



Golden Spike Inland Port

Project Area Plan & Budget

August 21, 2023

DEFINITIONS

Term	Definitions
Authority Infrastructure Bank	“Authority Infrastructure Bank” or “AIB” means the UIPA infrastructure revolving loan fund, established in Utah Code 63A-3-402, with the purpose of providing funding, through infrastructure loans, for infrastructure projects undertaken by a borrower for use within a Project Area.
Base Taxable Value	The taxable value of property within any portion of a Project Area, as designated by board resolution, from which the property tax differential will be collected, as shown upon the assessment roll last equalized before the year in which UIPA adopts a project area plan for that area.
Development Project	A project for the development of land within a Project Area
Effective Date	Date designated in the UIPA board resolution adopting the Project Area Plan on which the Project Area Plan becomes effective. It is also the beginning date UIPA will be paid Differential generated from a Project Area.
Project Area	As to land outside the authority jurisdictional land, whether consisting of a single contiguous area or multiple non-contiguous areas, real property described in a project area plan or draft project area plan, where the development project set forth in the project area plan or draft project area plan takes place or is proposed to take place. The authority jurisdictional land (see Utah Code Ann. sections 11-58-102(2) and 11-58-501(1)) is a separate project area.
Legislative Body	For unincorporated land, the county commission or council. For land in a municipality, it is the legislative body of such municipality.
Loan Approval Committee	Committee consisting of the individuals who are the voting members of the UIPA board.
Project Area Budget	Multiyear projection of annual or cumulative revenues and expenses and other fiscal matters pertaining to a Project Area.
Project Area Plan	Written plan that, after its effective date, guides and controls the development within a Project Area.
Property Tax(es)	Includes a privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
Property Tax Differential	The difference between the amount of property tax revenues generated each tax year by all Taxing Entities from a Project Area, using the current assessed value of the property and the amount of Property Tax revenues that would be generated from that same area using the Base Taxable Value of the property but excluding an assessing and collecting levy, a judgment levy, and a levy for a general obligation bond. This is commonly referred to as tax increment.
Taxing Entity	Public entity that levies a Property Tax on property within a Project Area, other than a public infrastructure district that UIPA creates.



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EXECUTIVE SUMMARY

The Utah Inland Port Authority (UIPA) was established to facilitate appropriate development of the Inland Port's jurisdictional land and other Project Areas within the state of Utah to further the policies and objectives of the Inland Port outlined in Chapter 58, Title 11 Utah Code Annotated 1953, as amended (UIPA Act). One mechanism for achieving these purposes is the creation of a Project Area where a Development Project is proposed to take place (Project Area). A Project Area is created as explained below under the Requirements section.

In order for a Project Area to be established by UIPA, the legislative body of the county or municipality in which the Project Area is located must provide written consent. The following public entities passed formal resolutions requesting the establishment of a UIPA Project Area on the following dates:

- Tremonton City passed a resolution on May 2, 2023
- Box Elder County passed a resolution on May 3, 2023
- Brigham City passed a resolution on May 4, 2023
- Garland City passed a resolution on June 7, 2023

This move aims to tap into the funding, resources and benefits provided by UIPA that will support and enhance the development of the subject properties (Golden Spike Inland Port Project Area). In doing so, the entities expect that development of the Golden Spike Inland Port Project Area, with the support and participation of UIPA, will not only meet the business needs of those within the Project Area, but also contribute to the needs of the immediate community and the region as a whole.

The Golden Spike Inland Port Project Area fits the area's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Box Elder County area. This Project Area enjoys a very strategic location with access to: Interstate 15, Interstate 84, US Highway 89, US Highway 91, Union Pacific rail and an adjacent General Aviation Municipal Airport. As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the County's and Cities' general plan and the zoning for this area.

Statute requires the drafting of a Project Area Plan and a public process to adopt the plan. This document, once adopted, would constitute the plan (Golden Spike Inland Port Project Area Plan or Project Area Plan).



LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

Box Elder County area has several different project areas under consideration:

Brigham City

Brigham City's portion of the Golden Spike Inland Port Project Area includes sites that are clustered around the SR-13 interchange on I-15. These sites are at the convergence of interstate highway, rail, and air transportation routes. Project area located on both sides of I-15 with great proximity to both the Malad rail subdivision and the Ogden subdivision. Highway 13 would serve as the major connection point from Brigham City and also State Highway 89 connections to the north and the south. Area proximity lends itself well to access to short line and national rail systems and the general aviation characteristics of the Brigham City airport. Commercial aviation facets of the Hinckley Airport could come into play depending on the commodity flows that develop in the area.

The area identified near Iowa String Road is well situated to take advantage of the Malad rail subdivision and could provide an additional point for loading agricultural commodities with the addition of a spur that could potentially be expanded into a loop track depending on the demand dynamics in the area.

Tremonton / Garland

Tremonton is located at the confluences of Interstate 84 and Interstate 15. These two Interstates are crucial in Tremonton's growing economy.

The project area sits on the Malad rail subdivision and currently has a single rail-fed industrial space in use. An additional spur travels through the project area to connect to two additional industrial spaces that are not in the project area.

Box Elder

Box Elder County comprises over 6,700 square miles with adjacency to the states of Idaho and Nevada. Box Elder borders Utah counties with significantly larger populations in Weber and Cache with a net migration of over 7,000 workers who leave Box Elder every day to work in other areas. Box Elder has long been considered a geographical logistics linchpin with interstate freeways, US highways, and railroad lines merging within its borders. Over 32%¹ of the jobs in Box Elder are in manufacturing with many entities considering expansion or relocating to the county. This creates cargo volume which makes this area an excellent candidate for a future logistics facility.

Maritime imports for the counties that could leverage these project areas total 15,431 TEU (101,083 Metric Tons) for the period of 6/23/22 - 6/23/23; of which, Cache County's demand dynamics account for 6,473 TEU, Davis County 5,079 TEU, Weber County 3,161 TEU, Box Elder 379, Morgan County 67 and Rich County .77 TEU. Maritime Exports for the area total 3,418 TEU (35,076 Metric Tons) for the period

¹ <https://jobs.utah.gov/wi/insights/county/boxelder.html>



of 6/6/2022 - 6/6/2023; Weber accounts for ~75% of this total. Note that this is for maritime imports and exports only and does not account for domestic supply chain movements.

Nearby warehousing and distribution facilities stand to benefit from goods movement generated by these areas, with additional capacity needs determined by the nature of businesses locating in and near the project areas. A logistics center focused on handling import and export demands from the region may be of benefit in consolidating the handling and processing of goods for the general area.

Establishing and completing an alternative fuel corridor with battery electric and hydrogen infrastructure for truck-based freight movement would establish a more sustainable transportation system between the region's population centers and the logistics centers. Lines branching from current rail infrastructure would need to occur in order to enable bulk and containerized freight handling.

Logistics Considerations

SUPPLY AND DEMAND

The freight system is the backbone of the economy supporting the production and consumption of goods throughout the state. The primary mode of transportation is via trucking (54% of freight by volume) followed by rail then air.

Box Elder County and the counties surrounding it are projected to increase to an expected 1.53M residents (combined) by 2060, this location becomes critical in becoming a central point of handling and processing for the commerce needs associated with this expansion. UDOT's Freight Planning shows estimates of all freight movements (tons moved) in the state increasing by 54% (highway), 181% (air freight), 45% (rail), and 54% (freight requiring mode of transportation changes / mail). Growth projections for this area are much more spread out than other considerations. Access via road, rail subdivision, and air become more important due to the distances involved in moving materials. As additional commodity flow and commerce occurs, supporting infrastructure may be required to consolidate freight before being moved to the Brigham City location.

Dry / Liquid bulk type transloading exists within Ogden. There are no other transloading operations of significance located elsewhere in the area discussed.

Three of the top five importing counties (Cache, Davis, Weber) and two of the state's top five exporting counties (Weber, Cache) would benefit from the proposed location. Davis county would have options between this location and Salt Lake City.

RAIL

Box Elder offers a unique advantage as a strategic hub for freight transportation to and from major ports such as LA, Long Beach, Oakland, and potentially the Northwest. By leveraging its location, cargo that would typically pass through Box Elder and more southern counties, can be processed locally in the Brigham City location for efficient distribution. This shift from long-haul trucking to local and first mile/last mile services not only reduces traffic congestion but also provides cost, capacity, and reliability benefits for shippers. Additionally, the utilization of rail capacity by local businesses will enhance the availability of shipping containers.

In the area, there are key rail infrastructure elements such as the Malad subdivision, which connects Brigham City to Malad (ID), and Ogden, which connects Cecil JCT to McCammon (ID). The latter line also leads to connections to the pacific northwest seaports as well as the San Pedro Bay complex and Oakland ports.



TRUCK

Shifting towards short haul and first mile/last mile trucking brings numerous workforce benefits not commonly found in the long-haul market segment. This includes easier entry for potential owner-operators, dedicated runs, and improved work-life balance. Alternative fuel technologies are more advanced for these types of transportation, as shorter distances and lower weight classes make them more viable and cost-effective. The adoption rate of zero-emission vehicles (ZEVs) in these segments is expected to be faster with the availability of supporting infrastructure.

INFRASTRUCTURE: CURRENT STATE

Current strategic assets in the proposed project area include a general aviation airport, and a single rail-served industrial space.

INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)

Leveraging port proximity to existing rail lines presents an opportunity to create at least two more rail-served industrial spaces, bringing the total to a minimum of three such spaces. This expansion will facilitate the transportation of cargo with dimensional or weight considerations that are not suitable for trucking and are ideal for manufacturers who require their own access to rail services. Installing an alternative fueling station ("Superstation") that supports alternative fuel trucking, such as hydrogen, electricity, and natural gas, will not only meet existing demand for such services but also drive the adoption of these technologies. Ideal locations for this type of station would be on either side of I-15 and potentially the Tremonton area as current industrial space increases both inside and outside the port area.

There is also a need for designated truck parking space to accommodate trucks operating within the port area and along the I-15 corridor. Currently there are approximately 1800 truck parking spaces along I-15 (~3900 for the entire state). ATRI (2021), FHWA, Trucker Path, and UDOT data combine to show over 200K truck trips over a four-month period in 2021. 64% of these trips originated and terminated within the state, while the remaining were originations from out of state. The need for truck parking space that will allow truck drivers to meet federal regulations is a top industry issue, with 75% of drivers reporting problems finding safe parking regularly. Truck parking locations near service stations and also near logistics infrastructure (transloading / storage / distribution) are ideal.

A ramp for rail would be required to handle intermodal cargo with trackage needed to store and build trains while allowing other train traffic to move through. Room to expand this three-track design to accommodate projected growth in the area should be set aside as well as additional space for other core infrastructure supporting port operations.

To enhance efficiency and address bottlenecks in the current Foreign Trade Zone (FTZ) and customs processes, a dedicated space for US Customs and Border Patrol (USCBP) agents to conduct clearances within the port and for nearby airports. UIPA will assist in collaborating with USCBP to secure an agent through the User Fee Facilities (UFF), if necessary.

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

Long term it will be critical to expand the project area to a more regional-focused capacity. Specifically, a centralized logistics center that can handle and process commodities for the surrounding region. This could include transload facilities (bulk, dry bulk, container), commodity storage (including refrigerated), chassis storage, truck parking / maintenance, train building space, and cargo stacking and storage space. There should be space reserved in the project area that is strategic for anticipated cargo and traffic flows (near rail, near freeways) for such a logistics-centric campus.



There are several locations in the area that are suitable for this type of infrastructure. Roadways will likely need to be enhanced or expanded to handle the heavier traffic and overall flows feeding into either of these locations. Additionally, if an additional freeway interchange is required, UDOT planning would be needed.

Electrical needs could easily be powered by RNG / hydrogen-based microgrid type infrastructure, with containerized modules currently able to provide up to 4MW each with up to 100% hydrogen utilization rate. This containerization also allows for ease in scaling to electrical demand as the need grows. Port assets such as forklifts, yard hostlers, and container stackers should leverage alternative fuel strategies.

ADVANCED AIR MOBILITY

Vertiport and other landing areas should be considered to enable a supplier-to-customer delivery system. The Brigham City Airport can also be used to serve in this type of a capacity given the close proximity to the inland port. However, drone traffic that is centered on the airport will require additional transportation to and from the facility. Regulations from the FAA are in process that will govern drone-type delivery systems and restrictions.

Importers and Exporters in the Area

Additional logistics resources may support these businesses and existing needs, and additionally could support additional growth and competitive advantages.

Top Imported Commodities (Intermodal Only):

- Sport Equipment Parts & Accessories
- Boilers, Machinery, ETC; Parts
- Vehicles, Parts
- Articles of Plastic
- Furniture
- Electric Machinery, Sound Equipment

Top Exported Commodities (Intermodal Only):

- Dairy Products
- Grain/Fruit
- Mineral Fuel



OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and creating the Golden Spike Inland Port Project Area, UIPA will be maximizing long-term economic benefits to the Project Area, the region, and the State; maximize the creation of high-quality jobs, and other purposes, policies, and objectives described herein and as outlined in the Port Authority Act.

Area Boundaries

A legal description of the proposed area boundaries and a maps and imagery can be found in [Appendices A](#) and [B](#).

Written Consent

Written consent from the Box Elder County Commission in the requested area can be found in [Appendix C](#).

Landowner Exclusion

Pursuant to UCA 11-58-501, "an owner of land proposed to be included within a project area may request that the owner's land be excluded from the project area." A project area exclusion request must be submitted by the respective landowner in writing to the UIPA board no more than 45 days after the public meeting under Subsection 11-58-502(1). Landowners may submit notarized written requests either in person or via certified mail to Attn: Larry Shepherd, 111 S. Main Street, Ste. 550, Salt Lake City, UT 84111.

Project Area Budget

UIPA will prepare a yearly budget for each year prior to expending tax differential revenues. A preliminary summary budget for the project area can be found in [Appendix D](#).

Initial Environmental Review

For the UIPA Board to adopt a Project Area Plan, an initial environmental review for the project area must be completed. To ensure that any required environmental studies, documentation, or action is conducted according to federal, state, and local regulatory standards, the project area site location and history, scope of work, prior studies, as well as environmental resources located in and adjacent to the project area will be reviewed to provide recommendations for next steps and/or approval before work, which could pose environmental impacts, may commence. The environmental review report can be found in [Appendix E](#).



The initial environmental review will consist of a desktop review that considers the following elements as applicable:

- Environmental Justice
- NEPA Reporting Requirements, if any
- Past and Present Land Uses
- Geotechnical Resources
 - Geology and Soils
 - Hydrogeology and Hydrology
- Historical and Cultural Resources
 - Tribal Lands
- Natural Resources
 - Threatened and Endangered Species & Critical Habitats
 - Forest Practices
 - Prime, Important, Unique, or of Local Importance Farmland
- Water Resources
 - Wetlands
 - Floodplains
 - National Rivers
- Environmental Quality
 - Identified Sources of Contamination
 - Hazardous Materials
 - Waste Generation, Storage, and Disposal
 - Above-Ground and Underground Storage Tanks (ASTs and USTs)
- Air Quality

Recruitment Strategy

UIPA will coordinate with the municipality or county on the recruitment sourcing strategy and may work in conjunction with the Governor's Office of Economic Opportunity, EDCUtah and other State and regional agencies on recruitment opportunities.

Incentives (if awarded) will be offered as post-performance rebates on generated property tax differential, based on capital investment dollars spent. UIPA will not be tracking wages of jobs created, but rather will target industries that create high-wage jobs. Individual municipalities or counties may stipulate additional qualifiers.

UIPA may utilize tax differential on any given parcel in the Project Area. Generally incentive amounts will not exceed 30% of the revenue generated by any business for more than 25 years. All incentives must be approved by the UIPA Board in a public meeting, following agreement with the county or municipality and landowners in the Project Area.

Variables that could impact the percent of tax differential awarded include the following:

- Targeted industry businesses
- Logistics volume created
- Platform and capabilities of the business

Any further details will be determined in conjunction with local municipalities and Box Elder County.



BRIGHAM CITY

UIPA, Box Elder County, and Brigham City recognize that prospective sites may currently be located outside of the City’s corporate boundary but may over time annex into the City. Annexation of such sites will be a prerequisite for access to Brigham City utilities and infrastructure, including waters. Upon annexation, these sites will be subject to any pre-existing agreements and/or strategies agreed upon between UIPA and Brigham City as part of the Brigham City portion of the Golden Spike Inland Port Project Area Plan. UIPA and Brigham City will cooperate on development of a plan for water usage and availability for Project Area sites within the corporate boundaries of the City.

In addition to general qualifiers for post-performance rebates noted above, UIPA will target industries that pay at least 110% of the average wage for Box Elder County as identified by the Utah Department of Workforce Services. Companies qualifying for an incentive shall enter into a participation agreement with UIPA agreeing to this stipulation and outlining how compliance will be tracked and verified on an annual basis for the duration of the incentive period. No businesses are guaranteed an incentive and the UIPA Board may decline an application at any time for any reason.

