

Utah Inland Port Authority Board 2023

DRAFT MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Thursday November 16, 2023
8:00 am
Utah State Capitol, Room 445
350 State Street, Salt Lake City, Utah 84103

Board Members Present: Miles Hansen, Ryan Starks, Mike Schultz, Abby Osborne
Non-Voting Board Members Present: Bill Wyatt, Victoria Petro
Board Members Absent: Jerry Stevenson

UIPA Staff: Ben Hart, Benn Buys, Larry Shepherd, Lynne Mayer, Stephen Smith, Diana Gardner, Amy Brown Coffin, Max Ivory, Mona Smith

Others in Attendance: Brook McCarrick, Jaime Hernandez, Andy Hulka, Jen Hart, Stuart Coles, Courtney Henley, M Kennedy, Steve Van Maren, Deeda Seed, Deanna Hopkins

1. Welcome

UIPA Board Chair, Miles Hansen, welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

2. Presentation: Purchase and Sale Agreement, North Temple Landfill

UIPA Executive Director Ben Hart presented the proposed agreement for UIPA Crossroads Public Infrastructure District to purchase North Temple landfill property from the Utah School & Institutional Trust Lands Administration. He explained that there remained some negotiation on an agreement with Suburban Land Reserve and that the closing date for the sale would be in the next several weeks. He highlighted benefits of UIPA ownership including the transformation of the former landfill into an area that can lead the state economically in the future in a way that will protect wetlands, air quality, reducing truck traffic and pollution, and using cleaner trains, while supporting development other than distribution and warehousing. The resolution before the board authorizes staff to proceed with the purchase through the Crossroads Public Infrastructure District for \$30 million, plus \$1 million to SITLA for their costs. Following closing the priorities will be remediation of the property and getting rail across the property.

3. Presentation: Restrictive Covenants Amendment, Rio Tinto

UIPA Executive Director Ben Hart presented the proposed amendment to restrictive covenants on North Temple landfill property with Rio Tinto. Rio Tinto currently has a covenant on the property which includes a no-build area on the southwest part of the property. The amendment will extend the time of the restrictive covenants while adding some flexibility in the building restrictions.

4. Board Member comments on the property purchase.

Board Member Schultz thanked SITLA, UIPA staff, and attorneys for their work through negotiations that were not always easy. He emphasized that the property would benefit the Northwest Quadrant and the whole state.

Board Member Starks spoke to the importance of logistics in economic development.

Board Member Wyatt highlighted the opportunity in this property for connection with the Salt Lake International Airport.

Board Chair Hansen noted that the property is a critical asset to help shape development away from distribution/warehousing and toward advanced manufacturing.

5. Public Comment

Board Chair Hansen opened up the public comment period and invited those in the room to submit comment cards for an opportunity to speak. He reminded all that the port welcomes written public comment anytime via the UIPA website at <https://inlandportauthority.utah.gov/contact/>.

Comments made included the need for a health impact review of the property, the negative health impact of all development, and questioning the need for UIPA to acquire this property.

6. Resolution 2023-10: A Resolution of the Utah Inland Port Authority Authorizing the Purchase of Real Property from SITLA

Board member Schultz moved to approve Resolution 2023-10, as presented. Board member Starks seconded the motion.

Vote:

Ryan Starks – yes

Mike Schultz – yes

Abby Osborn – yes

Miles Hansen – yes

Board Member Schultz pushed back on public comments made. He said that this resolution is not providing hundreds of millions of taxpayer dollars for development as claimed, it is providing hundreds of millions of dollars to remediate a dump that in its current state has a huge environmental impact and is leaking toxic fluids into groundwater and onto adjacent properties. Everything humans do, from the homes we live in, to the food we eat, to the transportation we use has an impact on the environment, but most important is what we do to lessen those impacts. Utah is a growing state. We need to provide economic opportunity for future generations and we can work to do it in a way that lessens the environmental impact.

7. Resolution 2023-11: A Resolution of the Utah Inland Port Authority Board Authorizing the Execution of the First Amendment to Declaration of Restrictive Covenants

Board member Starks moved to approve Resolution 2023-11, as presented. Board member Osborne seconded the motion.

Vote:

Ryan Starks – yes

Mike Schultz – yes

Abby Osborn – yes

Miles Hansen – yes

8. Adjourn

Board Chair Hansen adjourned the meeting.

Board Chair, Miles Hansen

Written Public Comments submitted during and after the meeting:

Thank you. I am Dr. Courtney Henley. I serve on the Board of Directors of Utah Physicians for a Healthy Environment and I have followed the activities of the Utah Inland Port Authority since it was created in 2018.

Resolution 2023-10 furthers the Positioning goal of Phase 1 of the Salt Lake Project Area Master Development Plan. It will spend hundreds of millions of dollars of tax payer backed bond funds and legislative appropriations to acquire and develop the SITLA property. But what for?

Regarding Whereas (1) it is a violation of SITLA's and Trust Lands Administration's mission to sell this property for the purpose of a transloading/cross-dock facility reliant on fossil fueled truck, train, and air transport. Please read my Public Forum submission in the Salt Lake Tribune on September 3 "SITLA can't benefit Utah students by contributing to pollution."

Regarding Whereas (2) when did UIPA get into the business of environmental clean up and brownfield remediation? It is business folly to spend 30 million dollars on Whereas (1) without a detailed industry reviewed plan to accomplish Whereas (2).

Let's make the big leap and imagine the property is purchased and remediated and the Crossroads Public Infrastructure District Tax Differential bonds have some funding left over. And, astonishingly, the legislature seems willing every year to appropriate tens of millions of taxpayer dollars to UIPA payrolls and operations and projects. This would all be Phase 1 of the UIPA Salt Lake Project Area Master Development Plan.

Then would come Phase 2. The Community Impact Assessment, the Health Impact Assessment, and the Traffic Assessment.

There is already a Health Impact Assessment. It is the Regulatory Impact Analysis for the Proposed Reconsideration of the National Ambient Air Quality Standards for Particulate Matter from December 2022. This is excruciatingly detailed peer reviewed science. Every 1 µg/m³ increase in the annual standard or 5 µg/m³ increase in the 24-hour standard translates to a cost of billions of dollars to the study population. These are costs attributable to premature death and treatment for heart attacks, strokes, asthma, COPD, cancer, miscarriage, premature birth, learning and developmental delay, depression. I can go on and on. Any medical problem associated with inflammation, which is all of them, is drastically worsened by air pollution.

The Crossroads Public Infrastructure District Bond Sale press release states intent to develop the property with a transloading/cross-dock facility to leverage existing infrastructure and Union Pacific's Intermodal rail hub to provide options for cargo owners to move freight with fossil fueled truck, train, and air. Please let's at least realistically plan ahead. The Health Impact Assessment(s) do and will prohibit this development.

So it brings us back to Resolution 2023-10. Other than ecological research and conservation, none of the proposed Economic Engines of Phase 1 are going to pass the Phase 2 test. Will it benefit the people of Utah economically to spend or back hundreds of millions of dollars purchasing and remediating the SITLA property referenced in the Resolution? The answer is that it will not benefit the people. It will not benefit us at all.