

# SALT LAKE CITY COUNCIL INLAND PORT TIMELINE

## 2018

MARCH | LEGISLATIVE SESSION



### Utah Inland Port Authority (SB234)

#### The **original Inland Port Bill**:

- created a 22,000 acre distribution hub in Salt Lake City's Northwest Quadrant
- created an unelected, 11-member board with the authority to adopt project area plans, issue bonds, and receive tax funds
- diverted tax revenue from growth back into the port, which would otherwise go to the City, Library, and other taxing entities

The State invited the Council and Mayor to negotiate. The City's concerns included changes to Land Use processes, millions of dollars in lost tax revenue, the environmental impacts of port activities, and transparency.



### Utah Inland Port Authority Amendments (HB200I)

The Council worked with the State to make changes to the original bill.

#### The **amended Inland Port Bill**:

- committed 10% of tax revenue from growth to fund affordable housing
- reduced the land within the port authority boundaries (~16,500 acres)
- prohibited development on wetlands and required an environmental plan in the business plan
- preserved the right of SLC to provide services and be reimbursed by the Port
- refined the land use process for approval
- required the appeals process to include a review of potential environmental impacts

## 2019

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### The Legislature passes Inland Port Amendments (HB433)

#### The **substitute Inland Port Bill** would:

- further clarify tax revenue from growth generated in SLC for affordable housing to stay with the City
- give taxing entities opportunities to negotiate for tax differential as the Port grows
- give the City the tax value instead of the Port on properties such as Amazon, Post, UPS, FedEx
- minimize potential loss of sales tax revenue to the City

For more information, visit [www.slc.gov/council/news/utah-inland-port](http://www.slc.gov/council/news/utah-inland-port)