

Utah Inland Port Authority Board 2023

APPROVED MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Tuesday December 5, 2023
10:00 am
Tooele County Council Chamber
47 South Main Street, Tooele, UT 84074

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

UIPA Staff: Ben Hart, Benn Buys, Larry Shepherd, Lynne Mayer, Stephen Smith, Carol Watson, Amy Brown Coffin, Max Ivory, Mona Smith, Dain Maher, Scott Wolford, Danny Stewart, Kaitlin Felsted, Allen Evans, Stephanie Pack

Others in Attendance: Brook McCarrick, Donald Ludlow, Kevin Oyler, Michael Harrison, Cameron Cook, João Pedro Goldenstein, Matthew Hurst, Heather Dove, Jaime Hernandez, Brooke Larsen, Troy May, Heidi Jeffries, Megan Pickett, Shannon Bond, Pascale Closson-Duquette, Leia Larsen, Jared Rezendes, Jacqueline Kull, Mike Mendenhall, Mike Jensen, Eric Oberhart, Andy Hulka, Glenna Matekel, Lois Allred, Lane Latimer, Mike Croley, Scott Bevan, Jerry Nash, Thanna Holmes, Kary Griffith, Nando Meli, Clayton Rackham, Clyde Christensen, Paul Larsen, Kathleen VonHatten, Michili Lobo, Charles Akerlow, Donna Phillips, Teri Christensen, Brett Behling, Maria Mamaril, Phil Eaton, Linda Rinaldi, Greg Martin, Jackie Larson, Christine Holland, Trish Eddington, Chris Eddington, Kris Betts, Macayla Anderson, Chris Lowe, Fred Baker, Lawrence Romero, Miranda Smith, Barbara Kung, Laney Riegel, Nikki Mathis, Ann O'Connell, Joan Gregory, Mary Beth Whittaker, Katie Pappas, Shauna South, Sharon Moyer, Kenneth Carpenter, Patrick Alldredge, Isabel Quilantan, Ed Zipser, Teri Durfee, Deeda Seed, Lynn deFreitas, Scott Degelbeck, Marguerite Boswell, Dallas R Cote, John Cote, Kendall Thomas, Jacke Larson, Esther Manning, Randi Galvan

1. Welcome

UIPA Board Vice Chair, Abby Osborne, welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

2. Closed Session

At 10:03 am the board voted to move into a closed session meeting held in the Tooele County Council Chamber at 47 South Main Street, Tooele UT 84074 and via electronic meeting, for the purpose of a “discussion of the character, professional competence, or physical or mental health of an individual” and a “strategy session to discuss the purchase, exchange, or lease of real property,” as allowed and described in Section 52-4-205 of Utah Code and sections 52-4-204 of the Open and Public meetings act.

Board member Stevenson made a motion to move into closed session. Board member Starks seconded the motion. A roll call vote was taken, and the motion passed with a unanimous vote of board members present. Board member Schultz joined the closed session in progress.

Roll Call Vote:

Ryan Starks – yes

Jerry Stevenson – yes

Abby Osborne – yes

The closed session began at 10:03 am and concluded at 10:36 am.

3. Approval of Minutes, November 6, 2023 and November 16, 2023 Board Meetings

Board member Starks moved to approve the minutes from the November 6, 2023 and November 16, 2023 board meetings. Board member Schultz seconded the motion. The motion was approved unanimously.

4. Executive Director Report

UIPA Executive Director Ben Hart provided an executive director's report, explaining the purpose and process of the creation of new port project area creation including the requirements for local community approval and UIPA board introduction and approval over at least a two board meeting cycle. Local government consent for the Tooele Valley and Twenty Wells project areas was given by resolutions passed in April 2023 and September 2023 respectively and the project area plans were introduced to the UIPA board in early October 2023.

