

Utah Inland Port Authority Board 2024

APPROVED MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Monday, October 7, 2024 - 11:00 am
Snow College, Richfield, Sorensen Administration Building Room 147 D
800 W. 200 S.
Richfield, Utah 84701

Board Members Present in Person: Jerry Stevenson

Board Members Present Electronically: Abby Osborne, Jonathan Freedman, Jefferson Moss, Ryan Starks

Non-Voting Board Members Present in Person: Bill Wyatt

Non-Voting Board Members Present Electronically: Victoria Petro

Board Members Absent: Joel Ferry

UIPA Staff: Ben Hart, Benn Buys, Larry Shepherd, Stephen Smith, Mona Smith, Scott Wolford, Kaitlin Felsted, Jenna Draper, Amy Brown Coffin, Dain Maher, Nick Archambault, Carol Watson, Lynne Mayer, Stephanie Pack, Sebastian Abril, Danny Stewart, Diana Gardner, Allen Evans

Others in Attendance: Donald Ludlow, Jeff Southard, Brayden Gardner, Lori Nay, Rob Jenson, Brett Behling, Dennis Blackburn, Bart Lee, Derrin Owens, Melissa Lee, Dennis Marker, Roger Brian, Forest Turner, Michele Jolley, Kirby Gardner, Abby Ivory, Ross McClintock, Joan Gregory, Blue Herbst, Brice Wallace, Destry Larsen, Katie Pappas, Deeda Seed, Shawn Milne, Dan Strauch, Isaac Higham, Monica Hilding, John Krueger, Lynne Carroll, David Bennett

1. **Welcome**

Board Member Jerry Stevenson welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

2. **Approval of Minutes, September 5, 2024 Board Meeting**

Board Chair Osborne moved to approve the minutes from the September 5, 2024 board meeting. Board member Freedman seconded the motion.
The motion was approved unanimously.

3. **Executive Director Report**

UIPA Executive Director Ben Hart discussed the creation of the Skyline Corridor project area which, pending adoption by the board in this meeting, will be the 12th inland port project area created to date. He noted that UIPA anticipates slowing the creation of new project areas to 2 to 3 per year as the port staff turns some focus on ensuring that the project areas already created are optimized economically.

Ben discussed an extension to a business services contract with Broadway Consulting for an additional year. This contract was awarded through a procurement process 2 years ago and was extended by 1 year last fall. The board is being asked to consider extending the contract for an additional year. This contract is for Allen Evans who is an integral part of logistics planning and strategy for UIPA.

He noted that this will be the last board meeting for UIPA with Benn Buys as deputy director/CFO and offered thanks to him for the important role he has filled in building UIPA over the past few years. Buys has been named the executive director of UFAIR, the Utah Fairpark Area Investment and Restoration District.

Stephanie Pack provided an update and annual report on the Golden Spike Inland Port Project Area, created one year ago. She highlighted the recruitment of Lakeshore Learning within the project area, a company that is investing \$500 million over the lifetime of the project in Box Elder County. Their one million square foot facility is expected to be completed by the end of the year and will provide about 500 high paying jobs. There are also another 23 active recruitment projects considering Box Elder County. UIPA has recently launched a full kit marketing package to market the region and project area. The board will consider an amendment to the Golden Spike Project Area later in this meeting. In an effort to bolster sustainability in the area, an agreement has been reached to provide 3% of tax differential toward wetland preservation.

4. **Presentation: Statewide Logistics Strategy development update**

Donald Ludlow, Vice President for CPCS, provided an update on the logistics strategy under development. He discussed UIPA's role in Utah's logistics system as being at the nexus of unlocking public and private investment in goods movement to promote industrial development, attracting advanced manufacturing companies and strengthening Utah's economic competitiveness and quality of life. UIPA's vision for Utah's logistics future is the creation of transformational economic opportunity in both rural and urban regions through strategic improvements in logistics infrastructure and services. Those benefits will come as investment in logistics infrastructure improves Utah's competitive advantage, drawing new business, growing existing business, and supporting and creating quality, stable, well-paying jobs.

He discussed the development of the logistics strategy including outreach efforts to stakeholders across the state to more deeply understand and assess the state's logistics needs.

He shared maps showing where logistics dependent businesses are located around the state and the clusters of logistics activity along I-15 and in other pockets. Another map detailed areas where logistics can support and facilitate economic development.

The three pillars for the statewide logistics strategy are developing enhanced rail access, improving connectivity with coastal ports, and establishing SLC airport as an air cargo gateway. UIPA's role in rail development strategies includes being a convener and

facilitator, preserving rail-adjacent parcels and easements, investing public funds in rail connection infrastructure, seeking to attract a major beneficial cargo owner importer to the state, planning for future intermodal needs, and facilitating growth of the rail carload franchise. Air Cargo development strategies include better utilizing and expanding belly cargo capacity, Looking at pilot programs for main deck freighter service to Salt Lake City International Airport, and developing out that market. Additional opportunities exist in making investments to improve air cargo capacity and providing specialized handling, and planning for advanced air mobility. Port connectivity strategies include conducting a pilot of an intermodal rail interchange, seeking to attract more import containers into the state, and strengthening partnerships with West Coast ports.

Significant partners with UIPA to achieve logistics goals include customers like railroads, West Coast ports, steamship lines, common carriers and freight forwarders, air cargo carriers, and stakeholders including UDOT, UTA, MPOs, economic development entities, and financing entities.

The statewide logistics strategy will be finalized in the coming month with several more stakeholder engagements and will be presented for adoption by the UIPA board at its November meeting.

