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Grantsville City

A Utah Inland Port Project Area

Draft Project Area Plan & Budget

September 22, 2023



DEFINITIONS

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



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EXECUTIVE SUMMARY

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

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

- Grantsville City passed a resolution on September 6, 2023.

This move aims to tap into the funding, resources and benefits provided by UIPA that will support and enhance the development of the subject properties. In doing so, the entities expect that development of the Grantsville City 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 Grantsville City 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 Tooele County area. This Project Area enjoys a very strategic location with proximity to: Interstate 80, Interstate 15, the Salt Lake International Airport, the Salt Lake International Center, and the Union Pacific Intermodal Yard. 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 City's 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 (Grantsville City Project Area Plan or Project Area Plan).



LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

Grantsville City Project Area

The Grantsville City Project Area is a proposed development in northern Tooele County. The project area totals 1,835 acres and is located entirely within the boundaries of Grantsville City. Utah state route 112 cuts through the project area with access to Interstate 80 facilitated through state routes 138 and 179 (Mid-Valley Highway).

The Utah Department of Transportation is readying Phase 2 of the Mid-Valley Highway with the proposed alignment running adjacent to the eastern edge of the project area and when complete, will provide direct access to Interstate 80. The project area will be accessible to the national rail network via the former Union Pacific Warner Branch. A project is on-going to receive approval to rehabilitate the branch for revenue service.

SUPPLY AND DEMAND

Tooele County is the seventh largest county in the state, with a population of 72,698 residents according to the 2020 Census. Between 2010 and 2020, Tooele County grew by 14,480 residents, primarily driven by net migration. Tooele County's population is projected to grow from 73,149 on July 1, 2020, to 148,890 in 2060. This figure represents an almost 50% increase to the total population over 40 years.

Tooele County is part of the Greater Salt Lake Region. This 12-county economic region functions largely as a single consumer market and labor market. Tooele County's employment is projected to increase from 23,903 in 2020 to 41,676 in 2060. Leading growth sectors include administrative, support, waste management, and remediation services, construction, health care and social assistance, and local government, which account for 52% of employment growth.

Auto retailer Carvana announced in 2021 that it will locate 173 new jobs with a \$43.5 million capital investment in Tooele County. The operation will include an inspection and reconditioning center. Additionally, Plastic Ingenuity, a packaging manufacturer, also announced in 2021 that it will open a new operation in Tooele City that includes 96 new jobs and a \$90 million capital investment. In 2023, Leitner-Poma of America, an aerial lift manufacturer, announced 236 new jobs with a \$35 million capital investment. Central States Manufacturing, a company that produces industry-leading metal building components for residential, commercial, and agricultural projects, also announced plans in 2023 to establish operations in Tooele City. The \$25 million project will create 90 jobs over the next five years. All told, the county stands to add an additional 600 high paying jobs with a \$200 million capital investment.

Tooele County has long been a hub for distribution and manufacturing given its large tracts of available land and ease of access to national transportation networks. Cabela's opened a major distribution center in 2015 bringing 265 full-time jobs and lots of seasonal jobs with a \$88 million capital investment. Walmart opened a distribution center in 2005 that now employs more than 1,000 individuals. The Department of Defense operates both the Tooele Army Depot and the Dugway Proving Ground with several thousand employed at both installations.



Recent census data indicates that most of Tooele County's residents — more than 27,500 of them in 2020 — commute out of the county for work. Only about 9,000 both lived and worked in the county.

RAIL

Tooele County has had a long and storied relationship with the railroad. Beginning with Salt Lake, Sevier Valley and Pioche Railroad narrow gauge railroad connecting Stockton to the Smelter Yard in 1872 to the Western Pacific Railroad completing the second transcontinental link in 1907 to eventually Union Pacific Railroad acquiring all present-day rail infrastructure in Tooele County with their acquisition of the Western Pacific Railroad in 1982. Today the Union Pacific Railroad controls ~95% of the existing rail infrastructure in Tooele County with the United States Army and the Peterson Industrial Depot controlling the remaining infrastructure. BNSF Railway does have trackage rights on Union Pacific's Shafter Subdivision that parallels the Great Salt Lake.

In Utah, the weight of freight moved by rail has experienced some fluctuation with a significant shift downward in volume from 2007 to 2012. This is attributed to increased scrutiny around coal as a power source. Both Class I carriers and several short lines relied heavily on coal for originating carloads in the state. Volumes have shifted to other business units with coal trending downward in recent years. Freight moved by rail is projected to remain steady with marginal increases.

Presently, there is a proposal to rehabilitate the former Union Pacific Warner Branch to provide revenue service between the Grantsville City Project Area and Union Pacific's Shafter Subdivision. Pending final approvals from the Surface Transportation Board, the line should commence revenue service within the next 12 to 18 months. Pending completion of the branch line rehabilitation, the Grantsville City Project Area would have access to the national rail network including the ability to interchange with Union Pacific and BNSF Railway.

Both the Shafter Subdivision and the Lynndyl Subdivision (both owned and operated by Union Pacific) are restricted mainlines connecting Utah to the ports of Oakland, Los Angeles, and Long Beach. Union Pacific classifies a restricted mainline as a line with frequent intermodal trains that may carry UPS traffic as well as other high priority intermodal business. These trains, colloquially referred to as "Z trains," are becoming an increasingly important part of Union Pacific's strategy for business growth. A mainline can also be restricted due to Amtrak utilizing the mainline for revenue passenger service. Amtrak is an operator on the Shafter Subdivision. BNSF Railway also runs manifest service across the Shafter Subdivision connecting to their system at Denver and Oakland.

Tooele County has 19 rail-served customers. None are located in the present boundaries of the proposed project area.

TRUCK

The freight system is the backbone of the economy supporting the production and consumption of goods throughout the state of Utah. The weight of freight moved by truck grew by 30 percent from 1997 (98,605 thousand tons) to 2017 (128,530 thousand tons). However, this has not been a steady increase. Between 2007 and 2012 there was a precipitous 32 percent drop followed by a 63 percent surge between 2012 and 2017. In 2050 the weight moved by truck is projected to increase by 42 percent to 182,999 thousand tons.

Important freight routes include SR 112 that connects the project area to other area routes. Other routes include SR 36, SR 138, Mid-Valley Highway (SR 179), and Interstate 80. Additional routes include Sheep Lane and Erda Way.



Truck traffic is driven by the increasing number of warehouse and manufacturing operations choosing to locate in Tooele County. In addition, the Lakeview Business Park has attracted several notable employers, including Purple, Lineage Logistics, Jabil, and Revman International. Other major truck users include Walmart, Cabela's, and Carvana. The majority of truck traffic originating from the proposed project area and surrounding areas is directly related to product distribution.

INFRASTRUCTURE: CURRENT STATE

The proposed project area is in the early stages of development. Purple (mattress) was the first tenant inside the proposed project area, expanding to the area in 2016, and occupying the former Reckitt Benckiser building that opened in 2009. Jabil, a global manufacturer, followed in 2021 leasing 357,000 square feet of 506,930 total square feet employing 150 with a \$10 million capital investment. Revman International Inc., a leading distributor of bedding, bath, and home décor products, leased 146,000 square feet of space in the building. Lineage Logistics is underway on a 200,000-square-foot cold storage facility. The \$125 million Lineage Logistics project is expected to create 96 jobs.

Roads connecting to Sheep Lane, the principal road connecting the proposed project area to several state routes, are being constructed on an as needed basis. Roads will continue to be constructed as the project area develops.

INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)

Savage Services has submitted an application to the Surface Transportation Board (STB) to establish the Savage Tooele Railroad Company, which will bring rail service to the Grantsville City Project Area via Union Pacific's former Warner Branch Line. The Warner Branch Line leaves the Union Pacific's mainline north of Interstate 80 near Burmester and travels southeast through Erda. The original spur was 15.5 miles. It ended at Warner Station about a mile west of downtown Tooele City. If approved, the Savage Tooele Railroad Company will rehabilitate approximately the first 7 miles of the spur, ending at the Grantsville City Project Area. Another 5 miles of rail line will be built from there, traveling east in the Grantsville City Project Area to serve businesses within the project area. It is anticipated that approval will be granted from the STB before the end of 2023. The rail line could be operational as early as 2024.

The Utah Department of Transportation has announced their preferred route to extend the Midvalley Highway from SR-138 to SR-36, south of Tooele City. The preferred alignment straddles the easternmost edge of the proposed project area. The full route will include a freeway portion with interchanges and grade separation with the route transitioning to an arterial road with signalized intersections as it approaches Tooele City. The proposed project area will be within the freeway portion of phase 2 of the Midvalley Highway.

