



Verk Industrial Park

A Utah Inland Port Project Area

Draft Project Area Plan & Budget

July 7, 2023

DEFINITIONS

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



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EXECUTIVE SUMMARY

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

In order for a Project Area to be established by UIPA, the legislative body of the county or municipality in which the Project Area is located must provide written consent. On May 2, 2023, the Spanish Fork City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Spanish Fork City. This move aims to tap into the funding, resources and benefits provided by UIPA that will support and enhance the development of the subject properties (Verk Industrial Park Project Area). In doing so, the City expects that development of the Verk Industrial Park Project Area, with the support and participation of UIPA, will not only meet the business needs of those within the Project Area, but also contribute to the needs of the immediate community and the region as a whole.

The Verk Industrial Park 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 residents in the greater Spanish Fork area. This Project Area enjoys a very strategic location with access to: Interstate 15, US Highway 6, Union Pacific rail, and an adjacent General Aviation Municipal Airport. As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the City's general plan and the zoning for this area.

Statute requires the drafting of a Project Area Plan and a public process to adopt the plan. This document, once adopted, would constitute the plan (Verk Industrial Park Project Area Plan or Project Area Plan).



LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Verk Industrial Park area lies west of the I-15 corridor with a direct connection to the Freeway via SR 77. Area proximity lends itself well to access to short line and national rail systems, the general aviation characteristics of the Spanish Fork airport, and commercial aviation facets of the Provo Airport.

Maritime imports for Utah County total 7,517 containers (1.2M Metric Tons) for the period of 4/19/22 - 4/19/23; of which, Spanish Fork's demand dynamics account for 339 containers (5%). Neighboring industries in cities near this location will be able to leverage the Verk Industrial Park as supply chains adjust to take advantage of this location's offering in additional logistics capacity. Maritime Exports for Utah County total 295 containers (3,490 Metric Tons) for the period of 4/4/2022 - 4/4/2023. Note that this is for maritime imports and exports only and does not account for domestic supply chain movements.

Nearby warehousing and distribution facilities stand to benefit from goods movement generated by the port, with additional capacity needs determined by the nature of industrial usage within the port. A logistics center focused on handling import and export demands from the region may be of benefit in consolidating the handling and processing of goods going into the port and also for the general area.

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

Logistics Considerations

SUPPLY AND DEMAND

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

As Utah County grows to an expected 1.3M residents by 2060, this location becomes critical in becoming a central point of handling and processing for the commerce needs associated with this rapid expansion. UDOT's Freight Planning shows estimates of all freight movements (tons moved) in the state increasing by 54% (highway), 181% (air freight), 45% (rail), and 54% (freight requiring mode of transportation changes / mail). Utah county growth projections place it among the fastest growing counties in the state, solidifying it as the second most populated county after Salt Lake.

Transloading of any real significance is minimal at best when it comes to Utah County and the surrounding region. The small fraction of transloading that does exist along the Sharp subdivision (rail line) are privately owned and operated and are geared toward individual business use. Additionally, the location of these facilities (e.g., Price, Nephi) are too far away from population centers and are specific to certain commodities (cement, coal, grains, vinyl).



RAIL

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

In the area, there are key rail infrastructure elements such as the Sharp subdivision, which connects Provo to Lynndyl, further linking to the San Pedro Bay Port Complex (LA/Long Beach). The Tintic Industrial Lead, an industrial spur, connects Spanish Fork to customers and will be a part of the expansion of the corridor for Frontrunner, a commuter rail service. (UTA has acquired the line from MP 0.0 to MP 13.06).

Within the project area boundaries, Spanish Fork has one team track operated by Union Pacific Railroad. Current railroad customer databases indicate that the team track is currently utilized by an agricultural commodity provider.

A team track is any track designated by a railroad operator for multiple customer use to load or unload shipments when direct rail service is unavailable. Team tracks are intended for occasional use for businesses and shipments that meet the criteria outlined in a team track right of entry and use agreement furnished by a railroad operator.

In addition to using a transloader or team track, customers might enter into an agreement to utilize privately owned track or leased track. If shipments and businesses meet certain requirements and a railroad operator has reviewed the move, customers can perform loading or unloading on these tracks. Team tracks are intended to be used for a maximum of 52 cars or less per year.

TRUCK

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

INFRASTRUCTURE: CURRENT STATE

Current strategic assets in the proposed project area include a general aviation airport, four rail-served industrial spaces, and a truck-enabled service station. Additionally, there are plans to enhance the horizontal infrastructure for electricity and sewer systems, increasing their capacity for the area.

INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)

Leveraging port proximity to existing rail lines presents an opportunity to create at least two more rail-served industrial spaces, bringing the total to a minimum of six such spaces. This expansion will facilitate the transportation of cargo with dimensional or weight considerations that are not suitable for trucking and are ideal for manufacturers who require their own access to rail services. Installing an alternative fueling station ("Superstation") that supports alternative fuel trucking, such as hydrogen, electricity, and natural gas, will not only meet existing demand for such services but also drive the adoption of these technologies. Ideal locations for this type of station would be off of 4000 South due to direct access to



the I-15 corridor, expanding to a second location that takes advantage of the planned I-15 Spanish Fork Center Street interchange.

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

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

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

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

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

There are two locations in the area that are suitable for this type of infrastructure. Roadways will likely need to be enhanced or expanded to handle the heavier traffic and overall flows feeding into either of these locations.

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

ADVANCED AIR MOBILITY

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

Importers and Exporters in the Area

In and around Utah County and the Spanish Fork area, there are a number of existing businesses with import and export volume that may benefit from additional local logistical resources and infrastructure.



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

Top Imported Commodities (Intermodal Only):

- Articles of Aluminum
- Non-Malleable Cast Iron
- Domestic Appliances
- Footwear
- Metal Furniture
- Articles of Plastic
- Cocoa
- Bedding / Mattresses
- Tableware

Top Exported Commodities (Intermodal Only):

- Beauty, Make-up & Skin Care
- Food Preparations
- Natural Sands

DRAFT



OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and creating the Verk Industrial Park 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 Spanish Fork is pending and a copy of the resolution will be placed in [Appendix C](#). The governance of the Project Area is set forth via interlocal agreement between the Utah Inland Port Authority and Spanish Fork City. This can also be found in [Appendix D](#).

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 E](#). The Inland Port will agree to the terms that were negotiated between the City, Utah County, and the Nebo School District prior to the Inland Port's involvement in the project area discussion. The terms between the district and the City were tax differential being split 70-30 for a 20-year duration. Tax differential for other taxing entities will be 75-25 for 25 years.

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 F](#).

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 Spanish Fork City on the recruitment sourcing strategy and may work in conjunction with the Governor's Office of Economic Opportunity, EDCUtah and other State and regional agencies on recruitment opportunities.

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

UIPA may utilize tax differential on any given parcel in the Project Area. Generally incentive amounts will not exceed 30% of the revenue generated by any business for more than 25 years. All incentives must be approved by the UIPA Board in a public meeting, following agreement with Spanish Fork City and landowners 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 generally favor industries such as those listed below:



- Manufacturing
- Aerospace
- Food Production
- Data Management
- Composite Manufacturing
- Electrification
- Battery Manufacturing
- Alternative Fuel Vehicle Production
- Research & Development

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

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

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

- Targeted industry businesses
- Logistics volume created
- Platform and capabilities of the business
- Any further details will be determined in conjunction with Spanish Fork City

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 Spanish Fork. UIPA will work with Spanish Fork 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. Affordable housing units created with associated occupancy and affordability levels
6. Improvements to road and rail
7. Infrastructure improvements including power, water, sewage, fiber, etc.
8. Commodity flow by type and value
9. Commodity transload by type and value
10. Air quality and environmental metrics

Conclusion

Spanish Fork will play a critical role in the State’s economic and logistics strategy. The City’s proximity to both rail and freeway thoroughfares is unique to its location. Spanish Fork is in the heart of high-growth



Utah County, which continues to house the most important industries in the State. Spanish Fork has the potential to accommodate significant economic growth. For all of these reasons, having the right regional logistics opportunities is critical to catalyzing sustainable growth and economic opportunities.

Sustainable growth in the Utah County region will require investments in multi-modal options for both public transportation and the movement of goods. This Project Area, though not participating in the immediate construction of an Inland Port, will allow regional businesses to better utilize its existing rail options. An optimized regional logistics system will help to strengthen the local economy by providing shippers with enhanced shipping options. This project will also help to ensure less pollutants that stem from dependency on the roadways for truck transit.

As Utah County continues to grow, Spanish Fork will play a critical role in diversifying the regional economy. This Project Area will allow Utah County to be more competitive in attracting high-tech advanced manufacturing jobs to the region, while also providing economic balance to the other strong industries in the County. This Project Area will also help to create an economic focal point for high-wage jobs, which will allow for enhanced economic opportunities and a better quality of life for those living in and around Spanish Fork.

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

Staff Recommendation

The Staff of the Utah Inland Port Authority endorses the request of the Spanish Fork City Council and recommends that the Port Authority Board should create the Verk Industrial Park Project Area.



REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Verk Industrial Park Project Area Plan is adopted. The requirements are as follows:

Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

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

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

- Legislative Body (See Exhibit C)

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

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

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

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

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

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

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

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



BOARD FINDINGS & DETERMINATION

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

Public Purpose

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

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

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

The creation of the Verk Industrial Park Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

Provision of development that enhances economic and quality of life basis

Communities in Utah Valley consistently rank among the fastest growing in the Western United States. Facilitating responsible, environmentally sensitive development at a location that has excellent access to existing infrastructure will provide current and future residents diverse employment opportunities. Job growth in the valley will more likely keep pace with population growth, providing livelihoods for individual households. The private investment made in the area will help broaden the funding base for local taxing entities, allowing them to provide services to a growing population. These opportunities may only be enjoyed if the Verk Industrial Park Project Area is created and the current obstacles to development are overcome.

Stimulation of associated business and economic activity by the development

Through many years of business recruitment efforts, Spanish Fork City has learned that businesses want to be located in the proposed Verk Industrial Park Project Area. On multiple occasions this area has been shortlisted as a proposed site for a company looking to construct a new facility in the Intermountain West. Time after time, other sites have been selected. The feedback the City has received has been consistent. The site’s location, the area’s workforce, the availability of land, Spanish Fork’s ability to provide utilities and excellent access to both Interstate 15 and US Highway 6 are consistently noted as reasons that companies want to locate in the area. However, in spite of the area’s recognized strengths companies have repeatedly chosen other sites. The reason has been simple, the area currently does not have access to utilities. The Verk Industrial Park Project Area can help remove that impediment by facilitating the delivery of key infrastructure to the area.



Public Benefit

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

The UIPA Board determines and finds that there are many public benefits that will result from the Project Area. Specifically, the Verk Industrial Park Project Area will achieve the following:

1. Enhance employment and income opportunities for community residents by increasing employment opportunities within Spanish Fork City;
2. Increase the diversity of the local economy, giving Spanish Fork City better resilience against economic downturns;
3. Enhance the diversity of the tax base and increase the resources available for performing governmental services;
4. Encourage and support the improvement and use of Spanish Fork City’s transportation resources, including railroad, local, state and interstate roads and highways, and the Spanish Fork City Municipal Airport; and
5. Support and encourage appropriate public and private development efforts in the community.

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 Verk Industrial Park 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 and the Public Infrastructure District as explained in this section, 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 Verk Industrial Park project area has significant infrastructure needs in order to optimize the project area and fully utilize rail in the area.

The Property Tax Differential collected from the Verk Industrial Park 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. For Spanish Fork City, Utah County, and Nebo School District, the Differential will be 70 percent to UIPA and 30 percent to the taxing entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. For Spanish Fork City, Utah County, and Nebo School District, Differential will be collected for 20 years from the date specified by the board. The expected trigger date for tax differential as agreed to by Spanish Fork City and UIPA is 2023, which will result in Differential being collected in November of 2023 and received by UIPA in 2024.