6. Presentation: Statewide Logistics Strategy development update

Donald Ludlow, Vice President for CPCS, provided an update on the logistics and infrastructure strategy plan. CPCS has been conducting workshops with UIPA and logistics stakeholders, conducting site visits, and analyzing data on commodity flow and pass-through trips. Donald discussed some of Utah's key logistics enablers, including its connections to West Coast ports, and other population centers, its valuable education and workforce training assets, and existing rail infrastructure. Several logistics inhibitors in the state include incomplete rail service to all areas of the state, mid-skill workforce challenges, and increased financing costs. He shared early findings of their commodity flow analysis including key commodities trucking into and out of Utah and traffic passing through the state. The analysis also looked at key commodities moving into and out of Utah via air cargo. The work by CPCS will continue with consultations with logistics stakeholders, additional commodity flow analysis, the state of logistics in Utah and the UIPA jurisdictional area, and additional stakeholder outreach.

5. Policy Presentations

UIPA Chief Compliance Officer Amy Brown Coffin discussed three UIPA policies to be considered for approval in this meeting:

BP-06 - Board Policy Review

Policy ensuring timely review of board policies.

BP-08 - Whistleblower Policy

Policy to provide protection to individuals who report illegal, unethical, and improper activities.

BP-09 - Internal Control Program Policy

Policy governing internal controls over agency operations, financial reporting, and compliance.

She also presented a revised policy to be considered for approval at a future meeting.

BP-07 - Procurement Policy

Policy governing purchasing that benefits UIPA and complies with statutory requirements.

6. Golden Spike Project Area Incentive Consideration

Benn Buys introduced and presented a business recruitment incentive for Bridor USA Inc. The international foodservice baked-goods company plans to locate within the project area in Brigham City. This incentive was

reviewed and forwarded to the board favorably by the UIPA Incentives Subcommittee. The proposed incentive provides an annual property tax rebate of up to 30% of the 75% of total differential of the assessed property value contingent on capital expenditures of at least \$100 million and other community investment.

7. Presentation of Amendments to Verk Industrial Park Inland Port Project Area

Scott Wolford, UIPA Vice President of Business Services, introduced an amendment to the Verk (Spanish Fork) Project Area. Spanish Fork city has requested via resolution the inclusion of an additional 418 additional acres to the project area. With the adoption of the UIPA Wetlands Policy since the creation of this project area, wetlands mitigation will be added to allowable uses of tax differential collected in the project area. The budget will also be updated to reflect the new project area boundaries.

8. Presentation: Adopting the Twenty Wells & Tooele Valley Project Area Plans

Stephen Smith, UIPA Associate Vice President of Regional Project Area Development, presented the project area plan and budget for the Twenty Wells Inland Port Project Area, noting that since its first presentation the boundaries of the project area have changed to exclude areas already covered by the existing CRA. Jesse Wilson, Granstville City Manager, spoke in favor of the creation of the project area.

Scott Wolford, UIPA Vice President of Project Area Development, presented the project area plan and budget for the Tooele Valley Inland Port Project Area. Tooele County Councilman Jared Hamner affirmed the county's support of the project area and highlighted the importance of creating economic activity and new jobs to allow more Tooele County residents to work within the county.

9. Public Comment

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

Comments made included concerns over increased taxation, a call for a public referendum on project area creation, protection of water, air, and the Great Salt Lake, transportation challenges and the need for the Tooele mid-valley highway, support for the incentive presented for Brigham City, and a suggestion that the project areas be located further west.

Other written comments received are included below in these minutes.

10. Approval of Policies

Board member Schultz moved to approve BP-06 - Board Policy Review; BP-08 Whistleblower Policy; and BP-09 Internal Control Program Policy, as presented. Board member Starks seconded the motion.

Vote:

Ryan Starks – yes

Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

11. Approval of Golden Spike Project Area Incentive

Board member Starks moved that for Bridor USA Inc. the Utah Inland Port Authority Board recommends an annual Project Area Incentive/Property Tax Differential Rebate equivalent of up to 30% of the assessed property tax differential, post completion of the development. This rebate will be provided annually for no more than 25 years, provided continued operation within the Project Area during that time. The incentive approval is subject to the completion of a contract agreement and the conditions in the Project Area Plan & Budget.

Board member Schultz seconded the motion.

Vote:

Ryan Starks – yes

Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

12. Approval of Resolution 2023-012, Adopting the Twenty Wells Inland Port Project Area

Board member Stevenson moved to approve Resolution 2023-12, Adopting the Twenty Wells Inland Port Project Area. Board member Starks seconded the motion.