Water wise construction will become increasingly important with the projected growth of the Tooele Valley. The primary shareholders of water rights in the valley are Rio Tinto Kennecott and the Church of Jesus Christ of Latter-day Saints (LDS Church). Given the scope of development, it is recommended that the proposed project area have a strategic plan with regard to water use.

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

Collaborate with UDOT and Metropolitan Planning Organizations (MPOs) for strategic, long-term planning of truck parking and freight in the project area and nearby regions. These studies will guide targeted resource allocation to drive sustainable freight growth.



Assess current railroad operations and infrastructure with Savage Services, aiming to create future planning around capacity and efficiency. Continue exploring opportunities to attract new rail users to the project area.

Coordinate with systems of higher education to bring workforce training programs to the area to bring new opportunities for residents to have meaningful, high wage employment that allows reinvestment back into local communities and regions.

Importers and Exporters in the Area

Maritime imports for Tooele County that could leverage these project areas total 640 TEU (7,302 Metric Tons) for the period of September 1, 2022 to September 1, 2023.

Maritime exports for Tooele County that could leverage these project areas total 2 TEU (21.44 Metric Tons) for the period of September 1, 2022 to September 1, 2023.

Tooele County is an import heavy market with the majority of imports being for support activities for metal mining, cosmetics, beauty supplies, and perfume retailers, and all other health and personal care retailers.

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OVERVIEW

Purposes and Intent

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

Area Boundaries

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

Legislative Body Consent

Written consent from the Grantsville City Council was passed on September 6, 2023, and a copy of the resolution 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, 111 S. Main Street, Ste. 550, Salt Lake City, UT 84111.

Project Area Budget

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

Initial Environmental Review

For the UIPA Board to adopt a Project Area Plan, an initial environmental review for the project area must be completed. To ensure that any required environmental studies, documentation, or action is conducted according to federal, state, and local regulatory standards, the project area site location and history, scope of work, prior studies, as well as environmental resources located in and adjacent to the project area will be reviewed to provide recommendations for next steps and/or approval before work,



which could pose environmental impacts, may commence. The environmental review report can be found in [Appendix E](#).

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

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

Recruitment Strategy

UIPA will coordinate with Grantsville City 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.

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 Grantsville City and land owners in the Project Area.

Generally, no incentive should be offered to companies that expect to utilize 200,000 gallons or more of potable water per day.

No businesses are guaranteed an incentive and the UIPA Board may decline an application at any time for any reason.



Incentives will generally favor industries such as those listed below:

- Light Industrial
- Manufacturing
- Distribution
- Data Centers

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

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

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

- Internships
- On-the-Job Training

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 Grantsville City. UIPA will work with Grantsville City 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 (average county wage or higher)

1. Change in county poverty rate
2. Total jobs created
3. Total attrition values
4. Commodity flow by type and value
5. Improvements to road and rail
6. Infrastructure improvements including power, water, sewage, fiber, etc.
7. Improvements to total power output generated inside the project area
8. Capital investment into the project area
9. Targeted recruiting of industries inside the project area

Conclusion

Grantsville City is one of the most strategically important areas for future industrial development in the state. Its proximity to a skilled labor force, nexus for significant logistics infrastructure and proximity to the Salt Lake metro area make it an ideal location for targeted economic growth. While the public



purpose for this project area is significant, the Port is aware that growth should be facilitated at a sustainable rate for the community, and that the natural environment must be protected as well.

The existing logistics infrastructure, with potential for additional rail, make this Project Area ideally situated to help ensure that the Wasatch Front has an optimal transportation system. As Grantsville continues to grow, this represents a strategic opportunity to help ensure that the economic growth will best serve the community for generations to come. The Port and Grantsville officials are dedicated to optimal economic growth that also recognizes and adapts to the natural environment in the area.

As state, county and local governments work together with the private sector, we are confident that we can create an economic focal area that will allow more citizens to stay in the community to find great jobs. New economic focal areas along the Wasatch Front will lead to smarter growth, better quality of life, and less carbon emissions. Project Areas, like this one, are critical to the growth and success of our state.

Staff Recommendation

The administrative staff of the Utah Inland Port Authority recommends the board create the Grantsville City Project Area.

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REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Grantsville City Project Area Plan 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 area plan -- Notice -- Adoption of plan

In addition, after the Project Area Plan is adopted, its adoption must be properly 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 Grantsville City Project Area, assist the local governments in fulfilling their purposes, and fulfill its public purpose.

The public purpose for the Grantsville City Project Area is for community development in Grantsville City and throughout Tooele County. Utah Code provides the following definition of “Community Development:” development activities within a community, including the encouragement, promotion, or provision of development. [Utah Code Ann. § 17C-1-102 (16)]

The creation of the Grantsville City Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

Provision of development that enhances economic and quality of life basis

The labor market in Tooele County added more than 200 jobs in 2022. Its unemployment rate is comparable with the state average at 2.4%; however, the Kem Gardner Institute estimates that 75% of the Tooele County labor force leaves the county for work. The average time spent in traffic is nearly 30 minutes each way.

The Grantsville City Project Area seeks to attract companies in targeted industries that will provide good jobs for residents of Grantsville City and Tooele County. By increasing the percentage of Tooele County residents able to work within the county, this will reduce commute times improving their quality of life. It will furthermore reduce retail leakage to neighboring counties.

The Grantsville City Project Area also seeks to work with Grantsville City to develop approximately 1,200 units of affordable housing adjacent to the industrial park.

Stimulation of associated business and economic activity by the development

Grantsville City’s location makes it an excellent site for rail-served industrial development. The area is optimal to intercept a portion of the 5,000 individuals who are commuting into Salt Lake City on Interstate 80 every day. For businesses not directly served by rail, the site is only 5 minutes from Interstate 80 and only 20 minutes from the Salt Lake International Center and Union Pacific Intermodal Hub. The development will provide jobs for local residents reducing time spent in commute and reduce retail leakage as manufacturing jobs wages are more frequently spent at local businesses rather than in neighboring communities.



Public Benefit

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

75% of the workers from the Tooele County area commute outside the county to work. As a result, job quality and retail leakage, along with the quality of existing retail and restaurant offerings, are concerns for city residents and officials alike. Grantsville City’s economic development strategy espouses the benefits of business retention, expansion, and attraction strategy that focuses on collaboration with local and regional partners focused on the County’s growth potential.

The Grantsville City Project Area will accelerate the bringing of desirable jobs and increased property tax revenue to fund needed municipal services. Furthermore, being a Port Project Area brings a very competitive set of incentives to recruit the businesses that match the community’s needs.

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

The Property Tax Differential collected from the Grantsville City Project Area is 75 percent of the difference between the Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected trigger date for the tax differential is 2026.

In addition to the Differential and with a positive recommendation from Grantsville City, 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 loans would be repayable from tax differential proceeds.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$425 million. UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the participating entities as contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. UIPA will contract with qualified developers and other parties to spend Tax Differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Administrative expenses retained by UIPA of 5 percent
- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Rail Infrastructure and Rail Crossings
- Other Logistics Infrastructure
- Roads
- Utilities
- Associated costs of public utilities
- 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 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 Grantsville City 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:

- (l) 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;
- (l) facilitate an intermodal facility;
- (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;
- (q) encourage the development and use of cost-efficient renewable energy in project areas; and
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area

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APPENDICES

Appendix A: Legal Description of Project Area

GRANTSVILLE CITY PROJECT AREA

Parcels: 01-130-0-0012, 01-130-0-0001, 01-130-0-0005, 17-022-0-0002, 01-130-0-0003, 01-130-0-0002, 01-128-0-0004, 14-015-0-0005, 01-130-0-0013, 01-130-0-000R, 21-048-0-000A, 01-133-0-0005, 01-133-0-0006, 01-128-0-0014, 01-128-0-0013, 01-128-0-0012, 01-133-0-0012, 01-133-0-0011, 01-133-0-0010, 22-026-0-0011, 22-026-0-0006, 22-026-0-0012, 22-026-0-000R, 22-026-0-0004, 22-026-0-0005, 22-026-0-0007, 22-026-0-0010, 22-031-0-001A, 22-031-0-001B, 22-031-0-000R, 17-022-0-00A2, 17-022-0-009D, 17-022-0-006B, 22-037-0-0002, 22-037-0-000R, 22-037-0-0003, 01-129-0-0005, 14-043-0-006A

A part of Sections 1, 2, 3, 12, Township 3 South, Range 5 West, Salt Lake Base and Meridian, US Survey, Beginning at a point, said point being the Northwest Quarter of the Northwest Quarter of Section 3, Township 3 South, Range 5 West or POINT OF BEGINNING; and running thence, N 00° 28' 22.4" W for a distance of 35.42 feet to a point on a line, running,

