

HOUSE DISTRICT	NAME	1. What is your thinking about using the Utah Inland Port model as a tool for economic development across the state and within, or close to, your district? In particular, how does the tax increment ratio (the split of the increased property tax revenue between UIPA and local governments) influence your thinking about a rewarding outcome for the communities affected by a port? Who do you think should have the ultimate land use authority for an inland port?	2. What type, or degree, of pollution is unacceptable at an inland port? In particular, is wetlands protection important and whose responsibility is it?
House District 3 Morgan/Summit Counties Unaffiliated	Patrick Belmont	The inland port is not a positive step for improving the economy or quality of life for Utahns for many reasons. The fact that it has gotten this far is a clear indicator that of the reckless decision-making that is occurring in the Utah Legislature. I will work to ensure transparency and accountability for any future actions taken by the Utah Inland Port.	We are already profoundly exceeding acceptable pollution levels of our air, water, and ecosystems. It is all of our responsibility to ensure we keep Utah clean for today and future generations. Legislators are the people with some of the greatest ability to influence how we move forward. But every individual has power to ensure we move in a better direction. Legislators should be fostering, rather than stifling, community engagement in these issues.
House District 4 Dagget/Duchesne/Su mmit Democrat	Kris Campbell	It is a creative model intended to speed up approval of development. Unfortunately, the Utah Inland Port model insufficiently considers the needs or impacts on local communities either financially or environmentally, putting a lot of the risk on the communities with little chance for input into the design and considerations of planning the development.	It is important to fully consider environmental impacts, mitigate or avoid them as appropriate, fully weigh the costs and benefits of development including long-term effects of health on wetland ecosystems and people living in the area, and develop responsibly so as to improve the health of all people and systems concerned.
House District 9 Weber County Democrat	Angela Choberka	<p>The Utah Inland Port model presents both opportunities and challenges for economic opportunities particularly when considering its impact in our state and near my district. The port could provide more economic opportunities by creating jobs and attracting businesses although it's crucial that development is balanced with the needs and concerns of our local communities.</p> <p>The tax increment ratio is important to view the impact of the inland port. A fair and equitable split is essential to ensure that local communities benefit from the economic opportunities generated by the port. The revenue should be reinvested in the close communities, improving infrastructure, public services, and quality of life.</p> <p>When it comes to land use, I believe that local governments should have the ultimate say. They are closest to the residents and best understand the needs of their communities. The State Legislature can help to fund and provide coordination across the state.</p>	<p>We must prioritize that pollution from the inland port does not harm our residents and the environment. We must take a proactive approach by closely monitoring pollution levels to prevent any significant negative impact. This includes assessing how the port affects our communities and the wetlands within and around the district.</p> <p>Collaboration is key—local and state governments and our community members must all have a voice in evaluating the port's impact. Our residents will be the ones to truly feel the effect of the port and can pass along their evaluations to our local governments. Together, we should prioritize protecting our environment and maintaining the quality of life for everyone involved.</p>

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House District 9 Weber County Republican	Jake Sawyer	<p>First and foremost, I deeply value the unique beauty and environment of Weber County, and any economic development — including the potential of an inland port — needs to be balanced with preserving our local lands, water, and air. As a candidate who is pro-Weber and pro-environment, my support for the inland port model hinges on the commitment to preserving the natural resources and quality of life for our community, while also ensuring that we responsibly promote economic growth.</p> <p>I appreciate that the Utah Inland Port Authority (UIPA) is taking active steps to address environmental concerns, particularly regarding the Great Salt Lake and its surrounding wetlands. The investment of \$2.5 million in buffer zones to protect these critical habitats is a step in the right direction. In Weber County, where we hold our natural landscapes and resources dear, any development needs to uphold the same principles — protecting our wetlands and wildlife while building an infrastructure that supports sustainable growth.</p> <p>Regarding the tax increment ratio, my goal would be to see that a fair and equitable portion of the increased property tax revenue benefits the local communities directly impacted by the port's development. This balance is essential, as these communities are the ones who will experience the most change and should, therefore, see the rewards of economic growth through improved infrastructure, services, and job opportunities. However, this must also be balanced with responsible development and maintaining our community standards.