Greater Washington

A Utah Inland Port Project Area

Project Area Plan & Budget

August 4, 2026
Minor Revision: August 14, 2026

DEFINITIONS

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

AMENDMENT/REVISION TABLE

Amendment / Revision Type	Board Approval / Updated Date	Summary of Revisions	Acres (+/-)	Total Acres
Minor Modification	August 14, 2026	There was a typographic error in Call 4, where the bearing quadrant was recorded as East instead of West. Calling East created an unintended easterly drift of 107.27 feet and prevented mathematical closure. Correcting the quadrant to West redirects the boundary back to the Point of Beginning.	0	318.61

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EXECUTIVE SUMMARY

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

In order for a Project Area to be established by UIPA, the legislative body of the county or municipality in which the Project Area is located must provide written consent. The Washington City Council unanimously passed a resolution on June 10, 2026 requesting the creation of a Port Project Area.

Washington City proposes the creation of a UIPA Project Area centered on the Sunrise Valley Industrial Park and planned industrial expansion areas. This project area is strategically positioned to leverage existing industrial momentum, proximity to key transportation assets, and a critical infrastructure investment: the Purgatory Road corridor.

The proposed project area is located within one of the fastest-growing regions in the state, where industrial demand continues to outpace available, fully serviced land. Sunrise Valley Industrial has already delivered multiple phases of improved industrial lots to the market, demonstrating both viability and demand. However, continued growth is constrained by transportation infrastructure limitations.

The Purgatory Road corridor is the central infrastructure investment that will define the success of this project area. This roadway has been identified through prior environmental study and regional planning efforts as a necessary connection to improve mobility and support growth. Current planning efforts are advancing design and right-of-way acquisition to establish the corridor alignment and prepare for future construction. Once completed, the corridor will provide a critical link between Washington City, Hurricane, and surrounding areas, supporting industrial, residential, and regional traffic demands.

Regional coordination underscores the importance of this project. The corridor involves multiple jurisdictions and has been identified as a priority due to increasing industrial activity and traffic pressures. Existing routes are experiencing strain from industrial traffic, and communities are seeking alternative connections to improve safety and efficiency. The completion of Purgatory Road will provide that alternative, benefiting industrial users, residents, and regional events alike.

While Washington County does not currently have direct rail infrastructure, the proposed project area benefits from regional connectivity to rail-served logistics assets, including the Iron Springs Inland Port Project Area located within 50 miles. That project demonstrates how inland port designation can enhance industrial development by supporting infrastructure investment, facilitating freight movement, and expanding access to regional and national markets. Washington City's approach builds on this model by focusing on roadway and airport-driven logistics rather than direct rail service.

The project area is also located within 10 miles of the St. George Regional Airport, which is undergoing significant capital improvements including terminal expansion, taxiway reconstruction, and air traffic

control upgrades. These improvements position the airport to accommodate larger aircraft and increased cargo capacity, further strengthening the area's appeal for logistics, manufacturing, and distribution uses.

The establishment of a UIPA Project Area is critical to advancing this infrastructure and development strategy. As demonstrated in other project areas, UIPA tools–particularly the use of property tax differential–provide a mechanism to fund infrastructure that would not otherwise be feasible on the required timeline. These funds can be directed toward roads, utilities, and other public improvements that directly support industrial development and job creation. Without this tool, delivery of the Purgatory Road corridor and supporting infrastructure will be significantly delayed, constraining the region's ability to capture industrial growth.

The proposed Washington City project area represents a project of regional significance. It aligns with UIPA's statutory objectives to facilitate the movement of goods, support economic development, and maximize long-term regional benefits. By accelerating infrastructure delivery, the project will enable the development of high-quality industrial sites, attract new private investment, create primary jobs, and strengthen the economic position of Washington County within the broader Southern Utah region.

In summary, this project area is not speculative. It is a targeted, infrastructure-driven strategy to support growth that is already occurring. The combination of existing industrial momentum, strategic location, airport proximity, and a clearly defined infrastructure need makes this a strong candidate for UIPA partnership. Access to UIPA funding tools will ensure that Washington City and the region can move proactively, rather than reactively, to deliver the infrastructure necessary to support sustained economic growth.

LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

Logistics Considerations

SUPPLY AND DEMAND

The Greater Washington Project Area is positioned to respond to regional demand for improved industrial land and logistics infrastructure in Washington County. Population growth, employment growth, construction activity, tourism, healthcare, and regional goods movement appear to be increasing demand for warehousing, distribution, construction supply, manufacturing, and related industrial uses. At the same time, the availability of fully serviced industrial sites with efficient roadway access remains limited in portions of the region. Additional market data, land inventory, and absorption information should be used to further document this need.

DEMAND DRIVERS

Washington County has recorded robust demographic and economic growth. Population increased by approximately 2.6% (adding more than 5,200 residents) from 2023 to 2024, driven primarily by net in-migration. The St. George Metropolitan Statistical Area has been recognized nationally for rapid growth rates in recent periods. Employment in Washington County reached roughly 91,000 jobs, with year-over-year gains of 4.7–4.8% in recent reporting periods, outpacing statewide averages in several intervals.

This growth generates sustained demand for logistics services and industrial space across multiple sectors:

Construction and Building Materials: A leading goods-producing sector that generates significant inbound freight volumes for aggregates, lumber, steel, and related commodities, as well as distribution requirements for ongoing residential, commercial, and industrial development.

Healthcare, Life Sciences, and Medical Services: One of the largest and fastest-growing employment clusters (education and health services have led recent job gains). These sectors require reliable, time-sensitive supply chains for devices, pharmaceuticals, equipment, and consumables.

Retail Trade, Wholesale Distribution, and Consumer Goods: Serving both a growing resident population and a substantial tourism/hospitality base (leisure and hospitality has added hundreds of jobs annually in recent periods). This includes warehousing, regional distribution, and last-mile needs.

Manufacturing and Value-Added Processing: Includes dairy and food processing/distribution, industrial products, and emerging advanced manufacturing, aerospace/defense, and aviation-support activities. These generate both inbound component flows and outbound finished-goods movements.

Tourism and Hospitality Supply Chains: Supporting accommodations, restaurants, and attractions with food, linens, operational supplies, and related freight.

The area's location along the I-15 corridor between Salt Lake City and Las Vegas positions it to serve as a distribution and logistics node for Southern Utah and broader western markets. Precedent exists in nearby industrial parks that have attracted major logistics users, confirming market demand for warehousing and freight-handling capacity.

RAIL

Washington County does not currently have direct rail infrastructure. However, the project area has regional access to rail served logistics assets in Iron County through truck drayage, including transload facilities that connect truck and rail movements for certain commodities. Improvements to local and regional roadway connections, including the Purgatory Road corridor, are intended to improve the practical movement of goods between the project area, Interstate 15, regional transload facilities, and other logistics nodes.

Washington City's approach builds on the Iron Springs model by focusing on roadway and airport-driven logistics, complemented by strong regional rail connectivity, rather than direct on-site rail service. This strategy leverages existing regional assets while directing UIPA tools toward the infrastructure improvements most essential to unlocking industrial development and efficient goods movement within the project area.

TRUCK

Trucking serves as the primary freight transportation mode for the Greater Washington Project Area and the broader Washington County region. With no direct rail service available locally, truck movements handle the majority of inbound commodities, outbound goods, and construction-related freight. The area benefits from strategic proximity to Interstate 15, a major north-south freight corridor providing efficient access to Salt Lake City, Las Vegas, and broader western U.S. markets within a single day's drive for many destinations.

CURRENT CONDITIONS AND DEMAND DRIVERS

Industrial and economic growth in Washington County is generating increasing truck volumes. The construction sector—one of the strongest goods-producing industries locally—drives significant demand for inbound movement of aggregates, lumber, steel, concrete, and other building materials. Additional truck traffic supports healthcare and life sciences supply chains (medical equipment, pharmaceuticals, and consumables), retail and wholesale distribution, food and dairy processing, and manufactured goods from advanced and traditional manufacturing facilities.

Population growth and tourism-related activity further contribute to truck demand for consumer goods, hospitality supplies, and last-mile distribution. Existing industrial development within the project area and planned expansion areas have already demonstrated viable demand for warehousing, distribution, and logistics users, with precedents in nearby parks that include major carriers and distributors.

INFRASTRUCTURE CHALLENGES AND PROJECT AREA RESPONSE

While I-15 provides strong regional connectivity, local and collector roads serving industrial areas are experiencing strain from growing industrial traffic. This creates inefficiencies, safety concerns, and capacity constraints that limit the area's ability to fully accommodate projected freight growth.

