

DRAFT



# Twenty Wells

## A Utah Inland Port Project Area

Draft Project Area Plan & Budget | Amendment #3

Original Approval Date:

December 5, 2023

Amendment #3 Approval Date:

Pending



# DEFINITIONS

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



# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	<b>5</b>
<b>LOGISTICS INFRASTRUCTURE &amp; VALUE PROPOSITION</b> .....	<b>6</b>
<b>OVERVIEW</b> .....	<b>9</b>
Purposes and Intent .....	9
Area Boundaries .....	9
Legislative Body Consent .....	9
Landowner Exclusion .....	9
Project Area Budget .....	9
Environmental Review .....	9
Recruitment Strategy .....	10
Project Area Performance Indicators .....	11
Conclusion .....	11
Staff Recommendation .....	12
<b>REQUIREMENTS</b> .....	<b>13</b>
<b>BOARD FINDINGS &amp; DETERMINATION</b> .....	<b>14</b>
Public Purpose .....	14
Public Benefit .....	15
Economic Soundness and Feasibility .....	15
Promote Statutory Goals and Objectives .....	16
<b>APPENDICES</b> .....	<b>18</b>
Appendix A: Legal Description of Project Area .....	18
Appendix B: Maps & Imagery of the Project Area .....	21
Appendix C: Legislative Body Written Consent .....	25
Appendix D: Project Area Budget Summary .....	41
Appendix E: Environmental Review .....	42
Appendix F: Recordings & Trigger Resolution Log .....	57



# AMENDMENT/REVISION TABLE

Amendment	Board Approval Date	Summary of Revisions	Acres (+/-)	Total Acres
#1	May 20, 2024	Boundary change/addition through Grantsville City's Resolution 2024-13; Updated landowner exclusion address	+144	619.74
#2	March 16, 2026	Boundary change/addition through Grantsville City's Resolution 2026-11; Added Appendix F: Recordings & Trigger Resolution Log	+155.63	775.37
#3	Pending	Updated Recruitment Strategy section and Appendix F Recordings and Trigger Resolution Log	0	775.37

DRAFT



# EXECUTIVE SUMMARY

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

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

- Grantsville City passed a resolution on September 6, 2023.
- Grantsville City passed Resolution 2024-13 on March 6, 2024 requesting an amendment to the Project Area.
- Grantsville City passed Resolution 2026-11 on February 4, 2026 requesting an amendment to the Project Area

This move aims to tap into the funding, resources and benefits provided by UIPA that will support and enhance the development of the subject properties. In doing so, the entities expect that development of the Twenty Wells 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 Twenty Wells Project Area fits the area's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Tooele County area. This Project Area enjoys a very strategic location with proximity to: Interstate 80, Interstate 15, the Salt Lake International Airport, the Salt Lake International Center, and the Union Pacific Intermodal Yard. As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the City's general plan and the zoning for this area.

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



# LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Twenty Wells Project Area is a proposed development in northern Tooele County. The project area is located entirely within the boundaries of Grantsville City. Utah state route 112 cuts through the project area with access to Interstate 80 facilitated through state routes 138 and 179 (Midvalley Highway).

The Utah Department of Transportation is readying Phase 2 of the Midvalley Highway with the proposed alignment running to the east of the project area and when complete, will provide a direct link between Interstate 80 and Tooele City. The project area will be accessible to the national rail network via the former Union Pacific Warner Branch. A project is underway to rehabilitate the branch for revenue service.

## SUPPLY AND DEMAND

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

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

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

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

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



## RAIL

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

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

Savage Tooele Railroad has rehabilitated the former Union Pacific Warner Branch to provide revenue service between the Twenty Wells Project Area and Union Pacific's Shafter Subdivision. The line commenced revenue service in September 2025. The Twenty Wells Project Area now has access to the national rail network via Union Pacific.

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

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

## TRUCK

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

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

Truck traffic is driven by the increasing number of warehouse and manufacturing operations choosing to locate in Tooele County. In addition, the Lakeview Business Park has attracted several notable employers, including Purple, Lineage Logistics, Jabil, and Revman International. Other major truck users



include Walmart, Cabela's, and Carvana. The majority of truck traffic originating from the proposed project area and surrounding areas is directly related to product distribution.

### **INFRASTRUCTURE: CURRENT STATE**

The proposed project area is currently zoned greenfield. Utilities at the proposed location include a 100-161 kilovolt transmission line that parallels SR 112 owned by PacifiCorp. Grantsville City annexed the area into the city in 2020. The only transportation connection is SR 112 connecting the project area to Grantsville City, Tooele City, and Interstate 80.

### **INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)**

Savage Transportation has received approval from the Surface Transportation Board (STB) to establish the Savage Tooele Railroad Company, which will bring rail service to the Twenty Wells Project Area via Union Pacific's former Warner Branch Line. The Warner Branch Line leaves the Union Pacific's mainline north of Interstate 80 near Burmester and travels southeast through Erda. The original spur was 15.5 miles. It ended at Warner Station about a mile west of downtown Tooele City. The Savage Tooele Railroad Company will rehabilitate approximately the first 7 miles of the spur, ending at the Twenty Wells Project Area. Another 5 miles of rail line will be built from there, traveling east in the Twenty Wells Project Area to serve future businesses inside the project area.

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

### **INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)**

Collaboration with UDOT and Metropolitan Planning Organizations (MPOs) will be critical to enhance truck parking and freight operations in the project area and nearby regions. Transportation and planning studies will guide targeted resource allocation to drive sustainable freight growth.

Optimizing the project area will require assessing ongoing railroad operations and customer growth with Savage Services, aiming to enhance future planning around capacity and growth. Additionally, exploring opportunities to attract new rail users to the project area will be vital to the project area's continuing success.

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

### **IMPORTERS AND EXPORTERS IN THE AREA**

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

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

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



# OVERVIEW

## Purposes and Intent

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

## Area Boundaries

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

## Legislative Body Consent

Written consent from the public entities requesting the establishment of a UIPA Port Project Area can be found in [Appendix C](#).

## Landowner Exclusion

Pursuant to UCA 11-58-501, "an owner of land proposed to be included within a project area may request that the owner's land be excluded from the project area." A project area exclusion request must be submitted by the respective landowner in writing to the UIPA board no more than 45 days after their public meeting under Subsection 11-58-502(1), which states, "the board shall hold at least one public meeting to consider and discuss a draft project area plan." Landowners may submit notarized written requests either in person or via certified mail to Attn: Larry Shepherd, 60 E. State Street, Ste. 600, Salt Lake City, UT 84111.

## Project Area Budget

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

## Environmental Review

For the UIPA Board to adopt a Project Area Plan, an environmental review for the project area must be completed. To ensure that any required environmental studies, documentation, or action is conducted according to federal, state, and local regulatory standards, the project area's environmental considerations are reviewed to provide recommendations for next steps and/or approval before work, which could pose environmental impacts, may commence.

The environmental review consists of a desktop review of publicly available environmental data that considers the following elements as applicable: Environmental Justice, NEPA Reporting Requirements,



Past and Present Land Uses, Geotechnical Resources, Historical and Cultural Resources including Tribal Lands, Natural Resources, Water Resources, Environmental Quality, and Air Quality.

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

## SUMMARY OF TWENTY WELLS ENVIRONMENTAL CONSIDERATIONS

- [Skull Valley Band of Goshute Indians of Utah](#) are located approximately 20 miles southwest
- The following proposed threatened (PT) species may exist in the project area:
  - **Monarch Butterflies** (PT) - final critical habitat published in the [Federal Register](#)
  - **Suckley’s Cuckoo Bumble Bees** (PT) - no critical habitat has been designated
    - No designated critical habitats are located within the project area
- 5 migratory birds on [US Fish and Wildlife Service \(USFWS\) Birds of Conservation Concern \(BCC\)](#)
  - Breeding seasons ranging between December 1 and September 15
- According to the [National Wetlands Inventory \(NWI\)](#), wetlands exist in the Broken Arrow Zone
  - Wetlands designated in the NWI may have changed since the date of characterization
  - Updated qualified wetland delineation studies shall be the final determination
- Project area is in serious nonattainment for 8-hour ozone and nonattainment for sulfur dioxide

## Recruitment Strategy

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

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

Incentives may be offered as post-performance rebates on generated property tax differential, based on capital investment dollars spent. Generally, incentive amounts will not exceed 20% of annual assessed property tax paid by any business up to a capped dollar amount for more than 25 years, and final discretion for incentive amounts are with the UIPA Board. All incentives must be approved by the UIPA Board in a public meeting.

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

Incentives will generally favor industries such as those listed below:

- Light Industrial
- Manufacturing
- Distribution
- Heavy Industrial

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

New Capital Investment	% of Tax Differential*
\$15M	10%



\$25M	15%
\$50M	20%

\*Post performance incentive that is respectively the total tax burden (e.g. what the incentive recipient pays) minus UIPA admin, housing, and/or any environmental commitment(s). Incentives cannot exceed what UIPA receives in Project Area differential.

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

- Internships
- On-the-Job Training
- Water usage

## Project Area Performance Indicators

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

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

## Conclusion

Grantsville City is one of the most strategically important areas for future industrial development in the state. Its proximity to a skilled labor force, nexus for significant logistics infrastructure and proximity to the Salt Lake metro area make it an ideal location for targeted economic growth. While the public purpose for this project area is significant, the Port is aware that growth should be facilitated at a sustainable rate for the community, and that the natural environment must be protected as well.

