I support the broad goals of the Inland Port project - as a homeowner near the project area I have direct and important concerns. There is a lack of transparency and representation that is upsetting, and I think that the interests of nearby residents are not as important to the Authority as those who own large tracts of developable land or have other interests, including those that would seek to block the project. I appreciate this survey and outreach and don't want to discount it. I worry that the list of possible discussion items and strategies outlined in the survey have little or no context or background and insufficient description. I already had to be a fairly savvy citizen to be notified of and find this survey. That difficulty and the lack of description and context for big questions in the survey are going to dissuade many from completing it, particularly those who aren't already invested in the process. I don't see very many of my neighbors, those equally affected as me and who should have a voice in the process, being engaged in and not confused by this survey. I fear that these voices may not emerge, and the ones that do will be polarized for/against the project. Make a stronger effort at engaging the surrounding residents and owners (and not just through community councils - which aren't representative at all) and I think you will find much better input (and support) than the people whose voices are currently the loudest in this discussion.

Don't screw up legacy highway

My largest concern is its impact on air quality

be fair and open in your process.

Cool idea, I'd never heard about it until now. Utah is poised in a great position, thank you for taking the necessary steps to make sure we can grow in the right way!

This survey is flawed. As someone opposed to the port, you give no consideration for that point of view. Furthermore, your allowances for opposition are straw men at best.

This is an unnecessary project that will negatively impact the environment.

Growth in the valley is going to happen. It's just the nature of our community. If we don't invest and manage the development then it happens in a disorganized manner with greater negative impact. We could all push this deal out of Utah and they move to Nevada or California and then any air pollution that can't be mitigated will end up in our valley anyways! I say it's better to be the controlling voice at the table of growth and development then let us just be the recipients of others plans. I'd like to think since the companies that are going to benefit from the port have a responsibility to invest in the use of low/zero impact manufacturing.

It's seems to be a done deal regardless of surveys or public opinion so....fuck the inland port and the shady people at the helm.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The entire Inland Port Authority project is a heist, put forth by politicians to enrich themselves. It will never be a good idea for the majority of people affected by it.

Commuter traffic, getting to/from this area, is the biggest and most urgent matter pending. There is already no good commute route to get to the area of the new Amazon warehouse, from West Valley and to proceed with this project without fixing this problem, is a non starter. 5600 west and 7200 west must be developed soon.

Jobs are important, especially good paying ones across a spectrum of sectors, but there is a point where some developments must be implemented slowly and responsibly or not done if they cannot be done so in respect to the greater needs of the community and the majority of people who see and receive none of the benefits but are on the hook to pay for the consequences of this activity with infrastructure projects, traffic, noise, pollution, and crime. I have no doubts that the area in question is best suited for this type of development and activity, but it seems we are involving public money and invoking the "more jobs" for the few myths once again to justify and underwrite the cost while the impacts are glossed over.

The pollution and air quality increases to nearby parks, neighborhoods, elementary schools and protected wetlands should not be exchanged for money, the trucking industry or corporate donors. Our children live here, why do you want to kill them for \$ and to save a few seconds?

I'm not sure why IPA was created. If the municipalities were doing their jobs you guys would be unnecessary. IPA is nothing more than a good old boys network waiting to get their palms greased

My community and I do not support the inland port. We feel it is unnecessary. Having a good quality of life is not measured by the number of jobs and the amount of revenue only. Utah does not need this. It benefits outside companies more than Utahns and the cost to Utah's community is unfair. The increase in traffic, the increase in people, the increase in pollution and the totally unregulated authority of the Port Authority allows them to be unaccountable to the people who actually live here.

This survey in itself is slanted. Shame on you, manipulating people to bend to the will and greed of a few.

This location can not handle all of the additional traffic that this will create. We do not have enough highways to handle this Inland Port.

My overall opinion is that I disagree with this project & would prefer to see it not come to fruition. However, if it shall come to pass it must not negatively impact the environment, must provide jobs to locals (with housing available nearby), and any monetary gains that can will go towards the SLC community.

The inland port is only going to put money in the pockets of those who already have money. As for providing jobs there are high paying large companies like UPS and Amazon that can not find enough people to work jobs at their hubs, what makes the port think that they can get enough people to work at the port that are not in management level. Salt Lake City is in a bowl, our elementary children know that we are one of the most air polluted cities in the US this will help us become #1. I wish all those for the Inland Port would read Dr Seuss "The Lorax", because that is where our city is heading. Why can't those who approve zoning and building look around at all the empty warehouses that are taking up space, before they allow developers to take up open space and agriculture to build more buildings that are just going to be empty like all the empty buildings around the international center. Those living in Rural Utah don't want to move to the city to work.

It's a bad idea from the get-go.

If you somehow manage to create a verifiable zero-emission net-gain for Utah citizens, not including politicians or the ultra-rich, I will eat my hat. Use solar power and electric vehicles on site. Push for electric semi trucks and raising fuel efficiency of fleets. Use trains and public transit for cargo and personnel respectively. Leave our state better than you found it, environmentally and economically (in that order), and we won't have a problem.

cancel the project

Continue to build!

My main concern is the perceived need. there is so much job growth in Salt Lake, specifically with Silicon Slopes that I question the value - especially if one of the main goals is the transportation of coal.

Quit building.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I don't want the inland port. I would prefer wetlands and recreational use of the properties.

I am afraid that the port will add too much to the already existing pollution and inversion in the valley while contributing very little to the valley. The only suitable location to me is in the middle of the desert where it impacts no civilians and no major cities as this will deplete water while we are in the midst of a major drought, and drive pollution way up.

What can the Authority do to improve fairness and transparency? · Do not barricade itself behind closed doors · Do not ban democratic access to decision makers · Do not prohibit lawsuits related to tax, community and climate/environmental crises

Already done deals with greedy crooked developers and knuckleheaded lawmakers!

This is a poorly thought out solution to a problem that doesn't exist.

I am concerned that this is a plan to enrich a select few at the expense of taxpayers and the environment.

Don't fuck it up.

If you're going to do it, do it well. Use all the latest technologies to make it the best we have to offer.

The Port shouldn't even exist as an idea because once people put ideas and developers in the same room, the heavy lifting is done. I already said my piece. I don't think it's fair that we had no say in it. I think that warehouse and distribution jobs are already being automated and so the jobs that the proponents say will materialize will instead evaporate like a broken promise. I think that the environment will suffer, the antelope will leave, our kids will get asthma at a higher rate than the rest of the country and that that rate will increase. I think that at some point, an earthquake is going to turn the ground beneath the port into a semi-liquid and that whatever toxic or industrial waste happens to be there will become part of the lake, along with the port itself. I think that the best thing that the Port Authority could do for the state and for Salt Lake City would be to research the creation of a time-traveling sports car and go back and change the ill-considered outcome of that last day of the legislature in 2017. I think that Salt Lake City will suffer in ways that don't matter to the honorable representatives who saw fit to pass the bill without meaningful debate or input.

It seems like a nice PR gesture to have people from the area take part in this survey, but what's supposed to make us believe that anything being said here, or the data being gathered is actually going to be used in any meaningful way? I think it's been proven pretty matter of factly that what the people from around here want/think doesn't really matter to the ones making decisions. So thanks, but no thanks on the whole thing.

My main thought is why is there only one inland port project. For instance, I believe Sanpete and sevier county bought a port in Cali to help with commerce. If an inland port does help economically an inland port should be built in central Utah. Rural Utah needs more economic stimulus than Salt Lake City especially as jobs are destroyed by environmentalists in rural areas. Utah already turned down carbon countys offer for free land and water to build the prison in price. Maybe an inland port would help economically.

Water is absolutely going to be a problem. It already is and every project adds a larger strain to the resources

Utah has an incredibly healthy economy. Why are you so concerned with creating low paying jobs in such a healthy economy? Shouldn't we be focused on solving the current problems of income inequality, affordable housing, food insecurity, and air quality instead of trying to create more under-the-poverty-Level jobs for huge corporations?

The Inland Port for the purpose of mining fossil fuels is a poor use of land and short sighted. The time for fossil fuels is on it's way out instead of wasting tax payers money on lobbying for an inland port focus on new technologies and preserving what's left of our urban green spaces. Please.

I feel strongly there needs to be more local oversight and participation. The Salt Lake City School District, for instance, as a taxing authority losing significant revenue, should have a seat on the board.

There must be a prevalent theme of beautiful aesthetics (artistic involvement). Things that are beautiful attract people & make them feel good. It's not enough for something to just be new or functional

I'm against it

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

It's obvious it's going to happen no stopping this train but it need to be done in a way that everyone benefits. Done in a scaled way not to over stimulate the valley and bring more people then we can facilitate at this time.

I do not like it!!!

It is unfair to the community to give corporations such tax breaks. They have bigger impact on roads and infrastructure and therefore should have to pay more than the community itself.

I believe thoughtful bike paths and traffic routes are going to need to be prioritized.

I think if done correctly this can be a huge benefit for the local community and the state but so far the lack of trasperency and politization of this project has created a negative view on the inland port, and the ability of the people in charge to do a decent job.

There is no need for this project!

I'm most concerned about vulnerable wetland ecosystems and air quality. Creating jobs is great, as long as it doesn't come at the expense of our health and planet.

Will the jobs that come pay a living wage? Highly unlikely

I feel it important to minimize truck traffic and utilize the rail system that is in place and easily expandable.

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This is a dumb and shortsighted idea. Coal is dying, and it won't come back. What a waste on money and real estate.

Transparency and oversight is key. Previous dealings appear corrupt and full of conflict of interest and power grabs

Utah and the US economy are an important consideration. A wise investment is made in business that will grow in the future. It doesn't make sense to invest in a dying 20 century technology. Anyone that believes that petroleum or coal extraction is a wise investment is looking to the future. It's a poor shortsighted project.

Is this absolutely needed? There are pently of real estate to build on and renew. Don't choose NEW! Choose RE-NEW. Or you gonna happen a lot more trash to pick up. Not just trash trash but the lasting effects of not taking care of what already exist right in face of our faces. Choose LOVE for our people not GREED.

Don't have the port in salt lake county. This should have been in toole. Make big rigs greater than 1 length illegal. Don't encourage more talk traffic since this will only impact our ability to grow transit. Find a different valley, or better yet don't have it at all. The noise and pollution from the airplanes alone is going to cause serious problems for the entire wasatch front. Utah government is corrupt

All planning can suffer from confirmation bias, and hubris. Please include consideration for the plans to be adaptable. Our state, and broader society, is in a time of profound transition as we move from an industrial society to a digital one. Lots of our current perceptions are limited as they relate to what markets and innovation will create.

Terrible Air quality isn't worth this plan. Utah's economy is fine without this new port

Concerns are congestion and traffic. It will not help rural areas as they would have to LEAVE those areas to work. Concerned about water/water table/water pollution. There is loss of habitat. There are deer, antelope and other animals in the area and there is no accommodation for greenspace or loss of habitat. There is too much focus on economics possibilities and making money than environment and quality of life.

Don't build the port. I moved out of the valley due to poor air quality. This port will only add to the shitty air people will have to breath. Alas, my comments will go unnoticed as the greed machine will continue.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Developing an inland port that brings economic opportunities into the state along with the rocky mountain west region overall would be quite benificle as long as the environment is carefully protected and the development/infrastructure creates a physically most importantly socially I vibrant health community. A world class development that is beautifully designed and executed.

Why not look at rural utah and a better option. Salt lake county is already growing at a rapid rate. Millard county (where I live) would be a good option we have rail and cheap property that may never be developed otherwise.

I think we as a state need to do a lot better at protecting what little patches of of wetlands habitat we have left! What's the appeal of living in the Wild West if there is no more wild!?

I don't want it

If you decide to continue with this project, it will be resisted fiercely. This is "business as usual", which is not the approach we should be taking with regard to climate disruption and ecosystem collapse. Continual growth is not sustainable, and will result in a series of crises that represent an existential crisis for local communities and for our species in general, in addition to many other species with which we share this planet. Fossil fuel extraction and use, which is part and parcel of port developments like this, must end. Shipping convenience and consumer habits are secondary to maintaining a living planet. We do not need, or want, a port.

El medio ambiente y los ecosistemas cercanas son las cosas más importantes por que sin estos moriremos.

I think railways will be the least impact with the most progress long term

Eat. The. Rich.

The environmental impact could be devastating to an already endangered Eco-system. Also Salt Lake City must have far more authority in the planning and governing and tax distribution of the entire project. What the Utah State legislature has done as far as the power grab is disgusting. The only way I would begin to support the project would be if the Salt Lake City Mayor and Salt Lake City Council where brought in with equal and unconditional authority.

I am concerned about the land grab by the state which created this inland port. If Salt Lake City utilities (water, sewer, electricity, etc) are being used to support this infrastructure will they be compensated with appropriate revenue? Creating a port such as this will bring an increase in demand for police and fire services. Who will pay for this? I do not appreciate the land grab move by the State government from Salt Lake City to create this port.

I don't know much about this project. While I'm not a tree hugger, I recognize that Utah has a fragile environment. Any mitigation efforts borne by private industry is preferable.

I think the overall impact on nature is the most important part. The mire intergrated we are with nature the better for overall quality and sustainability of life. Community gardens. Nature trails. Solar panels. Community enrichment. All included in the design of this development. These are all things I would like to see.

We do not need an inland port!

A fair amount of these questions miss the whole point. Warehouse jobs for rural workers near the most densely populated county in the state? Do you even know these people? Warehousing jobs as economic stimulus? Have you seen what warehousing people make? Is dismal! Why would we want that! Preserve historical water rights? Isn't this a given? The fact the question is even asked raises eyebrows. Accountability and transparency? Yet you are trying to pass a law that gives you immunity from lawsuits! Where will the accountability come from? This whole thing will grossly enrich a few, while suppressing wages for the many

Horrible greedy idea .

the inland port is a good example of a huge trough of money greedy men have crowded around to gorge themselves they will not act for the good of people in utah they do not want to be bothered by community members, so they keep secrets, make unrealistic promises, and think they can do this without negative results examples: air quality traffic education

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I shared a thought with an individual who spoke on this topic last year at the UTA conference in St. George. My thought was that to help minimize the issues that the SLC area poses (environmental, traffic, housing, space, etc) why not incorporate a spur hub (possibly several) in more logical affordable and less problematic areas? I live in the South Sanpete area and work in the North Sevier area. I feel if an Inland Port Shub was brought to our area (we too have cross country access to I-70 and nearby I-15 and a rail near Levan) not only would rural Utah be able to benefit, but it would also possibly alleviate some of the added cost and other burdens that the SLC valley will surely impose on the Port. I visualize many benefits for everyone involved if this option were considered, possibly saving tens if not hundreds of millions of dollars over time.

We don't want it, stop !

Planning provides a better outcome. If the Port is not allowed, the movement of freight and goods will be haphazard and damaging to our Community

Coal is not a good investment. The market for coal will decline too much to ever recoup the investment. The air quality in the valley is more important than the jobs created. This port will be a huge monument to backwards thinking and the world will laugh at Utah.

Public transportation around the clock!!!! 24!!! Hours !!! I have worked night shifts !!! Don't pretend this warehouses don't run 24 hours a day.

Unnecessary project. Will be used to ship coal without having to deal with the west coast ports. You fail to listen to SLC. This is a project for the rich and powerful developers who run the house and Senate.

It's a good project for future growth and jobs.

I have health issues due to our polluted air and see this port as adding to an already bad problem that needs fixing. There is no need for economic growth if we die living here.

This survey assumes the inland port should be built. I have not heard any convincing arguments to support the project. As far as I know it is a waste of time and resources and is a magnet for corruption

Given the outcry from various members of the community, it's clear that this project has not been well-thought out or discussed with the entire community. I'm glad to see that discussion occurring now, but I would like to see the discussion go all the way back to square one. We have a lot of creative minds in this valley. Surely, we can be allowed to entertain other possibilities that would have much less environmental impact, but still enhance economic development in Utah. Perhaps the state could run a competition for best alternative ideas to the inland port? We have a responsibility to our neighbors who live in the Northwest Quadrant to protect their health and safety. Why hurt Utah's biggest asset, its people, by bringing in more pollution, noise and jobs that don't require much education. The people here are well-educated and intelligent. They deserve better and more creative jobs. Thank you for reading this.