Incentives within the Brigham City portion of the Project Area will favor industries that minimize water usage and do not negatively affect air quality, adjacent agricultural, residential, wildlife management, or other land uses. Incentives shall also be awarded only to companies that agree to invest in local non-profit organizations, downtown revitalization, municipal efforts to improve quality of life such as parks and recreation programs, senior services, arts, and other programs, and to utilize local vendors to the degree possible for construction, equipment, products, services, and other aspects of business or production. It is anticipated that priority for recruitment within the Project Area will be given to prospective businesses within the categories listed below:

- Light industrial
- Aerospace
- Composites
- Food manufacturing
- Industries producing steel or utilizing steel in final products
- Other industries as mutually agreed upon by UIPA, Brigham City, and landowners

General guidelines for incentives are for businesses that are creating new growth in Brigham City are as follows:

New Capital Investment	% of Tax Differential
\$25 million	10%
\$50 million	20%
\$100 million	30%

Variables that could impact the percent of tax differential awarded include the following:

- Utah and/or local targeted industry businesses
- Logistics volume created
- Platform and capabilities of business
- Water consumption
- Power consumption
- Commitment to local investment as described above



GARLAND AND TREMONTON

Garland City looks forward to attracting businesses that are interested in calling Garland their “home” and desiring to be community partners. Businesses that offer livable wages and benefits that Garland and surrounding communities’ families can depend on and even be able to have enough to invest and save for retirement. Within Tremonton City there exists opportunities to recruit businesses in the distribution and logistic sector and add major employers. Incentives within Garland and Tremonton should favor the following industries:

- Light Industrial & Distribution
- Light Manufacturing
- Logistical Support
- Defense & Aerospace Support

Such projects should also accomplish some of the following goals:

- Increases property tax revenue
- Creates >25 new jobs
- Land uses do not overwhelm the city’s utility infrastructure system

General guidelines for incentives are for businesses that are creating new growth in Garland and Tremonton are as follows:

New Capital Investment	% of Tax Differential
\$25 million	20%
\$100 million +	60%

The incentive award is contingent on the developer’s dedication of a twenty (20’) foot easement trail from 1000 North in Tremonton to West Factory Street in Garland. The developer will contribute up to \$367,000 toward the construction of the trail within the easement dedicated to Tremonton and Garland. The trail is located within the Project Area parcels, and the easement and constructed trail are to be dedicated, respectively, to Tremonton City and Garland City. Incentives within Box Elder County should favor the following industries:

- Light Industrial & Distribution
- Light Manufacturing
- Logistical Support
- Defense & Aerospace Support
- Agricultural and Ag Tech

General guidelines for incentives are for businesses that are creating new growth in Box Elder County are as follows:

New Capital Investment	% of Tax Differential
\$ 25 million	10%
\$ 50 million	20%
\$ 100 million	30%



Project Area Performance Indicators

UIPA will monitor and record the economic benefit of this Project Area and report this information bi-annually to the UIPA Board and participating stakeholders. UIPA will work with the key stakeholders to determine the right key performance indicators. The following represent likely performance indicators that UIPA will report on:

- Number of high paying jobs as defined by state statute (110% of county wage or higher)
- Change in county poverty rate
- Total jobs created
- Total attrition values
- Improvements to road and rail
- Infrastructure improvements including power, water, sewage, fiber, etc.
- Commodity flow by type and value
- Commodity transload by type and value
- Air quality and environmental metrics

Conclusion

Adding additional logistics and economic support is critical to the future economic well being of Box Elder County. Box Elder will play a critical role in the State's economic and logistics strategy. The area's proximity to both rail and freeway thoroughfares is unique to its location. Box Elder has the potential to accommodate significant economic growth. For these reasons, having the right regional logistics opportunities is critical to catalyzing sustainable growth and economic opportunities.

Sustainable growth in the Box Elder region will require investments in multi-modal options for both public transportation and the movement of goods. The logistics improvements made on various parcels included in the Project Area will allow regional businesses to better utilize existing rail options. An optimized regional logistics system will help to strengthen the local economy by providing shippers with enhanced shipping options. This project will also help to ensure less pollutants that stem from dependency on the roadways for truck transit.

As the area continues to grow, Box Elder will play a critical role in supporting the regional economy. This Project Area will allow Box Elder County to be more competitive in attracting high-tech advanced manufacturing jobs to the region, while also providing better logistics opportunities for existing businesses in the County. This Project Area will also help to create an economic focal point for high-wage jobs, which will allow for enhanced economic opportunities and a better quality of life for those living in northern Utah.

By synergizing local tax-differential and available state resources together with private capital, Box Elder County, Brigham City, Tremonton City, Garland City and the Inland Port are collaborating to create a more sustainable regional logistics system while also targeting economic growth that will be a foundation for future generations.



Staff Recommendation

The Staff of the Utah Inland Port Authority recommends the Port Authority Board approve the request to create the Golden Spike Inland Port Project Area.



REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Golden Spike Inland Port Project Area is adopted. The requirements are as follows:

Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

- (a) Legal description of the boundary of the project area;
- (b) The Authority's purposes and intent with respect to the project area; and
- (c) The board's findings and determination that:
 - (i) there is a need to effectuate a public purpose;
 - (ii) there is a public benefit to the proposed development project;
 - (iii) it is economically sound and feasible to adopt and carry out the project area plan; and
 - (iv) carrying out the project area plan will promote the goals and objectives stated in Subsection 11-58-203(1).

Adoption of the Project Area Plan is contingent on the UIPA Board receiving written consent to the land's inclusion in the project areas from:

- Legislative Body (See Exhibit C)

Source: UCA 11-58-501 Preparation of project area plan -- Required contents of project area plan.

The UIPA Board shall hold at least one public meeting to consider the draft Project Area Plan.

At least 10 days before holding the public meeting, the board shall give notice of the public meeting:

- (a) to each Taxing Entity;
- (b) to a municipality where the proposed project area is located or any municipality that is located within one-half mile of the proposed area; and,
- (c) on the Utah Public Notice Website.

After public input is received and evaluated and at least one public meeting is held, the UIPA Board may adopt this Project Area Plan, which such modifications as it considers necessary or appropriate.

Source: UCA 11-58-502 Public meeting to consider and discuss draft project are plan – Notice – Adoption of plan

In addition, after the Project Area Plan is adopted, its adoption must be property advertised and notice given to certain governmental entities, along with an accurate map or plat, all as provided in the UIPA Act.

Source: UCA 11-58-503 Notice of project area plan adoption – Effective date of plan – Time for challenging a project area plan or project area



BOARD FINDINGS & DETERMINATION

Pursuant to UIPA Act, the Board makes the following findings and determination:

Public Purpose

“There is a need to effectuate a public purpose.”

The Utah Inland Port Authority was created to, among other things, “enhance and maximize long-term economic benefits to the area, the region, and the State, maximize the creation of high-quality jobs, respect and maintain sensitivity to the unique natural environment, promote and encourage development, and facilitate the transportation of goods. The UIPA Board has determined and found that use of its authority under the UIPA Act will develop the Box Elder County Inland Port Project Area, assist the local governments in fulfilling their purposes, and fulfill its public purpose.

BRIGHAM CITY

The public purpose for the Project Area in Brigham City is served through increasing the average income of Brigham City residents, increasing business activity by and between existing and new businesses, better utilizing existing infrastructure such as I-15, Union Pacific Railroad, and the Brigham City airport, and providing for new infrastructure, and improving the tax base of Brigham City and other taxing entities to enable the provision of public services.

The Reeder Ranch and Airport Economic Development Project Areas were created for the purpose of promoting these public benefits. The City’s involvement with the Elaine Reeder Holdings property has been toward this end as well. The inclusion of each of these sites in the Project Area will enhance the fulfilment of this public purpose.

GARLAND AND TREMONTON

With attracting substantial businesses through the Project Area, the public purpose and benefit is not only additional jobs, additional taxes (both property and personal) that each city would not otherwise have, but also significantly improved infrastructure sooner than it would otherwise be completed. Lastly, each city would gain the opportunity for improving other amenities and are anticipated to be by-products for participating in the Golden Spike Inland Port Project Area.

Garland and Tremonton parcels in the Project Area are to be developed by a single landowner. In bringing both cities together under one Project Area, it will allow for enhanced partnerships and synergies between both municipalities thereby expanding the opportunities for the citizens and community members throughout Garland and Tremonton.

BOX ELDER

The Box Elder portion of this plan and budget involves the future expansion and development of areas that are currently in other municipal boundaries. By having the county as a partner, future expansion of the project area parcel can occur in parallel with annexation efforts. The county is working synergistically towards the public purposes identified from the other stakeholders. The county is a necessary partner to make this a collaborative project of regional significance as opposed to three independent developments of rail-served industrial parks.

Public Benefit

“There is a public benefit to the proposed Project Area.”

BRIGHAM CITY

Brigham City residents will benefit from improved quality of life and public benefits resulting from development of the Project Area. An improved tax base will enhance the City’s ability to provide for public safety and amenities. Growth in enrollment within the Box Elder School District will be provided for through distribution of tax differential to the district. Currently, a significant number of Brigham City and Box Elder County residents commute out of Box Elder County for employment. Development of the Project Area will provide for high quality jobs enabling many of these residents to recapture time with family and for other pursuits rather than commuting for one to two hours each day, as well as reducing household expenses associated with commutes.

GARLAND AND TREMONTON

Project Area alignment between Garland and Tremonton will ensure that the best and highest quality of business is brought into the area, which will be to the benefit of both cities. By including both cities in the larger Box Elder Project Area, this will allow for combined logistics resources to provide for smooth and efficient movement of goods - both by truck and train to and from Brigham City and utilizing the rail infrastructure in the area. This will have a positive benefit on employment opportunities, help decrease truck traffic, expand the ability to develop and take advantage of rail access in this area, and ensure economic success for businesses.

BOX ELDER

The involvement of the county in this project area elevates these isolated areas into a cohesive Port Project Area. The public will benefit from an increase in high-paying jobs and in fewer trucks on the roadways as rail service is expanded and optimized.

Economic Soundness and Feasibility

“It is economically sound and feasible to adopt and carry out the Project Area plan.”

UIPA determines and finds that development of the Golden Spike Inland Port Project Area, as contemplated by UIPA, property owners, and the local governments, will be economically sound and feasible. A Project Area budget summary based on current estimates is included as Appendix D. Through the investment of Property Tax Differential, the Project Area will grow faster and in a more coordinated manner than would be possible otherwise. This will result in long-term financial returns for the Taxing Entities that are greater than would be achieved if the Project Area is not undertaken. The project area has infrastructure needs in order to optimize the project area and fully utilize rail in the area, and the project area will enable the use of property tax incentives to recruit companies that will provide jobs and make substantial economic investments in the area.

The Property Tax Differential collected from the Golden Spike Inland Port Project Area is 75 percent of the difference between the Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected trigger date for tax differential is 2024, which will result in Differential being collected in November of 2024 and received by UIPA in 2025.



In addition to the Differential and with a positive recommendation from Box Elder, UIPA may sponsor a Public Infrastructure District (PID) in the Project Area. A PID is a separate taxing entity that may levy taxes and issue bonds. A PID is formed following consent of property owners and is governed by a separate board. UIPA will not manage or control the PID, and no liability of the PID will constitute a liability against UIPA, however the UIPA board must authorize the issuance of bonds from a PID. PIDs also require the creation of governing documents which define the membership and tax rate of the PID. The purpose of PID-assessed taxes and bonds is to pay for public infrastructure needs in the district, especially those with a large benefit across the project area. Bonds issued by the district may be guaranteed and paid back by tax differential revenues. An Authority Infrastructure Bank (AIB) loan for rail infrastructure needs could also be granted via separate approval by the UIPA board, and such loan would be repayable from tax differential proceeds.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$156 million. UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the participating entities as contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. UIPA will contract with qualified developers and other parties to spend Tax Differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Administrative expenses retained by UIPA of 5 percent (\$8 million)
- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Rail and Rail Crossings
- Other Logistics Infrastructure
- Roads
- Utilities
- Associated costs of public infrastructure
- Business recruitment incentives

UIPA will establish auditing rights with developers to ensure provided funding is used only for allowable uses and report findings to participating entities. Following the initial planned development and agreements, UIPA staff will coordinate with participating entities to determine if unencumbered Differential should be used for additional development by the Owners or on other public infrastructure.

Not less than every five years, UIPA will review with major Taxing Entities the Differential being remitted to UIPA and determine if any adjustments to the amount passed through to Taxing Entities or the administration percentage should be adjusted.

Promote Statutory Goals and Objectives

“Carrying out the Project Area Plan will promote UIPA goals and objectives.”

The Golden Spike Inland Port Project Area promotes the following goals and objectives (U.C.A. 11-58-203) to be considered a UIPA Project Area:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (c) respect and maintain sensitivity to the unique natural environment of areas in proximity to the authority jurisdictional land and land in other authority project areas;
- (d) improve air quality and minimize resource use;



- (e) respect existing land use and other agreements and arrangements between property owners within the authority jurisdictional land and within other authority project areas and applicable governmental authorities;
- (f) promote and encourage development and uses that are compatible with or complement uses in areas in proximity to the authority jurisdictional land or land in other authority project areas;
- (g) take advantage of the authority jurisdictional land's strategic location and other features, including the proximity to transportation and other infrastructure and facilities, that make the authority jurisdictional land attractive to:
 - (i) businesses that engage in regional, national, or international trade; and
 - (ii) businesses that complement businesses engaged in regional, national, or international trade;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the authority jurisdictional land and land in other authority project areas that generate economic development, including rural economic development;
- (k) establish a project of regional significance;
- (m) support uses of the authority jurisdictional land for inland port uses, including warehousing, light manufacturing, and distribution facilities;
- (n) facilitate an increase in trade in the region and in global commerce;
- (o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment; and
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area



APPENDIX

Appendix A: Legal Description of Project Area

BRIGHAM CITY

Reeder Ranch

Parcel Numbers: 03-074-0035, 03-074-0036, 03-074-0037, 03-074-0039, 03-074-0040, 03-074-0043, 03-074-0044, 03-074-0045, 03-074-0046, 03-074-0048, 03-074-0049, 03-074-0050

A PART OF SECTION 9, TOWNSHIP 9 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 9, SAID POINT BEING 1310.48 NORTH 89°53'13" EAST FROM A REBAR MARKING THE SOUTHWEST CORNER OF SAID SECTION 9, AND RUNNING THENCE NORTH 00°06'44" WEST 2647.66 FEET ALONG THE SIXTEENTH LINE TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE NORTH 00°08'55" WEST 2059.58 FEET ALONG THE SIXTEENTH LINE TO THE CENTERLINE OF THE OLD SOUTHERN PACIFIC RAILWAY RIGHT OF WAY BEING A POINT OF CURVATURE ON A NON-TANGENT CURVE (WHOSE CENTER BEARS SOUTH 54°16'44" WEST); THENCE NORTHWESTERLY ALONG THE ARC OF A 2210.72 FEET RADIUS CURVE TO THE LEFT A DISTANCE OF 513.96 FEET (DELTA ANGLE EQUALS 13°19'14", LONG CHORD BEARS NORTH 42°22'52" WEST 512.80 FEET) TO THE SOUTHERLY RIGHT OF WAY LINE OF THE OREGON SHORT LINE RAILROAD, BEING A POINT OF CURVATURE ON A NON-TANGENT CURVE (WHOSE CENTER BEARS NORTH 26°38'36" EAST); THENCE TWO (2) COURSES ALONG SAID SOUTHERLY RIGHT OF WAY AS FOLLOWS: (1) EASTERLY ALONG THE ARC OF A 5862.31 FEET RADIUS CURVE TO THE LEFT A DISTANCE OF 1146.20 FEET (DELTA ANGLE EQUALS 11°12'09", LONG CHORD BEARS SOUTH 68°57'28" EAST 1144.37 FEET); AND (2) SOUTH 74°31'34" EAST 2643.68 FEET TO THE WEST RIGHT OF WAY LINE OF INTERSTATE 15; THENCE THREE (3) COURSES ALONG SAID WESTERLY RIGHT OF WAY LINE AS FOLLOWS (1) SOUTH 05°24'28" EAST 515.78 FEET; (2) SOUTH 07°45'01" EAST 1100.92 FEET; AND (3) SOUTH 05°24'28" EAST 2368.73 FEET TO THE SOUTH LINE OF SAID SECTION 9; THENCE SOUTH 89°53'13" WEST 3680.05 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING. CONTAINING 352.26 ACRES.

Airport EDA

Parcel Numbers: 04-002-0028, 04-002-0019, 04-046-0022, 04-046-0027, 03-250-0012, 03-250-0005, 03-250-0004, 03-250-0003, 03-250-0006, 03-250-0002, 03-250-0007, 03-250-0001, 03-250-0008, 03-250-0009, 03-250-0011, 03-250-0010, 03-075-0021

A PART OF THE EAST 2 OF SECTION 4, A PART OF THE NE 3 OF SECTION 9, AND A PART OF THE NW 3 OF SECTION 10, OF T9N, R2W, A PART OF THE EAST HALF OF SECTION 33, OF T10N, R2W, SALT LAKE BASE & MERIDIAN, BRIGHAM CITY, BOX ELDER COUNTY, UTAH. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NE CORNER OF THE ABOVE MENTIONED SECTION 4 AND RUNNING THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 4 5,196.89 FEET TO THE SE CORNER OF SAID SECTION 4; THENCE SOUTH 33 FEET TO THE SOUTH LINE OF 1600 NORTH STREET; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE WEST LINE OF 1850 WEST STREET; THENCE



SOUTHEASTERLY ALONG SAID WEST LINE TO THE NORTH LINE OF STATE ROAD 13; THENCE NORTHWESTERLY ALONG SAID NORTH LINE OF SR-13 TO THE EAST LINE OF UDOT INTERSTATE 15 RIGHT-OF-WAY; THENCE NORTHWESTERLY FOLLOWING SAID EAST RIGHT-OF-WAY LINE OF I-15, (THE EAST LINE OF THE I-15 ACCESS ON RAMP AND THE EAST LINE OF THE NORTH BOUND TRAVEL LANES), TO THE NORTH LINE OF SAID SECTION 4; CONTINUING ALONG THE EAST LINE OF UDOT INTERSTATE 15 RIGHT-OF-WAY TO THE NORTH BOUNDARY LINES OF PARCEL IDS 04-002-0028 AND 04-002-0019, THENCE ALONG NORTH BOUNDARY LINES TO THE EAST LINE OF SECTION OF SAID SECTION 3 AND THE NE CORNER OF SAID PARCEL 04-002-0019; THENCE ALONG SAID SECTION LINE TO THE NE CORNER OF SAID SECTION 4 AND THE POINT OF BEGINNING.

CONTAINING 212.15 ACRES.

