

Considerations for Inland Port Board Action – Meeting #1

Proposed by Council Member James Rogers, Salt Lake City Council District 1

Near term considerations

1. I move that we ask Board Members to consider whether there are key individuals in each of our organizations, and community organizations we work with, who might be willing to serve on technical advisory committees (as enabled by HB 2001) or otherwise help as potential resources to the Inland Port Authority Board in technical aspects.
2. I move that we schedule a Public quarterly meeting in the evening in a facility within or abutting the Inland Port to give the community an update on the status of our work, and give community members and other interested parties an opportunity for public comment.
3. I move that we ask representatives of the State, City and County to meet to review the water, sewer, road and similar basic infrastructure investments currently planned for the Prison to confirm:
 - a. That what is funded and planned fully meets the needs of the prison;
 - b. The extent to which the currently planned infrastructure investment directly or indirectly enables or facilitates other development;
 - c. Whether there are opportunities for additional incremental investment (in what is already planned for the prison) that could yield significant benefit in meeting the goals of the Port Authority.
4. Business/Sustainability plan
 - a. I move that we establish a technical subcommittee of Board Members, to be joined by staff members from the State, County and City who are familiar with the development and management of Request for Proposal processes, to develop a draft of an RFP for the Business and Environmental Plan. Further, after review I move that we put the draft RFP out for Public Comment for a minimum of 20 days to allow community members and all interested parties an equal opportunity to comment on the draft so that when it is issued for response from potential consultants it is as comprehensive as possible. Finally, I move that the RFP be issued upon approval of the final product by the Board.
 - b. No person having a financial interest in the development of the port should be a member of any project team submitting proposals.
 - c. Proposals should detail how they will address the following (list should be included in the RFP):
 - i. The business plan should take into account public comment and the timeline for developing the business plan should include public comment period in both the development of the plan and a draft of the plan once it is available.
 - ii. The business plan should take into account and follow the existing zoning and currently adopted master plan. Ideally the project team should identify relevant land use and planning expertise.
 - iii. As stated in the law, the business plan should have a strong sustainability component, authored in conjunction with DEQ to establish metrics and reporting requirements for measurements. (this is also recommended in the 2017 Global Trade Port feasibility study)
 - iv. The business plan should take into account costs and timeline for developing a port (with optional scenarios for the Board to consider), and should evaluate the

potential impacts and timeline of impacts include jobs created, air quality, light and noise pollution,

- v. The business plan should evaluate potential impacts on existing and planned local and regional infrastructure, and identify what, if any costs are related to that. Specifically the business plan should look at needed improvements to the rail crossings that exist on the west side, to mitigate potential increase in local/arterial road blockages due to increased freight traffic. The business plan should address the cost of and timeline for these improvements.
- vi. The business plan should recommend a timeframe for “substantial completion” of the plan and should evaluate whether it makes sense for the Port Authority Board to continue managing tax increment after that substantial completion. (as recommended in the 2017 Global Trade Port feasibility study)

Longer term

1. I move that the Board develop and adopt a tax increment reimbursement/incentive policy that will establish standards, criteria, and goals to evaluate each potential deal brought to the board. I further move that the Board make this policy available to the public for comment for a period of 30 days, and that the Board have a public hearing on this policy prior to considering whether to adopt.
 - a. One criteria I would like included in the policy is that extra consideration/preference be given to employers demonstrating value to Westside communities through increased employment or other unique efforts to mitigate or improve any environmental concerns (zero emissions, emerging transport technologies, etc).