</p> <p>The authority over land use should primarily be local. Weber County residents know our area best and are best equipped to make informed decisions that reflect our values and concerns. While UIPA's expertise in infrastructure and development is important, local governments must have the primary voice in determining land use to ensure that any economic development aligns with our community's needs and environmental considerations.</p> <p>We've seen that the inland port system has the potential to spur job growth and reduce truck traffic by increasing rail transportation, which can be a positive for both the economy and the environment if done thoughtfully. However, development must be accompanied by thorough environmental studies and proper mitigation efforts, especially near sensitive areas like the Great Salt Lake and waterfowl management areas in Weber County. Furthermore, any land with cultural significance to our local heritage and Native American history should be protected and respected.</p> <p>In short, my support for the inland port model as a tool for economic development is contingent on a balanced approach that benefits Weber County's economic health while preserving our natural and cultural heritage. It's possible to foster growth without sacrificing what makes Weber County special, and that's a goal I will always prioritize."</p>	<p>Any development in Weber County must maintain a strong commitment to environmental stewardship, and that includes the development of an inland port. I believe that any pollution that jeopardizes the health of our air, water, or land is unacceptable. This means ensuring that pollution from industrial activities — whether from emissions, runoff, or other sources — does not degrade our natural environment or harm the quality of life for our residents.</p> <p>Wetlands protection is critically important, especially in areas surrounding the Great Salt Lake. These wetlands are vital not only for local wildlife but also for our broader ecosystem and water resources. Their health directly impacts the survival of many species, water quality, and the beauty of our natural landscapes that we all cherish. Therefore, we must make every effort to preserve and enhance these natural spaces.</p> <p>Responsibility for protecting wetlands falls on everyone involved in the development process — from government agencies to developers to local communities. While the Utah Inland Port Authority (UIPA) has a role to play in setting standards and creating plans that minimize the environmental impact, local governments must also be empowered to ensure that developments meet the specific needs of their communities. Additionally, developers have a responsibility to implement environmentally friendly practices and contribute to the long-term protection of these areas.</p> <p>Ultimately, protecting the wetlands is a shared responsibility, requiring collaboration across various levels of government, private stakeholders, and community members. I am committed to making sure that as we grow economically, we do so in a way that enhances our environment rather than compromises it. Any development — especially something as significant as an inland port — must set the highest standards for environmental care and sustainability.</p>

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House District 10 Weber County Democrat	Rosemary Lesser	The tax increment ratio does not favor local governments who will be required to spent taxpayer money to fund the infrastructure. Local entities should have land use authority, with the understanding that misuse of land and destruction of wetlands has statewide implications.	Wetlands protection is critically important and the responsibility to protect this precious resource lies with both the state and local entities. Air pollution from diesel truck emissions also has serious health implications for everyone living on the Wasatch front.
House District 18 Davis County Republican	Paul Cutler	I think the RDA/EDA model is an effective way to incentivize big capital projects that need long term development. I believe local control and local buy-in is important when it comes to land use decisions and property tax decisions.	The Inland port model reduces pollution long term. The goal is to reduce the number of trucks on the road by moving freight to trains, which can transport goods more efficiently, and with lower pollution if they use cleaner tier 4 switcher locomotives. If we can find market based incentives to move goods using trains that cause less pollution than trucking the same goods around the state, that is a win for air quality and for the economy. All wetlands are not created equal. I am in favor of protecting and enhancing high quality wetlands (like Farmington Bay in my district). The Army CoE has designated some areas as wetlands that have very little environmental value -- I'd rather enhance high quality wetlands than try and block reasonable development in low quality "wetlands" that have very little value to the environmental ecosystem.
House District 20 Davis County Democrat	Lew Jeppson	I remain very suspicious of port authorities.	Little or none.
