

Utah Inland Port Authority Board 2025

DRAFT MEETING MINUTES

Utah Inland Port Authority Board Meeting Minutes
Thursday, June 26, 2025 - 10:00 am
Cedar Fort Community Center
475 S 100 E, Cedar Fort Utah, 84013

Board Members Present in Person: Jerry Stevenson, Jonathan Freedman

Board Members Present Electronically: Abby Osborne

Non-Voting Board Members Present in Person: None

Non-Voting Board Members Present Electronically: Victoria Petro, Bill Wyatt

Board Members Absent: Jefferson Moss, Joel Ferry

UIPA Staff: Ben Hart, Ariane Gibson, Larry Shepherd, Kaitlin Felsted, Jenna Draper, Amy Brown Coffin, Carol Watson, Lynne Mayer, Danny Stewart, Diana Gardner, Stephen Smith, Lindsay Pedersen, Scott Wolford, Mark Nord, Nick Archambault, Sebastian Abril, Caroline White-Nockleby, Amy Chanthalyxay, Mona Smith, Michelle Bohnen, Stephanie Pack

Others in Attendance: Brook McCarrick, Preston Adams, Tom Davidson, Dillon Torske, Lori Haslem, Wyatt Cook, Rob Banta, Hollie McKinney, Ashley Lott, Bettina Cameron, Brett Behling, Mike Ballard, Joseph Brough, Jeff Knowlton, Kade Butterfield, Holly Sweeten, Stephanie Shelley, Ashley Lott, Codi Butterfield, Andy Hulka, Diane Prigge, Patricia Becnel, Kajsa Hendrickson, James McRea, Judith Williams, Katie Pappas, Wil Adams, David Pederson, Chris Santos, Steven Rasmussen, Erica Robinson, Lori Howells, Patrick Buchanan, Heather Dove, Khai Ronquillo, Cassidy Wixom, Jen Hart, Brice Wallace, Jay Springer, Daniel Stephens, Craig Thorsen, Brad Margetts, Rob Heywood, Betsy Russon, Aly Blossom, Corey Berg, Dallin Curriden, Jared Stewart, Deeda Seed, Teri Durfee, Matthew Winn, Benn Buys, Curtis Booker, Tussy King, Monica Hilding, Ben Seastrand, Nick Tarbet, Steve Erickson, Helene Cuomo

1. **Welcome**

Acting Chair Jonathan Freedman welcomed the board members, staff and public to this Utah Inland Port Authority Board Meeting.

2. Presentation: Authority Infrastructure Bank Loan Approval - West Weber

Ariane Gibson, Deputy Director and Chief Financial Officer, presented information on the operation of the statutorily-created Authority Infrastructure Bank Loan Approval Committee. That committee can recommend loans for infrastructure projects (intermodal facilities, sewer, electricity, roads, and water) to the UIPA Board. These loans, offered at a rate .5% above the bond market rate available to the state, are administered and serviced by the Division of Finance.

The loan presented here, for PCC Land, LLC, has been recommended by the loan approval committee. The terms are \$5 million for 3 years at 3.28%, to be paid in full with capitalized interest at the end of the loan period. The funds will be used for sewer infrastructure in the easternmost part of the West Weber project area. The money will be used as a match for ARPA funds from Weber County.

Should the UIPA Board approve the loan, it will go to the Executive Appropriations Committee for final approval.

3. Presentation: FY 2025 Amended and FY 2026 Budget Hearing

Ariane Gibson presented the UIPA budget, reviewing the FY2025 previously approved and revised budget, and the FY2026 proposed budget. Revenues come from property tax differential, some sales tax, and an annual appropriation. Other miscellaneous revenue comes from interest earnings, lease rent, and gain on investments. In the coming year it is anticipated that UIPA will receive funding from several approved Federal grants. In the coming year expenses will increase in personnel, travel, office lease, and the buildout of the expanded office space.

She discussed other port development activities and certain fees & transfers that are in place.

4. Executive Director Report

Executive Director Ben Hart provided an executive director report. He spoke of the port's mission and work to provide positive economic impact in both urban and rural areas of the state. He introduced three new inland port staff members, Amy Chanthalyxay of the finance team, and Caroline White-Nockleby and Michelle Bohnen who will be working on the Federal Clean Ports grant.

Ben noted a non-substantive administrative change to the Golden Spike Project Area involving parcel IDs and internal boundaries.