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

As state, county and local governments work together with the private sector, we are confident that we can create an economic focal area that will allow more citizens to stay in the community to find great jobs. New economic focal areas along the Wasatch Front will lead to smarter growth, better quality of



life, and less carbon emissions. Project Areas, like this one, are critical to the growth and success of our state.

## Staff Recommendation

The administrative staff of the Utah Inland Port Authority recommends the board create the Twenty Wells Project Area.

DRAFT



# REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Twenty Wells 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.



# 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 Twenty Wells Project Area, assist the local governments in fulfilling their purposes, and fulfill its public purpose.

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

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

### **Provision of development that enhances economic and quality of life basis**

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

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

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

### **Stimulation of associated business and economic activity by the development**

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



retail leakage as manufacturing jobs wages are more frequently spent at local businesses rather than in neighboring communities.

## Public Benefit

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

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

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

## Economic Soundness and Feasibility

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

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

The Property Tax Differential collected from the Twenty Wells Project Area is 75 percent of the difference between the Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected trigger date for the tax differential is 2027.

In addition to the Differential and with a positive recommendation from Grantsville City, UIPA may sponsor a Public Infrastructure District (PID) in the Project Area. A PID is a separate Taxing entity that may levy taxes and issue bonds. A PID is formed following consent of property owners and is governed by a separate board. UIPA will not manage or control the PID, and no liability of the PID will constitute a liability against UIPA. PIDs also require the creation of governing documents, which define the membership and tax rate of the PID. The purpose of PID-assessed taxes and bonds is to pay for public infrastructure needs in the district, especially those with a large benefit across the project area.

Bonds issued by the district may be guaranteed and paid back by tax differential revenues. An Authority Infrastructure Bank (AIB) loan for infrastructure needs could also be granted via separate approval by



the UIPA board, and such loans would be repayable from tax differential proceeds or revenues from the loan recipient.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$93.1 million. UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the participating entities as contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. UIPA will contract with qualified developers and other parties to spend Tax Differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Administrative expenses retained by UIPA of 5 percent
- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Rail infrastructure and rail crossings
- Other logistics infrastructure
- Affordable housing
- Roads
- Utilities
- Associated costs of public utilities
- Business recruitment incentives

UIPA will establish auditing rights with developers to ensure provided funding is used only for allowable uses and report findings to participating entities. Following the initial planned development and agreements, UIPA staff will coordinate with participating entities to determine if unencumbered Differential should be used for additional development or on other public infrastructure. Not less than every five years, UIPA will review with major Taxing Entities the Differential being remitted to UIPA and determine if any adjustments to the amount passed through to Taxing Entities or the administration percentage should be adjusted.

## Promote Statutory Goals and Objectives

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

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

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



jurisdictional land attractive to:

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

DRAFT



# APPENDICES

## Appendix A: Legal Description of Project Area

### TERMS AND DEFINITIONS

Term	Definition
Zone	A group of parcels in county jurisdiction.
District	A group of parcels in municipal jurisdiction.
Tract	A subdivision of a district or zone.

### Disclaimer

No warranties or certification, express or implied, are provided for any and all property boundary descriptions provided by the Utah Geospatial Resource Center (UGRC). The following property boundary descriptions have been compiled as a best effort service strictly for general purpose informational use and any interpretations made are the responsibility of the User.

The State of Utah and County Governments, their elected officials, officers, employees, and agents assume no legal responsibilities for the information contained herein and shall have no liability for any damages, losses, costs, or expenses, including, but not limited to attorney's fees, arising from the use or misuses of the information provided herein. The User's use thereof shall constitute an agreement by the User to release The State of Utah and County Government, its elected officials, officers, employees, and agents from such liability.

By using the information contained herein, the User is stating that the above Disclaimer has been read and that he/she has full understanding and is in agreement with the contents of this disclaimer. Property boundary information depicted in this document is derived by one of two methods; it is either based directly on the legal descriptions provided on recorded documents on file in County Recorders' Offices, or it has been calculated and formatted using digital tools and existing polygon boundaries provided by the Utah Inland Port Authority or local county parcel data. In both cases, these descriptions are NOT intended to be used for legal litigation, boundary disputes, or construction planning. These descriptions are for general reference or informational use only. Users interested in pursuing legal litigation and/or boundary disputes should consult an attorney or licensed surveyor, or both.

### CREATION LEGAL DESCRIPTION

#### Lakeview District

**Parcel Numbers:** 01-130-0-0002, 01-130-0-0003, 01-130-0-0005, 01-130-0-0013, 01-130-0-0012, 19-081-0-0001, 19-081-0-0002, 19-081-0-0003, 19-081-0-0004C, & 01-069-0-0103

A parcel of land located in the Sections 2 and 3, Township 3 South, Range 5 West, Salt Lake Base and Meridian, more particularly described as follows:

BEGINNING at a fence intersection located 23.53 feet North 89°39'45" East along the line between the Tooele County Dependent Resurvey Monuments marking the Northwest and Northeast Corners of Section 3, Township 3 South, Range 5 West, Salt Lake Base & Meridian (Basis of bearings being along said line North 89°39'45" East 5322.45') and 29.85 feet North 00°33'47" West from the Tooele County Dependent Resurvey Monuments marking the Northwest Corner of said Section 3, and running thence



North 89°39'47" East 2668.35 feet; thence South 00°03'37" East 10.72 feet; thence North 89°56'36" East 989.29 feet; thence South 00°07'38" East 2664.59 feet; thence South 89°35'44" West 1023.01 feet; thence South 00°03'27" East 1876.25 feet; thence North 59°22'23" West 3105.07 feet to the west line of said Section 3 and the east line of OQUIRRH ESTATES MINOR SUBDIVISION recorded August 17, 2017 as Entry No. 453349; thence along said subdivision the following five (5) courses: (1) South 00°01'07" East 15.17 feet; thence (2) North 59°21'35" West 1145.04 feet to a point of curvature with a 11426.16 foot radius to the right; thence (3) northwesterly 857.52 feet along the arc of said curve through a central angle of 04°18'00" (chord bears North 57°12'35" West 857.32 feet); thence (4) North 55°03'35" West 664.33 feet; thence (5) North 00°16'26" West 163.53 feet to the south line of that parcel described in that certain Warranty Deed recorded April 15, 2021 as Entry No. 541523; thence along said parcel the following four (4) courses: (1) South 88°38'45" West 19.59 feet; thence (2) North 00°21'03" West 208.00 feet; thence (3) North 00°19'45" East 1166.50 feet; thence (4) North 89°46'57" East 967.15 feet to the Northwesterly corner of said OQUIRRH ESTATES MINOR SUBDIVISION; thence along said subdivision North 89°45'32" East 1327.77 feet; thence North 00°33'47" West 0.27 feet to a fence intersection and the POINT OF BEGINNING.

TOGETHER WITH:

A parcel of land located in the Southwest Quarter of Section 3, Township 3 South, Range 5 West, Salt Lake Base and Meridian, more particularly described as follows:

BEGINNING at the Southwest corner of Section 3, Township 3 South, Range 5 West, Salt Lake Base and Meridian, and running thence along the west line of said Section 3 North 00°07'13" East 528.87 feet (basis of bearings); thence South 89°52'47" East 47.80 feet; thence North 00°07'13" East 1687.68 feet to a point on the southerly right of way line of State Highway 112; thence along said line South 59°22'23" East 3050.03 feet to a point on the quarter section line; thence along said quarter section line South 00°03'27" East 642.85 feet to the South Quarter corner of said Section 3; thence South 89°34'37" West 2677.74 feet along the south line of said Section 3 to the POINT OF BEGINNING.

Contains 498.295 acres, more or less.

## AMENDMENT #1 LEGAL DESCRIPTION

Broken Arrow District

**Parcel Numbers:** 01-121-0-0010

A parcel of land, situate in the East half of Section 32, and West half of Section 33, Township 1 South, Range 6 West, Salt Lake Base and Meridian, said parcel also located in Grantsville City, Tooele County, Utah, more particularly described as follows:

Beginning at a point on the railroad Right of Way, said point being North 00°01'45" East 1511.60 feet along the Section line and North 89°58'15" West 379.11 feet from the found East Quarter Corner of Section 32, Township 1 South, Range 6 West, Salt Lake Base and Meridian, and running thence South 64°38'30" East 992.09 feet; thence South 57°47'00" East 911.78 feet to the Northwesterly Right of Way line of SR-138; thence South 40°58'48" West 3909.81 feet along said Northwesterly line; thence North 53°24'45" West 1424.75 feet to the Easterly Right of Way line of the railroad; thence North 34°05'55" East 3639.07 feet along said Easterly line and to the Point of Beginning.

Contains 6,273,387 square feet, or 144.02 acres.



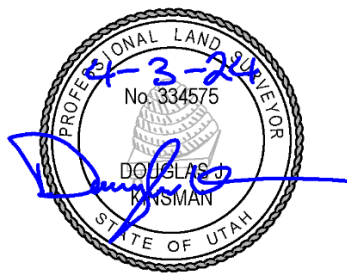
UTAH INLAND PORT AUTHORITY  
EXHIBIT "A"

A parcel of land, situate in the East half of Section 32, and West half of Section 33, Township 1 South, Range 6 West, Salt Lake Base and Meridian, said parcel also located in Grantsville City, Tooele County, Utah, more particularly described as follows:

Beginning at a point on the railroad Right of Way, said point being North 0°01'45" East 1511.60 feet along the Section line and North 89°58'15" West 379.11 feet from the found East Quarter Corner of Section 32, Township 1 South, Range 6 West, Salt Lake Base and Meridian, and running:

thence South 64°38'30" East 992.09 feet;  
thence South 57°47'00" East 911.78 feet to the Northwestern Right of Way line of SR-138;  
thence South 40°58'48" West 3909.81 feet along said Northwestern line;  
thence North 53°24'45" West 1424.75 feet to the Easterly Right of Way line of the railroad;  
thence North 34°05'55" East 3639.07 feet along said Easterly line and to the Point of Beginning.