Vote:

Ryan Starks – yes

Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

13. Approval of Resolution 2023-013, Adopting the Tooele Valley Inland Port Project Area

Board member Starks moved to approve Resolution 2023-13, Adopting the Tooele Valley Inland Port Project Area. Board member Stevenson seconded the motion.

Vote:

Ryan Starks – yes

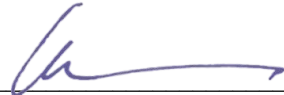
Jerry Stevenson – yes

Mike Schultz – yes

Abby Osborn – yes

14. Adjourn

Board Vice Chair Osborne adjourned the meeting.



Board Chair, Abby Osborn

Written Public Comments submitted during and after the meeting:

Stacey Cole - Salt Lake City, UT - 11/15/2023

Oppose Inland Port in Tooele and Utah

I strongly oppose the plans of inland ports in Tooele and elsewhere in Utah. These ports would destroy wetlands and also would increase air pollution in areas that already have a serious pollution problems impacting our health.

Robert Arthur - Garden City, UT - 12/4/2023

Inland port authority Tooele project

I do not think this project will create too much traffic congestion, and growth. I like the community smallness. I fear that Grantsville will be too much like TOOELE and salt lake communities. I say no to this project.

M. Honer-Orton - Rockville, UT - 12/4/2023

Inland Port Authority

NO

Jami Huntington - Ogden, UT - 12/4/2023

Please Don't

I wish our long term health mattered more than money. I know we need to generate economic growth, but

we can find better ways to do it than to destroy our air and water by inviting more shipping. Please consider the long term issues created by the inland port.

Joan Gregory - Salt Lake City, UT - 12/4/2023

NO Inland Port Project Areas in Tooele or Grantsville

Thank you for publicly posting the public comments in the minutes of the Utah Inland Port Authority Board meetings. But, honestly, it is not enough to merely post these comments, it is essential that you READ them and LISTEN to what the commenters are saying. Have you noticed the number of comments in opposition to the development of inland port project areas in Tooele and Grantsville? At the moment I am writing THIS comment, there are a total of 27 such comments combined in the Nov 6th and Nov 16th UIPA Board meeting notes - all in opposition!! Does that not make you want to pause, stop, reconsider your actions, your plan to approve these port areas?

This is a reminder to READ the Wetlands Report -

https://www.stopthepollutingport.org/_files/ugd/b237b1_6250d1d0fc164c09b4f659fed3bfc790.pdf] that was handed to you at the November 6th UIPA Board meeting. The message is clear: "Not only does Great Salt Lake face ecological collapse, so too do the wetlands that surround the lake. We cannot save the lake if we sacrifice its wetlands." "Given that Great Salt Lake is in crisis and on the verge of ecological collapse, the last thing the state should be doing is subsidizing the destruction of wetlands next to the lake." And there are wetlands impacted by these proposals.

It is time to STOP destroying Great Salt Lake and GSL wetlands, and to JOIN the rest of us in SAVING Great Salt Lake, by getting water to GSL NOW!

Tom Brooks - Salt Lake City, UT - 12/4/2023

Inland Port

The Wasatch Front cannot support this port. It violates everything environmental and takes us in the opposite direction that we should be going. It's my understanding that the main impetus is to ship coal from southern Utah around the world. Leave this obsolescent polluting fuel in the ground where it should remain buried. The world is trying to capture Carbon and bury it. You want to do the opposite. Don't contribute to the destruction of our planet.

Gloria Wurst - Ogden, UT - 12/4/2023

Inland Port

Stop this insanity! The Great Salt Lake ecosystem is fragile under the best of circumstances - and climate change has been hammering it mercilessly. Stop trying to hasten its demise with this ill-thought-out and greedy proposal! GIVE UP on these pipe dreams of "rolling in dough" endlessly - it won't happen. What WILL happen is that a few wealthy people will make a quick buck and blow this pop stand leaving death and destruction behind! There are multiple levels at which this is a disastrous idea for the people and the environment of Utah. Please care about that fact!