This project is between Salt Lake county and Tooele County. There will be a mad dash to move to Tooele County for housing. Our traffic is already a nightmare. Our schools are overcrowded. And there is NO affordable housing. I see no benefit for Tooele County and only more harm done to a rural area. Taxes will stay in Salt Lake County while we in the rural area will be wiped out.

We need major expansion of the I80. We hit traffic everyday from home to work and work to home. We need expansion or an alternate route. More semis on the road with amplify our problem. I do not think the semi trucks are the problem. Its the insufficient roads.

Ensure truck routes minimize Community Impact? There are NO Plans in any proposal for Utah Inland Port for I80 updates on the Tooele County boarder. There is one route in and out of Tooele Valley. One route for I80 that if blocked, no Alternate route around. Everyone stuck, for hours. 8 hours has happened. Nearby Communities? Again 70% of Tooele County workforce along I80 everyday. Tooele County hasn't been considered and HUGE impacts to the Tooele Valley Community. Ensure people that work at the Inland Port can live nearby? People that work in Salt Lake are already looking at Tooele County. Moving to Tooele County. Last Utah Housing Authority report of 2017, those moving to Tooele County are 65% migrating from other States. Not Utah residents.

I-80 to Wendover needs to be expanded from salt lake to the exit at SR36. Has the traffic to Tooele County even been considered? The current expansion plans released from UDOT have not even passed the study phase and are at least 10 years out. I'm all for growth, but not at the expense of air quality, traffic and safety. These developers should be asked, and potentially be required to provide infrastructure for I-80.

I really appreciate the inland port authority looking out for all people involved

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The legislature MUST be more transparent - as well as the port board. This thing smells fishy enough as it is. Thanks to Envision Utah for the helping out last night

It's a bad idea all the way around. Bad for Utah

I am very concerned with the impact on traffic. The I-80 west bound is already a nightmare for the Tooele county residence. There's one way in and out. Adding 100's of trucks to the road is just a disaster waiting to happen!

This port is too close to the Great Salt Lake. It would be a disaster for migrating birds and water quality in the SLC. This port will distribute carbon creating natural resources into the world. Coal needs to be kept in the ground. Salt Lake City already has the worst air quality of any city in the United States. God help us!!!

This is a pipe dream that you can have little environmental effects and low emissions. Go back to the drawing board. Why should Utah be the world's trash dump!!!!

Infrastructure is already lacking

This will create an ABSOLUTE nightmare for an already disastrous commute system into Tooele valley via I80!

Utah (Salt Lake region) is already in violation of federal air quality standards. How can you possibly propose to come into compliance while increase freight movement? Moreover, how can you possibly use the Port as a vehicle to promote the movement and sales of Utah coal, while attempting to reduce environmental impacts? This isn't possible. In addition, it's hypocritical for the state to argue for local control in the context of federal public lands, but then take away local control in the context of the port. Cities should be able to impose the land use regulations they deem necessary to protect the health and welfare of their community.

I am excited about this project. Whether we like it or not, the Salt Lake Valley and surrounding areas are booming. Housing is scarce. This is something that will definitely affect the housing crisis here in the valley. I did not see much mentioned about that, so I am concerned. With that being said, I also understand there are so many aspects to this project, probably quite overwhelming to the Inland Port committee and all involved. My hope is that it can all be pulled off to benefit the people of this valley, the companies in our valley, and the overall well-being of this area. I will continue to watch this closely and again, I'm excited for the future of this project and our wonderful valley and state! It's always been my home for 50 years! Jennifer Salazar Realtor Re/Max Masters 801.815.1311

Please look at what has happened in the mid West where this has not helped the community but made the roads more dangerous. We already have a very low unemployment rate, where are the people going to come from to fill these jobs?

Traffic in Tooele is bad as it is right now! My concern is would this help or hurt the traffic congestion?

I am extremely concerned about the impact that an inland port would have on the infrastructure between where I live and work. Over the past few years the growth of the Tooele Valley has led to a significant bottleneck near Exit 99 on I-80. An inland port utilizing I-80 between Wendover and Salt Lake City will exacerbate the already stressed infrastructure that exists. After reading up somewhat on the port in Illinois the impact to the local communities there has been mostly negative. The infrastructure has not kept up and the communities are not receiving the economic benefits to pay for items like road maintenance. The communities were promised higher paying jobs and instead most of the work is contract work that is not steady and not high paying which hasn't helped the surrounding rural communities.

Do something about access to SLC via Tooele Co. BEFORE the inland port. The access to and from the county is one way. Please consider Tooele County Residents!!!! You will only make things worse for us.

Traffic impact is a huge priority for me.

Traffic on I80 towards Tooele is ridiculous as it is. If someone gets pulled over during rush hour, there will be backups and delays. If there's a wreck, it becomes a parking lot for miles. I moved to Tooele County 7 years ago and there was the occasional traffic back up if there was an accident but there's been such a push for growth that now if traffic is flowing smoothly I try to figure out if it's a "bank holiday" or if I missed the memo about the zombie apocalypse. What used to be a 35 min drive is regularly 50 to 90 mins. The problem is there is NO alternative between the counties unless you want to go through Lehi.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I feel additional information is needed to make a decision. Jobs r important but what kind of jobs will be available? Low paying?

Dont build it. It is not needed and will cause lots of pollution. Plus it seems it is only wanted to make our "representatives" richer

The economic activity will naturally attract warehouses and jobs, the key for the Port Authority is to form development of the area in an environmentally friendly manner, maximize tax revenue for schools, and ensure that the infrastructure and design help build communities we can be proud of for a long time.

The inland port is the worst idea ever. We live in a valley with poor air quality, yet keep refineries running day and night, do little to mitigate the effect of traffic on air and now want to bring in trucks. This valley is beautiful. We have tremendous natural resources, yet they are so poorly managed that they will not last. 1. Move the refineries West, build a parking lot where they are and a light rial to take the workers there with coffee, juice and pastries to buy for the trip. 2. No inland port, or build it in rural communities only and nothing comes through SLC 3. Concentrate on tech companies and clean energy plus tourism to bring jobs that actually pay a living wage, not jobs that pay the lowest wages and pollute the valley.

I believe it is possible to do this sort of development with zero or next to zero impact, but do not believe the Authority is of that mind-set. Great Salt Lake is critical for a number of reasons, not the least of which is air quality, they don't call it the "lake effect" for nothing; energy and water conservation and where possible on-site generation and conservation. There is a better way and why not demonstrate that for others -- here in Utah.

I would like to see studies and data that show this project is necessary for our Utah economy. I'm inclined to believe that the negative impacts will outweigh the positive impacts for the average Utahn in the valley. Those who invest in the port will likely be the winners, rather than the average resident here.

What happens when the businesses that initially set up shop in the port move to China? What happens to those employees? What happens when the companies that set up shop in the port automate? What happens to those employees?

The Wasatch Front is already too congested for this type of a project!

While I realize that this plan is mainly for SLC area, there are other rural out lying areas that could support the inland port - that already has infrastructure to handle helping with the storage issues that SLC will eventually see . Please let Rural Utah help in the process.

First, I have seen nothing in the paper to explain why someone thinks this is viable. Are there other communities that have an inland port and how has it worked out for the community? Second, I oppose the state taking control of the project. Salt Lake City should control whether and how this project develops.

Think bigger and toward the future. Not toward the past as you have been doing. A port of the future is something different.

Please do not do this and further destroy it lands. Or air quality is already too bad. Money isn't everything.

Make mitigation funds available to communities surrounding the port for capital improvement projects, such as the Folsom Corridor trail and creek restoration project on the west-side of Salt Lake City.

I'm not willing to sell out for corporations that don't have our best interests in mind but rather their personal interests. We already have too much pollution and our air quality is a joke. No amount of money is worth destroying and degrading natural systems. When will we realize that we are not separate from nature and these ecosystems? By the time its too late? Our quality of life is dependent on these systems. Not how fat our wallets are. In my opinion, if you are causing more pollution, degrading landscapes, or negatively impacting the environment, your business is unethical and unwelcome. Sadly this is the case with most businesses these days. We should be asking ourselves, Is it earth care? Is it people care? Is there a return of surplus? if one of these ethics is a no then it has no place in the system. no more justifications on destroying habitat.

I live along I-15 and the new West Davis Corridor in Davis County and am very concerned about the increase in heavy truck traffic on these freeways. I can't handle anymore noise, pollution, destroying wildlife habitat and wetlands, and safety concerns from increased traffic this will bring. How are we to ensure planning for the WDC includes the increase in traffic that is sure to come from this inland port project? I don't understand why we can't go underground with our roads... NOT a double decker freeway or expanding it even more lanes. How can other countries and parts of the country build subway systems and roads under bodies of water and we're still only talking about destroying communities with noise, road/air pollution, traffic congestion, etc.?

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Please consider the impacts of rail traffic on all communities that have a rail line nearby. The rail lines are already very busy and noisy and cause a lot of traffic, safety, and air quality impacts. Once this port is operational, that rail traffic will certainly increase manyfold. You need to budget for money to put in over/underpasses throughout the Wasatch Front. You need to pass laws that restrict rail companies from stopping their trains in areas that block traffic. You need to pass laws that require rail yards to use electric switching engines, not diesel. You need to consider moving some rail lines to new locations (for example, in southern Davis County, the freight traffic rail line can be moved over by Legacy Parkway.) Our legislature and elected officials have historically focused on economic development, business-friendliness, and big infrastructure projects at the expense of air quality, quality of life, environment, and impacts to low-income populations. While I see this port as an overall good idea, please don't take the usual tact of ignoring the environmental and social impacts that a project like this will inevitably bring.

"Clusters" du jour like the "Inland Port" and "Silicon Slopes" are at best a distraction from real quality of life issues for most Utahns and at worst - more sprawl in our diminishing open spaces. Retrofit and revitalize urban and suburban areas should be the priority. Read Jeff Speck's Walkable City and Duany's Smart Growth Manual. Government entities can have a huge influence. The legislature can start by getting behind beautiful multi-way boulevards on State Street to make it a desirable place to redevelop. Think Octavia Boulevard San Francisco. See Alan Jacob's The Boulevard Book. The majority of Utahns want a better quality of life for their families, themselves and future generations and that means less time in traffic, cleaner air, better paid teachers, and reasonably priced housing. We need better designed housing in communities that encourage a mix of ages and family sizes. New huge 200 and 300 unit apartment buildings are ghettoizing our communities rather than building diverse healthy communities with a better density mix. Form-based zoning code can help. Research or transportation "clusters" like silicon slopes or Inland ports further isolate housing/work mix and exacerbate sprawl. We need more shade trees, shared green space, open space preservation and walkable/bikeable streets. Farm preservation, urban stream daylighting, trails, and more nature corridors can make the region more beautiful for future generations and desirable for visitors. The massive inland port area focuses on adding more trucks and shipping to our already busy highways and adding an equivalent amount of diesel fumes to our already polluted valley air. The infrastructure just isn't currently there to make these locations environmentally and fiscally prudent. If the legislature really wants to improve Utahns quality of life in an equitable and sustainable way, they'll help families reduce the amount of income spent on transportation and housing and improve our schools and environment. If we want healthier, wealthier families and more time for families to be together - we must coordinate land use and transportation in more compact walkable communities. Sprawling across the valleys, eating up all our children and grandchildren's land, bulldozing all the farms, and building and widening more freeways and roads is not most Utahns hopes for the future.

We need all the development we can get our hands on. Do it in an orderly fashion. The area that is being developed is an ideal location. Yes we need to keep things in check but do not go over board stumbling over small items. Work together. There are too many people in the world that have their own issues and are trying to make the world evolve around them.

Fuck your oil and coal. We should have solar panels on every roof, wind farms, and then natural gas. When that happens yeah I won't give a f about your coal. Your business is dying. If you need help smothering it with a pillow I'll help. Let me know what I can do.

It is a good project and I'm glad the State is engaged with the Inland Port project. Hopefully the opportunity for job creation will reach beyond the Wasatch Front. Indirect job opportunities for those in Rural Utah will hopefully be realized.

The traffic in and out of Tooele is already a huge problem and the amount of traffic the inland port is going to add to I80 and 201 is going to add to the problem considerably. Some kind of plan needs to be put into action to address this already out of control problem. A small accident or mishap between the 201 exchange and the lake point, Tooele exit and we are shut down and can't get home or to work for hours.

Honestly it shouldn't be built.

Really don't want to see this project materialize

We need to keep legacy parkway as is. Keep big trucks off of the legacy. Also, the location is good. The train depot place on 600 south and 5600 w is bad the trains are constantly blocking access to 500 south and other roads in several places.

Traffic and pollution are the highest concerns I have. I would love to have more job opportunities closer to home.

WE NEED TO IMPROVE AIR QUALITY AND PRESERVE WATER!! If this cannot be accomplished without taking serious steps to improve air quality and preserving water, we should not consider this.

I am already so sick of our air quality. My children who are five and six get sick every year. I live in Provo where from my window I can watch the remaining wetlands around the lake being developed for unsustainable McMansions. We deserve a sustainable future. We deserve to live in an environment that isn't unavoidably polluted and makes us ill. Jobs and the economy are secondary.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The Great Salt Lake is a necessary saline body of water for bird migration and healthy bird population. We need to protect this area at all costs to start the path back to a sustainable and healthy land. We need to be stewards of our beautiful state and ensure that we are doing ALL we can to maintain the environment for generations to come.

-We don't want more freight. -Warehouse jobs are low paying, high-risk jobs that must be supplemented by the State. -Rail transport is every bit as polluting as trucks if not more so. -Low pollution manufacturing is next to impossible unless we switch our materials from plastics to hemp. -Who would want to live nearby? The impact on human health would be highly detrimental. 1,600 addition diesel-powered engines running on our roads every day would impact our air quality in such a way that there IS no "safe" road for transport. Put dye in a bowl of water and see how it mixes. -Historical water rights need to be changed. We're already losing the GSL and this will INCREASE that issue. -I lived next to a rail at one point. The noise pollution is endless and can be heard on the opposite side of the valley. -Again, these are low paid, high-risk jobs and there will not be enough of them to go around. -\$13/hr part-time is not enough to support anyone, especially when you consider the increased medical expenses of people poisoned by the air. 81.9 bn is spent every year in the U.S. for asthma alone and Utah already has the second highest asthma mortality rates in the nation according to the CDC. -Utah MUST learn to put the health of its citizens first. We ALREADY have environmental refugees who've had to move out of state because of our air. Who will work these jobs when all of us are sick? Who will pay our medical bills when we can't go to work because we're chronically ill (which already happens to many Utah'ns) -Let's address the problems we already have before we make them worse. -We know that ports in other cities cause cancer clusters along with the major impact on roadways in a state where we struggle to maintain our roads already. Kansas alone went \$300 million in debt with infrastructure stress and the big financial boon never came. All jobs were temporary, part-time jobs. -It has become an embarrassment to say you're even from Utah when the rest of the world is moving forward into new technology and we are heading in the wrong direction. Our global neighbors are not happy that we're leading the charge backward. -The lands under the proposed port are ground zero for liquefaction and are vital to our ecosystem. Why must we put a polluting port on top of it? -For the trucking industry, this will be a corporate handout. For our citizens, it will cost lives.

I'm against it in any incarnation.

Don't mistake answers to the prioritization questions as support for the project.

It doesn't help to "prioritize rail traffic" if we're not ALSO requiring the lowest emissions rail stock.

Traffic is a problem all over the Salt Lake Valley, Utah County, I80, exit 99 and SR201. Traffic is an issue already. Address that first.

The economic growth is coming to our region regardless of the inland port. It is important for us to carefully consider ways to balance fast-paced economic growth with preservation of our environment. This is an opportunity for us all to take a step back and decide what we want this area to look and feel like. Creating the inland port as an actual "connected place" rather than a random collection of warehousing and distribution buildings will serve our residents much better for years to come. Let's take a calculated, planned, and strategic look at this and do our best to shepherd this project along in a way that our grandchildren will be proud of us for.