Contains 6,273,387 square feet, or 144.02 acres.



## AMENDMENT #2 LEGAL DESCRIPTION

### The Crossing District

**Parcel Numbers:** 01-130-0-0008, 01-130-0-0009, 01-130-0-0014, 01-130-0-0016, 01-130-0-0002  
COMMENCING at the Southwest corner of Section 3, Township 3 South, Range 5 West of the Salt Lake Base and Meridian; THENCE South 89° 58' 50" West, a distance of 2720.33 feet; THENCE North 00° 02' 14" West, a distance of 743.21 feet to the POINT OF BEGINNING; THENCE North 00° 02' 08" West, a distance of 1565.66 feet; THENCE North 89° 37' 14" East, a distance of 1336.39 feet; THENCE North 00° 05' 09" West, a distance of 326.40 feet; THENCE North 89° 28' 24" East, a distance of 1343.34 feet; THENCE South 00° 04' 27" West, a distance of 1984.64 feet; THENCE South 00° 13' 04" East, a distance of 660.42 feet; THENCE South 00° 13' 49" West, a distance of 853.77 feet; THENCE North 59° 20' 29" West, a distance of 2542.87 feet; THENCE North 59° 20' 23" West, a distance of 566.39 feet to the POINT OF BEGINNING.

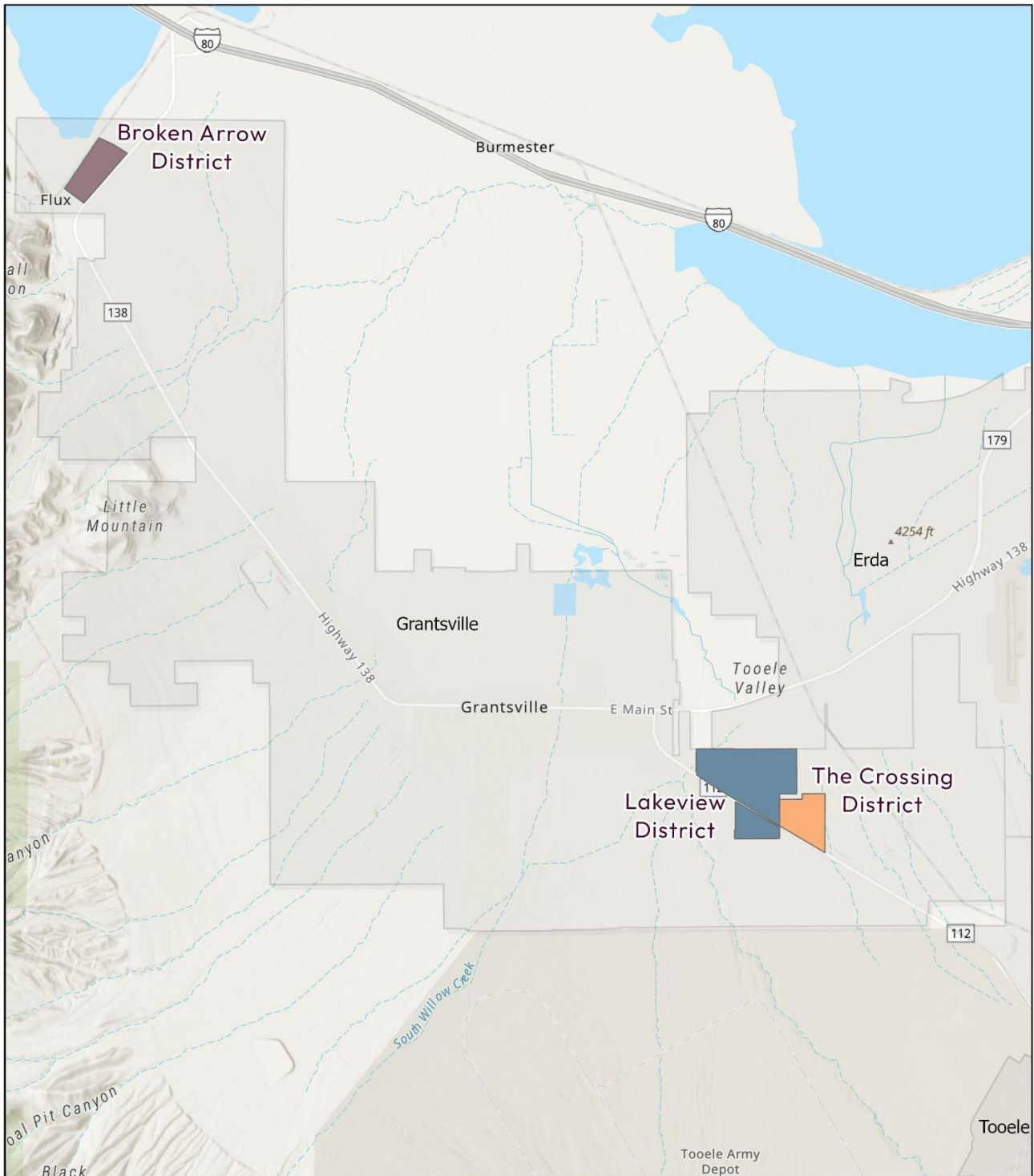
Contains 155.72 acres.



# Appendix B: Maps & Imagery of the Project Area



## Twenty Wells Project Area



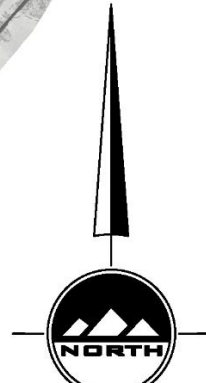
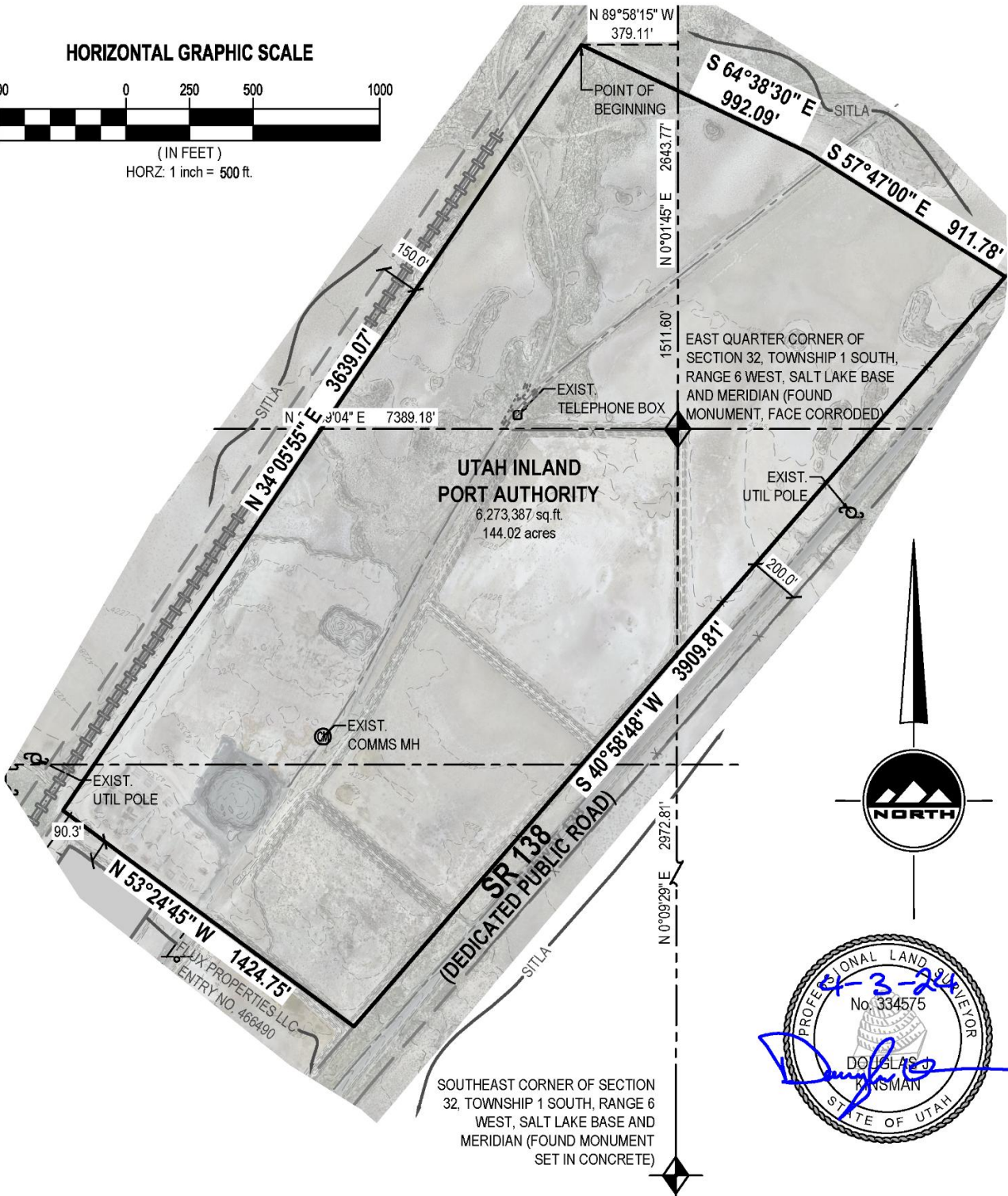
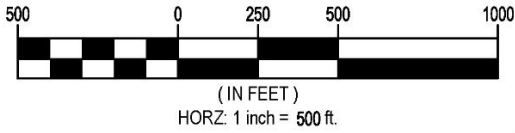
0 0.5 1 2 3 Miles