BEGINNING at a fence intersection located 23.53 feet North 89°39'45" East along the line between the Tooele County Dependent Resurvey Monuments marking the Northwest and Northeast Corners of Section 3, Township 3 South, Range 5 West, Salt Lake Base & Meridian (Basis of bearings being along said line North 89°39' 45" East 5322.45') and 29.85 feet North 00°33' 47" West from the Tooele County Dependent Resurvey Monuments marking the Northwest Corner of said Section 3, and running thence North 89°39' 47" East 2668.35 feet; thence South 00°03'37" East 10. 72 feet; thence North 89°56'36" East 989.29 feet; thence, N 89° 39' 39.7" E for a distance of 2629.14 feet to a point on a line, thence, N 89° 31' 26.1" E for a distance of 2526.45 feet to a point on a line, thence, N 89° 14' 23.9" E for a distance of 143.31 feet to a point on a line, thence, N 00° 13' 26.6" W for a distance of 0.59 feet to a point on a line, thence, S 02° 34' 16.6" E for a distance of 8.29 feet to a point on a line, thence, N 89° 41' 27.3" E for a distance of 976.73 feet to a point on a line, thence, N 37° 44' 46.6" W for a distance of 2.77 feet to a point on a line, thence, N 89° 40' 44.6" E for a distance of 128.98 feet to a point on a line, thence, S 37° 41' 59.2" E for a distance of 2.44 feet to a point on a line, thence, N 89° 40' 27.1" E for a distance of 3.87 feet to a point on a line, thence, S 36° 34' 48.4" E for a distance of 147.87 feet to a point on a line, thence, N 89° 47' 33.5" E for a distance of 1463.31 feet to a point on a line, thence, S 83° 48' 30.3" E for a distance of 108.74 feet to a point on a line, thence, S 65° 10' 36.7" E for a distance of 2.46 feet to a point on a line, thence, S 83° 49' 33.4" E for a distance of 2211.84 feet to a point on a line, thence, S 84° 22' 55.2" E for a distance of 2870.14 feet to a point on a line, thence, S 84° 22' 55.2" E for a distance of 2816.63 feet to a point on a line, thence, S 00° 25' 54.6" E for a distance of 449.55 feet to a point on a line, thence, N 89° 41' 02.5" E for a distance of 3.51 feet to a point on a line, thence, S 00° 36' 03.5" W for a distance of 194.72 feet to a point on a line, thence, S 00° 22' 52.0" E for a distance of 7365.10 feet to a point on a line, thence, S 89° 37' 17.3" W for a distance of 2605.15 feet to a point on a line, thence, N 47° 38' 47.0" W for a distance of 52.58 feet to a point on a line, thence, S 89° 38' 03.2" W for a distance of 1885.58 feet to a point on a line, thence, N 00° 19' 41.6" W for a distance of 2629.01 feet to a point on a line, thence, N 00° 16' 44.0" E for a distance of 63.02 feet to a point on a line, thence, N 00° 55' 48.2" W for a distance of 63.02 feet to a point on a line, thence, N 02° 08' 21.8" W for a distance of 63.02 feet to a point on a line, thence, N 03°



20° 54.6" W for a distance of 63.02 feet to a point on a line, thence, N 90° 00' 00.0" E for a distance of 0.40 feet to a point on a line, thence, N 05° 25' 14.7" W for a distance of 74.94 feet to a point on a line, thence, S 89° 36' 58.8" W for a distance of 3.97 feet to a point on a line, thence, N 07° 23' 39.9" W for a distance of 75.13 feet to a point on a line, thence, N 08° 46' 52.5" W for a distance of 75.14 feet to a point on a line, thence, N 10° 10' 09.7" W for a distance of 13.20 feet to a point on a line, thence, N 10° 26' 44.9" W for a distance of 77.44 feet to a point on a line, thence, N 11° 33' 18.3" W for a distance of 59.63 feet to a point on a line, thence, N 12° 56' 29.5" W for a distance of 75.14 feet to a point on a line, thence, N 14° 19' 43.0" W for a distance of 73.71 feet to a point on a line, thence, N 14° 19' 21.8" W for a distance of 1.43 feet to a point on a line, thence, N 15° 42' 52.4" W for a distance of 45.30 feet to a point on a line, thence, N 15° 42' 50.7" W for a distance of 29.85 feet to a point on a line, thence, N 17° 06' 03.1" W for a distance of 75.15 feet to a point on a line, thence, N 18° 29' 13.2" W for a distance of 75.16 feet to a point on a line, thence, N 19° 52' 22.3" W for a distance of 55.77 feet to a point on a line, thence, S 89° 57' 25.0" W for a distance of 105.25 feet to a point on a line, thence, N 21° 17' 13.3" W for a distance of 43.48 feet to a point on a line, thence, N 22° 13' 00.1" W for a distance of 47.85 feet to a point on a line, thence, N 23° 08' 47.2" W for a distance of 47.85 feet to a point on a line, thence, N 24° 04' 33.5" W for a distance of 47.85 feet to a point on a line, thence, N 24° 32' 26.5" W for a distance of 450.77 feet to a point on a line, thence, N 24° 04' 54.2" W for a distance of 48.87 feet to a point on a line, thence, N 23° 09' 49.1" W for a distance of 48.87 feet to a point on a line, thence, N 22° 14' 42.9" W for a distance of 48.87 feet to a point on a line, thence, N 21° 19' 36.6" W for a distance of 48.87 feet to a point on a line, thence, N 18° 34' 19.1" W for a distance of 244.29 feet to a point on a line, thence, N 14° 26' 23.2" W for a distance of 195.45 feet to a point on a line, thence, N 10° 45' 59.4" W for a distance of 195.45 feet to a point on a line, thence, N 08° 28' 15.4" W for a distance of 48.87 feet to a point on a line, thence, N 07° 33' 08.8" W for a distance of 48.87 feet to a point on a line, thence, N 06° 38' 03.9" W for a distance of 48.87 feet to a point on a line, thence, N 05° 42' 56.5" W for a distance of 48.87 feet to a point on a line, thence, N 04° 47' 52.3" W for a distance of 48.87 feet to a point on a line, thence, N 03° 52' 45.8" W for a distance of 48.87 feet to a point on a line, thence, N 02° 57' 40.0" W for a distance of 48.87 feet to a point on a line, thence, N 02° 02' 34.4" W for a distance of 48.87 feet to a point on a line, thence, N 01° 07' 27.8" W for a distance of 48.87 feet to a point on a line, thence, N 00° 39' 55.2" W for a distance of 858.02 feet to a point on a line, thence, S 89° 59' 56.4" W for a distance of 2196.56 feet to a point on a line, thence, N 82° 41' 16.8" W for a distance of 141.51 feet to a point on a line, thence, S 89° 41' 13.7" W for a distance of 2952.35 feet to a point on a line, thence, S 89° 41' 30.3" W for a distance of 1.46 feet to a point on a line, thence, S 00° 11' 52.3" E for a distance of 70.87 feet to a point on a line, thence, S 89° 32' 41.2" W for a distance of 2679.42 feet to a point on a line, thence, S 00° 02' 14.0" E for a distance of 2642.37 feet to a point on a line, thence, S 89° 46' 52.8" W for a distance of 1049.90 feet to a point on a line, thence, S 89° 32' 40.5" W for a distance of 806.88 feet to a point on a line, thence, S 89° 40' 46.0" W for a distance of 809.52 feet to a point on a line, thence, N 00° 07' 42.8" E for a distance of 524.62 feet to a point on a line, thence, S 89° 52' 18.9" E for a distance of 47.55 feet to a point on a line, thence, N 00° 06' 40.3" E for a distance of 3.89 feet to a point on a line, thence, N 00° 07' 42.7" E for a distance of 1683.41 feet to a point on a line, thence, N 00° 06' 57.7" E for a distance of 3.89 feet to a point on a line, thence, N 59° 22' 46.7" W for a distance of 2.25 feet to a point on a line, thence, N 30° 40' 18.1" E for a distance of 93.65 feet to a point on a line, thence, N 59° 33' 56.5" W for a distance of 108.97 feet to a point on a line, thence (2) North 59°21'35" West 1145.04 feet to a point of curvature with a 11426.16 foot radius to the right; thence (3) northwesterly 857.52 feet along the arc of said curve through a central angle of 04°18'00" (chord bears North 57°12'35" West 857.32 feet); thence (4) North 55°03'35" West 664.33 feet; thence (5) North 00°16'26" West 163.53 feet to the south line of that parcel described in that certain Warranty Deed recorded April 15, 2021 as Entry No. 541523; thence along said parcel the following four (4) courses: (1) South 88°38'45" West 19.59 feet; thence (2) North 00°21'03" West 208.00 feet; thence (3) North