I think residential development should be a component of the inland port to improve jobs/housing balance

The Port as proposed is not a viable development option for Salt Lake City. The land under consideration is not "undeveloped." Over centuries, it has developed into a wetland environment that provides immeasurable ecological benefits to the Salt Lake Valley. There is no way to develop this landscape in an ecologically responsible manner. Even a port that is "zero-emission OR low-emission", that uses "clean and renewable energy", and/or that mitigates "storm water runoff into the Great Salt Lake" will still have untold and lasting ecological repercussions that will not only harm wildlife, but will also create huge problems for the local community in terms of further diminished water and air quality, increased frequency of wind and dust storms, higher concentrations of invasive plant species, more severe heat island effects, and rapidly declining green space that is easily accessible from town. I do not support the Port, and I believe Utah can do better to provide for the economic well-being of its citizens.

The pursuit of economic growth above all else distorts decisions. Salt Lake City is growing, Utah is growing, and most people agree there are benefits. However, many impacts/negatives are glossed over with promises for jobs or tax revenue. Investment in transportation-based economy/industries has many downsides environmentally and economically, especially with current economic trends. Just because a building is net-zero does not excuse the carbon footprint it drives in an inland port. I do not believe an investment at this scale or intensity is sound, merited, or appealing. Please take a measured approach, listen to a more representative group, and remember that if you can't keep a promise you make, don't make it. People are smarter than that.

I fully support the inland project, with proper planning that will improve and accommodate not only the high volume traffic to and from the Tooele Valley but the addition of the additional truck traffic the inland port will create. The inland port will fail if traffic is not able to enter/exit the inland port. This could increase costs to shippers as they may ending up paying more in labor/fees while their trucks idle due to heavy traffic congestion. or experiencing delays due to traffic congestion.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

The main threats to economic growth (more specifically good jobs) on the Wasatch Front are underfunded schools, poor air quality, and traffic congestion. For an inland has at least the potential to make all of these worse. If the port can be built without making these things worse, it still needs to be shown that the port will bring more than distribution and warehousing jobs as these are few in number and low in pay. So far I've seen no evidence that an inland port will bring any higher paying jobs or even very many low paying ones. These are the concerns that I would like to see addressed before deciding to continue with the project.

It's difficult to rate traffic questions when the hope is that trains would eliminate most traffic increases..this valley is only so wide, we cannot jam it full of more roads full of trucks and increased population and maintain quality of life. We don't want to look like Southern California! It's horrible. This is a beautiful place, why does it have to be destroyed for money?? It's a damn shame!

No coal. It's obsolete for the majority of citizens

Utah has never had the real opportunity of having a invasive species or pathogen being introduced into our ecosystem. A full function Port by nature will have shipments coming into a major metro area which by volume alone will eventually introduce something undesirable. For example, there is a high likelihood that a pesticide resistant mosquito carrying a virus or other insect/ vermin could easily introduce a disease vector which could impact people and animals. For example Japanese Pine Beetles have devastated a ton of pine forests since their introduction. Communities along the travel corridors are extremely concerned about the increase in rail traffic and what it will do in terms of continued use of rail horns at crossings. Some nights it's hard to sleep in Davis county when trains roll by with hazardous materials. We're not looking forward to seeing that increase more or likewise having trucks clogging up Legacy. Right now Legacy is the only predictable route into North Salt Lake and the Redwood Road Area. Trucks on that road will grid lock the entire route preventing it from serving any practical use.

Utah already has the worst air quality in the nation. This will only make it worse. Our infrastructure in that area is not currently capable of accommodating the large amount of traffic this port will create. I only see negative impacts that the few positives do not outweigh.

Widen I-80 4 lanes each side from Grantsville to 5600 West. Both sides of the road. Also put a trail in for a nice bike ride to SLC from Tooele.

I am on the Stansbury Service Agency. We have been working with Tooele County and State Representative Doug Sagers to hopefully have a say in including a pedestrian/bike trails that connect Tooele County to the Inland Port and the Salt Lake valley. It would make sense to include this while the infrastructure is being developed. Please be aware Tooele County may be overwhelmed by the growth that is coming, any positive communication that can be brought to the attention of Tooele County residents would go a long way.

i80 cannot handle the increase if traffic

Potential impact to the West towards Tooele county needs to be addressed. Traffic is already difficult and will only worsen unless infrastructure improvements are committed to.

With wetland preservation, there should also be trails. This would be a great opportunity to connect the Jordan Parkway and Legacy trail to a new trail that goes into Tooele County. There should also be a road for bikes only. So many cyclist use the small road there now, this could be greatly increased if there was a nice road build dedicated to just cyclist. It could also provide a way for some to get to work. The state should look at building a new freeway through Tooele County, south, connecting in around Fillmore. This new freeway could be a bypass of Utah and Salt Lake Counties and reduce traffic on I15.

Like I said before. STOP lying to the public. You know this is a disaster from the get go. You will have warehouses offering part time jobs through hiring agencies. The traffic already is a disaster at each end of the highways. This is just a place for big corporations to come in and manipulate the public and cause hate among the people who live in and around the surrounding areas. My opinion. GO SOMEWHERE ELSE!

None of the benefits of the port are worth the costs and risks to the community. This port was created behind closed doors by the legislature, and needs to be discussed in the community before anything moves forward.

Keep Tooele rural

You have an opportunity to create a model system that encourages economic development in a sustainable way - low emissions, low carbon - that would be an example to the world. At the very least the valley's winter inversions make it imperative that the system be designed such that transportation emissions are as low as possible, far below the "business as usual" acceptance of whatever trucks and trains the logistics chain wants to send your way. Don't let the trucks and locomotives that California won't allow in come here instead. Insist on the best and be part of the future of clean logistics.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

We need to better the infrastructure before it becomes an issue. Be proactive not reactive. Don't give enormous tax breaks to lure new companies that don't have great economic benefits: for instance data hubs use too much water and don't create enough new jobs.

How can the Inland Port minimize traffic when the only route out of Tooele County is I80? Inland Port, HUGE impact on Tooele.

Why does an Inland Port get priority of 5600 W road upgrade and 70% of working Tooele County residents I80 priority not even on the projected projects except I80 exit 99 to 201 one extra lane? Truck traffic on I80 for Tooele County area by exit 99 is already stressed. Don't use tax payers road funding to help an Inland Port before helping State of Utah tax paying citizens.

Bad Decision #1 - The Draper Prison land is so valuable that its sale will more than pay for a new Prison. Bad Decision #2 - Locate the new prison on the least stable, wet and marshiest land available. Bad Decision #3 - Try to cover-up the massive Prison cost over-runs with the further ill-conceived "Inland Port" project. Bad Decision #4 - Trying to convince the Utah voters that the "Inland Port" will generate lots of well paying jobs.

OPEN AND HONEST IN ALL INFORMATION---HIDE NOTHING!

From the materials I have studied I do not believe that this project will be as much of a win for the people of Utah as it will be for the State of Utah and its greedy little politicians. The Governor wants to say look what I did and I'm afraid its going to represent the state as well as that Tree in the west dessert.

The Salt Lake Valley is over-populated and polluted as is. There is so much that should be done to create Green Jobs first before encouraging additional population growth that will further exacerbate the valley's air quality problems through the inland port. What guarantees to we have as tax paying citizens to NOT be exposed to the movement of potentially hazardous waste by rail or truck?

I do not support it.

Treat the neighbors with respect.

My major concerns are environmental and community impacts. I am not in favor of growth that adversely affects rural communities including water rights and levels, pollution, high density housing and increase in traffic and lack of infrastructure to manage the increase of jobs, employees, etc.

Don't want it don't need it extremely unhappy about it.

If it can't be done with minimal impact and maximum benefit for the land, landscape and surrounding communities it is located in the wrong spot. A thorough assessment of air quality implications is essential to ensure the current poor air quality not only doesn't degrade further but actually improves as a result of this project. If that is not possible, it should move to an unpopulated area where the impacts to the environment and healthy human living is not a consideration.

We need more clean energy jobs and use and less focus on antiquated coal jobs and exports.

All of these ignore the elephant in the room: the primary purpose of this inland port is to act as a gateway to export coal. What difference does it make if the port uses clean/renewable energy or stimulates low-pollution manufacturing jobs when it's being used to export one of the dirtiest forms of energy for which the market (foreign and domestic) is disappearing.

I have huge concerns about the wildlife that is there. On every front it seems that Utah government and the business owners are trying to push out our Wildlife.

Additional non-transportation pollutants in the air, such as coal dust. The dust from the mine is bad enough when it is windy. Who will monitor the bulk material trucks going throughout the city? Who will monitor air quality specifically for this on an on going basis? I prefer the EPA as opposed to a private paid for company hired by the facility.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I'm extremely concerned about both air and water pollution, loss of wetlands, and the creation of this facility that, aside from jobs (most of them not great jobs), provides no additional benefits to the community (beauty, recreation, sense of place, quality of life, open space? - all net losses!) and skeptical that these extremely negative impacts can be avoided. We are already in nonattainment for air quality, how can the Inland Port do anything other than make it worse? Is there such a thing as a zero-emissions port, when its very purpose is to serve as a hub for planes, trains and trucks? Is there a way to avoid water pollution impacts when it is likely to be close to 100% impervious surface? These goals will take some unprecedented green design, especially given that our transportation system is still fossil-fuel based. Are we going to somehow change the nation's transportation system to solar-charged electric transport trucks?

Utah has limited land area. It is known nationally for poor air quality. It is used as an example of poor air in public health trainings nationally. This is due to our bowl shaped valley that traps air pollution and the lack of rain in the high mountain desert. We also have a duty to protect the world's largest bird refuge at the Great Salt Lake, which impacts all of North and South America. We cannot ignore the environment in the interest of business. The inland port is poised to help an elite few and hurt a lot of people if it is not done mindfully and slowly with full transparency and a commitment to the environment.

It will be critical for the inland port to be served by at least two class-1 railroads in order to provide maximum access to the rest of the country and competitive service and pricing of transportation. I believe that this will be very challenging and potentially expensive to accomplish. I'm not aware of another inland port that has service from only one Class 1 railroad. As I understand it, Union Pacific owns all the track access in the area and BNSF has some limited access rights to that track. There may be significant infrastructure costs required to develop the rail capacity necessary. UP will likely not welcome increased competition without compensation. This issue should be one of the highest priorities of the board and a solution developed before significant development of the site occurs. If they find that it cannot be accomplished, the whole idea of an inland port in Utah should be reconsidered.

The Great Salt Lake is one of the most ecologically important and fragile areas in Utah. I have little to no faith that developers of the Inland Port will be able to separate their greed from what actually needs to be done to protect our environment. Slick marketing campaigns that hide what's really going on are disingenuous and unfair to the citizens of our great state. Absolutely no Inland Port!

Tax increment should support education and community infrastructure.

If it is possible to mitigate the impacts on our health and on our water to a point that the Port can function while still being viable then I would be in favor of it. On the other hand, I don't believe we need to sell out our children's future here in the Salt Lake Valley in order to make a buck if this can't be done right.

Cancel the whole thing please.

These types of projects then to start out as a good idea but big money gets involved and things deteriorate quickly. Keeping the public informed, honestly, and involved is crucial.

This port is both a disastrous and illegal idea. It is disastrous for the ways it will affect the quality of life for the whole valley and an illegal land grab by the state of local property.

Looks like a coal pile and depleted uranium port to me!

No trucks on legacy parkway. Would like to see the ban extended

This project is not needed in the Salt Lake Valley. It would be harmful and has not proceeded in a democratic way.

The board likes to make these statements and claims regarding their "care" and "acknowledgement" of the environmental and community impact the IP would have, however, many times it has been shown through their actions that they do not actually care about these issues.

The pollution issue has to be addressed and not swept under the carpet. You might not live there but I do.

Do not disturb existing wetlands in favor of mitigation elsewhere. This effort seems designed to undermine the interests of local businesses.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I value economic development and think it's important we have stable and well paying jobs for our population. However, all of the data I have seen indicates that people are coming here because there are plenty of jobs, not that we need jobs for the people who are coming here. A greater priority is providing housing for people who are coming here for jobs! We have critical air quality issues, as well as a vulnerable and drying up lake, which present very real and significant risks to our long term economic development and the general wellbeing of SLC and Utah. I have not seen any convincing data that suggests the Inland Port will help address those issues; instead, it is almost certain to further exacerbate those concerns and lead to a variety of other social, public health, and environmental concerns.

So far the survey is heavily leading and quite biased toward pushing this on us. Not a good job Envision Utah. You haven't mentioned the public costs. Big deal if out of state people benefit. I want the uplands to remain. We need them for historic seasonal changes. I'd love to see light pollution considered too. How many useless lights will be on 24/7 to light the outside walls of the buildings? "For our safety".

It is important to be accountable and transparent to Utah citizens when offering tax breaks to businesses to move to Utah. Those who occupy these spaces is an opportunity cost for a future business with less tax incentives. How can toll facilities (public private partnerships) for some of these trucking/train routes and facilities relieve the tax burden to maintain infrastructure?

Other things like air quality need addressed prior to bringing more traffic. More jobs can be created with air quality measures, such as monitoring, new equipment in refineries and vehicles, rid of old hazard waste in more efficient clean method as europe does.

I can't even believe the city wants to do this to our community

I believe that the only reason the port was allowed was simply due to corrupt government officials signing it in. Even with added tax revenue and jobs, the more air travel in and around our ALREADY highly polluted area of Utah will not be outweighed. You are trying to squeeze our state of every bit of precious land to turn a profit and it makes me sick. Of course I believe in commerce and I know sacrifices must be made, but due to our unique geography we will run out of land (and air) sooner than you think.

It is critical to limit the pollution and environmental impacts that large trucks and additional traffic will create on Legacy and other roadways! We need to preserve the legacy area- the environment, local bird and fauna and waterways!

Keep the wetlands and those that treasure it and protect them from the high amount of trucks at the port or driving through them on possibly legacy

Biggest concern is impact on air quality.

Keep trucks OFF Legacy. Don't use the port as an excuse to continue the destruction of western Davis and Salt Lake Counties.

With more information about the Inland Port project, I can share my thoughts and concerns so they make more sense of the project.

This is a great opportunity for Utah. We need to ensure that we maximize that opportunity for us now and for future generations.

The primary concern should be environmental impacts; this port is going to make the area's air quality dramatically worse than it already is. Economic gains cannot come before the citizens' health. The manner this project was started was very nefarious and purposefully left out relevant stakeholders. It seems clear that this is a project designed to benefit the pockets of special interest groups. If this is really supposed to be a good thing for the people of Salt Lake, commit to doing this in a way that does not decrease residents' quality of life or the surrounding environment; this means no added air pollution, traffic/congestion, impacts on neighborhoods and the environment.

Utah already has some of the worst air quality in the nation, and this project can only make it worse. It is a land grab against Salt Lake City that will have severely negative impacts on city schools and resources. The project should never have been let out of the box.

I fully support the inland port and trust the leadership we have in place to move this forward. I am excited about all of the opportunities for our economy and communities. I am also excited about the associated challenges that can be viewed as opportunities for improvement. Cody Broderick
Founder & CEO inWhatLanguage

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

This project has the stink of corruption on it. It will need a HUGE image makeover and lots of convincing for me to think this is a good idea in any way. The person who started the idea and project stands to make millions of dollars on the project. The project also threatens wetlands and the quality of life of people (like me) who live in the Northwest quadrant of Salt Lake City. I am not opposed to a project that would bring opportunity and jobs to this part of town. However, the port just sounds like a huge polluter and didn't consider impacts to local people until too late in the process to actually consider them in any meaningful way.

I am alarmed that we may have nuclear waste as well as coal, oil and gas being transported through this sensitive area. I am alarmed that the project may intensify greenhouse gas emissions that are destroying climate stability and thus the habitability of the only planet we have. I want the long-term jobs created by the project to provide a livable wage plus medical benefits so that taxpayers are not on the hook for food stamps, Medicaid or affordable housing vouchers. I want the Legislature to change the tax structure of the project so that ALL the infrastructure we taxpayers are required to pay for is reimbursed by taxes from the project - sales, property taxes, etc.

My biggest concern would be that the pollution will only add to the already horrible air quality in the valley. I understand that government doesn't directly contribute to air pollution but I'm always aware they don't do anything to combat this problem. This port will only add to the problems citizens face with dangerous air. Plus, in the future this port will be obsolete do to cleaner automobiles and cleaner ways to transport goods.