Elaine Reeder

Parcel Numbers: 03-075-0054, 03-075-0055

A PART OF THE NORTH HALF OF SECTION 10, TOWNSHIP 9 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY:

BEGINNING AT THE NORTH QUARTER CORNER OF SAID SECTION 10 AND ALONG THE WESTERLY & SOUTH BOUNDARY LINE OF BRIGHAM CITY CORPORATION PARCEL ID 03-003-0050 ALSO BEING THE NORTHEAST CORNER OF REEDER HOLDINGS LLC ID 03-075-0055 THE FOLLOWING (6) COURSES: (1) SOUTH 31°35'41" EAST 619.73 FEET, (2) SOUTH 07°15'06" EAST 411.79 FEET, (3) SOUTH 02°31'18" EAST 20.08 FEET, (4) SOUTH 88°22'13" EAST 785.50 FEET, (5) SOUTH 00°00'00" WEST 66.03 FEET, AND (6) SOUTH 88°22'13" EAST 130.05 FEET TO THE NORTHWEST CORNER OF BRIGHAM CITY CORPORATION PARCEL ID 03-075-0054; THENCE SOUTH 88°22'13" EAST 1279.96 FEET ALONG SAID NORTHERLY LINE TO A POINT ON THE WEST LINE OF THE STEVE JEPSON PROPERTY ENTRY NO. 100738, BOOK 654, AND PAGE 118 IN THE OFFICIAL RECORDS OF THE BOX ELDER COUNTY RECORDER, BEING WEST OF THE WEST BOUNDARY LINE OF BLOCK 7 OF THE FIVE ACRE PLAT; THENCE ALONG THE BOUNDARY LINE OF SAID STEVE JEPSON PROPERTY THE FOLLOWING (2) COURSES: (1) SOUTH 02°49'31" WEST (SOUTH BY RECORD) 330.00 FEET AND (2) SOUTH 87°10'29" EAST (EAST BY RECORD) 43.56 FEET TO AN EXISTING FENCE LINE BEING ON THE WEST BOUNDARY OF SAID BLOCK 7; THENCE SOUTH 01°19'13" WEST 1399.35 FEET ALONG SAID FENCE LINE AND WEST BOUNDARY LINE TO AN EXISTING FENCE LINE BEING ON THE NORTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 13; THENCE NORTH 74°30'27" WEST 1319.38 FEET ALONG SAID FENCE LINE AND NORTH RIGHT-OF-WAY LINE TO THE SOUTHEAST CORNER OF SAID REEDER HOLDINGS PROPERTY; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY AND EXISITNG FENCE LINE NORTH 74°30'27" WEST 1934.01 FEET ALONG SAID FENCE LINE AND NORTH RIGHT-OF-WAY LINE TO AN ANGLE POINT IN SAID FENCE BEING A POINT ON THE NORTHERLY BOUNDARY LINE OF REEDER INVESTMENTS LTD PARCEL ENTRY NO. 47822, BOOK 528, AND PAGE 99 IN THE OFFICIAL RECORDS OF THE BOX ELDER COUNTY RECORDER; THENCE ALONG SAID REEDER INVESTMENTS BOUNDARY LINE THE FOLLOWING (2) COURSES: (1) NORTH 41°06'40" WEST (NORTH 40°40' WEST BY RECORD) 455.11 FEET, (2) NORTH 84°30'41" WEST (NORTH 83°57' WEST BY RECORD) 44.12 FEET TO AN ANGLE POINT ON WESTERLY BOUNDARY LINE OF SAID REEDER HOLDINGS PROPERTY; THENCE ALONG SAID WESTERLY BOUNDARY LINES OF SAID REEDER HOLDINGS PROPERTY THE FOLLOWING (5) COURSES: (1) NORTH 30°44'14" WEST (NORTH 31°08'02" WEST BY RECORD) 661.19 FEET, (2) NORTH 08°40'03" WEST (NORTH 09°03'51" WEST BY RECORD) 118.90 FEET, (3) NORTH 50°06'48" EAST (NORTH 49°43'00" EAST BY RECORD) 973.29 FEET, (4) NORTH 68°34'53" EAST (NORTH 68°11'05" EAST BY RECORD) 266.75 FEET, (5) NORTH 35°54'01" EAST (NORTH 35°30'13" EAST BY RECORD)



237.14 FEET TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10, THENCE SOUTH 89°57'53" EAST 135.82 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

CONTAINING 129.75 ACRES.

GARLAND

PARCEL 06-064-0010

Legal BEG 33 FT S OF NW COR OF NE/4 OF SEC 34, TWP 12N, R 3W, SLM, E 340 FT, S 350 FT, E 50 FT, N 10 FT, E 479.5 FT, N 340 FT, E TO A PT 165 FT W OF R.R. R/W, SW PARA TO R/W 1320 FT, W TO W LINE OF NE/4 OF SD SEC, N TO BEG. LESS: BEG AT A PT 33 FT S OF NW COR OF NE/4 OF SEC 34, E 340 FT, S 350 FT, W 340 FT, N 350 FT TO POB. WITH AN IRRIGATION EASEMENT. CONT 24.31 ACRES

PARCEL 06-064-0012

Legal SW/4 OF NE/4 OF SEC 34, TWP 12N, R 3W, SLM, W OF R.R. CONT 37 ACRES.

TREMONTON

Parcel Number 06-061-0040

Legal BEG AT A POINT LOCATED N 89°49'47" W 807.06 FT & N 01°04'01" E 1326.37 FT FROM S/4 CORNER OF SEC 34, T 12N, R 03W, SLM, (BASIS OF BEARING: N 89°49'47" W FROM S/4 CORNER OF SEC 34 TO SW CORNER OF SEC 34, POB IS A REBAR (FOUND) IN AN EAST/WEST FENCE LINE & IS THE NW CORNER OF PARCEL 2 OWNED BY BE COUNTY AS DESC IN BK 317 PG 854 AS RECORDED AT THE RECORDER'S OFFICE), S 89°58'59" E 1760.16 FT ALONG SD FENCE & BOUNDED ON NORTH BY LAND OF J RAY STOWERS ETAL & BY LAND WESTERN FARM CR BANK TO A REBAR (FOUND) IN WESTERLY R/W FENCE OF OSLRR, S 05°03'45" W 1302.67 FT ALONG SD WESTERLY R/W TO A POINT ON NORTHERLY R/W LINE OF 1000 NORTH ST, N 89°49'47" W 456.59 FT ALONG 1000 NORTH ST TO A POINT, N 00°16'38" E 1022.28 FT TO A POINT, N 89°49'03" W 1198.62 FT TO A POINT ON EASTERLY BOUNDARY OF LAND OF JOHN W CARTER, PREVIOUS TWO (2) COURSES CROSSING LAND OF BE COUNTY & ALONG LINES (EXTENDED FROM EASTERLY & NORTHERLY EXTERIOR BUILDING LINES RESPECTFULLY OF LAY Z BOY FACTORY), N 01°04'01" E 270.72 FT BOUNDED WESTERLY BY SD LAND OF JOHN W CARTER TO POB. CONT 22.2 ACRES

Parcel Number 06-061-0013

Legal BEG AT NW COR OF SE/4 OF SEC 34, TWP 12N, R 3W, SLM, E 1070 FT M/L TO WE LINE OF OSLRR R/W, S 4°20' W ALG W SIDE OF R.R. R/W 1330 FT M/L TO A PT WHERE SD R.R. R/W INT/SEC S LINE OF N/2 OF SE/4 OF SD SEC, W 970 FT M/L TO A PT DIREC 1320 FT S OF POB, N 1320 FT TO BEG. WITH CER EASEMENT. CONT 30 ACRES

Parcel Number 06-061-0016

Legal E/2 OF SE/4 OF SW/4 & ALL THAT PART OF SW/4 OF SE/4 OF SEC 34, T 12N, R 03W, SLM; LYING WEST OF MVRR R/W.

ALSO: BEG AT SW CORNER OF E/2 OF SE/4 OF SW/4 OF SEC. THENCE WEST 148.5 FT, NORTH 1320, EAST 148.5, SOUTH 1320 FT TO POB. ACRES CHANGE AS OF SURVEY BY CHARLES W. MUNEY, JUNE 22, 1978.

LESS: BEG AT A POINT 33 FT NORTH & 2641 FT WEST OF SE CORNER OF SD SEC & RUNNING WEST 330 FT, NORTH 264 FT, EAST 330 FT, SOUTH 264 FT TO POB.



LESS: BEG AT A POINT LOCATED N 89°49'47" W 807.06 FT & N 01°04'01" E 1326.37 FT FROM S/4 CORNER OF SEC 34, T 12N, R 03W, SLM (BASIS OF BEARING: N 89°49'47" W FROM S/4 CORNER OF SEC 34 TO SW CORNER OF SEC 34. POB IS A REBAR (FOUND) IN AN EAST/WEST FENCE LINE & IS THE NW CORNER OF PARCEL 02 OWNED BY BE COUNTY AS DESC IN BK 317 PG 854 AS RECORDED AT THE RECORDER'S OFFICE), S 89°58'59" E 1760.16 FT ALONG SD FENCE LINE & BY LAND OF J RAY STOWERS ETAL & BY LAND OF WESTERN FARM CREDIT BANK TO A REBAR (FOUND) IN WESTERLY R/W FENCE OF OSLRR, S 05°03'45" W 1302.67 FT ALONG SD WESTERLY R/W TO A POINT ON NORTHERLY R/W LINE OF 1000 NORTH ST, N 89°49'47" W 456.59 FT ALONG 1000 NORTH ST TO A POINT, N 00°16'38" E 1022.28 FT TO A POINT, N 89°49'03" W 1198.62 FT TO A POINT ON EASTERLY BOUNDARY OF LAND OF JOHN W CARTER, PREVIOUS (2) COURSES CROSSING LAND OF BE COUNTY & ALONG LINES (EXTENDED) FROM EASTERLY & NORTHERLY EXTERIOR BUILDING LINE RESPECTFULLY OF LAY Z BOY FACTORY, N 01°04'01" E 270.72 FT BOUNDED WESTERLY BY SD LAND OF JOHN W CARTER TO POB. 26.29 Acres more or less

Parcel Number 06-061-0017

Legal BEGINNING AT A POINT 33 FT NORTH & 2641 FT WEST OF SE CORNER OF SEC 34, T 12N, R 03W, SLM. THENCE WEST 330 FT; NORTH 264 FT; EAST 330 FT; SOUTH 264 FT TO BEGINNING. 2 Acres more or less

Parcel Number 05-169-0020

Legal PART OF THE NE/4 OF SEC 3, T 11N, R 3W, SLBM. BEG AT THE INTERSECTION OF THE S R/W LINE OF 1000 N ST AND WESTERLY 20.00 FT PERPENDICULAR FROM THE W R/W LINE OF THE O.S.L.RR LOC 835.44 FT N 88°36'57" E ALONG THE N LINE OF SAID NE/4 AND 33.00 FT S 01°23'03" E FROM THE NW CORNER OF THE NE/4 OF SAID SEC 3; THENCE N 88°36'57" E 20.08 FT ALONG SAID S R/W LINE TO SAID W R/W LINE; S 03°36'01" W 1299.34 FT ALONG SAID W R/W LINE TO THE S LINE OF THE NW/4 OF SAID NE/4; S 88°25'47" W 20.08 FT ALONG SAID S LINE TO A POINT 20.00 FT WESTERLY AND PERPENDICULAR OF SAID W R/W LINE; N 03°36'01" E 1299.41 FT PARALLEL TO SAID W R/W LINE TO THE POB.

BOX ELDER COUNTY

Parcel Number 04-057-0003

BEG AT A PT 1768 FT W OF THE NE COR OF SEC 10 T10N R3W SLM. TH S 300 FT W 225 FT, N 300 FT, E 225 FT TO POB CONT 1.5 ACRES

Parcel Number 04-057-0004

ALL OF NE/4 SEC 10, T10N, R3W SLM, N AND E OF MALAD RIVER, LESS: ROAD LESS: BEG AT A PT 1768 FT W OF NE COR SEC 10, S 300 FT, W 225 FT, N 300 FT, E 225 FT TO BEG LESS: BEG AT NE COR OF SEC 10, S ALG SEC/L 303 FT, W 288 FT, N 303 FT, E 288 FT TO BEG. LESS PORTION ALG N SIDE LYING IN 6400 N ST. LESS RIVER CONTG 49.81 ACRES

Parcel Number 04-057-0005

ALL OF SEC 10, T 10N, R 03W, SLM. LYING EAST OF OSLRR AND WEST OF MALAD RIVER.
LESS FOR COUNTY ROAD.

LESS: TRACT TO UTAH IDAHO SUGAR CO.

Parcel Number 04-057-0007



A STRIP OF LAND 3 RODS WIDE BEING 1.5 RODS WIDE ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE: BEGINNING AT A POINT ON EAST LINE OF LATERAL H R/W SD POB BEING EAST 1454 FT & S 29°30'00" E 1662 FT OF NW CORNER OF SEC 10, T 10N, R 03W, SLM. THENCE EAST 1730 FT TO WEST LINE OF SE/4 OF NE/4 OF SAID SEC 10.

Parcel Number 04-057-0009

ALL OF SEC 10 T10N R03W SLM. BEING W OF THE MALAD VALLEY R.R. EXC OF ROAD AND DITCH R/W AS NOW EXIST.

LESS [04-057-0008] PT OF THE NW/4 OF SEC 10 T10N R03W SLM. BEG AT PT ON S R/W/L OF 6400 N ST LOC N89°02'54"E 1135.13 FT ALG N/L OF SD SEC & S00°07'11"E 52.57 FT FRM NW COR OF SD NW/4, N89°52'49"E 30.00 FT ALG SD S R/W/L TO WLY R/W/L OF OSLRR, ALG SD RR R/W/L THE FOLLOWING 6 (SIX) COURSES, 1) S29°40'30"E 117.46 FT, 2) S18°28'30"W 58.92 FT, 3) S00°33'30"W 158.50 FT, 4) S29°40'30"E 1558.00 FT, 5) N60°19'30"E 175.00 FT, S29°40'30"E 158.64 FT, S90°00'00"W 1047.58 FT, N00°20'17"E 1615.61 FT, N29°40'30"W 64.05 FT, N00°07'11"W 50.00 FT TO POB.

TOGETHER W/ RESV.

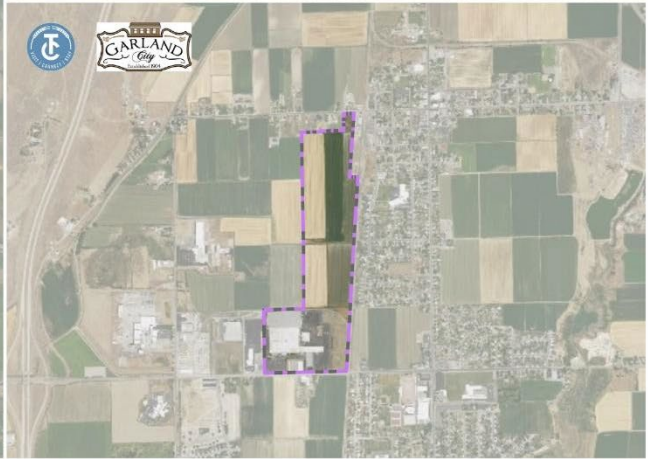
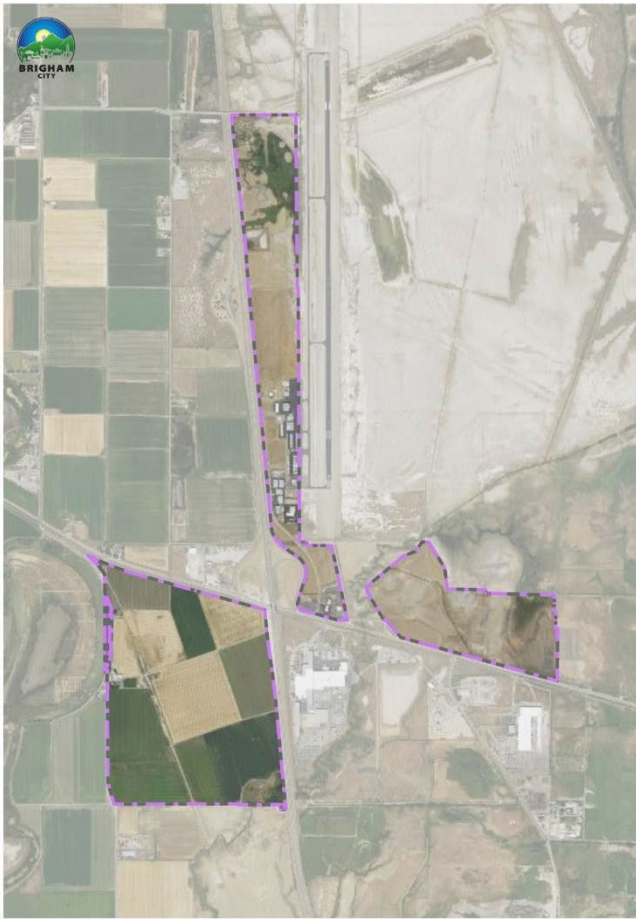
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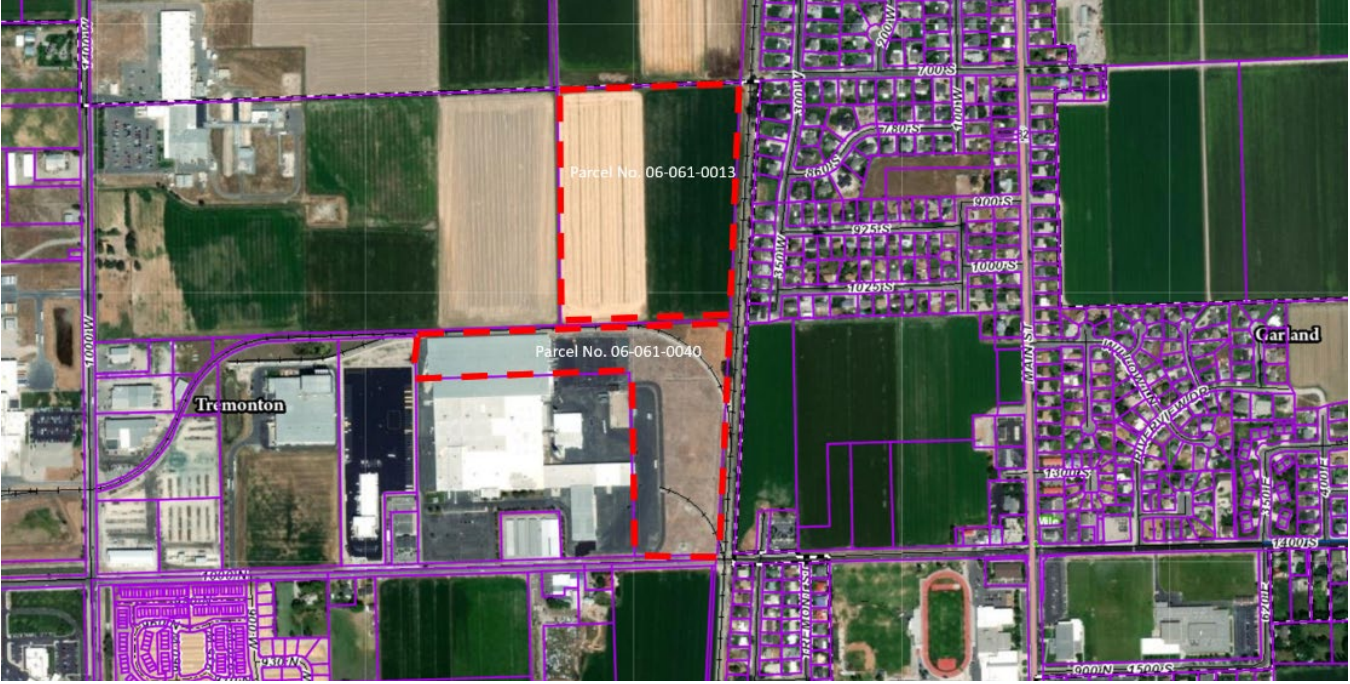