**HORIZONTAL GRAPHIC SCALE**



PROJECT NUMBER T1252N PROJECT MANAGER D. KINSMAN	PRINT DATE 4/3/2024 DESIGNED BY M. SANDOVAL	<h2 style="margin: 0;">UTAH INLAND PORT AUTHORITY</h2> <p style="margin: 0;">ELLERBECK ROAD AND UT-36 GRANTSVILLE, UTAH 84029 EXHIBIT "B"</p>	<p style="margin: 0;"><b>ENSIGN</b> THE STANDARD IN ENGINEERING</p>	<p style="margin: 0;"><b>TOOELE</b> 169 N. Main St. Unit 1 Tooele, UT 84074 Phone: 435.843.3590 WWW.ENSIGNENG.COM</p>
<h1 style="margin: 0;">1 OF 1</h1>			<p style="margin: 0; font-size: small;">                     SANDY Phone: 801.255.0229    LAYTON Phone: 801.547.1100    CEDAR CITY Phone: 435.882.1463    RICHFIELD Phone: 435.892.2963                 </p>	



# Appendix C: Legislative Body Written Consent

## GRANTSVILLE CITY RESOLUTION 2023-50A

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

### Grantsville City Record of Resolution Adoption

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

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

Also Present:

Gina Roberts	Deputy Recorder
Brett Coombs	City Attorney

Absent:

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

Yea:	Unanimous
Opposed:	None
Abstained:	None

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

DocuSigned by:  
*Braydee Bangh*  
Grantsville City Recorder



## GRANTSVILLE CITY RESOLUTION 2023-50A

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

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

**Whereas** The City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a Project Area (“Project Area”) to help fund the development of a regional economic development opportunity; and

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

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

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

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

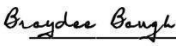


**RESOLVED, ADOPTED, AND ORDERED** this 6 day of September 2023.

GRANTSVILLE CITY COUNCIL,  
TOOELE COUNTY UTAH

DocuSigned by:  
By:  \_\_\_\_\_  
D982CF9127745A  
Neil A. Critchlow, Mayor

Attest:

DocuSigned by:  
 \_\_\_\_\_  
910457232749B  
Braydee Baugh, City Recorder



# GRANTSVILLE CITY RESOLUTION 2024-13

DocuSign Envelope ID: C6C10684-171C-4530-BF51-1B3C7584D927

## Grantsville City Record of Resolution Adoption

A regular meeting of the City Council of Grantsville City was held at City Hall in Grantsville, Utah on Wednesday, the 6th day of March, 2024 at the hour of 7:00 p.m., there being present and answering roll call the following:

Neil Critchlow	Mayor
Rhett Butler	Council Member
Heidi Hammond	Council Member
Scott Bevan	Council Member
Jolene Jenkins	Council Member
Jeff Williams	Council Member

Also Present:

Braydee Baugh	City Recorder
Jesse Wilson	City Manager

Absent:

After the meeting had been duly called to order and the minutes of the preceding meeting approved, the Resolution 2024-13 was introduced in writing, read in full, and pursuant to a Motion made by Councilmember Butler. Seconded by Councilmember Hammond and was adopted by the following vote:

Yea:	Unanimous
Opposed:	None
Abstained:	None

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



DocuSigned by:  
*Braydee Baugh*  
Grantsville City Recorder



**GRANTSVILLE CITY**  
**RESOLUTION NO. 2024 -13**

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

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

**Whereas**, The City desires the Utah Inland Port Authority (the “**Port Authority**”) Board to create a Project Area (“**Project Area**”) to help fund the development of a regional economic development opportunity;

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

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

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

**Whereas**, The City Council has previously adopted a resolution (Resolution 2023-50A) consenting to the creation of the Utah Inland Port Authority Project Area (the “**Project Area**”) in Tooele County in accordance with Utah Code Annotated §11-58-501 *et. Seq.*; and

**Whereas**, The City now wishes to add a certain 154.5 acres owned by Broken Arrow, LLC (see Exhibit A attached hereto) to the Project Area for reasons of the same benefits and opportunities described above.



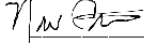
Resolution 2024 -  
Page 2 of 2

**NOW THEREFORE, BE IT RESOLVED** by the Council as follows:

**Section 1. Addition of Broken Arrow Property to UIPA Project Area.** The Council consents to amendment of the Utah Inland Port Authority Project Area (the "Project Area"). Pursuant to Utah Code Ann. § 11-58-504 and 11-58-501(2), the Council hereby consents to the amendment of the Twenty Wells Project Area, together with its plan and budget, by adding area to the Project Area in Grantsville City. Specifically, the City consents to adding to the Project Area shown on Exhibit A attached hereto, which represents 154.5 acres owned by Broken Arrow, LLC.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY, THIS 6TH DAY OF MARCH, 2024.

BY ORDER OF THE  
GRANTSVILLE CITY COUNCIL

DocuSigned by:  
  
D982CF91377745D...

By Mayor Neil A. Critchlow

ATTEST

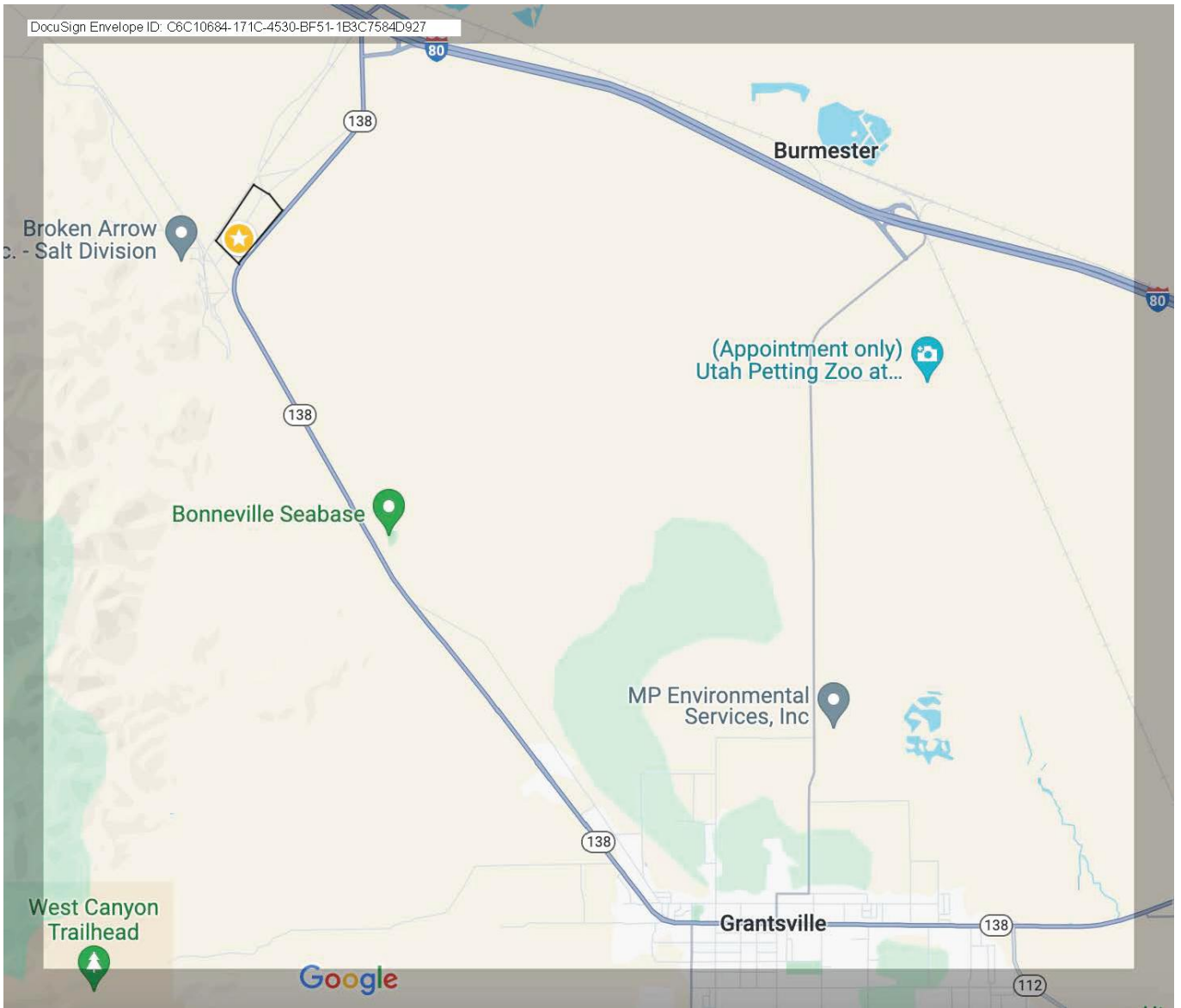
DocuSigned by:  
  
9CB64E7D323F486...