Again, I hear the economic benefits; however, no one is talking about the negative impacts such as pollution, congestion, affordable housing, etc... Our environment impacts our health for generations and any further negative impact on our air pollution is not tolerable. I choose to ride my bike, live close to my work, and take UTA on days I cannot commute by bike. Big business/economic decisions need to have the environment and air quality in the forefront. I do not see how SLC can have an inland port without it impacting the environment and air quality. I would like to see that.

PLEASE MIND OUR AIR QUALITY! We need to improve. Also, AFFORDABLE HOUSING!

PLEASE DO NOT ENFORCE TRUCKS ON LEGACY!!!!!!!! You have no idea what it's going to do to these people!!!!

Id wish it would just be dropped. Utah doesnt need this.

As a resident who lives on the Legacy Parkway, I am deeply concerned about the potential impact of the port to decrease the quality of life in my neighborhood due to the risk of noise, pollution, and sound walls. I grew up in Alaska and chose to live on the Legacy Parkway because in many ways it reminds me of home. Converting the parkway to a trucking route would eliminate one of Salt Lake's few remaining havens so close to downtown.

Utah's air quality is really bad as is. A project like this will have a terrible impact on the ecosystem, no matter how "green" you try to make it. I'm tired of breathing in shit, and not being able to protect my son from breathing it in. This is not going to help that. Stop making it about money.

This is the kind of large scale industrial development that will lead to ruining quality of life in metro Salt Lake and along the Wasatch Front. Government by developers, for contributors.

I am very concerned about the air pollution and congestion. While I am for job growth and training, this is also a time to improve our responsibility to the environment.

We DON'T want OR need this!!

This project should not go through until the Salt Lake Valley's air pollution problem is properly addressed. This will only exacerbate already unhealthy living conditions. It is another example of Utah politicians prioritizing money over the health and well being of their constituents.

My impression of Long Beach is that it is like the armpit of the LA area, so while I support the port, I hope it doesn't create a blighted area.

Provide overnight accommodations or power sources for truckers and their trucks so they don't need to idle the large diesel engines all night to heat/cool and power the sleeper cabins. Over night truck idling known as "hoteling" is a large source of emissions. Provide incentives for clean diesel vehicles (2007 or later). Use electric or CNG service vehicles such as fork lifts for operations within and around the port.

This neighborhood is already neglected and underserved. We do not need the inland port. It is a horrible idea

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I think this is shortsighted and greedy. The residents on the west side of the Salt Lake valley do not need or want this. We value the small bit of wild lands and open spaces that remain in the northwest quadrant.

I'm in favor of the Inland Port's creation but you need to give the elected government of Salt Lake City far more say in its regulation. City residents deserve to have a significant say in this since we are the ones far and away most affected by any negative impacts. As far as I can tell, Salt Lake City currently has zero say. Please correct this. Thanks.

I'm worried primarily about the increase in air pollution and the possible negative effects on the Great Salt Lake Eco-system. I'm really concerned about Legacy Highway becoming the next I-15. I was under the impression that Legacy was a back-up system only for big trucks, etc., if there were problems on I-15. The inversions we experience in the winter, if they are not addressed, will eventually force me to move to a cleaner air environment. I don't want to move, so...

I am very concerned that the adverse effects (increased air pollution, traffic, wear & tear on roads, etc.) will not be compensated for by any benefits of the inland port, most of which will undoubtedly accrue to the state. I do not trust the legislature (nor any port authority which it will undoubtedly pack) to ensure fairness to Salt Lake City.

Increase and reroute rail infrastructure. Send freight trains directly to report and increase urban and suburban area rail capacity for passenger trains.

Why don't you have "Don't make the Port at all" as an above option? It's a bad idea for everyone, even those who will profit. We all breathe the same air. Our air quality is paramount over everything else. Yes, the valley will double in population one day, but jobs like this aren't the answer. We need to focus on strategies to mitigate the environmental impact of all the new residents. This is a giant step backward. Our valley simply can't handle the traffic and industry it already has. This port is like feeding a diabetic an all sugar diet. It simply won't work. We have to stop ignoring the valley's unique geology and the limitations that should be put on our carbon output in order for us all to continue living here.

My biggest concern is air quality and environmental impacts, followed by the potential addition of traffic and congestion on the infrastructure and quality of life around the area. I'm also concerned about the potential for mismanagement, given UTA's history massive breaches of public trust. I think providing good jobs for Utahns is important of course, but I have doubts as to whether the economic benefits in a state with one of the lowest unemployment rates in the nations is going to be worth the cost to our air and quality of life from more traffic and people in an already crowded area. I'm suspicious of the notion of a zero or low emission port - something can be considered zero net emissions while still adding pollution locally. And increased traffic WILL increase pollution in a way that is nearly impossible to locally off set unless all vehicles coming in and out are also zero emission. Lastly, even if my mind were put at ease about the environmental impacts to the air and the Great Salt Lake and water resources, I would have zero confidence in the management of UTA to oversee such a project competently without wasting time and money. I view UTA as a corrupt agency and they will have to regain my trust before I can confident in any of their projects. But I also don't believe public opinion really matters. UTA listens to the business with the money, not the public they are supposed to serve and everyone knows it.

Air quality, lake levels, energy demands and water consumption are my biggest concerns. Secondly, I'm concerned that the infrastructure will lack public transportation and complete streets as well as walkability. I don't feel like the state Legislature is concerned about the neighboring constituents, rural communities, or anyone who isn't a big corporate interest. They have consistently demonstrated that they are not concerned for the people of this state.

If there is a way to maximize growth and simultaneously preserve our way of life and most important IMPROVE OUR AIR QUALITY and ENSURE OUR WATER IS SAFE TO DRINK. I am supportive of growth and more opportunities for people, but if I had to choose one or the other, I would choose to breath fresh air and have clean water to drink. Another area of concern is how many new condos and apartments are being built. Cost for younger people are ridiculous and they can't afford it. So they live at home with their parents until they die. Just keep those people in mind when considering growth. Should be growth AND affordability.

Do NOT take away the truck ban on Legacy!!! Legacy highway is a beautiful road surrounded by homes and wetlands and bike lanes. If the truck ban is lifted and Legacy becomes a free way the trails and wetlands will be taken away which will severely impact the quality of life for the families who have made their homes there. We have enough freeways!!!!!!! It is time to preserve the quality of life for Utah families!!

I am very concerned about the environmental impacts of this project, both on the land being developed and on the communities downwind of the pollution and it could produce. Also, if massive projects like this are so lucrative, why do developments get tax breaks instead of being taxed to benefit the community and paying impact fees for the wear and tear on infrastructure. It looks like as a community we give much more than we get.

I live right by Legacy parkway and do not want the speed to increase or trucks be able to travel there

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

We need to keep water going into the GSL. If it dries up we will be in for economic devastation from Dust Bowl 2.0. We also need to prioritize health over commerce.

I've ridden my bike to Salt Air for 15 years. I always assumed nobody would build anything out there because of the dump and the wetlands. I don't understand how this is feasible now, but it's a shame that we are taking the gsl shoreline and turning it into a business park. Let's be smart with our decisions.

Keep the trucks off Legacy

Carefully consider the physical/biological capacity of our situation BEFORE inviting further growth. Water may be our most critical resource.

I don't see how this benefits anyone but land owners and shippers. From the presentation last night I see that growth will happen. But land owners are betting on the public funding of infrastructure to support and make their projects profitable for them. An over riding plan make make sense, but only once you have accepted that big growth will happen. I believe wo SLC and the state of Utah building the needed infrastructure, these projects will not ,move forward.

As I am totally against this project and know that our taxes are going to be used to pay for much of what will be needed. The cost (monetary, pollution, overcrowding of everything and more) vs the benefit are not worth it. Some people are going to get very rich and the rest of us will get soaked!!!

I don't think having an inland port in any area that already has; bad air, limited water, housing crisis, low unemployment is a good location. Increasing development in a fragile ecosystem is a disaster. Increased dust from the great salt lake is already reducing the snow pack which we use to drink. We live in a desert water is and will continue to be a resource we should be very very careful with.

I'm not entirely sure we want an inland port. From what I understand Los Angeles is facing detrimental effects from destroying their lake resource. I don't want the inland port to use all the resources so our Great Salt Lake dries out completely. I want the Port Authority to make sure they are preserving the lake as they go through with this project.

Location is key. Why not put this port in Price? There is already rail systems in place and the economy would be greatly stimulated in a slightly more rural area of Utah. Air quality and other environmental impacts would be less of an issue because not in the center of a bowl and is already almost over flowing

I still don't think the port is necessary but if it does get built, then it should be done in such a way that there is no impact on the environment and the surrounding communities.

I see very little being done to address air quality in a successful, impactful way. But we have little vignettes of projects we can point our finger to, the ultimate concern is air quality. Physicians around Utah State all agree that air quality impacts health and safety. with that said, the only way I would support an inland Port is that if it required natural gas, electric, or extremely low emissions as a entirety. I have a feeling this will go through even though I'm against it. If it does, I want to see a huge investment in improving air quality. Not only addressing the air quality caused by this port. a project to also addressed current air quality and our major polluters.

You want to build on a vital ecological, the Great Salt Lake, resource that cannot be changed back once you add light, noise, air, and water pollution to it. This is one of the most important stops for migratory birds in the western hemisphere and you keep claiming that we have to build here, and you insist on doing it with the most environmentally harmful developments (an inland port), and putting next to one of the most valuable ecological resources in the west. This is result in a loss of that resource, and it is not logical.

The State's land grab from Salt Lake City is unacceptable. The legislature hates the control the US government holds on public lands yet they are doing the same with SLC. It is HYPOCRITICAL! SLC needs the tax dollars from the IP to expand with the IP and keep up the infrastructural needed to support the IP. Sure the State will kick in to build it but what about 5, 10 years down the road?

We already have to deal with refineries in the area. We dont want any more disruptions to the environment in our area.

I own a company that sells products manufactured from all over the nation. This would increase lead times greatly.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

I believe that the inland port is a terrible idea. The American Lung Association ranked Salt Lake City Utah #18 for cities with worst air quality in the United States. Bringing in semi truck/shipping traffic is going to make this worst. Weber county is a non attainment area for the EPA. Semi truck emissions are not regulated. Also, I fear that drug trafficking and sex trafficking are going to get worse in Salt Lake City and surrounding cities. I believe that the inland port is going to harm the community more than anything.

Nothing about the "wilderness" or "wetlands" there are beautiful. No one who matters will actually be sad to see all of that area developed. And all of the training for any technology labor in the area can be handled by Prime CTO (www.primecto.com). We're happy to help.

I mean, as someone who lives on one side of the west side of Salt Lake and works on the other side of Salt Lake, I know that trains might be a good environmental solution, but I already can't reliably get to work without getting stopped by a train now. I often have to drive miles out of my way to not get stopped by trains, and I can't imagine how difficult it will be. Increasing train traffic will further isolate the west side of Salt Lake, but increasing truck traffic is going to make the air quality worse- and the west side of Salt Lake already has terrible air quality. Also, I really worry that this project will not create the jobs promised. This seems like a project where automation is going to wipe out a lot of jobs in the near future. I am really worried that we are going to invest in a lot of infrastructure and not get any return on investment in the long run.

The project will cause more harm to the near by bird sanctuaries, will only worsen our air quality and the economic growth will only provide means for a select few. Meaning the control of goods will not be dealt by local governmental oversight, it will be controlled by a hand full of people. I do not believe that any excess revenue will be then used in neighboring communities.

Please don't listen to the activists and nay-sayers - we desperately need this

The state hasn't done a great job at getting the air clean yet. More people and more factories? I can't imagine what the pollution would be like. I think the state is too focused on making money and not focused enough on protecting our natural resources, without which, life will change dramatically.

I live in Salt Lake and my family will be directly impacted by the pollution and loss of taxes and school revenue. I will not be represented in any way on the board. What is sad is that the inland port is set up to rob the kids of Salt Lake since none of the taxes will go to schools. Instead my family will get even more traffic and air pollution. We're already getting a prison we don't want. Salt Lake and Utah are doing just fine without this. You do know that people in other cities with inland ports regret having them?

we can not let this land grab happen

Keep certain areas and roadways truck free and impact free. Keep the legacy truck ban, among other roadways.

It's very concerning to me and many of my neighbors that this project has not been transparent. That lack leads people to believe that people who are involved in the project will benefit. It is the same kind of feeling I get when I think of the prison relocation.

Until we can clean up our air pollution now, we shouldn't add to it.

The inland port is a huge mistake. It's going to poison the citizens of Utah, with all the added air pollution. It's going to make commuting unbearable. I'm all for more jobs just in less impactful industries.

Think if this was more of FB. I. Could have answered better. Stupid one was about bike path down 9200 Drain needs to be covered up on the east side and bike path needs to be on the east side otherwise you're asking for accidents to happen people already own on 92 all the way out to the middle of the street which is 41 feet they took that for parking they can no longer take another 41 ft or 3 ft for bike Lanes

A helpful idea would be to abandon the Inland Port project altogether. The time and money can be spent elsewhere to help Utah's infrastructure, education system, pollution issues, etc. No amount of "money" is worth more than human lives or this planet..

Keep trucks off Legacy. 1 truck will significantly affect traffic flow. Then, the purpose of Legacy is out the window.

We need to resolve the housing crisis and increase in housing prices that outgrown wages for middle class Utah citizens before we add more jobs. The reality is that our unemployment rate is quite low but we have less housing than citizens and the housing that is available is not priced realistically for many families. This project will create jobs which will bring new residents to Utah with no housing available and will increase Utah's housing crises.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

It is getting old how the state legislature forces these projects on us without any regard to the people who elected them.

Please tell me how this will be more beneficial than hurtful to the people living in Utah? The overall impact will be negative, we have some of the worst air in the country and progressively worse traffic, bringing in more semis and a few warehouses (utilizing AI instead of outdated manual labor) certainly won't help the situation. And finally you think a company like Amazon (who has no tie to Utah and pays essentially no federal taxes) will care about the negative impact on Utah, or happily offer up tax revenue? Pull your head out, you sound like Obama when he wants to make more of Utah federal land without any care to how it impacts those living and affected most by it.

I hate the Inland Port idea. It's the biggest environmental boondoggle, land grab, and destruction to hit the valley since I've lived. None of the options are ok. DON'T BUILD THE PORT! That is the only option that makes sense. Just look at the beautiful photo that you are using as a background with the mountains and snow. The Inland Port is going to utterly destroy this beauty. You all should be ashamed of yourselves. The survey is biased, and doesn't have any choices that would eliminate the environmental impacts, the destruction of our lungs, the destruction of beauty, birds, wildlife, and views. What is wrong with you people?

Seems like a way to try to move polluting coal. Little advantage to Utah other than padding the elites pockets

The less it impacts my family the better. We all know this only makes a handful rich so nothing I say matters

The legacy truck ban should remain in effect to preserve air quality, environment and children's health along the route. The port should utilize I-15 and railways not Legacy Parkway.

There is no way to make an inland port walk/cycle/recreation friendly. Who would want to be outside sucking in diesel fumes, dodging semis, listening to traffic noise? Our freeways and roads are already overcrowded with trucks. I am furious about legislation that will allow semis on Legacy Parkway. I already limit outside activities due to poor air quality and it will only get worse as the population increases in the valley.

I remain incredibly skeptical that this is good for Utah and the salt lake valley as a whole for decades and generations to come.

Please do away with the speed limit requirement on legacy and add more lanes.

This further negatively impacts our air and noise pollution.

The inland port is a bad idea. Our state has the worst air quality in the country and some of our lawmakers promote projects that would increase the amount of traffic and air pollution along the Wasatch Front. The truck ban on legacy highway should be extended and the highway should not be used for trucking. Allowing trucks to use legacy would destroy wildlife habitats, have a negative impact on desirable communities, and make the trail system toxic to use. The views from my back door are amazing, and would be ruined with increased noise that would be followed by towering sound barriers. No lawmaker would support having trucks continually driving through their own back yard, so it's not okay to have them drive through mine.

I am very concerned with the environmental impact this port will have, especially to our air quality which is already poor. I live next to Legacy Parkway and I am very concerned with the use of this parkway by the trucks from the port in regards to air and sound pollution, as well as safety.

Keep the truck ban. No trucks on Legacy Highway. Use the trains. I think this is going to end up being a bust like the Ogden depot and Layton's industrial park. Utah is growing in other ways. We don't have affordable housing for our growth as it is.