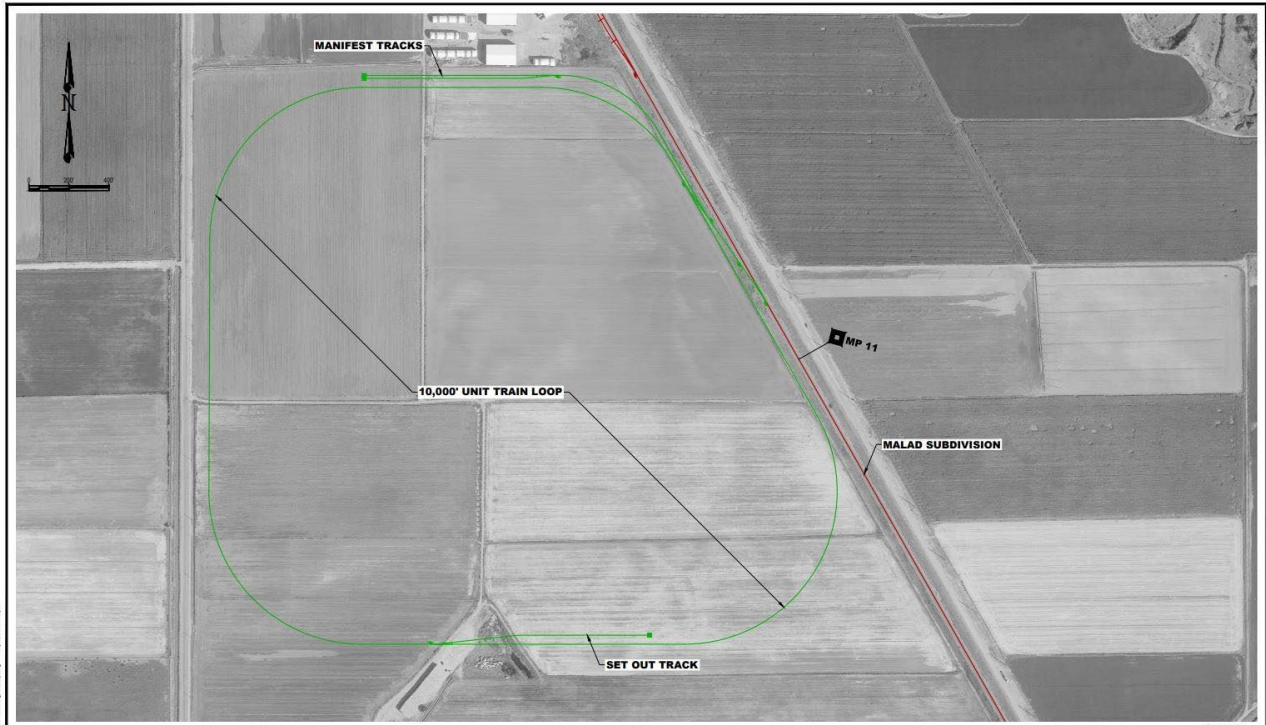
Appendix B: Maps & Project Area Imagery

Box Elder Combined Area

PROPOSED PROJECT AREA
REVISED: JUNE 30, 2023







CONCEPT

REVISION #	BY	DATE	DESCRIPTION

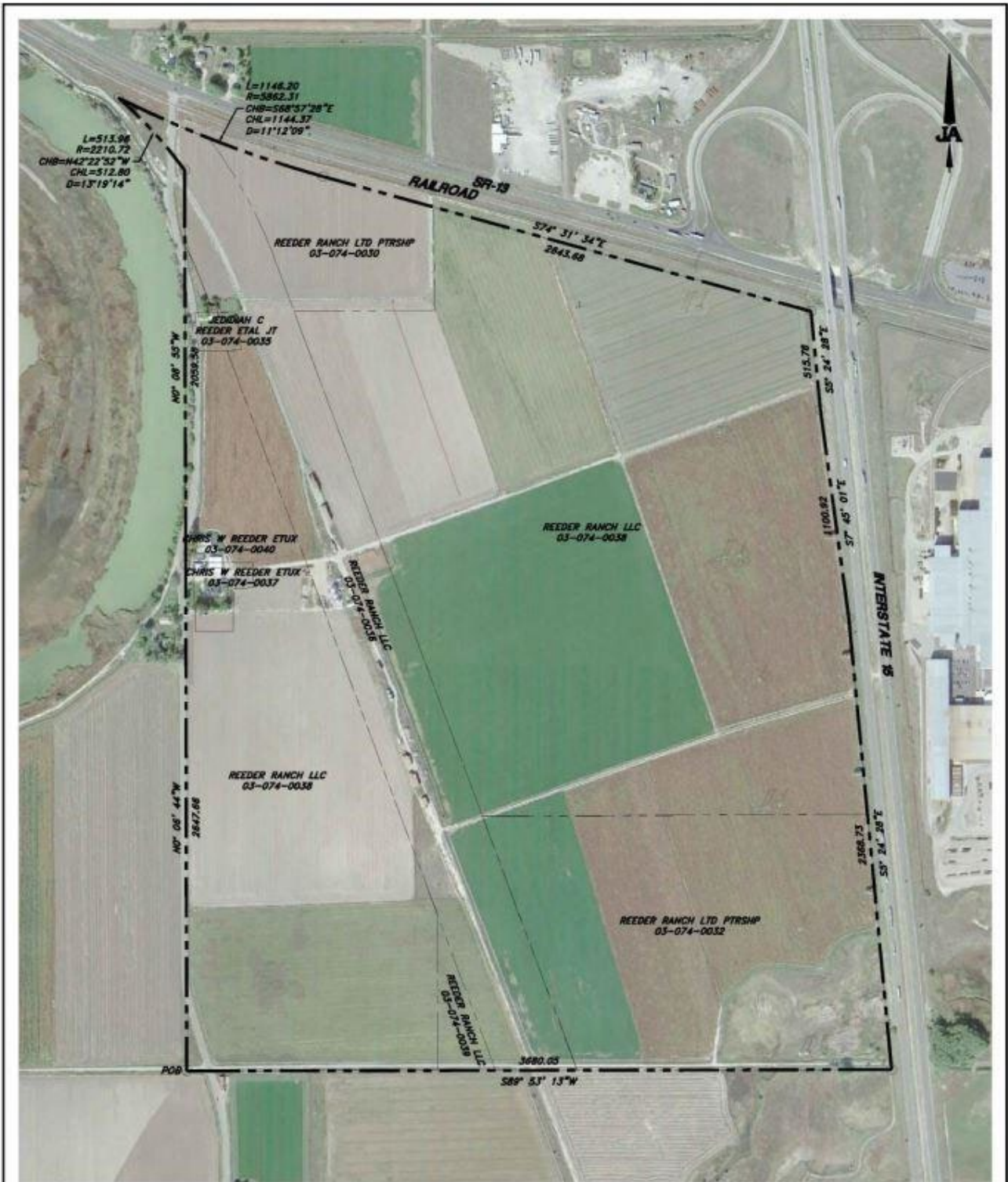
CRS ENGINEERS
Awareness to Infrastructure
 700 West 280 | 100 S Main, Ste 200 | Farmington, UT 84202 | P: 801 529-0882 | www.crsengineers.com

LEGEND	SYMBOL
EX. RR OWNED TRACK	— (Red)
PROP. RR OWNED TRACK	— (Green)
EX. IND. OWNED TRACK	— (Blue)
PROP. IND. OWNED TRACK	— (Yellow)
PROP. FUTURE TRACK	— (Purple)
EX. RR OR BOUNDARY LINE	— (Black)
EX. FENCE	— (Grey)
EX. FIBER OPTIC LINE	— (Light Blue)

DESIGNED BY	T. BEHLER
PROJECT ENGINEER	D. ESTE
DATE	SEPT 5, 2019
REV NUMBER	1 OF 1

UNION PACIFIC RAILROAD	FOR USE IN AGREEMENT WITH SAILEY FAMILY FARMS
DESCRIPTION	MP 11, MALAD SUBDIVISION
	BOX ELDER COUNTY, UTAH
	TRACK TO SERVE: BAILEY FAMILY FARMS
DWG TITLE:	CONCEPTUAL RAIL LAYOUT






JONES & ASSOCIATES
 Consulting Engineers
 1716 East 5600 South
 South Ogden, Utah 84403
 476-9767 FAX 476-9768

BRIGHAM CITY CORPORATION
 REEDER BUSINESS PARK
BOUNDARY EXHIBIT



Garland City

PROPOSED PROJECT AREA
REVISED: JUNE 30, 2023



Appendix C: Written Consent: Legislative Body

BOX ELDER COUNTY RESOLUTION

BOX ELDER COUNTY RESOLUTION 2023-02

A RESOLUTION SUPPORTING THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN BOX ELDER COUNTY

WHEREAS, Box Elder County (the "County") is a political subdivision of the State of Utah, and the Commission of Box Elder County (the "Commission") is a public entity with authority to make resolutions with respect to the County; and

WHEREAS, the County desires the Utah Inland Port Authority (the "Port Authority") consider the feasibility of creating a satellite inland port project area ("Project Area") in the County; and

WHEREAS, a satellite inland port project area has the potential to fit the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for the County residents; and

WHEREAS, the general public may benefit from the creation of this satellite inland port project area through the creation of new primary employment opportunities; expanded logistics service opportunities; improved movement of materials in and out of Utah; better utilization of the County railroad infrastructure, and maximization of transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED BY THE COMMISSION OF BOX ELDER COUNTY AS FOLLOWS that the Commission hereby: (1) consents to exploring the feasibility of including a site(s) in the proposed Utah Inland Port Authority Project Area; and (2) requests the Port Authority to consider a satellite inland port project area in the County and to collaborate with the County in designating and approving a potential project area and the prospect of its development.


RESOLVED, ADOPTED, AND ORDERED this the 3rd day of May 2023.

BOX ELDER COUNTY COMMISSION

	FOR	AGAINST
Commissioner Perry	<i>Aye</i>	___
Commissioner Bingham	<i>Aye</i>	___
Commissioner Summers	<i>Aye</i>	___






Maria Young - Box Elder County Clerk


Stan Summers - Chairman



BRIGHAM CITY COUNCIL
RESOLUTION NO. 23-27

A RESOLUTION OF THE BRIGHAM CITY COUNCIL SUPPORTING THE CREATION OF A UTAH SATELLITE INLAND PORT LOCATED WITHIN A PROJECT AREA IN BRIGHAM CITY.

WHEREAS, Brigham City is a municipal corporation and political subdivision of the State of Utah; and

WHEREAS, the City Council supports the Utah Inland Port Authority (the “Port Authority”) Board and desires to create a satellite inland port located within a project area in Brigham City; and

WHEREAS, a satellite inland port is consistent with Brigham City’s vision for economic development by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for Brigham City and Box Elder County residents, will bring new primary employment opportunities to Brigham City, will provide logistical capacity for local and regional companies that are not currently available, and will be physically located within a project area that is consistent with the Brigham City General Plan and zoning ordinance; and

WHEREAS, the general public will benefit from the creation of a satellite inland port within Brigham City through the creation of new primary employment opportunities, the expansion of logistical support opportunities for businesses, the improvement of movement of goods and materials within northern Utah and larger regional, national, and international markets, and the effective utilization of logistical assets.

NOW, THEREFORE, BE IT RESOLVED BY THE BRIGHAM CITY COUNCIL with 4 members present and 4 members voting in favor thereof as follows:

SECTION 1.

The Brigham City Council hereby expresses its support for the creation of a satellite inland port within a project area in Brigham City to be determined cooperatively between Brigham City and the Inland Port Authority.

SECTION 2.

The Brigham City Council requests the Utah Inland Port Authority to consider locating and designating a satellite inland port within a project area within the corporate limits of Brigham City subject to an agreement between Brigham City and the Utah Inland Port Authority, and instructs Brigham City staff to work closely with the Utah Inland Port Authority to draft said agreement and take such other actions as may be reasonably necessary to accomplish the purposes of this resolution.

SECTION 3. EFFECTIVE DATE

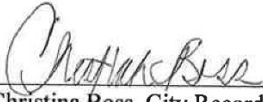
This Resolution shall take effect upon its adoption.



APPROVED and ADOPTED this 4th day of May, 2023.


Dennis J. Bott, Mayor

ATTEST:


Christina Boss, City Recorder



RESOLUTION NO. R-23-02

A RESOLUTION SUPPORTING THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN GARLAND CITY

WHEREAS, Garland City (the “City”) is a political subdivision of the State of Utah, and the Garland City Council (the “Council”) is a public entity with authority to make resolutions with respect to the City; and

WHEREAS, the City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a project area within the City that includes the parcels designated on Exhibit A (the “Project Area”) to help fund development in the City; and

WHEREAS, the Project Area fits the City’s economic development vision by encouraging the recruitment of new companies to create employment opportunities for our residents and improve the City tax base; and

WHEREAS, this Project Area will bring new employment opportunities to the City and encourage development of the real property within the Project Area in a manner that benefits the City; and

WHEREAS, the general public will benefit from creating the Project Area by creating new employment opportunities; expanding logistics service opportunities; better utilizing real property within our community that is well-situated for logistics and distribution infrastructure, and participating in the regional transportation enhancement efforts in Box Elder County in general.

NOW THEREFORE, BE IT RESOLVED by the Garland City Council that the City Council:

- Consents to include the parcels designated on Exhibit A within a Utah Inland Port Authority Project Area; and
- Requests the Port Authority to consider the Project Area and designate and approve the designated parcels on Exhibit A as a Project Area to aid in its development, all in accordance with Utah Code Annotated § 11-58-501 et. Seq.;

FURTHER, BE IT RESOLVED, that the Garland City Council consents to create the Project Area of the parcels designated on Exhibit A based on the following terms:

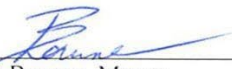
- Concurrent with the Port Authority drafting the Project Area Plan and Budget, the Port Authority and City work in good faith to establish an Interlocal agreement that further defines the roles, authority, and partnership between the two entities; and




- The Mayor and City Planner shall fully participate in the discussion and the decisions regarding elements of the Project Area Plan and Budget, including but not limited to how the tax differential should be used for incentives, infrastructure etc.; and
- Before the Port Authority Board approves the final Project Area Plan and Budget that the Garland City Mayor may contact the Executive Director of the Port Authority and may withdraw the Project Area from the Port Authority's jurisdiction, if directed by a majority vote of the City Council; and
- The Port Authority shall provide an annual report to the City Council regarding how the tax differential complies with the agreed upon in the Project Area Plan and Budget.

Adopted and passed by the governing body of Garland City this 7th day of June 2023.

GARLAND CITY A Utah Municipal Corporation

By: 
Linda Bourne, Mayor

ATTEST:


Sharlet Anderson, City Recorder



THE BOARD OF DIRECTORS OF THE CITY OF GARLAND
DO HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT
COPY OF THE RESOLUTION PASSED BY THE BOARD OF DIRECTORS
ON THE 15TH DAY OF APRIL, 2014.

ATTEST:
CITY CLERK

APR 15 2014

BY: _____

Shirley Williams



**EXHIBIT A
TO
RESOLUTION NO. R-23-02
Parcels Within Project Area**

Parcel #06-064-0010

Parcel #06-064-0012



RESOLUTION NO. 23-26

A RESOLUTION SUPPORTING THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN TREMONTON CITY

WHEREAS, Tremonton City (the “City”) is a political subdivision of the State of Utah, and the Tremonton City Council (the “Council”) is a public entity with authority to make resolutions with respect to the City; and

WHEREAS, the City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a Project Area (“Project Area”) to help fund the development in the City; and

WHEREAS, a Project Area fits the City’s economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents and improve the City tax base; and

WHEREAS, this Project Area will bring new employment opportunities to the City and provide enhanced logistics to local and regional companies; and

WHEREAS, the general public will benefit from creating this Project Area by creating new employment opportunities; expanded logistics service opportunities; improved movement of materials in and out of Utah; better utilizing our community’s railroad infrastructure, and maximizing transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED by the Tremonton City Council that the City Council:

- Consents to include a site in the proposed Utah Inland Port Authority Project Area; and
- Requests the Port Authority to consider a Project Area in Tremonton City and designate and approve a site as a Project Area to aid in its development, all in accordance with Utah Code Annotated § 11-58-501 et. Seq.;

FURTHER, BE IT RESOLVED, that the Tremonton City Council consent to include a site and request to create a Project Area is based on the following terms:

- Concurrent with the Port Authority drafting the Project Area Plan and Budget, the Port Authority and City work in good faith to establish an Interlocal agreement that further defines the roles, authority, and partnership between the two entities; and
- The City Manager and Mayor shall fully participate in the discussion and the decisions regarding elements of the Project Area Plan and Budget, including but not limited to how the tax differential should be used for infrastructure, incentives, etc.; and
- Before the Port Authority Board approves the final Project Area Plan and Budget that the Tremonton City Mayor may contact the Executive Director of the Port Authority and may withdraw the Project Area from the Port Authority’s jurisdiction; and
- The Port Authority shall provide an annual report to the City Council regarding how the tax differential complies with the agreed upon in the Project Area Plan and Budget.

