



# **Golden Spike** **A Utah Inland Port Project Area**

DRAFT Project Area Plan & Budget | Amendment #1

Original Approval Date: August 21, 2023

Amendment #1 Approval Date: Pending

# DEFINITIONS

Term	Definitions
<b>Authority Infrastructure Bank</b>	“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.
<b>Base Taxable Value</b>	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.
<b>Development Project</b>	A project for the development of land within a Project Area
<b>Effective Date</b>	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.
<b>Project Area</b>	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.
<b>Legislative Body</b>	For unincorporated land, the county commission or council. For land in a municipality, it is the legislative body of such municipality.
<b>Loan Approval Committee</b>	Committee consisting of the individuals who are the voting members of the UIPA board.
<b>Project Area Budget</b>	Multiyear projection of annual or cumulative revenues and expenses and other fiscal matters pertaining to a Project Area.
<b>Project Area Plan</b>	Written plan that, after its effective date, guides and controls the development within a Project Area.
<b>Property Tax(es)</b>	Includes a privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
<b>Property Tax Differential</b>	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.
<b>Taxing Entity</b>	Public entity that levies a Property Tax on property within a Project Area, other than a public infrastructure district that UIPA creates.



# AMENDMENT/REVISION TABLE

Amendment	Board Approval Date	Summary of Revisions
#1	Pending	Boundary change with resolution 24-10 from Brigham City; Updated landowner exclusion address; Addition of wetlands mitigation into allowable uses of differential; Updated budget, maps/legal description, and environment review

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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

Per our amendment processes, the legislative body of the county or municipality may pass a resolution to amend the project area to add or remove parcels. In 2024, Brigham City and Box Elder County opted to amend the project area. Resolutions for this amendment can be found in the appendix.

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). This plan includes a timeline of amendments and substantive revisions on page 2 of this document.



# LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Golden Spike Project Area comprises multiple non-contiguous zones under multiple land use authorities:

## 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 is 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%<sup>1</sup> 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.

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



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 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 maps and imagery can be found in [Appendices A and B](#).

## Legislative Body 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 their public meeting under Subsection 11-58-502(1), which states, "the board shall hold at least one public meeting to consider and discuss a draft project area plan." Landowners may submit notarized written requests either in person or via certified mail to Attn: Larry Shepherd, 60 E. State Street, Ste. 600, 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](#).

## Environmental Review

For the UIPA Board to adopt a Project Area Plan, an 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's environmental considerations are reviewed to provide recommendations for next steps and/or approval before work, which could pose environmental impacts, may commence.



The environmental review consists of a desktop review of publicly available environmental data that considers the following elements as applicable: Environmental Justice, NEPA Reporting Requirements, Past and Present Land Uses, Geotechnical Resources, Historical and Cultural Resources including Tribal Lands, Natural Resources, Water Resources, Environmental Quality, and Air Quality.

A brief summary of environmental considerations for the Golden Spike Inland Port Project Area is included below. The full environmental review report can be found in [Appendix E](#).

## SUMMARY OF GOLDEN SPIKE ENVIRONMENTAL CONSIDERATIONS

- Approximately 2,500 acres with several noncontiguous areas in Box Elder County, Utah
- 89th percentile for the state and 78th percentile for the nation for drinking water noncompliance
- [Northwestern Band of the Shoshone Nation](#) is located in the vicinity of the project area
- Yellow-billed Cuckoo and Ute Ladies'-tresses are designated threatened species
  - no designated critical habitats are located within the project area
- 27 migratory birds on US Fish and Wildlife Service (USFWS) [Birds of Conservation Concern \(BCC\)](#)
  - breeding seasons ranging between December 1 and August 31
- Bear River Migratory Bird Refuge is located west of Brigham City and the project area
- Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area
- Multiple wildlife and waterfowl management areas have been designated in Box Elder County
  - no WMAs are located within the project area
- Malad River and Black Slough are listed impaired water bodies located near the project area
- According to the [National Wetlands Inventory \(NWI\)](#), several wetlands exist in the project area
  - wetlands designated in the NWI may have changed since the date of characterization
  - updated qualified wetland delineation studies shall be the final determination
- Portions of the project area experience either a 0.2% or 1% annual chance flood hazard
- Project area is in serious nonattainment for PM2.5

## 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:

<b>New Capital Investment</b>	<b>% of Tax Differential</b>
\$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:

<b>New Capital Investment</b>	<b>% of Tax Differential</b>
\$25 million	20%
\$100 million	80%

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.

DRAFT



# 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 following table shows estimates of current taxable revenues for each taxing entity and additional expected revenues once the project area is complete, along with the estimated amount of differential during the 25-year project timeframe. The base value revenues shown for 2022 will continue to be sent to taxing entities, along with 25% of new growth. At the end of the project, all taxes will revert to taxing entities.



	Current Yearly Tax Revenues	2050 Estimated Yearly Tax Revenues	Projected Differential Over 25 Year Project Life
Box Elder County	\$21,000	\$2,005,000	\$7,660,000
Multi county Assessing & Collecting Levy	-	23,000	90,000
County Assessing & Collecting Levy	4,000	369,000	1,410,000
Box Elder School District	99,000	9,258,000	35,360,000
Brigham City	9,000	835,000	3,190,000
Garland City	-	8,000	30,000
Tremonton City	23,000	2,120,000	8,100,000
Box Elder Mosquito Abatement District	3,000	240,000	920,000
Garland Cemetery Maintenance District	1,000	106,000	400,000
Bear River Water Conservancy District	3,000	291,000	1,110,000
Box Elder County Library	-	7,000	30,000
Municipal Type Service Fund	-	23,000	90,000
Portage Precinct Cemetery Maintenance District	-	31,000	120,000
<b>Total</b>	<b>\$163,000</b>	<b>\$15,316,000</b>	<b>\$58,510,000</b>

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 Project Area will allow for the reinvestment of Differential in the area for both infrastructure and company incentives for targeted industries. As of 2024, property tax incentives have already been offered to attract companies to the project area. This includes Lakeshore Learning in the Garland/Tremonton area, where a 1.2 million square foot building is being constructed which will house over 500 employees, and Bridor USA Inc. in the Brigham City area, who is expected to invest \$230 million and employ 400 employees.

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 a parcel-by-parcel basis on the date specified by board resolution and continue for 25 years. The collection period may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected initial trigger date for the tax differential is 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 \$175 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
- 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

DRAFT



# 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 EXISTING 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 11 N, 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.

CONT 297.1 AC M/L.

**NUCOR TRACT**

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

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF 800 NORTH STREET AND THE EXISTING WEST RIGHT-OF-WAY LINE OF 1200 WEST STREET LOCATED 2580.17 FEET NORTH 89°55'44" WEST ALONG THE SOUTH LINE OF SAID SECTION 10 AND 33.00 FEET NORTH 00°04'16" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 10 TO A POINT ON THE SOUTHWEST CORNER OF THE MCKINNON TRACT; RUNNING THENCE NORTH 89°55'44" WEST 1104.59 FEET; THENCE NORTH 00°04'00" EAST 1256.64 FEET; THENCE SOUTH 89°50'52" EAST 1030.67 FEET; THENCE SOUTH 89°50'52" EAST 75.92 FEET TO THE WESTERLY LINE OF SAID MCKINNON TRACT; THENCE ALONG SAID WESTERLY LINE SOUTH 00°09'27" WEST 1255.08 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,388,466 SQUARE FEET OR 31.87 ACRES, MORE OR LESS.

THE BASIS OF BEARING IS THE SOUTH LINE OF SECTION 10, TOWNSHIP 9 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AS SHOWN IN BOOK 1538 OF ROAD PLATS, PAGE 1207, AS INSTRUMENT NO. 457141.

SAID LINE BEARS NORTH 89°55'44" WEST.