The Purgatory Road corridor has been identified through prior environmental and regional planning efforts as a critical infrastructure investment to address these limitations. If completed, the corridor is intended to provide an alternative route that safely diverts heavy industrial freight away from overstrained local roads, improves mobility and commute times for residents and visitors, enhances overall roadway safety, and better connects Washington City, Hurricane, and surrounding areas. These improvements are also intended to strengthen first-and last-mile connections to regional rail transloading at Iron Springs and air cargo capabilities at St. George Regional Airport.

STRATEGIC POSITIONING

Washington City's logistics strategy emphasizes roadway-driven solutions, complemented by regional rail access and growing airport capabilities. Targeted infrastructure improvements are intended to reduce congestion, lower transportation costs for businesses, improve supply chain reliability, and position the Greater Washington Project Area as a competitive location for advanced manufacturing, distribution, construction-related industries, healthcare support, and other primary job-creating sectors.

INFRASTRUCTURE: CURRENT STATE

The Greater Washington Project Area includes existing industrial development and adjacent planned industrial expansion areas in Washington City. Multiple phases of improved industrial lots have already been delivered to the market and absorbed by users, confirming existing industrial demand and feasibility.

Primary regional freight access is provided by Interstate 15, a major north-south corridor that connects the area to Salt Lake City, Las Vegas, and broader western U.S. markets. Local road networks currently serve industrial traffic within and around the project area; however, these routes are experiencing operational strain and capacity constraints from growing industrial and regional traffic volumes.

Washington County does not have direct rail infrastructure. Regional rail access is available via truck drayage to the Iron Springs Inland Port Project Area in Iron County, approximately 50 miles north, which operates two transloading facilities.

St. George Regional Airport lies within approximately 10 miles of the project area and currently provides commercial passenger service, general aviation operations, and limited air cargo feeder service. The airport is in the process of advancing terminal, taxiway, and air traffic control improvements.

Utility infrastructure, including water, sewer, power, and telecommunications, is in place and serving developed portions of the project area. The supply of fully serviced pad-ready industrial land with complete transportation and utility infrastructure remains limited relative to current and emerging demand in the region.

INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)

In the near term, priority is expected to focus on advancing the design, right-of-way acquisition, and early construction phases of the Purgatory Road corridor. This improvement is intended to provide additional roadway capacity and an alternative route for industrial and regional traffic, helping to reduce pressure on existing local roads.

St. George Regional Airport is anticipated to complete or substantially advance its ongoing capital improvement program, including terminal expansion, taxiway reconstruction, and air traffic control upgrades. These enhancements are designed to accommodate larger aircraft and support increased cargo capacity.

Additional short-term activities are expected to include continued development and servicing of industrial sites within the project area, along with targeted utility extensions and local road improvements to support near-term industrial users. Regional coordination to improve truck access and drayage efficiency to rail transloading facilities at Iron Springs is also anticipated to continue.

These near-term investments are intended to incrementally expand the supply of developable industrial land with improved transportation access while strengthening the area's multi-modal logistics connectivity.

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

Over the longer term, completion and integration of the Purgatory Road corridor and associated transportation improvements are expected to establish a more resilient and efficient roadway network capable of supporting sustained industrial and regional growth.

With improved local connectivity and better integration with the Interstate 15 corridor, the project area is positioned to accommodate expanded industrial development, including larger-scale manufacturing, warehousing, distribution, and logistics operations that require reliable freight access.

Enhanced truck drayage to regional rail transloading facilities at Iron Springs, combined with maturing air cargo capabilities at St. George Regional Airport, is intended to strengthen the area's overall multi-modal logistics profile and improve supply chain efficiency for key commodities and industries.

Long-term infrastructure maturity is intended to enable the project area to support a broader range of targeted industries, expand the supply of high-quality industrial sites, and contribute to long-term economic diversification and resilience in Washington County and the broader Southern Utah region.

ADVANCED AIR MOBILITY

The project area's proximity to St. George Regional Airport may create long term opportunities for airport related industrial uses, including aviation support, unmanned systems, and advanced air mobility related activities. These opportunities remain dependent on market demand, airport planning, FAA and other regulatory requirements, infrastructure feasibility, and applicable local land use approvals. Potential future uses could include maintenance, support services, testing related activities, or other aviation adjacent operations if supported by future planning and private sector demand.