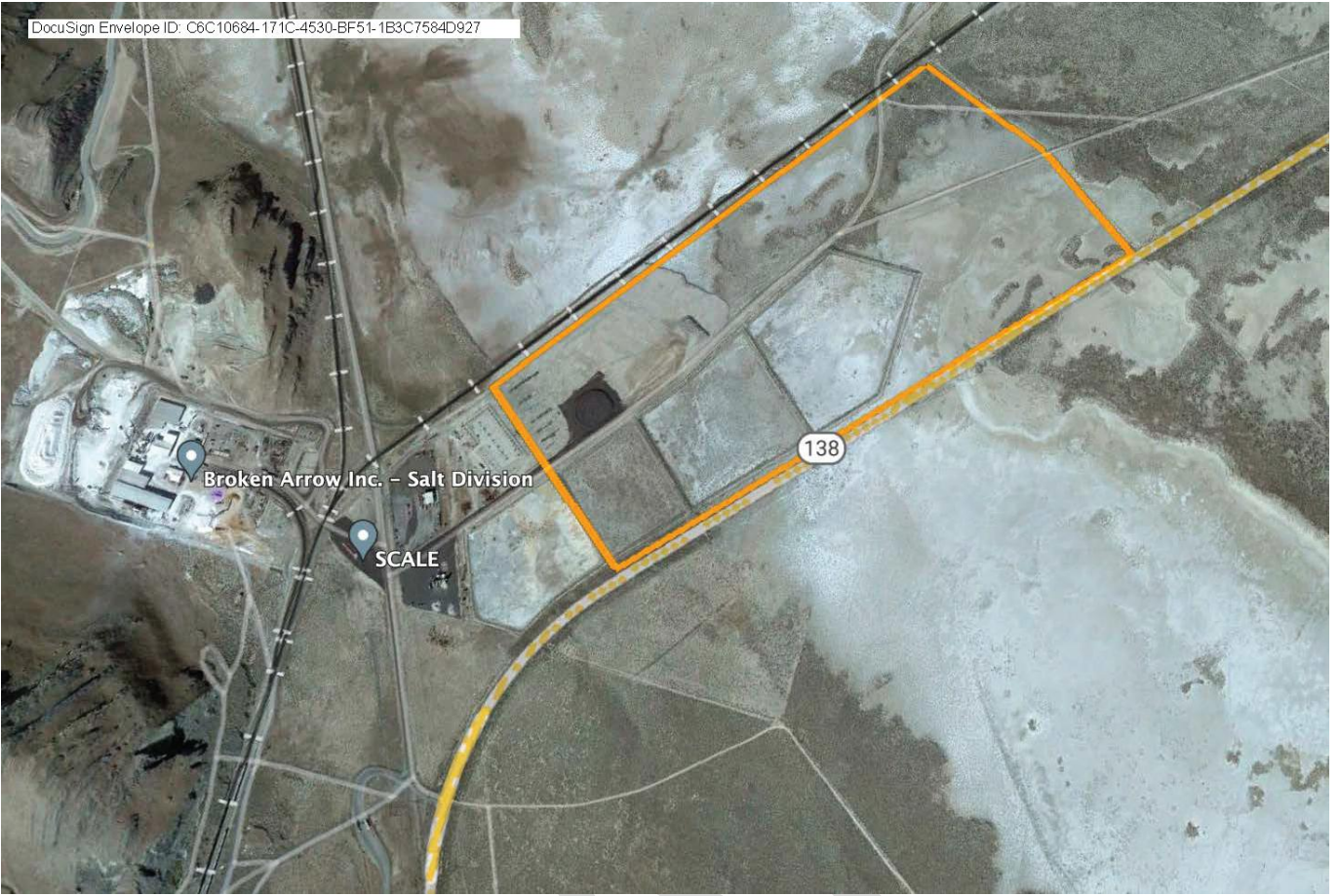
Braydee Baugh, City Recorder



# Exhibit A







DRAFT





# GRANTSVILLE CITY RESOLUTION 2026-11

DocuSign Envelope ID: DFCFE5AB-DAC3-4A94-84BE-C1B3011F0DB4

GRANTSVILLE CITY  
RECORD OF ORDINANCE ADOPTION  
ORDINANCE 2026-11

AN ORDINANCE AMENDING THE UTAH INLAND PORT AUTHORITY  
PROJECT AREA WITHIN GRANTSVILLE CITY

PASSAGE BY THE CITY COUNCIL:

NAME	MOTION	SECOND	FOR	AGAINST	ABSTAIN	ABSENT
Rhett Butler	X		X			
Derek Dalton				X		
Brittany Skinner		X	X			
Jake Thomas			X			
Jeff Williams				X		

This Ordinance was passed by the City Council of Grantsville, Utah, on the 4<sup>th</sup> day of February 2026.



DocuSigned by:  
  
By: Heidi Hammond, Grantsville City Mayor

ATTEST:

  
Grantsville City Recorder





**GRANTSVILLE CITY  
ORDINANCE NO. 2026-11**

**AN ORDINANCE AMENDING THE UTAH INLAND PORT AUTHORITY PROJECT  
AREA WITHIN GRANTSVILLE CITY**

Be it enacted and ordained by the City Council of Grantsville City, Utah as follows:

**WHEREAS**, Grantsville City (the “City”) is a municipal corporation and political subdivision of the State of Utah, duly organized and existing under the laws of the State of Utah; and

**WHEREAS**, the Grantsville City Council (the “City Council”) is authorized to enact ordinances to provide for the health, safety, welfare, and economic well-being of the City and its residents; and

**WHEREAS**, the Utah Inland Port Authority (the “Port Authority”) was created pursuant to Utah Code Annotated § 11-58-101 et seq. to support statewide economic development, transportation, and logistics infrastructure; and

**WHEREAS**, the City Council previously adopted Resolution No. 2023-50A consenting to the creation of a Utah Inland Port Authority Project Area within Tooele County, and Resolution No. 2024-13 consenting to an amendment of the Project Area to include additional property within Grantsville City; and

**WHEREAS**, the City desires to further amend the existing Utah Inland Port Authority Project Area to include additional properties located within Grantsville City in order to support regional economic development, employment opportunities, and the efficient movement of goods; and

**WHEREAS**, the proposed amendment to the Project Area is consistent with the City’s General Plan, applicable zoning regulations, and long-term economic development objectives, including encouraging the retention and expansion of existing businesses and the recruitment of new primary employers; and

**WHEREAS**, inclusion of the additional properties within the Project Area will provide enhanced opportunities for infrastructure coordination, rail access, and regional transportation efficiencies, thereby reducing truck traffic and maximizing existing railroad and roadway infrastructure; and

**WHEREAS**, the City Council finds that the amendment of the Project Area will provide a public benefit through increased employment opportunities, expanded industrial and logistics capabilities, and strengthened regional economic competitiveness; and

**WHEREAS**, the properties proposed to be added to the Project Area are depicted on the concept plat attached hereto as Exhibit A and are identified by parcel number and ownership.



NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GRANTSVILLE CITY, STATE OF UTAH, AS FOLLOWS:

**Section 1. Amendment of Utah Inland Port Authority Project Area:** The Utah Inland Port Authority Project Area is hereby amended, and the City hereby consents to such amendment, together with the applicable project area plan and budget, to include the additional properties located within Grantsville City as shown on Exhibit A attached hereto and incorporated herein by this reference.

**Section 2. Effective Date:** This Ordinance shall take effect immediately upon its passage and approval as provided by law.


**Section 3. Severability clause.** If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY, THIS 4TH DAY OF FEBRUARY, 2026.

BY THE ORDER OF THE GRANTSVILLE CITY COUNCIL:

DocuSigned by:  
  
TF56CCE0F32617  
By Mayor Heidi Hammond

ATTEST

Signed by:  
  
FD1A8726A08482E  
Alicia Fairbourne, City Recorder

Approved as to Form:

Signed by:  
  
F488D738F08044  
Tysen J. Barker, Grantsville City Attorney



# EXHIBIT “A”

Concept Plat Zone Overlay 2



GRANTSVILLE SOIL CONSERVATION  
01-130-0-2017  
R096366

MINI AND KEELEY BARBARA FAY LIMITED PARTNERSHIP  
01-130-0-0003  
R032983

Marshall Rd

FLEX TYPE 1

FLEX TYPE 2

MORE FOOLS GOLD LLC  
01-130-0-0008  
R032987

BUS/TRAIN STATION

GROCERY

RACIHAY REAL ESTATE LLC  
01-130-0-0016  
R096365

Marshall Rd

WINDY HILL RD

112

SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION  
01-130-0-2013  
R096367

FOOLS GOLD LLC  
01-130-0-0009  
R032988

FOOLS GOLD LLC  
01-121-0-0002  
R032094

FOOLS GOLD LLC  
01-130-0-0003  
R032989

ICE SHEET

OFFICE

RETAIL

GAS

SPORTS BAR

HOTEL

THE CROSSROADS MONUMENT

ST LANDS ADMINISTRATION  
0001  
0

112

-  Subject Prop. - aprox 154 acres
-  MG Zone - 51.6 acres
-  MU Zone - 102.4 acres





## Appendix D: Project Area Budget Summary

<b>Model Summary</b>	
<b>Differential Tax Revenue Allocation</b>	
Project Area Share	75%
Other Taxing Entities Share	25%
Duration (Years)	25
<b>Differential Tax Revenue \$ Allocation (Full Amount, Not Discounted)</b>	
	<b>Full Value</b>
Base Year Taxable Revenues	\$ 193,000
<b>Tax Differential to Project Area</b>	<b>\$ 103,000,000</b>
Tax Differential to Other Taxing Entities	\$ 59,100,000
Total Tax Differential	\$ 162,100,000
Less: Admin Expenses	\$ 5,200,000
<b>Total Remaining Differential for Projects</b>	<b>\$ 97,800,000</b>

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



# Appendix E: 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 before work, which could pose adverse impacts, may commence in the project area.