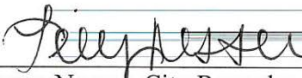


Adopted and passed by the governing body of Tremonton City this 2nd day of May 2023.

TREMONTON CITY
A Utah Municipal Corporation

By: 
Lyle Holmgren, Mayor

ATTEST:


Linsey Nessen, City Recorder



Resolution No. 23-26

May 2, 2023



Appendix D: Project Area Budget Summary

Model Summary	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
TIF Duration (Years)	25
Differential Tax Revenue \$ Allocation	
	Full Value
Base Year Taxable Value Revenues	\$ 15,566,060
Tax Differential to Project Area	\$ 155,600,000
Tax Differential to Other Taxing Entities	\$ 51,900,000
Total Tax Differential	\$ 207,500,000
Less: Admin Expenses	\$ 7,780,000
Less: Affordable Housing	\$ -
Total Remaining Differential for Projects	\$ 147,820,000

Taxing Entities	
Tax Area 103 (Brigham City)	Final Tax Rate
1010 BOX ELDER	0.001336
1015 MULTICOUNTY ASSESSING & COLLECTING LEVY	0.000015
1020 COUNTY ASSESSING & COLLECTING LEVY	0.000246
2010 BOX ELDER SCHOOL DISTRICT	0.006169
3020 BRIGHAM CITY	0.001802
4010 BOX ELDER MOSQUITO ABATEMENT DISTRICT	0.00016
4190 BEAR RIVER WATER CONSERVANCY DISTRICT	0.000194
Total Tax Rate	0.009922



Appendix E: Environmental Review Report

INTRODUCTION

For the Utah Inland Port Authority (UIPA) Board to adopt a Project Area Plan, an initial environmental review for the Project Area must be completed. This document provides an overview to ensure compliance with all federal, state, and local requirements related to future opportunities associated with the development and optimization of the project area. The Utah Inland Port Authority, in conjunction with development parties and the government stakeholders, will review these environmental considerations prior to moving forward with development.

PROJECT AREA DESCRIPTION

The combined Golden Spike Inland Port Project Area is approximately 1500 acres and has three different project areas under consideration:

Bailey Farms

This portion of the Golden Spike Inland Port Project Area is located near Iowa String Road with proximity to the Malad rail subdivision.

Brigham City

This part of the Golden Spike Inland Port Project Area is located on both sides of I-15 with proximity to the Ogden subdivision as well as the Brigham City Airport. The Bear River Migratory Bird Refuge is to the west of Brigham City.

Garland/ Tremonton

This part of the Golden Spike Inland Port Project Area sits on the Malad rail subdivision and currently has a single rail-fed industrial space in use. An additional spur travels through the project area to connect to two additional industrial spaces that are not in the project area.



Box Elder Combined Area

PROPOSED PROJECT AREA
REVISED: JUNE 30, 2023

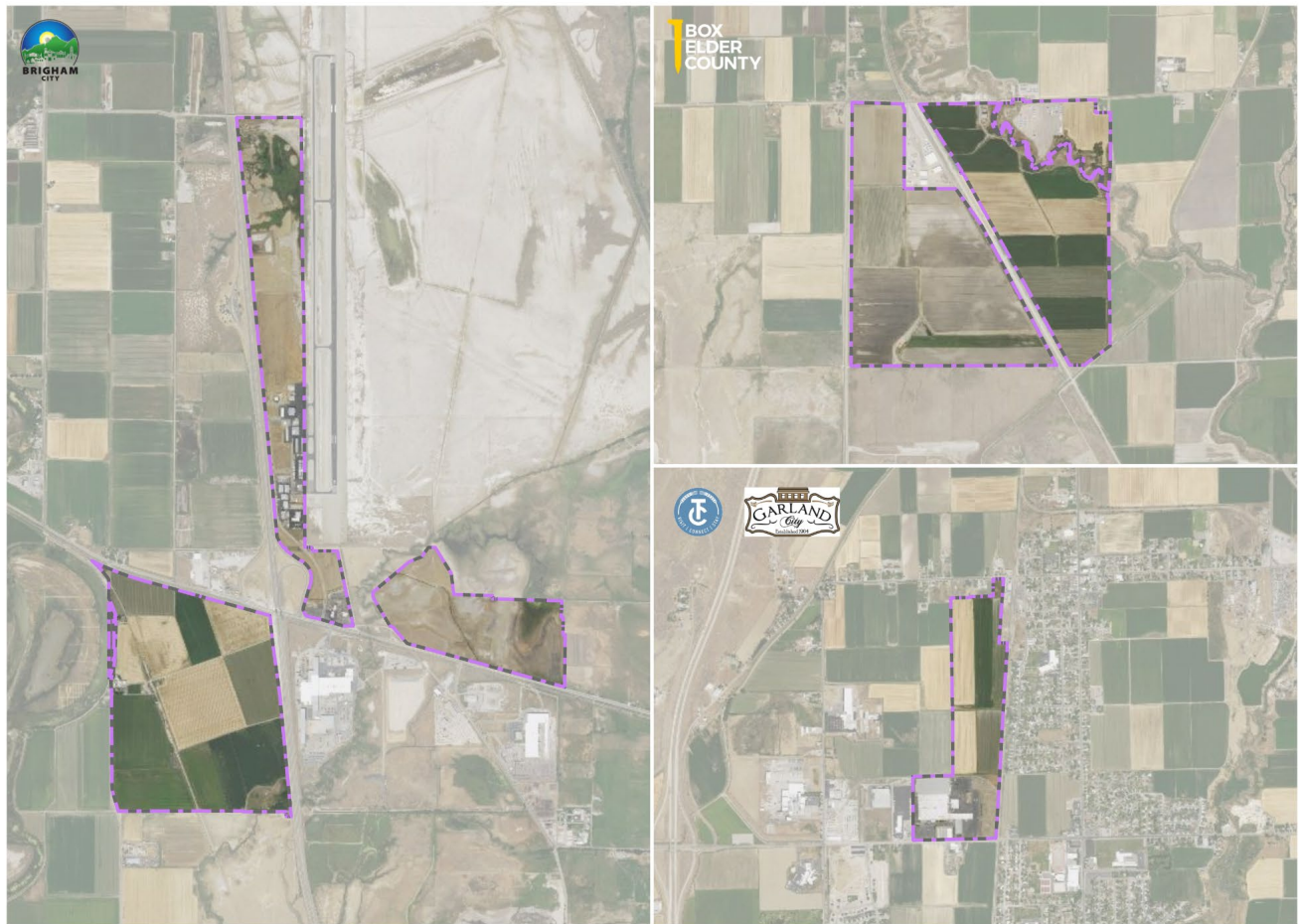


FIGURE 1: GOLDEN SPIKE INLAND PORT PROJECT AREA CANDIDATE

ENVIRONMENTAL JUSTICE CONSIDERATIONS

Environmental Justice considerations are key components for federal funding opportunities.

It is important to consider the composition of the affected area, to determine whether minority populations, low-income populations, or Indian tribes are present and if so whether they may incur disproportionately high and adverse human health or environmental effects. The Bureau of the Census (BOC) has data available that can be used to identify the composition of the potentially affected population.

Geographic distribution by race, ethnicity, and income, as well as a delineation of tribal lands and resources, should all be examined.

Public engagement and participation in the decision-making process can help assure meaningful community representation throughout the process. Opportunities for the public, especially nearby community members, to provide public comment and voice concerns should be provided.

The Environmental Protection Agency (EPA) has an environmental justice mapping and screening tool called [EJScreen](#). It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports. The EJScreen community report for Box Elder County



is below.



EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Perry, UT

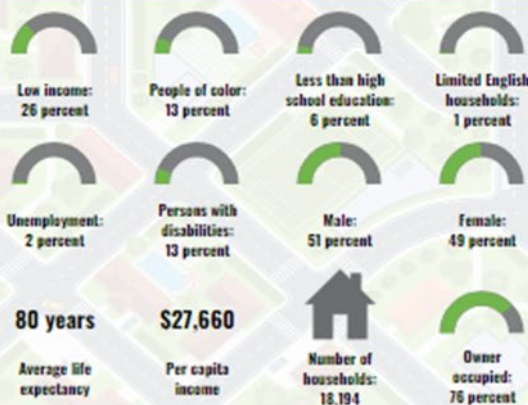
County: Box Elder
 Population: 56,891
 Area in square miles: 6729.21



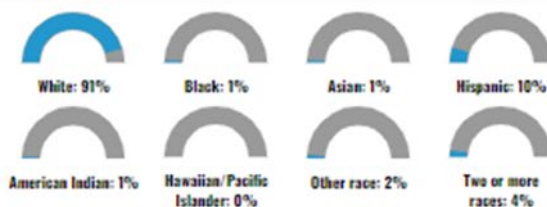
June 29, 2023
 Page 1

13,591, 60
 0 20 40 60 80
 Miles
 0 20 40 60 80
 Kilometers
 U.S. GEOGRAPHIC NAMES INFORMATION SYSTEM, BUREAU OF THE CENSUS

COMMUNITY INFORMATION



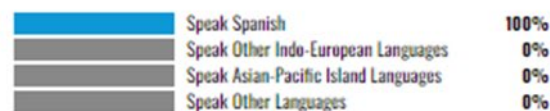
BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	93%
Spanish	5%
Total Non-English	7%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.



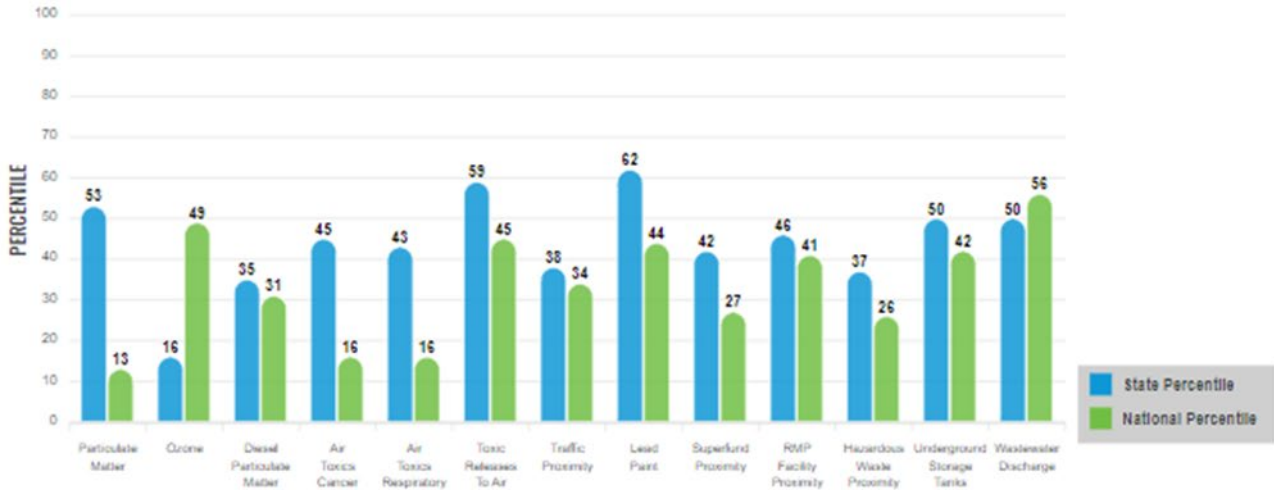
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to these for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

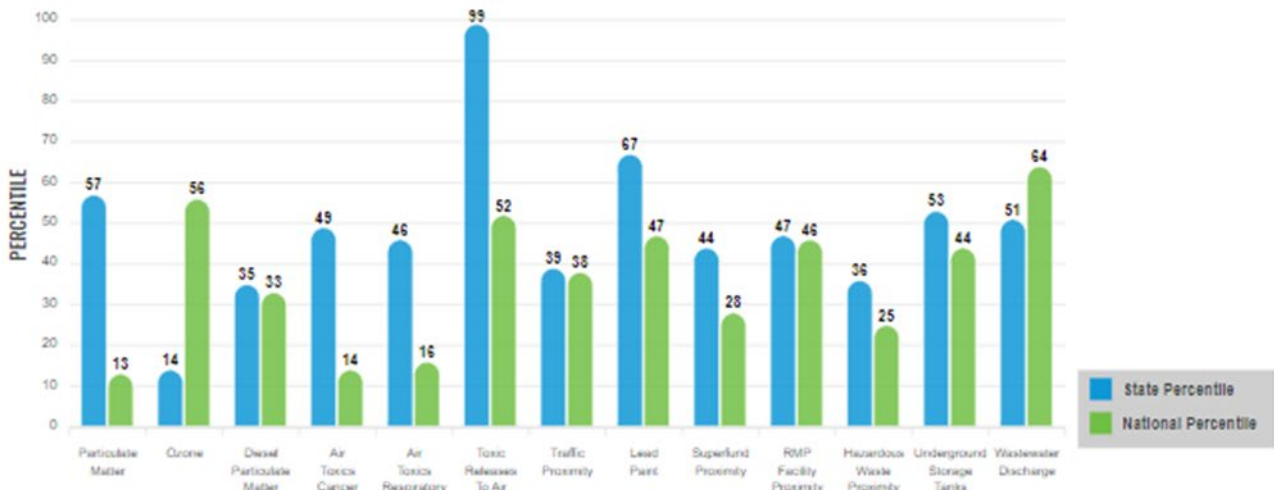
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for County: Box Elder



EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	6.12	6.07	39	8.08	9
Ozone (ppb)	61.9	64.5	14	61.6	56
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.144	0.262	25	0.261	29
Air Toxics Cancer Risk* (lifetime risk per million)	18	20	0	28	1
Air Toxics Respiratory HI*	0.2	0.22	16	0.31	4
Toxic Releases to Air	730	5,100	23	4,600	53
Traffic Proximity (daily traffic count/distance to road)	49	160	34	210	40
Lead Paint (% Pre-1960 Housing)	0.25	0.18	72	0.3	53
Superfund Proximity (site count/km distance)	0.031	0.18	35	0.13	28
RMP Facility Proximity (facility count/km distance)	0.36	0.37	73	0.43	71
Hazardous Waste Proximity (facility count/km distance)	0.16	0.86	31	1.9	29
Underground Storage Tanks (count/km ²)	1.2	2.3	51	3.9	51
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.11	12	56	22	82
SOCIOECONOMIC INDICATORS					
Demographic Index	20%	24%	47	35%	31
Supplemental Demographic Index	11%	11%	54	14%	39
People of Color	13%	22%	37	39%	28
Low Income	26%	26%	58	31%	48
Unemployment Rate	3%	3%	53	6%	39
Limited English Speaking Households	1%	2%	68	5%	59
Less Than High School Education	6%	7%	61	12%	42
Under Age 5	8%	7%	60	6%	74
Over Age 64	13%	12%	60	17%	37
Low Life Expectancy	18%	19%	43	20%	37

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/tsp/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	5
Water Dischargers	515
Air Pollution	9
Brownfields	10
Toxic Release Inventory	19

Other community features within defined area:

Schools	24
Hospitals	2
Places of Worship	43

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	Yes
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	N/A

Report for County: Box Elder



EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	43	20%	37
Heart Disease	5.6	4.6	75	6.1	39
Asthma	10.7	10.8	42	10	71
Cancer	6	5.2	67	6.1	43
Persons with Disabilities	11.8%	10.2%	69	13.4%	45

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	8%	60	12%	50
Wildfire Risk	58%	51%	48	14%	86

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	10%	9%	64	14%	46
Lack of Health Insurance	8%	9%	52	9%	59
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Box Elder

PAST AND PRESENT LAND USES

Public land records—including historical city directories, fire insurance maps, topographic maps, and aerial imagery—can be accessed online and reviewed to help determine previous ownership and identify any structures on properties/adjacent properties in the project area, or indications of environmental contamination.

A visual site inspection should be conducted to observe properties in the project area, any structures on the properties and adjacent properties to identify indications of environmental contamination that may have resulted from activities that took place on the site or from activities at neighboring properties.

Past and present landowners, operators, and/or occupants of properties, along with any knowledgeable local government officials should be interviewed to gather information around past and present land uses of properties in the project area.

GEOTECHNICAL RESOURCES

In order to characterize subsurface conditions and provide design parameters needed to proceed with site development, geotechnical constraints must be identified for the project area.

Potential geotechnical constraints may include:

- anticipated foundation system



- anticipated excavation equipment
- pavement
- anticipated seismic site class
- anticipated frost depth
- bedrock constraints
- blasting anticipated
- groundwater constraints
- dewatering anticipated
- corrosive soils
- karst constraints
- sinkholes
- seismic liquefaction
- settlement monitoring likely required
- fill anticipated on-site
- site usage

Field explorations via soil borings and/or test pits are recommended to determine the geotechnical constraints for the project area.

Geology and Soils

Geological constraints of a project area that should be considered include:

- soil grade,
- soil composition,
- soil permeability and compressibility,
- soil stability,
- soil load-bearing capacity,
- soil corrosivity,
- soil shrink-swell potential,
- soil settlement potential, and
- soil liquefaction potential

The USDA maintains the [Web Soil Survey](#) (WSS) which provides soil data and information produced by the National Cooperative Soil Survey. It is operated by the USDA Natural Resources Conservation Service (NRCS) and provides access to the largest natural resource information system in the world. The site is updated and maintained online as the single authoritative source of soil survey information. Figures 2-4 display the WSS map for the three portions of the project area. Map units are defined below.



