



Mineral Mountains

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

Beaver County is primed and prepared to expand operations within the Mineral Mountains Inland Port. Our county is unique to this kind of growth because of our historical experience with rail, mining, and agricultural economic development. The rugged geography paired with diverse natural resources make Beaver County uniquely situated to continue supporting the existing economy and allows for agility to expand into emerging and diverse industries.

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:

- Beaver County passed a resolution on April 18, 2023
- Milford City passed a resolution on May 16, 2023
- Beaver City passed a resolution on August 29, 2023

With four distinct zones the Mineral Mountains Inland Port will provide for a wider pool of resources that exist across Beaver County. The Milford Valley & City Center zones will be central hubs for fueling, logistics, and emerging industry growth. The Beaver City zone is suited to trucking logistics as its anchor point is nearest Interstate 15 and falls directly between Salt Lake City, Utah and Las Vegas, Nevada. The Minersville zone will provide the link between the Milford Valley, and Beaver Valley and addresses the change and shift into agri-tech models of economic development. Each zone will work independently as a piece of the larger project area but will be unified by the need for growth and facilitate the expansion of the anticipated economic development.

Statute requires the drafting of a Project Area Plan in conjunction with public process for adoption of the plan. This document, once adopted, would constitute the plan (Mineral Mountains Inland Port Project Plan) as required by law.



LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Mineral Mountains Project Area has several zones under consideration:

Beaver City Zone

Located adjacent to Interstate 15, the Beaver City zone encompasses approximately 2,070 acres. Included in this zone is the Beaver Municipal Airport, Beaver City Sewer Treatment Ponds, and access to Interstate 15 via Exit 109.

The Beaver Municipal Airport is a public use airport in Beaver County, Utah. It is owned by the city of Beaver and located four nautical miles (5 mi) southwest of its central business district. This airport is categorized as a general aviation facility. The airport covers an area of 841 acres at an elevation of 5,863 feet above mean sea level. It has two runways: 13/31 is 4,984 by 75 feet with an asphalt surface and 7/25 is 2,150 by 50 feet with a dirt surface. Runway 13/31 is rated as “excellent condition” and Runway 7/25 is rated as “fair condition”. For the 12-month period ending January 3, 2012, the airport had 1,935 aircraft operations, an average of 163 per month: 97% general aviation and 3% air taxi. At that time there were 2 aircraft based at this airport: 100% single engine.

Beaver City Municipal Electric provides power to the city via a conventional hydroelectric power plant located on the Beaver River. The city owns and operates the plant with a registered nameplate capacity of 2.5 MW. Additionally, a 2.2 MW solar power plant is located about three miles from the current zone boundary.

While no truck parking is available in the project zone, there are 210 total spots between two travel plazas located in Beaver.

Milford Depot Zone

The Milford Depot Zone adds approximately 445 acres to the overall project area while incorporating several pieces of strategic infrastructure for Southern Utah.

Smithfield Farms, a major pork producer in the United States, owns and operates a unit train loop track directly adjacent to the Union Pacific mainline. The loop, including sidings, mainline access, and additional trackage totals around 20,800 feet of track. Due to the loop tracks primary use being animal feed, Smithfield has been reluctant to allow the expansion of their infrastructure for fear of potential contamination of their existing operation. The company has announced plans to shutter their operations in Milford due to high operational costs and logistical challenges with pork processing.

Atkore, an industrial manufacturer of electrical conduit and fittings, cable and cable management systems, infrastructure, safety and security products, is also located in the project zone. The manufacturer has 2,600 feet of track directly servicing the factory. All rail traffic is handled directly out of Union Pacific’s Milford Yard.



Rocky Mountain Power has a regional field office inside the project zone. Two solar photovoltaic power stations are located directly adjacent to the project zone with a total nameplate capacity of 6 MW.

Milford Flats Zone

The Milford Flats Zone encompasses approximately 17,115 acres due north of Milford City. The area is bisected by SR 257 and Union Pacific Railroad. The Milford Municipal Airport is included in the current zone boundaries.

The Milford Municipal Airport is a public use airport in Beaver County, Utah. It is owned by the city of Milford and located 1.4 nautical miles (1.6 mi) north of its central business district. This airport is categorized as a general aviation facility. The airport covers an area of 556 acres at an elevation of 5,042 feet above mean sea level. It has a single runway: 16/34 is 5004 ft. x 75 ft. with an asphalt surface. The runway is rated as “good condition”. For the 12-month period ending January 1, 2012, the airport had 1,757 aircraft operations, an average of 146 per month: 98% general aviation and 2% air taxi. At that time there were 3 aircraft based at this airport: 100% single engine.

Multiple power plants exist inside the project area zone and directly adjacent to the zone boundaries. All sources are classified as renewable with 100% of the nameplate capacity in Beaver County being generated from renewable sources. There are two power plants inside the zone boundaries. Both are solar photovoltaic power stations with a combined nameplate capacity of 179 MW. Beaver County has 16 total power plants with a total nameplate capacity of 649.1 MW.

Minersville City Zone

The Minersville Zone incorporates an additional 190 acres into the Mineral Mountains Project Area. The area abuts SR 21 to the east and SR 129 to the south. SR 21 is the arterial connection between Minersville and Interstate 15. Included in the current project zone boundaries are an active dairy operation, an irrigation canal, and several local farming operations.

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. 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).

Beaver County, located in the southwestern corner of Utah, ranks as Utah’s sixth smallest county with a 2020 Census population of 6,976. Between 2010 and 2020, Beaver County gained 443 new residents, driven by natural increase. Beaver County’s population is projected to grow from 7,076 on July 1, 2020 to 10,181 in 2060. The median age is projected to rise from 34.8 in 2020 to 43.2 in 2060.

Beaver County’s economy will continue to grow as county leaders usher in a broader mix of industries driven by renewable energy resources and favorable transportation access. Beaver County shares an economic link with Washington, Iron, Kane, and Garfield counties. This five-county region functions largely as a single consumer market and labor market. Beaver County’s employment is projected to increase from 3,972 in 2020 to 5,406 in 2060. The leading growth sectors include construction,



accommodation and food services, arts, entertainment and recreation, and mining, contributing 79.5% of employment growth.¹

RAIL

Rail has existed in Beaver County since the Los Angeles and Salt Lake Railroad completed trackage to Milford in 1880. The LA&SL was absorbed into the Union Pacific Railroad in 1921 where it has continued to serve an integral role in facilitating rail traffic between the California Coast and the Intermountain West.

Milford today is an important node in the Union Pacific system. It is a crew change location with crews from Salt Lake and Las Vegas changing in Milford. The Caliente and Lynndyl subdivisions originate and/or terminate at Milford. Both subdivisions connect larger yards in Salt Lake City and Las Vegas and are classified as restricted mainlines. 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.

Cedar City, located approximately 50 miles from Milford, has rapidly become a strategic manufacturing hub with multiple rail-served industries locating on Union Pacific’s Cedar City Branch. Local crews from Milford service multiple customers on the Cedar City and Comstock branches with bi-weekly service. Local crews also service the multiple customers in Milford and customers north on the Lynndyl subdivision with bi-weekly service. Additionally, Milford is a stop for locomotive refueling.

Key rail customers both inside the project area and directly adjacent to current project area boundaries include:

- Atkore
- Smithfield Foods
- Martin Marrietta
- Graymont

TRUCK

Interstate 15 provides the principal freeway connection for freight. State routes 21, 130, and 257 provide regional connections to smaller regional centers and localities in Utah and Nevada. Truck traffic that originates or terminates in any part of the Project Area is expected to utilize Interstate 15 as the primary corridor for freight travel. Beaver City is the only location in the project area with existing truck parking locations with a total of 210 spaces available. The majority of the truck-based freight that originates in the project area is agriculture based.

INFRASTRUCTURE: CURRENT STATE

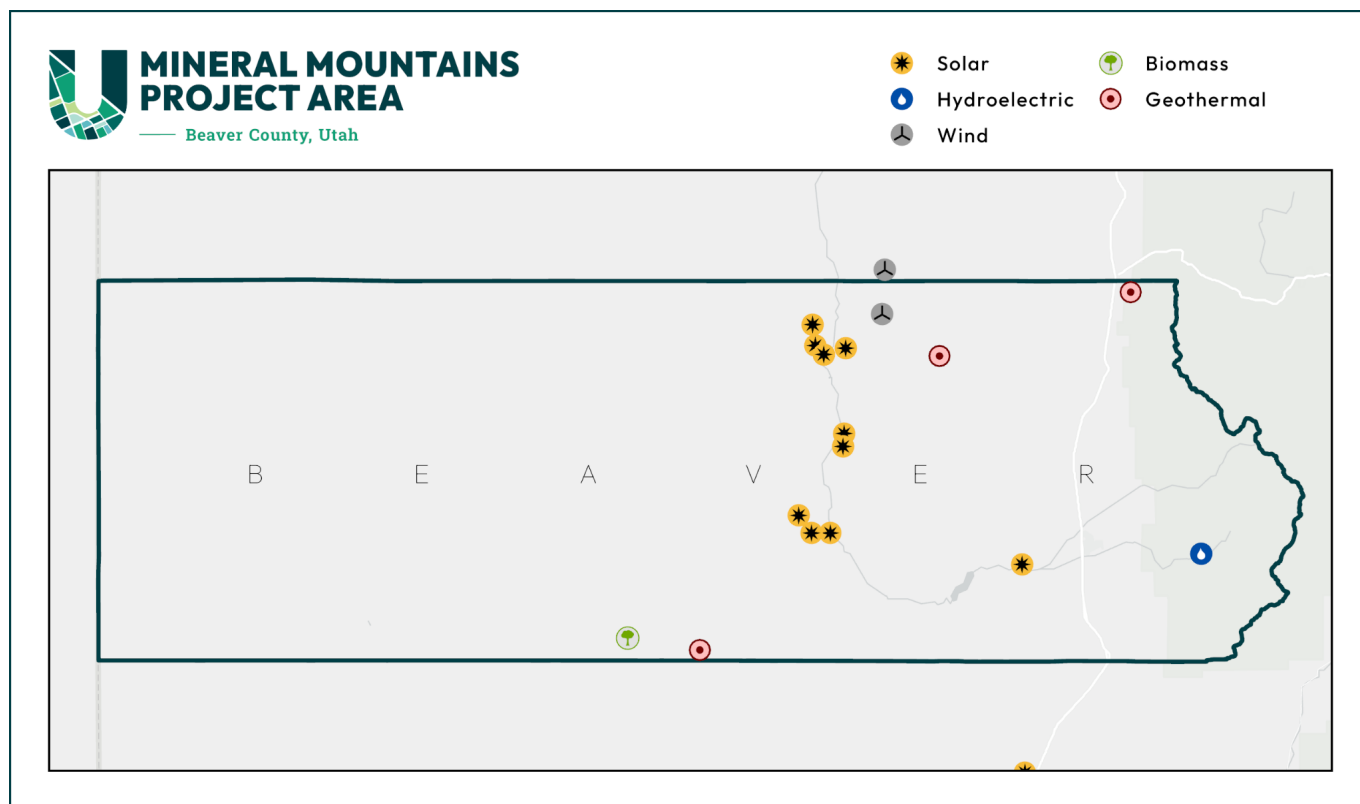
The project area, in its current configuration, has four rail-served facilities. One facility is built to handle unit trains or trains with rail cars loaded with a single commodity. Milford Yard, operated by Union Pacific Railroad, boasts a double-tracked mainline with three ladder tracks connected to adjacent rail-served industries. The yard also has several spurs and RIP (repair-in-place) tracks.

Multiple state highways connect each of the Project Area zones to Interstate 15 with truck-related industries located primarily in Beaver. These industries cater specifically to through truck traffic with the majority of truck traffic originating from the Project Area being agriculture-based.

¹ <https://gardner.utah.edu/wp-content/uploads/Beaver-Proj-Feb2022.pdf?x71849>



Beaver County is home to an impressive concentration of renewable energy resources, with a prominent cluster located on the sprawling rangeland just outside Milford. One of the facilities that stands out is the Align RNG plant. It is a collaboration between Dominion Energy and Smithfield Farms which captures renewable natural gas (methane) from commercial hog operations for use in commercial power generation and consumer heating. This process offers a productive solution for greenhouse gases that would otherwise be released into the environment as a byproduct of hog farming. Align produces 236,000 dekatherms of RNG annually, which is enough to heat 3,000 homes and is equivalent to taking 23,000 cars off the road.² Other renewable energy sources include solar, wind, geothermal, and hydroelectric with several more projects under consideration.



INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 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 jointly with Union Pacific Railroad, aiming to create future planning around Milford Yard's capacity and efficiency. Continue exploring opportunities to attract new rail users to the region.

Work in partnership with the Six County Association of Governments with their agri-park initiative to provide a meaningful avenue of success for the hog farmers to continue operations considering Smithfield's intentions to exit the market.

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

Expand capacity in Milford's Yard to handle increased demand from existing and future customers located in the Mineral Mountains Project Area and increased demand from customers on the Cedar City Branch. Coordinate closely with Union Pacific to promote strategic investments into existing

² <https://fivecountyecon.org/2021/10/20/beaver-energy-tour/>



infrastructure, workforce, and network planning around future demands from the Mineral Mountains Inland Port and the Iron Springs Inland Port.

Continue to incentivize the development of renewable sources of energy like solar, wind, and geothermal, all of which are readily available inside 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 the Five County Association of Governments Region (Beaver, Garfield, Iron, Kane, Washington) that could leverage these project areas total 2,076 TEU (17,266 Metric Tons) for the period of August 1, 2022 to August 1, 2023. Washington County accounts for ~75% of imports or 1,567 TEU for the immediate economic region of the project area. Other counties include Iron County 486 TEU, Kane County 13 TEU, Garfield County 10 TEU, and Beaver County 1 TEU.

Maritime exports for the Five County Association of Governments Region (Beaver, Garfield, Iron, Kane, Washington) that could leverage these project areas total 32 TEU (360 Metric Tons) for the period of August 1, 2022 to August 1, 2023. Beaver County accounts for approximately 56% of exports or 18 TEU for the immediate economic region of the project area. Other counties include Washington County 1 TEU, Iron County 13 TEU, Garfield County 0 TEU, and Kane County 0 TEU.



OVERVIEW

Purposes and Intent

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

Area Boundaries

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

Legislative Body Consent

Written consent from the Beaver County Commission, Beaver City, and Milford City 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 Beaver County, Beaver City, Milford City and Minersville Town 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 Beaver County and land owners in the Project Area.

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

Incentives will favor industries such as those listed below:

- Renewable Energy
- Agricultural
- Agriculture Tech
- Advanced manufacturing



- Mining
- Aerospace
- Warehouse and Distribution
- Research and Development

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

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

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

- Targeted industry businesses
- Logistics volume created
- Limited water use
- Platform and capabilities of the business
- Any further details will be determined in conjunction with Beaver County and participating municipalities

Additionally, incentive applications may favor industries that provide consideration for workforce development, including internships, targeting students in the local community, both for degree and non degree seeking students, and/or for a certain percentage of ongoing hires and retention from the local population.

Incentives may additionally be evaluated by performance indicators listed below on a 5-year cycle. The trigger for this review will occur on the fifth, tenth, fifteenth, twentieth, and twenty fifth annual reviews, completed by the county.

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 the municipalities of Beaver, Minersville, and Milford and Beaver County. UIPA will work with the county and the municipalities to determine the right key performance indicators. The following represent likely performance indicators that UIPA will report on:

1. Number of high paying jobs as defined by state statute (average county wage or higher)
2. Change in county poverty rate
3. Total jobs created
4. Total attrition values
5. Commodity flow by type and value
6. Improvements to road and rail
7. Infrastructure improvements including power, water, sewage, fiber, etc.
8. Improvements to total power output generated inside the project area
9. Capital investment into the project area
10. Targeted recruiting of industries inside the project area



Conclusion

Beaver County represents the best of rural Utah in so many ways. The county has benefited from its location along I-15, but also features major rail lines coming through the area. While the county has had its share of private sector growth and contractions, without question both the Utah Inland Port Authority and Beaver County will be better off joining forces to economically empower the community.

This new Project Area will benefit from synergized resource investments, targeted economic growth, and logistics development. The Port Authority will be working closely with the County to identify infrastructure opportunities, durable businesses, grant opportunities, and other efforts that will strengthen the county.

As Beaver County and the Port Authority work together, we are creating a partnership that will create generational economic growth through targeted investments and logistics development.

Staff Recommendation

The Administrative Staff of the Utah Inland Port Authority recommends the Board create the Mineral Mountains Inland Port as a Utah Inland Port Project Area.



REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Mineral Mountains 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 area 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.”

Taken from the Utah Inland Port Authority website, “The Utah Inland Port Authority was created to pioneer and implement strategic and sustainable logistics-backed economic solutions that enhance the lives of Utahns and establish Utah as a global industry connector.” This is important when considering a relationship between the Utah Inland Port Authority and Beaver County. As stated in the Executive Summary, Beaver County has been a place of wealth and prosperity, followed by steep decline, thanks in part to boom and bust economic models, for the last two centuries. While our resources are abundant, the connectivity to other markets has been one of several limiting factors to the growth of our region. As such, a move to partner with Utah Inland Port Authority becomes a turning point that will allow for sustainable growth as it increases the logistical strength of the existing businesses and allows for expansion and development of others.

This diversification strategy to move from a boom or bust model from our mining and agricultural heritage into alternative energy, advanced manufacturing, and other supportive agricultural tech-based industry is key. Beaver County is actively seeking modern ways to expand the successful industries that have long existed in our county and shaped our culture. The workforce is robust, skilled, and highly available because of this culture. There exists the availability to add capacity and capability to projects located in the area.

As a diverse county, there have been established zones for the project area, each with a specific purpose to better serve the diverse needs of the county, and to answer to the growing needs of industry.

MILFORD CITY ZONES

Milford City and the surrounding valley have long-held relationships with Union Pacific, multiple mining operations, and extensive agricultural heritage that have positively shaped the surrounding region. A continued relationship with these industries, along with the expansion into agri-tech, research and development, and renewable energy shaped by an inland port project area will continue the growth of the area while maintaining the close-knit culture of the town.

MINERSVILLE TOWN ZONE

Minersville is the great connector of the Milford and Beaver sides of the county. Primarily based in agriculture, emerging technology and availability for warehousing projects would shift the trajectory of what has historically been a bedroom community, giving the local township a firmer base for economic growth that has yet to be seen.

BEAVER CITY ZONE

Beaver City Zone brings the best of Interstate 15 logistics together with a municipal airport and holds plans for current and future development of the South Peaks Industrial Park. With the strength of a municipal airport, the synergies that can grow as a part of an Inland Port Project Area only amplifies the opportunities for generations of residents and community members to come.

Public Benefit

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

Located in a very rural region in the state of Utah, Beaver County holds unique assets as a logistically connected hub; as the crossroad for existing rail, three major north/south, east/west interstates, and air cargo capacity. These three land-based modes of transit connect Beaver County nationally as well as globally. Because of the existing infrastructure, Beaver County stands ready to connect with emerging industry while maintaining the quality of life and culture we have developed over decades of boom-and-bust economic growth.

The County’s priority is the movement from the historical boom and bust economic models of its past to a sustained continual growth model for the generations to come. In more recent past, the county has faced the challenge of companies with international ties scaling back production which resulted in economic crises. Residents have felt the rise and fall of industries whose models were reliant on external factors for growth and likewise, were subject to fall. Fortunately, the county has sustained their way of life through several centuries of this kind of economic turmoil. Because Beaver County is an economically resilient community, the county now knows how and has the opportunity to move forward in ways that will sustain the county’s residents for generations to come.

Because of the location of Interstate 15, Interstate 70, Highway 21, Union Pacific rail and yard location, as well as multiple municipal airports with varying degrees of existing and future capacity, Beaver County stands prepared. Our labor force pipeline is robust, including K-12 advanced education, partnering successfully with higher education to offer continual opportunities in relevant career pathways. With all these resources, and more, we are uniquely situated to support the Utah Inland Port Authority logistically across the state.

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

The Property Tax Differential collected from the Mineral Mountains 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. Of that 75 percent, Utah Inland Port retains 5 percent for administrative purposes. Beaver County will annually retain an additional \$50,000 or 1 percent, whichever is lesser, for the use of administrative purposes the county will encumber through the development of the project area. Annual reporting completed by the county will allow for review of the retained funds on a five-year cycle. 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 several years out and will depend on the progress of industrial development.

In addition to the Differential and with a positive recommendation from Beaver County, 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 \$40 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
- Administrative expenses retained by Beaver County of the lesser of 1 percent or \$50,000
- 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 Mineral Mountains Inland Port 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;
- (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



APPENDIX

Appendix A: Legal Description of Project Area

MILFORD FLAT & MILFORD DEPOT PROJECT ZONES

Parcels: 0200810001, 0200810002, 0200810003, 0200810006, 0200810004, 0200810005, 0200200001, 0200200002, 0200200003, 0200200010, 0200240014, 0200170007, 0200170027, 0200190003, 0200190004, 0200120009, 0200100007, 0200100008, 0200100002, 0200150005, 0200150006, 0200100001, 0200090002, 0200090003, 0200150003, 0200150004, 0200120001, 0200120001, 0200120002, 0200120006, 0200120007, 0200120008, 0200120010, 0200110005, 0200110008, 0200100004, 0200100005, 0200100006, 0200090004, 0200130001, 0200160001, 0200160001, 0200160002, 0200160003, 0200160007, 0200160008, 0200160008, 0200150009, 0200140001, 0200140002, 0200140003, 0200150001, 0200150002, 0200150007, 0200150008, 0102280001, 0200810009, 0200170010, 0200170011, 0200170012, 0200170013, 0200170014, 0200170015, 0200170016, 0200170017, 0200170025, 0200170018, 0200170018, 0200170019, 0200170026, 0200170005, 0200170028, 0200170008, 0200170009, 0200170020, 0200170022, 0200170023, 0200110001, 0200110002, 0500250001, 0500250001, 0500250001, 0500250001, 0500250001, 0500250002, 0500250002, 0500250002, 0500250002, 0500250003, 0500250004, 0500260001, 0500260002, 0500260003, 0500260004, 0500260005, 0500260006, 0500340001, 0500340002, 0500330002, 0500330012, 0500330004, 0500330008, 0500330009, 0500330010, 0500330011, 0500330014, 0500330016, 0500330020, 0500260007, 0500260009, 0500260010, 0500260011, 0500260012, 0500260013, 0500260014, 0500260015, 0500260016, 0500390001, 0500390002, 0500390003, 0500390020, 0500390021, 0500390022, 0500390023, 0500390004, 0500390005, 0500390006, 0500390007, 0500390008, 0500390009, 0500390010, 0500390011, 0500390012, 0500390013, 0500390014, 0500390015, 0500390016, 0500390017, 0500390018, 0500390019, 0500330013, 0500330017, 0500330018, 0500330006, 0500330005, 0200240001, 0200120003, 0200120004, 0200120005, 0200160004, 0200160005, 0200170001, 0200170003, 0200170021, 0102290001, 0200090001, 0500330015, 0102299999, 0102299999, 0200150010, 0200129999, 9999999999, 0200119999, 0200129999, 0200119999, 0200119999

A part of Sections 13, 24, 25, 26, Township 27 South, Range 11 West, a part of Sections 1-9, 15-21, 28-32, Township 27 South, Range 10 West, a part of Sections 4, 5, 6, Township 27 South, Range 9 West, Salt Lake Base and Meridian, US Survey,