Importers and Exporters in the Area

The project area is expected to support inbound and outbound freight activity associated with construction, manufacturing, healthcare, food processing, retail, and distribution uses. Inbound movements may include construction materials, medical and healthcare supplies, food inputs, and consumer goods. Outbound movements may include manufactured goods, processed food products, industrial components, and related freight. Improved roadway infrastructure, including the Purgatory Road corridor, is intended to support freight efficiency, reliability, and safety for industrial users within the project area.

OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and creating the Greater Washington Project Area, UIPA will work to achieve the following:

- Maximize long-term economic benefits to the Project Area, the region, and the State.
- Maximize the creation of high-quality jobs.
- Diversify the local economy.
- Support transportation infrastructure investment, facilitating freight movement, and expanding access to regional and national markets.
- Fulfill 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 Washington City is pending and a copy of the resolution will be placed 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: Board Secretary, 60 E. South Temple, 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 consideration for the Greater Washington Project Area is included below. The full environmental review report can be found in Appendix E.

SUMMARY OF GREATER WASHINGTON ENVIRONMENTAL CONSIDERATIONS

- Shivwits Band of Paiutes reservation is located approximately 20 miles west of the project area
- The following threatened (T), endangered (E), proposed threatened (PT), and proposed endangered (PE) species may exist in the project area:
    - **California Condor** (E) - final critical habitat published in the Federal Register
    - **Yellow-billed Cuckoo** (T) - final critical habitat published in the Federal Register
    - **Desert Tortoise** (T) - final critical habitat published in the Federal Register
    - **Monarch Butterflies** (PT) - final critical habitat published in the Federal Register
    - **Suckley's Cuckoo Bumble Bees** (PE) - no critical habitat has been designated
    - **Dwarf Bear-poppy** (E) - no critical habitat has been designated
    - **Gierisch Mallow** (E) - final critical habitat published in the Federal Register
    - **Holmgren Milk-vetch** (E) - no critical habitat has been designated
    - **Siler Pincushion Cactus** (T) - no critical habitat has been designated
        - critical habitats do not exist within or overlap with any portions of the project area
- 13 migratory birds on the US Fish and Wildlife Service Birds of Conservation Concern (BCC)
- Virgin River and tributaries from Santa Clara River confluence to Quail Creek diversion, excluding Quail, Ash, and La Verkin Creeks have been designated as impaired
- According to the National Wetlands Inventory (NWI), wetlands exist within the project area
    - wetlands designated in the NWI may have changed since the date of characterization
    - updated qualified wetland delineation studies shall be the final determination

Recruitment Strategy

UIPA will coordinate with Washington County municipalities on business recruitment and may work in conjunction with the Governor's Office of Economic Opportunity (GOEO), the Economic Development Corporation of Utah (EDCUtah), the Southern Utah Economic Alliance (SoUtah), educational institutions, utility providers, and other state and regional partners.

The Greater Washington Project Area is intended to support private capital investment, primary job creation, strategic infrastructure improvements, and economic development opportunities that are compatible with Washington County's long-term growth objectives, transportation network, airport assets, industrial land use patterns, and limited water resources.

Incentives, if awarded, may be offered as post-performance rebates from generated property tax differential. Incentives are discretionary, subject to available tax differential, and must be approved by the UIPA Board in a public meeting. No business is guaranteed an incentive.

Industries generally favored for recruitment and potential incentives include:

- Advanced Manufacturing
- Aerospace and Defense
- Advanced Air Mobility (AAM), Unmanned Systems, and Aviation Support Industries
- Technology, Software, Artificial Intelligence, Cybersecurity, and Business Services
- Life Sciences, Medical Device, and Health Technology Manufacturing
- Outdoor Products, Recreation Technology, and Equipment Manufacturing
- Corporate Headquarters, Regional Operations, and Professional Services
- Other industries that create primary jobs, diversify the regional economy, and align with local economic development objectives

Priority may be given to projects that:

- Create high-quality jobs and competitive wages
- Generate significant new capital investment and taxable value
- Support workforce development, internships, apprenticeships, and local hiring
- Demonstrate efficient use of water and public infrastructure
- Support airport-related economic activity, aviation industries, or advanced manufacturing
- Provide measurable long-term economic benefits to Washington County and Southern Utah

Incentives will generally not be offered for:

- Projects classified by the Washington County Water Conservancy District as high-water-use projects
- Speculative warehouse, storage, or distribution projects that do not include significant value-added operations, manufacturing, technology, aviation, or other strategic economic benefits
- Projects that primarily relocate existing local businesses without creating meaningful new economic activity
- Projects that create significant adverse impacts to public infrastructure, transportation systems, environmental resources, or surrounding land uses
- Projects that are inconsistent with local land use approvals, adopted infrastructure plans, or applicable laws and regulations

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

New Capital Investment	Incentive %*
$ 15 M	10%
$ 25 M	15%
$ 50 M	20%

Final incentive amounts may vary based on capital investment, job creation, wages, water demand, infrastructure impacts, targeted industry alignment, workforce commitments, environmental performance, and overall public benefit. Incentives may not exceed the property tax differential received by UIPA from the applicable project.

Final incentive terms shall be determined by UIPA in coordination with the applicable municipality and remain subject to approval by the UIPA Board.

**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.*

Project Area Performance Indicators

UIPA will monitor and report on the economic performance of the Greater Washington Project Area and provide updates to participating municipalities and the UIPA Board. Performance indicators may be reviewed periodically and adjusted as project area conditions evolve.

The following performance indicators may be used to evaluate the success of the Project Area:

- **Capital Investment** — Total private capital investment committed and invested within the Project Area.
- **Primary Jobs Created** — Number of new primary jobs created within targeted industries, including advanced manufacturing, aerospace and defense, advanced air mobility, technology, life sciences, and other traded-sector industries.
- **Wage Growth** — Average wages associated with jobs created compared to Washington County wage averages.
- **Tax Base Expansion** — Growth in assessed property value and resulting property tax differential generated within the Project Area.
- **Transportation Connectivity Improvements** — Progress toward the planning, funding, design, right-of-way acquisition, and construction of regionally significant transportation infrastructure, including the Purgatory Road corridor, bridge improvements, airport access improvements, and other projects that improve mobility, freight movement, economic development opportunities, and regional connectivity throughout Washington County.
- **Industrial and Commercial Development Activity** — Square footage developed, occupied, or placed into service within the Project Area.
- **Infrastructure Delivery** — Completion of public infrastructure improvements that support economic development, including transportation facilities, utilities, water systems, power infrastructure, fiber, airport-supporting infrastructure, and other public facilities.
- **Workforce Development Partnerships** — Participation in internships, apprenticeships, educational partnerships, industry training programs, and local workforce initiatives.
- **Resource Efficiency and Sustainability** — Adoption of water-efficient practices, responsible infrastructure design, and other measures that support long-term resource stewardship.
- **Business Recruitment and Expansion** — Recruitment of new businesses, expansion of existing businesses, and diversification of the regional economy through targeted industry growth.
- **Regional Economic Impact** — Increased economic activity, enhanced competitiveness, diversification of the employment base, and strengthened economic resilience throughout Washington County and Southern Utah.

- **Environmental Compatibility** — Implementation of mitigation measures, sustainable development practices, and compatibility with surrounding land uses, transportation systems, and environmental resources.

The purpose of these performance indicators is to ensure that Project Area investments support the goals of the Utah Inland Port Authority Act, maximize long-term economic benefits to Washington County and Southern Utah, encourage the creation of high-quality jobs, facilitate strategic transportation and infrastructure investments, support responsible resource management, and attract industries that strengthen and diversify the regional economy.

Conclusion

Washington County municipalities have the opportunity to advance economic growth and diversification through strategic partnerships, workforce development, and infrastructure investment. Establishing the Greater Washington Project Area can attract industries such as advanced manufacturing, aerospace and defense, advanced air mobility, technology, life sciences, outdoor products manufacturing, corporate headquarters, and more by offering recruitment incentives, infrastructure support, and streamlined development opportunities.

This initiative will create high-quality jobs, expand the local tax base, and secure critical resources for public services while promoting sustainable growth and responsible land use.

Maximizing the project area's potential requires a robust recruitment strategy. Targeted business outreach, paired with local partnerships across schools, training institutions, and economic development organizations, will build a reliable workforce pipeline to support incoming companies. Integrating programs such as internships, apprenticeships, and alumni recruitment campaigns will further solidify this talent supply.

Ultimately, combining the UIPA project area framework with proactive infrastructure development and strategic recruitment positions Washington County for long-term economic resilience. This comprehensive approach ensures a diversified, sustainable economy that drives community prosperity for residents and businesses alike.