# Appendix B: Maps & Project Area Imagery



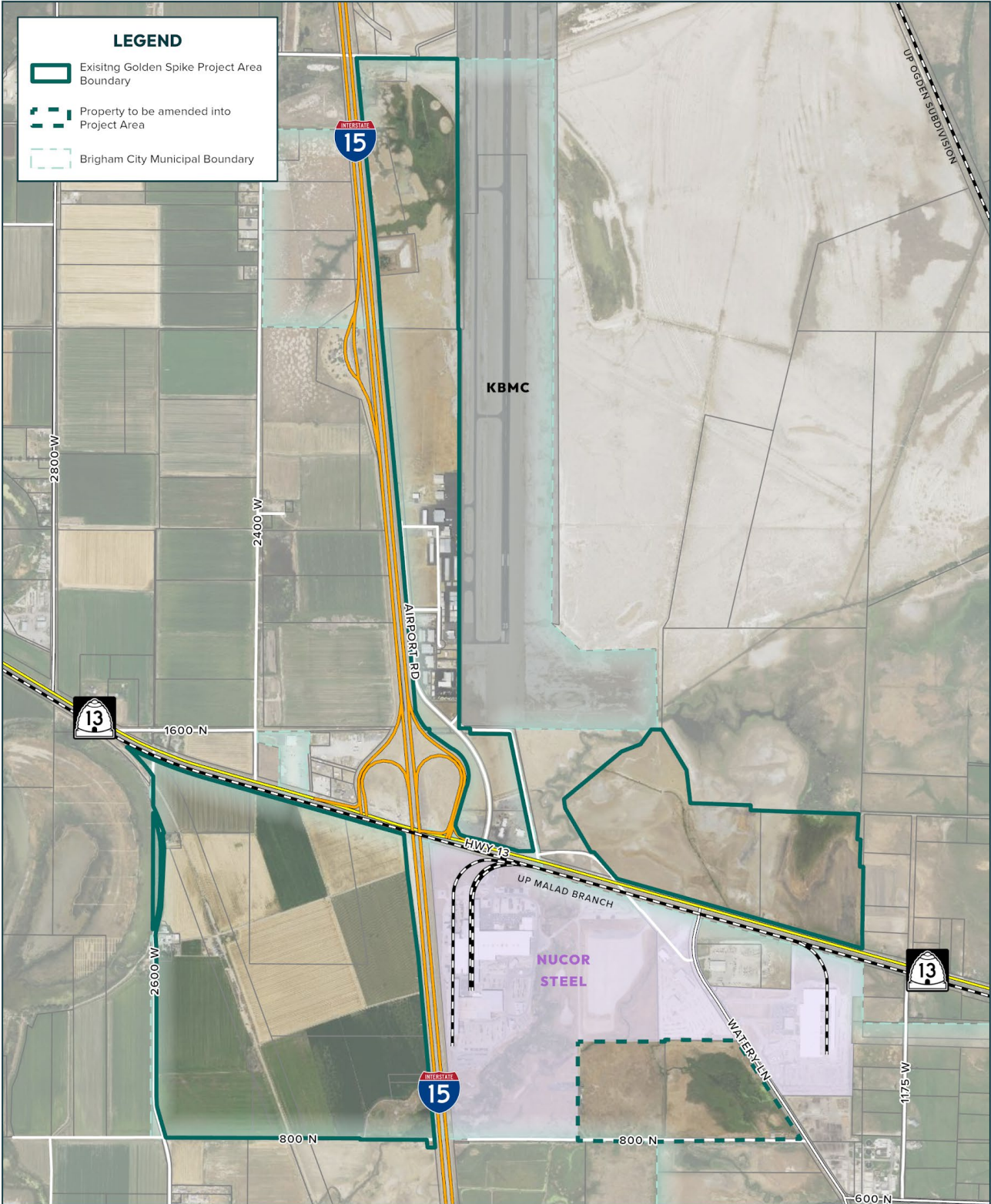


# GOLDEN SPIKE PROJECT AREA: BRIGHAM CITY ZONE

Box Elder County, Utah



0 0.2 0.4 0.6 0.8 Miles



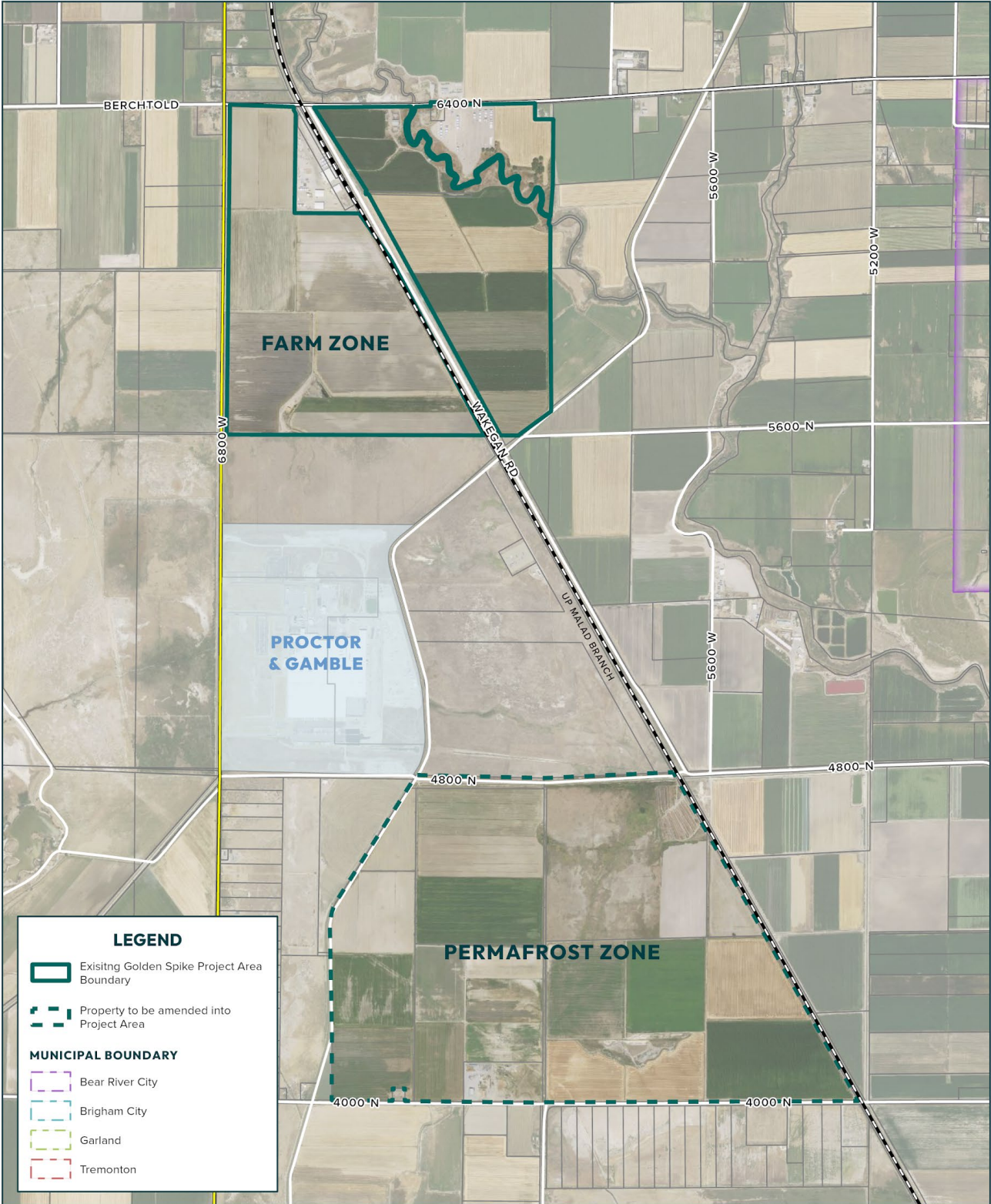


# GOLDEN SPIKE PROJECT AREA: BOX ELDER COUNTY ZONE

— Box Elder County, Utah



0 0.25 0.5 0.75 1 Miles



**GOLDEN SPIKE PROJECT AREA:  
HARWOOD ZONE**  
— Box Elder County, Utah

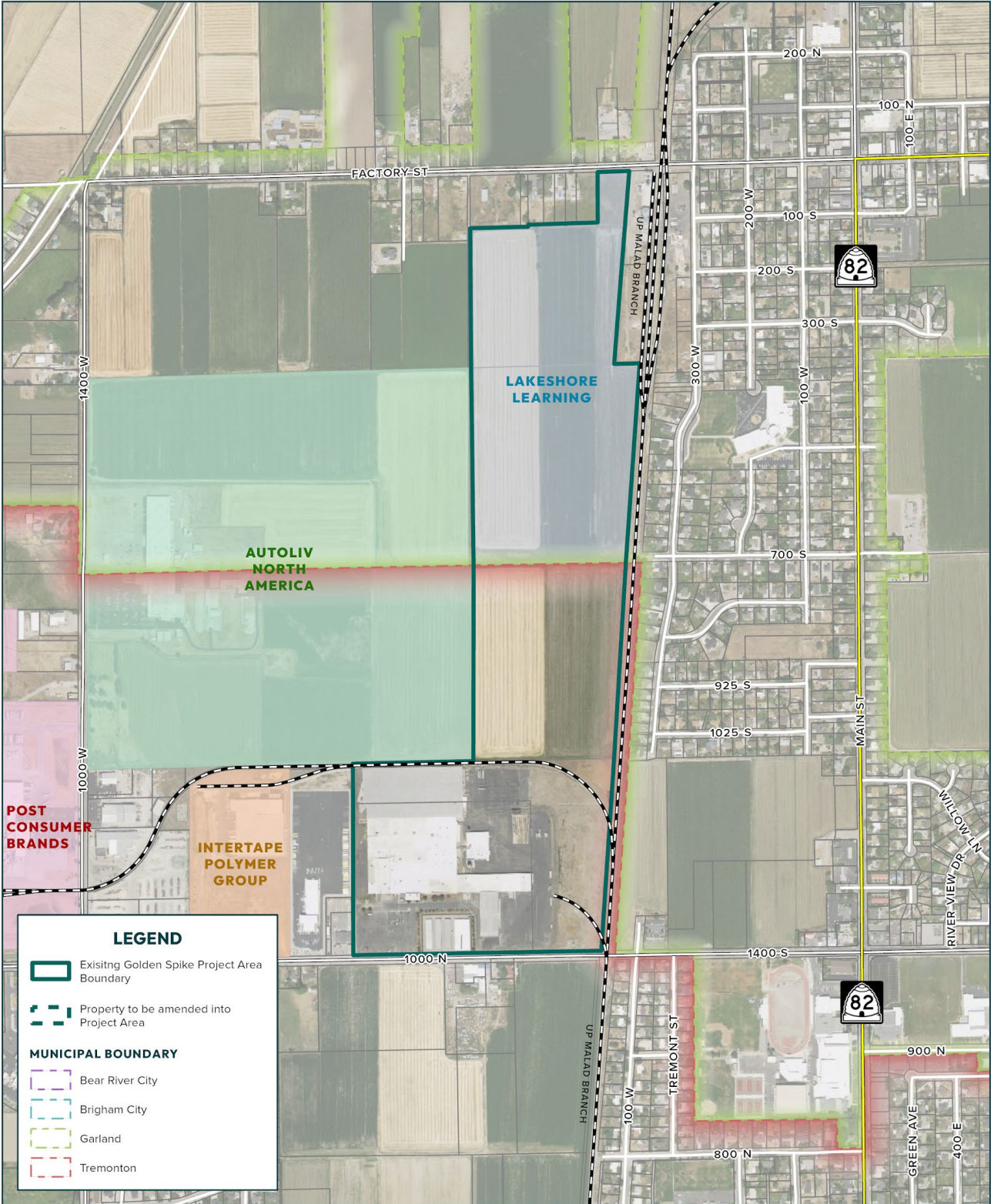


# GOLDEN SPIKE PROJECT AREA: GARLAND-TREMONTON ZONE

Box Elder County, Utah



0 0.1 0.2 0.3 0.4 Miles



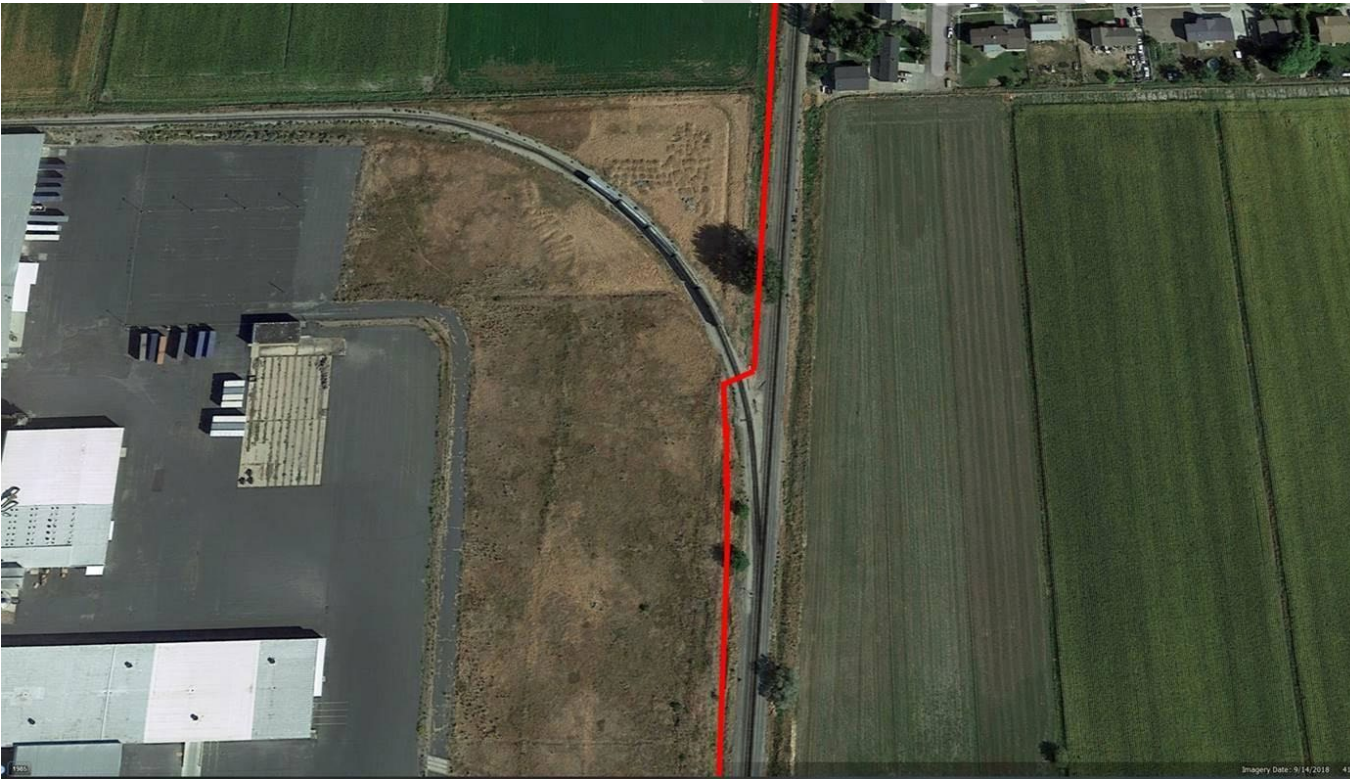
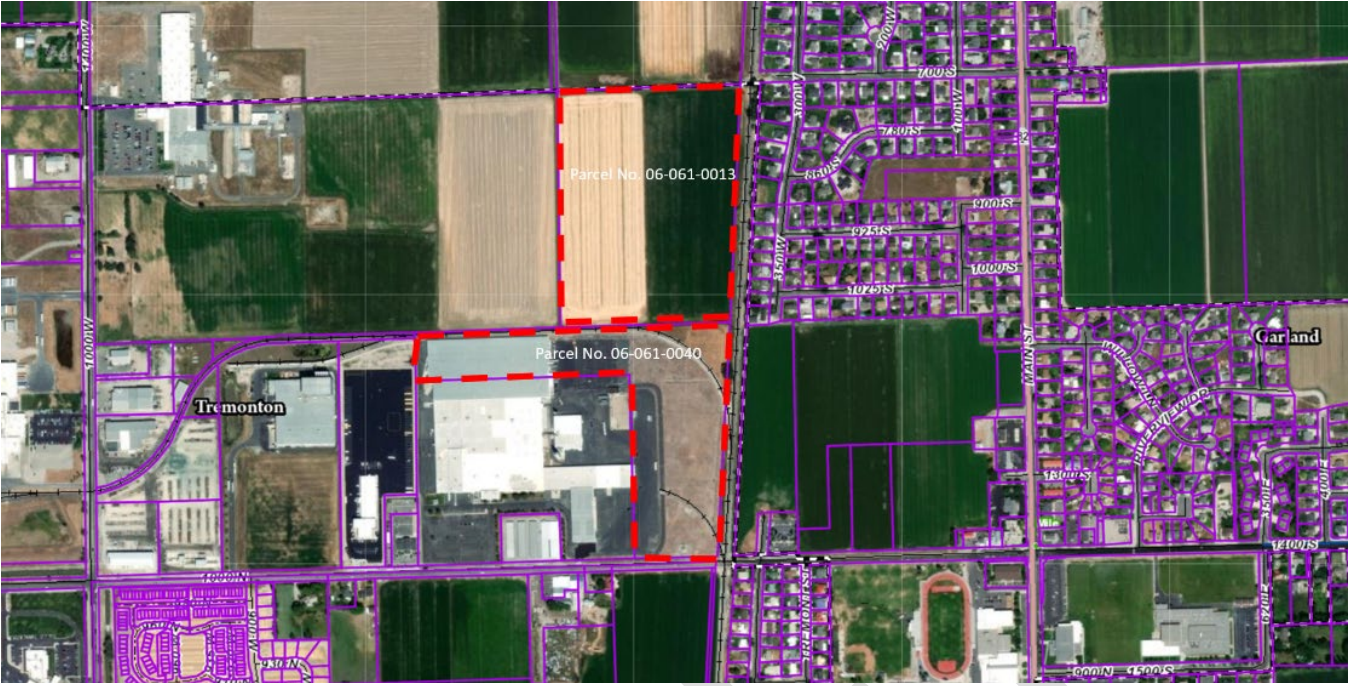
**LEGEND**

- Existing Golden Spike Project Area Boundary
- Property to be amended into Project Area

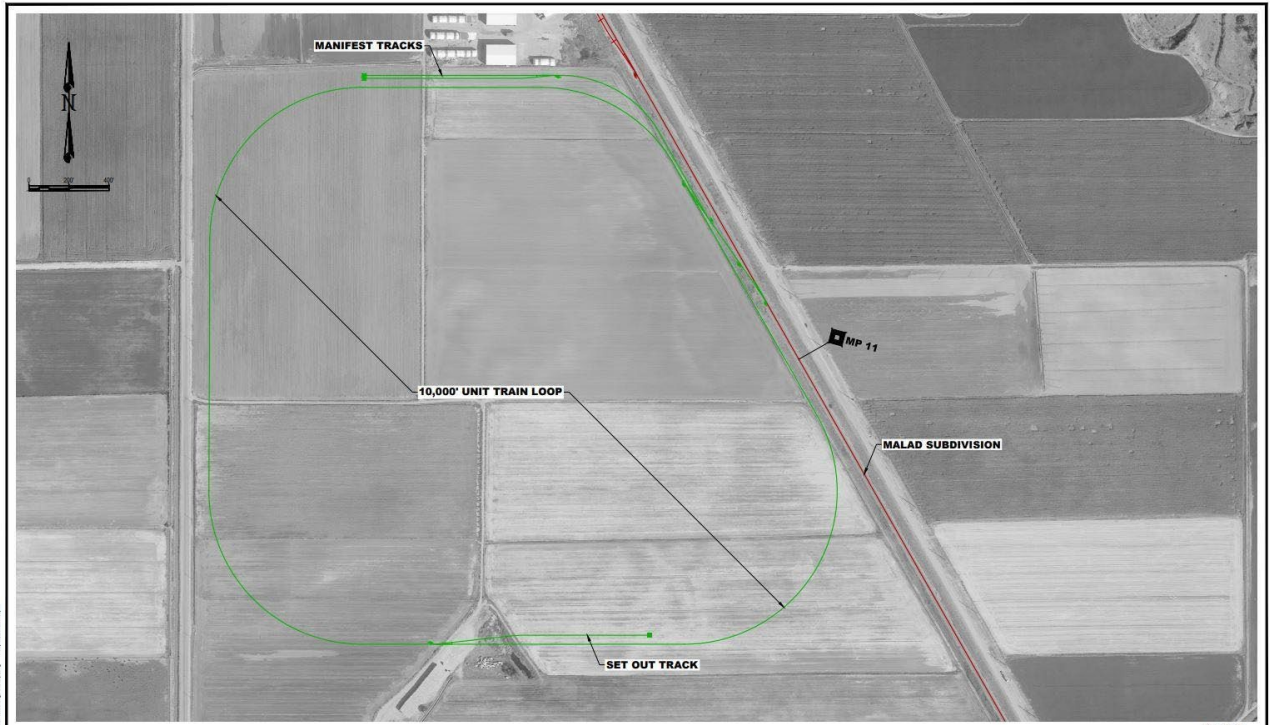
**MUNICIPAL BOUNDARY**

- Bear River City
- Brigham City
- Garland
- Tremonton









REVISION #	BY	DATE	DESCRIPTION

**CRS ENGINEERS**  
*Answers to Infrastructure*  
 70 Box 280 | 100 S Main, Ste 200 | Farmington, UT 84201 | P: 801 529-0881 | www.crsengineers.com  
 CRIS PROJECT NUMBER: 2019-XXXX

LEGEND:

EX. RR OWNED TRACK	
PROP. RR OWNED TRACK	
EX. IND. OWNED TRACK	
PROP. IND. OWNED TRACK	
PROP. FUTURE TRACK	
EX. RR OR BOUNDARY LINE	
EX. FENCE	
EX. FIBER OPTIC LINE	

DRAWN BY: T. BEHLER  
 PROJECT NUMBER: 2019-XXXX  
 DATE: SEPT 5, 2019  
 SHEET NUMBER: 1 OF 1

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

DRAFT





# Appendix C: Written Consent: Legislative Body

## BOX ELDER COUNTY RESOLUTION 2023-02

### 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**

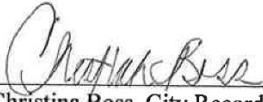
This Resolution shall take effect upon its adoption.