Beginning at a point, said point being Northeast Quarter of Section 5, Township 27 South, Range 10 West or POINT OF BEGINNING; and running thence, N 00° 58' 11.4" E for a distance of 10,560.96 feet to a point on a line; thence, S 89° 08' 37.5" E for a distance of 46,470.20 feet to a point on a line; thence, S 00° 45' 58.1" W for a distance of 1,478.92 feet to a point on a line; thence, S 89° 05' 58.3" E for a distance of 1,319.45 feet to a point on a line; thence, S 00° 44' 26.9" W for a distance of 1,477.80 feet to a point on



a line; thence, N 89° 08' 53.5" W for a distance of 5,278.12 feet to a point on a line; thence, S 00° 46' 56.6" W for a distance of 2,637.51 feet to a point on a line; thence, N 89° 05' 49.4" W for a distance of 15,953.73 feet to a point on a line; thence, S 00° 56' 08.6" W for a distance of 8.13 feet to a point on a line; thence, S 03° 42' 47.7" E for a distance of 0.01 feet to a point on a line; thence, S 00° 54' 23.7" W for a distance of 15,826.91 feet to a point on a line; thence, N 88° 58' 27.7" W for a distance of 2,638.01 feet to a point on a line; thence, N 88° 13' 24.0" W for a distance of 0.02 feet to a point on a line; thence, S 00° 54' 21.8" W for a distance of 5,277.19 feet to a point on a line; thence, N 89° 07' 33.8" W for a distance of 8,011.47 feet to a point on a line; thence, N 00° 53' 49.1" E for a distance of 19.34 feet to a point on a line; thence, N 00° 53' 55.4" E for a distance of 53.68 feet to a point on a line; thence, N 89° 10' 17.0" W for a distance of 3,961.06 feet to a point on a line; thence, S 01° 28' 53.5" W for a distance of 5,325.09 feet to a point on a line; thence, N 89° 05' 20.8" W for a distance of 0.01 feet to a point on a line; thence, S 00° 27' 58.7" W for a distance of 2,732.28 feet to a point on a line; thence, N 88° 31' 14.0" W for a distance of 1,328.58 feet to a point on a line; thence, S 00° 18' 25.2" W for a distance of 47.75 feet to a point on a line; thence, N 88° 43' 24.3" W for a distance of 2,665.93 feet to a point on a line; thence, S 00° 27' 41.2" W for a distance of 1,342.72 feet to a point on a line; thence, S 88° 52' 43.0" E for a distance of 2,669.43 feet to a point on a line; thence, S 00° 18' 27.0" W for a distance of 1,335.54 feet to a point on a line; thence, S 01° 19' 25.9" W for a distance of 3,975.26 feet to a point on a line; thence, N 89° 03' 17.2" W for a distance of 3,989.16 feet to a point on a line; thence, N 01° 01' 55.1" E for a distance of 1,325.86 feet to a point on a line; thence, N 89° 01' 08.5" W for a distance of 1.00 feet to a point on a line; thence, N 89° 02' 36.6" W for a distance of 1,040.06 feet to a point on a line; thence, N 00° 54' 53.6" E for a distance of 40.21 feet to a point on a line; thence, N 89° 05' 05.1" W for a distance of 147.88 feet to a point on a line; thence, N 25° 55' 02.7" W for a distance of 226.24 feet to a point on a line; thence, N 00° 54' 54.0" E for a distance of 955.00 feet to a point on a line; thence, N 19° 54' 35.0" E for a distance of 611.56 feet to a point on a line; thence, N 25° 53' 04.7" E for a distance of 2,437.78 feet to a point on a line; thence, N 89° 44' 45.0" E for a distance of 58.98 feet to a point on a line; thence, N 00° 32' 30.8" E for a distance of 2,672.86 feet to a point on a line; thence, S 89° 07' 35.8" E for a distance of 1,331.51 feet to a point on a line; thence, N 00° 27' 41.7" E for a distance of 1,423.28 feet to a point on a line; thence, N 01° 02' 16.7" E for a distance of 1.99 feet to a point on a line; thence, N 88° 59' 23.6" W for a distance of 13,229.80 feet to a point on a line; thence, N 00° 59' 26.0" E for a distance of 21,345.29 feet to a point on a line; thence S 89° 02' 55.0" E a distance of 5,273.64 feet to the POINT OF BEGINNING. Containing 23,249.51 acres more or less.

MINERSVILLE CITY PROJECT ZONE

Parcels: 0200600010, 0200600007, 0200600008, 0200600011, 0200610014, 0200610015, 0200600014

A part of Sections 1, 2, Township 30 South, Range 10 West, Salt Lake Base and Meridian, US Survey, Beginning at a point, said point being 1,320.74 feet West and 36.08 feet North of the Southeast Corner of said Section 2 or the POINT OF BEGINNING; and running thence, N 01° 42' 20.0" E for a distance of 1,327.18 feet to a point on a line; thence, S 88° 08' 59.9" E for a distance of 1301.90 feet to a point on a line; thence, S 88° 30' 23.4" E for a distance of 1831.91 feet to a point on a line; thence, S 26° 03' 02.7" E for a distance of 127.57 feet to a point on a line; thence, S 50° 01' 08.1" E for a distance of 355.49 feet to a point on a line; thence, S 24° 21' 11.2" E for a distance of 248.15 feet to a point on a line; thence, N 58° 25' 33.1" E for a distance of 113.30 feet to a point on a line; thence, N 67° 49' 16.7" E for a distance of 52.50 feet to a point on a line; thence, S 26° 54' 49.2" E for a distance of 549.83 feet to a point on a line; thence, S 00° 27' 42.7" W for a distance of 379.50 feet to a point on a line; thence, N 44° 14' 40.3" W for a distance of 0.01 feet to a point on a line; thence, N 88° 08' 22.4" W for a distance of 685.11 feet to a point on a line; thence, N 20° 53' 24.6" W for a distance of 328.47 feet to a point on a line; thence, N 48° 28' 54.4" W for a distance of 192.70 feet to a point on a line; thence, N 48° 28' 48.9" W for a distance of 1.55



feet to a point on a line; thence, S 57° 52' 55.6" W for a distance of 292.89 feet to a point on a line; thence, S 59° 24' 07.7" W for a distance of 59.50 feet to a point on a line; thence, S 61° 52' 13.2" W for a distance of 59.49 feet to a point on a line; thence, S 64° 20' 17.6" W for a distance of 59.50 feet to a point on a line; thence, S 66° 48' 20.3" W for a distance of 59.50 feet to a point on a line; thence, S 69° 16' 23.9" W for a distance of 59.50 feet to a point on a line; thence, S 71° 44' 30.1" W for a distance of 59.50 feet to a point on a line; thence, S 74° 12' 33.5" W for a distance of 59.50 feet to a point on a line; thence, S 76° 40' 38.1" W for a distance of 59.49 feet to a point on a line; thence, S 79° 08' 40.7" W for a distance of 59.50 feet to a point on a line; thence, S 81° 36' 47.6" W for a distance of 59.50 feet to a point on a line; thence, S 84° 04' 49.5" W for a distance of 59.50 feet to a point on a line; thence, S 86° 32' 54.8" W for a distance of 59.49 feet to a point on a line; thence, S 89° 00' 58.2" W for a distance of 59.50 feet to a point on a line; thence, S 02° 49' 01.8" W for a distance of 0.02 feet to a point on a line; thence, S 01° 58' 14.1" W for a distance of 31.67 feet to a point on a line; thence N 88° 19' 45.8" W a distance of 2063.49 feet to the POINT OF BEGINNING. Containing 107.51 acres more or less.

BEAVER CITY PROJECT ZONE

Parcels: 0300490008, 0300740010, 0300740011, 0300810004, 0300470022, 0300470025, 0300470026, 0300490002, 0300490001, 0300490009, 0300479991, 0300490004, 0300470016, 0300490010, 0300490011, 0101320005, 0101330002, 0101330006, 0101330008, 0101330009, 0101330010, 0101330011, 0101330012, 0101330013, 0101330019, 0101330020, 0101330021, 0101330022, 0101330024, 0101450001, 0101450002, 0300470013, 0300490003, 0300490007, 0300490005, 0300490006, 0101440001, 0101440003, 0101440002, 0101440004, 0101430003, 0101430006, 0101430008, 0300810025, 0300810023, 0300810024, 0300810022, 0300810021, 0300810014, 0300810013, 0300810012, 0300810007, 0300810011, 0300810010, 0300810009, 0300810006, 0300810005, 0300810017, 0300810003, 0300810002, 0300470015, 0300810001, 0300810020, 0300810019, 0300810018, 0300810016, 0300810015, 0300810008

A part of Sections 31-33, Township 29 South, Range 7 West, a part of Sections 4-6, Township 30 South, Range 7 West, Salt Lake Base and Meridian, US Survey,

Beginning at a point, said point being 1,362.73 feet going South from the Northeast Corner of said Section 32, Township 29 South, Range 7 West or the POINT OF BEGINNING; and running thence, N 00° 49' 41.1" E for a distance of 650.14 feet to a point on a line; thence, S 89° 09' 05.6" E for a distance of 1691.15 feet to a point on a line; thence, S 39° 14' 09.7" E for a distance of 75.29 feet to a point on a line; thence, S 40° 23' 00.0" E for a distance of 100.00 feet to a point on a line; thence, S 42° 52' 44.5" E for a distance of 232.50 feet to a point on a line; thence, S 40° 18' 48.1" E for a distance of 75.00 feet to a point on a line; thence, S 31° 39' 39.6" E for a distance of 61.20 feet to a point on a line; thence, S 25° 49' 15.8" E for a distance of 47.30 feet to a point on a line; thence, S 21° 30' 39.5" E for a distance of 50.30 feet to a point on a line; thence, S 18° 09' 58.6" E for a distance of 58.50 feet to a point on a line; thence, S 10° 58' 43.4" E for a distance of 64.70 feet to a point on a line; thence, S 01° 29' 14.7" E for a distance of 598.97 feet to a point on a line; thence, S 00° 01' 13.0" W for a distance of 211.36 feet to a point on a line; thence, S 00° 20' 03.2" W for a distance of 518.39 feet to a point on a line; thence, S 02° 58' 53.4" E for a distance of 163.48 feet to a point on a line; thence, S 00° 00' 00.1" E for a distance of 1101.02 feet to a point on a line; thence, S 04° 55' 24.9" E for a distance of 65.73 feet to a point on a line; thence, N 89° 06' 26.6" W for a distance of 34.52 feet to a point on a line; thence, S 05° 41' 33.5" E for a distance of 445.48 feet to a point on a line; thence, S 00° 03' 06.3" W for a distance of 2218.33 feet to a point on a line; thence, N 88° 59' 27.4" W for a distance of 891.23 feet to a point on a line; thence, S 00° 41' 21.7" W for a distance of 3988.94 feet to a point on a line; thence, N 89° 30' 24.0" W for a distance of 10701.16 feet to a point on a line; thence, N 00° 57' 36.4" E for a distance of 4057.86 feet to a point on a line; thence, S



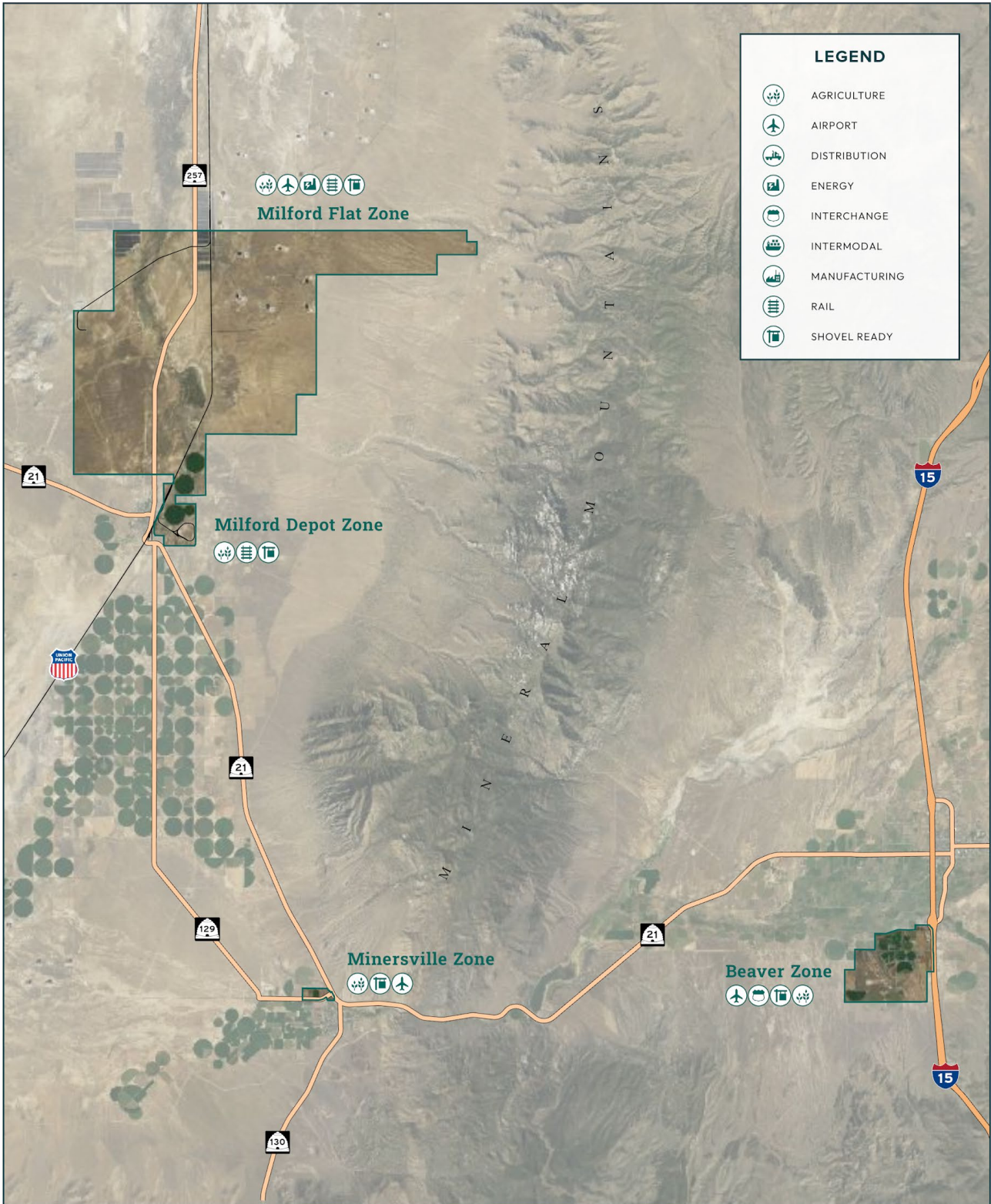
89° 14' 35.2" E for a distance of 1326.54 feet to a point on a line; thence, N 01° 04' 42.3" E for a distance of 2675.14 feet to a point on a line; thence, S 89° 00' 32.0" E for a distance of 2660.37 feet to a point on a line; thence, N 00° 53' 51.3" E for a distance of 2117.57 feet to a point on a line; thence, S 89° 00' 11.0" E for a distance of 1361.41 feet to a point on a line; thence, N 72° 45' 51.9" E for a distance of 1723.93 feet to a point on a line; thence, S 89° 00' 14.9" E for a distance of 1004.62 feet to a point on a line; thence, S 00° 51' 04.9" W for a distance of 24.82 feet to a point on a line; thence, S 89° 00' 10.8" E for a distance of 301.50 feet to a point on a line; thence, S 00° 50' 53.4" W for a distance of 25.00 feet to a point on a line; thence, S 89° 00' 10.8" E for a distance of 110.00 feet to a point on a line; thence, N 00° 50' 48.0" E for a distance of 25.00 feet to a point on a line; thence, S 89° 24' 41.0" E for a distance of 98.20 feet to a point on a line; thence, S 00° 16' 14.5" W for a distance of 12.71 feet to a point on a line; thence S 89° 10' 15.1" E a distance of 825.13 feet to the POINT OF BEGINNING. Containing 2,069.39 acres more or less.