He noted the importance of the port's mission to improve transportation and logistics infrastructure in the state. He mentioned recent tours in New York City and Chicago that underscore the need to reduce Utah's dependence on truck transportation through increased utilization of rail and air.

As part of the Executive Director's report, Amy Brown Coffin, Chief Risk & Compliance Officer, presented a report on UIPA Sponsored Public Infrastructure Districts. The four UIPA sponsored PIDs are Crossroads PID, Tooele Valley PID, Verk Industrial Park PID, and the BZI Innovation Park PID. She detailed the board composition and revenue sources for each PID. UIPA reviewed the compliance with statutory requirements for each of the PIDs. She noted accomplishments and compliance with transparency for each entity.

Danny Stewart, Associate Vice President for Regional Project Area Development, provided a brief update on activities in the Iron Springs Project Area. He discussed the project area's creation in April of 2023, and amendment in August of 2024 that brought the project area size to 2,287 acres. Accomplishments in the project area include the opening of two transload facilities and the substantial reduction in truck traffic on Utah's highways. He spoke of recruitment efforts in the project area.

5. Policy Updates

Amy Brown Coffin, Chief Risk & Compliance Officer, presented reviews of two board policies. There were no proposed changes to these policies in this annual review.

BP-01 - Open & Public Meetings

BP-03 - Communications & Media Policy

6. Presentation: Business Incentive Consideration - Hive Plastics

Danny Stewart presented a proposed business incentive for Hive Plastics in the Iron Springs Project Area. The plastic product manufacturing company has invested over \$12 million to build a 23,000 square foot facility in the project area where they anticipate creating up to 60 jobs. The proposed incentive will provide a rebate of 10% of the company's property tax liability for 25 years. Hive Plastics owner, Joe Brough, thanked Danny for his work on this project over the past 14 months. He spoke of the company's products and the factors aiding the decision to locate in Iron County - support of the local community, rail access for bulk plastic delivery, and training programs to prepare needed employees.

7. Presentation: Trigger Resolutions

Jenna Draper, Associate Vice President of Regional Project Area Development, presented the trigger resolution for Skyline Corridor. This includes three areas in Richfield with recently finished housing and apartment developments and a relocated eye doctor. In Ephraim the triggered parcel includes a hotel, and in Gunnison the parcel includes a carbon fiber prosthetic manufacturer that has added 68 six-figure jobs to the local economy.

Danny Stewart spoke on the trigger resolution in the Central Utah Agri Park, Nortonville Zone. This is the location of the Nortonville Rail Company, a rail transload facility that is used by CO Building's steel fabrication.

8. Presentation: Resolution 2025-38, The Crossing PID Tax Sharing Agreement

Jenna Draper presented a resolution for a tax sharing agreement with The Crossing PID in Ephraim. This tax sharing agreement was presented to the Tax Differential Committee and the company was invited to present in this meeting as the board determines what percentage of tax differential to provide to the PID. Mike Ballard, Jeff Knowlton, and Joe Gallagher of the Camino Verde Group presented information on their investment and development in Ephraim. They spoke of the housing, commercial, industrial, medical, and office space that will be included in the development and their work with the city to provide the needed roads. They requested that the board please consider providing 90% or more of the project area tax differential to the PID.

9. Presentation: Resolution 2025-36, Creation of XR Quadrant Development Public Infrastructure District

Stephen Smith, Associate Vice President of Regional Project Area Development, presented the request for the creation of a Public Infrastructure District in the Northwest Quadrant. He noted the name change for the proposed PID to now be known as the NWD Public Infrastructure District. The applicant is looking to create a PID covering approximately 229 acres to help fund infrastructure costs of about \$22 million. The funding source is a mill levy on taxable property within the district boundaries - there is no request for tax differential funding.

10. Presentation: Resolution 2025-37, Pony Express Project Area Plan & Budget

Jenna Draper, Associate Vice President of Regional Project Area Development, presented the Pony Express Project Area Plan and Budget. She noted the value to rural areas to have a partner such as the inland port to help them achieve their goals as they face explosive growth in coming years. Cedar Fort Mayor Wyatt Cook spoke of the growth their small community is facing, the

change it will bring, and the benefit of the project area in creating jobs and bringing in tax revenue. Industries of focus in the project area include light to medium manufacturing, small-scale advanced manufacturing, agriculture technology, renewable energy and sustainable agriculture processing.