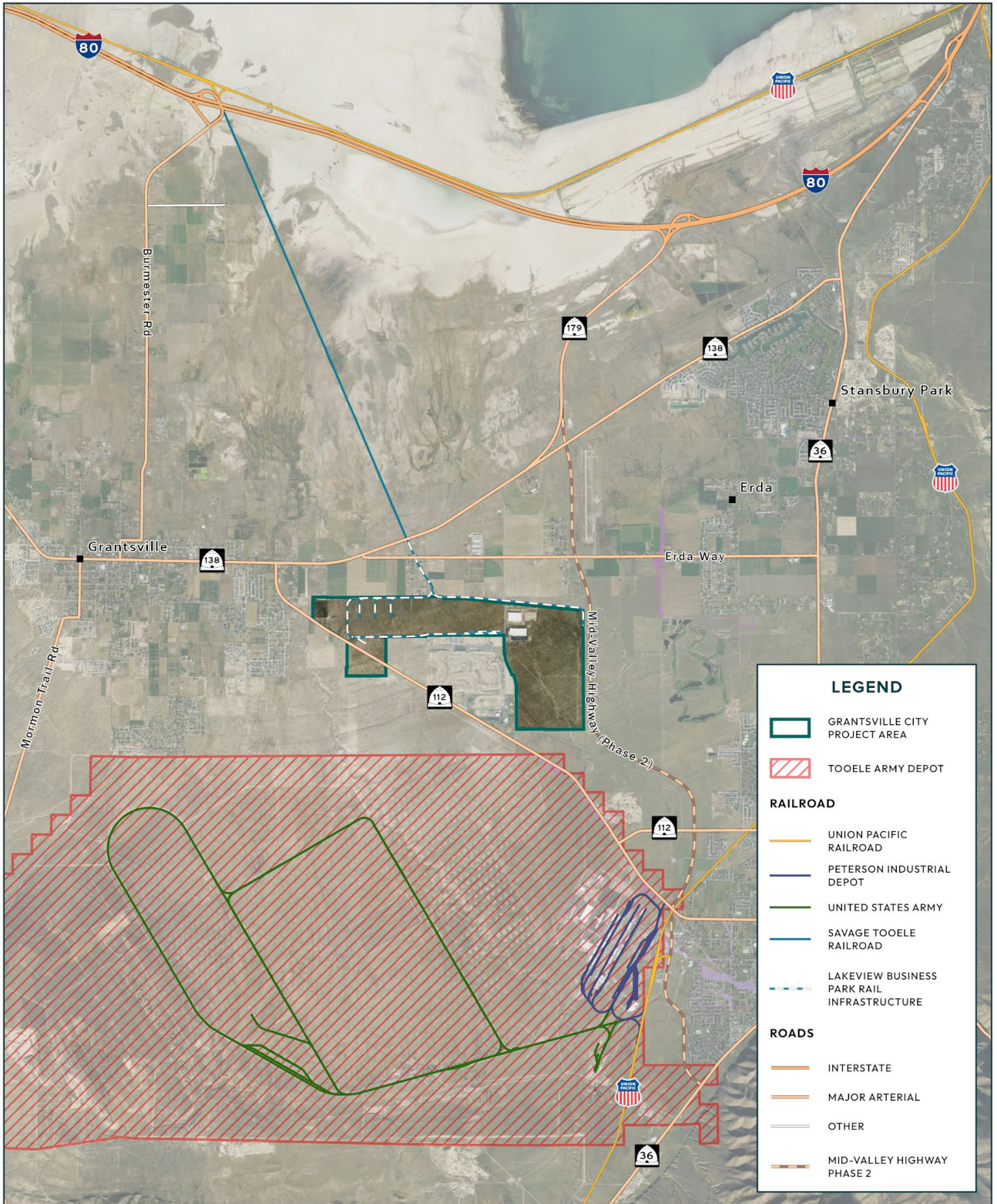


00°19'45" East 1166.50 feet; thence (4) North 89°46'57" East 967.15 feet to the Northwesterly corner of said OQUIRRH ESTATES MINOR SUBDIVISION; thence along said subdivision North 89°45'32" East 1327.77 feet; thence North 00°33'47" West 0.27 feet to a fence intersection and the POINT OF BEGINNING. Containing 1,834.62 acres more or less.

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Appendix B: Maps & Imagery of the Project Area



Appendix C: Legislative Body Written Consent

DocuSign Envelope ID: 370431A5-7367-4AB3-9969-552F732EF0BB

Grantsville City Record of Resolution Adoption

A regular meeting of the City Council of Grantsville City was held at City Hall in Grantsville, Utah on Wednesday, the 6th day of September 2023 at the hour of 7:00 p.m., there being present and answering roll call the following:

Neil Critchlow	Mayor
Jeff Hutchins	Council Member
Jewel Allen	Council Member
Scott Bevan	Council Member
Jolene Jenkins	Council Member
Darrin Rowberry	Council Member

Also Present:

Gina Roberts	Deputy Recorder
Brett Coombs	City Attorney

Absent:

After the meeting had been duly called to order and the minutes of the preceding meeting approved, the Resolution 2023-50A was introduced in writing, read in full, and pursuant to a Motion made by Councilmember Allen. Seconded by Councilmember Rowberry and was adopted by the following vote:

Yea:	Unanimous
Opposed:	None
Abstained:	None

The resolution was then signed by the Mayor and recorded by the City Recorder in the official records of Grantsville City, Utah. The resolution is attached:

DocuSigned by:
Braydee Bangh
Grantsville City Recorder



GRANTSVILLE CITY RESOLUTION 2023-50A

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

Whereas Grantsville City (the “City”) is a political subdivision of the State of Utah, and the Grantsville 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 of a regional economic development opportunity; and

Whereas The Project Area fits the City’s economic development vision by encouraging the retention and expansion of the existing companies and the recruitment of new companies to create employment opportunities for our residents. This project will bring new primary employment opportunities to the County and it will provide railroad access to local and regional companies that are currently not able to access the rail. Additionally, this project will fit the City’s general plan and the zoning for the area; and

Whereas After several years of planning, it is evident that the Port Authority’s Project Area is the tool needed to optimize development. The Project area will enable the Site to better serve the rest of the City and the surrounding region. Companies located from throughout Tooele, Salt Lake, Davis, Utah, and Weber Counties would gain access to rail service, helping these businesses succeed in the Salt Lake Metro Area and surrounding counties in northern Utah; and

Whereas The general public will benefit from the creation of this Project Area through the creation of new primary employment opportunities; through expanded rail service opportunities; through improved movement of materials in and out of west Utah; and by better utilizing the community’s railroad infrastructure, eliminating much of the truck traffic and maximizing our transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED by the Council as follows that the Board hereby: (1) consents to the creation of a Utah Inland Port Authority Project Area in Tooele County in accordance with Utah Code Annotated 11-58-501 *et. Seq.*

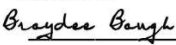


RESOLVED, ADOPTED, AND ORDERED this 6 day of September 2023.

GRANTSVILLE CITY COUNCIL,
TOOELE COUNTY UTAH

DocuSigned by:
By: 
D982CF9112745A
Vera A. Critchlow, Mayor

Attest:

DocuSigned by:

9384573028289
Bryce Baugh, City Recorder



Appendix D: Project Area Budget Summary

Model Summary+B1:C39CB1:C32	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
Duration (Years)	25
Differential Tax Revenue \$ Allocation	
	Full Value
Base Year Taxable Value	\$ 91,237,504
Tax Differential to Project Area	\$ 343,800,000
Tax Differential to Other Taxing Entities	\$ 114,600,000
Total Tax Differential	\$ 458,400,000
Less: Admin Expenses	\$ 17,190,000
Total Remaining Differential for Projects	\$ 326,610,000

Taxing Entities	
Tooele County Tax District 48	
Tooele	0.001144
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000316
Tooele County School District	0.007737
Grantsville City	0.001423
Tooele Valley Mosquito Abatement District	0.000232
Total Tax Rate	0.010867



Appendix E: Initial Environmental Review

INTRODUCTION

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

PROJECT AREA DESCRIPTION

The Grantsville City Project Area in Tooele County (Figure 1) comprises approximately 1,835 acres and is located adjacent to the Utah Motorsports Campus and the Deseret Peak Complex, along UT-112. The project area site is bounded to the west by S Lamb Lane.