DRAFT



Appendix B: Project Area Maps & Imagery





Appendix C: Legislative Body Written Consent

BEAVER COUNTY RESOLUTION 2023-04

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

WHEREAS Beaver County (the “County”) is a political subdivision of the State of Utah, and the Board of Beaver County Commissioners (the “Board”) 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”) Board to create a Project Area (“Project Area”) to help fund the development of a Project Area in our County and

WHEREAS a Project Area fits 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 our residents. This project will bring new primary employment opportunities to the County and it will provide enhanced logistics to local and regional companies. Additionally, this project fits the County’s general plan and the zoning for this area; and

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

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF BEAVER COUNTY COMMISSIONERS AS FOLLOWS that the Board hereby: (1) consents to include sites in the proposed Utah Inland Port Authority Project Area; and (2) requests the Port Authority to consider a project area in our County 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.*

RESOLVED, ADOPTED, AND ORDERED this 18th day of April, 2023.

BOARD OF COUNTY COMMISSIONERS
BEAVER COUNTY, UTAH

By: Walt Halliday
- Chairman

ATTEST:

[Signature]
- Beaver County Clerk





MILFORD CITY, A Municipal Corporation

RESOLUTION No. 2-2023

A RESOLUTION SUPPORTING THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN MILFORD, UTAH

WHEREAS Milford City (the "City") is a political subdivision of the State of Utah, and the Council of Milford City (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 Project Area in our 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. This project will bring new primary employment opportunities to the City and it will provide enhanced logistics to local and regional companies. Additionally, this project fits the City's general plan and the zoning for this area; and

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

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF MILFORD CITY AS FOLLOWS that the Council hereby: (1) consents to include a site in the proposed Utah Inland Port Authority Project Area; and (2) requests the Port Authority to consider a project area in our 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.*

RESOLVED, ADOPTED, AND ORDERED this 16th day of May, 2023.

MAYOR OF MILFORD CITY, UTAH

By: 
Nolan Davis, Mayor

Council Member	Aye	Nay
Ian "Jeep" Spaulding	✓	
Scott Symond	✓	
Russell Smith	✓	
Les Whitney	✓	
Terry Wiseman	✓	

ATTEST:


Monica D. Seifers, City Recorder



BEAVER CITY RESOLUTION 8-29-2023

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

WHEREAS, Beaver City, Beaver County, State of Utah, a body politic, is a municipal corporation organized and established for the purpose of providing municipal services to its residents; and

WHEREAS, the City desires that the Utah Inland Port Authority (the “**Port Authority**”) Board create a Project Area (“**Project Area**”) and to help fund development of the same for the benefit of Beaver City; and

WHEREAS, a Project Area fits the City’s economic development vision by encouraging the retention and expansion of existing companies, promotes and recruits new companies creating additional employment opportunities for City residents, and expands healthy economic growth for the City’s long-term sustainability through enhanced logistics to local and regional companies.

WHEREAS, a Project Area fits the City’s general plan and the zoning for this area; and


WHEREAS, Beaver City is an Enterprising and Opportunity zoned city; and

WHEREAS, the general public will benefit from the creation of this Project Area through the creation through improved movement of materials in and out of Utah; and by better utilizing current railroad infrastructure, and maximizing our transportation resources regionally.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BEAVER CITY, STATE OF UTAH, AS FOLLOWS:

Council hereby: (1) consents to include sites in the proposed Utah Inland Port Authority Project Area; and (2) requests the Port Authority to consider a project area in Beaver 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.*

RESOLVED, ADOPTED, AND ORDERED this 29th day of August, 2023.



Matt Robinson, Mayor
Beaver City, Utah



Voting:	Aye	Nay	Abstain
Lance Cox	<u>X</u>	_____	_____
Owen Spencer	<u>X</u>	_____	_____
Alison Webb	<u>X</u>	_____	_____
Tyler Schena	<u>X</u>	_____	_____
Hal Murdock	<u>X</u>	_____	_____

ATTEST:

Anona S. Yardley
 Anona Yardley, Beaver City Recorder



Appendix D: Project Area Budget Summary

Model Summary	
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 Revenues	\$ 33,146,010
Tax Differential to Project Area	\$ 41,000,000
Tax Differential to Other Taxing Entities	\$ 13,700,000
Total Tax Differential	\$ 54,700,000
Less: Admin Expenses	\$ 2,050,000
Total Remaining Differential for Projects	\$ 38,950,000

Taxing Entities	
Beaver County Tax District 004	
Beaver	0.001496
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000299
Beaver County School District	0.005883
Minersville town	0.000711
Beaver County Special Service District No. 2	0.000334
Milford Area Health Care Service District No. 3	0.000997
Total Tax Rate	0.009735



Appendix E: Environmental Review Report

INTRODUCTION

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

PROJECT AREA DESCRIPTION

The combined Mineral Mountains Project Area in Beaver County is approximately 25,400 acres and has three non-contiguous zones under consideration:

MILFORD FLAT ZONE & MILFORD DEPOT ZONE

This part of the project area is located along UT-257 just north of Milford City and consists of approximately 23,200 acres. The Milford Flat Zone encompasses the Milford Municipal Airport (MLF), Martin Marietta Milford Quarry, and portions of the Escalante Solar Project.

The Milford Depot Zone part of the project area is located east/southeast of Milford City, near the junction between UT-257 and UT-21. The Milford Depot Zone encompasses the Smithfield Hog Production Mill which is served by a rail spur.

MINERSVILLE ZONE

This part of the project area is located northeast of Minersville City along UT-21 and consists of approximately 108 acres.

BEAVER ZONE

This part of the project area is located south of Beaver City along the west side of I-15 and consists of approximately 2,100 acres. The Beaver Zone encompasses the Beaver Municipal Airport and the Beaver County Sheriff's Office.



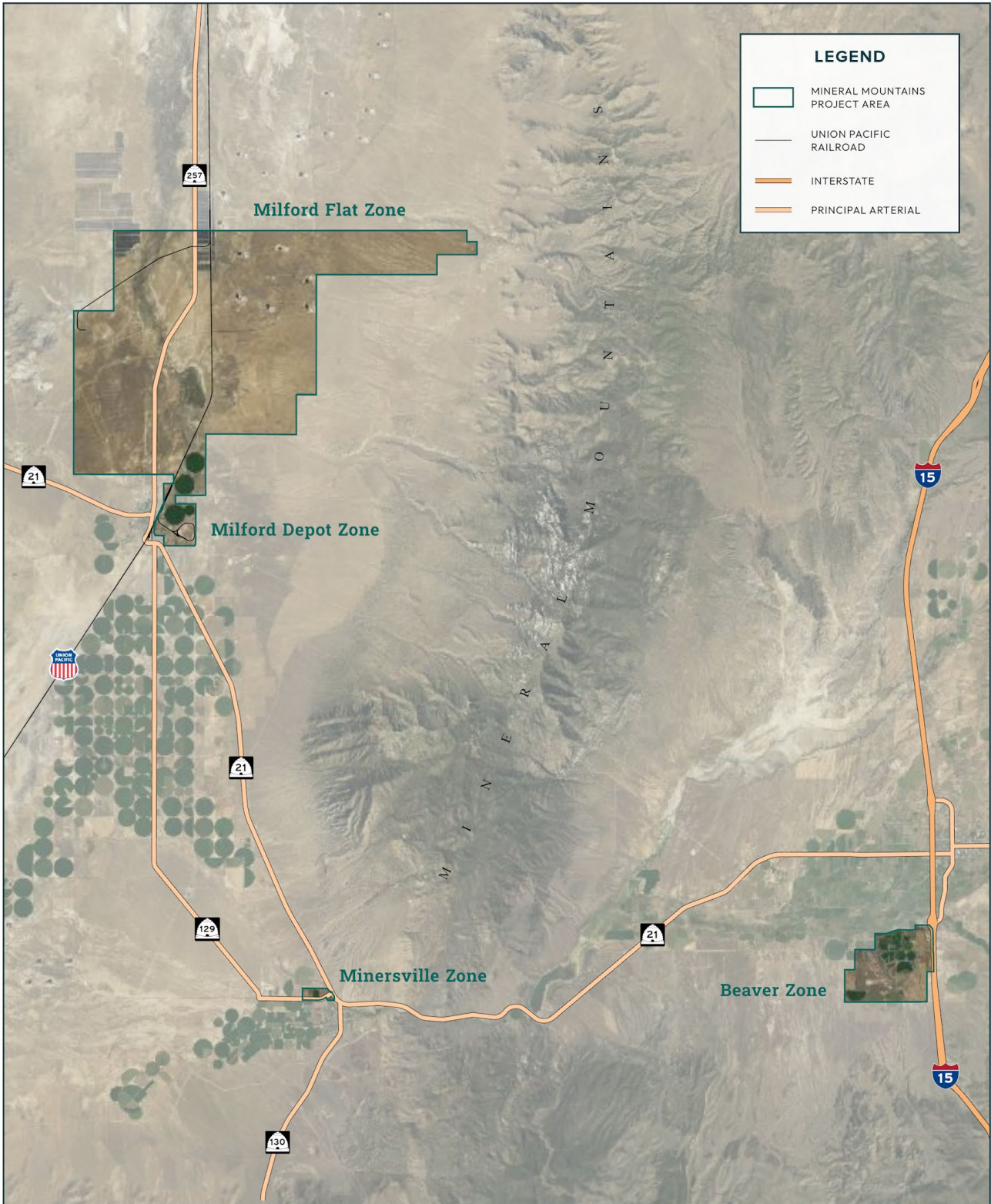


FIGURE 1: MINERAL MOUNTAINS PROJECT AREA CANDIDATE

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 Beaver County is below.