**APPROVED** and **ADOPTED** this 4<sup>th</sup> 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





*[Faint, illegible text, likely bleed-through from the reverse side of the page]*

*[Handwritten signature]*



**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.

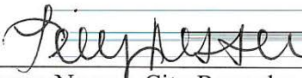


Adopted and passed by the governing body of Tremonton City this 2<sup>nd</sup> day of May 2023.

TREMONTON CITY  
A Utah Municipal Corporation

By:   
Lyle Holmgren, Mayor

ATTEST:

  
Linsey Nessen, City Recorder



Resolution No. 23-26

May 2, 2023



**BRIGHAM CITY COUNCIL  
RESOLUTION NO. 24-10**

**A RESOLUTION OF THE BRIGHAM CITY COUNCIL AUTHORIZING THE MAYOR TO EXECUTE ADDENDUM NO. 1 TO INTERLOCAL COOPERATION AGREEMENT BETWEEN THE UTAH INLAND PORT AUTHORITY AND BRIGHAM CITY.**

**WHEREAS**, Brigham City (the “City”) is a municipal corporation and political subdivision of the State of Utah; and

**WHEREAS**, on Aug. 21, 2023 the Utah Inland Port Authority (the “Authority”) Board created the Golden Spike Inland Port Project Area (the “Project Area”) which includes properties within Brigham City to encourage and stimulate commercial, industrial, and logistics growth within the Project Area; and

**WHEREAS**, the Brigham City Council previously consented to the creation of the Project Area by Resolution No. 23-27; and

**WHEREAS**, the City and the Authority desire to use the powers and tools each possess according to law to optimize development in the vicinity of the Project Area; and

**WHEREAS**, the City and the Authority will restrict expansion of the Project Area pursuant to this resolution to those properties designated for industrial development in the Brigham City General Plan; and

**WHEREAS**, the City and the Authority wish to expand the Project Area to include properties with development potential that will accomplish the goals of the Authority and the Brigham City General Plan, and will provide for increased economic activity, employment, and benefits to the residents of Brigham City, Box Elder County, and the State of Utah.

**NOW, THEREFORE, BE IT RESOLVED BY THE BRIGHAM CITY COUNCIL with 5 members present and 5 members voting in favor thereof as follows:**

**SECTION 1.**

The Brigham City Council hereby expresses its support for the expansion of the Golden Spike Inland Port Project Area in Brigham City to include properties to be mutually agreed upon by the City and the Authority.

**SECTION 2.**

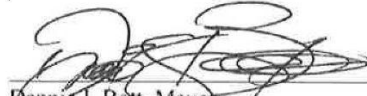
Staff is authorized to identify those parcels of land within Brigham City that will be proposed for inclusion in the Golden Spike Inland Port Project Area.

**SECTION 3. EFFECTIVE DATE**

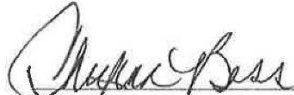
This Resolution shall take effect upon its adoption.



APPROVED and ADOPTED this 2nd day of May 2024.

  
Dennis J. Bott, Mayor

ATTEST:

  
Christina Boss, City Recorder



## Appendix D: Project Area Budget Summary

<b>Model Summary</b>	
<b>Differential Tax Revenue Allocation</b>	
Project Area Share	75%
Other Taxing Entities Share	25%
TIF Duration (Years)	25
<b>Differential Tax Revenue \$ Allocation</b>	
	Full Value
Base Year Taxable Value Revenues	\$ 163,000
<b>Tax Differential to Project Area</b>	<b>\$ 175,500,000</b>
Tax Differential to Other Taxing Entities	\$ 58,500,000
Total Tax Differential	\$ 234,000,000
Less: Wetland Mitigation	\$ 1,755,000
Less: Admin Expenses	\$ 8,775,000
<b>Total Remaining Differential for Projects</b>	<b>\$ 165,000,000</b>

<b>Taxing Entities</b>	
<b>Tax Area 103 (Brigham City)</b>	<b>Final Tax Rate</b>
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
<b>Total Tax Rate</b>	<b>0.009922</b>



# Appendix E: Environmental Review

## INTRODUCTION

For the Utah Inland Port Authority (UIPA) Board to adopt a Project Area Plan, an environmental review for the Project Area must be completed. This report provides an overview of environmental considerations 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 government stakeholders, will review these environmental considerations before work, which could pose adverse impacts, may commence in the project area.

## SUMMARY OF ENVIRONMENTAL CONSIDERATIONS

The Environmental Justice Screen (EJScreen) report from the EPA indicated that Box Elder County is in the 89th percentile for the state and 78th percentile for the nation for drinking water noncompliance, highlighting the importance of drinking water quality initiatives in the area.

While several cultural resources in Box Elder County have been previously designated as worthy of preservation and recorded on the National Register of Historic Places (NRHP), none of them are present in the project area.

While there are no land-areas of federally recognized tribes located in the project area, the Northwestern Band of the Shoshone Nation is located in the vicinity of the project area. They are represented by Chairman Dennis Alex, elected in April 2020. Their regional office is located at 2575 Commerce Way in Ogden, Utah.

The yellow-billed cuckoo is a threatened species that may be present in the project area. 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 habitats for both monarch butterflies and Ute ladies'-tresses have not been designated. There are no critical habitats listed in the project area.

There are 27 migratory bird species that occur on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC) list that may warrant special attention in the project area with breeding seasons ranging between December 1st and August 31st.

The Bear River Migratory Bird Refuge is located west of Brigham City and the project area. The Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area. Multiple wildlife and waterfowl management areas (WMAs) have been designated by the Division of Wildlife Resources in Box Elder County, including the Brigham Face and Willard Spur WMAs.

Malad River runs through the Box Elder County Zone of the project area; however, the project area boundaries exclude Malad River from the project area. Black Slough is part of the Bear River east side tributaries from Malad confluence south and is located southeast of the Brigham City Airport, near the Brigham City Zone of the project area. Both Malad River and Black Slough have been designated as impaired water bodies and added to the Impaired 303d list in 2022.

According to the National Wetlands Inventory (NWI), several wetlands are located within the project area. Wetlands designated in the NWI may have changed since the date of the imagery and/or field work used for their characterization. Updated qualified wetland delineation studies shall be the final determination for existing wetlands.





Different portions of the project area experience either a 0.2% or 1% annual chance flood hazard, according to FEMA's National Flood Hazard Layer (NFHL) Viewer.

The Utah Department of Environmental Quality (UDEQ) maintains several water quality monitoring wells near the project area. Currently, there are no air quality monitoring stations maintained by UDEQ located in the project area.

Box Elder County is currently in serious nonattainment for PM2.5.

## PROJECT AREA DESCRIPTION

The combined Golden Spike Inland Port Project Area is approximately 2,500 acres and has four different noncontiguous areas under consideration:

### Brigham City Zone

The Brigham City Zone (Figure 1-1) 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.

### Box Elder County Zone

The Box Elder County Zone (Figure 1-2) of the Golden Spike Inland Port Project Area is located along Wakegan Road with proximity to the Union Pacific Malad rail subdivision.

### Harwood Zone

The Harwood Zone (Figure 1-3) of the Golden Spike Inland Port Project Area is located south of I-84 and SR-201, just southwest of Tremonton.

### Garland-Tremonton Zone

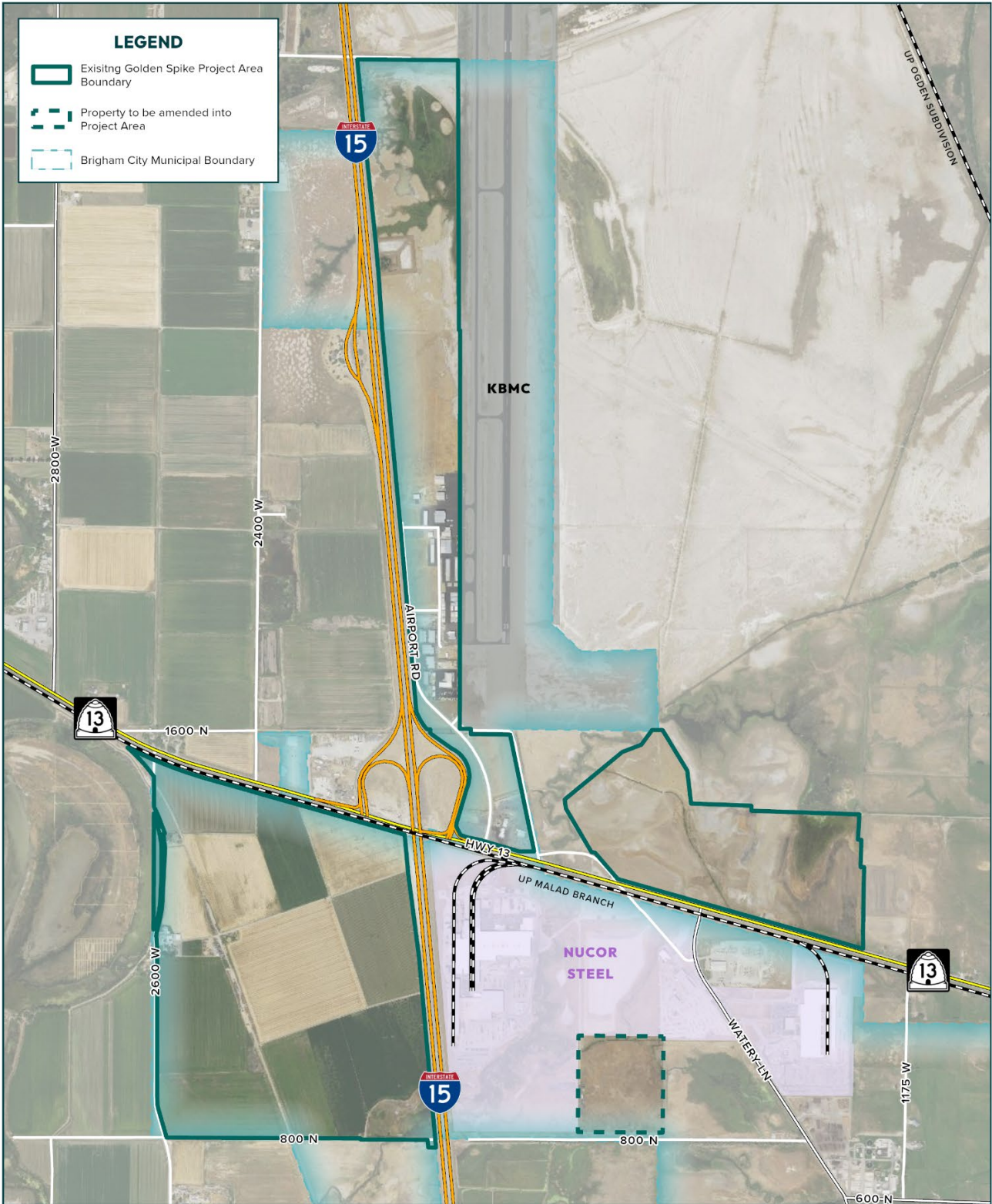
The Garland-Tremonton Zone (Figure 1-4) of the Golden Spike Inland Port Project Area sits on the Malad rail subdivision and currently has a single rail-fed industrial space in use. An additional spur travels through the project area to connect to two additional industrial spaces that are not in the project area.