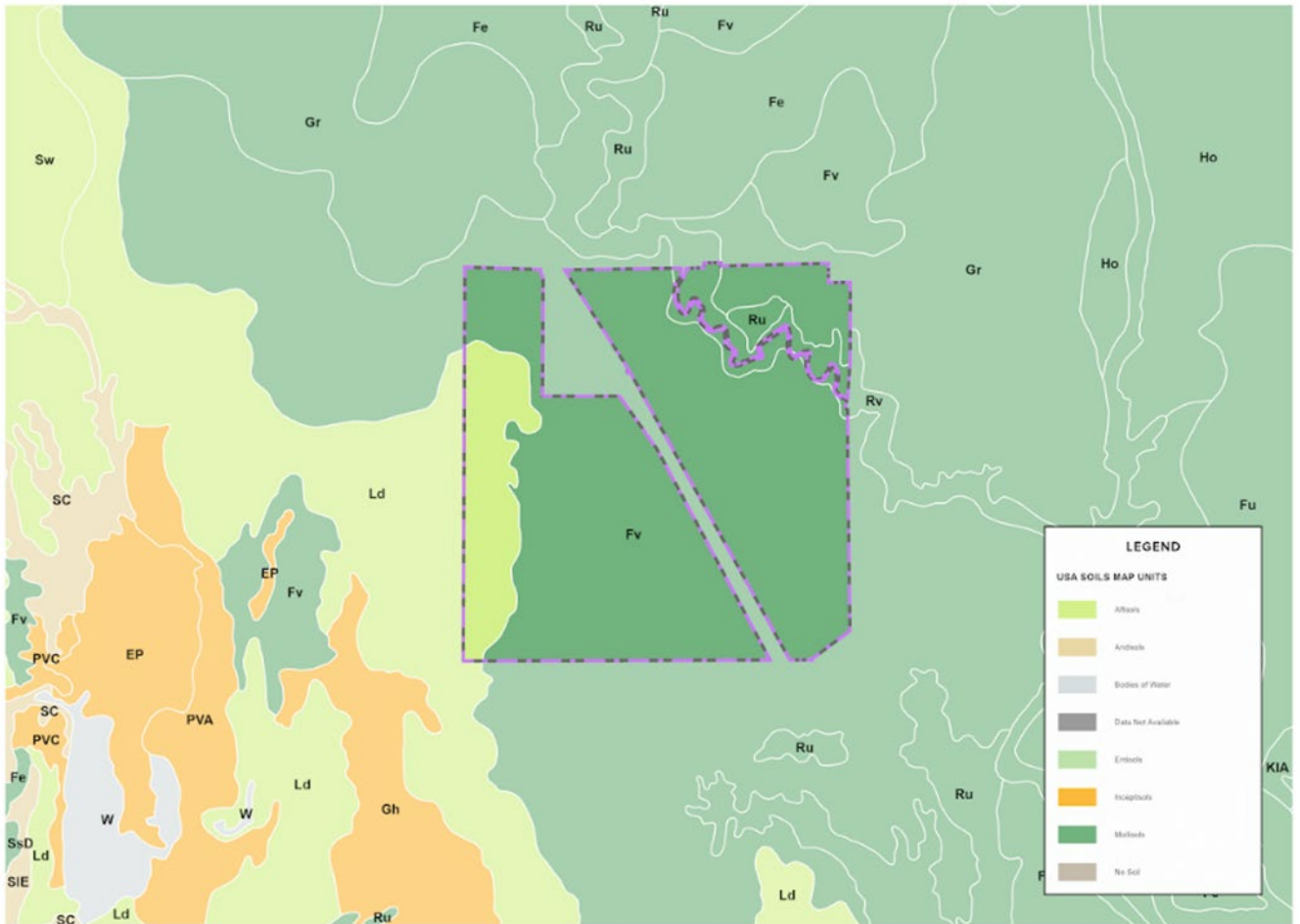


FIGURE 2: BAILEY FARMS SOIL SURVEY MAP



Brigham City

SOILS SURVEY
REVISED: JUNE 30, 2023

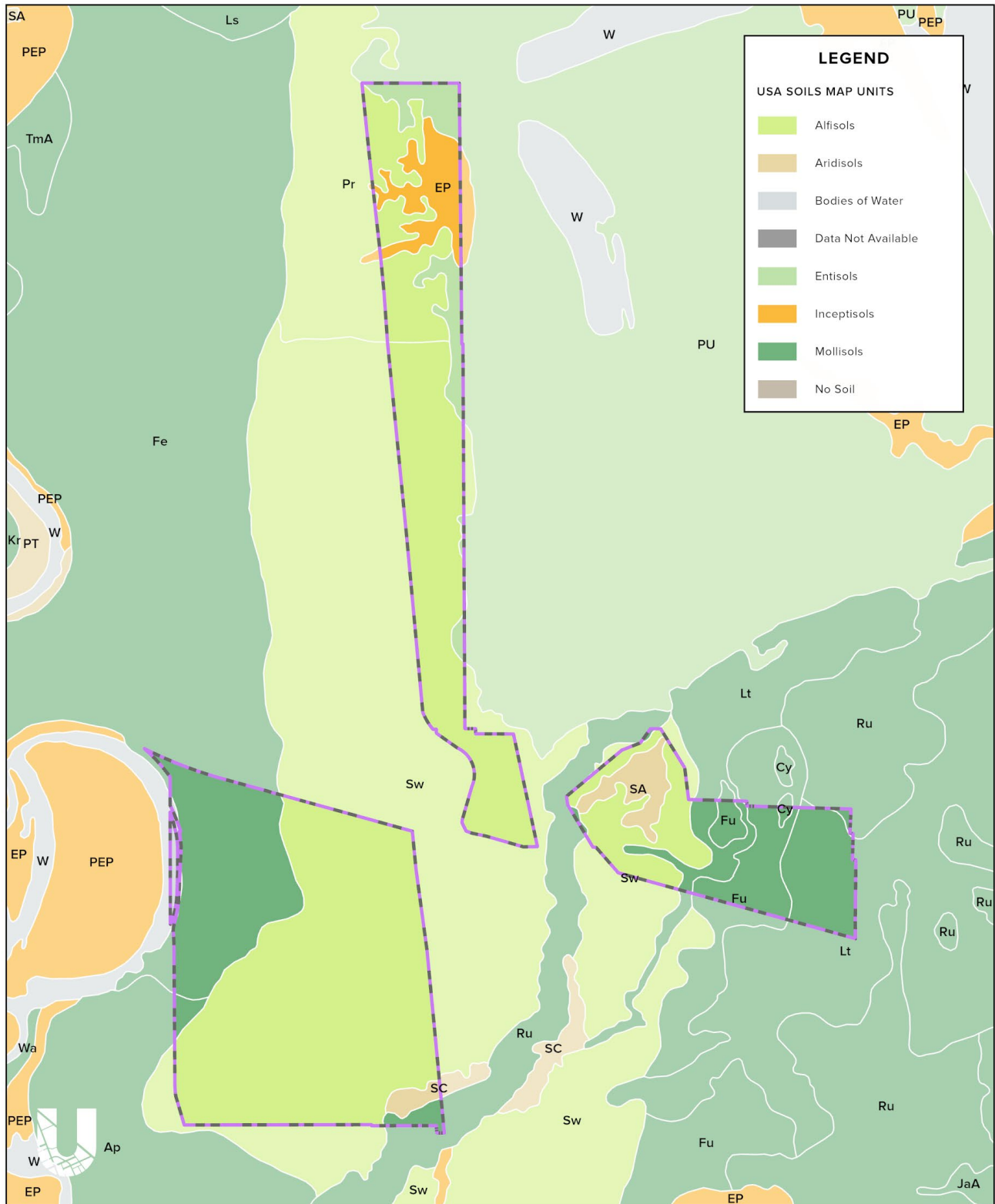
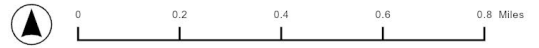


FIGURE 3: BRIGHAM CITY SOIL SURVEY MAP



Garland-Tremonton

SOILS SURVEY
REVISED: JUNE 30, 2023

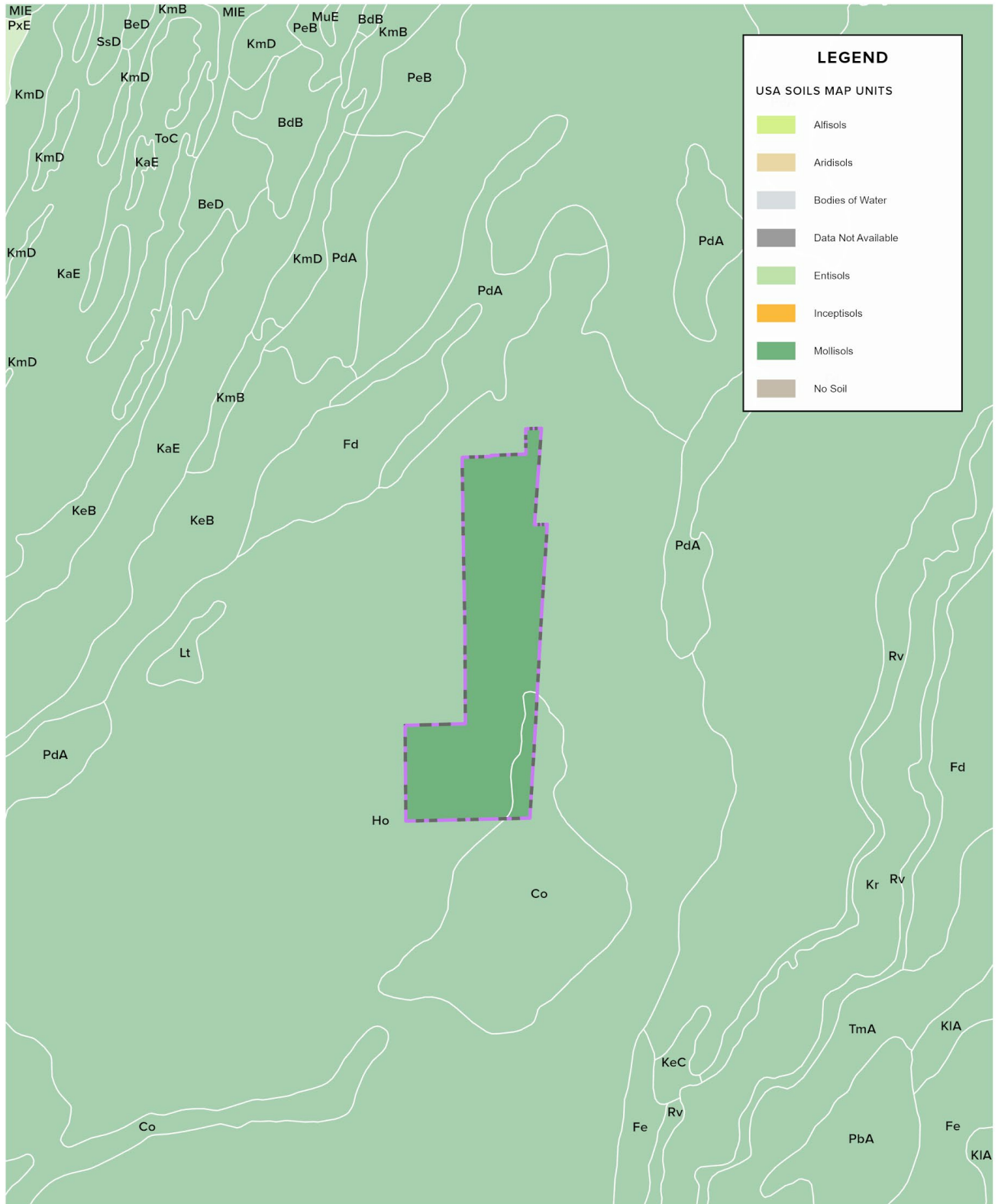
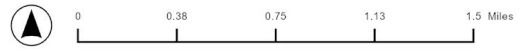


FIGURE 4: GARLAND/TREMONTON SOIL SURVEY MAP



Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Co	Collett silty clay loam, 0-2% slopes	42.9	2.7%
EP	Eimarch-Playas-Pintailake complex, 0-1% slopes	118.4	7.5%
Fe	Fielding silt loam, warm, 0-3% slopes	41.4	2.6%
Fu	Fridlo silt loam, 0-3% slopes	11.6	0.7%
Fv	Fridlo silt loam, 0-1% slopes	443.1	28.1%
Gr	Greenson silt loam, 0-1% slopes	30.6	1.9%
Ho	Honeyville silty clay loam, 0-1% slopes	397.9	25.2%
Ld	Lasil silt loam, moderately saline, 0-1% slopes	69.6	4.4%
PdA	Parleys loam, cool, 0-3% slopes	0.6	~0.0%
Ru	Roshe Springs silt loam, 0-3% slopes	38.2	2.4%
Rv	Rough broken land	29.5	1.9%
SC	Saltair-Logan association	4.8	0.3%
Sw	Stokes silt loam, 0-1% slopes	351.0	22.2%
Totals for Area of Interest		1,579.6	100.0%

HYDROGEOLOGY AND HYDROLOGY

Groundwater constraints of the project area that should be considered include:

- depth to groundwater,
- groundwater flow direction, and
- contamination migration potential.

Field explorations via soil borings are recommended to determine and document groundwater depths, flow direction, and contamination migration potential.

HISTORICAL AND CULTURAL RESOURCES

The [National Register of Historical Places](#) (NRHP) lists cultural resources previously recorded on the official list of the Nation's historic places worthy of preservation. Additional previously recorded resources may be on-file at the Utah State Historic Preservation Office (SHPO). If additional information is needed from the Utah SHPO, a qualified cultural resource professional will need to be consulted.

The table below lists cultural resources in Box Elder County that have been previously recorded on the official list of the Nation's historic places worthy of preservation.

Property Name	State	County	City	Street & Number
Cutler Hydroelectric Power Plant Historic District	UTAH	Box Elder	Beaver Dam	Off UT 30 at Bear River
Glover, William and Nettie, House	UTAH	Box Elder	Brigham	106 West 100 North
Anderson, George and Mabel, House	UTAH	Box Elder	Brigham City	63 N. 200 East
Anderson, Martin, House	UTAH	Box Elder	Brigham City	105 N 300 W
Box Elder County Courthouse	UTAH	Box Elder	Brigham City	1 N. Main St.
Box Elder Flouring Mill	UTAH	Box Elder	Brigham City	327 East 200 North
Box Elder Stake Tabernacle	UTAH	Box Elder	Brigham City	Main St. between 2nd and 3rd South Sts.



Brigham City Carnegie Library	UTAH	Box Elder	Brigham City	26 E. Forest St.
Brigham City Fire Station/City Hall	UTAH	Box Elder	Brigham City	6 N. Main St.
Brigham City Mercantile and Manufacturing Association Mercantile Store	UTAH	Box Elder	Brigham City	5 N. Main St.
Compton, Alma, House	UTAH	Box Elder	Brigham City	142 S. 100 East
Elberta Theatre	UTAH	Box Elder	Brigham City	53 S. Main St.
Fawson, Alfred and Marie, House	UTAH	Box Elder	Brigham City	66 S 100 W
Forsgren, Peter and Anna Christena, House	UTAH	Box Elder	Brigham City	59 S 100 E
Granary of the Relief Society	UTAH	Box Elder	Brigham City	100 North 400 East
Holst, Christian and Annie, House	UTAH	Box Elder	Brigham City	495 S 200 E
Hotel Brigham	UTAH	Box Elder	Brigham City	13 and 17 W. Forest St.
Howard Hotel	UTAH	Box Elder	Brigham City	35 S. Main St.
Jenson, Nels and Minnie, House	UTAH	Box Elder	Brigham City	136 East 100 South
Jeppson-Reeder House	UTAH	Box Elder	Brigham City	631 North Main
Knudson Brothers Building	UTAH	Box Elder	Brigham City	63 S. Main St.
Knudson, Jonathan and Jennie, House	UTAH	Box Elder	Brigham City	48 South 100 East
Lower Bear River Archeological Discontiguous District	UTAH	Box Elder	Brigham City	Address Restricted
Mountain States Telephone and Telegraph Building	UTAH	Box Elder	Brigham City	20 E. 100 South St.
Oregon Short Line Depot	UTAH	Box Elder	Brigham City	800 West and Forest St.
Thompson-Hansen House	UTAH	Box Elder	Brigham City	120 N. Main St.
Union Block	UTAH	Box Elder	Brigham City	57 S. Main St.
Watkins, William L. and Mary, House	UTAH	Box Elder	Brigham City	74 N. 100 E
Hampton's Ford Stage Stop and Barn	UTAH	Box Elder	Collinston	NW of Collinston on UT 154 at Bear River
Corinne Methodist Episcopal Church	UTAH	Box Elder	Corinne	Corner of Colorado and S. 600 Sts.
Transcontinental Railroad Grade	UTAH	Box Elder	Corinne	Roughly, from 6 mi. W of Corinne running approximately 13 mi. along UT 83
Fryer Hotel	UTAH	Box Elder	Deweyville	3274 W. 11300 North
Bear River High School Science Building	UTAH	Box Elder	Garland	1450 S. Main St.
Garland Carnegie Library	UTAH	Box Elder	Garland	86 W. Factory St.
Tanner, A. N., House	UTAH	Box Elder	Grouse Creek	Grouse Creek
Central Pacific Railroad Grade Historic District	UTAH	Box Elder	Park Valley	87 mi. segment between Umbria jct. 9 mi. E. of NV border around N end of Great Salt Lake to Golden Spike NHS
Hogup Cave (42BO36)	UTAH	Box Elder	Park Valley	Address Restricted
Plymouth School	UTAH	Box Elder	Plymouth	135 S. Main
Golden Spike National Historic Site	UTAH	Box Elder	Promontory	NE of Great Salt Lake



Holmgren Farmstead	UTAH	Box Elder	Tremonton	460 N 300 E
Tremonton Historic District	UTAH	Box Elder	Tremonton	Roughly bounded by 600 South, 400 West, 800 North, and 300 East
Washakie LDS Ward Chapel	UTAH	Box Elder	Washakie	Along Samaria Lake Canal
Willard Historic District	UTAH	Box Elder	Willard	Roughly bounded by 200 W., 200 N., 100 E., and 200 S. Sts.