We are already dealing with too much congestion and poor air quality. This will only worsen both based on the current information/plan.

Preserve the legacy highway truck ban

Keep trucks off legacy hwy!

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Is the inland port a necessity for the Utah economy? I feel like the economic benefits of the port cannot make up for the negative environmental impacts it could create. I'm concerned lawmakers are looking at dollar signs and not thinking about the big picture. What about quality of life? If you build more roads (induced demand), more railroads, it will never be enough. Tax payers will be called upon to pay for more roads and railways, and The profits made will be mostly from business investors living out of state? I'm so concerned because there has been little info shared about this project that will have HUGE impacts on our future. Will I have to move to Idaho to be able to breath? Please consider what this means for our quality of life long-term.

We have dozens of communities with the legacy on their west side...and I personally do not understand how permits are given to builders who build beautiful communities with 3 and 400,000 homes...only to snatch the parkway (scenic byway) to build another freeway....we will lose our recreational trail, our view, and much of our community. Thousands of familys have the biggest investmwnt of their lives right here in these communities...And the senate won't even entertain discussing this to find win, win solutions. There has to be a better way than doubling our population and tripling the trucks on the freeway....turning our scenic byway into another freeway...especially since most of the money made will not eve stay here in Utah...I walk our neighborhood often....come to the table with the families for a better solution.

An inland port is unconscionable during a time when climate change is threatening the survival of everyone on the planet.

Utah already has traffic congestion issues, water issues along with housing shortages. Most jobs that will come from in land port are not high paying jobs. There might be a few management but that's it. Utah is known for low wages add that with high cost of housing and that's a disaster waiting to happen. Why does Utah consistently think they have to fill every open space??? No one wants to feel like they live in a crowded ghetto part of the city. That is exactly what you'll get with this in land port. Notice the politicians don't live anywhere near them. Coincidence? Nope!

The port is not needed. By the time it is built, it will serve no useful purpose. Money which could have gone to schools and other social needs will have been wasted. Stop it now

Where is the environmental impact statement for this project?

I think the inland port idea should be abandoned. We don't need more low wage jobs, and it will seriously add to air pollution that we simply can't afford.

There should be NO INLAND PORT! Throughout the industrial areas of Salt Lake City, there are companies and industries that are underusing their properties. WE MUST NOT put more concrete down on the Uplands of the Great Salt Lake when there is space that is already concrete and underused. There should be a plan to redesign and integrate already existing industrial properties and preserve as much of the Great Salt Lake Ecosystem as possible for its multiple beneficial effects on our lives and livelihoods, especially our health.

It seems like there is a full steam ahead program here and, to appease the public, there will be hearings and requests for input about preferences about how we should do this thing we've already decided we are going to do, "we" being the legislature and the financial interests that push them.

This is an opportunity to lead with an eye to our environmental, community and business futures. They are all interdependent.

Most exciting thing happening in Utah since the Olympics.

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Read it Please, every part of it Community, environmental, health and conservation organizations question Envision Utah's neutrality in proposed port community engagement process Community, environmental, health and conservation organizations opposed to development of a polluting port in Salt Lake City's northwest quadrant are questioning the ability of Envision Utah to conduct an objective community engagement process. Envision Utah is being paid \$100,000 for its work and is also reportedly bidding to conduct the \$475,000 business plan for the port. The community engagement process commences on Tuesday, February 19 at the Utah State Fairpark. "We have been hopeful in our efforts to entrust that the Inland Port Board will do the right thing. We fear this is becoming a questionable approach. We would note that the Port Authority has not, even in their own meetings, followed the rules that they established for public engagement," said Richard Holman, co-chair of the Westside Coalition. "Our community members are now deeply concerned about whether Envision Utah, whose board contains numerous powerful supporters of the proposed port and is also seeking a very large and lucrative contract to develop the Port business plan, can engage in a neutral and objective analysis of public concerns. There is a perception of conflict here that must be addressed." Envision Utah's Board contains legislative leadership, the Governor, the Director of the State Institutional Trust Lands Administration (SITLA is a property owner within the boundaries of the port, whose property is being discussed as the site of a BNSF railroad intermodal facility), the Director of UDOT (who is on the Port Board), and numerous property developers and business interests. Envision Utah also receives financial support from SITLA, as well as Rocky Mountain Power, which is owned by Berkshire Hathaway – owner of BNSF railway. Port Authority leaders, are attempting to cast the proposed port as the lesser of two evils – describing development in the area as inevitable and/or already occurring, and suggesting that the addition of a new intermodal railyard, which taxpayers may be asked to help finance, will reduce emissions. "It's time for some honesty from state leaders. They want to force us to accept a project that is unwanted and completely unnecessary. It will make our air quality worse, harm public health, and further congest our freeways," said Dr. Brian Moench, President of Utah Physicians for a Healthy Environment. "The best economic stimulus we could ever have would be clean air, clean energy, and a clean future. This dirty energy pollution port is the exact opposite." In addition to the cost of the intermodal railyard, which could be as much as \$250 million (a similar facility developed by BNSF in Kansas cost this much), a feasibility study commissioned by the Governor's Office of Economic Development estimates \$191 million in infrastructure costs for the green field development north of I-80, and \$31 million for the area south of I-80. It's not clear who will bear these costs, although the Port Authority's Tax Differential policy prioritizes tax differential for the intermodal railyard. Also, the legislation creating the Port Authority allows it to take 90% of the tax differential generated – money that would normally go to local governments for public safety, utilities, roads, schools and libraries. "If Envision Utah was operating as a truly unbiased agent, its planning process would include a no-build option which is the gold standard of objective process planning. Including a no-build scenario would elicit a full range of community expression and would be a catalyst for further conversation," said Heather Dove, President of Great Salt Lake Audubon. The groups are also concerned that the Port Authority is giving short shrift to concern about impact to wildlife habitat and existing conservation uses which also have economic value. "Serious consideration should be given to conservation issues in this area because of its proximity to Great Salt Lake. The problems and potential risks that are likely to arise from this type of land use will not only have significant impacts to wildlife and their habitats but will also have significant and measurable economic impacts to conservation properties and traditional uses like waterfowling and birding which contribute millions of dollars to the state of Utah," said Lynn de Freitas, Executive Director of FRIENDS of Great Salt Lake. Groups expressing concern about the process include Utah Physicians for a Healthy Environment, Great Salt Lake Audubon, SLC Air Protectors, Utah Moms for Clean Air, Save Legacy Parkway Citizens Committee, the Center for Biological Diversity, FRIENDS of Great Salt Lake, The Utah Audubon Council, the Westside Coalition and the League of Women Voters of Utah, and the League of Women Voters of Salt Lake City.

I feel that the Inland Port is the most influential project that Utah has had in a long time, maybe ever in allowing Utah's economy to become more competitive and influential throughout the nation. This will create more stability in the area's economy and help demonstrate the capability that the state of Utah possesses.

This is a disaster for Salt Lake City, and feels like a land grab by the Utah Legislators. The west side of Salt Lake is already burdened by poor air quality and rail/train delays. Please stop this project and perform a public input process that is fair and will listen to the people!

The previous question assumes that some type of Inland Port will be built. It does not provide an opportunity to state a preference for a 'No-Build' option. This is a very biased process and survey. Many people do not want the Inland Port! It will Salt Lake City's air pollution and encroach on undeveloped wetlands. No Inland Port!

The inland port should not be located in the Wasatch Front. Salt Lake County already has growth hurdles it can't currently overcome. Traffic and pollution are continuing to rise and there is no current solution to the problem. Adding more people and jobs to Salt Lake County should not be a priority. Real estate costs are already too high. These jobs and the rail infrastructure would be much better located in a county off the Wasatch Front. Possible locations include further West to Tooele or further South to Carbon County. Spread the jobs out amongst the state. There are certainly reasons as a state we should pursue an inland port but these jobs are not needed in Salt Lake County. Move it more rural as the added traffic to the interstate is not needed.

Would very much like to see a focus on rail vs trucking

Bad idea and underhanded in promotion

This proposed development is slanted towards a few people who could profit through the expense and detriment of most of Salt Lake and Davis County

Please share any other thoughts, concerns, or ideas for the Inland Port pro...

Thank you for the opportunity to provide input. More information on any government financing (existing and proposed) of the Inland Port would be helpful. More information on economic impacts and benefits throughout the State would be helpful.

The Inland Port project is an utter catastrophe for Salt Lake City. The bill that created the Port Authority seems to have been written in a specifically vindictive way to create hardship for the city through pollution, loss of tax revenue, loss of environmental protections, and loss of regulatory authority over development. The economy seems to be booming without it. We don't need it to stimulate economic growth. The project as planned will create a massive industrial area with pollution that will disproportionately affect minority communities on Salt Lake City's West Side. It will impact Great Salt Lake wetlands. It will increase traffic and air pollution. It will ruin West Side neighborhoods exposed to traffic and pollution. It was specifically designed to cheat Salt Lake City of property tax revenue. Inland Port planning has already been so badly bungled that it needs to be re-set to square one with opportunities for public input and environmental review of the development. Property owners who will benefit from development need to be removed from the Port Authority Board. Future development needs to refer the environmental planning that already went into the SLC Northwest Quadrant Master Plan. The Great Salt Lake needs to have protection for water to stay in the lake. This is just the wrong project at the wrong time.

It is a disaster. It makes no sense to increase traffic and air pollution. Even with strict regulations, this will exacerbate an already bad air quality situation. The Great Salt Lake and associated marshes are an ecologically important area, especially for migratory birds. Plus, it was a giant land grab from SL City. The whole project should be scrapped.

Troubling, the Inland Port project was foreordained with little or no regard for Salt Lake City. It is a shocking display of the avarice of a few. The air in SLC is so poor and this project will contribute to a continuing poor air quality. The land around the Great Salt Lake is not waste land but is critical as an avian flyway. This was a land grab from Salt Lake City with no input or regard for those of us who live and work here. As a small business owner I question whether Salt Lake is on a path conducive to those of us who contribute to the economy but do so without greed. Lack of good air, and disregard of the environment will change the economic dynamic in Utah.

This is a fantastic opportunity to stimulate the growth of Utah's economy while reducing the number of semi-trucks on Utah's roads. A green inland port will drastically reduce the amount of pollution in the valley.

We need to develop the area to maximize the economic value of the area while minimizing traffic congestion to the airport. One of our main competitive advantages is the easy access to the airport.

What is the vision for this project other than using taxpayer resources (legislative allocations, state and local taxes that should go to schools & infrastructure) to build a giant "installation." Utah has a great economy spurred by people who love this place so much they won't leave, and keep telling everyone they know that they should move out here. But all we do is keep sh*tting in our nest with respect to air quality, water quality and quantity (did you know we are the WORST in the nation for per-capita water use in desert cities?), and zoning and crowding. If we keep this up, we will be driving more people away than attracting them (it's happening already). This is not a project that is going to make people want to move to Utah (oh boy! it's the biggest, dirtiest intermodal hub in the west!) and the additional crowding and air quality impacts will drive more people away. How about if we dared to dream about doing this differently: a low carbon, twenty-FIRST century intermodal hub that exists WITHIN a sensitive landscape, not one that just paves it over. When we talk about the "Green Economy" this is what we're talking about, and we could help bring this "dream" to life by thinking this through and implementing these objectives for this project, or we can keep on saying "changing our economy and carbon emissions is impossible" and creating a reality that will be inhospitable for our children instead. We are at the top of the ridge between two watersheds, and the decisions we make here will determine which way history will flow. Do we want to be on the side of continued disaster, or do we want to be on the side of starting to make change. More of the same (which is ruining our health and surroundings and ability of our children to have a future), or dare to dream and do??

Don't do it. Salt Lake CITY doesn't need it. It will destroy everything. Terrible City planning.

The Inland Port will have far reaching impacts on the entire state, and especially the Wasatch Front. In addition to safeguarding the immediate port area, the port and the State need to understand that every community in Tooele, Utah, Salt Lake, Davis, and Weber Counties will be heavily impacted by traffic, housing, land use, and taxation.

There are limits to smart growth in the Salt Lake Valley. We have limited water and terrible air quality. The Inland Port will exacerbate these problems. It should not be a foregone conclusion that the Valley's population will grow. If we stop these growth-enabling projects and stop inviting large development and boundless tourism, then we might have a sustainable city.

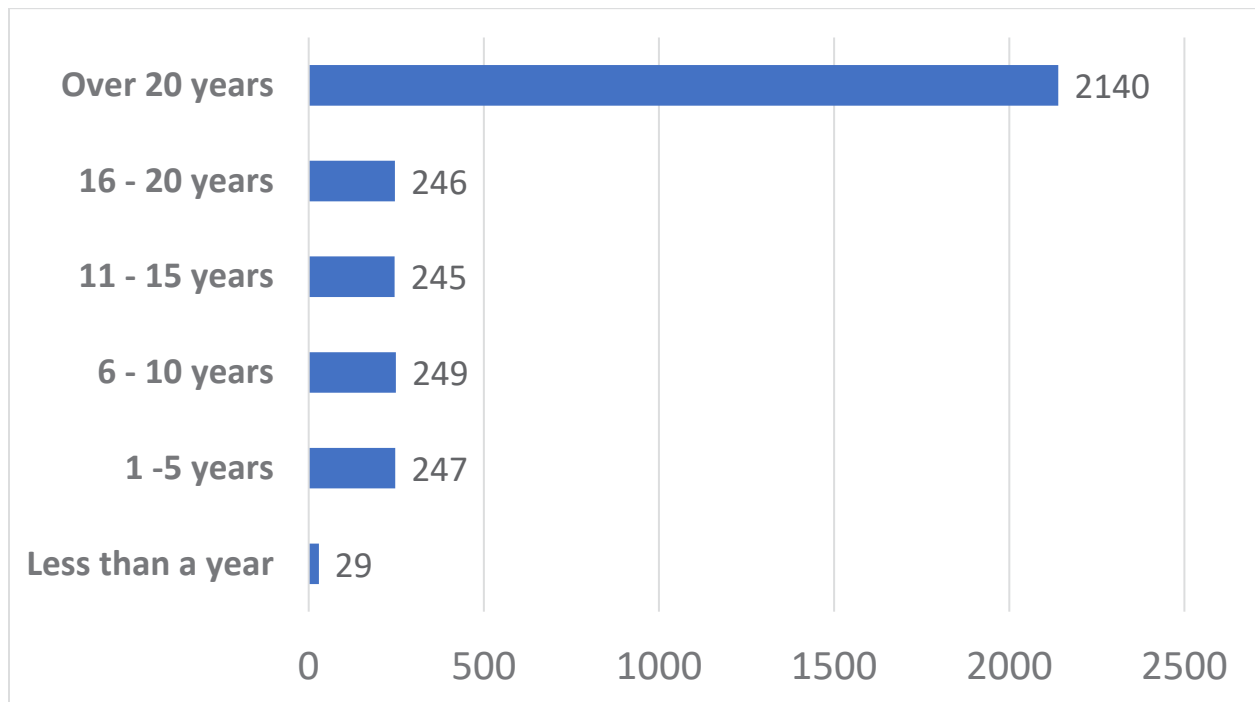
End of Report

Appendix B

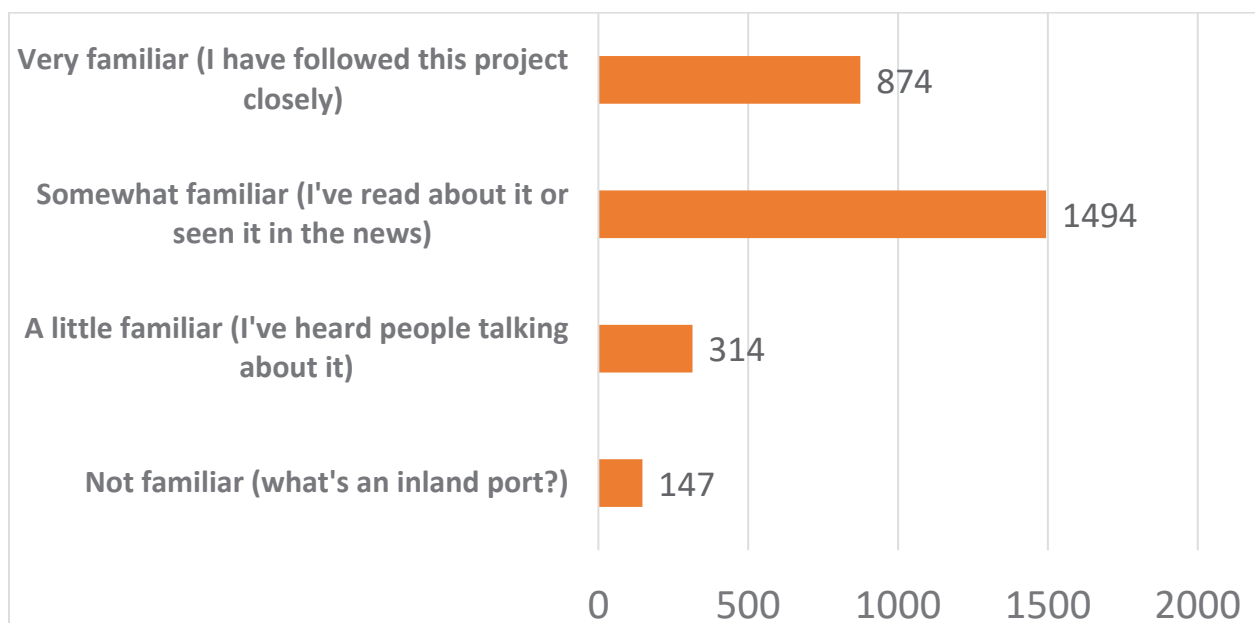
Utah Inland Port Authority Survey Results

As of October 8th, the Inland Port survey has received over 3500 responses. The goal of the survey is to identify priorities for research in the scenarios phase.