Rebecca Burrage - Millcreek, UT - 12/4/2023

Tooele

Hello,

I am a resident of Salt Lake County, however I am very concerned about the projects you are planning in the Tooele area. As someone who appreciates the millions of birds who depend on the wetlands near

Great Salt Lake, I am very worried about how they and other creatures will fare when the wetlands are destroyed--an inevitability.

Another major concern for all people in this valley is our infamously poor air quality, and with the expected dramatic increases in vehicle traffic coming through Salt Lake County, the air quality will undoubtedly worsen even more.

Please reconsider this ill-conceived plan for the sake of all our health...the wildlife and the people.

Thank you.

Trish - Ivins, UT - 12/4/2023

Inland Ports

We do not want inland ports near the great salt lake and especially wetlands Any significant user of water from the lake should be denied. The mismanagement of the original port should be enough to stop these from moving forward without a thorough environmental study showing no harm to the lake and surrounding wetlands. This is a boondoggle for developers and to date there is no study showing the need for these.

Brooke Becker - Salt Lake City, UT - 12/4/2023

Stop this polluting port!

Patricia Becnel - North Ogden, UT - 12/4/2023

Tooele Port

I oppose the port proposed for Tooele. The traffic and pollution that this port will generate will affect all of in the Wasatch front.

We do not need an industrial complex in Tooele or Grantsville and they will further endanger the wetlands, vital for our air quality.

Gary Fuchikami - Erda, UT - 12/4/2023

Tooele county inland ports proposals

I'm writing to express my clear opposition to the building or expanding any inland ports in the Tooele County region. We have a community with relatively clean air, decent infrastructure and some semblance of quiet. We don't need more traffic, especially of the heavy truck variety which will damage our roads, etc. and create higher pollution which will eventually force us to have emission testing. The increase in noise and traffic will negatively impact our community. These ports should NOT be built in established communities but should be located far away from these cities. We've seen enough negative consequences in SLC and other larger areas and we don't want it in Tooele County. Please take my concerns into consideration along with so many other residents in the County. Thank you very much!

Ronnie Stoss - Salt Lake City, UT - 12/4/2023

NO PORT

STOP THE PORTS. This is incredible that they would even think to put these here the second driest state in the nation. it is mind boggling. with all the pollution it is moving Utah BACKWARD to the time when Kennicott had the old system with the slag and short stacks, they cleaned it up good only to have the money/land grabbers are making the pollution back in our world and they live above it all and other countries perhaps you never know. I AM and have always said NO NO!

Jay Cooper - Erda, UT - 12/4/2023

Public Comment On Tooele County 12/5/23 Hearing

I am very much in favor of the Inland Port plans for the Tooele Valley, both the Twenty Wells and Tooele Valley Project.

These areas consolidate high productivity areas in designated areas instead of having them spread out across the valley. Growth has come to our area and it will continue to grow. To plan well and to grow well, we need forward thinking plans for tech and manufacturing areas. This will help reduce the amount of traffic on the road leaving the valley and returning each day. By having high paying jobs in our own area, that will greatly reduce commutes.

This approach is fiscally sound too. These types of areas will stimulate growth of supporting businesses, including suppliers, transportation, services, lodging, dining and the like. Our tax base will also grow, allowing us funding to keep investing in the great and growing community we have here.

I've heard people say that they don't like this and that they moved here to enjoy a smaller town or community. The irony is THEY moved here, but don't want others to.

We are growing and will continue to do so. The Inland Port concept is a great one and we in the Tooele Valley will do well with it.

If there was a vote, this project would certainly get mine.

Best Regards,

Jay Cooper

Erda, UT

Alex Steckel - Escalante, UT - 12/4/2023

Tooele Inland Ports

The GSL is teetering on the brink of becoming another Aral Sea. Is the air quality along the Wasatch Front not that bad that another inland port wouldn't further degrade the air? It's incomprehensible that the governing body could ignore the science and continue to approve projects, knowing that more development along the shores of the GSL will exacerbate an already dire situation.