TRIBAL LANDS

The U.S. Domestic Sovereign Nations: [Land Areas of Federally-Recognized Tribes map](#) (commonly referred to as Indian lands) identifies tribal lands with the BIA Land Area Representation (LAR).

There are no land-areas of federally recognized tribes located in or near the project area.

NATURAL RESOURCES

The Endangered Species Act (ESA) provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found per [50 CFR 17](#).

The lead federal agencies for implementing ESA are:

- U.S. Fish and Wildlife Service (FWS)
The FWS maintains a worldwide list of endangered species. Species include birds, insects, fish, reptiles, mammals, crustaceans, flowers, grasses, and trees
- U.S. National Oceanic and Atmospheric Administration (NOAA) Fisheries Service

The [U.S. Fish & Wildlife Information for Planning and Consultation \(IPaC\) tool](#) identifies any listed species, critical habitat, migratory birds, or other natural and biological resources that may be impacted by a project.

The yellow-billed cuckoo is a threatened species that may be present in the project area; however, the project area does not overlap its critical habitat. Monarch butterflies are listed as candidate species and may exist in the project area. Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical habitat for both monarch butterflies and Ute ladies'-tresses have not been designated. There are no critical habitats listed in the project area. It is recommended to determine whether project area is likely to adversely affect threatened and candidate plant and animal species in the project area.

There are 18 migratory bird species that occur on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC) list or warrant special attention in the project area with breeding seasons ranging between March 1st and August 31st. These migratory bird species of concern include the American white pelican, bald eagle, black rosy-finch, bobolink, California gull, Cassin's finch, Clark's grebe, evening grosbeak, franklin's gull, golden eagle, lesser yellowlegs, long-eared owl, marbled godwit, rufous hummingbird, sage thrasher, Virginia's warbler, western grebe, and willet. It is recommended that construction activities are completed outside of the BCC breeding season (3/1 - 8/31).

The Uinta-Wasatch-Cache National Forest (federal land) is directly west of the project area.



WATER RESOURCES

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters.

Wetlands

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

An individual permit may be required if the project poses potentially significant impacts to the nearby wetland, or if fill from the project area would be discharged into the nearby wetland. Individual permits are reviewed by the U.S. Army Corps of Engineers, which evaluates applications under a public interest review, as well as the environmental criteria set forth in the [CWA Section 404\(b\)\(1\) Guidelines](#).

Figures 5-7 display national wetlands located in the project area.

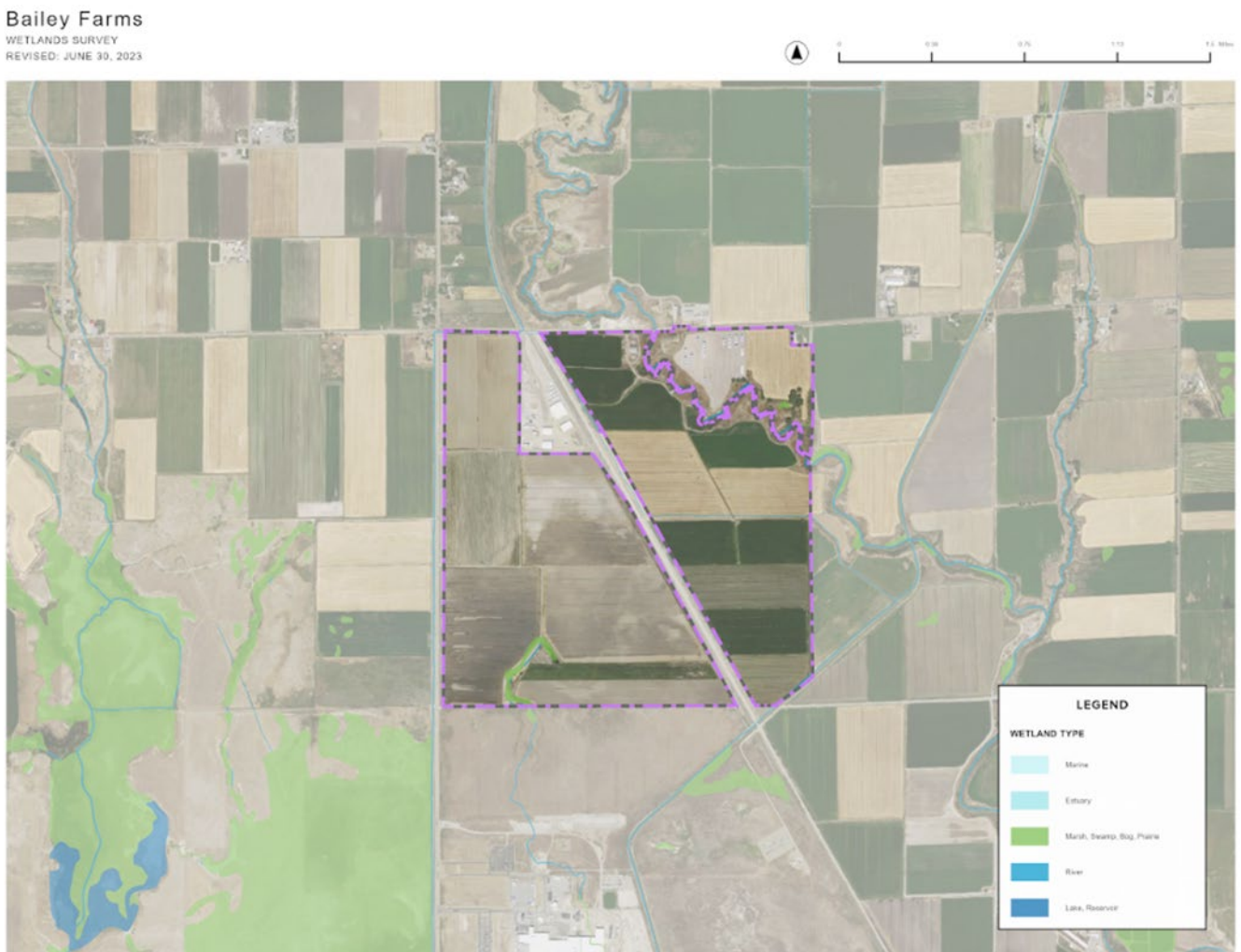


FIGURE 5: BAILEY FARMS NATIONAL WETLANDS INVENTORY MAP

Brigham City

WETLANDS SURVEY
REVISED: JUNE 30, 2023

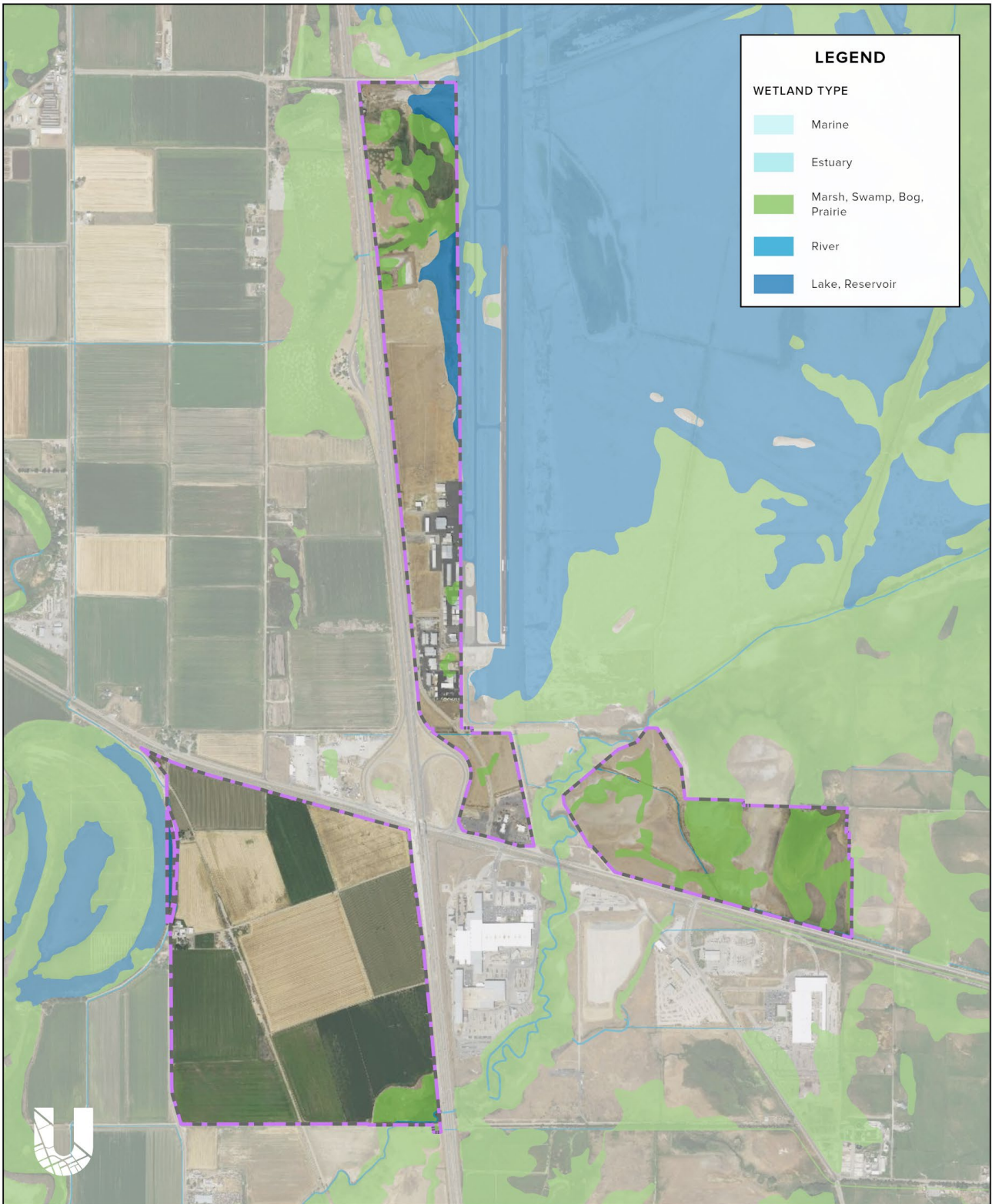


FIGURE 6: BRIGHAM CITY NATIONAL WETLANDS INVENTORY MAP



Garland-Tremonton

WETLANDS SURVEY
REVISED: JUNE 30, 2023

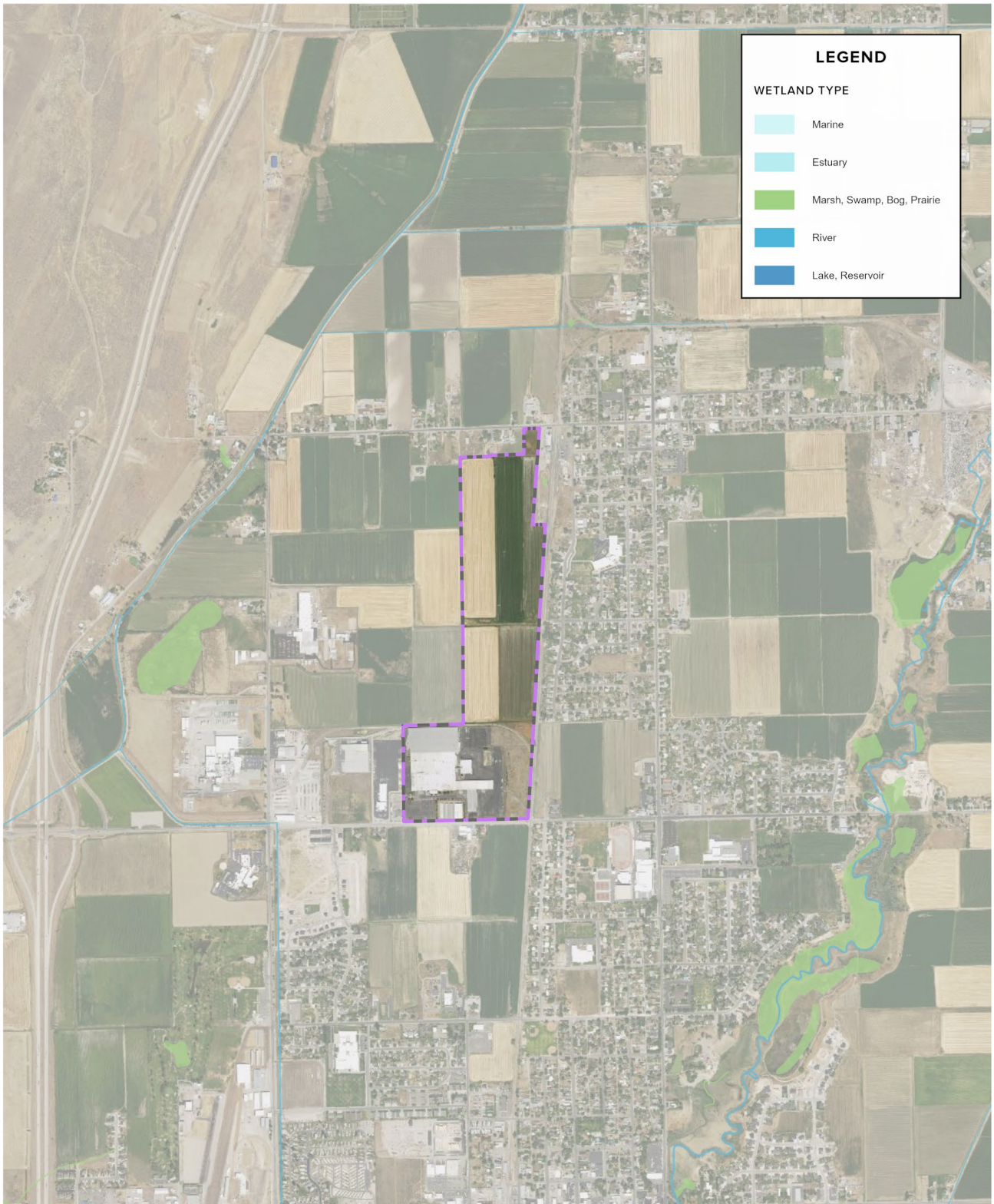


FIGURE 7: GARLAND/TREMONTON NATIONAL WETLANDS INVENTORY MAP



Floodplains

Congress established the National Flood Insurance Program (NFIP) with the passage of the [National Flood Insurance Act of 1968](#). Since the inception of NFIP, [additional legislation](#) has been enacted. The NFIP goes through periodic [Congressional reauthorization](#) to renew the NFIP's statutory authority to operate.

Flood maps are one tool that communities use to know which areas have the highest risk of flooding. FEMA maintains and updates data through [flood maps](#) and [risk assessments](#).

FEMA's [National Flood Hazard Layer](#) (NFHL) Viewer is a map tool that identifies flood hazard areas.

Flood hazard survey maps for each portion of the project area are below (Figures 8-10).