## SUMMARY OF ENVIRONMENTAL CONSIDERATIONS

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

While there are no land-areas of federally recognized tribes located in the project area, the Skull Valley Reservation is located approximately 20 miles southwest of the Lakeview Zone of the project area. The [Skull Valley Band of Goshute Indians of Utah](#) are represented by Chairman Daniel Moon, elected in August 2023. Their regional office is located at 1198 N. Main Street in Tooele, Utah.

Monarch Butterflies are listed as proposed threatened species and may exist in the project area. Suckley's Cuckoo Bumble Bees are listed as a proposed endangered species and may exist in the project area. Critical habitats have not been designated for Suckley's Cuckoo Bumble Bees. Final critical habitat for Monarch Butterflies has been designated and published in the [Federal Register](#); however, this critical habitat does not exist within or overlap with any portions of the project area.

There are 5 migratory bird species that occur on the [US Fish and Wildlife Service \(USFWS\) Birds of Conservation Concern \(BCC\)](#) list that may warrant special attention in the project area with breeding seasons ranging between December 1st and September 15th.

The southern shore of the Great Salt Lake is located approximately 10 miles north of the Lakeview Zone of the project area and approximately 10 miles east of the Broken Arrow Zone of the project area.

The Utah Department of Environmental Quality (UDEQ) maintains two water quality monitoring wells near the project area. Information regarding these water quality monitoring locations can be accessed via UDEQ's [Environmental Interactive Map](#).

Tooele County is currently in serious nonattainment for 8-hour ozone and nonattainment for sulfur dioxide. Currently, there are no air quality monitoring stations maintained by UDEQ located in the project area. The nearest air quality monitoring station is located at latitude 40.600565 and longitude -112.355782.

## PROJECT AREA DESCRIPTION

The Twenty Wells Project Area in Tooele County (Figure 1) consists of two non-contiguous zones in Tooele County and Grantsville, Utah (see [Appendix B](#) for maps).

## PAST AND PRESENT LAND USES

Public land records—including historical city directories, fire insurance maps, topographic maps, and aerial imagery—can be accessed online and reviewed to help determine previous ownership and identify



any structures on properties/adjacent properties in the project area, or indications of environmental contamination.

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

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

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

## GEOTECHNICAL RESOURCES

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

Potential geotechnical constraints may include:

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

Field explorations via soil borings and/or test pits are recommended to determine the geotechnical constraints for the project area. It is the responsibility of each landowner to assess geotechnical constraints on their respective properties.

## GEOLOGY AND SOILS

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

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



- soil liquefaction potential.

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

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

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

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

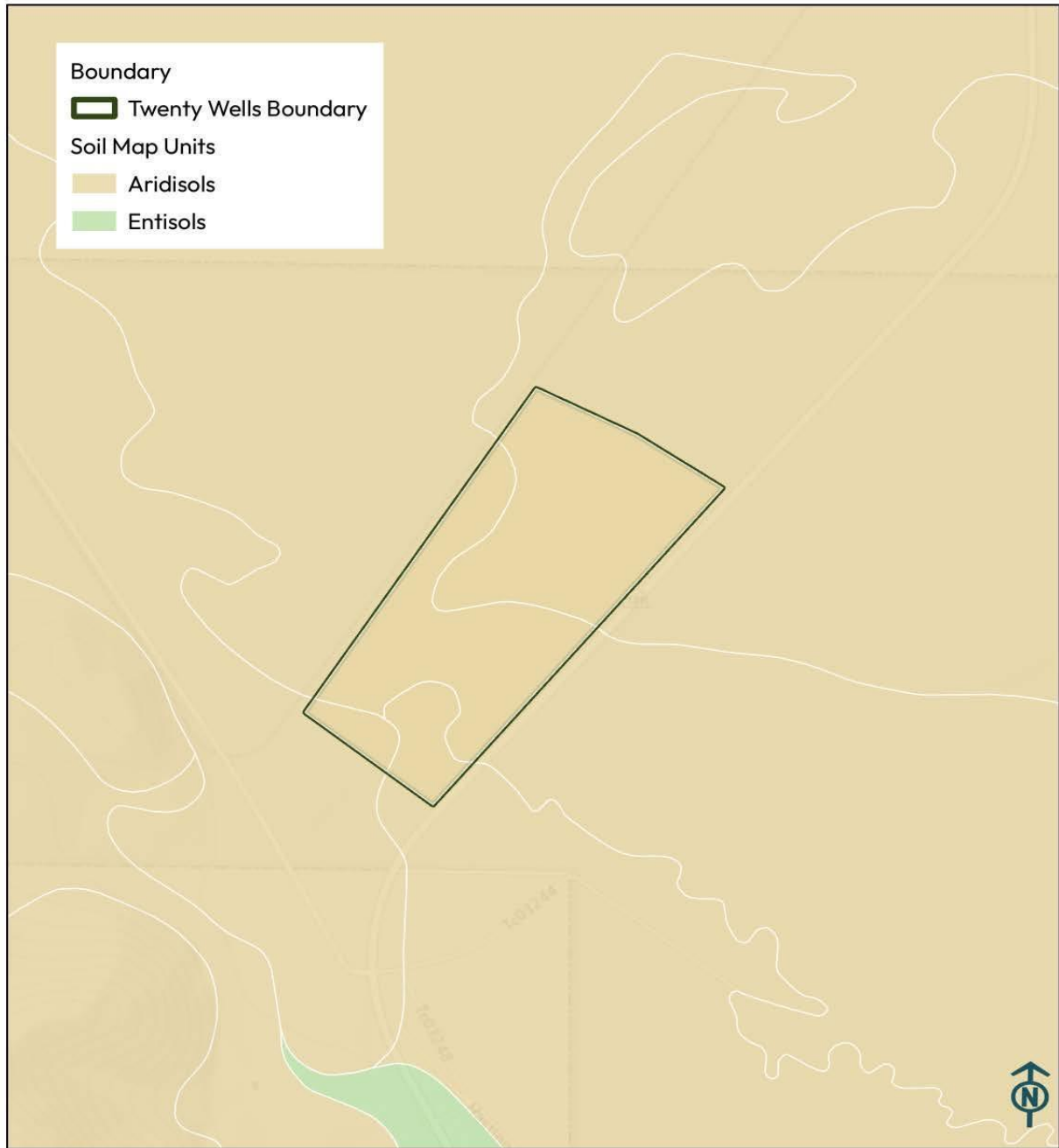
It is the responsibility of each landowner to assess soil health and constraints on their respective properties. Figures 1-1 and 1-2 display the WSS maps for the Twenty Wells Project Area. Map units are defined below.





# Twenty Wells Project Area

Broken Arrow Zone | Soil Survey Analysis | February 2026



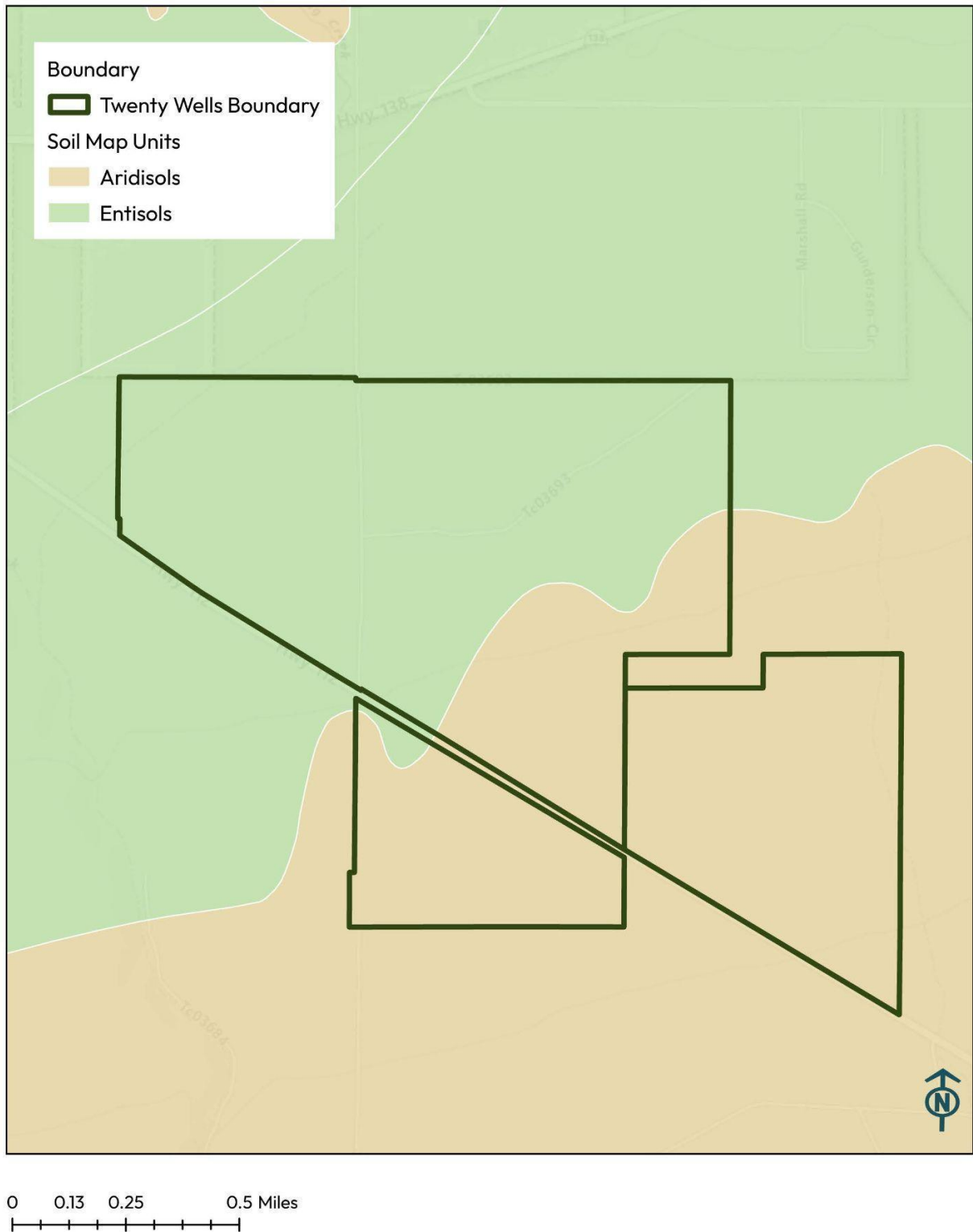
**FIGURE 1-1: BROKEN ARROW ZONE WEB SOIL SURVEY MAP**