11. Public Comment

Acting Board Chair Freedman opened up the public comment period and invited those in the room to submit comment cards for an opportunity to speak. As this meeting includes a budget hearing he first invited comments related to the budget.

One budget-related comment expressed desire to see Salt Lake City tax differential spent on negating the impact of increased truck traffic in West Side neighborhoods and development in areas with limited water resources. Other general comments included protecting migratory corridors, opposition to Pony Express Project Area, and encouraging regular virtual comments at UIPA board meetings. Fairfield Mayor McKinney expressed support for new businesses and jobs in Cedar Fort and Fairfield, the need for these small rural communities to get help managing the growth that is inevitable, and thanks for the partnership with UIPA.

12. Authority Infrastructure Bank Loan Approval - West Weber

Board Member Stevenson moved that the Utah Inland Port Authority Board approves an infrastructure loan from the Inland Port Authority Revolving Loan Fund of \$5 million to PCC Land, LLC with terms of the loan being 3 years at 3.28 percent interest rate, payable at the end of the 3 year term.

Board Chair Osborne seconded the motion.

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

13. Resolution 2025-39, Adopting FY2025 Amended and FY2026 Tentative budgets

Board Chair Osborne moved to adopt Resolution 2025-39, "Adopting Fiscal Year 2025 Amended and Fiscal Year 2026 Tentative Budgets."

Board Member Stevenson seconded the motion.

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

14. Approval of Business Incentive - Hive Plastics

Board Member Stevenson moved that the Utah Inland Port Authority Board approves for Hive Plastics an annual Project Area Incentive/Property Tax Differential Rebate equivalent to 10% of the assessed property tax, post completion of the development.

This rebate will be provided yearly for no more than 25 years, provided continued operation within the Project Area during that time.

Incentive approval is subject to the following:

- Completion of contract agreement.

Board Chair Osborne seconded the motion.

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

15. Trigger Resolutions

- A. Board Chair Osborne moved to adopt Resolution 2025-32, “Trigger Resolution for Skyline Corridor Project Area.”

Board Member Stevenson seconded the motion.

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

- B. Board Member Stevenson moved to adopt Resolution 2025-35, “Trigger Resolution for Central Utah Agri-Park Project Area Nortonville Zone.”

Board Chair Osborne seconded the motion.

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

16. Resolution 2025-38, The Crossing PID Tax Sharing Agreement

Board Member Stevenson moved to adopt Resolution 2025-38, “Crossing PID No 1. & No 2. Interlocal Tax Sharing Agreement” with the board amending the tax-sharing percentage in the resolution to 90%.

Board Chair Osborne seconded the motion.

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

17. Resolution 2025-36, Creation of NWQ PID

Board Member Stevenson moved to adopt Resolution 2025-36, “A Resolution of the Board of Directors (The “Board”) of the Utah Inland Port Authority (“UIPA”), Providing for the Creation of the NWQ Public Infrastructure District (The “District”) as an Independent Body Corporate and Politic; Authorizing and Approving a Governing Document, an Interlocal Agreement, and a Notice of Boundary Action; Delegating to Certain Officers of UIPA the Authority to Execute and Approve the Final Terms and Provisions of the Governing Document, the Interlocal Agreement, the Notice of Boundary Action and any Other Documents Related Thereto; Authorizing the District to Provide Services Relating to the Financing and Construction of Public Infrastructure Within the District Area; Appointing a Board of Trustees for the District; Authorizing Other Documents in Connection Therewith; and Related Matters.”

Board Chair Osborne seconded the motion.

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

18. Resolution 2025-37, Pony Express Project Area Plan & Budget

Board Chair Osborne moved to adopt Resolution 2025-37, “A Resolution of the Utah Inland Port Authority Board Adopting the Pony Express Inland Port Project Area Plan.”

Board Member Stevenson seconded the motion.

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

19. Approval of Minutes, May 29, 2025 Board Meeting

Board Member Freedman moved to approve the minutes from the May 29, 2025 board meeting.

Board member Stevenson seconded the motion.

The motion was approved unanimously.

20. Adjourn

Acting Board Chair Freedman adjourned the meeting.