**GOLDEN SPIKE PROJECT AREA:  
BRIGHAM CITY ZONE**  
— Box Elder County, Utah

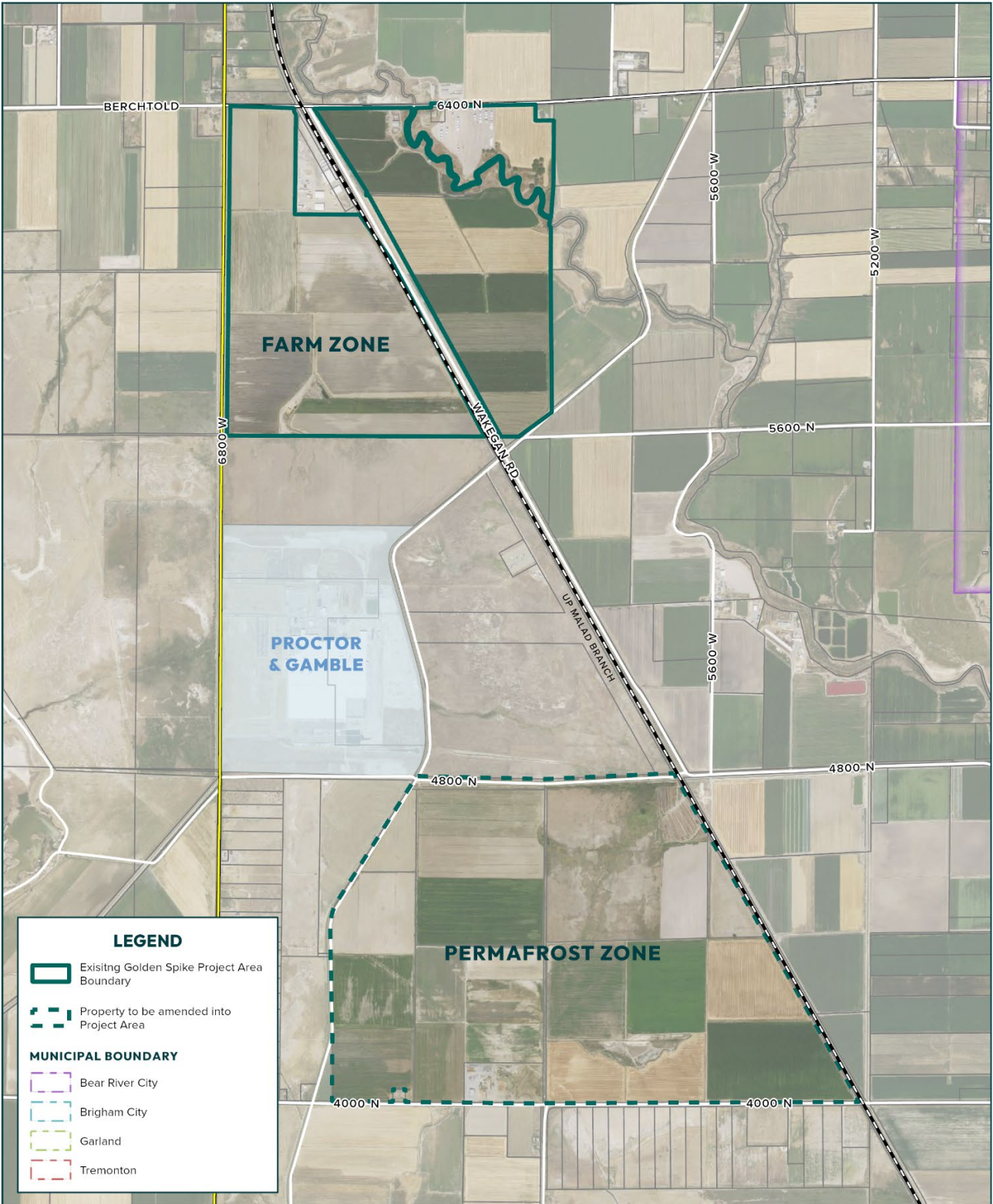


0 0.2 0.4 0.6 0.8 Miles



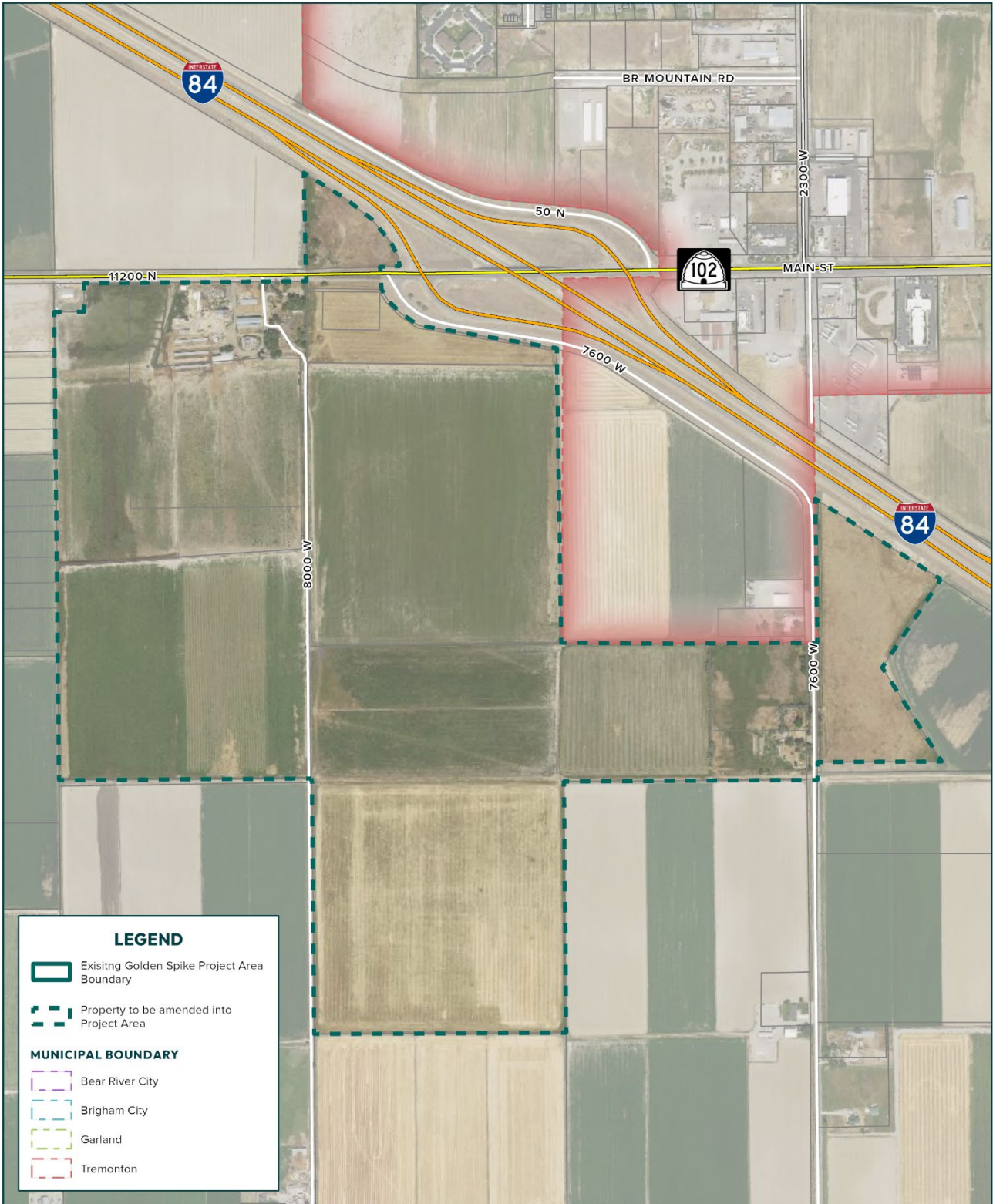
**FIGURE 1-1: GOLDEN SPIKE INLAND PORT BRIGHAM CITY ZONE**





**FIGURE 1-2: GOLDEN SPIKE INLAND PORT BOX ELDER COUNTY ZONE**



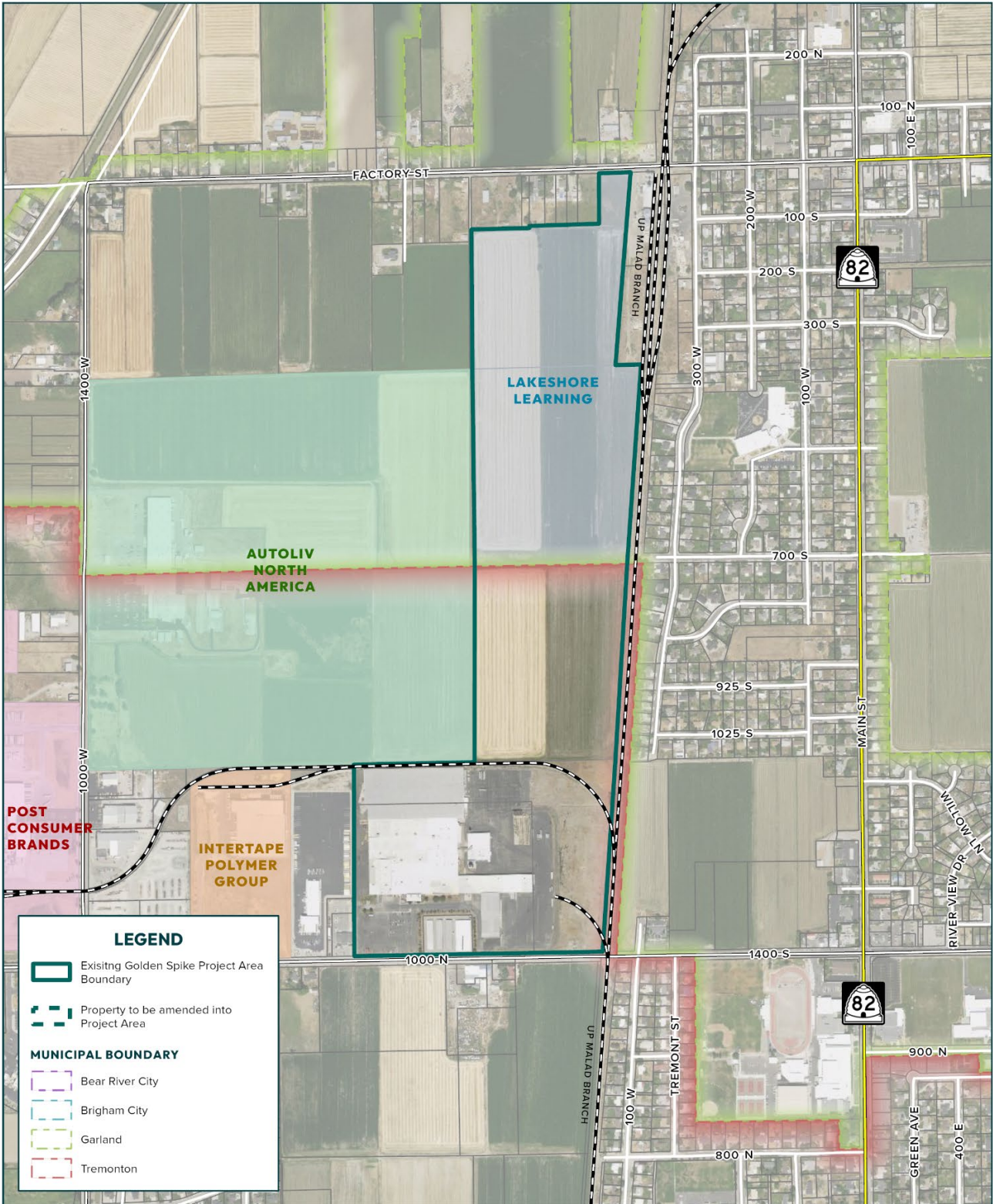


**FIGURE 1-3: GOLDEN SPIKE INLAND PORT HARWOOD ZONE**

**GOLDEN SPIKE PROJECT AREA:  
GARLAND-TREMONTON ZONE**  
— Box Elder County, Utah



0 0.1 0.2 0.3 0.4 Miles



**FIGURE 1-4: GOLDEN SPIKE INLAND PORT GARLAND-TREMONTON ZONE**



## 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.

## Box Elder County, UT

County: Box Elder  
Population: 58,291  
Area in square miles: 6729.21

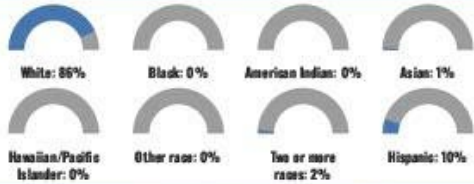


Aug 11, 2024  
1:289,492  
0 1.25 2.5 Miles  
Data for this report was last updated on 08/11/2024. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022.

### COMMUNITY INFORMATION



### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



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) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	93%
Spanish	6%
Total Non-English	7%



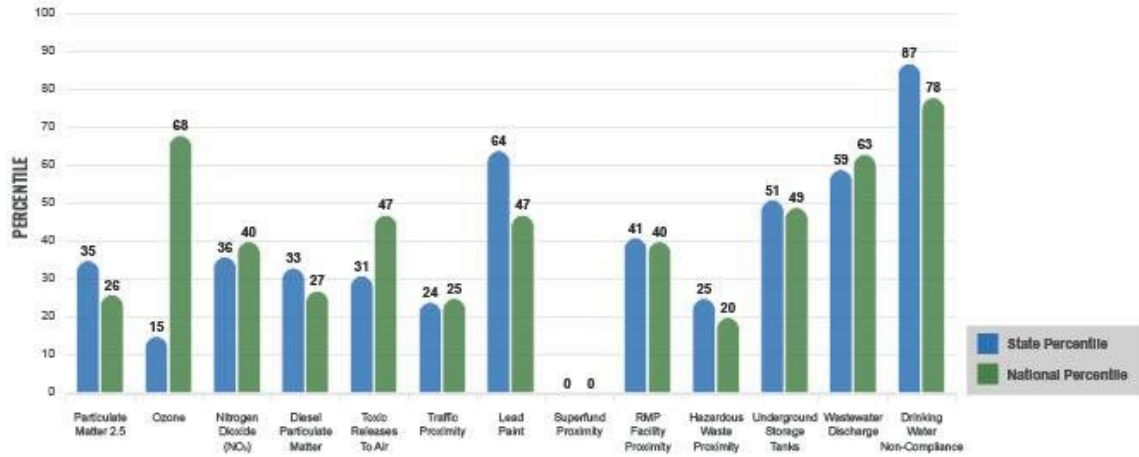
## Environmental Justice & Supplemental Indexes

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 those 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.

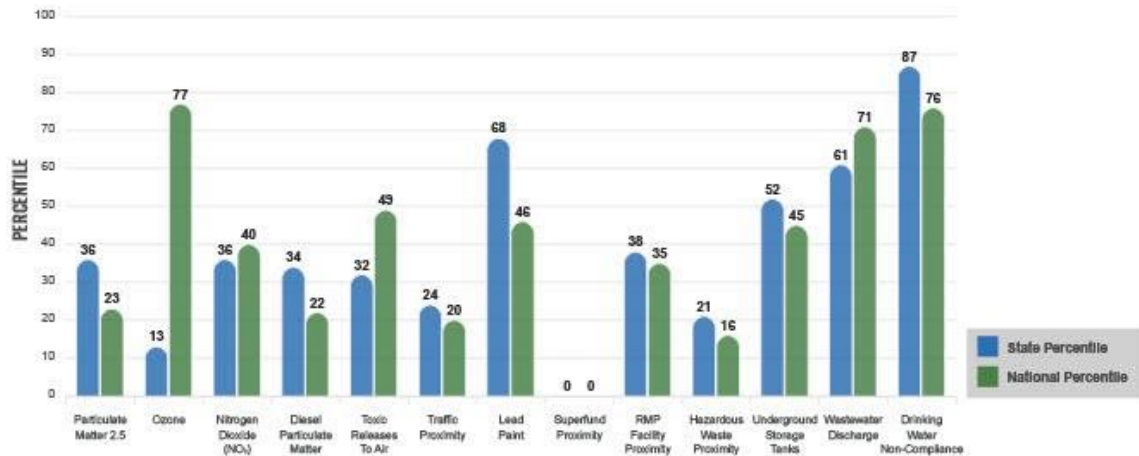
#### EJ INDEXES FOR THE SELECTED LOCATION



### 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
<b>ENVIRONMENTAL BURDEN INDICATORS</b>					
Particulate Matter 2.5 ( $\mu\text{g}/\text{m}^3$ )	7.19	7.56	25	8.45	22
Ozone (ppb)	50.6	52.6	11	41	90
Nitrogen Dioxide (NO <sub>2</sub> ) (ppbv)	6.6	8.1	21	7.8	39
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.0874	0.161	24	0.191	23
Toxic Releases to Air (toxicity-weighted concentration)	720	5,100	23	4,600	53
Traffic Proximity (daily traffic count/distance to road)	170,000	1,100,000	16	1,700,000	23
Lead Paint (% Pre-1960 Housing)	0.25	0.18	72	0.3	54
Superfund Proximity (site count/km distance)	0.0049	0.88	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.27	0.47	41	0.57	49
Hazardous Waste Proximity (facility count/km distance)	0.15	1.8	23	3.5	21
Underground Storage Tanks (count/km <sup>2</sup> )	1.3	2.3	52	3.6	55
Wastewater Discharge (toxicity-weighted concentration/m distance)	12000	88000	71	700000	89
Drinking Water Non-Compliance (points)	1	1.6	89	2.2	78
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index USA	0.84	N/A	N/A	1.34	34
Supplemental Demographic Index USA	1.3	N/A	N/A	1.64	34
Demographic Index State	1.13	1.34	47	N/A	N/A
Supplemental Demographic Index State	1.27	1.3	54	N/A	N/A
People of Color	14%	23%	36	40%	28
Low Income	26%	25%	61	30%	49
Unemployment Rate	3%	3%	54	6%	40
Limited English Speaking Households	1%	2%	66	5%	57
Less Than High School Education	7%	7%	63	11%	44
Under Age 5	8%	7%	62	5%	74
Over Age 64	13%	12%	57	18%	35

\*Diesel particulate matter index is 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. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haq2/air-toxics-data-update>.

### Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	5
Water Dischargers .....	556
Air Pollution .....	9
Brownfields .....	7
Toxic Release Inventory .....	20

### Other community features within defined area:

Schools .....	26
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 .....	Yes

Report for County: Box Elder



## EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	43	20%	37
Heart Disease	5	4.1	76	5.8	36
Asthma	10.4	10.2	66	10.3	56
Cancer	6.5	5.6	70	6.4	48
Persons with Disabilities	11.3%	10.5%	61	13.7%	39

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	8%	60	12%	49
Wildfire Risk	58%	51%	48	14%	86

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	8%	64	13%	45
Lack of Health Insurance	8%	9%	55	9%	59
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for County: Box Elder

Report produced July 10, 2024 using EJScreen Version 2.3



## 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.

It is the responsibility of each landowner to assess past and present land uses for indications of environmental contamination on their respective properties.

## 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. It is the responsibility of each landowner to assess geotechnical constraints on their respective properties.



## 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.

It is the responsibility of each landowner to assess geological constraints on their respective properties.

The United State Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) maintains the [Web Soil Survey](#) (WSS) which provides soil data and information produced by the [National Cooperative Soil Survey](#), a nationwide partnership dedicated to soils since 1899. The WSS provides soil maps and data for more than 95% of the nation's counties and is updated and maintained online as the single authoritative source of soil survey information. WSS data can be used for planning purposes and to assess an area's soil health.