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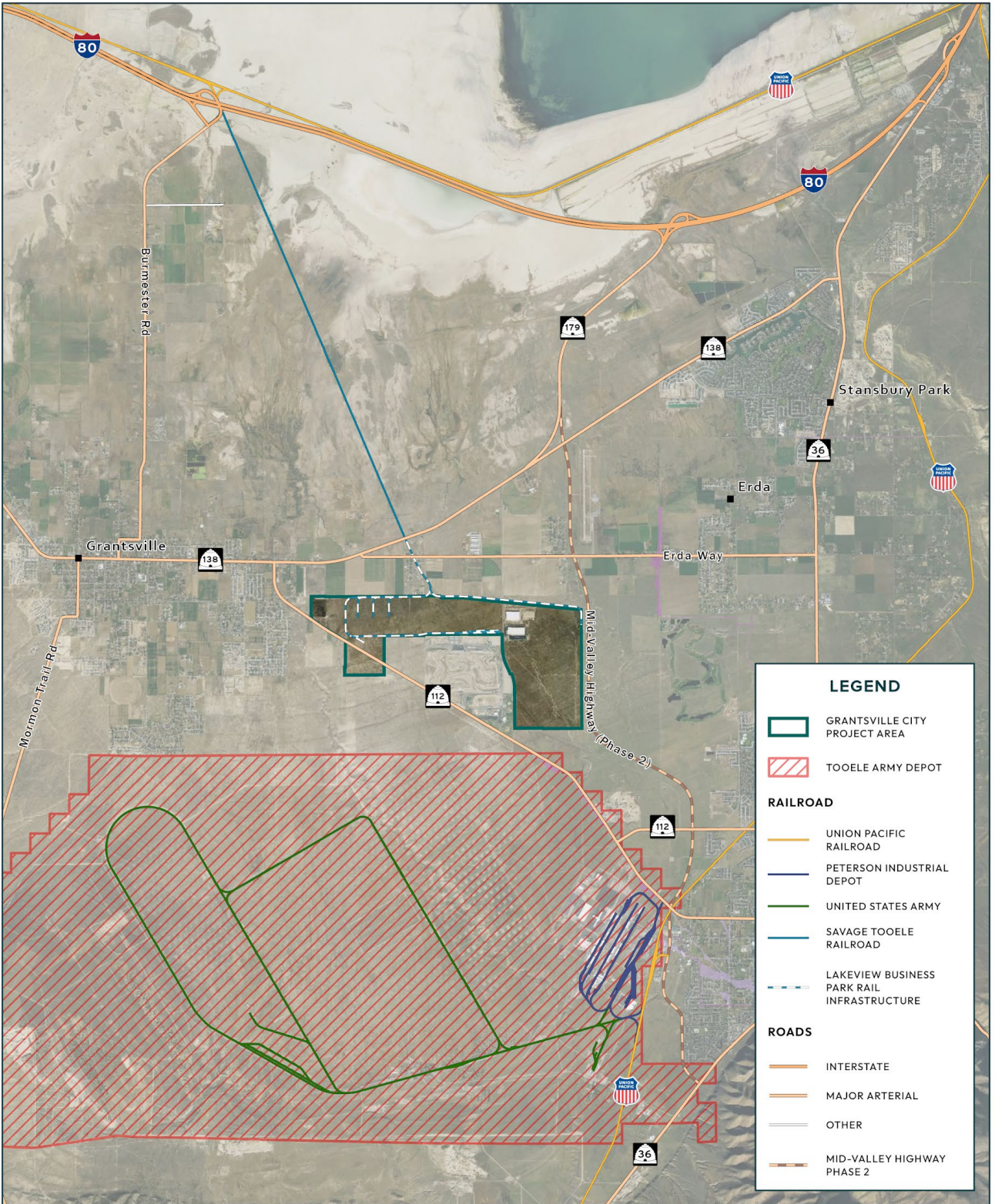


FIGURE 1: GRANTSVILLE CITY PROJECT AREA CANDIDATE

ENVIRONMENTAL JUSTICE CONSIDERATIONS

Environmental Justice considerations are key components for federal funding opportunities.

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

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

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

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

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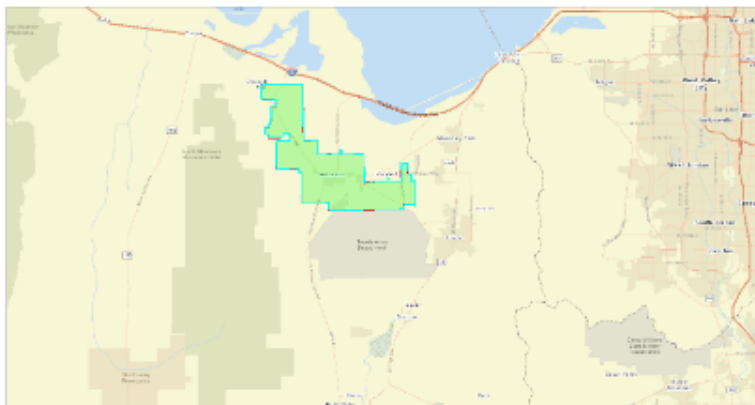


EJScreen Community Report

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

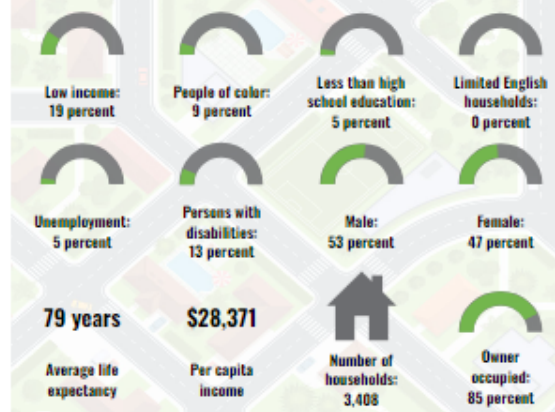
Grantsville, UT

City: Grantsville
 Population: 12,063
 Area in square miles: 39.93

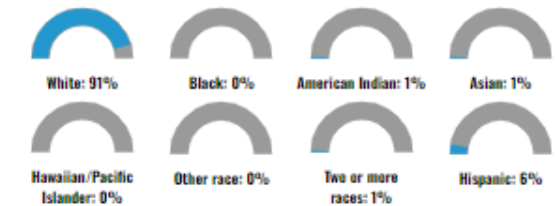


September 19, 2023
 Project 1
 1:200,000
 All geographic data is from the U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	97%
Spanish	2%
French, Haitian, or Cajun	1%
Total Non-English	3%

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



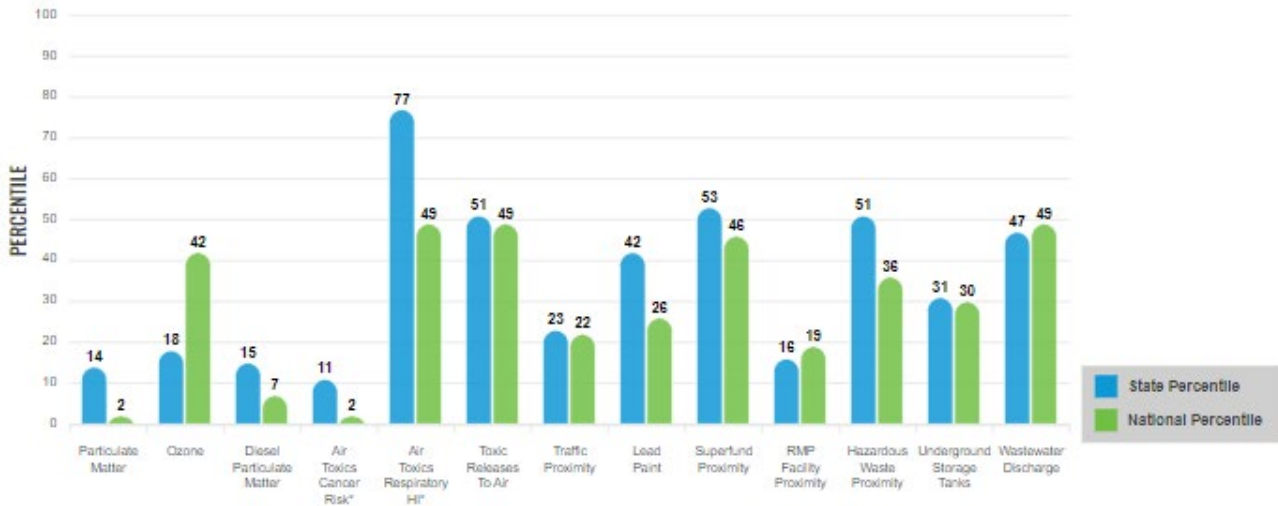
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to 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.

