

SCOPE OF WORK FOR UTAH INLAND PORT BUSINESS PLAN

EXISTING PLANS & DATA REVIEW

Identify and review inland port related state and local studies and planning efforts to inform on existing conditions, needs, and limitations.

ORGANIZATIONAL STRUCTURE, FUNDING AND OPERATIONS

Recommend structure and staffing of the Inland Port Authority.

- a. Identify a minimum of three (3) scenarios for development of a Utah Inland Port with a recommendation if the consultant chooses.
 - i. The scenarios should consider weighing environmental, economic, and infrastructure/traffic impacts as outlined in the sections below.
 - ii. All data collected in relation to the various scenarios will be provided to the Inland Port Board.
 - iii. The respondent should consult with and utilize local technical experts in each category whenever possible.
- b. Identify the funding models for the various scenarios for the Utah Inland Port, and for the ideal model if one is recommended. Funding models should be based on access to private capital, grants, public funding and how the funding sources can be best used and combined.
- c. Evaluate the funding options so that all government entities contributing to the development of the Port benefit from the development, and that the tax increment allocated for the Port is not anticipated to be permanent.
- d. Recommend potential partners for funding and operating the inland port.
- e. Forecast the funding streams and operating costs, including upfront investment requirements, ongoing expenses, and revenue flows.
- f. Conduct a financial performance analysis, including the measurement of profitability through the start-up period, incremental growth, and at project stabilization.
- g. Perform a risk assessment related to public and private investment, such as construction risks, start-up period risks, macroeconomic issues, geopolitical risks, pricing risks, weather, labor, and regulatory issues.
- h. Identify the extent to which the other levels of government (state, county, municipalities) have existing technical resources that can be accessed to avoid duplication and encourage the efficient use of resources.
- i. Provide options for an approach to recognize and reimburse other governmental entities the cost of providing services to the inland port, including but not limited to: police, fire, building inspection, business licensing, legal services.
- j. Review potential infrastructure funding resources, and recommend a process by which those resources can be appropriately leveraged to create maximum benefit and respect the concept that the growth in the area is expected to cover the development costs.
- k. Review current state, county and municipal policies on the criteria for, evaluation of, and accountability for the allocation of tax differential or other incentives, and provide recommendations on the ratio of tax differential funds allocated to attract and support specific business development projects vs. the amount allocated to develop infrastructure.

1. Develop a 3 – 5-year plan from start-up to operations, with detailed phases and tasks; and identify partnerships to carry out start up tasks based on the current community and business ecosystem.

ECONOMIC IMPACT

Building upon the Utah Inland Port Feasibility Study, assess the economic impact of an inland port on the community, state and intermountain region.

- a. Identify potential growth of the business base, export base, markets, and supply chain networks.
- b. Identify existing companies, industries and supply chains that will benefit from an inland port.
- c. Identify companies and industries to attract and recruit within the inland port area as well as the surrounding proximity, including ecologically-oriented businesses compatible with the sensitive area,
- d. Identify opportunities for cluster development and partnership ecosystems.
- e. Perform a commodity flow analysis that quantifies the potential economic and fiscal effects resulting from the shipment of commodities to and from the inland port.
- f. Assess how regional, national and international business trends might impact the inland port and recommend mitigation options.
- g. Recommend potential partnerships with existing seaports and assess their impact and benefit.
- h. Assess the current ability to balance outgoing volume with incoming volume to determine the near term scope and size of an inland port.

ENVIRONMENTAL IMPACT AND SUSTAINABILITY

In partnership with the Utah Department of Environmental Quality, identify impacts and mitigation options to develop a environmentally sensitive and sustainable inland port.

- a. Perform a baseline air quality analysis using relevant existing studies and local expertise.
- b. Assess potential impact to air quality, including the number of trucks on the freeway system, increased rail traffic and air miles, and mitigation options.
- c. Conduct an environmental element inventory that informs where development and what type should occur.
- d. Provide examples of alternative fleet options that are available and could be implemented such as electrification of trucks to limited idling and alternative fuels.
- e. Assess potential impacts to wildlife, water quality and local wetlands and mitigation options.
- f. Identify potential impacts to local communities such as localized air emissions, noise, and vibrations, and identify mitigation options.
- g. Provide direction on compliance with existing environmental laws and regulations.
- h. Identify other sustainability components and best-practices that can be incorporated into the inland port.

SITE ASSESSMENT AND INFRASTRUCTURE

Perform a site assessment and provide recommendations on infrastructure siting, needs, and costs.

- a. Perform a site review and assessment of the property's physical characteristics, including existing infrastructure, linkages, opportunities, and constraints.
- b. Identify and define capital improvement needs and associated costs.
- c. Assess the inland port area and recommend potential sites for the transfer station based on:
 - i. Property physical characteristics.
 - ii. Existing infrastructure and transportation assets.
 - iii. Cost to build needed infrastructure and transportation assets.
 - iv. Public health and social impacts.

OTHER

Bidders are invited to suggest work products or consulting services not directly referenced in this scope but that may be, in the experience of the bidder, beneficial to the Authority's efforts to establish a successful inland port. Bidders should submit pricing for such services in a 'menu' format, with a description of the possible service or product as well as the additional cost for that service or product.