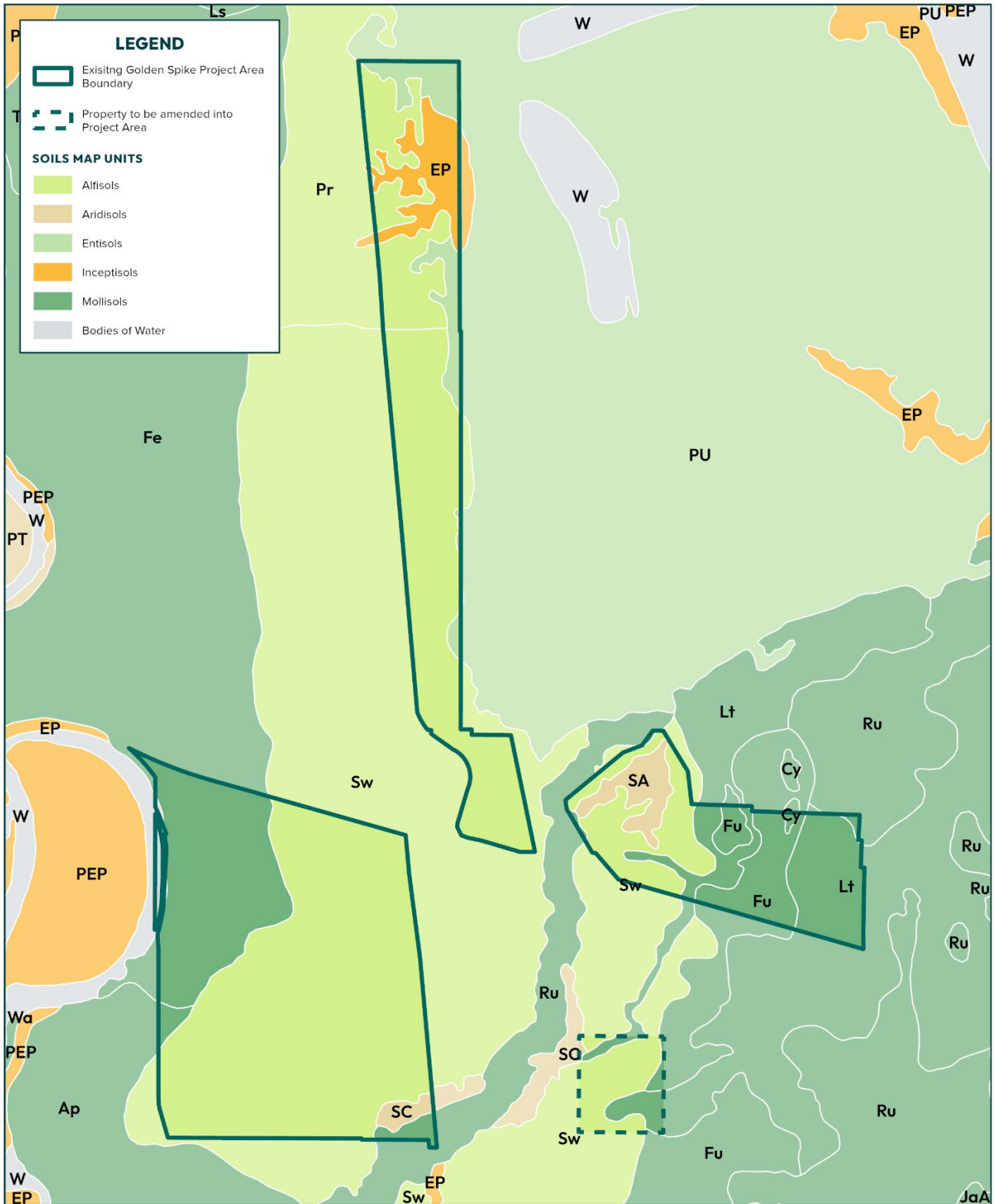
The USDA NRCS defines [soil health](#) as “the continued capacity of soil to function as a vital living ecosystem that sustains plants, animals, and humans. Healthy soil gives us clean air and water, bountiful crops and forests, productive grazing lands, diverse wildlife, and beautiful landscapes”. Soil health research has identified the following principles to manage soil and improve soil function:

- Maximize presence of living roots
- Minimize disturbance
- Maximize soil cover
- Maximize biodiversity

It is the responsibility of each landowner to assess soil health and constraints on their respective properties. Figures 2-1 through 2-4 display the WSS maps for the project area. Map units are defined below.



**GOLDEN SPIKE PROJECT AREA:  
BRIGHAM CITY ZONE**  
— Box Elder County, Utah



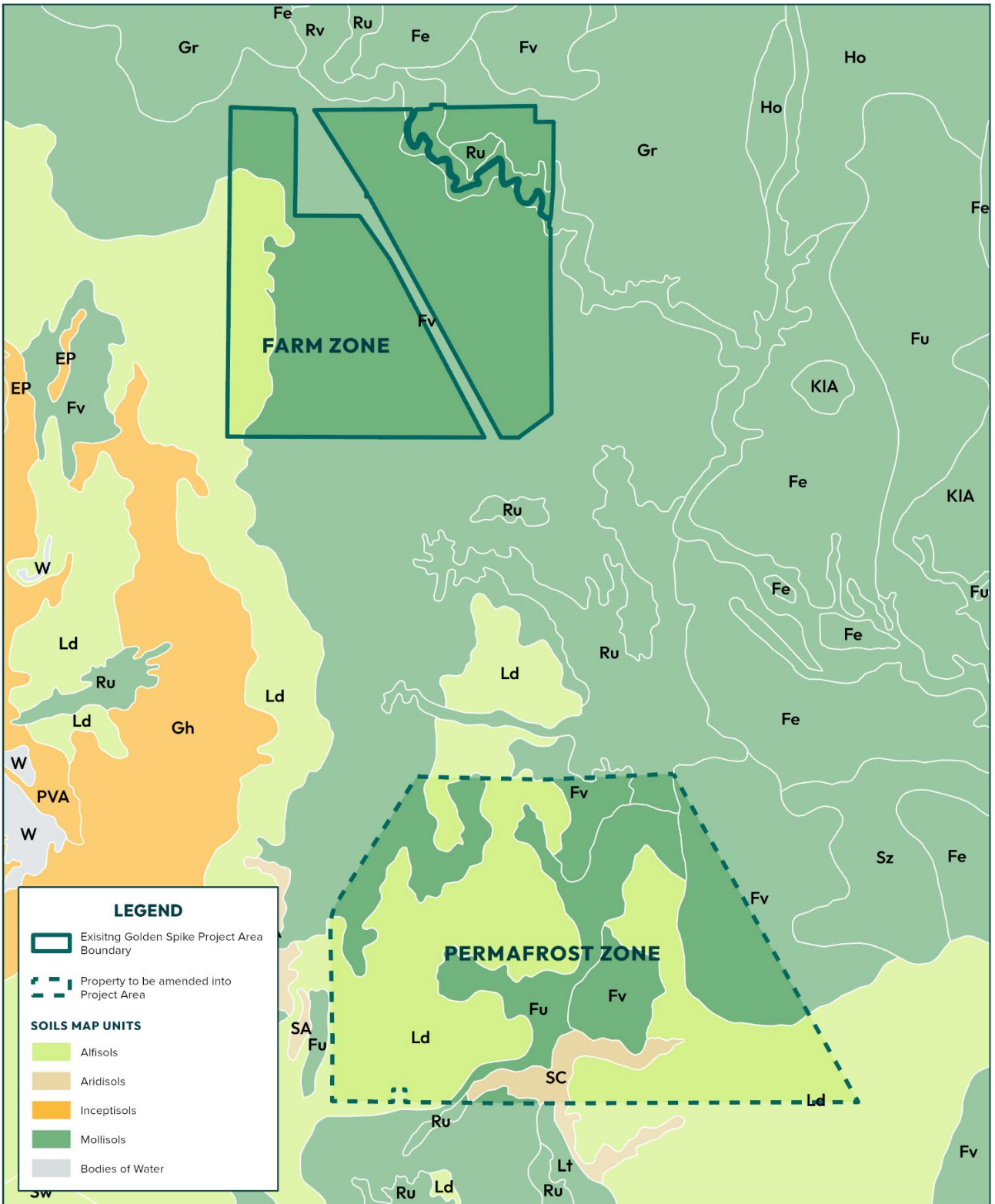
**FIGURE 2-1: BRIGHAM CITY ZONE WEB SOIL SURVEY MAP**