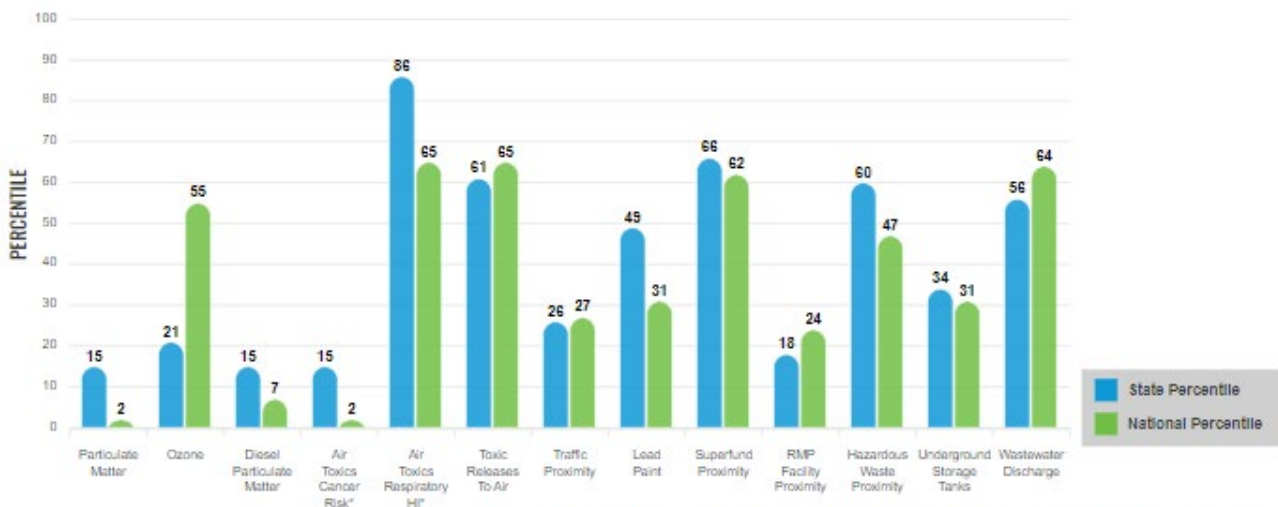
EJ INDEXES FOR THE SELECTED LOCATION



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 City: Grantsville



EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	4.74	6.07	12	8.08	2
Ozone (ppb)	62.7	64.5	16	61.6	61
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.0676	0.262	12	0.261	7
Air Toxics Cancer Risk* (lifetime risk per million)	10	18	1	25	1
Air Toxics Respiratory HI*	0.36	0.22	65	0.31	31
Toxic Releases to Air	3,300	5,100	57	4,600	80
Traffic Proximity (daily traffic count/distance to road)	24	160	21	210	27
Lead Paint (% Pre-1960 Housing)	0.12	0.18	58	0.3	38
Superfund Proximity (site count/km distance)	0.12	0.18	62	0.13	73
RMP Facility Proximity (facility count/km distance)	0.085	0.37	14	0.43	23
Hazardous Waste Proximity (facility count/km distance)	0.6	0.86	62	1.9	52
Underground Storage Tanks (count/km ²)	0.32	2.3	32	3.9	35
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.59	12	71	22	90
SOCIOECONOMIC INDICATORS					
Demographic Index	14%	24%	31	35%	19
Supplemental Demographic Index	10%	11%	47	14%	33
People of Color	9%	22%	26	39%	21
Low Income	19%	26%	43	31%	36
Unemployment Rate	5%	3%	78	6%	61
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	5%	7%	56	12%	38
Under Age 5	7%	7%	53	6%	69
Over Age 64	8%	12%	36	17%	19
Low Life Expectancy	19%	19%	53	20%	45

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

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	1
Water Dischargers	109
Air Pollution	1
Brownfields	0
Toxic Release Inventory	4

Other community features within defined area:

Schools	5
Hospitals	0
Places of Worship	5

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEIST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	Yes

Report for City: Grantsville



EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	19%	53	20%	45
Heart Disease	4.9	4.6	57	6.1	24
Asthma	10.4	10.8	28	10	64
Cancer	5.6	5.2	58	6.1	35
Persons with Disabilities	11.8%	10.2%	69	13.4%	45

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	7%	8%	64	12%	55
Wildfire Risk	87%	51%	61	14%	90

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	4%	9%	38	14%	25
Lack of Health Insurance	7%	9%	43	9%	50
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for City: Grantsville

www.epa.gov/ejscreen

PAST AND PRESENT LAND USES

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

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

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

GEOTECHNICAL RESOURCES

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

Potential geotechnical constraints may include:



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

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

GEOLOGY AND SOILS

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

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

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



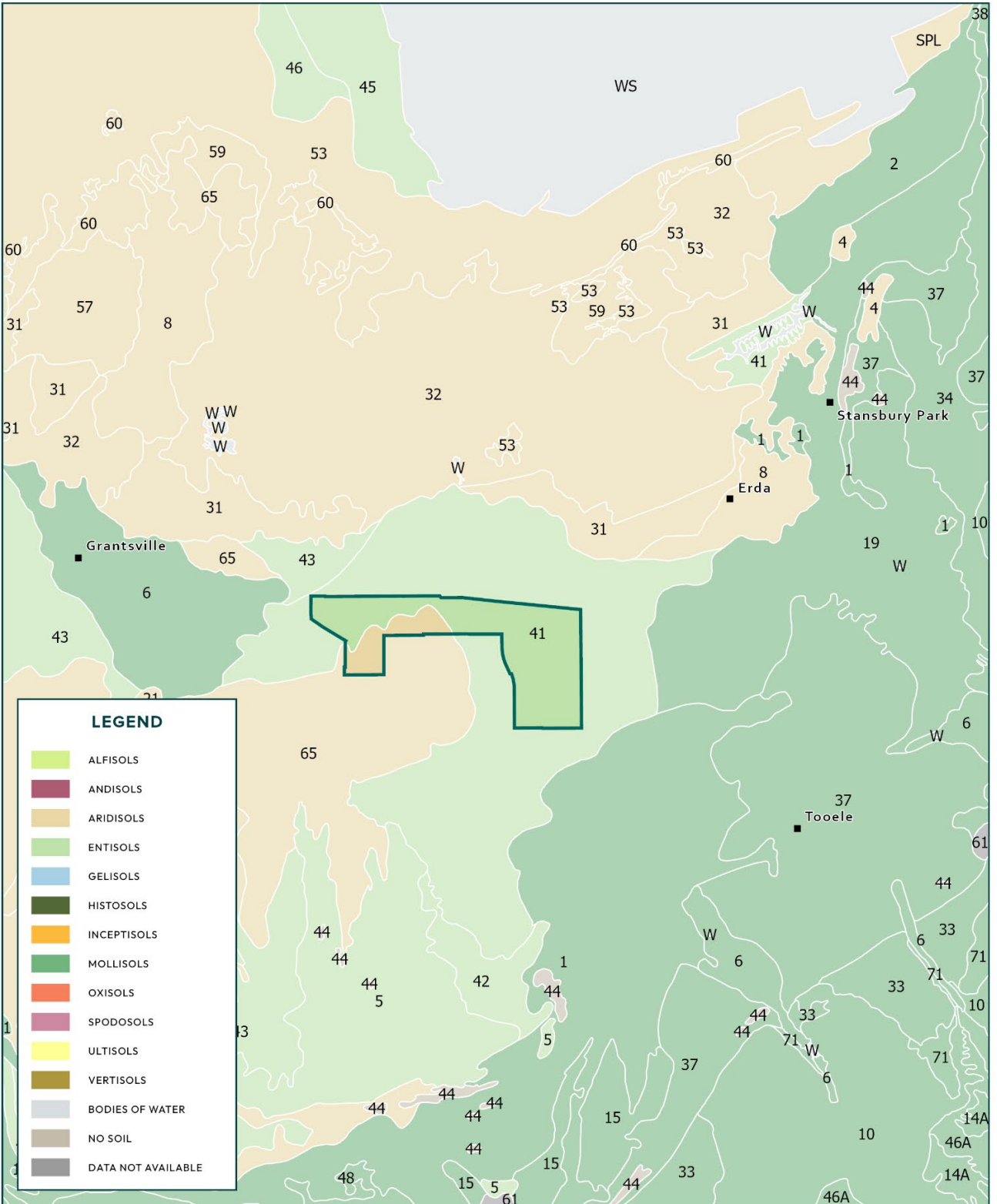


FIGURE 2: GRANTSVILLE CITY PROJECT AREA SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
41	Manassa silt loam, 0 to 3 percent slopes	1538.4	83.8%
65	Taylorsflat loam, saline, 0 to 3 percent slopes	296.3	16.2%
Total for Area of Interest		1834.7	100.0%

HYDROGEOLOGY AND HYDROLOGY

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

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

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

HISTORICAL AND CULTURAL RESOURCES

The [National Register of Historical Places](#) (NRHP) lists cultural resources previously recorded on the official list of the Nation's historic places worthy of preservation.