In addition to the Differential and with a positive recommendation from Spanish Fork, 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. The City has also expressed interest in an



Authority Infrastructure Bank (AIB) loan for City infrastructure needs, 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 \$136 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 City 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 (\$7 million)
- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Wastewater Lift Station
- Rail and Rail Crossings
- Other Logistics Infrastructure
- Roads
- Utilities
- Associated costs of public infrastructure
- Environmental Cleanup
- Business recruitment incentives
- Affordable Housing up to 10 percent

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

Not less than every five years, UIPA will review with City staff and 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 Verk Industrial Park Project Area promotes the following goals and objectives (U.C.A. 11-58-203) to be considered a UIPA Project Area:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (c) respect and maintain sensitivity to the unique natural environment of areas in proximity to the authority jurisdictional land and land in other authority project areas;
- (d) improve air quality and minimize resource use;
- (e) respect existing land use and other agreements and arrangements between property owners within the authority jurisdictional land and within other authority project areas and applicable governmental authorities;
- (f) promote and encourage development and uses that are compatible with or complement uses in areas in proximity to the authority jurisdictional land or land in other authority project areas;
- (g) take advantage of the authority jurisdictional land's strategic location and other features,



including the proximity to transportation and other infrastructure and facilities, that make the authority jurisdictional land attractive to:

- (i) businesses that engage in regional, national, or international trade; and
- (ii) businesses that complement businesses engaged in regional, national, or international trade;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the authority jurisdictional land and land in other authority project areas that generate economic development, including rural economic development;
- (k) establish a project of regional significance;
- (m) support uses of the authority jurisdictional land for inland port uses, including warehousing, light manufacturing, and distribution facilities;
- (n) facilitate an increase in trade in the region and in global commerce;
- (o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment;
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area; and
- (s) pursue land remediation and development opportunities for publicly owned land to add value to a project area.



APPENDICES

Appendix A: Legal Description of Project Area

COMMENCING AT THE NORTHWEST CORNER OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN;

THENCE SOUTH 00°13'59" EAST, A DISTANCE OF 1314.35 FEET;

THENCE EAST, A DISTANCE OF 1310.05 FEET;

THENCE NORTH, A DISTANCE OF 1326.43 FEET;

THENCE EAST, A DISTANCE OF 1798.16 FEET;

THENCE SOUTH, A DISTANCE OF 602.48 FEET;

THENCE SOUTH 44°36'54" EAST, A DISTANCE OF 228.34 FEET;

THENCE SOUTH 60°50'22" EAST, A DISTANCE OF 217.31 FEET;

THENCE SOUTH 46°38'52" EAST, A DISTANCE OF 180.23 FEET;

THENCE NORTH 88°31'34" EAST, A DISTANCE OF 1523.11 FEET;

THENCE SOUTH 88°59'52" EAST, A DISTANCE OF 1017.31 FEET;

THENCE SOUTH 00°54'21" WEST, A DISTANCE OF 511.99 FEET;

THENCE NORTH 89°13'46" EAST, A DISTANCE OF 355.05 FEET;

THENCE SOUTH 00°10'03" WEST, A DISTANCE OF 916.19 FEET;

THENCE NORTH 89°56'12" EAST, A DISTANCE OF 312.99 FEET;

THENCE SOUTH 00°39'57" WEST, A DISTANCE OF 1309.65 FEET;

THENCE NORTH 89°59'58" EAST, A DISTANCE OF 724.49 FEET;

THENCE SOUTH 00°27'11" WEST, A DISTANCE OF 1499.20 FEET;

THENCE NORTH 87°32'24" EAST, A DISTANCE OF 166.80 FEET;

THENCE SOUTH 00°18'14" WEST, A DISTANCE OF 4076.01 FEET TO THE BEGINNING OF A CURVE TANGENT TO SAID LINE;

THENCE SOUTHERLY A DISTANCE OF 2779.82 FEET ALONG THE CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 2800.00 FEET AND A CENTRAL ANGLE OF 56°52'58" (CHORD BEARS S28°44'43"W 2667.05 FEET) ;

THENCE SOUTH 57°11'12" WEST TANGENT TO SAID CURVE, A DISTANCE OF 1813.40 FEET TO THE BEGINNING OF A CURVE TANGENT TO SAID LINE;



THENCE SOUTHWESTERLY A DISTANCE OF 824.11 FEET ALONG THE CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 4000.00 FEET AND A CENTRAL ANGLE OF 11°48'16" (CHORD BEARS S51°17'04"W 822.653 FEET);

THENCE SOUTH 45°22'56" WEST TANGENT TO SAID CURVE, A DISTANCE OF 3382.43 FEET;

THENCE NORTH 62°31'42" WEST, A DISTANCE OF 681.14 FEET;

THENCE NORTH 26°57'13" WEST, A DISTANCE OF 520.36 FEET;

THENCE NORTH 53°30'38" WEST, A DISTANCE OF 425.49 FEET;

THENCE NORTH 45°19'22" WEST, A DISTANCE OF 630.17 FEET;

THENCE NORTH 28°38'51" WEST, A DISTANCE OF 280.89 FEET;

THENCE NORTH 16°15'41" WEST, A DISTANCE OF 458.56 FEET;

THENCE NORTH 53°56'46" EAST, A DISTANCE OF 440.70 FEET;

THENCE NORTH 48°09'48" EAST, A DISTANCE OF 58.94 FEET;

THENCE SOUTH 89°48'19" WEST, A DISTANCE OF 503.80 FEET;

THENCE NORTH 01°00'00" EAST, A DISTANCE OF 878.23 FEET;

THENCE NORTH 01°29'00" WEST, A DISTANCE OF 848.76 FEET;

THENCE WEST, A DISTANCE OF 459.14 FEET;

THENCE NORTH, A DISTANCE OF 250.39 FEET;

THENCE NORTH 88°29'59" WEST, A DISTANCE OF 13.47 FEET;

THENCE NORTH 00°24'23" EAST, A DISTANCE OF 752.05 FEET;

THENCE NORTH 04°16'27" EAST, A DISTANCE OF 835.03 FEET;

THENCE NORTH 76°24'57" EAST, A DISTANCE OF 747.23 FEET;

THENCE NORTH 00°29'53" WEST, A DISTANCE OF 450.72 FEET;

THENCE NORTH 0°17'33" WEST, A DISTANCE OF 4951.16 FEET;

THENCE SOUTH 89°55'55" WEST, A DISTANCE OF 831.15 FEET;

THENCE SOUTH N0°03'00" WEST, A DISTANCE OF 295.70 FEET;

THENCE SOUTH 88°47'47" WEST, A DISTANCE OF 1052.42 FEET;

THENCE NORTH 04°43'37" WEST, A DISTANCE OF 888.30 FEET;

THENCE NORTH 00°03'03" WEST, A DISTANCE OF 1384.50 FEET;

THENCE NORTH 88°03'48" WEST, A DISTANCE OF 142.67 FEET;

THENCE NORTH 39°49'43" WEST, A DISTANCE OF 20.02 FEET;



THENCE NORTH 89°02'36" WEST, A DISTANCE OF 593.45 FEET;
THENCE NORTH 00°00'04" WEST, A DISTANCE OF 1875.62 FEET;
THENCE SOUTH 89°59'59" EAST, A DISTANCE OF 1979.11 FEET;
THENCE NORTH 01°00'17" WEST, A DISTANCE OF 19.07 FEET;
THENCE SOUTH 89°59'57" EAST, A DISTANCE OF 661.69 FEET TO THE POINT OF BEGINNING
LESS AND EXCEPTING THE FOLLOWING:

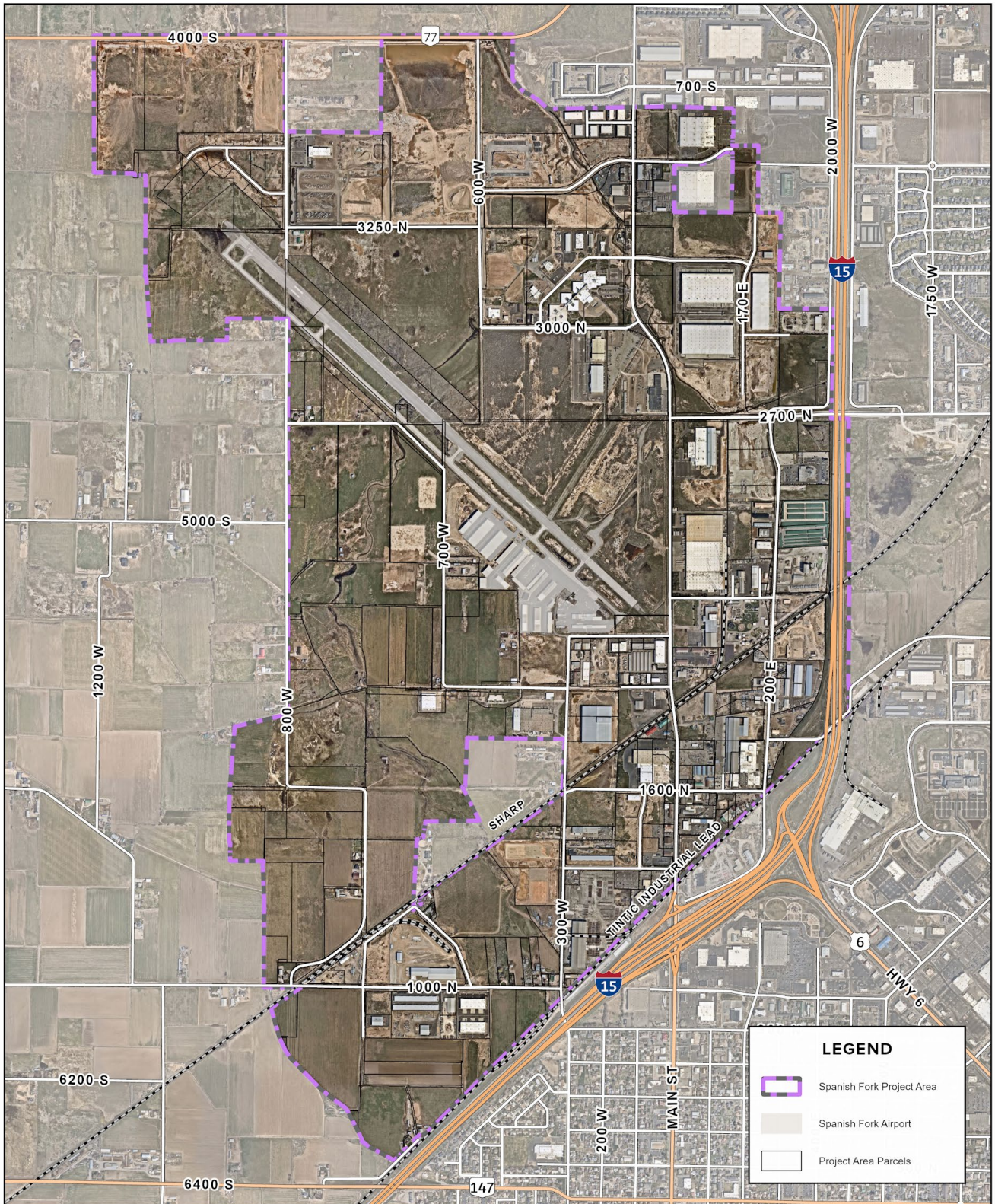
COMMENCING AT A POINT WHICH LIES NORTH 999.00 FEET AND WEST 172.27 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; RUNNING THENCE SOUTH 89°36'29" EAST, A DISTANCE OF 1338.74 FEET; THENCE SOUTH 02°24'09" WEST, A DISTANCE OF 749.17 FEET; THENCE SOUTH 53°35'33" WEST, A DISTANCE OF 2491.18 FEET; THENCE NORTH 01°56'10" EAST, A DISTANCE OF 852.98 FEET; THENCE NORTH 73°10'46" EAST, A DISTANCE OF 79.67 FEET; THENCE NORTH 08°09'19" EAST, A DISTANCE OF 221.01 FEET; THENCE NORTH 88°59'42" EAST, A DISTANCE OF 736.45 FEET; THENCE NORTH 27°25'50" WEST, A DISTANCE OF 518.77 FEET; THENCE NORTH 67°09'59" EAST, A DISTANCE OF 46.38 FEET; THENCE NORTH 01°51'16" EAST, A DISTANCE OF 652.84 FEET; RETURNING TO THE POINT OF BEGINNING.