House District 22 Salt Lake County Democrat	Jennifer Dailey-Provost	This is an example of misguided state legislative policy enacted by politicians years ago who had little understanding or care of the communities that would be deeply impacted. The legislation was never guided or informed by stakeholders and has since been proven to be dysfunctional. The city should always have maintained control over its land.	If legislative leadership sincerely wanted a successful model, they would have doubled down on world class green energy transportation models from the beginning. Without forward thinking technology, this project will never exist in a position to meet the future needs of global transportation. We missed the boat - literally and metaphorically.
House District 22 Salt Lake County Republican	Steve Harmsen	Tax increment concept needs to be reviewed as it is not giving the local community the promised benefits in a time frame as to be beneficial and the local community is losing control of the development	That is a question and decision for the local community and the state if the project transcends local boundaries with deference given to the locals

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House District 23 Salt Lake County Democrat	Hoang Nguyen	<p>While the Port may be a great economic driver for the State, my concern lies in the environmental impact the port will have on its surrounding communities. I am also concerned if the economic benefits will be equitably shared among the various communities. It is important that the local communities receive a significant share of the increase tax revenue in order to minimize the negative affects the port may have on those communities.</p> <p>I believe the authority of the land use for the port should be ultimately be a collaboration between local and state authorities with considerations from community stakeholders. This ensures a more balanced approach in order to meet the needs of the port and the surrounding communities.</p>	<p>Wetlands Protections and environmental impact should be paramount as the State moves forward with this project. It is the responsibility of the State to work with local municipalities, agencies and operators to ensure as minimal as possible the environmental impact the port has on the surrounding area and communities.</p>
House District 25 Salt Lake County Republican	Richard Nowak	<p>I have studied ports in other states and find they are good for the local economy and consolidate travel reducing emissions. A port by our airport will reduce truck traffic out of West Valley City.</p>	<p>Wetland protection is important to me and I would expect that an environmental impact study has been done unlike just building a prison in a wetland area.</p>
House District 26 Salt Lake County Republican	Matt MacPherson	<p>I don't think UIPA can be used as a model for economic development as I expect this to be a unique setup for the state as far as implementation goes. I think the proposed lion share being allocated for local municipalities is appropriate as it greatly impacts the local area infrastructure while providing the same statewide benefits. As for land use authority, with a project providing such broad benefits for the state economy and industry as a whole, it makes sense for it to reside primarily within UIPA, though the UIPA board should and will be staffed by local leaders as well. I think any shifting of this authority should reside in strengthening the UIPA board membership's local leaders, rather than any statutory language sharing or shifting land use authority directly.</p>	<p>I would ideally like to see modern, clean rail units for local freight control rather than trucks in order to cut back on additional air quality concerns. Any infrastructure added to the area will have some degree of damage to the local area, but also allows for the improvements and conservation efforts that can only be done at a large scale when the infrastructure is in place to do so. I would hope to a some shared responsibilities from the state, local government and private enterprises with common sense environmental regulations that don't stifle the economic benefits while also preserving and beautifying the natural habitat. I think a balanced approach would be possible to serve both purposes.</p>
House District 26 Salt Lake County Democrat	Jeanetta Williams	<p>There has been a lot of discussions about the Inland Port. However, it is my belief that the Inland Port is able to help businesses to stimulate economic growth by creating jobs. Transportation is important to support expansions. The Port Authority that was established should have the authority over the Inland Port. The Port Authority must work with the states leadership and the community to address all issues pertaining to the Inland Port.</p>	<p>Utah must address the air in our state from the inversion, pollution and cars. The officials must work with the Department of Environmental Quality to address these issues. This would also include emissions. Changing state owned vehicles from diesel to zero-emission fuel.</p>