Tricia - Midvale, UT - 12/4/2023

Grantsville Inland Port

I'm writing to ask the Grantsville City Council not to support "Fast tracking growth" in Tooele County by giving big tax breaks to warehouse developers at the expense of quality of life and health in Grantsville, Tooele County and northern Utah. The Salt Lake City and County experience is showing after five and a half years into an "inland port" that what is being built is just a giant polluting warehouse district!

Alexandra Pankoff - Salt Lake City, UT - 12/4/2023

Please withdraw your support for the proposed Tooele Inland Port

Please consider the following implications and withdraw your support for the proposed Tooele Inland port.

The proposed inland port will cause the destruction of high functioning wetlands that serve to protect the Great Salt Lake ecosystem. When healthy, these wetlands reduce airborne dust from a drying lakebed and provide critical habitat for migratory birds. Tooele County already suffers from poor air quality and destruction of another wetland would only worsen this. Taxpayer money should not be used to benefit a few developers at the expense of public health of those in Tooele county and the rest of northern Utah.

Thank you,

Alexandra Pankoff

Susan Fleming - Salt Lake City, UT - 12/4/2023

Inland Port Tooele

I am very opposed to adding inland ports to our state. This puts us on a trajectory to add more pollution, greenhouse gas emissions, traffic, noise, and people. Our state is already in a serious drought, we have not solved the smog and pollutants which make people (including me) very sick. We desperately need to consider the environment and the effect of adding more warehouses and traffic.

Jill Fonte - Cottonwood Heights, UT - 12/5/2023

Inland Ports

Please stop this port nonsense! I'm afraid we will all realize too late that these inland ports ruin our environment for all of us - animals and people - all in the name of profit and commerce. You claim to be "moving Utah forward" but you are driving us away by fouling the air we breathe, the water we drink and the land we enjoy. Please. Stop. Now.

Adam Harris - Herriman, UT - 12/5/2023

Stop the polluting port

In this day and age it makes no sense to take steps backwards and an effort to create a port to process coal. Additionally this area is currently a wildlife refuge that will now become a huge polluting industrial complex.

As a city we both do not need or do not want this s***** establishment.

Heather Dove - Millcreek, UT - 12/5/2023

Wetland Destruction

We at Great Salt Lake Audubon are very concerned about the totality of wetland destruction around the Great Salt Lake that is imminent should all these inland ports be greenlighted and developed as currently planned. This press to destroy wetlands is in direct contradiction to the state's efforts to save Great Salt Lake and its natural resources. Most of these proposed ports lie within 7 miles of the meander line – an area identified by the state's Great Salt Lake Water Trust as an area that is prime wetland habitat eligible for conservation. The wetlands within the 7 mile line generally consist of edge habitats that support far more diversity of birds than does the open water of the Lake. Thus, these edge areas are hugely important to the health and survival of the birds and other wildlife that inhabit them.

From 1850 to the 1980s, Utah lost over 30% of its wetlands (Utah Geological Survey). Wetland loss since the 1980s has accelerated due to massive development around the Lake and some experts now estimate that over 90% of the state's original wetlands have been destroyed. The wetlands around Great Salt Lake currently represent 75% of all that remains in Utah (John Luft, GSLEP, September 2023 presentation).

Should these ports be developed, we will further degrade and greatly diminish what is left of the habitat that is critical for the 12 million migrating birds that utilize the Lake as an essential stopover. Great Salt Lake is the crossroads of the West for the avian world. It is well understood that these migrating birds will not survive if they cannot access the resources that they have relied on and co-evolved with for millennia. There are some species at the Lake that represent the majority of the population found in North America and in some instances, the Western Hemisphere. Species that are particularly vulnerable if we lose more habitat at the Lake include the Eared Grebe, the Wilson's Phalarope, the Red-necked Phalarope, the Marbled Godwit, the Snowy Plover, the Northern Pintail, the Tundra Swan, the Green-winged Teal, the Common Goldeneye and the California Gull.

The state's Great Salt Lake Ecosystem Program (GSLEP) has stated that its Great Salt Lake Conservation Objective is to "develop an informed, perceptive and enduring constituency working toward long term GSL ecosystem health and 'harmony between men and land'." UIPA's planned proliferation of industrial development on many of the remaining wetlands of Great Salt Lake countermands that objective.