ALL OF LOT 1, PLAT A, YOUNG LIVING SUBDIVISION



Appendix B: Maps & Imagery of the Project Area

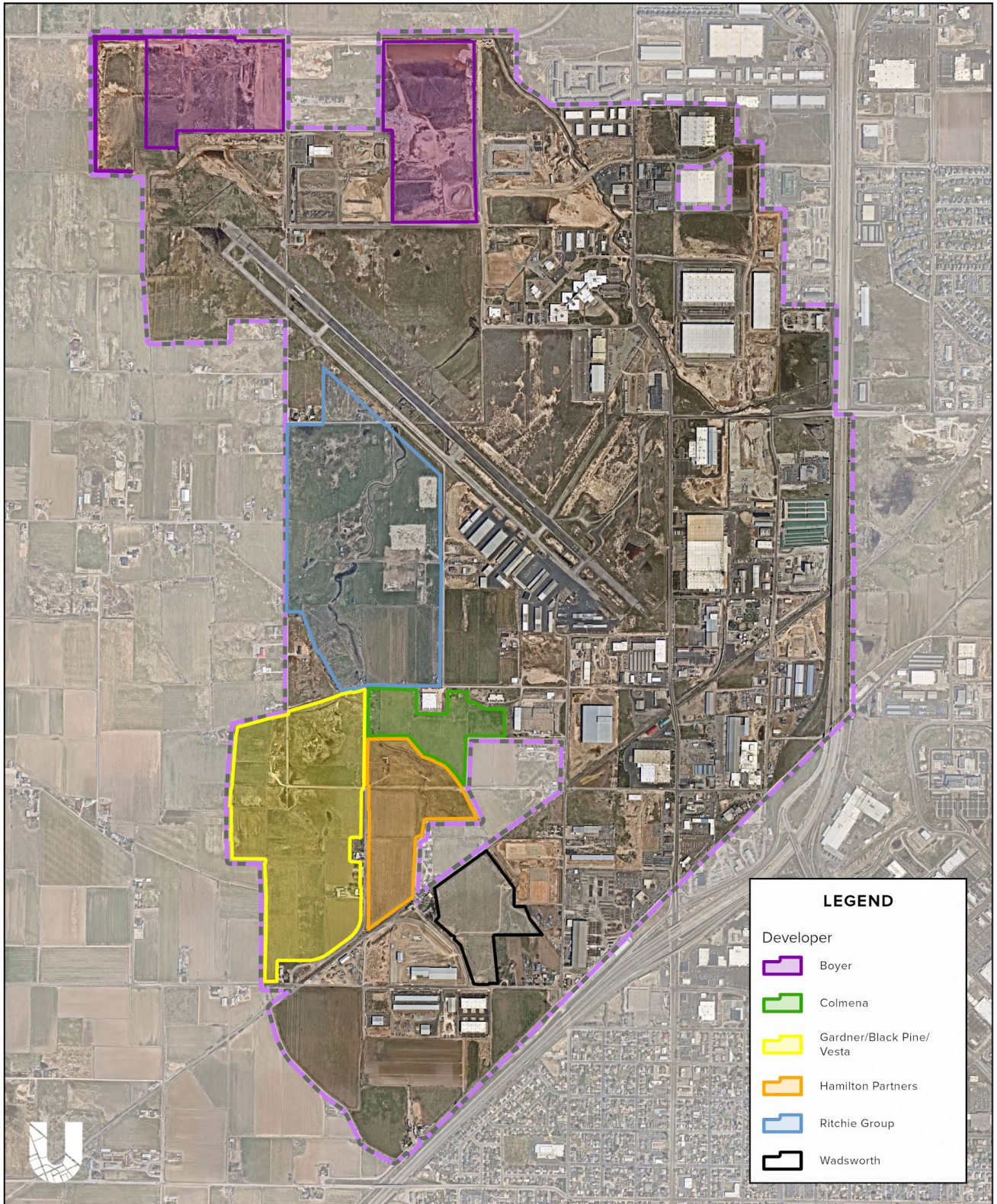
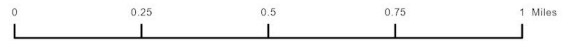
Spanish Fork
PROJECT AREA MAP
REVISED: MAY 22, 2023



Spanish Fork

PID AREA USERS

REVISED: MAY 25, 2023



Map Key

Map #	Developer	Acres	Project SF	Status
1	Boyer	122.9	2,127,175	N/A
2	Ritchie Group	143.1	2,505,929	Groundbreaking Q3 2023
3	Gardner / BlackPine / Vesta	126.3	2,047,600	Groundbreaking Q4 2023
4	Colmena	24.7	401,808	N/A
5	Hamilton Partners	50.2	680,160	N/A
6	Wadsworth	53.2	808,200	Groundbreaking Nov. 2022
Total		520.4	8,570,872	



Potential Industries / Users in PID Area

- Manufacturing
- Distribution
- Warehousing
- Data Center
- Flex / Office / Commercial



#1 - Boyer

GB SPANISH FORK LLC

Rendering

- Not Available -

Aerial



Location



Developer	Boyer
Acres	122.9
Project SF	2,127,175
Leasing Broker	Cushman - Tom Freeman
Status	N/A

Building	SF	Type	Phase	Delivery	Occupancy
Site 1	842,535	N/A	N/A	N/A	N/A
Site 2	1,284,640	N/A	N/A	N/A	N/A
Total	2,127,175				



#2 – Ritchie Group

Global Logistics Hub (GLH)

Rendering

- Not Available -

Site Plan



Location



Developer

Ritchie Group

Acres

143.1

Project SF

2,505,929

Leasing Broker

Colliers - Jarrod Hunt

Status

Phase 1 Groundbreaking Q3 2023

Building	SF	Type	Phase	Delivery	Occupancy
Flex 1	45,000	Flex	2/3	TBD	N/A
Building 1	78,120	Rear-Load	2/3	TBD	N/A
Building 2	133,280	Rear-Load	2/3	TBD	N/A
Building 3	501,762	Cross-Dock	2/3	TBD	N/A
Building 4	181,441	Rear-Load	2/3	TBD	N/A
Building 5	277,200	Rear-Load	1	~Q4 2024	N/A
Building 6	501,762	Cross-Dock	1	~Q4 2024	N/A
Building 7	261,801	Rear-Load	1	~Q4 2024	N/A
Building 8	458,363	Rear-Load	2/3	TBD	N/A
Building 9	Not Drawn	Cross-Dock	2/3	TBD	N/A
Building 10	67,200	Rear-Load	2/3	TBD	N/A
Total	2,505,929				

SF By Phase

Phase 1	1,040,763
Subsequent Phases	1,465,166
Total	2,505,929



#3 – Gardner / BlackPine / Vesta

Spanish Fork SkyPark

Rendering



Site Plan



Location



Developer Gardner / BlackPine / Vesta
Acres 126.3
Project SF 2,047,600
Leasing Broker Colliers - Jarrod Hunt
Status Phase 1 Groundbreaking Q4 2023

Building	SF	Type	Phase	Delivery	Occupancy
Building 1	524,160	Cross-Dock	1	~Q4 2025	N/A
Building 2	172,027	Rear-Load	1	~Q4 2025	N/A
Building 3	139,500	Rear-Load	2/3	TBD	N/A
Building 4	524,160	Cross-Dock	2/3	TBD	N/A
Building 5	190,400	Rear-Load	2/3	TBD	N/A
Building 6	189,000	Rear-Load	2/3	TBD	N/A
Building 7	144,514	Rear-Load	2/3	TBD	N/A
Building 8	131,039	Rear-Load	2/3	TBD	N/A
Building 9	32,800	Commercial/Flex	2/3	TBD	N/A
Total	2,047,600				

SF By Phase	
Phase 1	696,187
Subsequent Phases	1,351,413
Total	2,047,600



#4 – Colmena

Spanish Fork Industrial Park, LLC

Rendering

- Not Available -

Site Plan



Location



Developer	Colmena
Acres	24.7
Project SF	401,808
Leasing Broker	N/A
Status	N/A

Building	SF	Type	Phase	Delivery	Occupancy
Building 1	75,264	Rear-Load	N/A	TBD	N/A
Building 2	75,264	Rear-Load	N/A	TBD	N/A
Building 3	62,720	Rear-Load	N/A	TBD	N/A
Building 4	20,000	Rear-Load	N/A	TBD	N/A
Building 5	98,560	Rear-Load	N/A	TBD	N/A
Building 6	70,000	Rear-Load	N/A	TBD	N/A
Total	401,808				



#5 – Hamilton Partners

HCC Spanish Fork, LLC

Rendering

- Not Available -

Site Plan



Location



Developer	Hamilton Partners
Acres	50.2
Project SF	680,160
Leasing Broker	N/A
Status	N/A

Building	SF	Type	Phase	Delivery	Occupancy
Building 1	210,600	Cross-Dock	N/A	TBD	N/A
Building 2	99,840	Rear-Load	N/A	TBD	N/A
Building 3	99,840	Rear-Load	N/A	TBD	N/A
Building 4	84,240	Rear-Load	N/A	TBD	N/A
Building 5	185,640	Rear-Load	N/A	TBD	N/A
Total	680,160				



#6 – Wadsworth

El Tenedor Logistics Center

Rendering



Site Plan



Location



Developer Wadsworth
Acres 53.2
Project SF 808,200
Leasing Broker Newmark - Ben Richardson / Kyle Roberts
Status Phase 1 Groundbreaking Nov. 2022. Phase 1 will deliver Q4 2023.

Building	SF	Type	Phase	Delivery	Occupancy
Building 1	133,980	Rear-Load	1	Q4 2023	N/A
Building 2	119,600	Rear-Load	1	Q4 2023	N/A
Building 3	147,420	Rear-Load	2/3	TBD	N/A
Building 4	324,000	Cross-Dock	2/3	TBD	N/A
Building 5	83,200	Rear-Load	2/3	TBD	N/A
Total	808,200				

SF By Phase	
Phase 1	253,580
Subsequent Phases	554,620
Total	808,200



Appendix C: Legislative Body Written Consent

RESOLUTION No. 2023-10

ROLL CALL

VOTING	YES	NO	ABSENT	ABSTAIN
MIKE MENDENHALL <i>Mayor (votes only in case of tie)</i>				
CHAD ARGYLE <i>Councilmember</i>	X			
STACY BECK <i>Councilmember</i>	X			
JESSE CARDON <i>Councilmember</i>	X			
SHANE MARSHALL <i>Councilmember</i>	X			
KEVIN OYLER <i>Councilmember</i>	X			

I MOVE this resolution be adopted: Councilman Argyle

I SECOND the foregoing motion: Councilman Oyler

RESOLUTION No. 2023-10

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

WHEREAS Spanish Fork City ("City") is a political subdivision of the State of Utah and the Spanish Fork City Council ("Council") is the governing body of the City;



WHEREAS the City desires that the Utah Inland Port Authority Board ("Port Authority") create a project area ("Project Area") to help fund the development of regional economic development opportunity;

WHEREAS the 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 residents of the City and the surrounding communities;

WHEREAS the Port Authority project will encourage new primary employment opportunities and will be consistent with the City's general plan and zoning designations for the Project Area;

WHEREAS the Project Area is located near an important junction of Interstate 15 and US-6, near railroad access, and close to the Spanish Fork Municipal Airport/Woodhouse Field (SPK);

WHEREAS the Port Authority Project area will be a beneficial tool to optimize development in the vicinity of this important transportation hub;

WHEREAS the creation of the Project Area will be a public benefit by creating new primary employment opportunities and will help to improve



public infrastructure in the area;

NOW, THEREFORE, be it resolved by the Spanish Fork City Council as follows.

1. **Consent to Creation of Utah Inland Port Authority Project Area.**


Pursuant to Utah Code Ann. § 11-58-501(2), the Spanish Fork City Council hereby consents to the creation of a Utah Inland Port Authority Project Area in Spanish Fork City in the general location indicated in the attached exhibit. Should additional area be annexed to Spanish Fork City, such additional area may be included in the Project Area if it is included in the project area plan or an amended project area plan adopted by the Port Authority.

2. **Effective Date.** This Resolution is effective immediately upon passage.

DATED: May 2, 2023.