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House District 27 Salt Lake County Democrat	Dawn Stevenson	<p>The Utah Inland Port has been a mistake from the start. I will be outdated before it even starts up. The Salt Lake site is being built so cheaply that union construction entities cannot compete. When that occurs, out of state laborers flock to the scene. How does that benefit workers living in Utah? Tax increment ratios always favor the owners/developers at the expense of ordinary citizens. I think referenda on the Inland Port should be voted on by the residents in each area of impact.</p>	<p>We must work to sustain levels of pollution that meet the standards promoted by Utah Physicians for a Healthy Environment. https://www.uphe.org/priority-issues/new-proposed-air-quality-rules/ Wetlands are not "land that nobody wants." The wetlands exist because the Great Salt Lake needs them. We must recognize that GSL is an entity that has a right to exist, along with the wetlands that support a healthy lake. The GSL is a public entity that should be protected by local and state governments. When they fail the protection falls to the public and NGO's who have the capacity to sue for protections. The public must insist on a say in all matters that have impacts on them.</p>
House District 28 Tooele County Democrat	Fred Baker	<p>The Utah Inland Port model may have been a fine idea at its inception, but has outlived its usefulness since it lacks any sort of thinking or a viable business plan. There is no reason to sacrifice county tax revenue for a poor plan to create low paying jobs and destroy the environment. Land use authority should remain in the county.</p>	<p>Wetlands protection is a responsibility of the state. Sadly the state is doing nothing at the present time.</p>
House District 30 Salt Lake County Republican	Fred C. Cox	<p>Some cities and counties have promoted and welcomed an inland port. I was at a city council meeting at Grantsville within the last 2 years. It was discussed. For those cities and counties I have less a concern. For Salt Lake City, it was pushed on it and I have constitutional issues with that. Some of the property owners in West Valley City are part of the port area and have heard nothing from the port and yet are likely having their property tax money funneled away with no benefit. Does that raise other property owners property taxes to make up for it? Development in some of the areas is helpful and it is handled by the city. Other properties are treated differently. I have concerns with this imbalance.</p> <p>I was not a fan of the creation of the port as a tax revenue splitting entity in the first place and still question the constitutionality of it. It creates a separate entity where the business owners and residents have no say in the decisions made. I like the overall goal of economic growth.</p>	<p>We all want clean Air, land and water. Those should be protected. I have less of a concern with the reduction of wetlands in certain areas. We all should have responsibility for protecting clean Air, water and land. Both the city and the state should and usually do protect them.</p> <p>We all should agree that clean water, land and air is important. We also should help protect our environment.</p>
House District 30 Sale Lake County Democrat	Jake Fitisemanu	<p>The definitive authority over land use and tax collection/allocation should be vested in the local municipalities impacted by the imposition of inland port sites. I'm opposed to UIPA power holding that unilaterally overrides the prerogative and authority of local cities to govern land and resources within their boundaries.</p>	<p>No degree of pollution is acceptable. The preservation of our wetlands and natural habitat should be prioritized to the greatest extent possible.</p>

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House District 31 Salt Lake County Democrat	Verona Mauga	I believe there are countless opportunities for economic development in Utah, and there shouldn't be one specific model that dictates how legislators view growth in their communities. Legislators, and the legislature as a whole, owe their constituents a platform for their voices to be heard. Local governments and communities should be the driving force behind projects like these that may have detrimental effects on them. I am glad to hear that there will be an influx of good union jobs for my community and neighbors but I remain concerned about the environmental impacts.	We should not support or just expect to deal with any increase in pollution in our community. Economic opportunity does not need to come at the cost of the environment or community health. Protection of our environment is imperative to the health of Utah and Utahns. As a community, we should work with the Utah Port Authority, local and state politicians, and companies operating in the port to limit pollution as much as possible. Robust oversight of our wetlands protection will be crucial. While the onus should be on the companies operating in the port to limit their pollution it will be a task of other involved parties to monitor this.