# Twenty Wells Project Area

Twenty Wells Zone | Soil Survey Analysis | February 2026



**FIGURE 1-2: TWENTY WELLS ZONE WEB SOIL SURVEY MAP**



Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
32	Kanosh-Saltair-Logan complex, 0 to 2 percent slopes	6	0.8%
41	Manassa silt loam, 0 to 3 percent slopes	319	40.1%
53	Saltair-Playas complex, 0 to 1 percent slopes	57.1	7.2%
59	Skumpah silt loam, saline, 0 to 2 percent slopes	12.5	1.6%
60	Skumpah-Yenrab complex, saline, 0 to 15 percent slopes	68.4	8.6%
65	Taylorsflat loam, saline, 0 to 3 percent slopes	332	41.8%
<b>Total for Area of Interest (AOI)</b>		<b>794.9</b>	<b>100.0%</b>

## HYDROGEOLOGY AND HYDROLOGY

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

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

Field explorations via soil borings are recommended to determine and document groundwater depths, flow direction, and contamination migration potential. It is the responsibility of each landowner to assess hydrogeological and hydrological constraints on their respective properties.

## HISTORICAL AND CULTURAL RESOURCES

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

Additional previously recorded resources may be on-file at the Utah State Historic Preservation Office (SHPO). If additional information is needed from the Utah SHPO, a qualified cultural resource professional will need to be consulted. Utah SHPO provides [Archaeological Compliance Guidance](#) for projects that affect cultural resources listed on the NRHP.

It is the responsibility of each landowner to assess potential impacts to historical and cultural resources on their respective properties. The table below lists cultural resources in the cities of Grantsville and Tooele that have been previously recorded on the official list of the Nation's historic places worthy of preservation. None of the cultural resources recorded on the NRHP in Tooele County are present in the project area.



Property Name	State	County	City	Street & Number
Anderson-Clark Farmstead	Utah	Tooele	Grantsville	378 W. Clark St.
Erickson, Hilda, House	Utah	Tooele	Grantsville	247 W. Main St.
Grantsville First Ward Meetinghouse	Utah	Tooele	Grantsville	297 Clark St.
Grantsville School and Meetinghouse	Utah	Tooele	Grantsville	90 N. Cooley Ln.
Johnson Hall-Deseret Mercantile Building	Utah	Tooele	Grantsville	4 W. Main St.
Johnson, Alex and Mary Alice, House	Utah	Tooele	Grantsville	5 W. Main St.
Rich, John T., House	Utah	Tooele	Grantsville	275 W. Clark St.
Wrathall, James and Penninah, House	Utah	Tooele	Grantsville	5 N. Center St.
Clegg, Peter, House	Utah	Tooele	Tooele	8 South 100 East
Kirk Hotel, The	Utah	Tooele	Tooele	57 West Vine St.
Tooele Carnegie Library	Utah	Tooele	Tooele	47 E. Vine St.
Tooele County Courthouse and City Hall	Utah	Tooele	Tooele	71 E. Vine St.
Tooele Valley Railroad Complex	Utah	Tooele	Tooele	35 N. Broadway

## TRIBAL LANDS

The U.S. Domestic Sovereign Nations: [Indian Lands of Federally-Recognized Tribes of the United States map](#) (commonly referred to as Indian lands) identifies tribal lands with the Bureau of Indian Affairs (BIA) Land Area Representation (LAR). It is the responsibility of each landowner to coordinate with respective tribal representatives in the event that their property exists on tribal lands.

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

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

## NATURAL RESOURCES

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

The lead federal agencies for implementing the ESA are:

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

The [U.S. Fish & Wildlife Information for Planning and Consultation \(IPaC\) tool](#) identifies any listed species, critical habitat, migratory birds, or other natural and biological resources that may be impacted by a project. It is the responsibility of each landowner to assess potential impacts to threatened and endangered species on their respective properties.

Monarch Butterflies are listed as proposed threatened species and may exist in the project area.

Suckley's Cuckoo Bumble Bees are listed as a proposed endangered species and may exist in the project area. Critical habitats have not been designated for Suckley's Cuckoo Bumble Bees. Final critical habitat



for Monarch Butterflies has been designated and published in the [Federal Register](#); however, this critical habitat does not exist within or overlap with any portions of the project area.

There are 5 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 December 1 and September 15. These migratory bird species of concern include the American Avocet, Bald Eagle, California Gull, Golden Eagle, and the Northern Harrier. It is recommended that construction activities are completed outside of the BCC breeding season (12/1 - 9/15).

## WATER RESOURCES

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

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

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

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

The southern shore of the Great Salt Lake is located approximately 10 miles north of the Lakeview Zone of the project area and approximately 10 miles east of the Broken Arrow Zone of the project area.

## WETLANDS

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

An individual permit may be required if the project poses potentially significant impacts to a nearby wetland, or if fill from the project area would be discharged into a nearby wetland. Individual permits are reviewed by the U.S. Army Corps of Engineers, which evaluates applications under a public interest



review, as well as the environmental criteria set forth in the [CWA Section 404\(b\)\(1\) Guidelines](#). [33 CFR 320](#) establishes general regulatory policies for wetlands.

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

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

According to the [National Wetlands Inventory](#), Figures 2-1 and 2-2 display nationally characterized wetlands located in the project area.