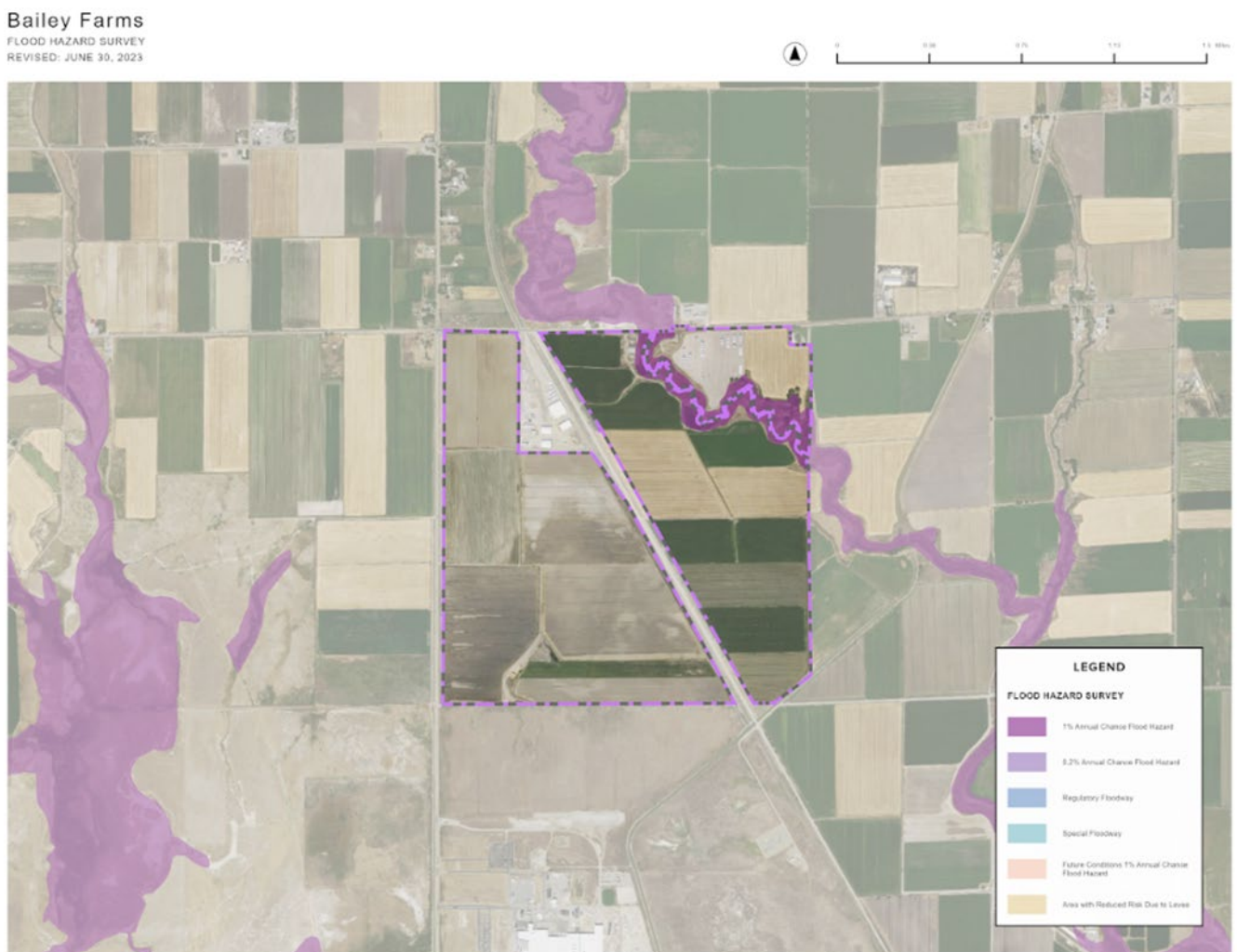


FIGURE 8: BAILEY FARMS FLOOD HAZARD SURVEY MAP



Brigham City

FLOOD HAZARD SURVEY
REVISED: JUNE 30, 2023

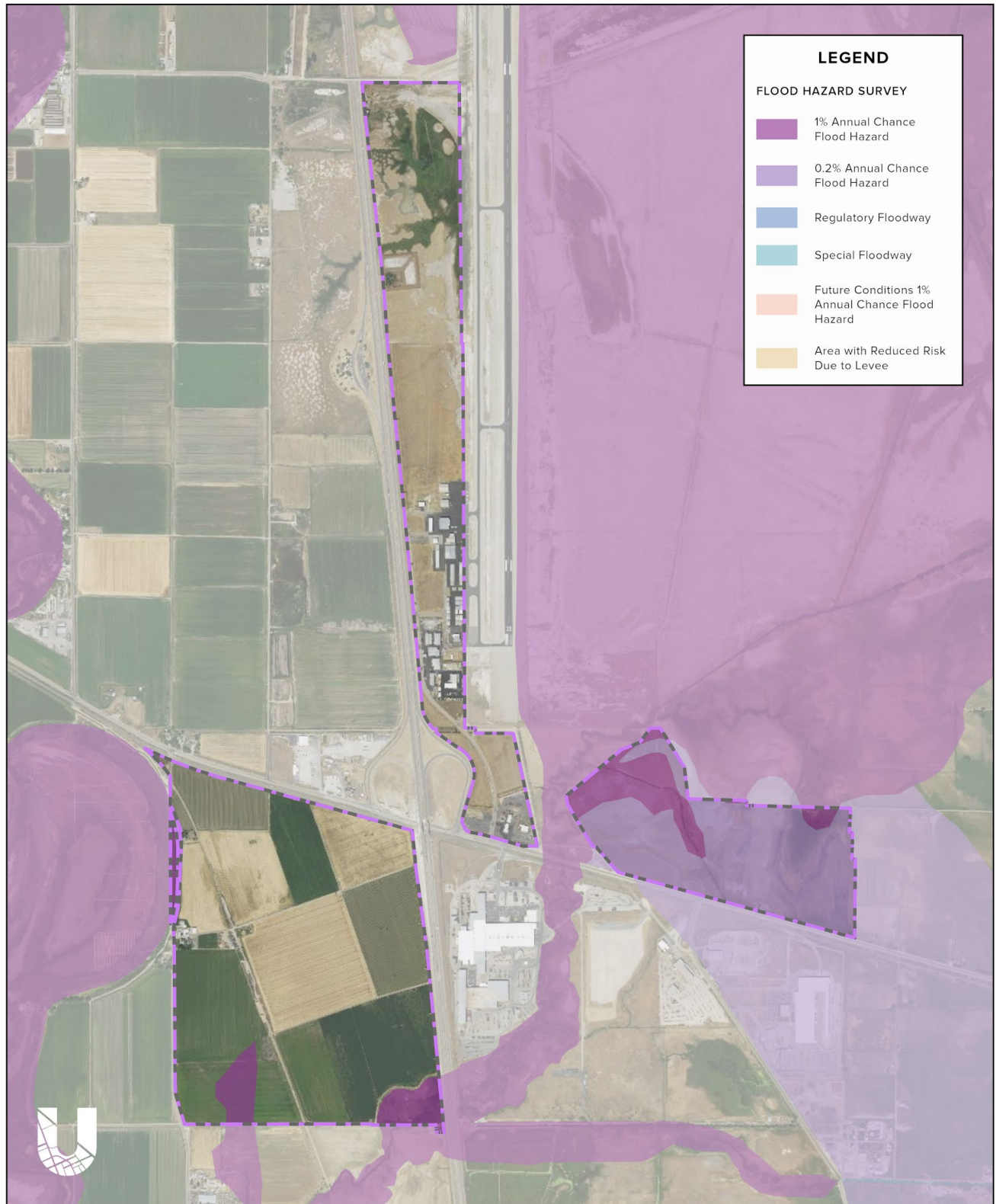


FIGURE 9: BRIGHAM CITY FLOOD HAZARD SURVEY MAP



Garland-Tremonton

FLOOD HAZARD SURVEY
REVISED: JUNE 30, 2023

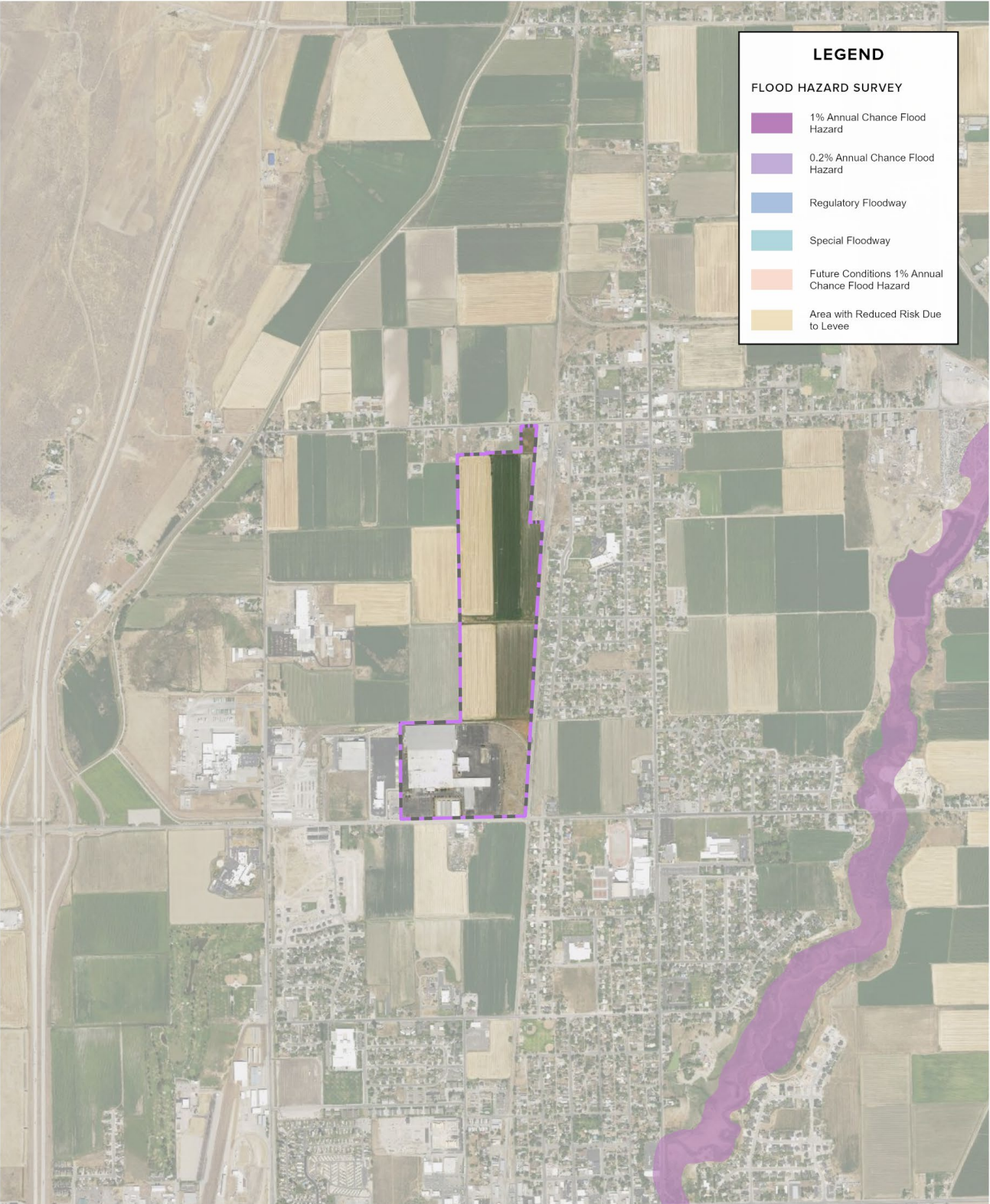


FIGURE 10: GARLAND/TREMONTON FLOOD HAZARD SURVEY MAP



PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

To determine whether previously identified sources of contamination are present at the project area, Federal, State, and local government records of sites or facilities where there has been a release of hazardous substances and which are likely to cause or contribute to a release or threatened release of hazardous substances on the property, including investigation reports for such sites or facilities; Federal, State, and local government environmental records, obtainable through a Freedom of Information Act request, of activities likely to cause or contribute to a release or threatened release of hazardous substances on the property, including landfill and other disposal location records, underground storage tank records, hazardous waste handler and generator records and spill reporting records; and such other Federal, State, and local government environmental records which report incidents or activities which are likely to cause or contribute to release or threatened release of hazardous substances on the property can be reviewed. These data sources include the following regulatory database lists and files, and the minimum search distances in miles, as well as other documentation (if available and applicable):

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), - .5 mile;
- National Priorities List (NPL), - 1.0 mile;
- Facility Index Listing (FINDS), - subject sites;
- Federal Agency Hazardous Waste Compliance Docket, - 1.0 mile;
- Federal RCRA TSD Facilities List, - 1.0 mile; and
- Federal RCRA Generators List, - Subject sites and adjoining properties.

For information regarding previously identified sources of contamination, it is recommended that property owners complete a Freedom of Information Act request for Federal, State, and local government environmental records.

Envirofacts

Envirofacts is a single point of access to select U.S. EPA environmental data. This website provides access to several EPA databases to provide information about environmental activities that may affect air, water, and land anywhere in the United States.

Envirofacts allows the search of multiple environmental databases for facility information, including toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates.

There are 16 EPA-Regulated Facilities (Figure 11) located within and adjacent to the project area and summarized below. Additional facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the [Envirofacts](#) website.



ENVIROFACTS Search | US EPA

#	EPA-Regulated Facility Name	Latitude	Longitude
1	Nucor Building Systems	41.52617	-112.04891
5	Airmotive Service	41.54354	-112.06522
14	Brigham City Airport	41.54354	-112.06522
29	Brigham City Compost Site Paving	41.52526	-112.04793
37	Brigham City Municipal Airport	41.53333	-112.05
39	Brigham City Regional Airport	41.54198	-112.06526
49	East Purlin Expansion	41.52617	-112.04891
55	Golden Empire Manufacturing	41.53087	-112.05293
60	I-15/SR 13 Interchange	41.5366	-112.0676
82	Marble Truck Stop	41.541 L	-112.0838
92	Nucor Building Systems	41.52617	-112.04891
93	Nucor Building Systems	41.53215	-112.05800
94	Nucor Building Systems	41.53457	-112.06122
106	Skidmore Truck Repair Wash Facility	41.53696	-112.07324
142	True North Organics	41.52231	-112.0455
143	Nucor Building Systems	41.5316	-112.0543



Brigham City

EPA-REGULATED SITES
REVISED: JUNE 30, 2023

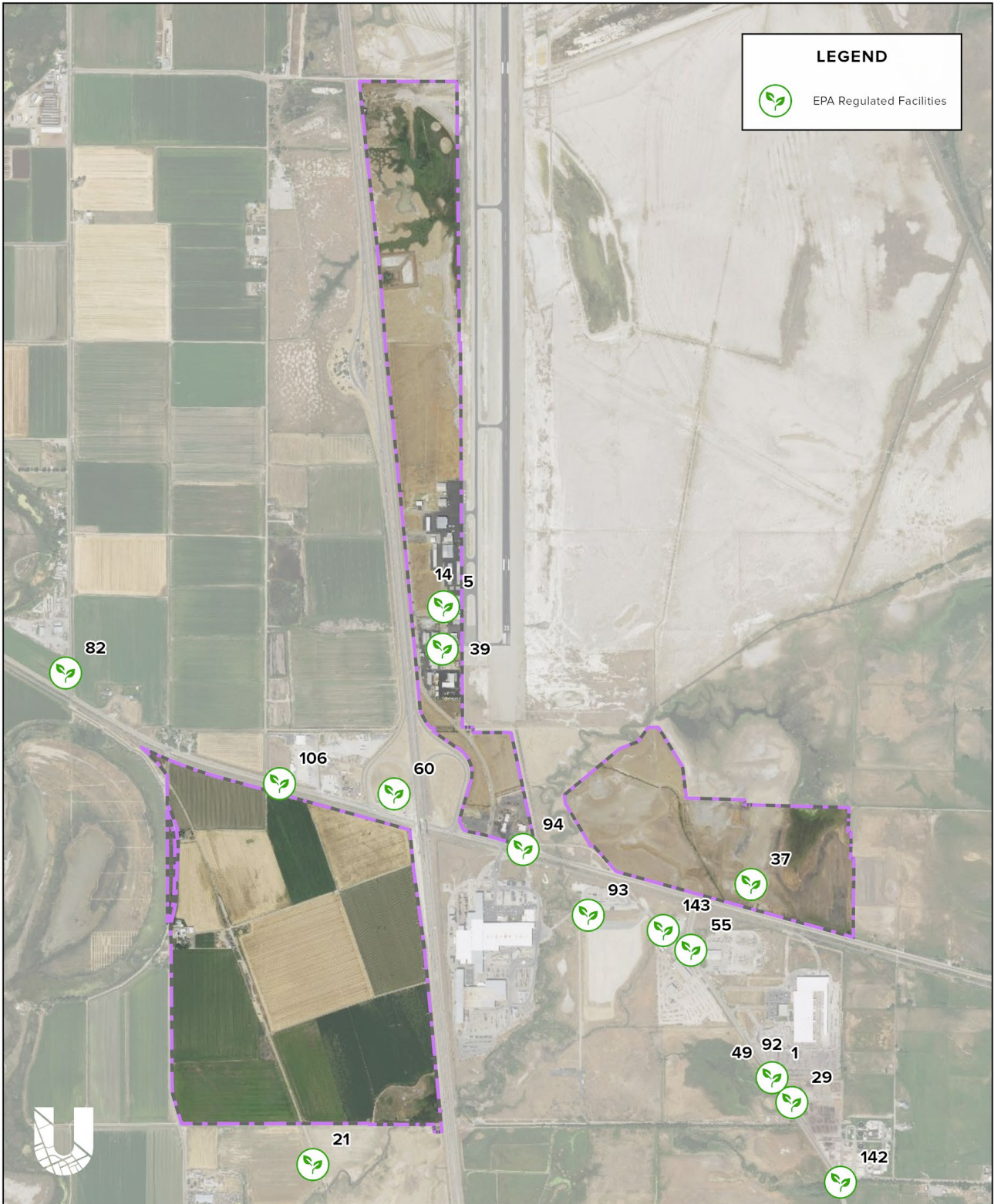
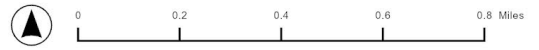


FIGURE 11: EPA-REGULATED FACILITIES



Utah Environmental Interactive Map

The Utah Department of Environmental Quality (UDEQ) maintains an [Environmental Interactive Map](#) that contains information about drinking water, water quality, air quality, environmental response and remediation, waste management and radiation control, and environmental justice.

The information contained in this interactive map has been compiled from the UDEQ database(s) and is provided as a service to the public. This interactive map is to be used to obtain only a summary of information regarding sites regulated by UDEQ.

There are no water quality monitoring stations managed by UDEQ within the project area; however, several are maintained just outside the project area.

HAZARDOUS MATERIALS

Information gathered relating to past and present land use as well as previously identified sources of contamination can be used to evaluate if readily available evidence indicates whether the presence or likely presence of hazardous materials on or under the property surface exist and attempt to determine if existing conditions may violate known, applicable environmental regulations.

The range of contaminants considered should be consistent with the scope of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and should include petroleum products. The EPA maintains a [List of Lists](#), which serves as a consolidated chemical list and includes chemicals subject to reporting requirements under the Emergency Planning and Community Right-to-Know Act (EPCRA), also known as Title III of the Superfund Amendments and Reauthorization Act of 1986 (SARA), the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and section 112(r) of the Clean Air Act (CAA).

WASTE GENERATION, STORAGE, AND DISPOSAL

To determine whether hazardous or non-hazardous waste generation, storage, and disposal activities currently exist, it is necessary to conduct a visual site inspection of properties, associated facilities, improvements on real properties, and of immediately adjacent properties. The site inspection should include an investigation of any chemical use, storage, treatment and disposal practices on the properties. Review of Federal, State, and local government environmental records, including landfill and other disposal location records, may determine whether hazardous or non-hazardous waste generation, storage, and disposal activities existed previously on the property.

ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTS)

Aboveground Storage Tanks are typically regulated by local fire departments. Cleanup of petroleum spills may be handled through Utah State's Underground Tank Program. Additionally, permitting of tanks may be required through the State's air quality program.

AIR QUALITY

The Clean Air Act (CAA) is a federal law that requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that are harmful to public health and the environment. NAAQS are established for criteria pollutants which include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particle pollution (PM₁₀ and PM_{2.5}), and



sulfur dioxide (SO₂). [Current Nonattainment Counties for All Criteria Pollutants](#) are maintained by the EPA and updated regularly.

Box Elder County is currently in serious nonattainment status for PM_{2.5}.

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