House District 34 Salt Lake County Republican	Karl Jurek	<p>The Utah Inland Port model offers a unique approach to economic development by positioning the state as a key hub for logistics and distribution. Its potential to create jobs and attract new businesses is certainly a positive step toward boosting our economy, especially by capitalizing on Utah's central location and strong transportation networks. Expanding this model to other regions could bring similar benefits, particularly by fostering regional economic growth and improving infrastructure. However, any potential expansion needs to be carefully evaluated on a case-by-case basis to ensure that it aligns with local needs and priorities.</p> <p>At the same time, we must remain aware of the potential challenges that accompany large-scale development projects. Environmental concerns, particularly regarding air quality and land use, are especially critical in areas already grappling with these issues. It is vital to prioritize the exploration of best practices that balance economic growth with sustainable development, ensuring that both immediate economic benefits and the long-term health of the environment are considered.</p> <p>The Utah Inland Port presents an intriguing option for economic development, but its application should be approached with a critical eye. We need to engage with local communities, listen to their concerns, and ensure that any development benefits both the economy and the well-being of our residents. Responsible planning and oversight will be key to making sure this model serves the best interests of all involved.</p>	<p>When considering the impact of an inland port, it is important to acknowledge that economic development and environmental stewardship must go hand in hand. While some degree of industrial activity naturally comes with such projects, it is essential to ensure that pollution levels do not compromise the health and well-being of local communities. Air quality, for example, is a critical concern, especially in regions already prone to pollution. Emissions from increased transportation, whether by truck or rail, should be carefully managed, and innovative solutions such as cleaner fuels and more efficient logistics systems must be considered to minimize impact on the local community.</p> <p>Water and soil contamination are other areas that require strict oversight. Any operations that risk introducing pollutants into local water sources or land must be concerned about local area and its safety. Responsible development means ensuring that pollution is kept within safe, manageable levels, using technology and best practices to mitigate its impact.</p> <p>Finding the right balance for pollution levels at an inland port requires a pragmatic approach. Establishing clear regulations and implementing continuous monitoring will ensure that environmental safeguards are maintained, while also allowing for the economic growth that these projects bring. By focusing on sustainability and responsible development, we can support both the region's economic vitality and its environmental well being. Striking this balance is key to moving forward.</p>
House District 34 Salt Lake County Democrat	Carol Spackman Moss	I believe the Utah Inland Port is a flawed model for economic development. Haven't goods been coming into the state and products going out of state for decades via air, train, or trucks. Most of these ports will have a negative impact on the current movement of goods and will negatively affect fragile wetlands.	Ye, wetlands protection is critical to our ecosystem, the Great Salt Lake, Farmington Bay, and other endangered wetlands.

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House District 36 Salt Lake County Republican Sole Candidate	Jim Dunnigan	I am concerned about the amount of tax increment financing that is going on in the state. And it goes beyond the inland port. I understand there may be some benefits to get development in areas that would not occur without tax increment financing but it also takes money away from the local tax and jurisdictions for a number of years.	I think Wetlands protections are important and it's everybody's responsibility.
House District 41 Salt Lake County Democrat	Gay Lynn Bennion	When I was a Committee Chair for Women's State Legislative Council of Utah back in 2018. I arranged for a presentation on the proposed UIPA bill. WSLC, a non-partisan, 104-year-old organization passed a resolution with two-thirds of members opposed to UIPA. Professor Leachman's white paper found an import-export hub in Utah doesn't make much sense. From the original plan for transloading, UIPA has pivoted to other goals, which is a clear sign that this project is not well conceived. I share Tax Commissioner John Valentine's concerns that Utah continues to decrease tax revenue for local governments through UIPA and other projects. Local communities should have the ultimate land use authority for an inland port, but these communities have handed that authority over to UIPA. When I have asked to meet with UIPA leadership, they have been responsive and met with me. The sustainability director and leadership profess a desire to only improve the environment and have applied for impressive grants for zero-emissions at the Salt Lake Inland Port. Hopefully our state agencies will hold UIPA accountable so that federal intervention is not necessary.	I am very concerned that several inland port locations are near wetlands. Experts, including those in Utah Geological survey, find that land fragmentation is a key contributor to the degradation of wetlands. UIPA has now adopted a Wetlands Strategy and has added Utah Department of Natural Resources Director Joel Ferry to their board. I just read his op-ed with assurances that UIPA will add protections to development plans already within Weber County's general plan. He and are state are now accountable, but I am concerned the desire for development has collided with wetlands in a way that can only further impair wetlands and nature in our state, which is of even greater concern as this area directly impacts Great Salt Lake.