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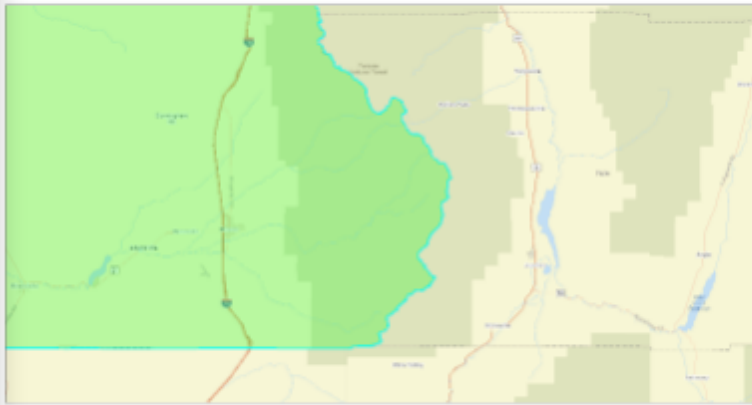


EJScreen Community Report

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

Beaver County, UT

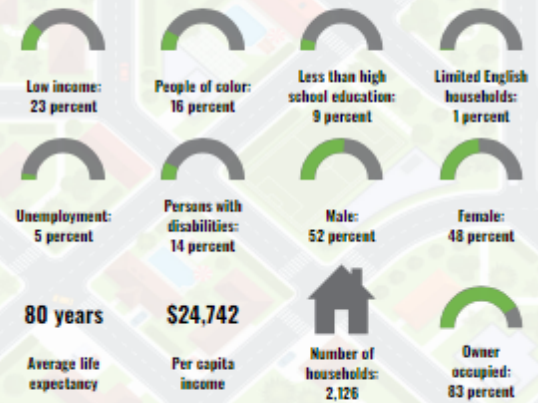
County: Beaver
Population: 6,962
Area in square miles: 527.95



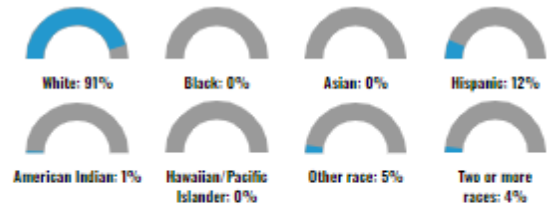
August 20, 2023
Page 1

1:200,000
0 2.5 5 7.5 10
0 2.5 5 7.5 10
Kilometers
Miles

COMMUNITY INFORMATION



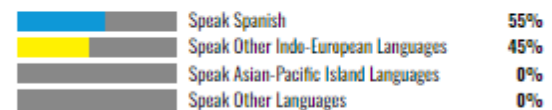
BREAKDOWN BY RACE



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) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	87%
Spanish	11%
Russian, Polish, or Other Slavic	1%
Other and Unspecified	1%
Total Non-English	13%



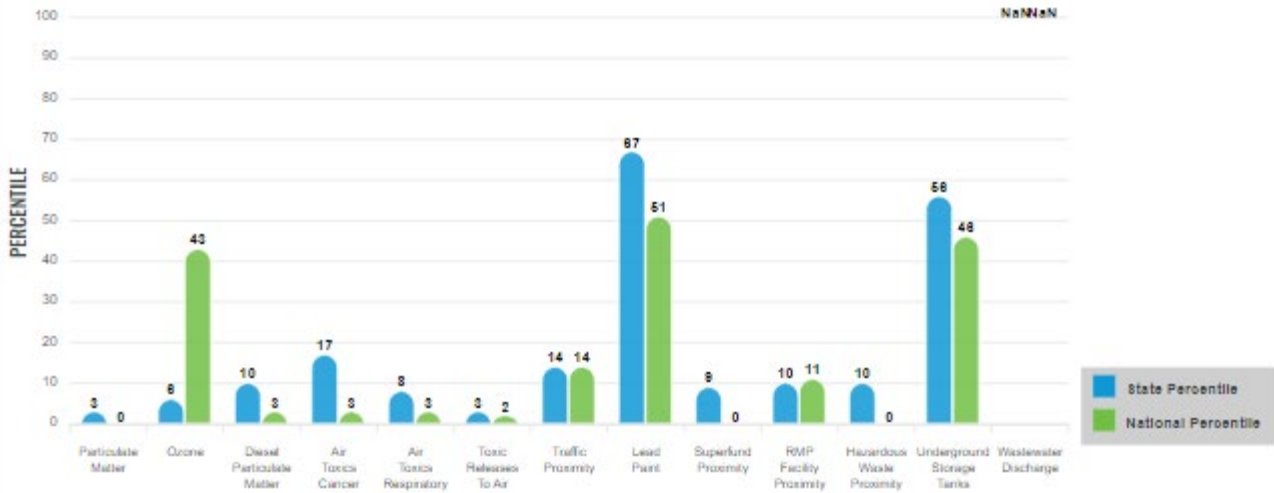
Environmental Justice & Supplemental Indexes

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

EJ INDEXES

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

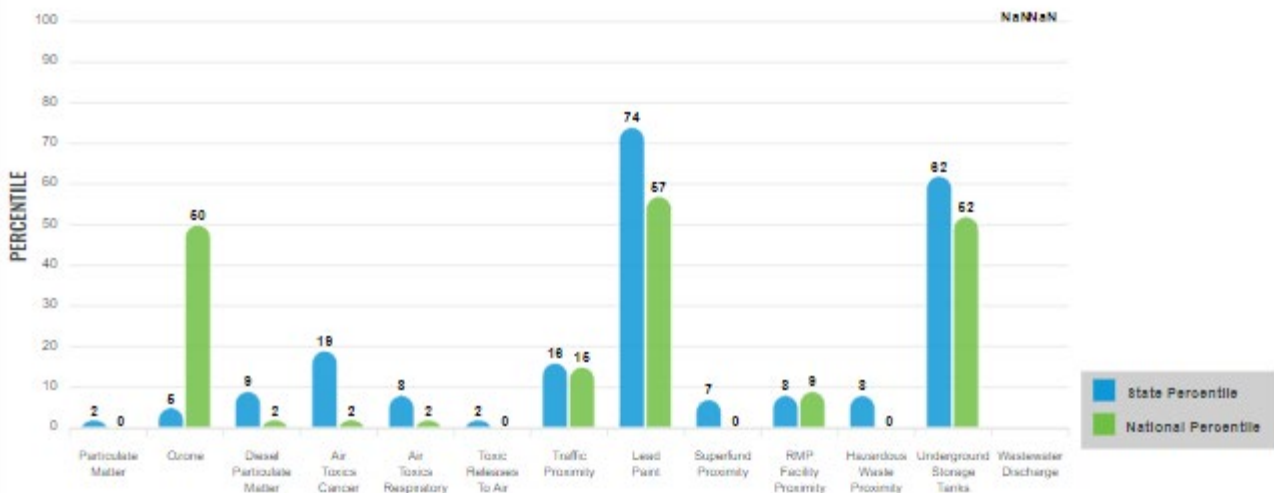
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

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

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



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

Report for County: Beaver



EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	4.1	6.07	2	8.08	0
Ozone (ppb)	60.9	64.5	4	61.6	48
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.0373	0.262	7	0.261	2
Air Toxics Cancer Risk* (lifetime risk per million)	10	18	1	25	1
Air Toxics Respiratory HI*	0.1	0.22	1	0.31	1
Toxic Releases to Air	0.006	5,100	2	4,600	1
Traffic Proximity (daily traffic count/distance to road)	16	160	15	210	21
Lead Paint (% Pre-1960 Housing)	0.36	0.18	81	0.3	63
Superfund Proximity (site count/km distance)	0.0042	0.18	7	0.13	0
RMP Facility Proximity (facility count/km distance)	0.042	0.37	6	0.43	8
Hazardous Waste Proximity (facility count/km distance)	0.014	0.86	6	1.9	1
Underground Storage Tanks (count/km ²)	2	2.3	62	3.9	59
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	12	N/A	22	N/A
SOCIOECONOMIC INDICATORS					
Demographic Index	20%	24%	47	35%	31
Supplemental Demographic Index	11%	11%	58	14%	42
People of Color	16%	22%	45	39%	32
Low Income	23%	26%	51	31%	43
Unemployment Rate	5%	3%	76	6%	59
Limited English Speaking Households	1%	2%	68	5%	58
Less Than High School Education	9%	7%	73	12%	55
Under Age 5	9%	7%	73	6%	82
Over Age 64	14%	12%	67	17%	44
Low Life Expectancy	18%	19%	39	20%	33

*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/https/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	68
Air Pollution	0
Brownfields	0
Toxic Release Inventory	3

Other community features within defined area:

Schools	7
Hospitals	2
Places of Worship	10

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

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

Report for County: Beaver



EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	39	20%	33
Heart Disease	6.2	4.6	89	6.1	54
Asthma	10.6	10.8	42	10	71
Cancer	6.3	5.2	77	6.1	52
Persons with Disabilities	12.9%	10.2%	78	13.4%	52

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	8%	54	12%	40
Wildfire Risk	77%	51%	55	14%	88

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	18%	9%	84	14%	69
Lack of Health Insurance	10%	9%	64	9%	68
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Beaver

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 Mineral Mountains Project Area. Map units are defined below.

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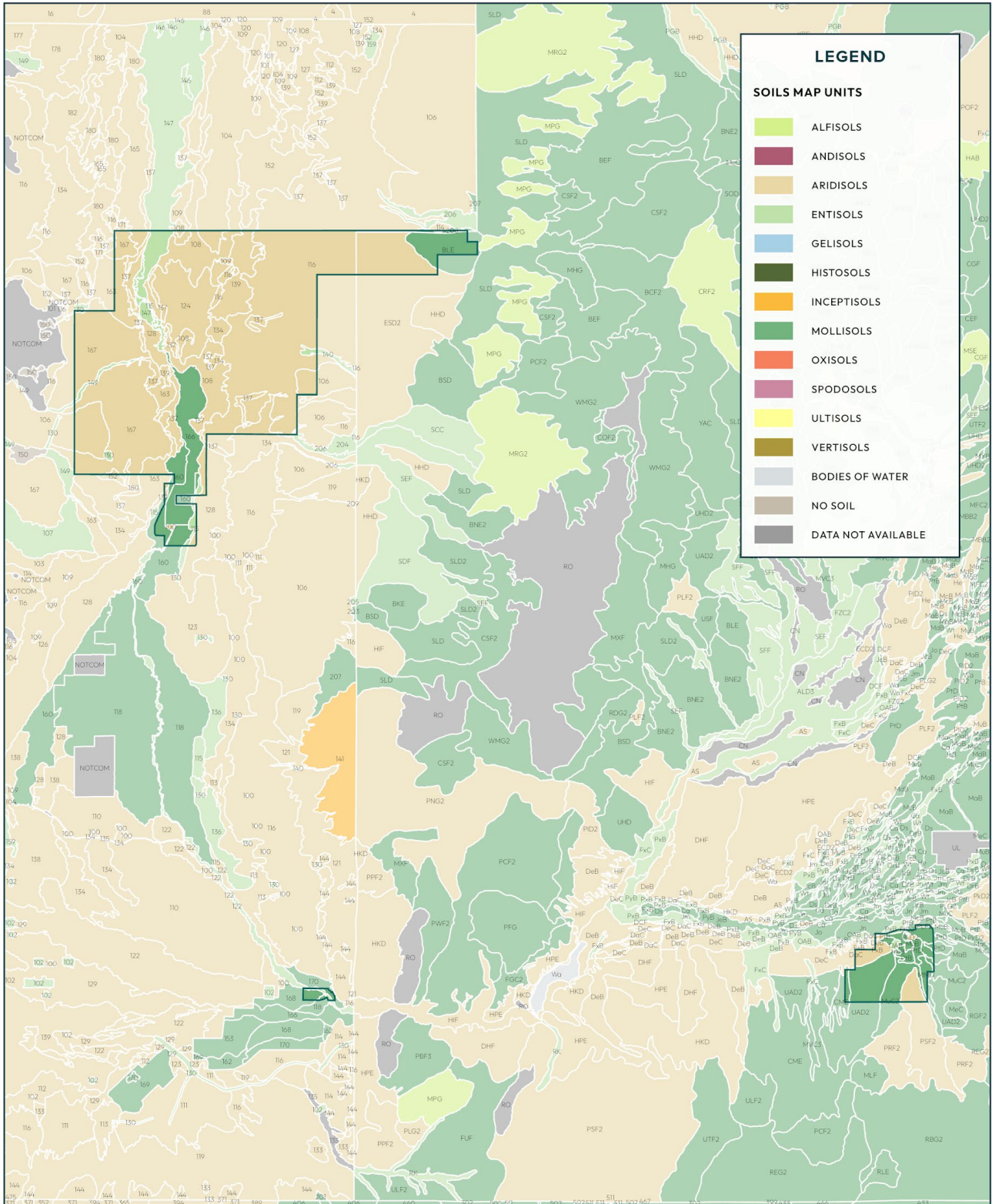