Additional previously recorded resources may be on-file at the Utah State Historic Preservation Office (SHPO). If additional information is needed from the Utah SHPO, a qualified cultural resource professional will need to be consulted.

The table below lists cultural resources in the cities of Grantsville and Tooele that have been previously recorded on the official list of the Nation's historic places worthy of preservation.

Property Name	State	County	City	Street & Number
Anderson-Clark Farmstead	Utah	Tooele	Grantsville	378 W. Clark St.
Erickson, Hilda, House	Utah	Tooele	Grantsville	247 W. Main St.
Grantsville First Ward Meetinghouse	Utah	Tooele	Grantsville	297 Clark St.
Grantsville School and Meetinghouse	Utah	Tooele	Grantsville	90 N. Cooley Ln.
Johnson Hall-Deseret Mercantile Building	Utah	Tooele	Grantsville	4 W. Main St.
Johnson, Alex and Mary Alice, House	Utah	Tooele	Grantsville	5 W. Main St.
Rich, John T., House	Utah	Tooele	Grantsville	275 W. Clark St.
Wrathall, James and Penninah, House	Utah	Tooele	Grantsville	5 N. Center St.
Clegg, Peter, House	Utah	Tooele	Tooele	8 South 100 East
Kirk Hotel, The	Utah	Tooele	Tooele	57 West Vine St.



Tooele Carnegie Library	Utah	Tooele	Tooele	47 E. Vine St.
Tooele County Courthouse and City Hall	Utah	Tooele	Tooele	71 E. Vine St.
Tooele Valley Railroad Complex	Utah	Tooele	Tooele	35 N. Broadway

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).

While there are no land-areas of federally recognized tribes located in the project area, the Skull Valley Reservation is located approximately 20 miles southwest of the Grantsville Project Area.

The [Skull Valley Band of Goshute Indians of Utah](#) are represented by Chairman Daniel Moon, elected in August 2023. Their regional office is located at 1198 N. Main Street in Tooele, 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 the 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.

Monarch butterflies are listed as candidate species and may exist in the project area. Critical habitat for monarch butterflies has not been designated. There are no identified 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 2 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 1 and August 31. These migratory bird species of concern include the bald eagle and California gull. It is recommended that construction activities are completed outside of the BCC breeding season (3/1 - 8/31).

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 southern shore of the Great Salt Lake is located approximately 10 miles north of the project area.



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 a nearby wetland, or if fill from the project area would be discharged into a 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](#).

Figure 3 displays national wetlands located in the project area.

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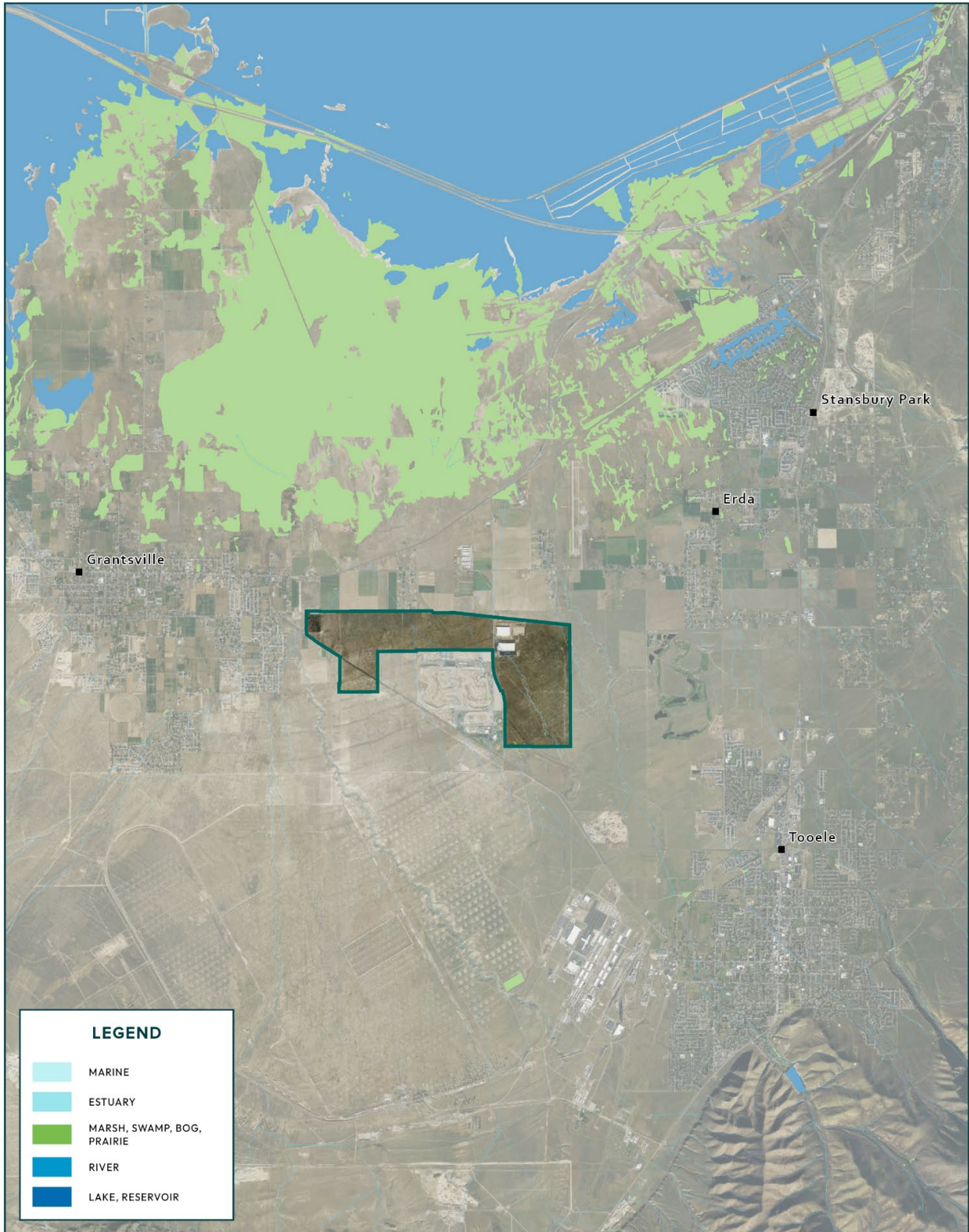


FIGURE 3: GRANTSVILLE CITY PROJECT AREA NATIONAL WETLANDS INVENTORY MAP

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.

The flood hazard survey map for the project area is below (Figure 4).

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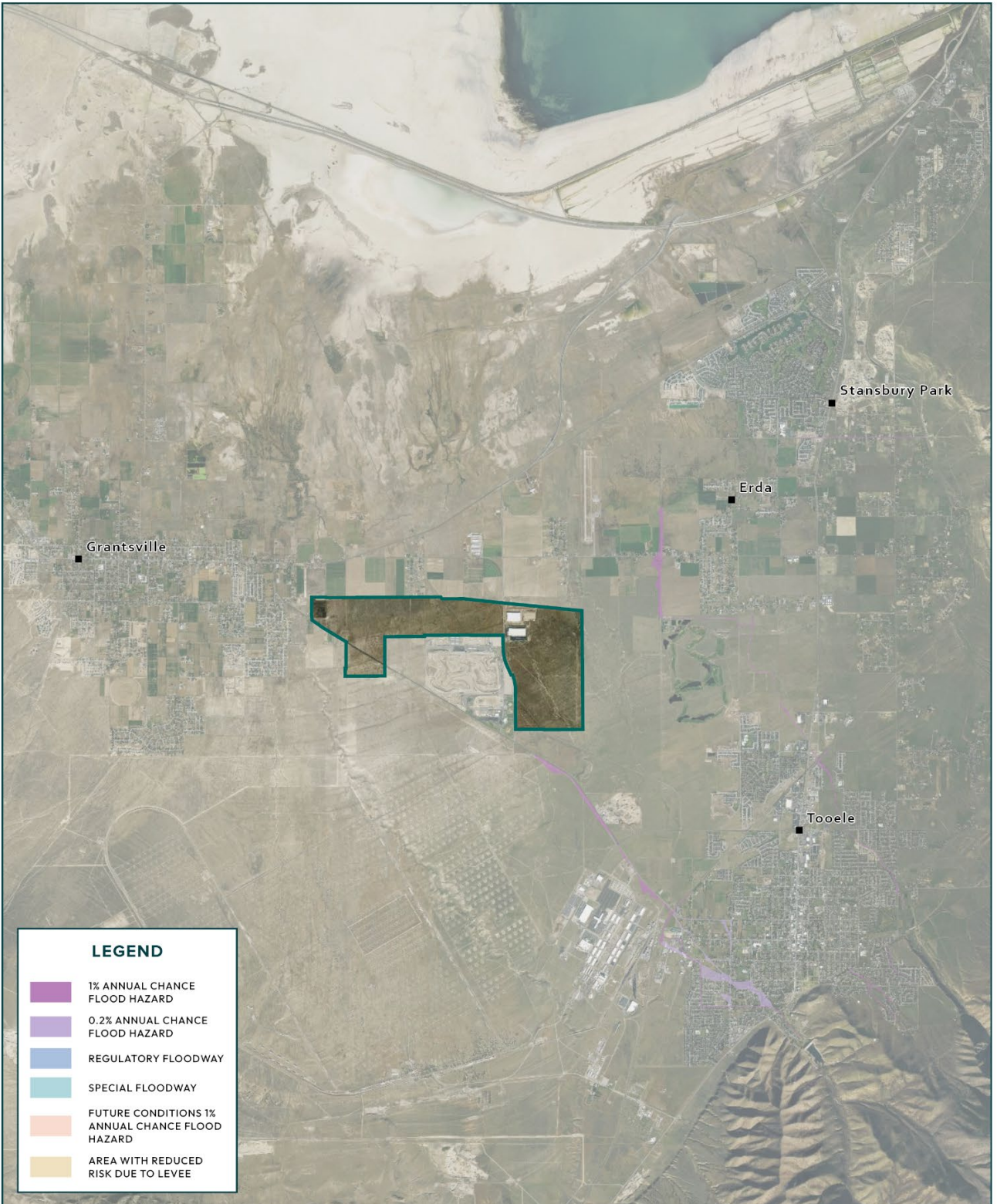