5. Presentation: Policy Updates

Amy Brown Coffin, Chief Risk & Compliance Officer, discussed the regular annual review of the following policy, and noted that there were no suggested or needed revisions to the policy at this time.

BP-13 - Authority Infrastructure Bank (AIB)

6. Presentation: Resolution 2024-17, Adopting Amendment to Golden Spike Project Area Plan

Stephanie Pack, Associate Vice President of Regional Project Area Development, reviewed the proposed amendment to the Golden Spike Project Area Plan which adds three additional non-contiguous zones to the project area. This will add approximately 550 acres of industrial land to the project area. At the request of Box Elder County, an additional 540 acres that were proposed to be included with the amendment have been removed. She noted also that the amendment now includes a commitment of 3% of tax differential to be applied to wetlands protection in the region, underscoring the commitment of UIPA and partnering communities to being good stewards of environmental assets.

7. Presentation: Resolution 2024-18, Adopting the Skyline Corridor Project Area Plan

Scott Welford, Vice President of Business Development, and Jenna Draper, Associate Vice President of Regional Project Area Development, presented the draft plan and budget for a proposed Skyline Corridor Project Area in Sanpete, Sevier and Wayne Counties.

Scott detailed the unique nature of this project area, with its five zones spread across three counties.

Jenna reviewed the statutory requirements for project area creation and affirmed that the Skyline Corridor project area meets those requirements. The proposed project area covers a wide geographic area, but each zone and the entire region will see positive benefits and increased collaboration from the project area creation.

Jenna told her personal story of her children graduating from Snow College, but now living elsewhere due to the lack of local opportunities. She expressed that the youth of the area should have the opportunity to remain if they choose.

Mayor Lori Nay of Gunnison spoke of her community's leadership in carbon fiber manufacturing and additional opportunities that will come with the creation of the project area.

Brayden Gardner, Richfield City Council Member, shared the city's enthusiasm for the expanded business opportunities a project area can provide.

8. Public Comment

Board Member Stevenson opened up the public comment period and invited those in the room to submit comment cards for an opportunity to speak. There was one comment made by a virtual meeting attendee.

Comments made include concern over water use, the Great Salt Lake, and development near the Bear River Migratory Bird Refuge and in Tooele County.

9. Adoption of Resolution 2024-17, Adopting Amendment to to Golden Spike Project Area Plan

Board member Freedman moved to adopt Resolution 2024-17, Adopting Amendments to the Golden Spike Inland Port Project Area Plan as presented, with the additional proposal that areas amended into the project area starting October 2024 will be subject to an additional 1% commitment of differential to the wetland policy. UIPA will contribute 1% of administrative funds in the amended project area zones to contribute to the wetland policy for a total of 3%. Funds are to be spent within the proximity they are generated. Board Chair Osborne seconded the motion.

The motion passed with a unanimous vote of all board members present. Board member Starks had left the meeting prior to this and subsequent votes.

10. Adoption of Resolution 2024-18, Adopting the Skyline Corridor Project Area Plan

Board member Moss moved to adopt Resolution 2024-18, Adopting the Skyline Corridor Inland Port Project Area Plan as presented. Board member Freedman seconded the motion.

The motion passed with a unanimous vote of all board members present.

11. Closed Session

At 12:19 pm the board voted to move into a closed session meeting held at Snow College Richfield, Sorensen Administration Building Room 147 D, 800 W. 200 S., Richfield, Utah 84701, and via electronic meeting, for the purpose of a "strategy session to discuss the purchase, exchange, or lease of real property, and to discuss pending or reasonably imminent litigation" 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 Chair Osborne made a motion to move into closed session. Board member Moss seconded the motion.

Vote:

Jefferson Moss – yes

Abby Osborn – yes
Jonathan Freedman – yes
Jerry Stevenson – yes

Closed session ended at 1:17 pm.

12. Adjourn

Board member Stevenson adjourned the meeting at 1:19 pm.



Acting Board Chair, Jerry Stevenson

Written Public Comments submitted during and after the meeting:

Katie Pappas – Salt Lake City – 10/11/2024

There have always been concerns about the process for gathering information contained in UIPA's Project Area Plans. A lot of the information provided is material from other sources available on the internet. While this method is useful, it depends on the accuracy of outside information that may not be current. Boots on the ground observation and studies should also be included. Engaging with local residents, not just decision makers, would provide much needed public engagement and benefit UIPA with local insight.

UIPA's recent addition of disclaimers to the Castle Country and other project area plans is concerning. Factual errors should be corrected. Have all the project area plans been fact checked? These plans are often the only information available to community members as they evaluate a project that will redirect tax revenue away from important local services and impact their communities for decades. And they don't provide an opportunity to ask questions. Some projects being considered are not included in the text. A possible refinery and uranium/vanadium mill near Green River are not listed even though their potential for development is well known to Green River City. Is UIPA down-playing or omitting projects that may be unpopular or harmful? When someone reads one of these plans, they should know it is transparent, factual and all-inclusive with the most up to date data.

The 12th project area was just approved, and we are still waiting for data regarding how any of these projects, even the very first one in Salt Lake City, will impact communities. No traffic studies, no health and community impact studies have been completed, and only guesstimate water use projections.

“Exporting our kids” has become a recurring theme and talking point at UIPA board meetings. Seeking employment is only one of the many, many reasons kids move away from their families and homes in rural areas or anywhere. Of course, we all want our kids nearby. The idea that an inland port project area in a community will keep them there is wishful thinking and will lead to a lot of disappointment. These are a very limited number and type of jobs, usually warehouse, transportation and transloading. It could even be argued that some kinds of industry could drive people away.

Thank you for allowing virtual public comment at your board meeting in Richfield. I hope that will continue.

Katie Pappas
Salt Lake City