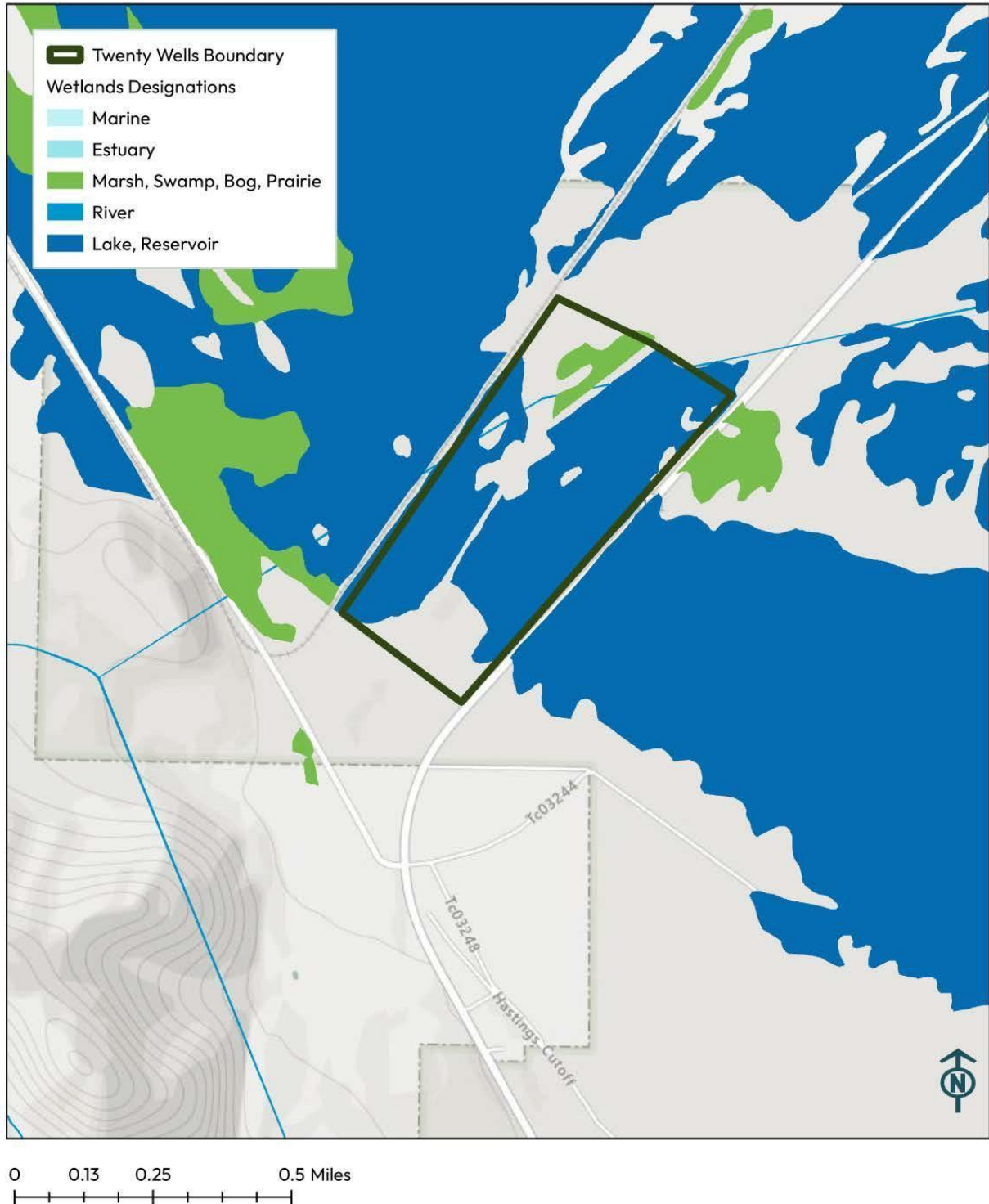
DRAFT





# Twenty Wells Project Area

Broken Arrow Zone | Wetland Analysis | February 2026



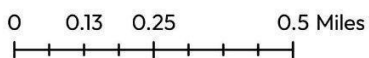
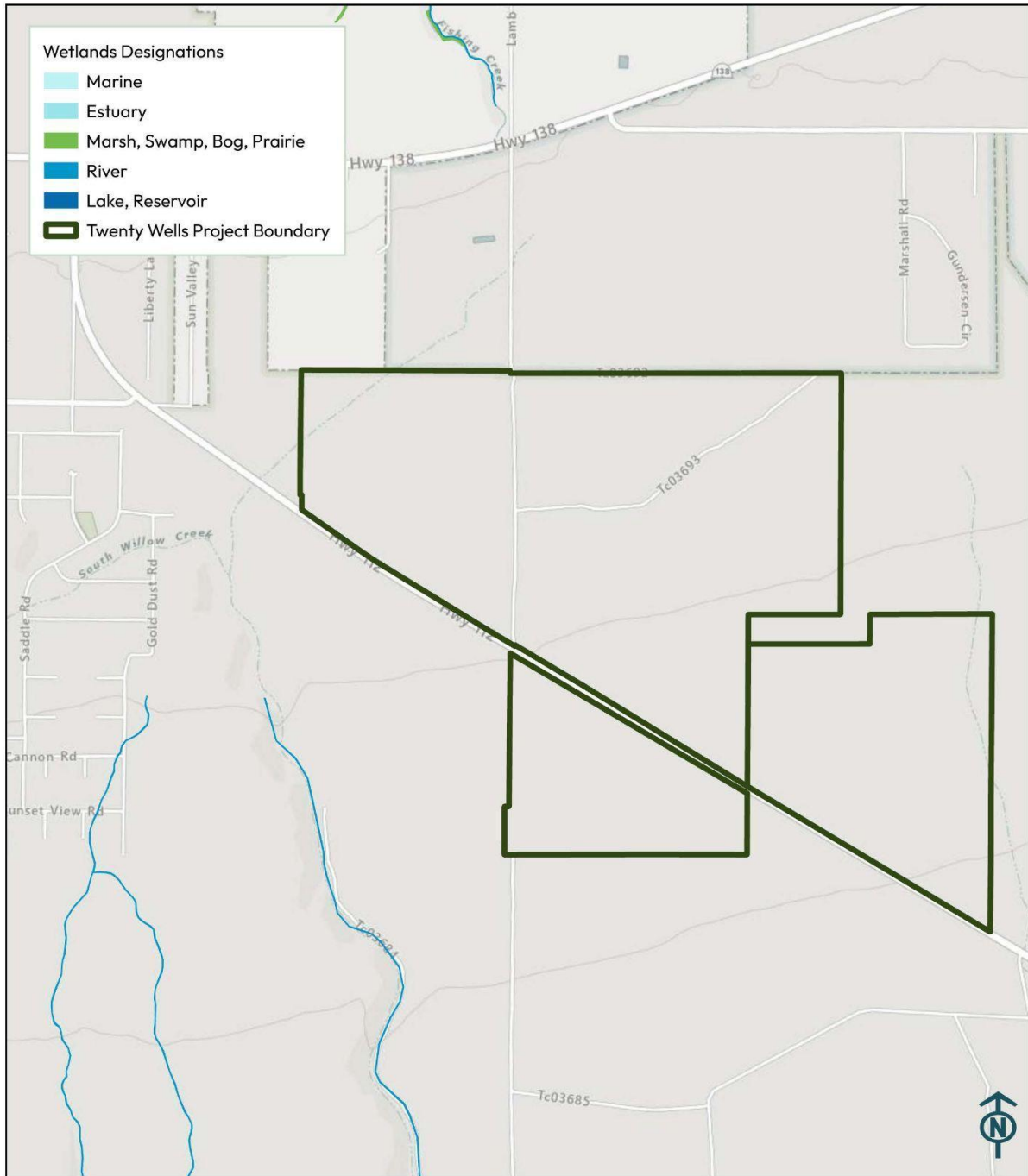
**FIGURE 2-1: BROKEN ARROW ZONE NATIONAL WETLANDS INVENTORY MAP**





# Twenty Wells Project Area

Twenty Wells Zone | Wetland Analysis | February 2026



**FIGURE 2-2: TWENTY WELLS ZONE NATIONAL WETLANDS INVENTORY MAP**



## FLOODPLAINS

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

Flood maps are one tool that communities use to know which areas have the highest risk of flooding. FEMA maintains and updates data through [flood maps](#) and [risk assessments](#). FEMA's [National Flood Hazard Layer \(NFHL\) Viewer](#) is a map tool that identifies flood hazard areas. It is the responsibility of each landowner to assess potential flood hazards and risk for their respective properties.

Flood hazard survey maps are not available for the project area.

## ENVIRONMENTAL QUALITY

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

## PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

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

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

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

A different corporate entity (RG IV, LLC) previously submitted an Enforceable Written Assurance (EWA) application and received an EWA Letter on June 21, 2018. The current Applicant, RG Lakeview, LLC, is



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

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

## ENVIROFACTS

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

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

Facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the [Envirofacts website](#).

## UTAH ENVIRONMENTAL INTERACTIVE MAP

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

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

UDEQ currently maintains one water quality monitoring well near the southern border Lakeview Zone of the project area, located at latitude 40.5855 and longitude -112.41273; and one water quality monitoring station northeast of the Broken Arrow Zone of the project area, located at latitude 40.71022 and longitude -112.50829.

Currently, there are no air quality monitoring stations maintained by UDEQ located in the project area. The nearest air quality monitoring station is located at latitude 40.600565 and longitude -112.355782.

## HAZARDOUS MATERIALS

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



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

## WASTE GENERATION, STORAGE, AND DISPOSAL

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

## ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTs)

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

## AIR QUALITY

The Clean Air Act (CAA) is a federal law that requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that are harmful to public health and the environment. NAAQS are established for criteria pollutants which include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particle pollution (PM<sub>10</sub> and PM<sub>2.5</sub>), and sulfur dioxide (SO<sub>2</sub>). [Current Nonattainment Counties for All Criteria Pollutants](#) are maintained by the EPA and updated regularly.

Prior to the initiation of construction or modification of an installation that might reasonably be expected to be a source of air pollution, the owner or operator of such source must submit to the Executive Secretary of the [Utah Air Quality Board](#) a notice of intent (NOI) to construct for an air quality approval order (AO).

A New Source Review AO is required if:

- emissions of criteria pollutants (ozone, particulate matter [PM], carbon monoxide [CO], lead, sulfur dioxide [SO<sub>x</sub>], and nitrogen dioxide [NO<sub>x</sub>]) are five tons per year or greater, or
- hazardous air pollutant (HAP) emissions are greater than 500 pounds per year for an individual HAP or 2000 pounds per year for all HAPs combined.

It is the responsibility of each landowner to assess potential sources of air pollution and comply with regulations pertaining to air quality for their respective properties.

Tooele County is currently in serious nonattainment for 8-hour ozone and nonattainment for sulfur dioxide.



## REFERENCES

Bureau of Indian Affairs (BIA) U.S. Domestic Sovereign Nations: Indian Lands of Federally-Recognized Tribes of the United States Map. <https://www.bia.gov/sites/default/files/dup/assets/bia/ots/webteam/pdf/idc1-028635.pdf>.

Accessed on February 20, 2026.

National Park Service (NPS) National Register of Historic Places.

<https://www.nps.gov/subjects/nationalregister/database-research.htm>. Accessed February 20, 2026.

U.S. Department of Agriculture (USDA) National Resource Conservation Service (NRCS) Web Soil Survey.

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed on February 20, 2026.

U.S. Environmental Protection Agency (EPA) Green Book, Current Nonattainment Counties for All Criteria Pollutants. <https://www3.epa.gov/airquality/greenbook/ancl.html>. Accessed on February 20, 2026.

U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool.

<https://ipac.ecosphere.fws.gov/>. Accessed on February 20, 2026.

Utah Department of Environmental Quality (UDEQ) Utah Environmental Interactive Map, 1.9.1.

<https://enviro.deq.utah.gov/>. Accessed on February 20, 2026.

DRAFT



## Appendix F: Recordings & Trigger Resolution Log

Resolution # Title	UIPA Board Approval Date	Trigger Resolution / Year One	County Recording Date	Notes
2023-12 Project Area Plan & Budget Creation	December 5, 2023	N/A	January 26, 2026	Base Tax Year: 2022 Recorded with Tooele County Entry ID: 629486
2024-08 Project Area Plan & Budget Creation	May 20, 2024	N/A	January 26, 2026	Base Tax Year: 2022 Recorded with Tooele County Entry ID: 629486

DRAFT