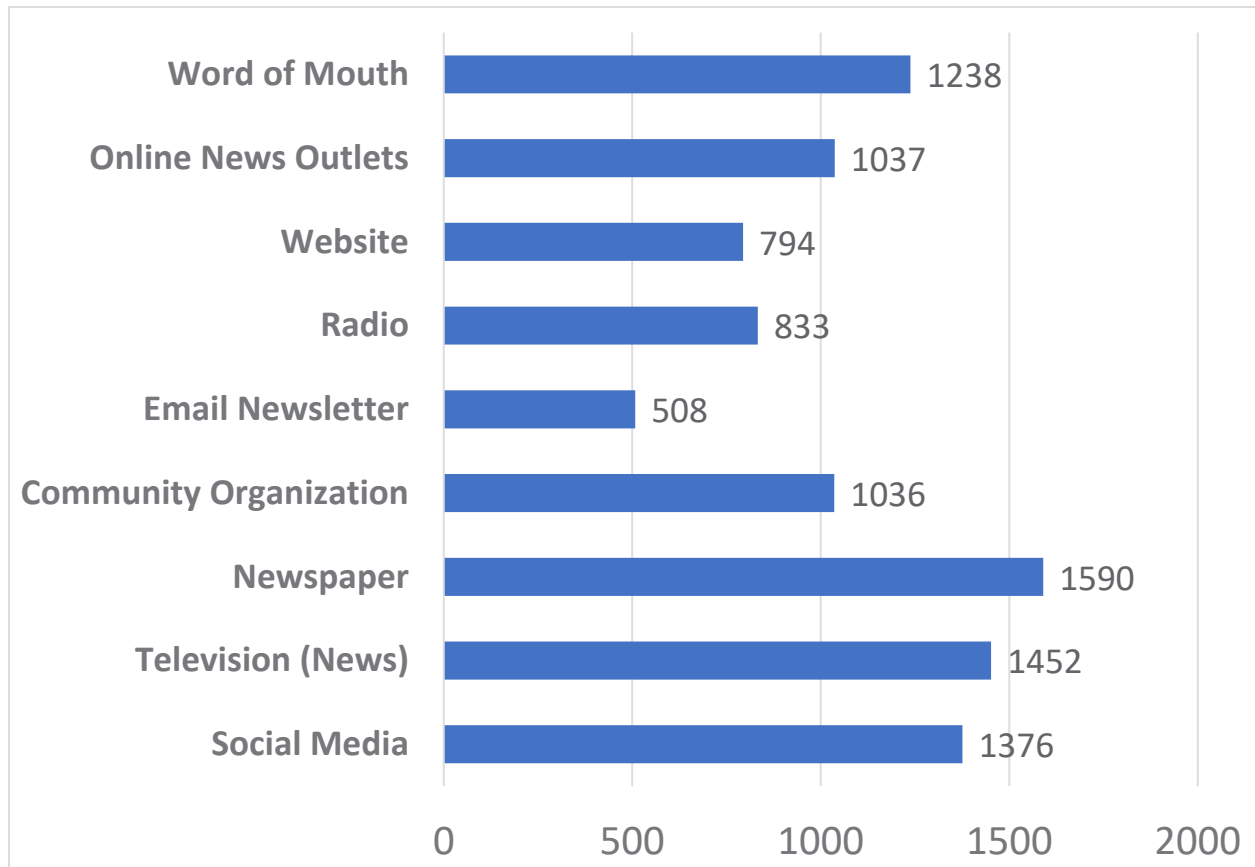
How long have you lived in Utah?



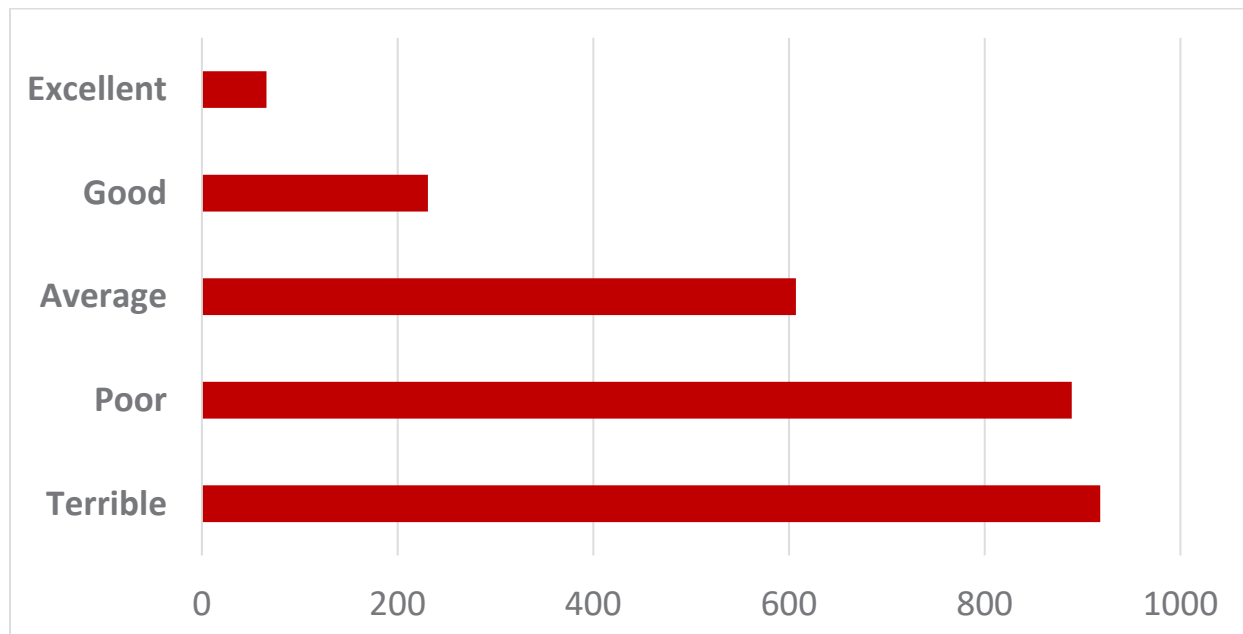
How familiar are you with the Utah Inland Port project?



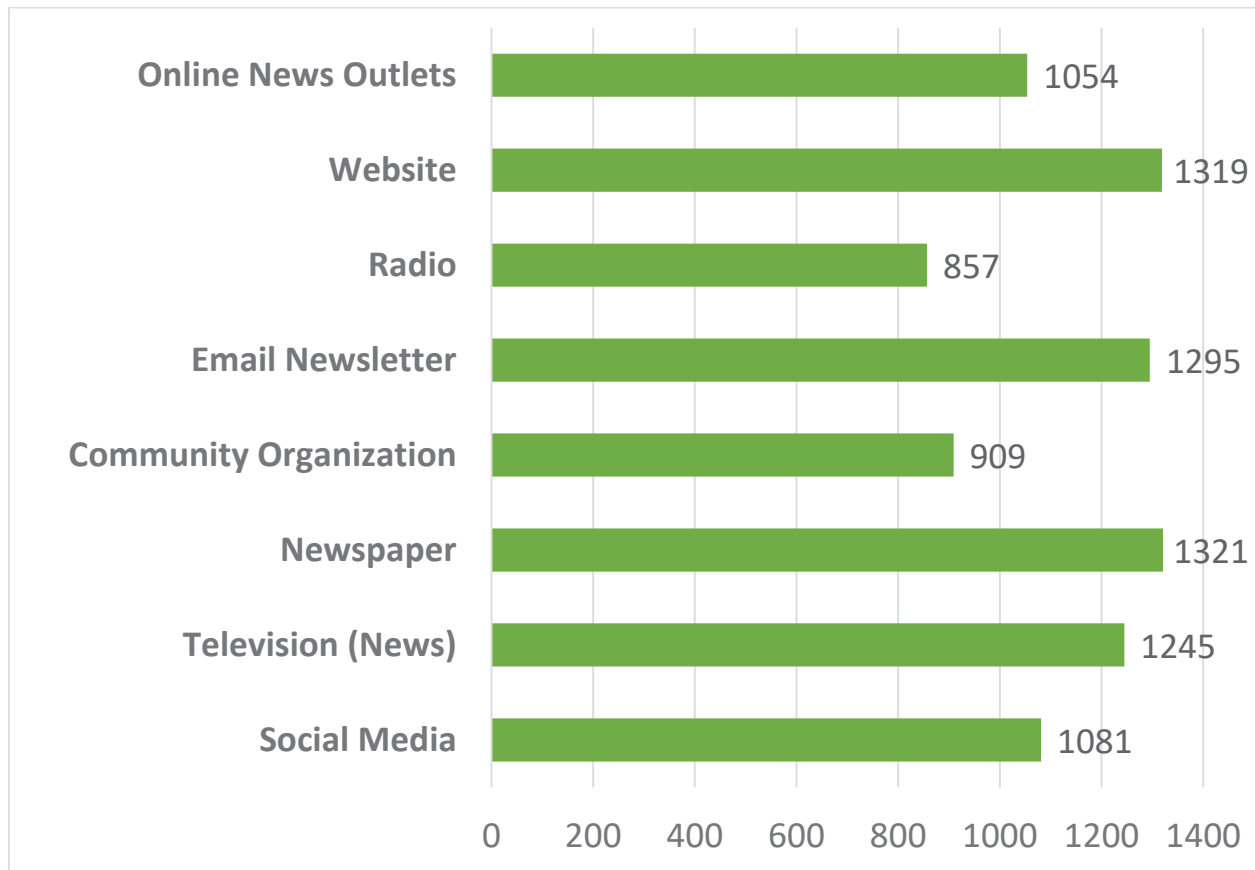
Where have you heard information about the inland port? (Select all that apply)



How well has the Authority conducted a fair and transparent process?



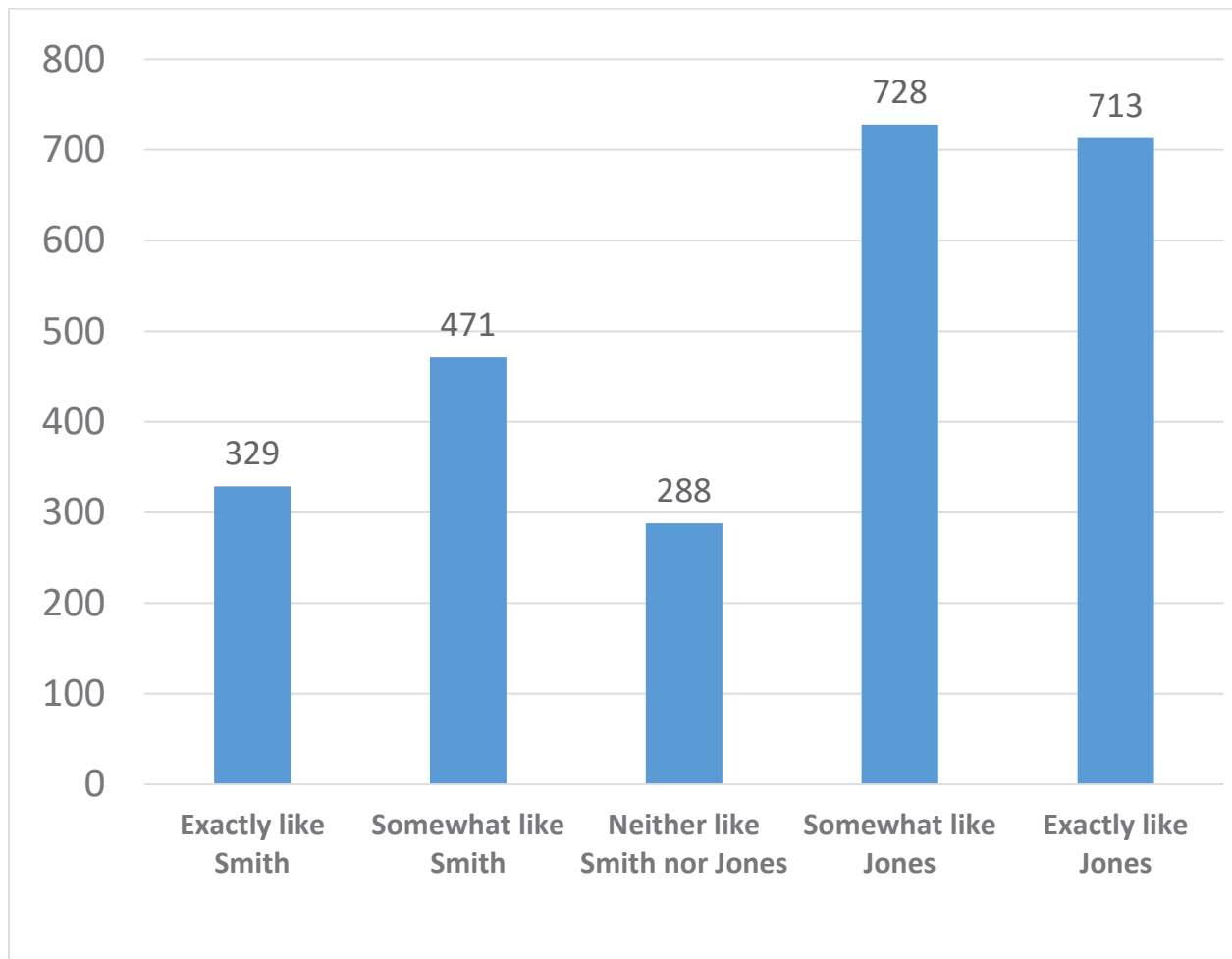
*How would you like to receive information from the Inland Port Authority?
(Select all that apply)*



Below are two hypothetical opinions regarding the proposed port. Please consider which more accurately reflects your opinion.

Smith believes that the increased availability of markets and economic opportunity that the inland port will provide will be beneficial to Utah.
Jones believes that the Utah economy is growing quickly enough and does not need the additional stimulus that would come from the inland port.

Is your opinion more like that of Smith or Jones?