House District 45 Salt Lake County Democrat	Sara Cimmers	<p>The Utah Inland Port model has significant potential as a tool for economic development, but its success hinges on UIPA's willingness to collaborate closely with local governments. This partnership should ensure that local communities have substantial input in the port's development and revenue-sharing processes. Moreover, UIPA must be obligated to address community concerns thoroughly, providing clear evidence and justification for any proposed solutions to mitigate those issues.</p> <p>Development should proceed gradually, allowing sufficient time for all parties to conduct necessary due diligence and for the community to have a meaningful voice in the process. When there is mutual agreement between UIPA and local communities, tax revenues and other benefits should be distributed in a manner that reflects the level of disruption and displacement caused by the port during both its development and operation.</p>	Inland ports should ideally have a minimal environmental impact, with any unavoidable effects carefully justified by clear evidence that the port will reduce environmental impact elsewhere. The protection of wetlands is crucial, as is responsible development. State and local governments share the responsibility to safeguard these sensitive areas while balancing the need for economic growth.

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House District 47 Salt Lake County United Utah	Dave Lundgren	I believe the land should be jointly managed by the UIPA and local governments. The board governing the UIPA should not be comprised only of legislative appointees and businessmen but the needs of the local communities should be adequately represented. As for the split of the tax revenue, I feel that whichever body gets the funds should reinvest it in the land, the project, and the community. The notorious lack of transparency around state efforts like this, such as the sale of the Point of the Mountain prison site, makes me concerned that the tax revenue will be siphoned off either to fund other state projects or to line the pockets of legislators and real estate developers. Without transparency, there is no tax revenue distribution that will benefit the people of the state.	I have not looked into the pollution aspect of the project. I will investigate to see what types of pollution are expected and what limitations will be reasonable. I appreciate this aspect of the project being brought to my attention.
House District 48 Salt Lake County Democrat	Stephen Middleton	I don't think the inland port should be bonded and financed by the state tax payers. I believe ultimate land use authority for a project like these should be managed at the county leadership level.	Minimizing pollution and environmental impact is important in these types of projects. As someone running to represent a part of the western Salt Lake valley, communities on the western side have borne the brunt of pollution historically. There have been studies that show pollution has had a greater and sustained impact on communities on the western side of the Salt Lake valley. The state legislature should take the lead in protecting our ecological and environmental assets and ensuring certain communities are not more impacted by pollution than others or defer these decisions to the county governments that are closer the issues.
House District 59 Summit/Wasatch Democrat	Julie Monahan	The tax increment ratio needs to give local governments a meaningful share of the increased property tax revenue and the project needs to be clearly for the public good. I do not support the Utah Inland Port model because it undermines local control over decisions that impact the environment and community development. Local municipalities should have more more control over land use decisions including: zoning, environmental impact, and local infrastructure development.	Utah Inland port's environmental impact is a critical issue. Several forms of pollution are unacceptable, including: air pollution, water pollution and wetlands protections. Salt Lake City already faces air pollution challenges, especially with particulate matter and ozone levels, and any further degradation from the port is unacceptable. We must protect the ecologically sensitive wetlands in and around the inland port area, particularly near the Great Salt Lake. Protecting wetlands from runoff, pollution, and development is crucial because they serve as habitats for migratory birds and help filter water. It is a shared responsibility of the federal, state and local governments to protect wetlands.
House District 60 Utah County Republican Sole Candidate	Tyler Clancy	My main priority when it comes to economic development is hiring Utahns with dependable hours, high wages, and good insurance. I am not as familiar with the tax structure of UIPA but always open to hearing perspectives on all sides.	Earlier this year I had the opportunity to tour the wetlands of the Great Salt Lake with Jack Ray and Matt Clark (one of my constituents). It was amazing and learning about the diversity within the ecosystem of the wetlands was eye-opening. Preserving our wetlands is critical and I support efforts to do so.