Board Chair Abby Osborne

Written Public Comments submitted during and after the meeting:

Carsten Angerhoffer - Lehi, UT - 6/24/2025

I Oppose the Cedar Valley Inland Port

As an avid birdwatcher, I know that the area around Cedar Valley is one of the best places on earth to see the rare Scott's Oriole, along with a host of other desert birds that rely on the wetlands in the area. I have seen firsthand how Utah's rapid development has harmed Utah's bird populations, and a noisy, polluting inland port would certainly disrupt the birds in this special place. My family and I oppose the Cedar Valley Inland Port because we love the beautiful birds that have lived there for millennia. These wild lands are not only of unique value to birds, they are playground for human exploration whose vastness puts our lives on this planet into perspective.

Let us preserve Utah's pristine Cedar Valley and its important bird habitat for generations to come.

Annette McMullin - Sandy, UT - 6/25/2025

Cedar Valley

What good will come of the eventual destruction of the fragile Utah air and water. Some dirty developments that we the taxpayers are on the hook for? The in-land port needs are not more important than the environmental stability of Utah air and water. No sane person with common sense would allow individuals to take and deplete resources that cannot be replenished. Your

motives are selfish, vicious and corrupt. Stop using the tax payer money for your own immoral enrichment of your bank accounts.

Kimberly Pettit - Moab, UT - 6/25/2025

Inland Ports

My pleadings are irrelevant, you know it is short-sided, unpopular and has dire consequences. In the West, well everywhere, water is our greatest gift--along with the natural habitat for all sorts of flora and fauna. To what end do we pursue money, endlessly, what is its worth? Let us live a better, elevated life where all life matters.

Paula Dean - Oakley, UT - 6/25/2025

Cedar Valley Wetlands

Wetlands are the Earth's vital organs. Like our own kidneys, they clean the precious lifeblood in the ecosystem, our water. Utah has very few wetlands, any remaining intact wetlands should be protected from development with a wide buffer zone.

Heather Dove - Salt Lake City, UT - 6/26/2025

I oppose the creation of a Pony Express Inland Port Project Area

I would like to register my opposition to the creation of a Pony Express Inland Port Project Area.

This part of Utah County west of Utah Lake has already experienced tremendous growth. The roads, the air, the water, the soundscapes are already over-burdened. These resources cannot sustain the scale of industrial and residential development that is being planned with this port.

Additionally, I am opposed to the degradation and destruction of the wetland areas nearby. We have already lost the vast majority of our wetlands in this state. We cannot afford any further losses.

Cedar Fort and Fairfield city leaders are rushing into this project without fully understanding what they will be giving up - which is the peace and quiet, and the natural beauty of the desert landscapes and the wildlife they support in this region. There was some talk at one point about a possible solar farm installation in this area. I think this type of low water development that does not stimulate further population growth and urban sprawl is far superior to the industrial development and residential growth that is planned with this port.

Cedar Fort and Fairfield city leaders are being driven by FOMO - that is fear of missing out. They have seen all these other communities rush to secure a project in their area. I predict that most of these communities will eventually regret their decision to enter into such projects.

I urge Cedar Fort and Fairfield to revisit this pursuit and choose instead to keep the beautiful landscape and quiet lifestyle and not over-tax the natural resources. Do not allow urban sprawl to pollute your corner of this state.

Joan Gregory - Salt Lake City, UT - 6/26/2025

Public Comment about Public Commenting

I second all the comments that have been made expressing concerns re: the budget and the

proposed Pony Express Project Area. I support our wetlands because they support us, our lungs, our hearts, our health, our ecosystems, our very existence.

My comment is on process and I want to say thank you to Jonathan and Senator Stevenson for making space for virtual public comment in this meeting and in the meetings, they have been chairing. Public comment is essential. While I still do not see evidence that members of the UIPA Board or staff have taken comments about the environmental and financial impacts of the project areas to heart, or have taken positive action on those comments, I DO see action being taken on process.

PLEASE ... Chairperson Abby ... PLEASE follow Jonathan's and Senator Stevenson's lead in making it possible for people all over Utah to comment virtually on what is presented at these UIPA Board meetings. When the meetings are held at the Utah State Capitol, people in Cedar Fort and Fairfield and San Juan County and Weber County and Tooele and throughout our entire state should be given the opportunity to address the Board. And when the meeting are held in counties throughout the state, those of us in the rest of the state should be granted the same commenting opportunity.