MIKE MENDENHALL, Mayor

Attest:


TARA SILVER, City Recorder



EXHIBIT

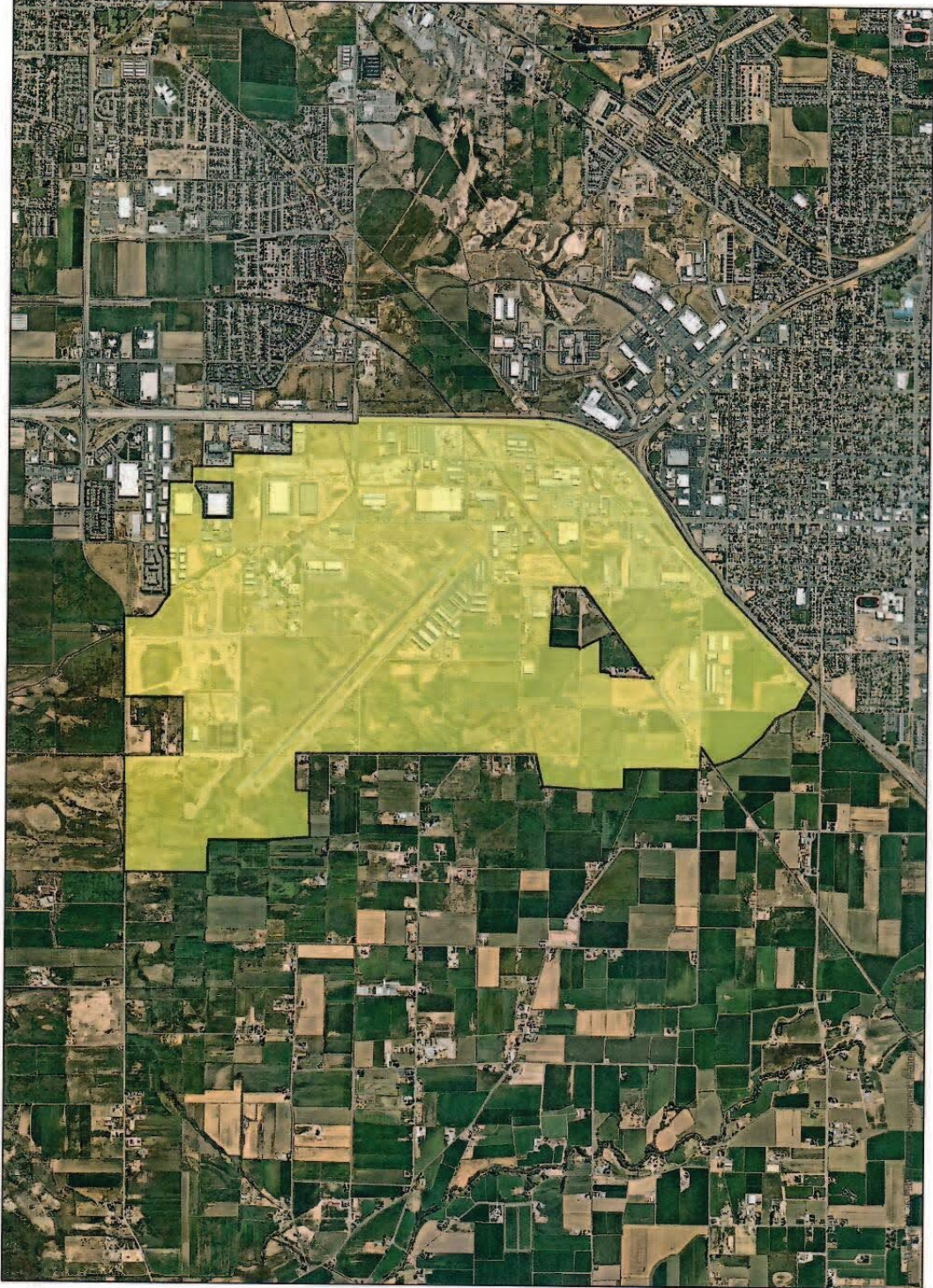
UTAH INLAND PORT AUTHORITY PROJECT AREA





Utah Inland Port
Authority
Project Area

Total Acres: 2,299
Airport Acres: 364



Appendix D: Interlocal Agreement

RESOLUTION No. 2023-15

ROLL CALL

VOTING	YES	NO	ABSENT	ABSTAIN
MIKE MENDENHALL <i>Mayor (votes only in case of tie)</i>			X	
CHAD ARGYLE <i>Councilmember</i>	X			
STACY BECK <i>Mayor Pro Tem</i>	X			
JESSE CARDON <i>Councilmember</i>			X	
SHANE MARSHALL <i>Councilmember</i>	X			
KEVIN OYLER <i>Councilmember</i>	X			

I MOVE this resolution be adopted: Councilmember Marshall

I SECOND the foregoing motion: Councilmember Oyler

RESOLUTION No. 2023-15

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL COOPERATION AGREEMENT BETWEEN THE UTAH INLAND PORT AUTHORITY AND SPANISH FORK CITY.

WHEREAS the Utah Inland Port Authority ("Authority") is governed by Utah Code Ann. §§ 11-58-101 *et seq.*, ("the Inland Port Act");

WHEREAS Spanish Fork City ("City") and the Authority desire to create the Spanish Fork Inland Port Project Area within the City boundaries with the objective to encourage and stimulate commercial, industrial, and logistics growth in an area generally depicted in Exhibit A ("Project Area");

WHEREAS the City Council previously consented to the creation of the Project Area by Resolution No. 2023-10;

WHEREAS the City and Authority desire to use the powers and tools each possesses according to law to optimize development in the vicinity of the



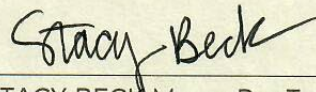
Project Area;

NOW, THEREFORE, be it resolved by the Spanish Fork City Council as follows:

Section 1. Approval of Interlocal Agreement. The Mayor is hereby authorized to execute the Interlocal Cooperation Agreement between the Utah Inland Port Authority and Spanish Fork City ("Agreement"), in the form substantially similar to that attached hereto as Exhibit B.

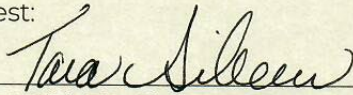
Section 2. Effective Date. This resolution shall be effective immediately. The effective date of the Agreement shall be the date that the last party to the Agreement executes the Agreement.

DATED: July 11, 2023.



STACY BECK Mayor Pro Tem

Attest:



TARA SILVER, City Recorder



EXHIBIT A
PROJECT AREA



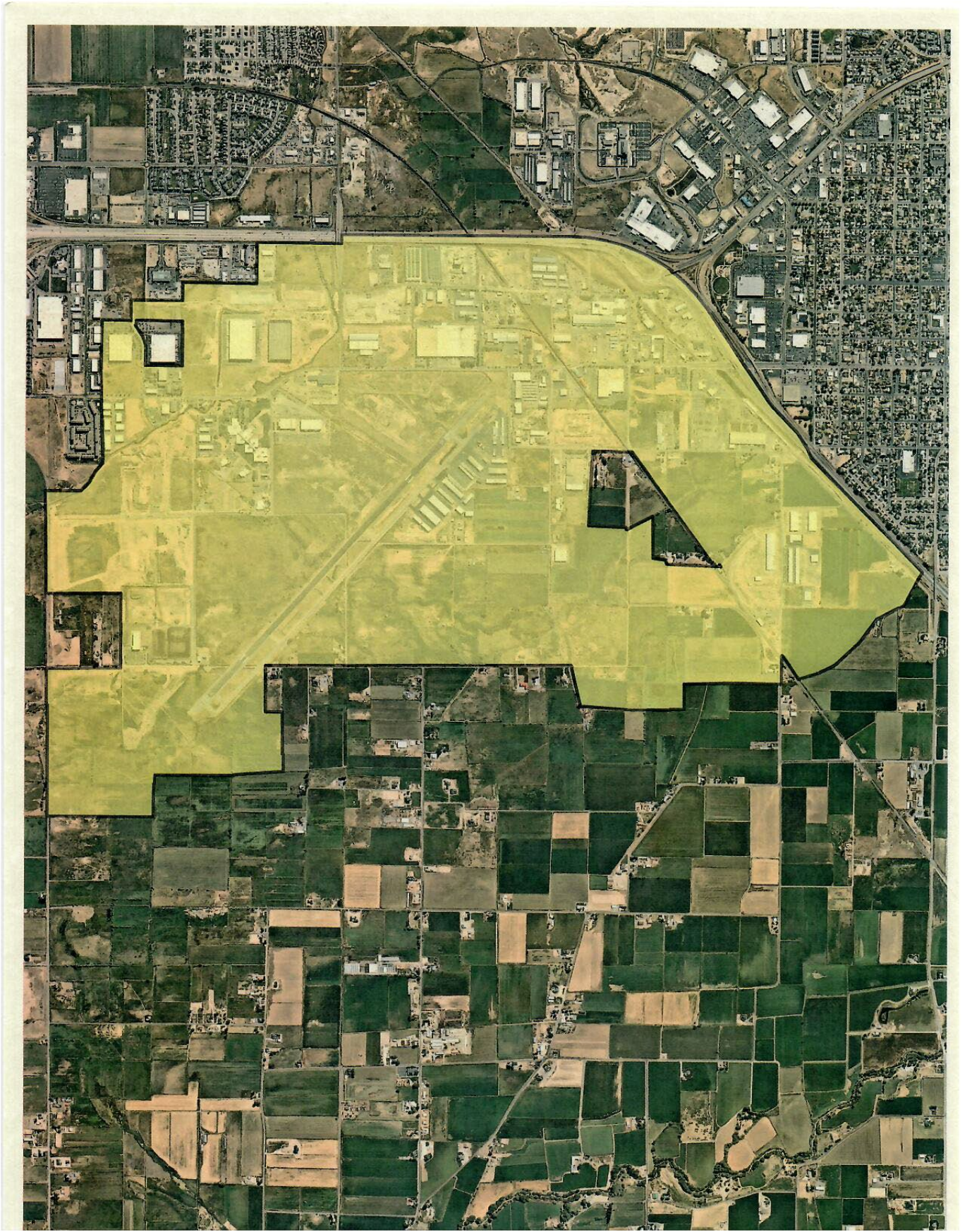


EXHIBIT B
INTERLOCAL COOPERATION AGREEMENT



INTERLOCAL COOPERATION AGREEMENT
Between
UTAH INLAND PORT AUTHORITY
And
SPANISH FORK CITY

THIS INTERLOCAL COOPERATION AGREEMENT (“Agreement”) is made and entered into as of 11 day of July 2023 (“**Effective Date**”), by and between the Utah Inland Port Authority (“**UIPA**”), a Utah public entity and, a Utah public entity Spanish Fork City, a Utah municipal corporation (“**City**”), UIPA and the City are sometimes referred to individually as “**Party**” and collectively as the “**Parties.**”

R E C I T A L S

- A. UIPA is governed by the Utah Code §§ 11-58-101, *et seq.* (the “**Inland Port Act**”) which allows UIPA to create a project area to fulfill its duties and objectives.
- B. Pursuant to the Inland Port Act, UIPA created the Verk Industrial Park: A Utah Inland Port Project Area within the boundaries of City (“**Project Area**”) and the City consented to its creation. Project Area includes land, if any, that is later added to the boundaries of the Project Area, as provided in the Inland Port Act.
- C. The Inland Port Act provides that the difference between the property taxes revenue generated within the Project Area and base taxable value (“**General Differential**”) is to be allocated in certain ways. UIPA will receive 75% of the General Differential (“**75% Differential**”) for 25 years beginning after the trigger date designated in a UIPA resolution for the project area (“**Trigger Date Resolution**”) within the Project Area (“**Collection Period**”). The City and the other taxing entities will receive 25% of the General Differential. UIPA may use the 75% Differential to: (i) support the development of the Project Area; (ii) for administrative, overhead, legal, consulting, and other operation expenses” for UIPA (“**Administrative Expenses**”); and, (iii) to share it with “a taxing entity that levies a property tax on land within the project area from which the general differential is generated”.
- D. The City’s expectation and understanding in consenting to the creation of the Project Area is that the City, the Nebo School District (“**School District**”), and Utah County (“**County**”) would receive a total of 30% of the General Differential for 20 years and thereafter receive all of the General Differential generated from their tax levies for the remaining 5 years of the Collection Period, less 5% for Administrative Expenses for UIPA. This requires that 6.667% of the 75% Differential generated by the City, School District, and County be paid to the City, School District, and Utah County for 20 years of the Collection Period and 100% of 75% Differential, less the Administrative Expenses, generated by the City, School District, and County be paid to each of them during the remaining 5 years of the Collection Period.



- E. After the distribution to the City, School District, and County and payment of the 5% of for Administrative Expenses, the remainder shall be used to develop the Project Area (“**Development Fund**”). The Parties also agree that the City should help guide how the Development Fund is used.