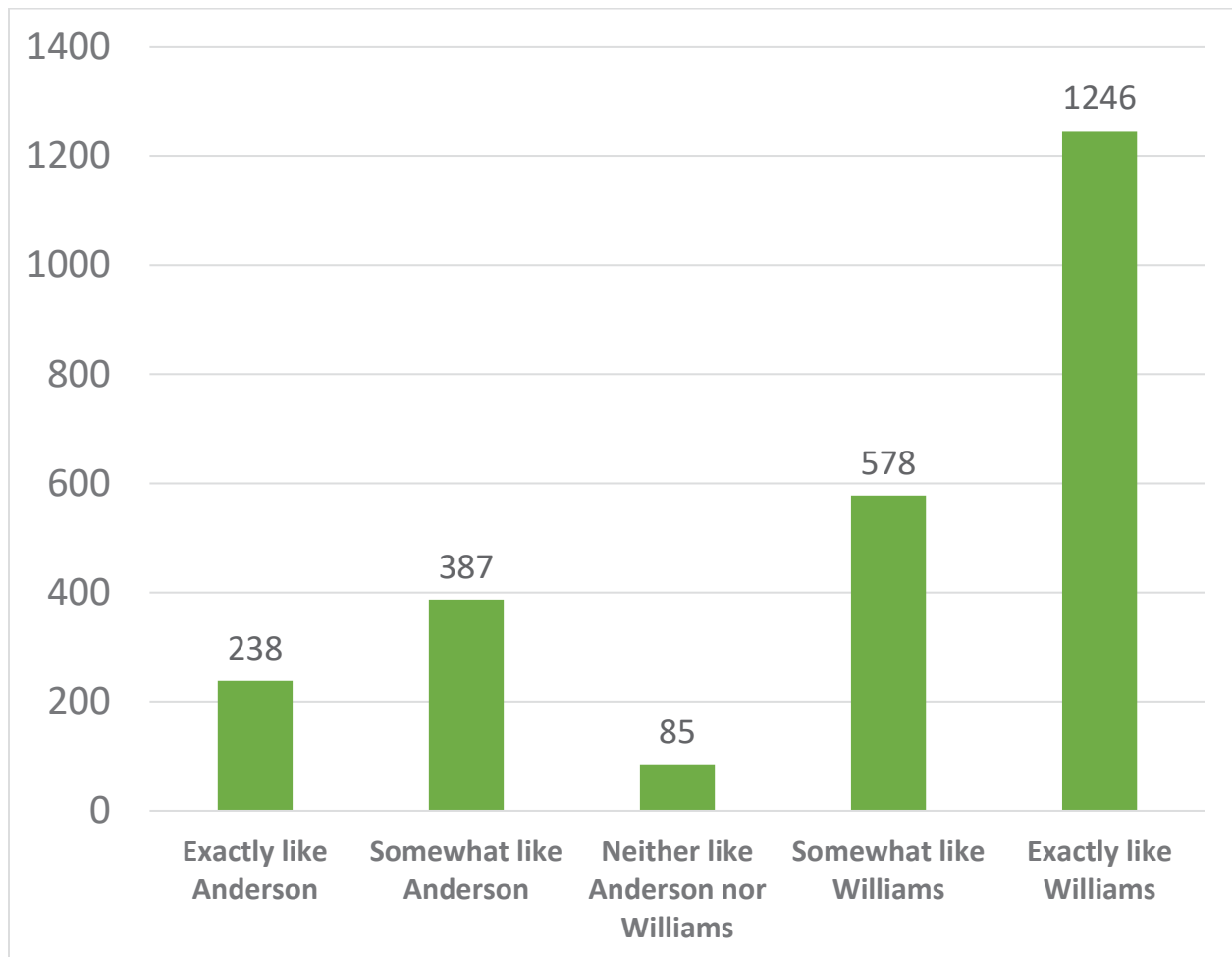


Below are two hypothetical opinions regarding the proposed port. Please consider which more accurately reflects your opinion.

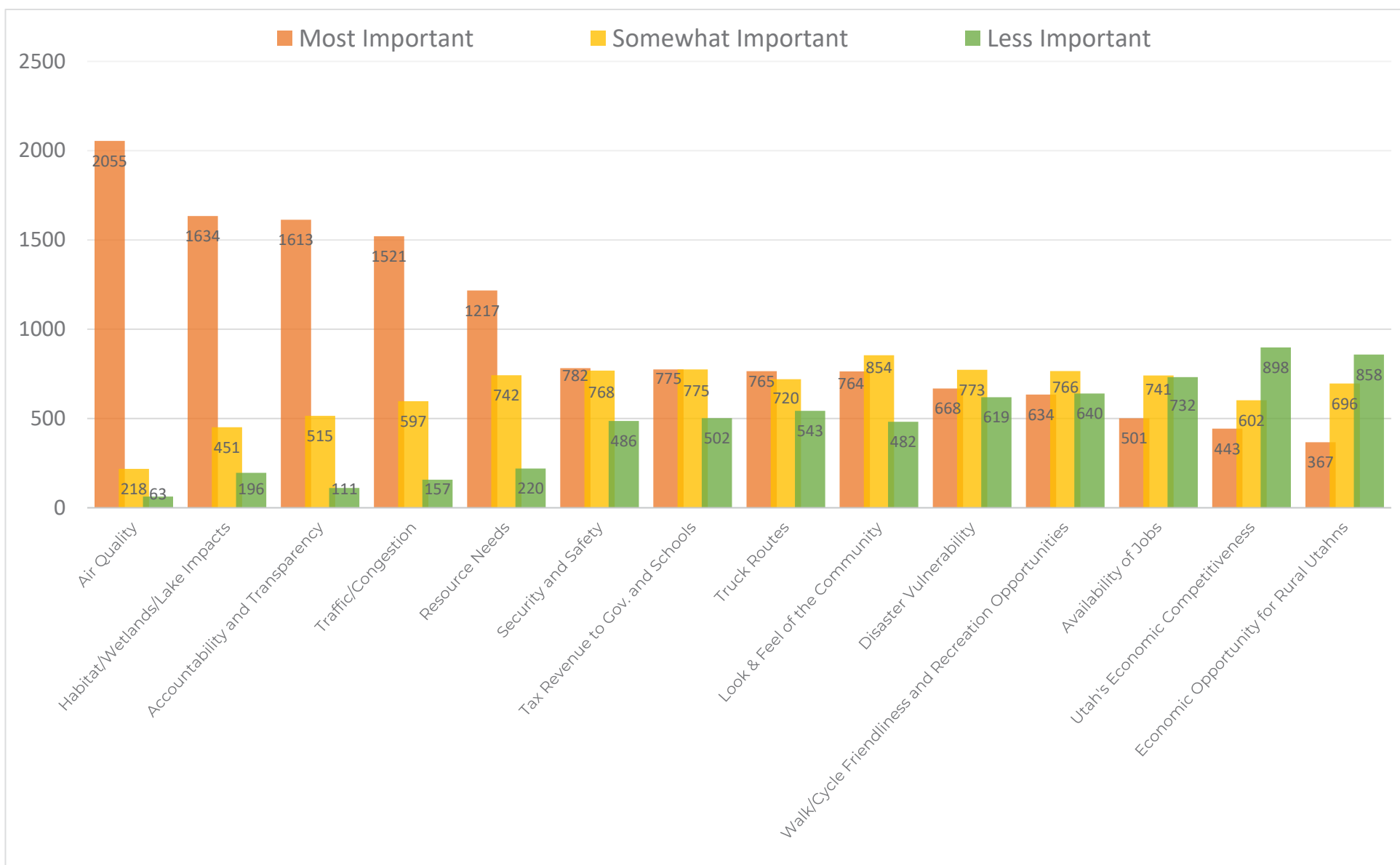
Anderson believes the inland port could be done in a way that mitigates growth-related impacts in the area (air quality, traffic, crowding, etc.).

Williams believes that the inland port will worsen growth related impacts (air quality, traffic, crowding, etc)

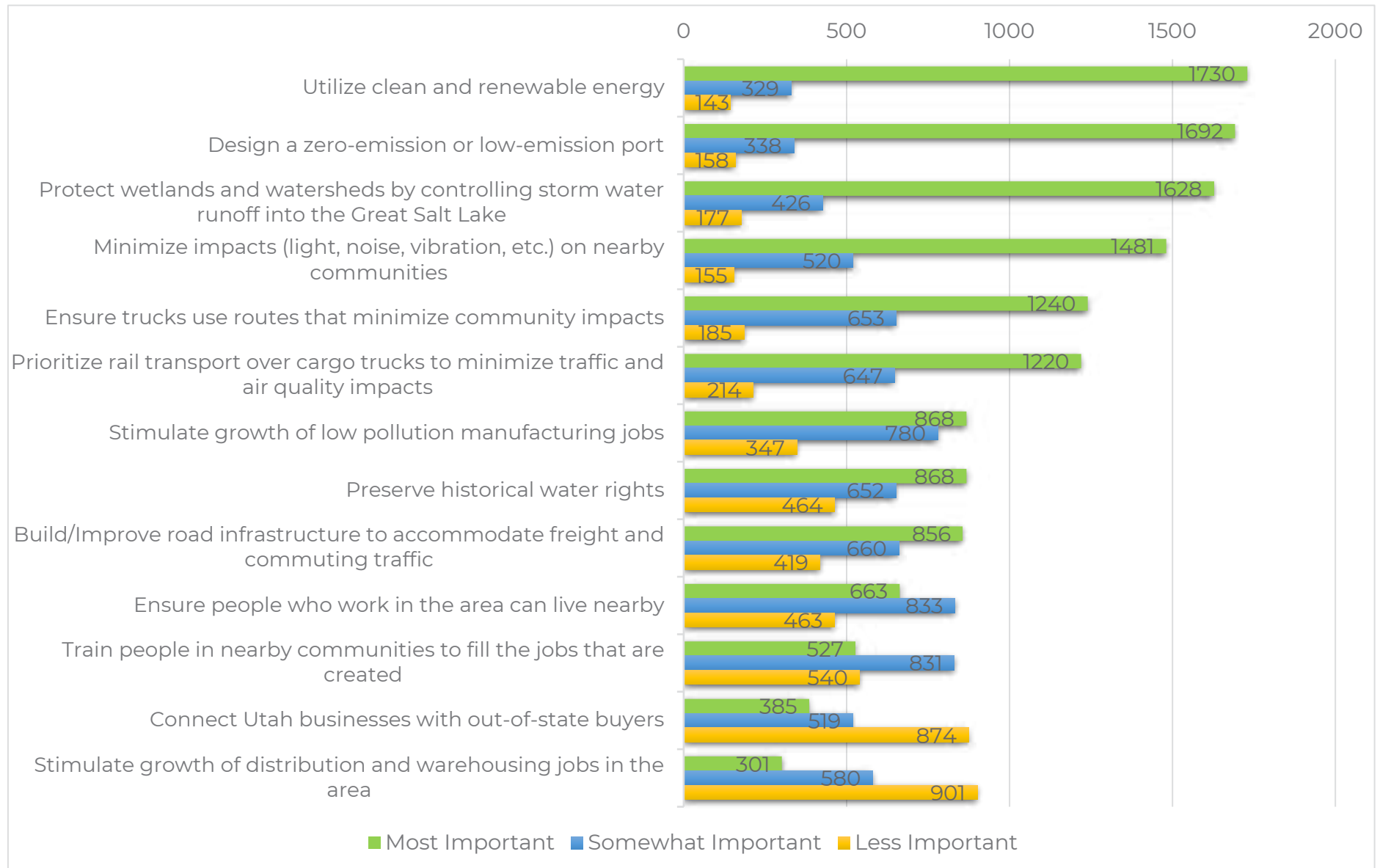
Is your opinion more like that of Anderson or Williams?



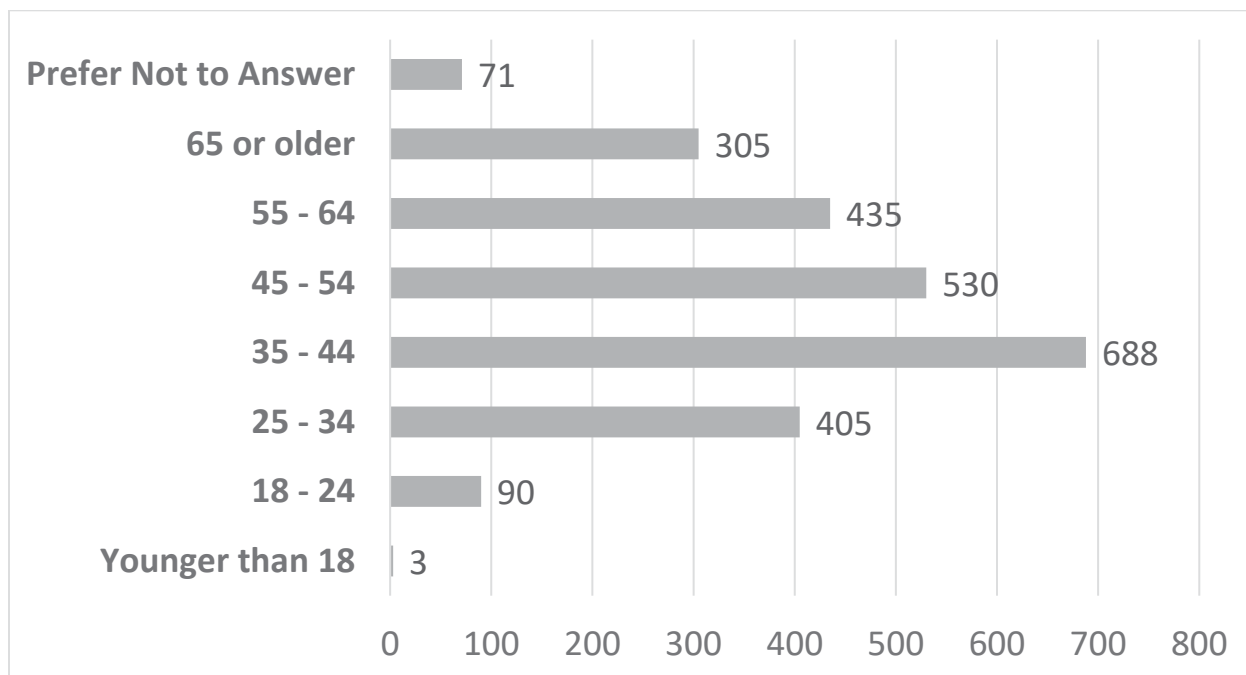
As the Authority plans for the area, how important is it to think about the following items?



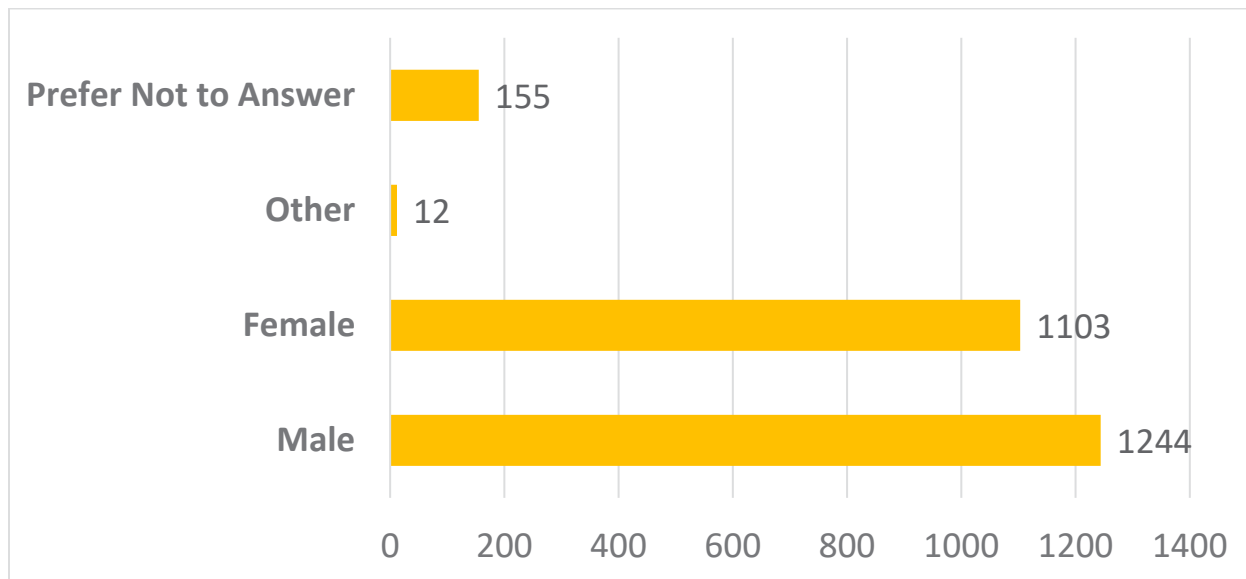
Please rate the importance of each of the following strategies for achieving the best outcomes for the port.