FIGURE 2: MINERAL MOUNTAINS PROJECT AREA SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
100	Pits, gravel-Dumps complex, 0 to 4 percent slopes	14.7	0.1%
104	Uvada-Playas complex, 0 to 2 percent slopes	133.9	0.5%
106	Dixie-Garbo complex, 3 to 8 percent slopes	796.1	3.1%
108	Thermosprings silt loam, 0 to 3 percent slopes	1815.8	7.1%
109	Harding-Berent association	86.4	0.3%
114	Hiko Peak gravelly loam, 3 to 8 percent slopes	1.6	0.0%*
115	Woodrow, slightly saline-Blue Star complex, 0 to 5 percent slopes	256.7	1.0%
116	Hiko Peak-Crestline complex, 3 to 8 percent slopes	6412.1	25.2%
118	Rustico silty clay loam, 0 to 2 percent slopes	7.3	0.0%*
124	Garbo-Biblesprings-Manselo, strongly alkaline complex, 0 to 5 percent slopes	1529.8	6.0%
128	Harding silt loam, 0 to 2 percent slopes	530.8	2.1%
130	Arents-Urban land complex, 0 to 5 percent slopes	26.8	0.1%
134	Heist-Crestline, thick surface complex, 0 to 5 percent slopes	466.8	1.8%
137	Escalante sandy loam, 3 to 15 percent slopes	880.0	3.5%
139	Thermal Springs-Taylor's Flat, moderately saline-Kunzler complex 0 to 2 percent slopes	1030.0	4.1%
140	Medburn-Hiko Peak complex, 1 to 5 percent slopes	37.5	0.1%
147	Woodrow, moderately saline-Musinia, moderately saline-Playas association	496.2	2.0%
149	Riverwash-Medburn association	93.6	0.4%
152	Drum-Taylor's Flat, moderately saline association	10.5	0.0%*
160	Trenton-Bonolden, very slightly sodic, association	529.2	2.1%
163	Taylor's flat sandy loam, 2 to 5 percent slopes	847.5	3.3%
165	Crestline, thick surface-Sugarloaf complex, 1 to 5 percent slopes	83.2	0.3%
166	Musinia-Ushar complex, 0 to 2 percent slopes	1224.2	4.8%
167	Crestline sandy loam, 3 to 8 percent slopes	4269.0	16.8%
168	Flowell sandy clay loam, 0 to 3 percent slopes	67.2	0.3%
170	Blue Star-Ushar complex, 2 to 5 percent slopes	17.7	0.1%
171	Thermal Springs-Playas association	1.0	0.0%*
180	Sutcliffe-Thermal Springs complex, 0 to 2 slopes	16.8	0.1%
206	Sheeprock-Cokel complex, 3 to 30 percent slopes	1.7	0.0%*
208	Blackett-Blue Star association, 3 to 20 percent slopes	22.8	0.1%
BLE	Blackett-Blue Star association, 3 to 20 percent slopes	582.2	2.3%
CME	Cokel coarse sandy loam, 3 to 15 percent slopes	44.8	0.2%
DeB	Decca loam, 1 to 3 percent slopes	3.1	0.0%*
DeC	Decca loam, 3 to 6 percent slopes	198.9	0.8%
ESD2	Escalante-Hiko Peak complex, 2 to 10 percent slopes, eroded	1060.4	4.2%
Jn	James Canyon silty clay loam, heavy variant	0.8	0.0%*
MaB	Manderfield loam, 1 to 3 percent slopes	151.8	0.6%
MMD	Mill Hollow very cobbly loam, 2 to 10 percent slopes	95.8	0.4%
MuB	Mosida loam, 1 to 3 percent slopes	89.8	0.4%
MuC2	Mosida loam, 1 to 6 percent slopes, eroded	380.1	1.5%
OAB	Oasis loam, 1 to 3 percent slopes	25.8	0.1%
PID2	Phage loam, 3 to 10 percent slopes, eroded	3.7	0.0%*
PkD2	Phage gravelly loam, 3 to 10 percent slopes, eroded	17.0	0.1%
PLF2	Phage cobbly loam, 3 to 30 percent slopes, eroded	5.0	0.0%*
PSF2	Phage-Ushar complex, 3 to 30 percent slopes, eroded	204.8	0.8%
PtB	Pharo loam, 1 to 3 percent slopes	130.0	0.5%



PtD	Pharo loam, 3 to 10 percent slopes	96.3	0.4%
PxB	Poganeab clay loam, 1 to 3 percent slopes	8.1	0.0%*
UAD2	Ushar sandy loam, 3 to 10 percent slopes, eroded	613.5	2.4%
Totals for Area of Interest		25425.7	100.0%

*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.

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 Beaver County that have been previously recorded on the official list of the Nation's historic places worthy of preservation.

Property Name	State	County	City	Street & Number
Ashworth, John, House	UTAH	Beaver	Beaver	1105 S. 1st West
Ashworth, John, House	UTAH	Beaver	Beaver	115 S. 200 West
Atkin, James, House	UTAH	Beaver	Beaver	260 W. 300 North
Atkins and Smith House	UTAH	Beaver	Beaver	390 N. 400 West
Baldwin, Caleb, House	UTAH	Beaver	Beaver	195 S. 400 East
Barton, William, House	UTAH	Beaver	Beaver	295 N. 300 East
Beaver City Library	UTAH	Beaver	Beaver	50 W. Center St.
Beaver County Courthouse	UTAH	Beaver	Beaver	90 E. Center St.
Beaver Opera House	UTAH	Beaver	Beaver	55 E. Center St.
Beaver Relief Society Meetinghouse	UTAH	Beaver	Beaver	35 N. 1st East
Bird, Edward, House	UTAH	Beaver	Beaver	Center and 300 East
Black, John, House	UTAH	Beaver	Beaver	595 N. 100 West
Bohn, Joseph, House	UTAH	Beaver	Beaver	355 S. 200 West
Boyter, Alexander, House	UTAH	Beaver	Beaver	590 N. 200 West
Boyter, James, House	UTAH	Beaver	Beaver	90 W. 200 North
Boyter, James, Shop	UTAH	Beaver	Beaver	50 W. 200 North
Bradshaw, George Albert, House	UTAH	Beaver	Beaver	265 N. 200 West
Burt, William, House	UTAH	Beaver	Beaver	515 E. Center St.
Cowdell, Enoch E., House	UTAH	Beaver	Beaver	595 N. 4th West
Cox, Silas, House	UTAH	Beaver	Beaver	1st South and 4th East
Crosby, Alma, House	UTAH	Beaver	Beaver	115 E. 1st North
Dalten, Charles A., House	UTAH	Beaver	Beaver	270 S. 1st West
Dean, James Heber, House	UTAH	Beaver	Beaver	390 W. 500 North



Erickson House	UTAH	Beaver	Beaver	290 N. 300 West
Farnsworth, Julia P. M., Barn	UTAH	Beaver	Beaver	180 W. Center St. (rear)
Farnsworth, Julia, House	UTAH	Beaver	Beaver	180 W. Center St.
Fennemore, Dr. George, House	UTAH	Beaver	Beaver	90 S. 100 West
Fennemore, James, House	UTAH	Beaver	Beaver	195 N. 2nd East
Fernley, Edward, House	UTAH	Beaver	Beaver	215 E. 200 North
Fernley, William, House	UTAH	Beaver	Beaver	1045 E. 200 North
Fort Cameron	UTAH	Beaver	Beaver	E of Beaver on UT 153
Fotheringham, Caroline, House	UTAH	Beaver	Beaver	290 N. 600 East
Fotheringham, William, House	UTAH	Beaver	Beaver	190 W. 1st North
Frazer, David L., House	UTAH	Beaver	Beaver	817 E. 200 North
Frazer, Thomas, House	UTAH	Beaver	Beaver	590 N. 300 West
Frisco Charcoal Kilns	UTAH	Beaver	Milford	W of Milford off UT 21
Gale, Henry C., House	UTAH	Beaver	Beaver	495 N. 1st East
Gale, Henry C., House	UTAH	Beaver	Beaver	95 E. 500 North
Greenwood, William, House	UTAH	Beaver	Beaver	190 S. 1st West
Grimshaw, Duckworth, House	UTAH	Beaver	Beaver	95 N. 400 West
Grimshaw, John, House	UTAH	Beaver	Beaver	290 N. 200 East
Harris, Louis W., Flour Mill	UTAH	Beaver	Beaver	915 E. 200 North
Harris, Louis W., House	UTAH	Beaver	Beaver	55 E. 200 North
Harris, Sarah Eliza, House	UTAH	Beaver	Beaver	375 E. 200 North
Hawkins, William and Eliza, House	UTAH	Beaver	Beaver	95 E. 200 North
House at 110 S. 3rd West	UTAH	Beaver	Beaver	110 S. 3rd West
House at 325 S. Main St.	UTAH	Beaver	Beaver	325 S. Main St.
Huntington, Joseph, House	UTAH	Beaver	Beaver	215 S. 2nd West
Jackson, Samuel, House	UTAH	Beaver	Beaver	215 S. 2nd East
Jenner-Griffiths House	UTAH	Beaver	Minersville	10 N. 300 East
Jones, Thomas, House	UTAH	Beaver	Beaver	635 N. 400 West
Lee, John Ruphard, House	UTAH	Beaver	Beaver	195 N. 1st West
Limb, Lester, House	UTAH	Beaver	Beaver	495 N. 400 West
Low Hotel	UTAH	Beaver	Beaver	95 N. Main St.
Maeser, Reinhard, House	UTAH	Beaver	Beaver	295 E. 200 North
Mansfield, Murdock and Co. Store	UTAH	Beaver	Beaver	W. Center and N. Main Sts.
McEvan, Mathew, House	UTAH	Beaver	Beaver	205 N. 100 West
Meeting Hall	UTAH	Beaver	Beaver	1st North and 3rd East
Minersville City Hall	UTAH	Beaver	Minersville	600 W. Main St.
Morgan, William, House	UTAH	Beaver	Beaver	110 W. 600 North
Morris, Andrew James, House	UTAH	Beaver	Beaver	110 N. 400 East
Moyes, William, Jr., House	UTAH	Beaver	Beaver	395 N. 100 West
Mud Spring	UTAH	Beaver	Garrison	Address Restricted
Muir, David, House	UTAH	Beaver	Beaver	295 N. 300 West
Murdock, Almira Lott, House	UTAH	Beaver	Beaver	85 W. 1st North
Murdock, John Riggs and Wolfenden, Mary Ellen, House	UTAH	Beaver	Beaver	90 W. 1st North
Nowers, Wilson G., House	UTAH	Beaver	Beaver	195 E. 1st North
Odd Fellows Hall	UTAH	Beaver	Beaver	33-35 N. Main St.
Olcott, Frances A., House	UTAH	Beaver	Beaver	590 E. 100 North
Orwin, Jessie, House	UTAH	Beaver	Beaver	390 W. 600 North



Powell, David, House	UTAH	Beaver	Beaver	115 N. 400 West
Puffer, Ephraim Orvel, House	UTAH	Beaver	Beaver	195 S. 2nd East
Reeves, Sylvester H., House	UTAH	Beaver	Beaver	90 N. 2nd West
Robinson, James E., House	UTAH	Beaver	Beaver	415 E. 400 North
Robinson, William, House	UTAH	Beaver	Beaver	E of Beaver on UT 153
Robinson, William, House	UTAH	Beaver	Beaver	95 N. 300 West
Rollins-Eyre House	UTAH	Beaver	Minersville	113 W. Main
Ryan Ranch (42 BE 618)	UTAH	Beaver	Beaver	Address Restricted
School House	UTAH	Beaver	Beaver	325 N. 200 West
Shepherd, Dr. Warren, House	UTAH	Beaver	Beaver	50 W. 1st North
Shepherd, Harriet S., House	UTAH	Beaver	Beaver	190 N. 200 East
Skinner, Horace A., House	UTAH	Beaver	Beaver	185 S. Main St.
Smith, Ellen, House	UTAH	Beaver	Beaver	395 N. 300 West
Smith, Seth W., House	UTAH	Beaver	Beaver	190 N. 600 East
Smith, William P., House	UTAH	Beaver	Beaver	190 E. Center St.
Stephens, Mitchell M., House	UTAH	Beaver	Beaver	495 N. 200 East
Stoney, Robert W., House	UTAH	Beaver	Beaver	305 W. 300 North
Stoney, Robert, House	UTAH	Beaver	Beaver	295 N. 400 West
Structure at 490 E. 200 North	UTAH	Beaver	Beaver	490 E. 200 North
Tanner, Henry M., House	UTAH	Beaver	Beaver	400 North and 300 East
Tanner, Jake, House	UTAH	Beaver	Beaver	580 S. 200 West
Tanner, Sidney, House	UTAH	Beaver	Beaver	195 E. 200 North
Tattersall, Joseph, House	UTAH	Beaver	Beaver	195 N. 400 West
Thompson, Mary I., House	UTAH	Beaver	Beaver	25 N. 400 East
Thompson, W. O., House	UTAH	Beaver	Beaver	415 N. 400 West
Thompson, William, House	UTAH	Beaver	Beaver	160 E. Center St.
Thompson, William, Jr., House	UTAH	Beaver	Beaver	10 W. 400 North
Tolton, Edward, House	UTAH	Beaver	Beaver	210 W. 400 North
Tolton, J. F., Grocery	UTAH	Beaver	Beaver	25 N. Main St.
Tolton, Walter S., House	UTAH	Beaver	Beaver	195 W. 500 North
Twitchell, Ancil, House	UTAH	Beaver	Beaver	100 S. 200 East
Tyler, Daniel, House	UTAH	Beaver	Beaver	310 N. Main St.
Upper Beaver Hydroelectric Power Plant Historic District	UTAH	Beaver	Beaver	UT 153 10 mi. E of Beaver
US Post Office-Beaver Main	UTAH	Beaver	Beaver	20 S. Main St.
White, Charles Dennis, House	UTAH	Beaver	Beaver	115 E. 400 North St.
White, Maggie Gillies, House	UTAH	Beaver	Beaver	200 North
White, Samuel, House	UTAH	Beaver	Beaver	315 N. 100 East
White, William H., House	UTAH	Beaver	Beaver	510 N. 100 East
Wildhorse Canyon Obsidian Quarry	UTAH	Beaver	Milford	Address Restricted
Willden, Charles, House	UTAH	Beaver	Beaver	180 E. 300 South
Willden, Elliot, House	UTAH	Beaver	Beaver	340 S. Main St.
Willden, Feargus O'Connor, House	UTAH	Beaver	Beaver	120 E. 1st South
Willden, John, House	UTAH	Beaver	Beaver	495 N. 200 West
Yardley, John, House	UTAH	Beaver	Beaver	210 S. 1st West