A G R E E M E N T

For good and valuable consideration, the Parties agree as follows:

1. **Term.** This agreement shall begin on the Effective Date and shall continue for 50 years or until the Development Fund is exhausted, whichever is sooner.
2. **Development Fund.** UIPA shall create the Development Fund that will be used to assist in the development of the Project Area. The Development Fund consists of the 75% Differential received by UIPA, less the 5% Administrative Expenses and the payments to the City, School District, and County set forth in Section 3. UIPA recognizes that the City has an essential role in guiding the timing and use of the Development Fund, and, therefore, agrees that the resources of the Development Fund shall only be spent upon priorities identified in a written agreement between UIPA and the City. Consequently, the Parties agree to work together in good faith to identify the phasing and nature of the development. As part of UIPA’s annual budget process it shall consider the City’s priorities for use of the Development Fund.
3. **Payment to the City, School District, and County.** Pursuant to § 11-58-602(6), for the first twenty (20) years of the Collection Period UIPA shall pay 6.667% of the 75% Differential generated from the property tax levies of the City, School District, and County to each of the entities, respectively. For the final five (5) years of the Collection Period, UIPA shall collect its Administrative Expenses, less the portion paid to the City as described below, and then pay the City, School District, and County 100% of their respective share of the 75% Differential generated from their property tax levies. The payments to the City, School District, and County shall be made within 30 days of receipt of the revenue by UIPA. Recognizing the City’s significant involvement in the administration of the Project Area, UIPA shall pay the City 20% of the 5% it receives for Administrative Expenses throughout the life of the Project Area.
4. **Public Infrastructure Districts and Financing.** Notwithstanding the provisions of Utah Code Ann. §§ 11-58-202 and 17D-4-201 to the contrary, UIPA agrees to not establish within the Project Area a public infrastructure district (“PID”), assessment area, issue bonds, undertake any debt obligation, or establish any other political subdivision or entity which has the power to tax or expend tax revenues without first receiving written consent from the City.



5. **Interlocal Cooperation Act.** In satisfaction of the requirements of the Interlocal Cooperation Act, and in connection with this Agreement, the Parties agree as follows:
- (a) This Agreement shall be approved by each Party pursuant to Utah Code §11-13-202.5 of the Interlocal Cooperation Act, including by the UIPA board and the city council of the City.
 - (b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party, pursuant to Utah Code §11-13-202.5 of the Interlocal Cooperation Act.
 - (c) A duly executed original counterpart of this Agreement shall be filed with keeper of records of each Party, pursuant to Utah Code §11-13-209 of the Interlocal Cooperation Act.
 - (d) Except as otherwise specifically provided herein, each Party shall be responsible for its own costs of any action taken pursuant to this Agreement, and for any financing of such costs.
 - (e) Any Party may withdraw from the joint or cooperative undertaking described in this Agreement only upon the termination of this Agreement.
 - (f) No real or personal property shall be acquired jointly by the Parties as a result of this Agreement. To the extent that a Party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such Party shall do so in the same manner that it deals with other property of such Party.
 - (g) No joint board or entity is created through this Agreement.
 - (h) The functions to be performed by the joint or cooperative undertaking are those described in this Agreement.
6. **Governmental Immunity, Liability and Indemnity.** Both Parties acknowledge they are governmental entities under the Governmental Immunity Act of Utah (the “Act”). Subject to the provisions of the Act, the Parties agree to indemnify and hold harmless the other Party, its elected officials, officers, directors, managers, employees, agents, representatives, volunteers, heirs and assigns from any and all claims, demands, liabilities, damages, costs, expenses, rights, attorney’s fees, lawsuits and actions, of whatever kind or nature (“**Liability**”), resulting from the performance of this Agreement, except to the extent of the negligence, willful acts or omissions of the other Party, either cause or contribute to the Liability. Nothing in this Agreement shall be construed so as to waive any immunity, as it relates to third parties, enjoyed or bestowed upon either the City or UIPA.
7. **Amendments.** This Agreement may be amended, changed, modified, or altered only by an instrument in writing and signed by both Parties.



8. **Assignment.** Neither Party may assign this Agreement without the written consent of the other Party.
9. **Disputes.** Any disagreement, dispute or claim arising out of or relating to this Agreement which cannot be settled by the Parties shall first be attempted to be settled through mediation before any Party may file an action in court.
10. **Counterparts.** This Agreement may be executed in counterparts by the City and UIPA.
11. **No Third Party Beneficiaries.** Nothing in this Agreement shall create or be read or interpreted to create any rights in or obligations in favor of any person or entity not a party to this Agreement, except solely to the obligation to pay the School District and the County, as provided in Section 3.
12. **Governing Law.** The Agreement shall be executed by the laws of the State of the Utah.
13. **Entire Agreement.** The Recitals set forth above are hereby incorporated by reference as part of this Agreement. This Agreement, including the Recitals, contains the entire agreement between the Parties, with respect to the subject matter, and no statements, promises, or inducements made by either Party or agents for either Party that are not contained in this written Agreement shall be binding or valid.
14. **Severability.** If any portion of this Agreement shall be held to be invalid or unenforceable for any reason, the remaining provisions shall continue to be valid and enforceable.

IN WITNESS WHEREOF, the Parties are executing this Agreement to be effective as of the Effective Date.

Utah Inland Port Authority, a Utah public entity

Ben Hart
Executive Director

Approved as to Proper Form and
Compliance with Applicable Law:

Attorney for Utah Inland Port Authority

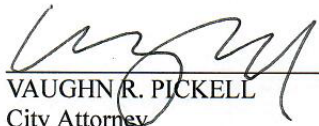


Spanish Fork City, a Utah municipal corporation



STACY BECK Mayor Pro Tem

Approved as to Proper Form and Compliance with Applicable Law:



VAUGHN R. PICKELL
City Attorney

Attest:



TARA SILVER
City Recorder



Appendix E: Project Area Budget Summary

Model Summary	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
Payback to Nebo School District, Spanish Fork, Utah County	5%
TIF Duration (Years)	25 Years (20 Years with School District, City, and County)
Differential Tax Revenue \$ Allocation (Full Amount, Not Discounted)	
	Full Value
Base Year Taxable Value Revenues	\$ 21,985,810
Tax Differential to Project Area	\$ 143,600,000
Tax Differential to Other Taxing Entities	\$ 122,300,000
Total Tax Differential	\$ 265,900,000
Less: Admin Expenses	\$ (7,200,000)
Less: Affordable Housing	\$ -
Total Remaining Differential for Projects	\$ 136,400,000

Taxing Entities	
Tax Area 150	Final Tax Rate
Utah County	0.000661
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000111
Nebo School District	0.007583
Spanish Fork City	0.001111
Central Utah Water Conservancy District	0.000400
Total Tax Rate	0.009881



Appendix F: Initial Environmental Review

INTRODUCTION

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

PROJECT AREA DESCRIPTION

The Verk Industrial Park Project Area Candidate (Figure 1) is envisioned to be a 2200-acre industrial park with approximately 10 million square feet of new industrial facilities. The properties are a group of non-contiguous parcels on the west side of Spanish Fork City. The area currently has developer-acquired property, water rights, and adequate power capacity. The Spanish Fork Airport, Utah County Jail, and Utah County Mosquito Abatement, and other public facilities are all located within the project area.

The project area will have a need for water and wastewater infrastructure and transmission lines for power delivery. The project area anticipates recruiting manufacturers and exploring use of a Foreign Trade Zone. The early estimate for infrastructure investment is approximately \$50 million for the first phase and another \$50 million for Phase II.

The primary contact with the city is Dave Anderson - Community Development Director of Spanish Fork. The legislative body is Mayor Mike Mendenhall and the City Council. Private sector interests involve:



Colmena, Wadsworth, Boyer, and the Gardner Group. The major taxing entities are Utah County, Spanish Fork City and the Nebo School District.

Spanish Fork
PROJECT AREA BOUNDARY MAP
REVISED: MAY 22, 2023

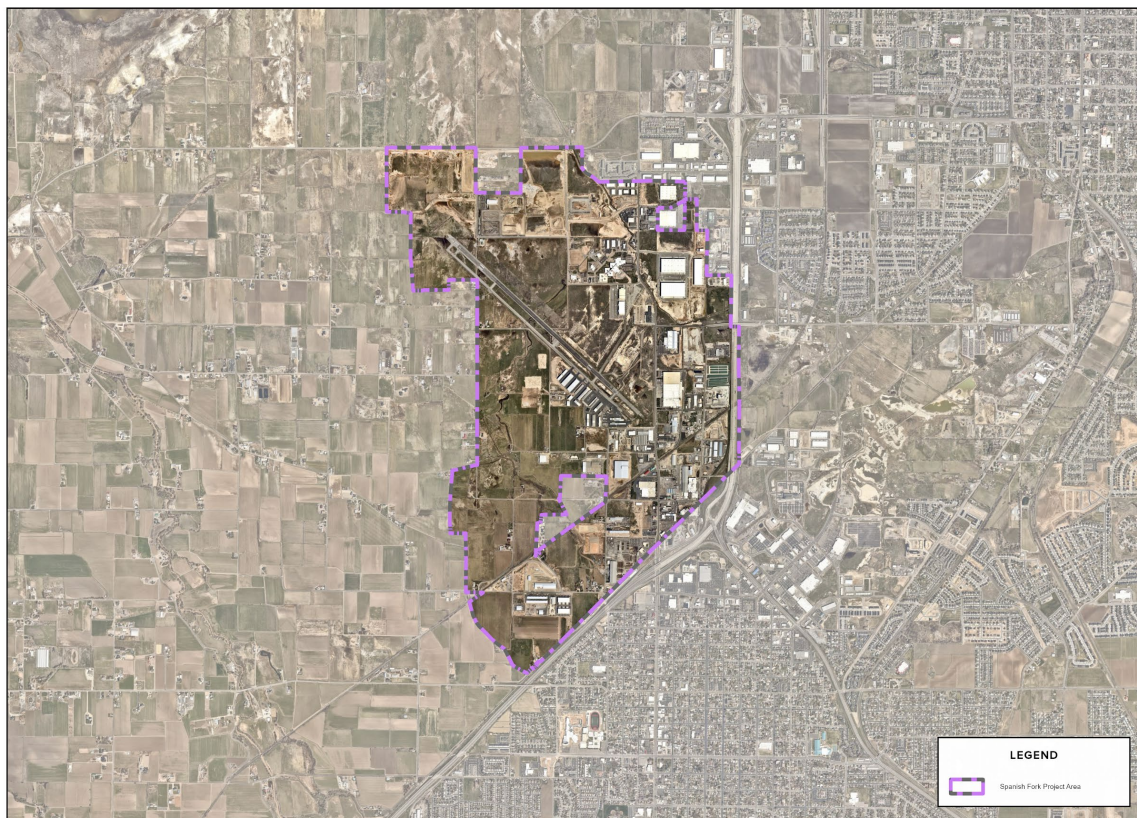


FIGURE 1: VERK INDUSTRIAL PARK PROJECT AREA CANDIDATE

ENVIRONMENTAL JUSTICE CONSIDERATIONS

Environmental Justice considerations are key components for federal funding opportunities.

Residential communities border the project area to the east and the south. There are a number of residences located in the western and southwestern portion of the project area.

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 report for the project area is below.