FIGURE 4: GRANTSVILLE CITY PROJECT AREA FLOOD HAZARD SURVEY MAP

PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

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

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

A Phase I Environmental Site Assessment (ESA), completed on April 9, 2020 for the approximately 900-acre site located east of Sheep Lane and north of SR-112, identified a TCE plume on the southeastern portion of the property associated with the Tooele Army Depot North Area and operable unit 11 (OU-11) (eastern groundwater plume) as a Controlled Recognized Environmental Condition (CREC).

A different corporate entity (RG IV, LLC) previously submitted an Enforceable Written Assurance (EWA) application and received an EWA Letter on June 21, 2018. The current Applicant, RG Lakeview, LLC, is seeking a new EWA Letter as part of acquiring the property as a new entity. In the Request for Comfort Letter submitted to the Division of Waste Management and Radiation Control (DWMRC), RG Lakeview, LLC has asserted that neither entity has any affiliation with the responsible party for contamination at the site. This is one of the requirements that must be met for an EWA to be recommended. The Applicant also intends to enter into an Environmental Covenant and comply with a Site Management Plan. DWMRC is the lead on the identified groundwater contamination. The Applicant plans to manage the property and future development of the property consistent with a Site Management Plan and Environmental Covenant. A DWMRC Comfort/Status letter has been issued with the requirement to comply with a Site Management Plan and Environmental Covenant. An EWA was issued to the current property owner, RG Lakeview, LLC, on June 11, 2020.

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

ENVIROFACTS

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



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

There are 4 EPA-Regulated Facilities (Figure 5) located within the project area and summarized below. Additional facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the [Envirofacts website](#).

ENVIROFACTS Search US EPA			
#	EPA-Regulated Facility Name	Latitude	Longitude
87	Deseret Peak Sewer Line Improvement Project	40.579430	40.579430
171	Lakeview Business Park Building 1	40.591230	-112.442100
245	Reckitt Benckiser Logistics Center	40.587040	-112.367310
246	Reckitt Benckiser Logistics Center	40.587040	-112.367310

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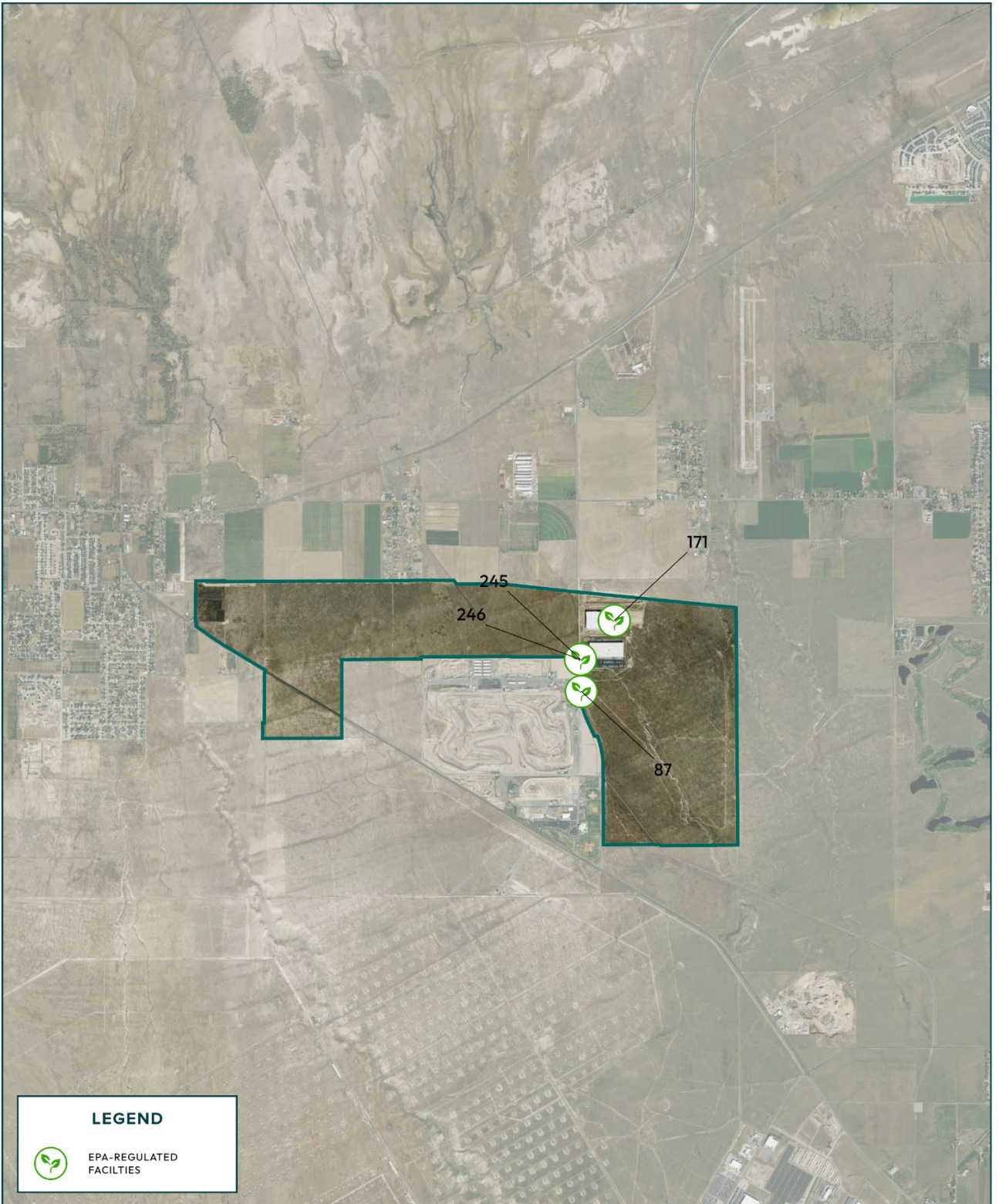


FIGURE 5: EPA-REGULATED FACILITIES

UTAH ENVIRONMENTAL INTERACTIVE MAP

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

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

UDEQ currently maintains one water quality monitoring well within the project area, located at latitude 40.5855 and longitude -112.41273.

Currently, there are no air quality monitoring stations maintained by UDEQ located in 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).

On March 24, 2020, a diesel fuel spill of approximately 100 gallons occurred at 512 S. Sheep Lane and was reported to UDEQ. CTM Trucking, Inc. was the responsible party.

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.

There are 6 petroleum storage tanks (PSTs) located at and currently in use by the Utah Motorsports Campus, located adjacent to the project area.



AIR QUALITY

The Clean Air Act (CAA) is a federal law that requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that are harmful to public health and the environment. NAAQS are established for criteria pollutants which include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particle pollution (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂). [Current Nonattainment Counties for All Criteria Pollutants](#) are maintained by the EPA and updated regularly.

Tooele County is currently in serious nonattainment for PM_{2.5}, moderate nonattainment for 8-hour ozone, and nonattainment for sulfur dioxide.

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