**GOLDEN SPIKE PROJECT AREA:  
BOX ELDER COUNTY ZONE**  
— Box Elder County, Utah



0 0.25 0.5 0.75 1 Miles

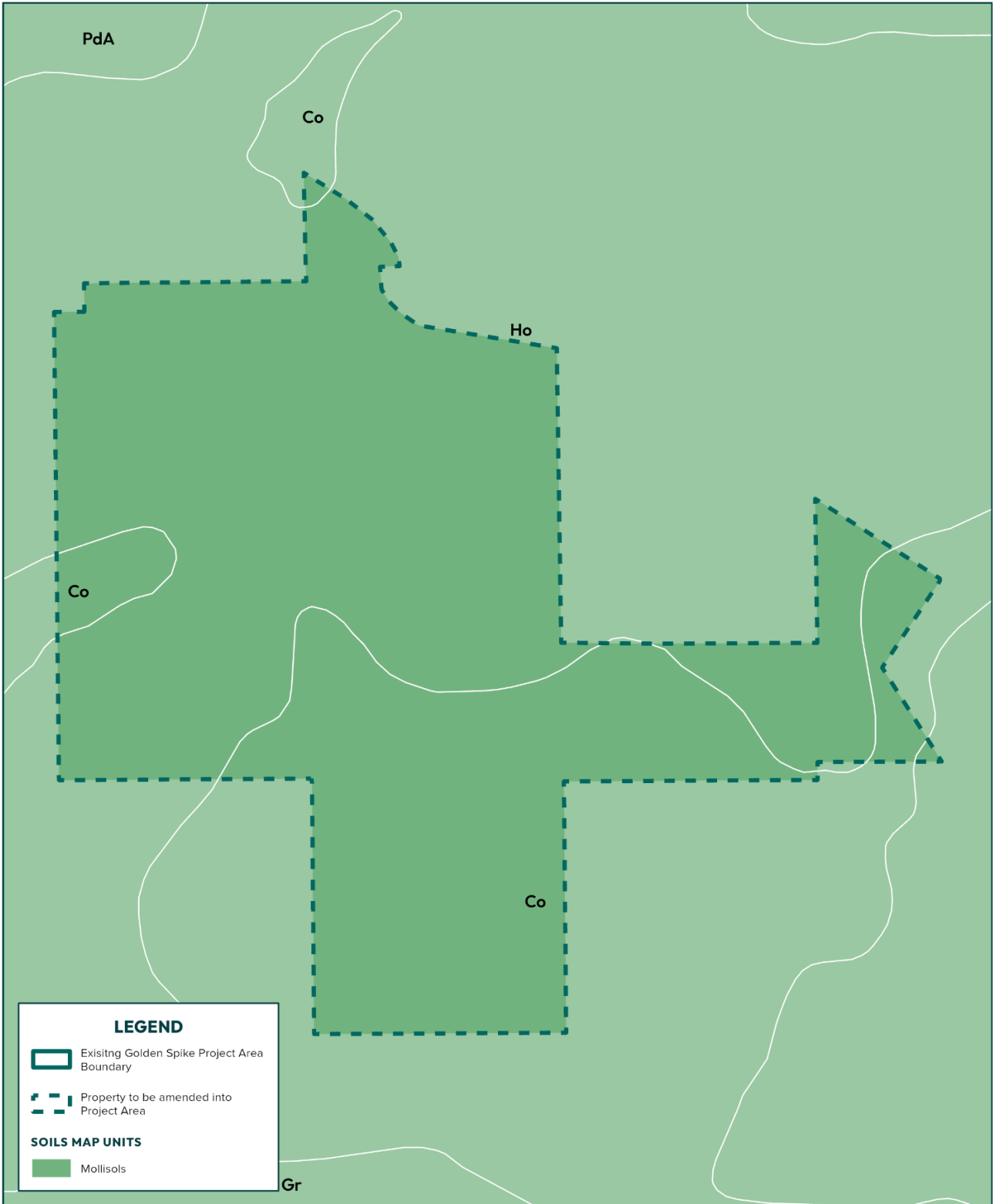


**FIGURE 2-2: BOX ELDER COUNTY ZONE WEB SOIL SURVEY MAP**



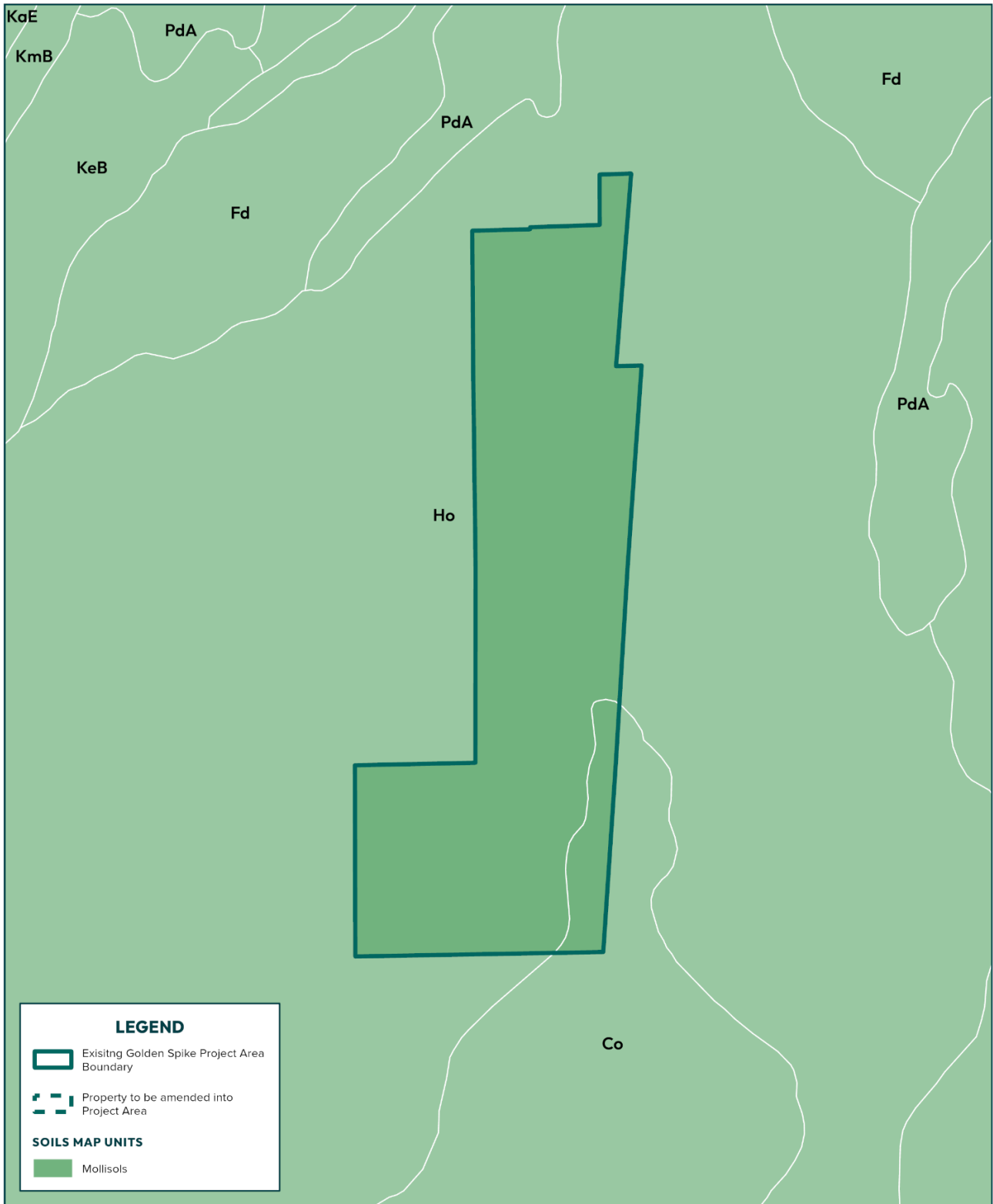


0 0.07 0.15 0.22 0.3 Miles



**FIGURE 2-3: HARWOOD ZONE WEB SOIL SURVEY MAP**





**FIGURE 2-4: GARLAND-TREMONTON ZONE WEB SOIL SURVEY MAP**





Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ap	Fridlo silt loam, sandy substratum, 0 to 1 percent slopes	3.2	0.1%
Co	Collett silty clay loam, 0 to 2 percent slopes	97.6	3.9%
Cy	Cudahy silt loam, 0 to 1 percent slopes	0.8	0.0%*
EP	Eimarsh-Playas-Pintailake complex, 0 to 1 percent slopes	26.5	1.1%
Fe	Fielding silt loam, warm, 0 to 3 percent slopes	87.2	3.5%
Fu	Fridlo silt loam, 0 to 3 percent slopes	143.5	5.7%
Fv	Fridlo silt loam, 0 to 1 percent slopes	670.2	26.9%
Gr	Greenson silt loam, 0 to 1 percent slopes	30.6	1.2%
Ho	Honeyville silty clay loam, 0 to 1 percent slopes	275.3	11.0%
Ld	Lasil silt loam, moderately saline, 0 to 1 percent slopes	508.0	20.4%
Lt	Logan silty clay loam, 0 to 3 percent slopes	54.9	2.2%
Pr	Payson silt loam, 0 to 1 percent slopes	45.6	1.8%
PU	Playas	26.8	1.1%
Ru	Roshe Springs silt loam, 0 to 3 percent slopes	22.2	0.9%
Rv	Rough broken land	29.5	1.2%
SA	Saltair silty clay loam, 0 to 1 percent slopes	15.7	0.6%
SC	Saltair-Logan association	37.1	1.5%
Sw	Stokes silt loam, 0-1% slopes	417.9	16.7%
W	Water	3.3	0.1%
<b>Totals for Area of Interest</b>		<b>2495.8</b>	<b>100.0%</b>

\*values represented by "0.0%" are non-zero values that are insignificantly small

## 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. It is the responsibility of each landowner to assess hydrogeological and hydrological constraints on their respective properties.

## 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. Utah SHPO provides [Archaeological Compliance Guidance](#) for projects that affect cultural resources listed on the NRHP.

It is the responsibility of each landowner to assess potential impacts to historical and cultural resources on their respective properties.

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, none of which occur in the project area.



<b>Property Name</b>	<b>State</b>	<b>County</b>	<b>City</b>	<b>Street &amp; Number</b>
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.



Property Name	State	County	City	Street & Number
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: [Indian Lands of Federally-Recognized Tribes of the United States map](#) (commonly referred to as Indian lands) identifies tribal lands with the Bureau of Indian Affairs (BIA) Land Area Representation (LAR). It is the responsibility of each landowner to coordinate with respective tribal representatives in the event that their property exists on tribal lands.

While there are no land-areas of federally recognized tribes located in the project area, the Northwestern Band of the Shoshone Nation is located in the vicinity of the project area. They are represented by Chairman Dennis Alex, elected in April 2020. Their regional office is located at 2575 Commerce Way in Ogden, Utah.

## 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. It is the responsibility of each landowner to assess potential impacts to threatened and endangered species on their respective properties.

The yellow-billed cuckoo is a threatened species that may be present in the project area. 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 habitats 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 27 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 Avocet, American White Pelican, Bald Eagle, Black Rosy-finch, Black Tern, Bobolink, Broad-tailed Hummingbird, California Gull, Calliope Hummingbird, Cassin's Finch, Clark's Grebe, Evening Grosbeak, Flammulated Owl, Forster's Tern, Franklin's Gull, Golden Eagle, Lesser Yellowlegs, Long-eared Owl, Marbled Godwit, Northern Harrier, Olive-sided Flycatcher, Pinyon Jay, 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 Bear River Migratory Bird Refuge is located west of Brigham City and the project area. The Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area.

Multiple wildlife and waterfowl management areas (WMAs) have been designated by the Division of Wildlife Resources in Box Elder County, including the Brigham Face and Willard Spur WMAs. More information regarding these areas can be found on the [Utah Division of Wildlife Resources website](#).

### UTAH NATURAL HERITAGE PROGRAM

The [Utah Natural Heritage Program \(UNHP\)](#), an integral part of the Utah Division of Wildlife Resources (DWR) and the Utah Department of Natural Resources (UDNR), is the central repository for information on Utah's native plant and animal species, with a focus on rare and other high-interest species.

Through the UNHP, Utah DWR maintains a database of Utah's rare plant and animal species which identifies "species of greatest conservation need" throughout the State of Utah. More information about each of these species and their corresponding habitats can be found in the [Utah Species Field Guide](#). It is the responsibility of each landowner to assess potential impacts to species of greatest conservation need on their respective properties.

The UNHP Online Species Search Report for the Golden Spike Inland Port Project Area is below.





Utah Division of Wildlife Resources  
 Utah Natural Heritage Program  
 1594 W. North Temple  
 PO Box 146301  
 Salt Lake City, UT 84116

Report Number: 15772  
 July 16, 2024

## Utah Natural Heritage Program Online Species Search Report

### Project Information

**Project Name**

Golden Spike Inland Port Project Area

**Project Description**

The Golden Spike Inland Port Project Area comprises approximately 2,500 acres in Box Elder County.

**Location Description**

The Golden Spike Inland Port Project Area has several different project areas under consideration, including areas in Brigham City, Tremonton, and Garland.



July 16, 2024

1:1,175,344  
 0 5 10 20 40 mi  
 Ext. NAD 83, Spher. Proj. NAD 1983, 25% SPS

### Animals within a 1/2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
American Bittern	<i>Botaurus lentiginosus</i>	SGCN		1929
American White Pelican	<i>Pelecanus erythrorhynchos</i>	SGCN		1991
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SGCN		2005
Kit Fox	<i>Vulpes macrotis</i>	SGCN		1982
Northern Leopard Frog	<i>Lithobates pipiens</i>	SGCN		2012
Western Toad	<i>Anaxyrus boreas</i>	SGCN		2020

### Plants within a 1/2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
No Species Found				



## Animals within a 2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
American Bittern	<i>Botaurus lentiginosus</i>	SGCN		1929
American White Pelican	<i>Pelecanus erythrorhynchos</i>	SGCN		1998
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SGCN		2005
Bear Lake Springsnail	<i>Pyrgulopsis pilsbryana</i>	SGCN		1990
Bluehead Sucker	<i>Catostomus discobolus</i>	SGCN		1934
Bonneville Cutthroat Trout	<i>Oncorhynchus clarkii utah</i>	SGCN		1987
Burrowing Owl	<i>Athene cunicularia</i>	SGCN		2003
Deseret Mountainsnail	<i>Oreohelix peripherica</i>	SGCN		1929
Flammulated Owl	<i>Psiloscops flammeolus</i>	SGCN		1991
Green River Pebblesnail	<i>Fluminicola coloradoensis</i>	SGCN		1899
Kit Fox	<i>Vulpes macrotis</i>	SGCN		1982
Northern Leopard Frog	<i>Lithobates pipiens</i>	SGCN		2022
Pilose Crayfish	<i>Pacifastacus gambelii</i>	SGCN		1984
Sierra Ambersnail	<i>Catinella stretchiana</i>	SGCN		1948
Western Toad	<i>Anaxyrus boreas</i>	SGCN		2020
White-faced Ibis	<i>Plegadis chihi</i>	SGCN		2019
Winged Floater	<i>Anodonta nuttalliana</i>	SGCN		2022

## Plants within a 2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
<b>No Species Found</b>				

## Definitions

### State Status

SGCN	Species of greatest conservation need listed in the <a href="#">Utah Wildlife Action Plan</a>
------	---

### U.S. Endangered Species Act

LE	A taxon that is listed by the U.S. Fish and Wildlife Service as "endangered" with the probability of worldwide extinction
LT	A taxon that is listed by the U.S. Fish and Wildlife Service as "threatened" with becoming endangered
LE:XXN	An "endangered" taxon that is considered by the U.S. Fish and Wildlife Service to be "experimental and nonessential" in its designated use areas in Utah
C	A taxon for which the U.S. Fish and Wildlife Service has on file sufficient information on biological vulnerability and threats to justify it being a "candidate" for listing as endangered or threatened
PT/PE	A taxon "proposed" to be listed as "endangered" or "threatened" by the U.S. Fish and Wildlife Service



## Disclaimer

The information provided in this report is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, any given response is only appropriate for its respective request.

The UDWR provides no warranty, nor accepts any liability, occurring from any incorrect, incomplete, or misleading data, or from any incorrect, incomplete, or misleading use of these data.

The results are a query of species tracked by the Utah Natural Heritage Program, which includes all species listed under the U.S. Endangered Species Act and species on the Utah Wildlife Action Plan. Other significant wildlife values might also be present on the designated site. Please [contact](#) UDWR's regional habitat manager if you have any questions.

For additional information about species listed under the Endangered Species Act and their Critical Habitats that may be affected by activities in this area or for information about Section 7 consultation under the Endangered Species Act, please visit <https://ecos.fws.gov/ipac/> or contact the [U.S. Fish and Wildlife Service Utah Ecological Services Field Office](#) at (801) 975-3330 or [utahfieldoffice\\_esa@fws.gov](mailto:utahfieldoffice_esa@fws.gov).

Please contact our office at (801) 538-4759 or [habitat@utah.gov](mailto:habitat@utah.gov) if you require further assistance.

Your project is located in the following UDWR region(s): Northern region

---

### Report generated for:

Simona Smith  
Utah Inland Port Authority (UIPA)  
60 E S Temple St #600  
Salt Lake City, UT 84111  
(385) 443-0965  
[smsmith@utah.gov](mailto:smsmith@utah.gov)



## 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.

The Utah Division of Water Quality (DWQ) is the regulatory agency responsible for enforcing [Utah's Water Quality Laws and Rules](#), including [Utah Administrative Code – Title R317](#) and the [Utah Water Quality Act](#). The [Utah Water Quality Board](#) guides the development of water quality policy and regulation within the state. It is the responsibility of each landowner to comply with Utah's water quality laws and rules for their respective properties.

Impaired Water Bodies are bodies of water that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. [Section 303\(d\) of the CWA](#), requires states to identify waters where current pollution control technologies alone cannot meet the water quality standards set for that waterbody. The impaired waters are prioritized based on the severity of the pollution and the designated use of the waterbody. States must establish the total maximum daily load(s) (TMDL) of the pollutant(s) in the waterbody for impaired waters on their list.

The Utah DWQ provides a [web-based mapping tool](#) that identifies designated beneficial uses of surface waters in Utah as well as their water quality conditions based on scientific assessments. If a waterbody is listed as impaired (as indicated in the "2010 Assessment" data field) and water quality restoration plans have been approved, the "TMDL Information" field and web link will appear, providing the plan to restore the waterbody to its designated beneficial use. The information provided on this web page is not the official record of impaired waters. The Utah [Water Quality Monitoring Program](#) provides details for assessing surface water resources and establishing their protections.

Malad River runs through the Box Elder County Zone of the project area; however, the project area boundaries exclude Malad River from the project area. Black Slough is part of the Bear River east side tributaries from Malad confluence south and is located southeast of the Brigham City Airport, near the Brigham City Zone of the project area. Both Malad River and Black Slough have been designated as impaired water bodies and added to the Impaired 303d list in 2022. More information regarding these water bodies and their classification can be found in the Utah Division of Water Quality's [Final 2022 Integrated Report on Water Quality](#).

### 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](#). [33 CFR 320](#) establishes general regulatory policies for wetlands.





The [National Wetlands Inventory \(NWI\)](#) was established by the United States Fish and Wildlife Service (USFWS) to conduct a nationwide inventory of U.S. wetlands to provide information on the distribution and type of wetlands to aid in conservation efforts. The NWI is not meant to be the final determination of existing wetlands. Wetlands or other mapped features in the NWI may have changed since the date of the imagery and/or field work used for characterization. Updated qualified wetland delineation studies shall be the final determination for existing wetlands. It is the responsibility of each landowner to assess potential impacts to wetlands and comply with wetland regulations for their respective properties.

Per UIPA's [wetland policy](#), upon approval of UIPA's Board, tax differential funds designated towards wetland mitigation in UIPA project areas with Great Salt Lake and Utah Lake wetlands may be used for water purchases, land easements for natural buffer zones, wetland characterization beyond what is federally required, and/or wetland mitigation methods identified by the EPA and the Army Corps (restoration, establishment, enhancement, or preservation).

According to the NWI, Figures 3-1 through 3-4 display national wetlands located in the project area.