Blockgroup: 490490105032, UTAH, EPA Region 8

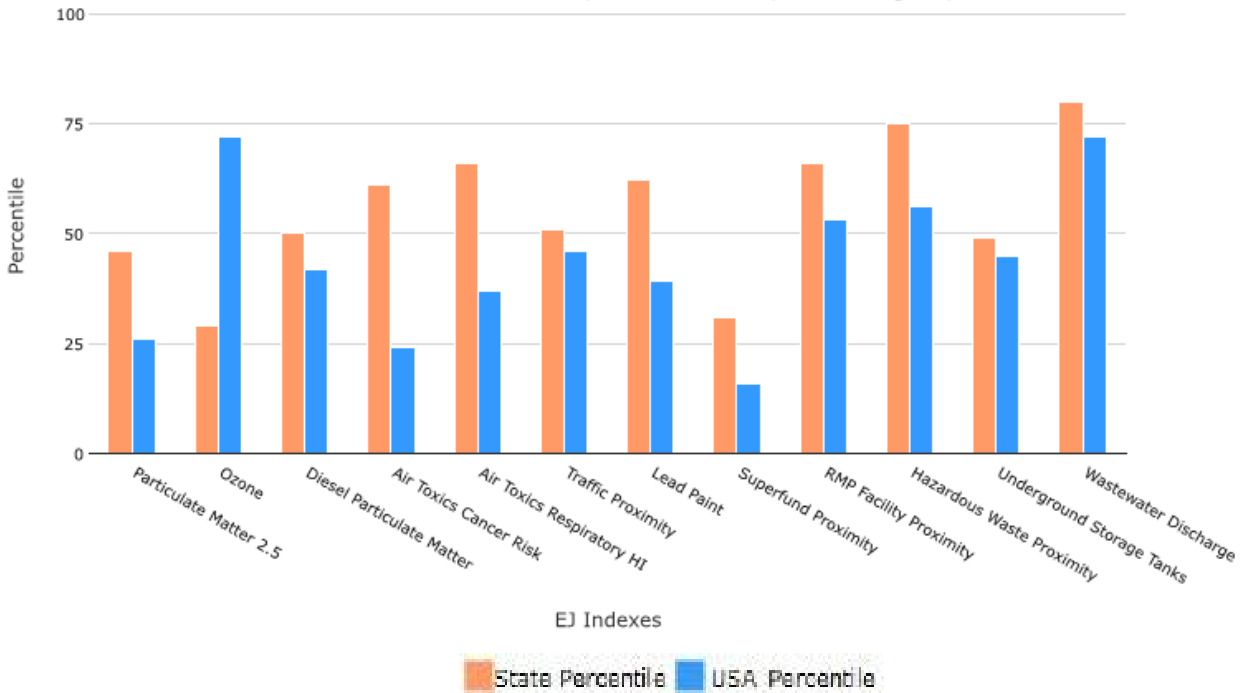
Approximate Population: 2,891

Input Area (sq. miles): 21.89

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
Particulate Matter 2.5 EJ index	46	26
Ozone EJ index	29	72
Diesel Particulate Matter EJ index	50	42
Air Toxics Cancer Risk EJ index	61	24
Air Toxics Respiratory HI EJ index	66	37
Traffic Proximity EJ index	51	46
Lead Paint EJ index	62	39
Superfund Proximity EJ index	31	16
RMP Facility Proximity EJ index	66	53
Hazardous Waste Proximity EJ index	75	56
Underground Storage Tanks EJ index	49	45
Wastewater Discharge EJ index	80	72

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 Index for the Selected Area Compared to All People's Blockgroups in the State/US



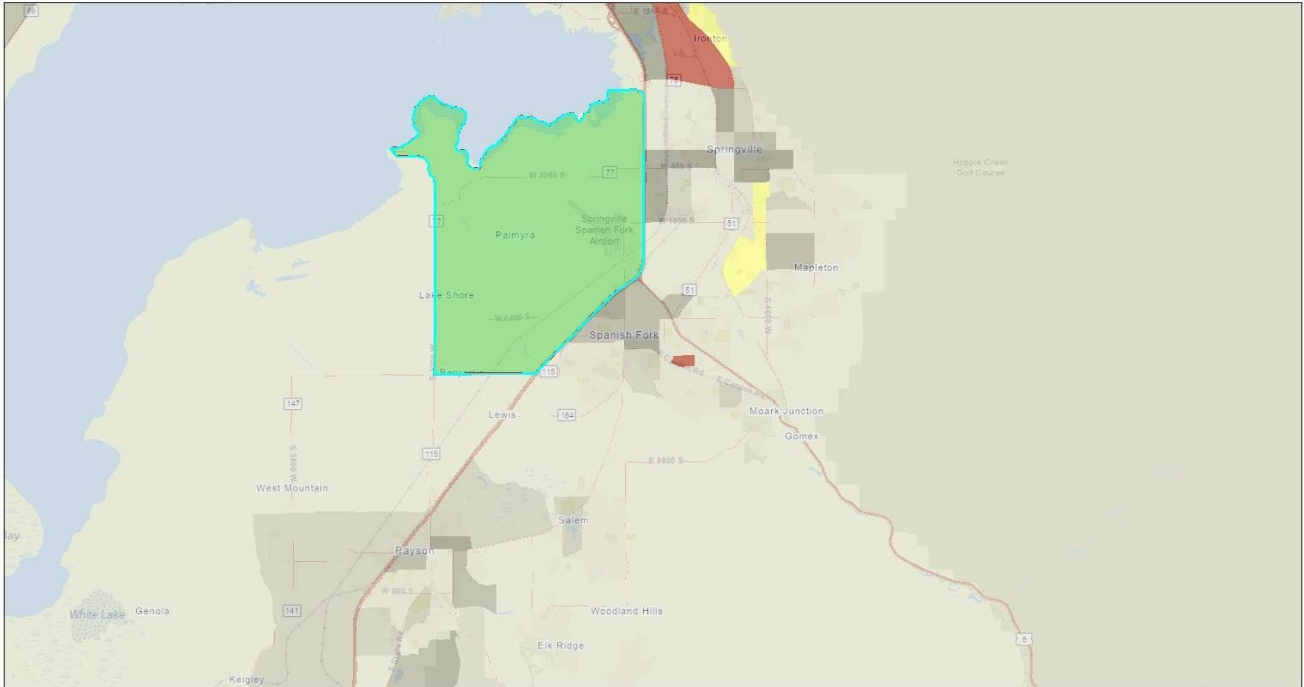
*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations 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/haps/air-toxics-data-update>.



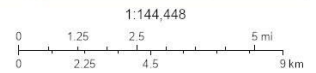
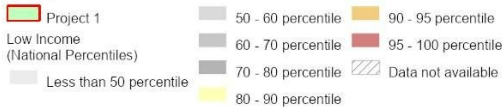
Blockgroup: 490490105032, UTAH, EPA Region 8

Approximate Population: 2,891

Input Area (sq. miles): 21.89



April 21, 2023



County of Utah, Utah Geospatial Resource Center, Esri, HERE, Garmin, SwireGeo, GeoTechnologies, Inc., IJET/WASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Sites reporting to EPA	
Superfund National Priorities List (NPL)	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	2

Blockgroup: 490490105032, UTAH, EPA Region 8

Approximate Population: 2,891

Input Area (sq. miles): 21.89

Selected Variables	Value	State Avg.	%ile in State	US A Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.5	7.53	30	8.67	21
Ozone (ppb)	56.4	57.7	19	42.5	94
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.186	0.242	34	0.294	<50th
Air Toxics Cancer Risk (lifetime risk per million)	20	20	81	28	<50th
Air Toxics Respiratory HI	0.3	0.29	81	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	210	720	40	760	48
Lead Paint (% Pre-1960 Housing)	0.11	0.17	55	0.27	36
Superfund Proximity (site count/km distance)	0.017	0.18	19	0.13	13
RMP Facility Proximity (facility count/km distance)	0.48	0.6	61	0.77	58
Hazardous Waste Proximity (facility count/km distance)	1.6	0.91	81	2.2	66
Underground Storage Tanks (count/km ²)	0.5	2.3	35	3.9	39
Wastewater Discharge (toxicity-weighted concentration/m distance)	150	16	98	12	99
Socioeconomic Indicators					
Demographic Index	24%	24%	57	35%	40
Supplemental Demographic Index	11%	11%	52	15%	38
People of Color	18%	22%	54	40%	37
Low Income	29%	25%	61	30%	52
Unemployment Rate	3%	4%	57	5%	44
Limited English-Speaking Households	0%	2%	66	5%	0
Less Than High School Education	6%	7%	59	12%	39
Under Age 5	9%	8%	72	6%	82
Over Age 64	11%	11%	51	16%	29
Low Life Expectancy	15%	19%	10	20%	10

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

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 project area. Map units are defined below.

DRAFT



Spanish Fork

SOIL SURVEY MAP

REVISED: APRIL 26, 2023

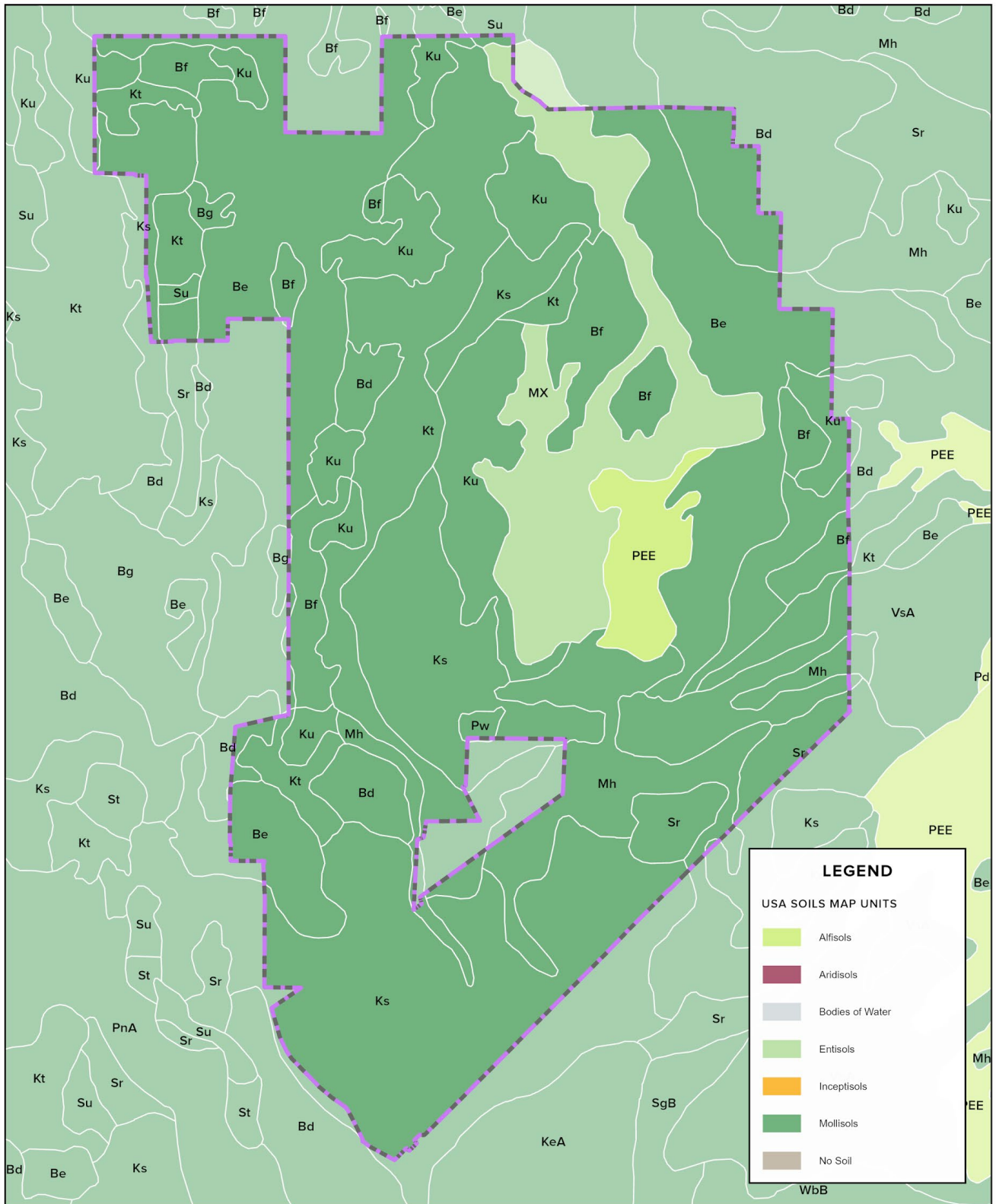
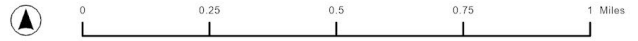


FIGURE 2: WEB SOIL SURVEY MAP



Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Bd	Benjamin silty clay	131.1	5.9%
Be	Benjamin silty clay, moderately alkali	436.6	19.5%
Bf	Benjamin silty clay, strongly alkali	146.4	6.5%
Bg	Benjamin silty clay, sandy substratum	6.5	0.3%
Ks	Kirkham silty clay loam	498.9	22.3%
Kt	Kirkham silty clay loam, moderately saline-alkali	272.0	12.2%
Ku	Kirkham silty clay loam, strongly saline-alkali	221.2	9.9%
Mh	McBeth silt loam	137.2	6.1%
MX	Mixed alluvial land, saline	212.2	9.5%
PEE	Payson-Terrace escarpments complex, 1 to 20 percent slopes, eroded	57.0	2.5%
Pw	Provo gravelly fine sandy loam	4.6	0.2%
Sr	Sunset loam	52.2	2.3%
Su	Sunset loam, moderately saline	5.2	0.2%
VsA	Vineyard fine sandy loam, moderately saline, 0 to 2 percent slopes	55.4	2.5%
Totals for Area of Interest		2236.5	100.0%

HYDROGEOLOGY AND HYDROLOGY

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

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

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

HISTORICAL AND CULTURAL RESOURCES

The [National Register of Historical Places](#) (NRHP) lists cultural resources previously recorded on the official list of the Nation's historic places worthy of preservation. There are two properties listed on the NRHP that are approximately 1-2 miles south of the southern border of the project area. The addresses of these properties are 143 S. Main St (David H. Jones House) and 300 S. Main St (Spanish Fork High School Gymnasium).