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House District 66 Juab/San Pete Republican Sole Candidate	Troy Shelley	The port allows Utah to continue to grow economically. If ports on the coast become too difficult to deal with, it could and will damage the economy of Utah. Underserved countries simply must have access to energy, and coal at this point is the most reliable, abundant and affordable source of energy. Agriculture commodities are to some degree the backbone of our economy and the livelihood of many. The tax issues will eventually balance out as there is still oversight. They are still accountable to elected representatives who have oversight.	There will be pollutants. The first question is can they be contained? The second question is are the possible effects substantial enough to warrant drastic measures? Third, if wetlands are displaced, what is the true outcome.?
House District 70 Iron County Republican	Carl Albrecht	<p>I believe that the spokes of the inland port wheel are a good economic driver for Rural Utah. I have two in my District. One in Beaver County and one in Iron County. These inland port spokes will help the local economies in those areas. The tax increment ratio seems to be appropriate for those counties which I represent. Finally, I believe the local authorities, County Commissions, Mayors, City Councils, and Planning Commissions should have the ultimate land use authority by cooperating together.</p> <p>In rural Utah we need economic development and these ports are good for that. The tax ratio is about right. The local counties and cities and towns should be the ultimate decision maker.</p>	<p>Wetlands should be protected. The responsibility should lie with the Local Inland Port Authority. Disposal of chemicals and hazardous waste should also be the responsibility of the Local Inland Port Authority.</p> <p>Very minimal disturbance should be made to these sites in rural Utah. If some pollution does occur the state should bear the costs. Wetlands are very important especially in rural areas.</p>

HOUSE DISTRICT	NAME	1. What is your thinking about using the Utah Inland Port model as a tool for economic development across the state and within, or close to, your district? In particular, how does the tax increment ratio (the split of the increased property tax revenue between UIPA and local governments) influence your thinking about a rewarding outcome for the communities affected by a port? Who do you think should have the ultimate land use authority for an inland port?	2. What type, or degree, of pollution is unacceptable at an inland port? In particular, is wetlands protection important and whose responsibility is it?
House District 71 Iron County Democrat	Steve Merrill	<p>This, as a two part question, has two wildly different answers.</p> <p>The Utah Inland Port model, when they are not required to take into account any community feedback, can be very dangerous. The potential increase in pollution, as well as the complete lockout of potential developers hurts both our environment and the potential for help with limited housing. While I understand the advantage to a centralized industrial zone - especially when rail is involved - the potential harm is difficult to overcome. And taking the significant portion of the tax revenue to reinvest, while it helps the development of that zone, hurts the area when development that *would have otherwise happened there* is not feeding the community's tax base.</p> <p>The Utah Inland Port model in Iron County, however, avoids many of these threats. It *is* a point on the rail, so the environmental advantage of being able to have 1 pollution point bring a mile of product, vs. diesel trucks only being able to bring 3 beds at most, is a positive. The area was not being otherwise developed - and is far enough out of town that I don't know that it would have been developed in the next few decades. It is well beyond public transit and miles from town, so any housing answers that may have come from developing out there would not alleviate housing issues (and there is still property all around the port that could be developed if this is determined to be an option). Because of its location, heavy truck traffic (and pollution) is kept from the population, which has increased traffic safety. The likelihood of developments going in there without a port was very low, so the tax loss isn't likely to hurt us compared to potential revenue.</p> <p>In the right area, with the right work with the local cities, and with a focus of integrating into the community, I believe the concept is good. In the wrong area, with it being forced upon citizens with no acknowledgement of what's happening locally, I believe it is fraught with negatives.</p>	<p>I would love to say, "NO POLLUTION!", but anywhere development would have happened there would be pollution. I think it is reasonable to compare the pollution brought by the businesses and their increased traffic to what would have been created by residential development. If they are able to keep in line with a normal neighborhood's pollution, especially if the port provides an option for reduction in pollution through combining suppliers (e.g. one train services 30 clients in the same area - so they don't need semis delivering 50 miles away), that seems to not be unreasonable.</p> <p>Using this same logic, the discussion of wetlands is simple. If the environmental impact is compared to residential development, and the area would not have residential development, then that area can't reasonable be developed for industry or commercial.</p>