In addition to wholesale destruction of wetlands, the many planned inland ports around the Lake will cause a dramatic increase in both light and noise pollution. Detrimental human and wildlife health impacts from light and noise pollution have been well documented.

Artificial light exposure at night can negatively affect human health, increasing risks for heart disease, obesity, depression, sleep disorders, diabetes, breast cancer, childbirth complications and m

Plants and animals depend on Earth's daily cycle of light and dark to govern life-sustaining behaviors such as reproduction, nourishment, sleep, and protection from predators

(<https://darksky.org/resources/what-is-light-pollution/effects/wildlife-ecosystems/>). Migrating birds in particular suffer greatly from light pollution. Artificial light disturbs the birds' ability to navigate by way of the stars and moon. Birds can become confused, lose their way and die. Additionally insects, which are a primary source of food for birds and other animals, are drawn to artificial light and are instantly killed upon contact with those light sources. This again can greatly disturb bird migration and can result in birds arriving too soon or too late to take advantage of the peak insect cycles that are critical for staging, breeding and rearing young. The National Science Foundation reported on a recent study that "found that light pollution causes birds to begin nesting up to a month earlier than normal in open environments such as grasslands and wetlands, and 18 days earlier in forested environments. The consequence could be a mismatch in timing -- hungry chicks may hatch before their food is available."

(<https://new.nsf.gov/news/noise-light-pollution-affect-breeding-habits-birds#image-caption-credit-block>).

Other studies have documented that noise and light pollution can profoundly alter bird reproduction (<https://seas.umich.edu/news/large-scale-nest-study-shows-noise-and-light-pollution-alter-bird-reproduction>).

Noise pollution will surely increase at these proposed industrial developments. Inland ports, especially those served by rail, are generally 24/7 operations. Birds are averse to noise and human commotion and will abandon feeding and grounds and nests as a result

(<https://seas.umich.edu/news/large-scale-nest-study-shows-noise-and-light-pollution-alter-bird-reproduction>).

The totality of wetland habitat loss, artificial nighttime light, noise pollution and human commotion in these areas proposed for inland ports and industrial developments would land a devastating blow to the birds, other wildlife and Great Salt Lake. Given that the state is focused on saving Great Salt Lake and all its biological treasures, it is inconceivable that the state is now considering this massive amount of wetland habitat destruction.

Ellen Okeefe - Eden, UT - 12/5/2023

Inland port

Please vote NO on inland port. Our air pollution problem is bad now, do not sacrifice the citizens for relatives of elected officials! Save our air and our children.

Katie Pappas - Salt Lake City, UT - 12/5/2023

written comments

I had the privilege to be at community meetings in Tooele County that were held at the Grantsville and Tooele libraries. The turnout was standing room only at both events. Local residents had a lot of questions about the project areas and the impacts on their community, echoing the same questions and concerns that have been posed in every community confronted with a new inland port project area; Where will the water come from? How will this new growth impact air quality and the health of residents? How will we manage all the additional truck and car traffic? Why haven't we been included in these discussions? I heard a lot of frustration that the Tooele and Grantsville project areas had come this far without their knowledge. As the Utah Inland Port Authority has taken on the role of economic developer

for the state, we haven't seen community outreach in any rural communities. City and county councils are being enticed with promises of economic development, good jobs and growth while residents are left out of the process. When the hard questions come, and they always do, UIPA will tell you they have NO authority to make ANYTHING happen or ensure it's done in a responsible way.

Of course the Utah legislature has a role to play in rural Utah's future, economic and otherwise. But that support should be tailored to what is best for each area and its residents. Currently, UIPA uses the same template for all its project area plans with only minor changes for individual sites. Industrial and logistics centers are not appropriate or needed in multiple counties. In 5 plus years, UIPA has conducted no studies to determine whether these ports are needed or viable. No studies to determine human health and environmental impacts. But they have spent plenty of money on bad leases and self promotion. It's time to put a stop to this madness.

Marguerite Boswell - Tooele, UT - 12/5/2023

I do not think destruction of wetland is in the interest of the lake, our way of and quality of life for the residents of Tooele County. Traffic is terrible now, more large trucks will not improve the situation. Water resources are stretched thin now. Air quality is worsening. Who gets the jobs? Local?