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.

TRIBAL LANDS

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

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

NATURAL RESOURCES

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

The lead federal agencies for implementing ESA are:



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

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

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

There are 19 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, Clark's nutcracker, evening grosbeak, franklin's gull, lesser yellowlegs, Lewis's woodpecker, long-eared owl, marbled godwit, olive-sided flycatcher, rufous hummingbird, sage thrasher, Virginia's warbler, western grebe, and willet. It is recommended that construction activities are completed outside of the BCC breeding season (3/1 - 8/31).

The Uinta National Forest (federal land) is directly west of the city of Spanish Fork. Public Domain land/BLM land located in eastern and southwestern portions of the city.

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](#).

Several freshwater emergent wetlands exist throughout the project area. Figure 3 displays national wetlands located in the project area.



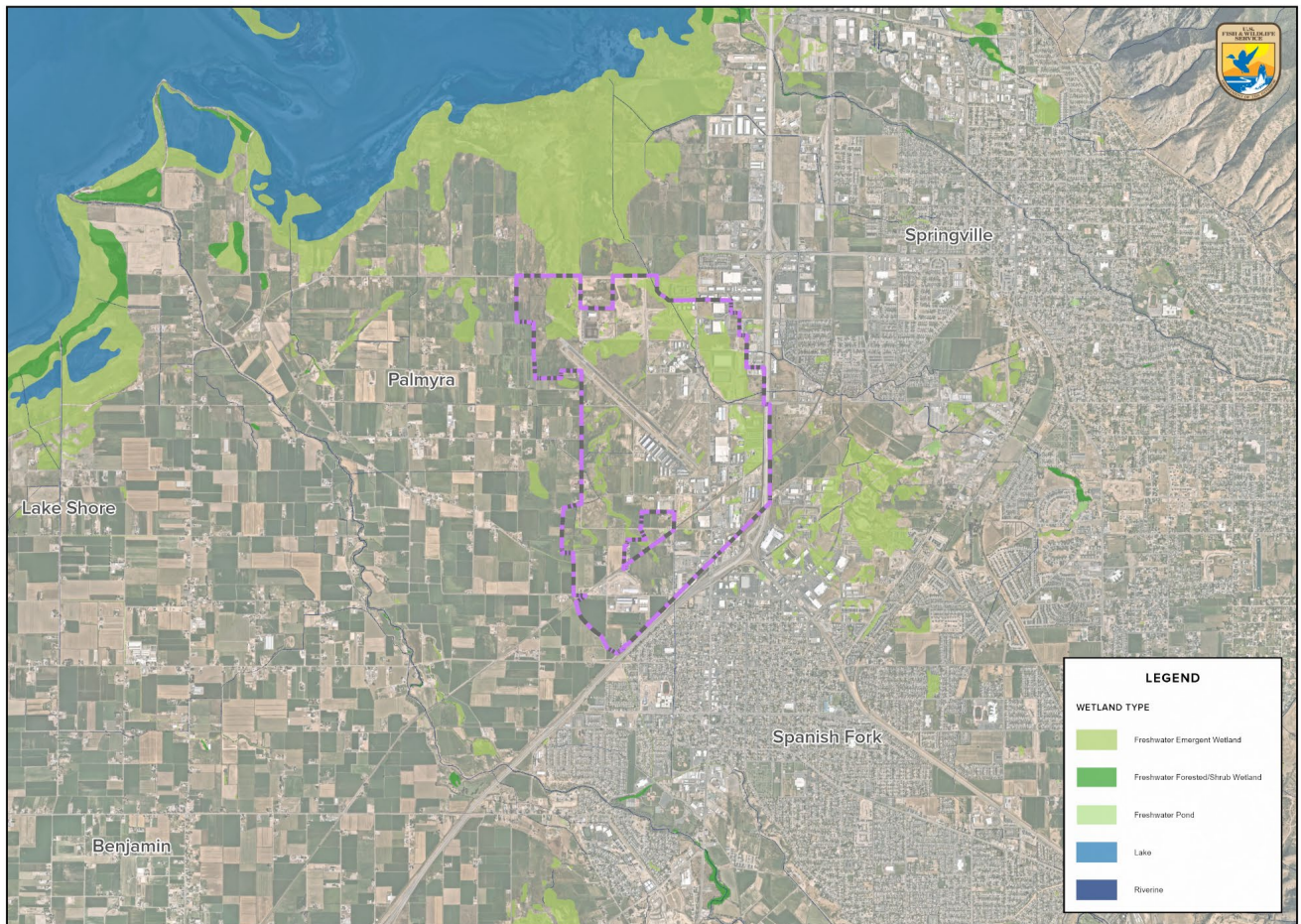


FIGURE 3: NATIONAL WETLANDS INVENTORY MAP

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.

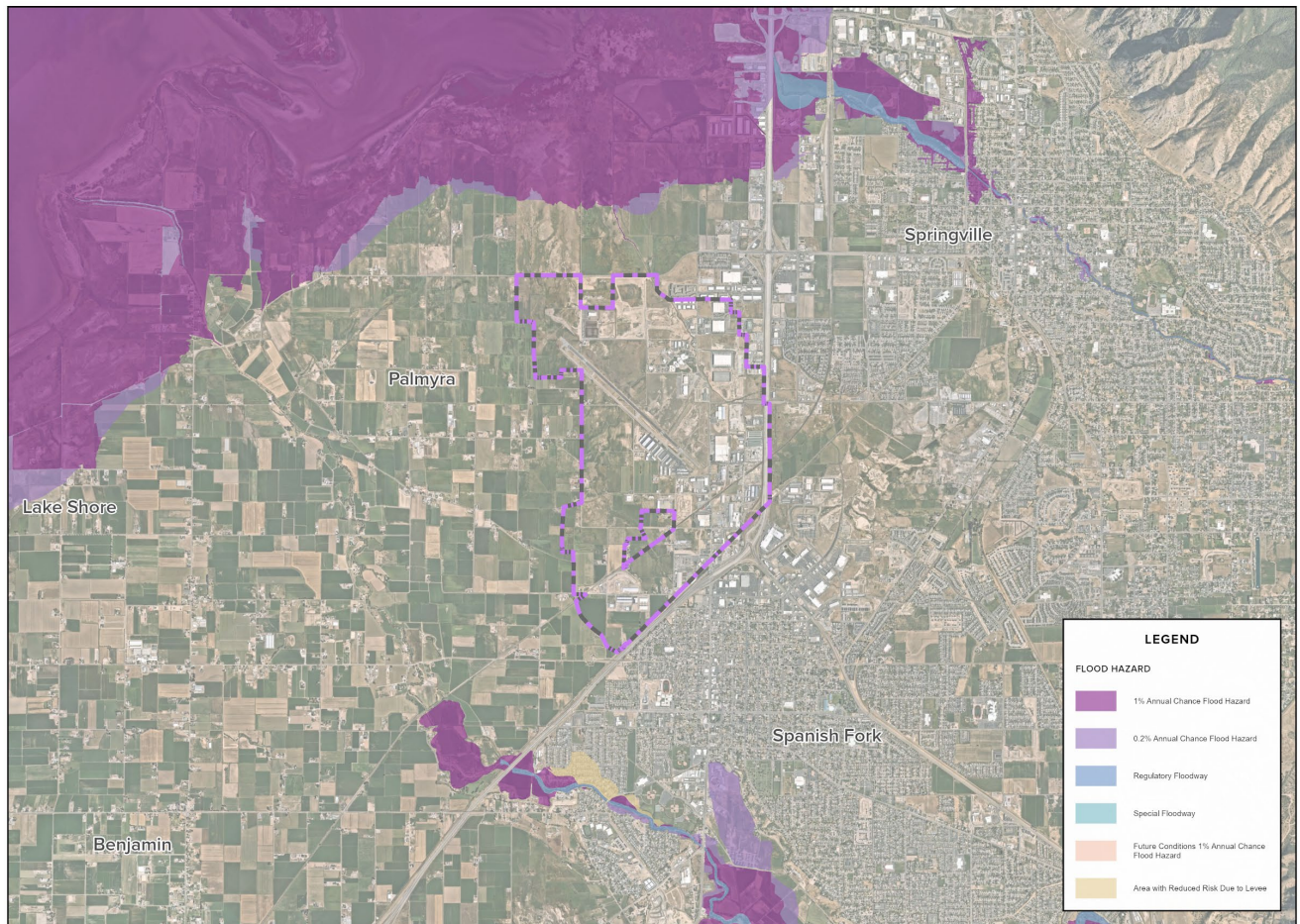


FIGURE 4: NATIONAL FLOOD HAZARD MAP

Flood hazards are undetermined, but possible in the project area. The Flood Insurance Rate Map for the project area is below (Figure 3).