TRIBAL LANDS

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

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

NATURAL RESOURCES

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

The lead federal agencies for implementing ESA are:

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

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

The Utah Prairie Dog is a threatened species that may be present on the project site and may be adversely impacted. Portions of the project area contain suitable habitat for the Utah Prairie Dog.

[Clearance surveys](#) for Utah Prairie Dogs should be conducted by a qualified biologist during the active season for Utah Prairie Dogs (approximately April 1 to August 31) of the year prior to the sale and/or development of the project site.

The yellow-billed cuckoo is a threatened species that may be present in the project area; however, the project area does not overlap its critical habitat. Monarch butterflies are listed as candidate species and may exist in the project area. Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical 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 20 migratory bird species that occur on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC) list or warrant special attention in the project area with breeding seasons ranging between March 1st and August 31st. These migratory bird species of concern include the American white pelican, bald eagle, bobolink, California gull, Cassin's finch, Clark's grebe, evening grosbeak, franklin's gull, golden eagle, lesser yellowlegs, Lewis's woodpecker, long-eared owl, marbled godwit, olive-sided flycatcher, pinyon jay, rufous hummingbird, sage thrasher, Virginia's warbler, western grebe, and willett. It is recommended that construction activities are completed outside of the BCC breeding season (3/1 - 8/31).

The Fishlake National Forest (federal land) is directly west of the Beaver Zone portion of the project area.

WATER RESOURCES

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



Wetlands

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

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

Figure 3 displays national wetlands located in the project area.



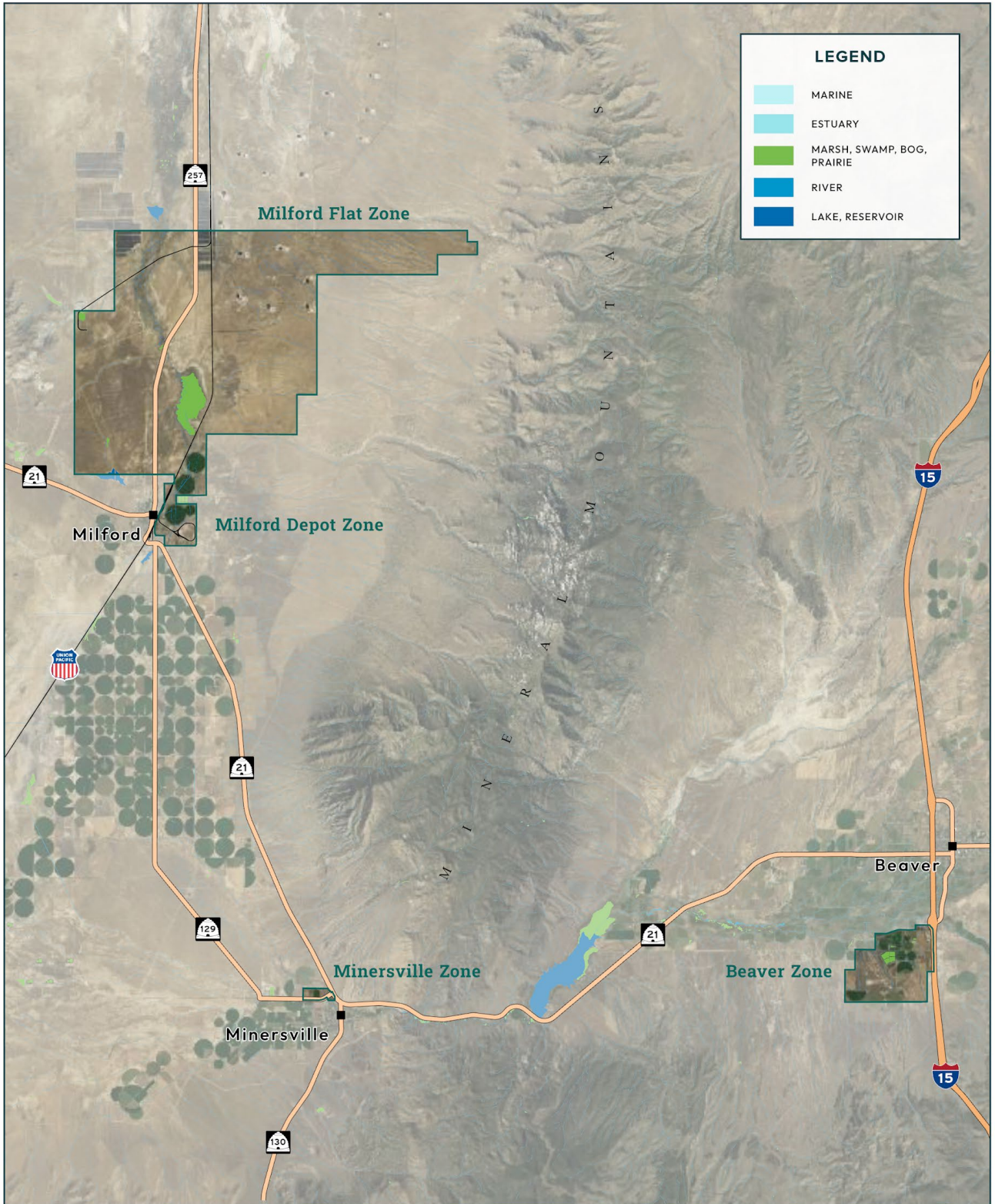


FIGURE 3: MINERAL MOUNTAINS PROJECT AREA NATIONAL WETLANDS INVENTORY MAP

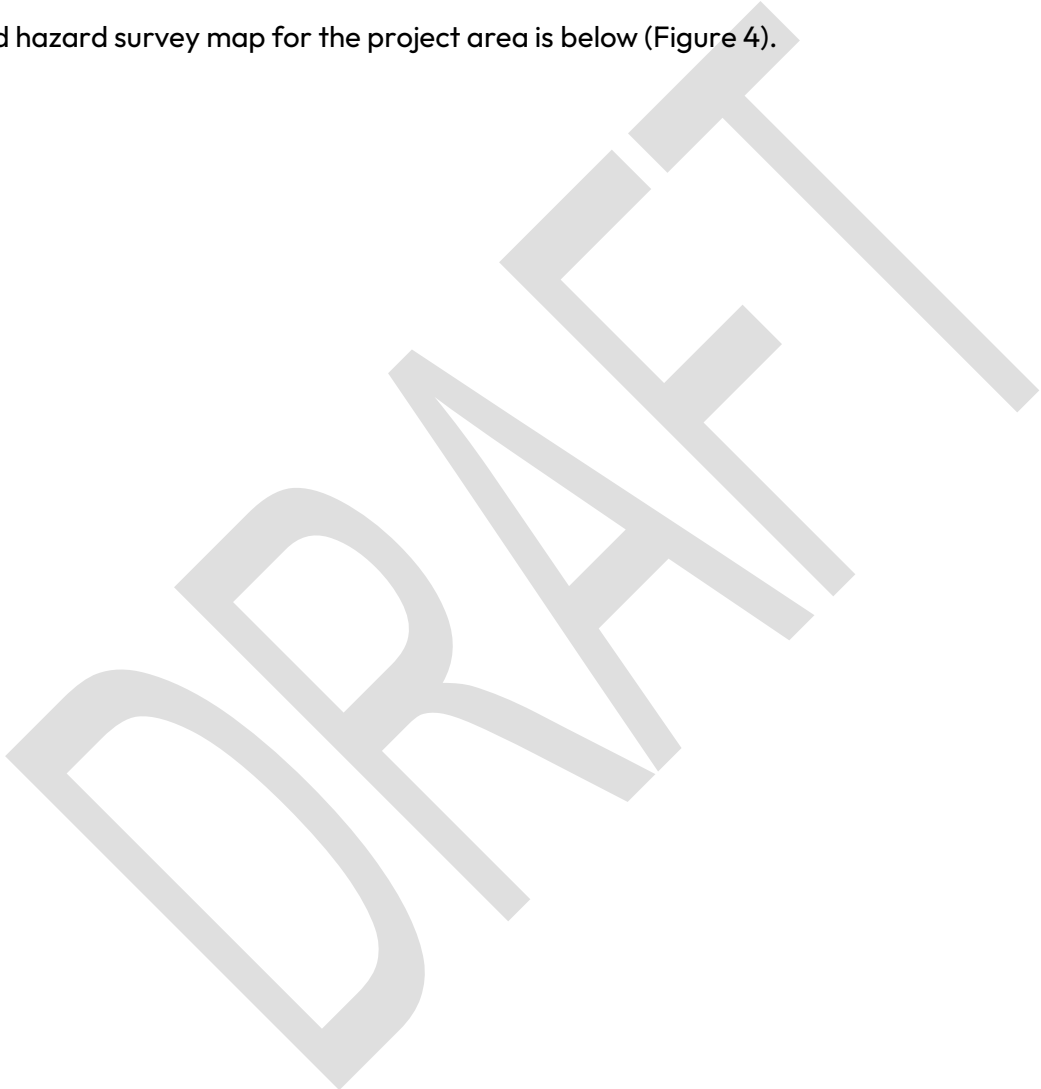
Floodplains

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).