DRAFT



# GOLDEN SPIKE PROJECT AREA: BRIGHAM CITY ZONE

Box Elder County, Utah



0 0.2 0.4 0.6 0.8 Miles

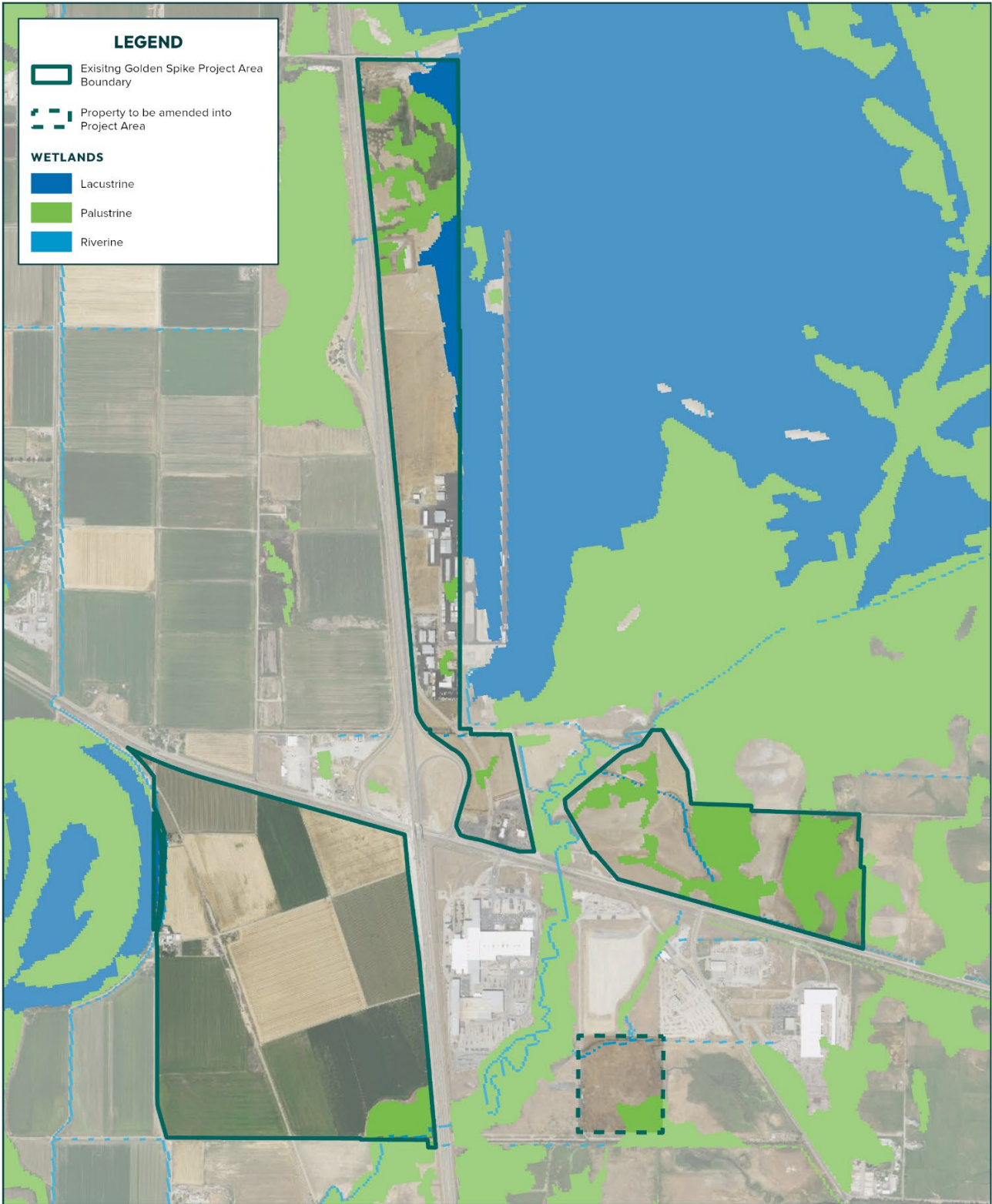
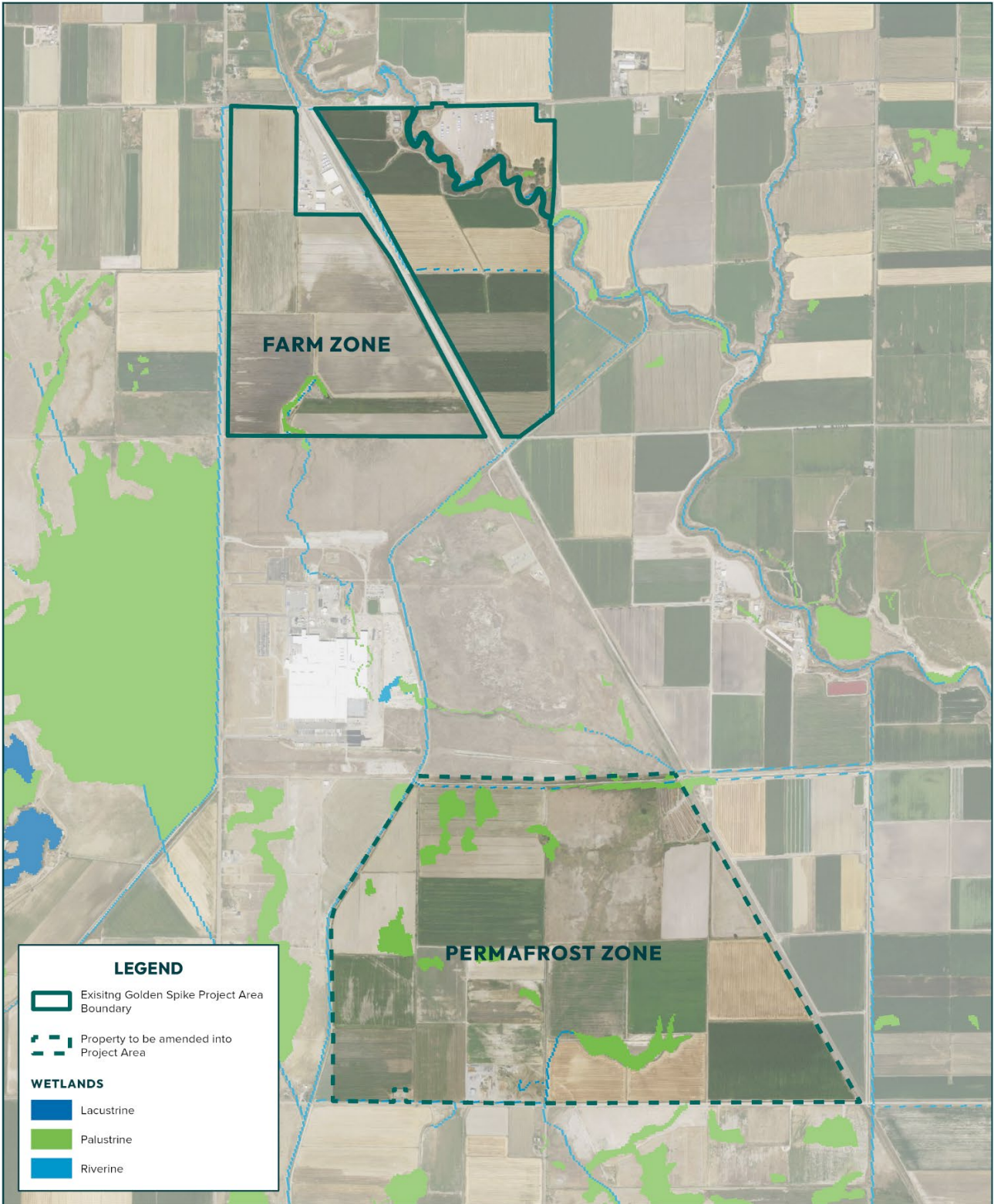
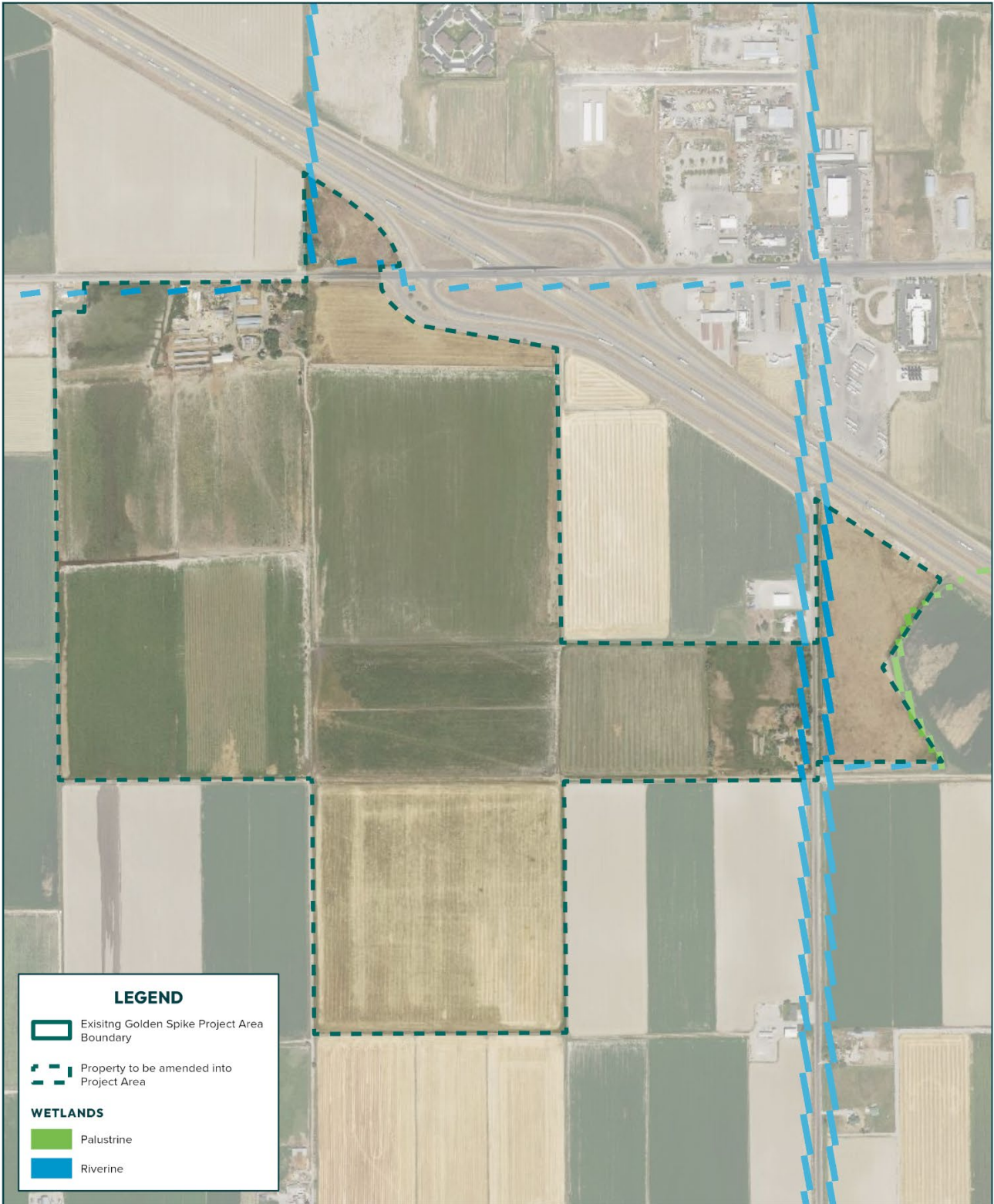


FIGURE 3-1: BRIGHAM CITY ZONE NATIONAL WETLANDS INVENTORY MAP

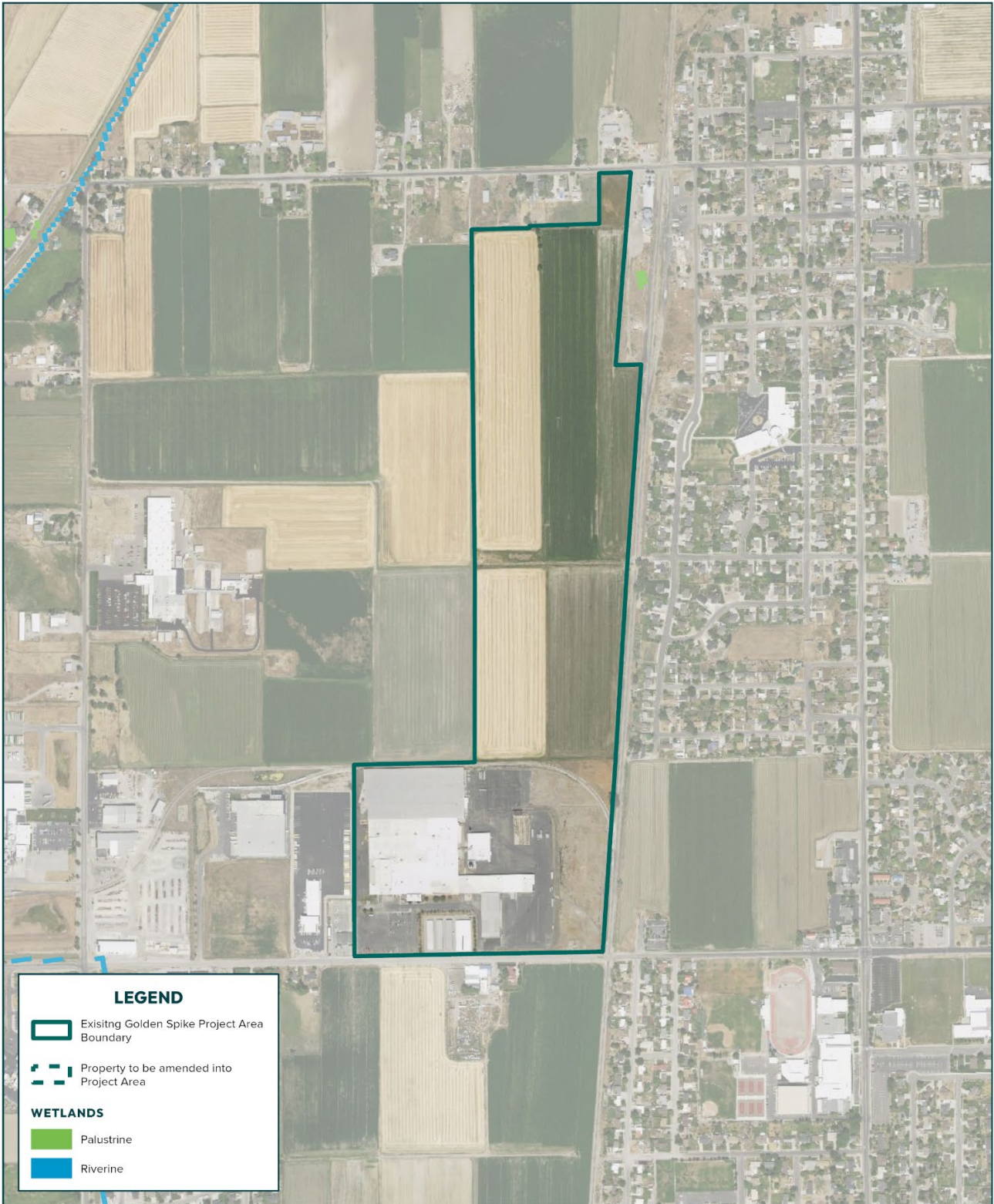




**FIGURE 3-2: BOX ELDER COUNTY ZONE NATIONAL WETLANDS INVENTORY MAP**



**FIGURE 3-3: HARWOOD ZONE NATIONAL WETLANDS INVENTORY MAP**



**FIGURE 3-4: GARLAND-TREMONTON ZONE 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. It is the responsibility of each landowner to assess potential flood hazards and risk for their respective properties.