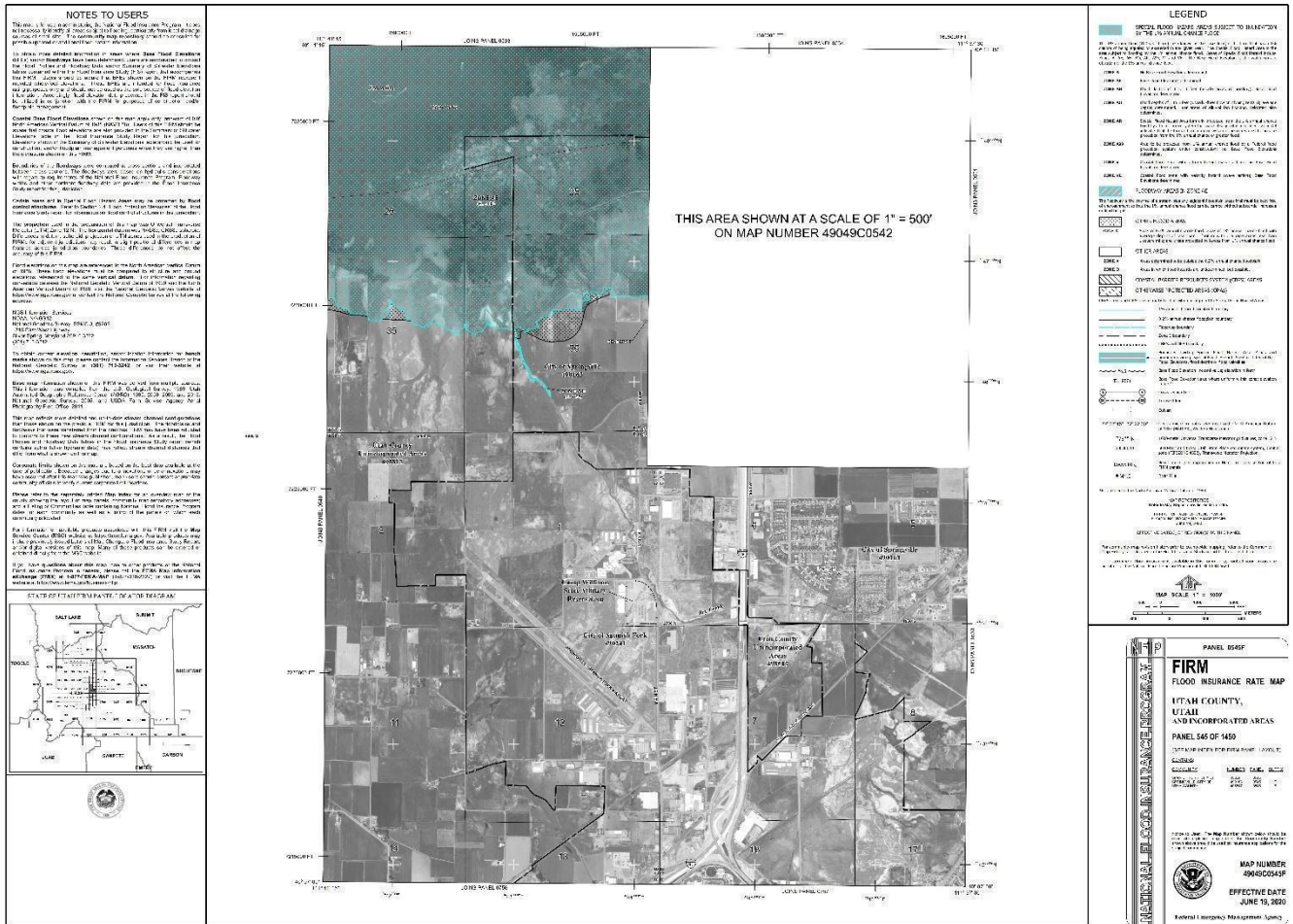


FIGURE 5: FLOOD INSURANCE RATE MAP

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

ENVIROFACTS Search US EPA			
#	EPA-Regulated Facility Name	Latitude	Longitude
6	Banta Book Group	40.1426	-111.65503
18	Dry Cleaning & Beyond	40.15576	-111.65696
24	General Atomics Aeronautical Systems Inc	40.14774	-111.65876
25	General Atomics Aeronautical Systems Inc	40.14774	-111.65876
31	Jack B Parson Spanish Fork	40.13769	-111.64996
32	Jack B. Parson Spanish Fork Shop	40.13947	-111.64991
33	Klune Industries Inc	40.1329	-111.6615
34	Klune Industries, Inc.	40.13301	-111.66003
35	Klune Plating	40.13617	-111.6596
36	Klune Precision Casting/Emerald	40.13418	-111.66608
39	L & W Supply Warehouse	40.15403	-111.65581
41	Longview Fibre Company	40.13929	-111.655
48	Mountain Country Foods Inc	40.13037	-111.65068
54	PDM Steel Craneway	40.12459	-111.66018
65	Spanish Fork City Corporation	40.13722	-111.65058
66	Spanish Fork City Wastewater Treatment Plant (WWTP)	40.13767	-111.65095
68	Spanish Fork Foundry	40.13037	-111.65034
73	Spanish Fork Ready Mix Facility	40.13917	-111.64993
78	Spanish Fork Water Reclamation Facility (WRF) Investigation	40.13572	-111.64978
87	Teleflex Precision Casting Co	40.13418	-111.66608
92	Utah Army National Guard Spanish Fork Armory/ Field Maintenance Shop	40.14775	-111.65638
93	Utah State University - Utah Vet Diagnostic Lab - Spanish Fork	40.14768	-111.66313
98	Young Living Distribution Center 1	40.15398	-111.65385



Spanish Fork

EPA-REGULATED SITES MAP
REVISED: APRIL 26, 2023

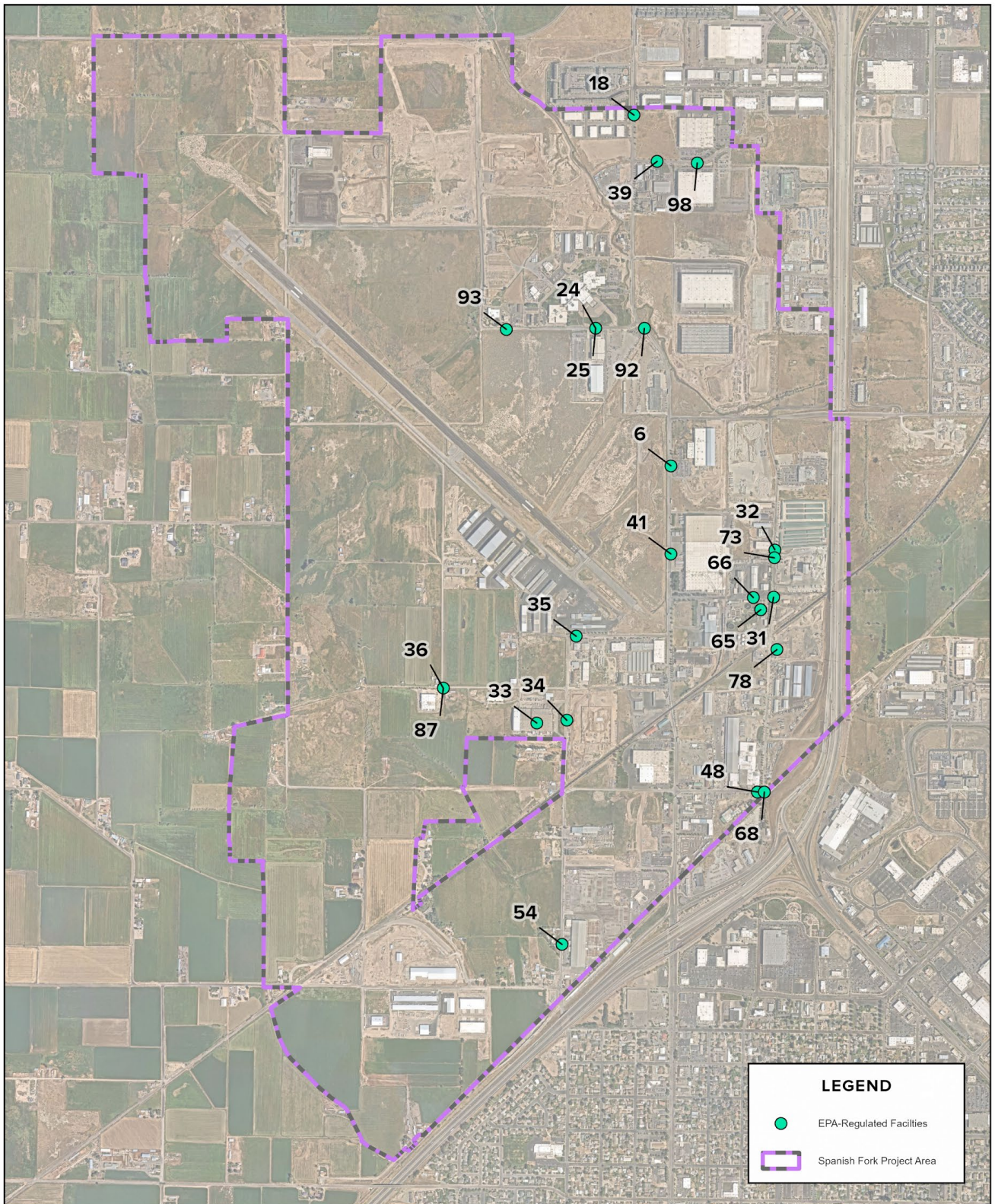
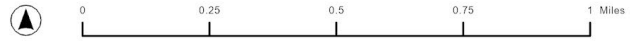


FIGURE 6: EPA-REGULATED FACILITIES



Utah Environmental Interactive Map

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

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

UDEQ maintains one air quality monitoring station in the project area, located at 2050 N 300 W.

UDEQ maintains 6 water quality monitoring stations (Figure 6) within the project area, summarized below.

Monitoring Location ID	Monitoring Location Description	Latitude	Longitude
4996003	Dry Creek Below Spanish Fork Discharge	40.15076	-111.65764
4996005	Dry Creek Below Spanish Fork Wastewater Treatment Plant at Main Street	40.14844	-111.65708
4996010	Dry Creek Below Spanish Fork Wastewater Treatment Plant	40.14468	-111.65159
4996020	Spanish Fork Wastewater Treatment Plant	40.14497	-111.65033
4996022	Dry Creek Above Spanish Fork Discharge Confluence	40.14501	-111.65028
4996030	Dry Creek Above Spanish Fork Wastewater Treatment Plant	40.14572	-111.64765



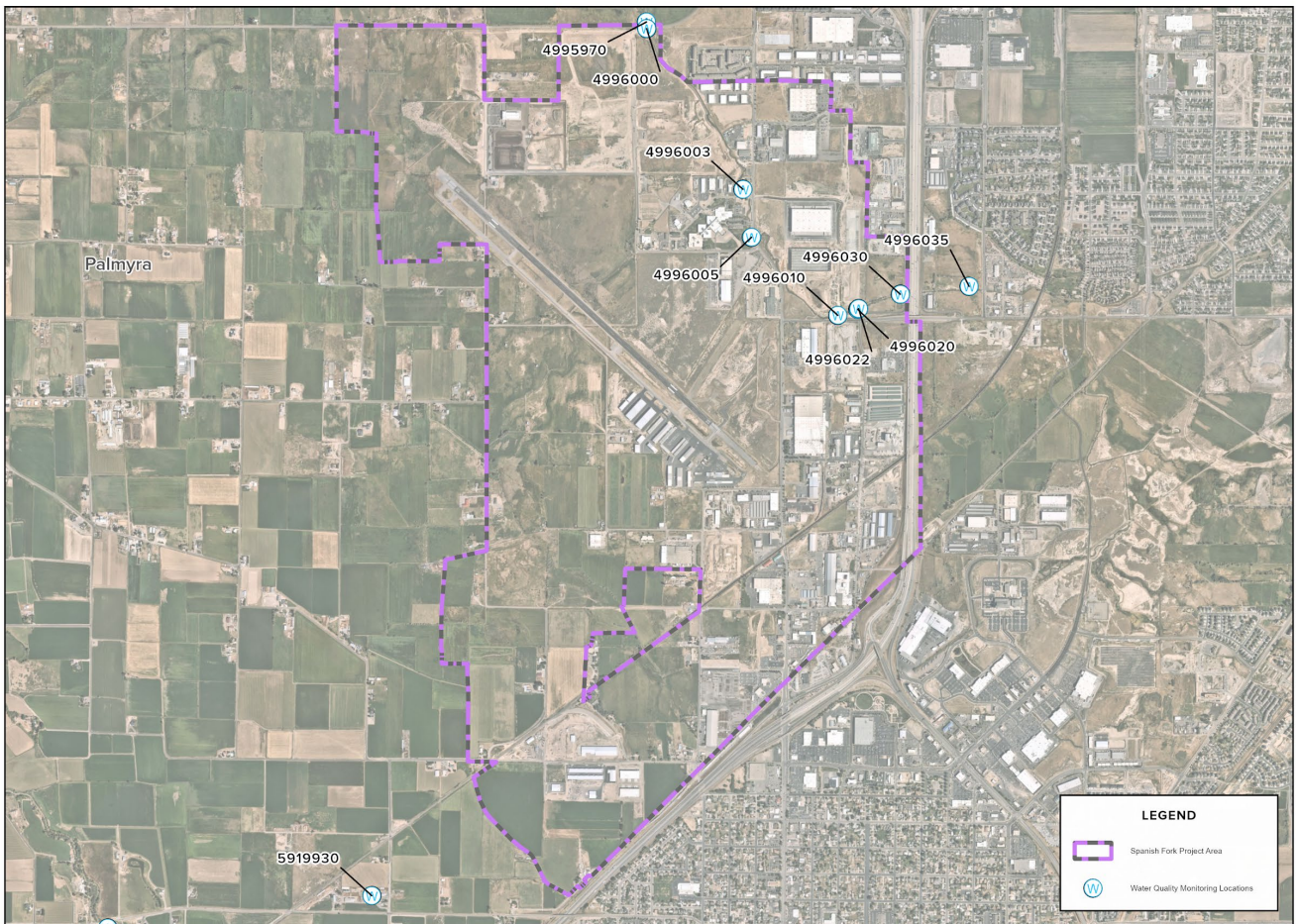


FIGURE 7: VERK INDUSTRIAL PARK PROJECT AREA WATER QUALITY MONITORING LOCATIONS

From 2011 to 2019, four fuel-related spills in the project area were reported to UDEQ, all of which did not exceed 50 gallons. Three of the four spills were diesel spills, and the remaining spill was a gasoline spill that occurred during a gasoline tanker rollover which resulted in a fire.

There are five locations in the project area that report hazardous waste and used oil to UDEQ, summarized below.

Hazardous Waste and Used Oil Locations	
Location Name	Location Address
Young Living Distribution Center 1	142 E 3450 N
General Atomics Aeronautical Systems INC	301 W 3000 N
Utah State University Nephi Vet Diagnostics Lab	514 W 3000 N
Klune Industries	1800 N 300 W
Utah Army National Guard Spanish Fork Armory/ Field Maintenance Shop	2883 N Main St

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.

Spanish Fork is in Utah County which is currently in nonattainment status for ozone and PM_{2.5}.



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