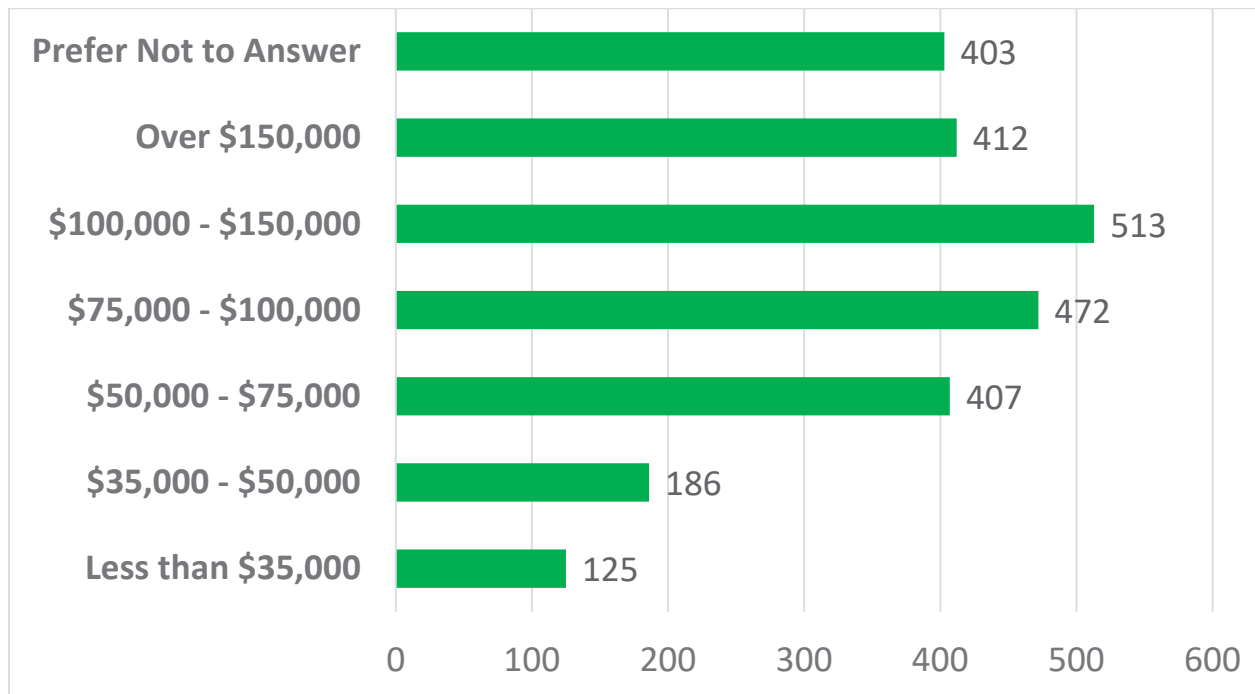
What is your age?



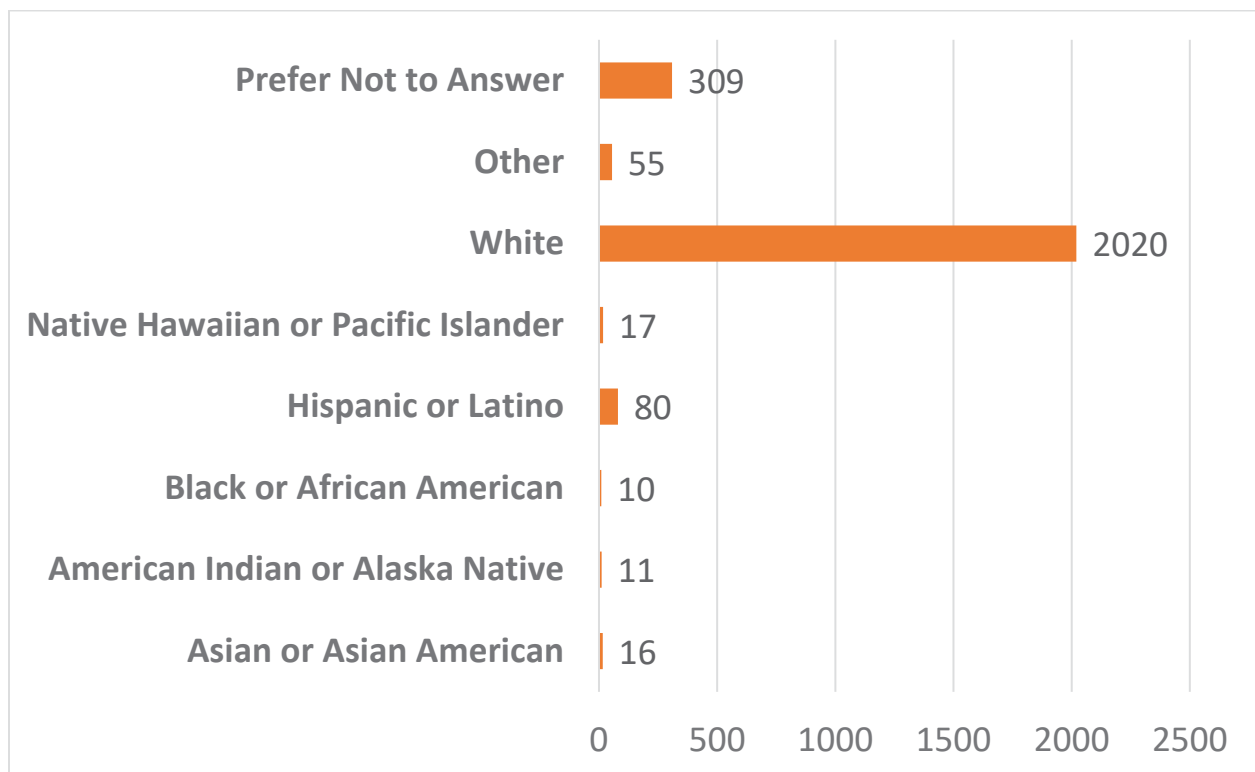
What is your gender?



What was your 2018 household income before taxes?



What is your race/ethnicity?



Appendix C

Utah Inland Port Working Group Meetings

Envision Utah facilitated six working groups to inform the creation of scenarios for the Utah Inland Port business plan. The groups were asked to generate the major variables and choices to include in scenarios, the major outcomes that should be modeled, and overall scenario frameworks.

Workforce, Education, and Corporate Recruitment

April 11th, 2019 Meeting Notes

Choices to Explore

- Utilize tax incentives for companies
 - In-state/local business growth-tweak state statute
 - Living wage
 - Corporate recruitment by the state
- Create spaces for startups (post-incubator)
- Transit service for employees - light rail, bus, etc.
- Workforce training
 - Opportunities to upskill
 - Apprenticeships - gain education, experience & wages at the same time
 - Local recruitment & marketing to raise awareness of opportunities
 - Using tax increment?
- Preserve natural amenities for quality of life - green space
- Require green measures from businesses (LEED, renewable energy, etc.)

Outcomes to Measure

- Benefit to local communities (jobs, investment, infrastructure, etc.)
- Industry mix - manufacturing vs. transportation and warehousing
- Mobility access for employees
- Community amenities - living space for daytime needs (food, healthcare, etc.)
- Promote sense of community
- Wage rates
- Jobs are filled
- Lower barriers to education

Possible Scenarios

- No action by the port authority (baseline)
 - 60% manufacturing/40% distribution
 - Congestion, community, and environmental impacts
 - Employee access is primarily driving
 - Distribution is the quickest profit for landowners
- Distribution-focused port
 - Potential outcomes:
 - Transportation emissions
 - Community impacts from rail and truck traffic
 - Jobs needed and local workforce may not align
 - Transloading happens here instead of coastal ports
 - Unloading and temporary jobs
- Industrial commuter port
- Green port
 - Amenities, daytime communities, multimodal transportation network, daycare, clinic, etc.

Environment, Recreation, and Habitat

April 16th, 2019 Meeting Notes

Choices to Explore

- Permeable surfaces to address runoff
- Treatment plants for runoff to
- Direct stormwater to pond (old JR channel) at the center of NWQ
- Water quality monitoring
- Increase upland habitat buffer (1600 F)
- LEED/Energy efficiency standards for buildings - Low-impact design
- Experimental design and research for environmental impacts
- Bird-friendly design
 - Keep lighting down and low, limit reflection off rooftops, solar panels, etc.
 - Temporal separation, varied surfaces (to keep them from resembling water)
 - Limit noise impacts
 - Windows incorporate visible elements to prevent bird strikes
- Low-profile buildings
- Investment in intermodal terminal- y/n
- Infrastructure funding- who/how?
- Landfill remediation strategies
- Limit materials allowed in port - hazardous materials, fossil fuels, grain foods, etc.

- Incorporating recreation and active transportation
- Customs operations? - What are the federal standards for monitoring?

Outcomes to Measure

- Runoff - amount, and pollution/hydrocarbon content
- Maintain flow to Farmington Bay (a potential air quality hazard if dry bed exposed)
- Water quality & Water flows
- Habitat preservation
 - Montgomery County is a good example, although faces different conditions
- Ecosystem services – monetize and model
- Development costs – Transportation, Infrastructure, Liquefaction and stabilization, Insect abatement
- Earthquake risk
- Resilience to potential socioeconomic shifts
- Availability of raptor nesting sites (bad for water birds)
- Invasive species presence

Possible Scenarios

- No action by the port authority (baseline)
 - NWQ master plan- area managed and permitted by cities
 - Landowners develop economically beneficial uses
- Shift incompatible uses to satellite ports
 - Oil & gas, Air traffic
- Environmentally sensitive/green port
 - Larger buffer (1600 ft) + wetland preservation in the middle area north of I-80 (+ trails? Within boundary only)
 - Design to mitigate impacts to wildlife and water
 - Living building challenge
 - Low-impact design & experimental design
 - No fossil fuels shipped through the port
- No development north of I-80
 - Buy out landowners or create transfer of development rights system

Transportation: Roads, Rail, and Air

April 18th, 2019 Meeting Notes

Choices to Explore

- Infrastructure planned
 - How is it funded? How much? Where?
- Varying lot coverage/Floor-Area-Ratio
- Incentivize LEED or related technologies with tax increment
- Stormwater management
- Alternative energy usage
- Strategies to shift freight - truck to rail
- 2nd rail yard/intermodal
 - Maintain current facility only
 - New facility- where?
 - Expand existing facility
- Rail-served manufacturing
- Investment in logistics R&D
- Contractual emissions regulations for vehicles
- Ratio of freight on rail vs. truck
- Pedestrian and transit-supporting land uses and infrastructure
 - Transportation management association created
 - Example: Altamont commuter system
 - Transit node with employer-supported last-mile connections

- Shared passenger/freight rail lines?
- Incorporate SLC Northwest Quadrant Master Plan
- Electronic logging devices- An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording.
 - What effect does this have?
- Manufacturing vs. distribution and warehousing ratio

Outcomes to Measure

- Resilience to changing socioeconomic conditions
 - Responsive to market
 - Who is the customer? Who are we serving?
- Inland port responds to and directs growth
- Congestion
- Blocking local streets
- Airport considerations
 - Compatible uses
- Ecosystem services
- Air quality impacts

Possible Scenarios

- No action by the port authority (baseline)
 - Development guided by cities
 - SLC Northwest Quadrant Master Plan
 - Development agreements
 - Current zoning
 - 35-45% lot coverage
 - Follows existing trends
 - Truck-served
- Sustainable technologies port
 - LEED, etc.
- No tax subsidies port
- Other subsidy options (than tax increment) for infrastructure port?
- Boggled-down port
 - Litigation limits progress - Results somewhat similar to no action port

Transportation and Port Technology

April 23rd, 2019 Meeting Notes

Choices to Explore

- Incorporate the SLC NWQ master plan
- Drone delivery integration - should be addressed in each scenario
 - Types of drones:
 - Just-in-time delivery
 - Home delivery
 - Need to integrate with ground planning
- Divert freight to rail - This might bring trucks to load from surrounding markets (Boise, etc.)
- New truck fuel technologies for short haul (+long haul?)
 - Electric- battery constraints
 - Compressed and Liquid Natural Gas
 - Renewable Natural Gas (RNG)- produced in food digester
 - Hydrogen fuel cells
- UIP as a pilot area for RNG research
 - Stations? Tap into pipelines
 - Could attract green businesses/manufacturing
 - Create fuel from waste generated in the port
- Invest in transit for workers
- Best technologies within the port
- Contractually restrict old fuels / technologies
 - Park & fuel outside of boundary
- Build off existing incentives for manufacturing
- LNG for trains - BNSF has done it in California
- Switcher trains are biggest opportunity - capital investment and uncertainty are hurdles
- Longer trains (more cars) are becoming more popular due to their speed and efficiency

Outcomes to Measure

- Drone impacts to birds
- Congestion
- Different types of trips: Local/micro freight, Long-haul, Medium-haul
- Freight/rail mode share
- Commuting patterns and modes
- Job mix- manufacturing/distribution
- Costs to operate in the port
- Impact on UDOT priorities: Community connectivity, health, economy, mobility
- Low/optimal emissions or Near-zero emissions

Possible Scenarios

- No action by the port authority (business-as-usual)
 - Distribution development- more of current trends
 - Uncontrolled transportation emissions - Decisions made to benefit the individual
 - Infrastructure struggles to keep up
- Salt Lake City Northwest Quadrant Master Plan scenario
 - "Eco industrial center"
 - Implementation to be determined
- More rail + environmental controls
 - Longer rail yard
 - Environmental best practices required
- Responsive Port
 - Ready for emerging technologies as they become available
 - Preserve corridors for energy and new technologies
- Near-zero/Zero emissions port

Satellite Port

April 25th, 2019 Meeting Notes

Choices to Explore

- Alternative fuels for switcher engines and port equipment
- Dispersion of port activities
 - Jobs
 - Freight
 - Manufacturing
 - Investment
- North-South rail route through the state
- Strategies to bypass the Wasatch front for through truck traffic

Outcomes to Measure

- Jobs/housing balance
- Synergies across infrastructure types
- Strategic imports/export connections- Icon fitness and agriculture

Barriers to Development in Satellite Locations

- Investment in infrastructure
- ROI of infrastructure investment

Products Imported and Exported throughout the State

- Box Elder
 - Exports- hay, steel
- Emery
 - Transloading location
- Carbon
 - Exports- coal, oil
- Freeport Center
 - Imports- plastic, steel, goods
- Juab
 - Exports- mining products
 - Imports- mining and steel
- Millard
 - Exports- agriculture

Other Ideas and Outcomes

- Rail network study
 - How do we fill outbound trains efficiently as a network?
- Planning to “make the market” for imports and exports
- RFI- what are the strengths of each community/region
- Regional multimodal freight planning for populous counties and statewide
- Public/private partnerships

Possible Scenarios

- No action by Inland Port Authority
- Live, work, play Port
 - Workers don't have to commute
- Dispersed port
 - Freight, manufacturing distributed through satellite locations

Air Quality

April 26th, 2019 Meeting Notes

Choices to Explore

- Regulate non-road and truck emissions (no pre-2010 trucks)
 - Through contracts, bidding process for construction, etc.
- Alternative energy use
- Best-available technology for buildings
 - May be required already- include in all scenarios
 - Can the Port Authority do more?
- Electrify switching yards
 - Using incentives
- Market incentives to reach overall emissions target
 - Leaves flexibility
 - Allows for innovation
- What to do with the landfill?
 - Tax increment use?
- Products allowed through the port
- How much infrastructure/roads goes in?
 - How is it funded?
- Commuting incentives for electric vehicles, transit
- Tier 4 pusher rail would help a lot

- Incentivize value-added uses (biomedical manufacturing) over distribution

Outcomes/Metrics

- Non-road emissions
- Truck emissions
- Train emissions
- Energy use & emissions
- Permeable surfaces\impacts on traffic
- Impacts on road infrastructure
- CO2 emissions
- Jobs
- Flexible building spaces- applicable areas are ready for automation (dark warehouses)
- Resilience to changing economic conditions
- Short-term outcomes
- Long-term outcomes
- What goes through the port- hay, fossil fuels, etc.
- air quality benchmarked against current in each scenario

Possible Scenarios

- No action by the Utah Inland Port Authority
- Zero-emissions Port
- Worst-case scenario
 - Technology does not advance as fast as expected
 - Distribution jobs dominate the area and are automated sooner than expected