Dallas R. Cote - Tooele, UT - 12/5/2023

I do not like how you are killing our air in our town. We have too much trouble as it is.

John Cote - Tooele, UT - 12/5/2023

We don't have the roadways to handle all the truck traffic. Leave our wetlands alone. Traffic is bad enough on Main Street.

Donna Phillips - Lake Point, UT - 12/5/2023

NO!!

To pollution, noise, and water consumption.

Isabel Quilantan - Salt Lake City, UT - 12/5/2023

Please stop the intrusive activities in Tooele County.

Randi Galvan - Tooele, UT - 12/5/2023

The problem of traffic in and out of Tooele has been a years long problem. This project will not create the type of jobs that will decrease traffic. Professionals will still travel to SLC for employment. What will be done to decrease the 2 hour rush hour standstill? Why not build these on the south side of Tooele?'

Teri Christensen - Erda, UT - 12/5/2023

Please do not put this inland port in our rural community. We do not have the infrastructure to handle ANYMORE traffic. Our pollution is already at an alltime high. Please don't contribute to this!! Our roads are for rural living, we cannot put the size of these trucks on our small roads. This kind of business belongs in a larger area. For once put the health and well being of the public in front of the all mighty DOLLAR!! WE DO NOT WANT THIS IN OUR COMMUNITY. We do not have the water to support this. Our water is so low now. Please do not take any more away from the people.

Ronald Fish Wilson - Clearfield, UT - 1/3/2024

Inland Port

I have been reading the meeting minutes from the previous meeting in December. I am wondering if you read this aloud. If so, this will also be read. How can you people, from the great state of Utah, hear all the opposition to your project and still continue? Nobody wants this project. You are only solving a problem that you have created. There is no need to but industrial buildings in our natural and beautiful waterways. The best way to transport anything is by train or sustainably fueled trucks. They use existing infrastructure, and will be maintained anyway. This committee seems like someone's uncle has a business deal with politicians. the whole thing stinks of lined pockets.

Linda Bonar - Salt Lake City, UT - 1/3/2024

Great Salt Lake and the lands surrounding it play host to 7.5 million birds in the spring and fall in one of North America's greatest migrations. The birds depend on the lake for food, eating both the brine shrimp and the brine flies. With the ongoing drought and evermore fresh water being diverted from the lake, it is shrinking drastically. Some scientists predict it may disappear within five years. As it shrinks, it becomes much more salty, making it impossible for the brine flies and brine shrimp to reproduce, It is a very fragile environment that is teetering on the verge of collapse. Any tampering with the open space in the wetlands or even the lands adjacent to them will be catastrophic for the lake and the birds. If you must build another inland port in Weber County, please find another location other than the one currently proposed. If you don't it is another big spike in the coffin of Great Salt Lake. When 7.5 million birds arrive one spring to find the ecosystem of the lake has collapsed, their dead bodies and extinction will be on your hands.

David Thieme - Salt Lake City, UT - 1/3/2024

The Port and Wetlands

This Port idea needs to stop and die. Everything about it screams legislative boondoggle. Curb your corruption and end this disastrous idea before it wreaks its pollution and destruction upon us!

Steve Glaser - Holladay, UT - 1/5/2024

West Weber Project Area

The proposal for the West Weber Inland Port is far too large. At approximately 14 square miles, it is over half the size of Ogden. This massive a site is unwarranted.

As noted in the documentation, this project would draw in large numbers of workers. However, Weber County currently has an unemployment rate of 3%, but a median home price over \$400,000. Weber County needs housing much more than it needs jobs. The proposed project would only exacerbate the current imbalance.

To provide tax breaks that make it harder for decent citizens with ordinary incomes to afford a place to live is not justifiable. The detrimental effects are a far more significant outcome of the development than any economic growth benefits.

As such, contrary to staff conclusions, 1) there is no need to effectuate a public purpose; as noted in the staff report, the county's economy is already vibrant and diversified; and 2) there is no net public benefit to the project. The West Weber project area should be rejected.