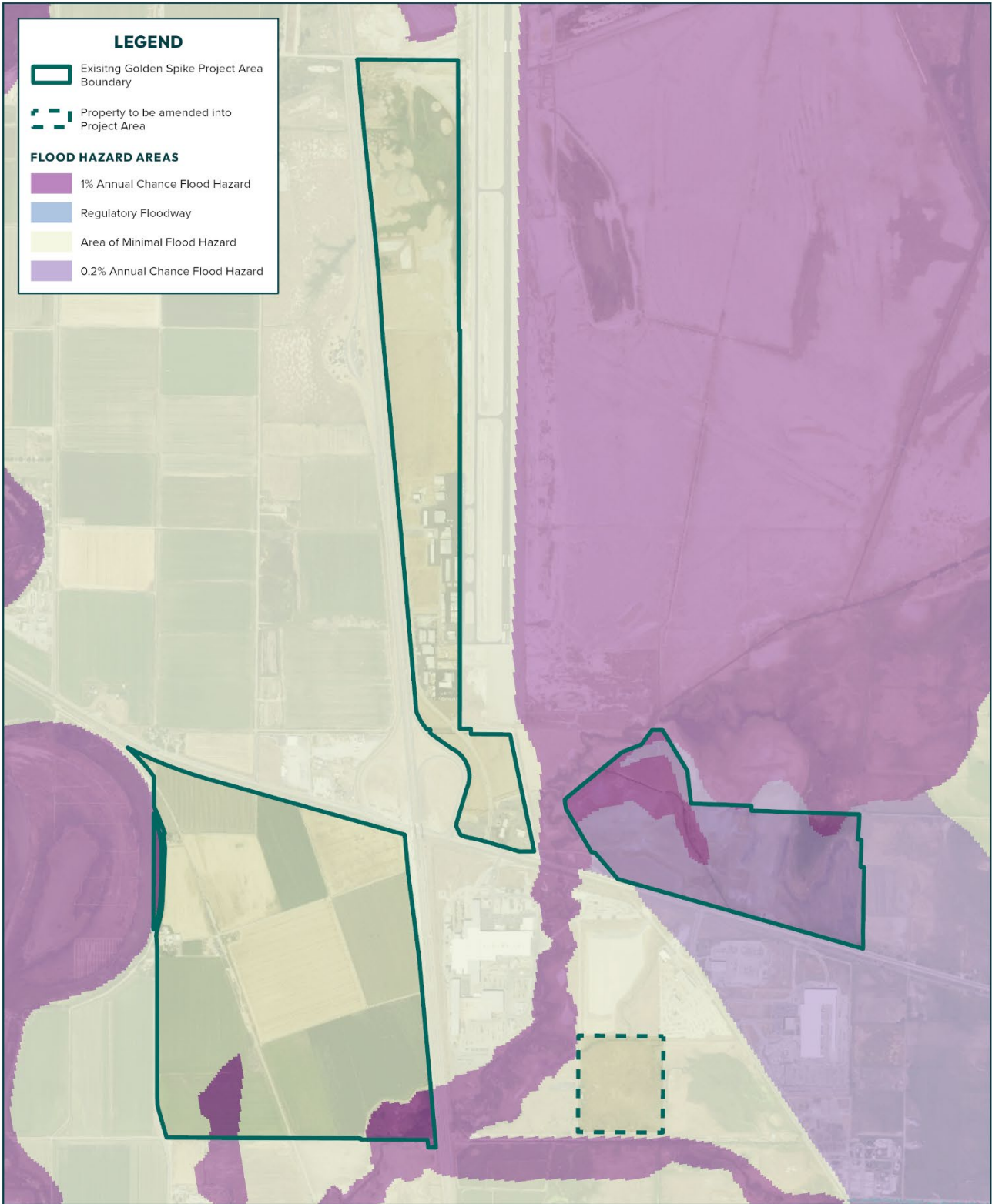
Flood hazard survey maps for each portion of the project area are below (Figures 4-1 through 4-4).

DRAFT



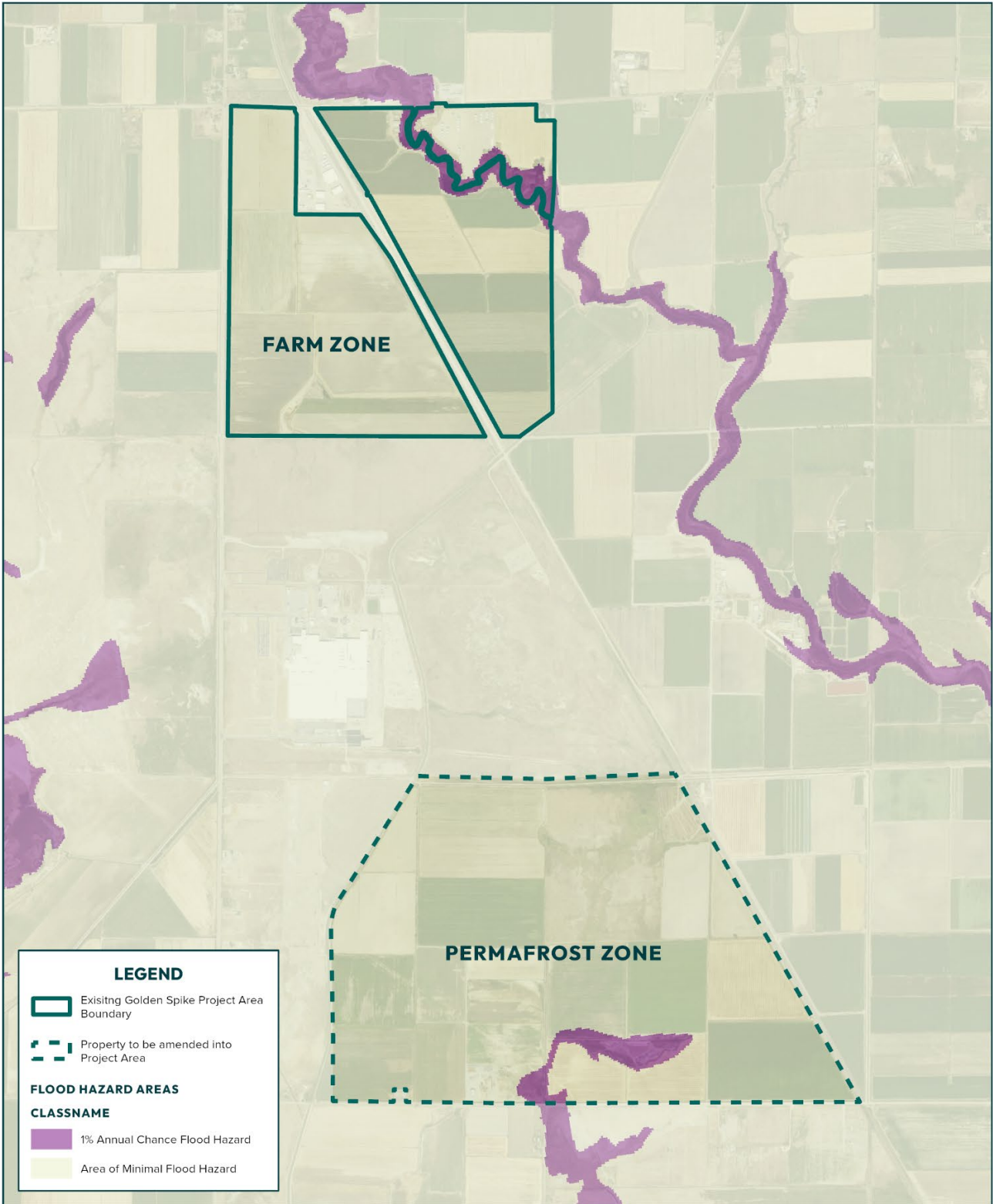


0 0.2 0.4 0.6 0.8 Miles



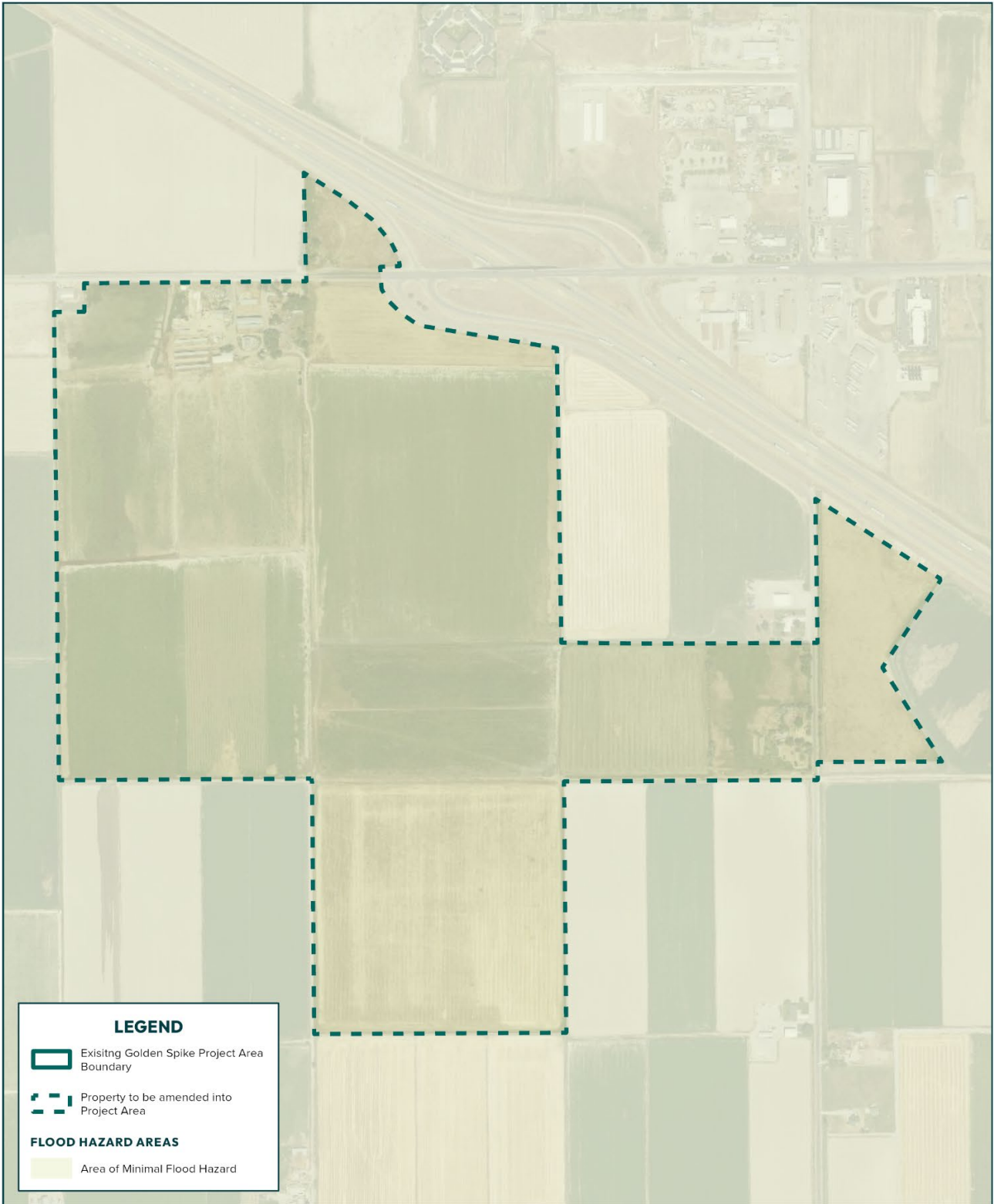
**FIGURE 4-1: BRIGHAM CITY ZONE FLOOD HAZARD SURVEY MAP**



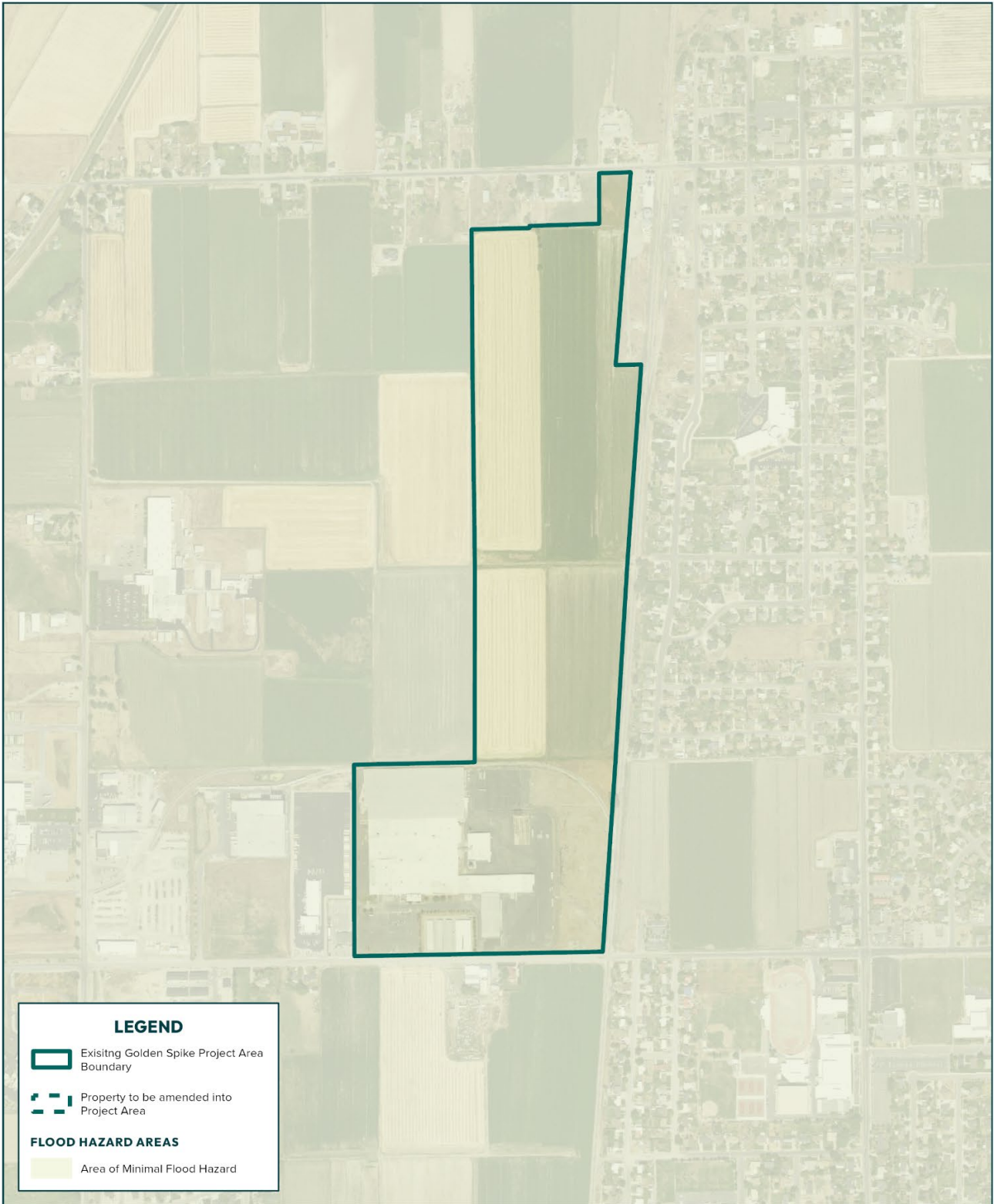


**FIGURE 4-2: BOX ELDER COUNTY ZONE FLOOD HAZARD SURVEY MAP**





**FIGURE 4-3: HARWOOD ZONE FLOOD HAZARD SURVEY MAP**



**FIGURE 4-4: GARLAND-TREMONTON ZONE FLOOD HAZARD SURVEY MAP**



## ENVIRONMENTAL QUALITY

It is the responsibility of each landowner to assess potential and historic sources of contamination and comply with regulations pertaining to contamination and hazardous materials for their respective properties.

### 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.

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](#).



## 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 (NO<sub>2</sub>), ozone (O<sub>3</sub>), particle pollution (PM<sub>10</sub> and PM<sub>2.5</sub>), and sulfur dioxide (SO<sub>2</sub>). [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<sub>2.5</sub>.

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