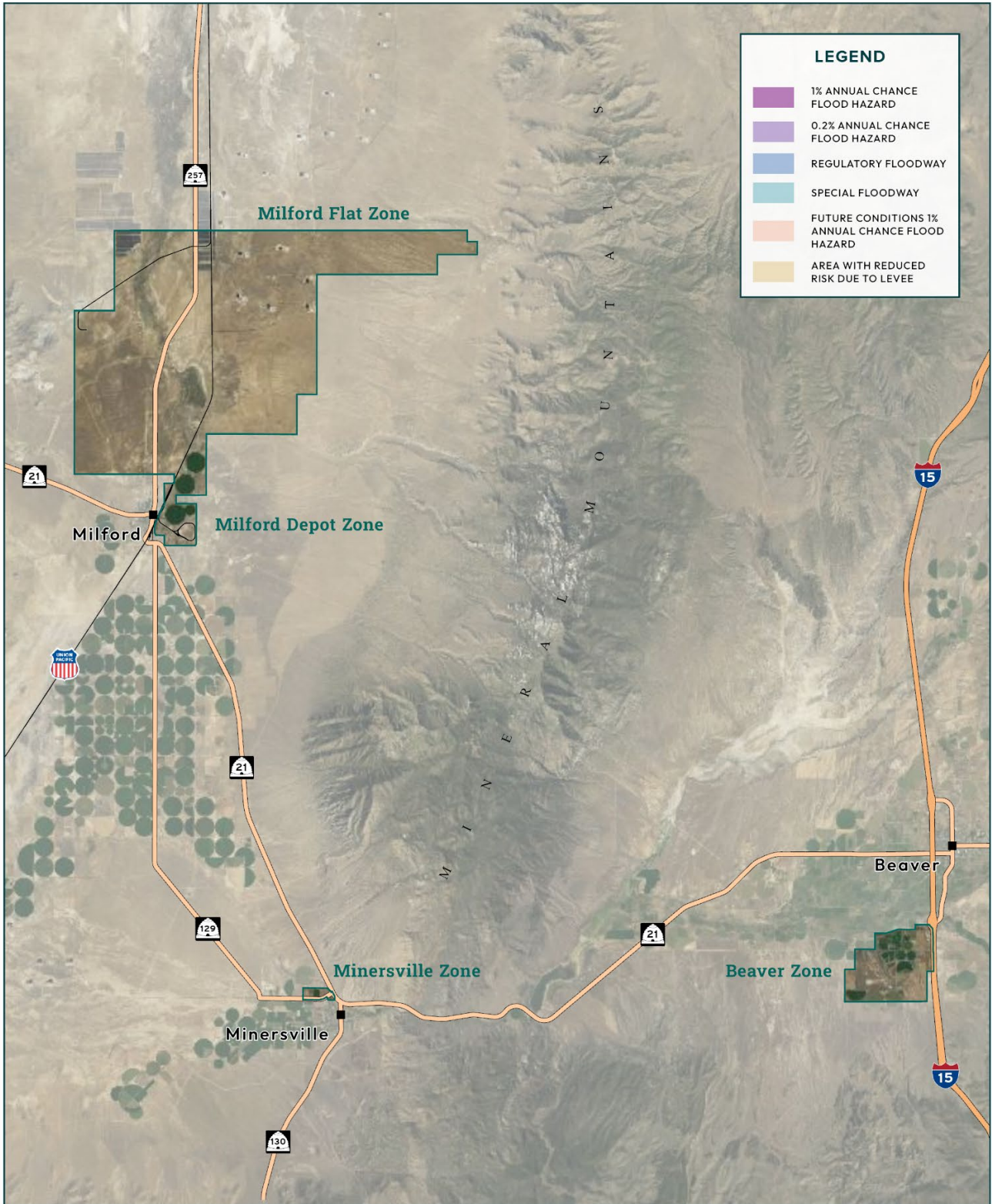


FIGURE 4: MINERAL MOUNTAINS PROJECT AREA FLOOD HAZARD SURVEY MAP

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.

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

Envirofacts

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

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

There are 38 EPA-Regulated Facilities (Figure 5) located within and adjacent to the project area and summarized below. Additional facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the [Envirofacts](#) website.



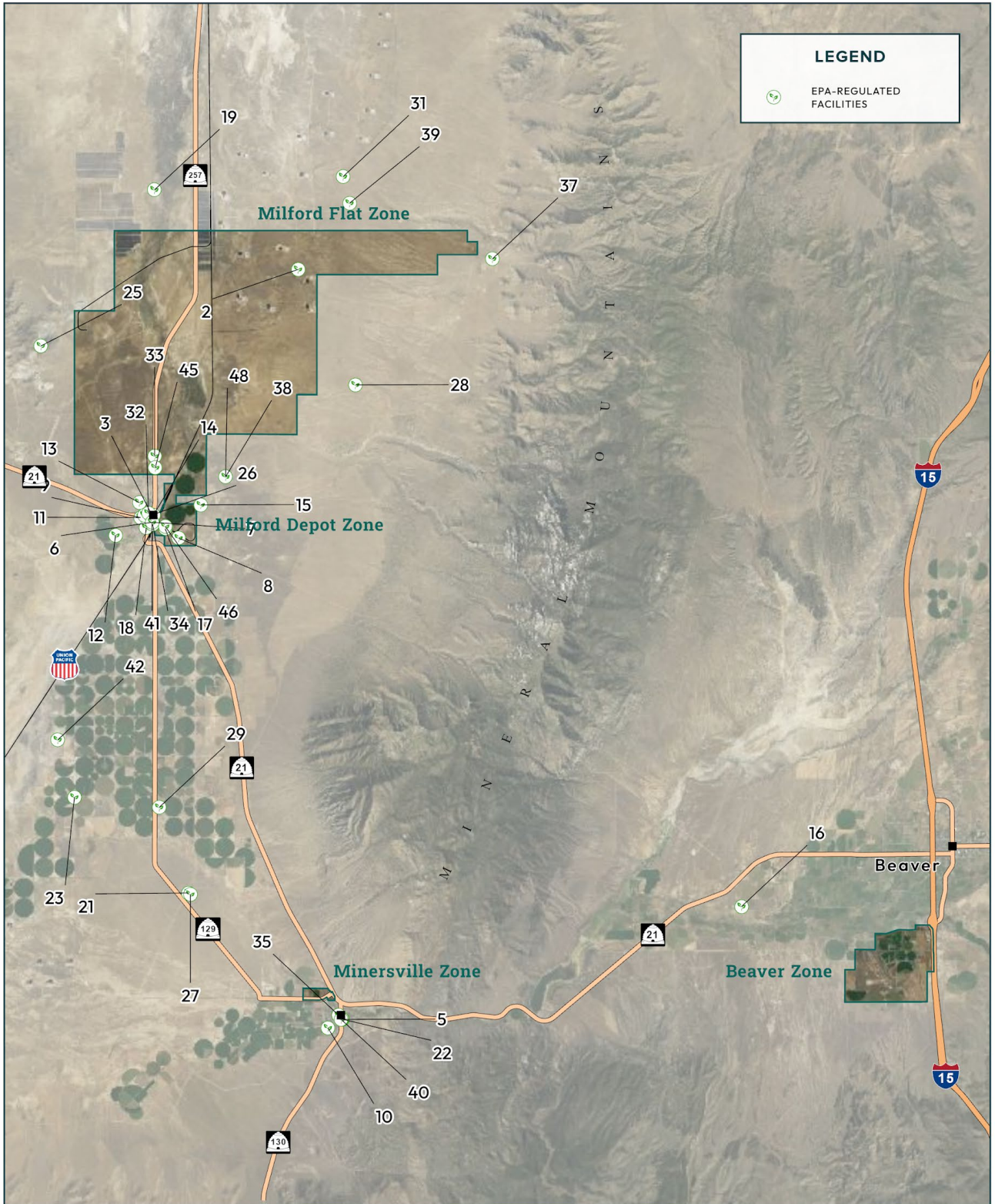


FIGURE 5: MINERAL MOUNTAINS PROJECT AREA EPA-REGULATED FACILITIES MAP

ENVIROFACTS Search | US EPA

#	EPA-Regulated Facility Name	Latitude	Longitude
2	ANTELOPE POINT ROAD ANTELOPE POINT ROAD MILFORD, UT 84751	38.4860	-112.9438
3	BEAVER CITY60 W CENTER ST BEAVER, UT 84713	38.3971	-113.0114
5	CARTER FEEDLOT PO BOX 245 MINERSVILLE, UT 84752	38.2140	-112.9234
6	CIRCLE 4 FARMS - AREA 1341 SOUTH MAIN MILFORD, UT 84751	38.3944	-113.0113
7	CIRCLE 4 FARMS - AREA 2341 S. MAIN ST MILFORD, UT 84751	38.3944	-113.0113
8	CIRCLE FOUR FARMS FEEDMILL585 EAST 6TH AVENUE MILFORD, UT 84751	38.3887	-112.9990
9	DAIRY FARMERS OF AMERICA165 S 500 W BEAVER, UT 84713	38.3961	-113.0166
10	DAIRY FARMERS OF AMERICA330 WEST 300 SOUTH BEAVER, UT 84713	38.2109	-112.9300
11	DFA CREAMERY ADDITION165 SOUTH 500 WEST BEAVER, UT 84713	38.3961	-113.0166
12	FOUR BROTHERS - ESCALANTE I SOLAR PROJECT7100 NORTH 1400 WEST MILFORD, UT 84751	38.3897	-113.0282
13	FOUR BROTHERS - ESCALANTE II SOLAR PROJECT5900 NORTH 350 WEST MILFORD, UT 84751	38.4016	-113.0172
14	FOUR BROTHERS-ESCALANTE III SOLAR PROJECT5500 NORTH HWY 257 MILFORD, UT 84751	38.3970	-113.0107
15	GRANITE PEAK SOLAR ARRAY900 EAST 300 NORTH MILFORD, UT 84751	38.4007	-112.9888
16	GREENVILLE SOLAR ARRAY1050 WEST MAIN STREET BEAVER, UT 92127	38.2550	-112.7388
18	HIDDEN TREASURE MILFORD COPPER MINE1208 SOUTH 200 WEST MILFORD, UT 84751	38.3924	-113.0140
19	HOG SLAT MILFORD PLANT1345 NORTH HIGHWAY 257 MILFORD, UT 84757	38.5148	-113.0102
21	KERN RIVER APEX EXPANSION PROJECT MORGAN TO BEAVER COUNTIES MORGAN COUNTY, UT 84050	38.2599	-112.9944
22	KERN RIVER GAS TRANSMISSION COMPANY: MILFORD COMPRESSOR STATION800 EAST 7900 SOUTH MINERSVILLE, UT 84012	38.2141	-112.9235
23	LAHO SOLAR, LLC1055 WEST 6100 SOUTH MILFORD, UT 84751	38.2947	-113.0472
25	MARTIN MARIETTA MATERIALS/TWIN MOUNTAIN 4 1/2 MILES NORTH COUNTY ROAD 163 MILFORD, UT 84751	38.4583	-113.0627
26	MILFORD26 S 100 W MILFORD, UT 84751	38.3968	-113.0123
27	MILFORD COMPRESSOR STATION - VEGETATION MANAGEMENT8000 SOUTH 800 EAST MILFORD, UT 84751	38.2594	-112.9936



28	MILFORD COVE FORT TAP TO MURPHY BROWN 46 KV TRANSMISSION LINE SECTIONS 24, 13, 12, 1 TOWNSHIP 27S RANGE 10W MILFORD, UT 84751	38.4442	-112.9173
29	MILFORD FLAT SOLAR PLANT 899 S HWY 21 MILFORD, UT 84751	38.291	-113.008
30	MILFORD FTTH PHASE 2 HIGHWAY 21 MILFORD, UT 84751	38.397	-113.0149
31	MILFORD II WIND FARM 4600 NORTH ANTELOPE POINT ROAD MILFORD, UT 84751	38.5196	-112.9230
32	MILFORD MILL AND SMELTER MILFORD MILFORD, UT 84751	38.3977	-113.0130
33	MILFORD SOLAR 1 NORTH HIGHWAY 257 MILFORD, UT 84751	38.4184	-113.0101
34	MILFORD UNION PACIFIC RAILROAD YARD 435 S 100 E MILFORD, UT 84751	38.3936	-113.0110
35	MINERSVILLE TOWN 60 W MAIN MINERSVILLE, UT 84752	38.2155	-112.9250
37	PACIFICORP - BLUNDELL GEOTHERMAL PLANT ROOSEVELT HOT SPRINGS ROAD MILFORD, UT 84751	38.4898	-112.8540
38	PACIFICORP ENERGY - BLUNDELL GEOTHERMAL PLANT ROOSEVELT HOT SPRINGS ROAD MILFORD, UT 84751	38.4109	-112.9773
39	SALT COVE RNG 5600 N ANTELOPE POINT ROAD MILFORD, UT 84751	38.51	-112.92
40	SMITHFIELD BIOENERGY LLC 3600 WEST THERMO ROAD MINERSVILLE, UT 84752	38.2140	-112.9239
41	SMITHFIELD HOG PRODUCTION-ROCKY MOUNTAIN REGION (PREVIOUSLY CIRCLE 4 FARMS) 341 S MAIN STREET MILFORD, UT 84751	38.3944	-113.0113
42	SOUTH MILFORD SOLAR PV 5300 S & 1600 W MILFORD, UT 84751	38.3155	-113.0549
46	VERIZON MILFORD SOC2 SOUTH INDUSTRIAL LN	38.3929	-113.0052
48	WELL COMMISSIONING PROJECT ROOSEVELT HOT SPRINGS ROAD MILFORD, UT 84751	38.4109	-112.9773

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.

HAZARDOUS MATERIALS

Information gathered relating to past and present land use as well as previously identified sources of contamination can be used to evaluate if readily available evidence indicates whether the presence or



likely presence of hazardous materials on or under the property surface exist and attempt to determine if existing conditions may violate known, applicable environmental regulations.

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

WASTE GENERATION, STORAGE, AND DISPOSAL

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

ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTS)

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

AIR QUALITY

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

Beaver County is within attainment for all criteria pollutants.



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