YES, there is a written comment option. That is GREAT. But verbal virtual comment includes inflection, conveys emphasis, and perhaps even opens the door for empathy and greater understanding. Choose ALL of the above. Be the example of an Utah independent governmental quasi-entity that offers ALL of the commenting options: in-person, written, and virtual. To me it seems doable, feasible, equitable, and a positive step towards openness and transparency.

Gary Hull - Ogden, UT - 6/26/2025

Inland Port
Boondoggle.

Letter received via email from Deeda Seed - 6/26/2025

Dear Utah Inland Port Authority Board,

We oppose using taxpayer resources to incentivize industrial development in Utah County's Cedar Valley through the creation of the new inland port project areas. The Cedar Valley faces serious water problems, contains significant wetlands and is in serious nonattainment of federal air quality standards for PM 2.5 and ozone.

Fast-tracked publicly subsidized industrial development will further diminish already imperiled water resources. A 2007 study by Utah Geological Survey scientists found that the Cedar Valley aquifer is likely to be significantly depleted in the coming years due to projected development with large areas of the valley experiencing over 100 feet of drawdown. This is an area already experiencing a water crisis, the last thing it needs is taxpayer incentivized development that will make that crisis worse.

In addition to stressing water supplies, industrial development brings pollution from new car and truck traffic. Air quality in Utah County is already unhealthy, and this taxpayer subsidized industrial development will make that worse.

Finally, as the Fairfield General Plan notes, “a significant portion of Fairfield has been designated by the United States Geological Survey as Wetlands.” These are some of the last remaining wetlands in the Great Salt Lake Basin and they will be impaired by major industrial development next to them.

Given the challenges the Cedar Valley faces with air pollution, water resources and wetlands, and given that it is an important piece of the environmentally challenged Great Salt Lake Basin, industrial development should not be fast-tracked.

Sincerely,
(names and addresses of 271 Utahns)

Ashley Lott - Eagle Mountain - 6/26/2025

2 Questions

1) Power & water consumption is a BIG concern in the Cedar Valley area, with zoning requiring certain facets to develop. Does the Port Authority plan on addressing those items ahead of time to meet or exceed the current requirements? Or will they seek exemptions?

2) From a tax/local contributions perspective, what does this mean to the Cedar Valley area in terms from a monetary standpoint?

For example:

- 1) Contributions to the tax base
- 2) Contributions to the new school district
- 3) Contributions to improve roads & infrastructure

Craig Weir - Salt Lake City - 7/2/2025

We leave something for future generations besides a scarred landscape and debt.

I wish I could see something beneficial to UIPA developments scattered around the state.

Everything I read about the Inland Ports that are being forced upon Utahans by UIPA is harmful.

The building of the inland ports negatively alters the landscape that our already stressed wildlife requires to survive. It uses water that is currently over allocated exacerbating the destruction that our over population has caused to our state. It will increase the percentage of large trucks into an already congested stop and go day long traffic. It adds enormous amounts of vehicular pollution to Utah's already worst in the nation, sometimes the world air quality. All for what? To create a few poor paying jobs, add unnecessary growth and pave over land that is better left in its current natural state. All of the new construction of the UIPA is moving Utah toward a gridlocked dark and polluted future.

Kylie Frederick - Salt Lake City - 7/10/2025

I am opposed to the Cedar Valley Inland Port

Hi there,

I just wanted to share that I am opposed to taxpayer resources going to new development in Cedar Valley. This is an area already struggling in water resources, and is not apt for more development. It also would continue to plague the area with more emissions and worse air quality. My husband, who is a young, active, and healthy individual, does suffer from severe

allergic responses on bad air quality days from emissions, dust, smoke or the like. We were recently in Saint George which is sending up developments in a completely fast-tracked manor, and we experienced the public health issues the whole area had been. Sore throats, consistent coughing and sneezing, hoarse voices. All because the area is becoming overdeveloped, kicking up dust, etc. The consequences of worsening our air quality and/ or stretching our water resources too thin when much of Utah is in a drought emergency is severe. Two of our best friends recently had to leave Salt Lake suburbs because the environment was no longer suitable for them. Our economy relies on tourism, being a city that can host things like the Olympics, and more. But more importantly, a huge part of our identity and quality of life is the beautiful landscape we call home. But we face residential and ecological disasters if we do not take these things into consideration. And it is of course never good when a non-profit full of doctors and public health professionals is consistently warning the public about this very development. Please, do not create an inland port in this area.