Staff Recommendation

The staff of the Utah Inland Port Authority recommends the Port Authority Board approve the request to create the Greater Washington Inland Port Project Area.

REQUIREMENTS

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

Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

(a) Legal description of the boundary of the project area;

(b) The Authority's purposes and intent with respect to the project area; and

(c) The board's findings and determination that:

(i) there is a need to effectuate a public purpose;

(ii) there is a public benefit to the proposed development project;

(iii) it is economically sound and feasible to adopt and carry out the project area plan; and

(iv) carrying out the project area plan will promote the goals and objectives stated in Subsection 11-58-203(1).

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

- Legislative Body (See Exhibit C)

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

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

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

(a) to each Taxing Entity;

(b) to a municipality where the proposed project area is located or any municipality that is located within one-half mile of the proposed area; and,

(c) on the Utah Public Notice Website.

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

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

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

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

BOARD FINDINGS & DETERMINATION

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

Public Purpose

"There is a need to effectuate a public purpose."

Establishing the Greater Washington Project Area will help accelerate the delivery of critical regional infrastructure, expand the local tax base, and stimulate the creation of high-quality, primary jobs that diversify the economy of Washington City. In accordance with the UIPA Act, this project area acts as a vital mechanism to overcome immediate funding and infrastructure constraints. Specifically, it provides the required financial tools (namely the use of property tax differential) to fund public improvements such as roads and utilities on a timeline that would otherwise be unfeasible. Without this designation, the delivery of the essential Purgatory Road corridor and critical airport-adjacent infrastructure will face significant delays, directly constraining the region's ability to safely and efficiently manage its rapid industrial growth.

The creation of this project area directly aligns with and advances the economic development goals of Washington City and Washington County. Currently, regional industrial demand continues to outpace the availability of fully serviced, improved land. By utilizing UIPA tools, local municipalities can transition from reactive growth management to proactive, strategic planning. The project area positions the region to leverage its proximity to key transportation assets—including the St. George Regional Airport and the nearby Iron Springs Inland Port—shifting the local logistics focus toward highly efficient roadway, rail and airport-driven supply chains. This regional coordination directly addresses localized traffic strains by creating vital, alternative corridors that improve safety and mobility for industrial users and residents alike.

Ultimately, the public purpose is realized through the long-term economic resilience and community prosperity generated by targeted business recruitment. By explicitly prioritizing high-wage, low-water-use sectors—such as Advanced Manufacturing, Aerospace and Defense, Advanced Air Mobility (AAM), and Life Sciences—the project area safeguards the region's limited water resources while building a highly diversified economy. Public resources generated through tax base expansion will directly support public services, while structured partnerships with local schools and training institutions will foster robust workforce development pipelines through internships and apprenticeships. The project area is a targeted, infrastructure-driven strategy that ensures future growth is sustainable, responsible, and mutually beneficial to both the residents and businesses of Washington County.

Public Benefit

"There is a public benefit to the proposed Project Area."

Creating the Greater Washington Project Area delivers immediate and long-term public benefits by accelerating critical, regionally significant infrastructure. By utilizing UIPA's property tax differential, the community focuses efforts on the completion of the Purgatory Road corridor without a significant burden on local municipal budgets. This vital link will safely divert heavy industrial freight away from

overstrained local routes, significantly reducing traffic congestion, improving commute times, and enhancing overall roadway safety for residents and visitors alike.

Beyond physical infrastructure, the project area drives high-value economic growth that directly elevates the local standard of living. Incentivizing targeted, high-wage sectors, such as Advanced Manufacturing, Aerospace, and Life Sciences, creates competitive, family-sustaining career paths within Washington County. Furthermore, structured partnerships with local schools and training institutions ensure robust workforce development through internships and apprenticeships, allowing local talent to prosper within their own community.

Finally, the project area strengthens long-term fiscal health and resource sustainability. Private capital investments will expand the local tax base, securing critical new revenue for public services. This growth is tightly managed; by restricting high-water-use projects and speculative warehousing, the project area aggressively safeguards the region's limited water resources. The result is a resilient, diversified economy that balances commercial demand with proactive community stewardship.

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 Greater Washington 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 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 coordinated construction and provide for reinvestment of Differential in the area.

The Property Tax Differential collected from the Greater Washington Project Area is 75 percent of the difference between the Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on a parcel-by-parcel basis on the date specified by board resolution and continue for 25 years 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 initial trigger date for the tax differential is expected for tax year 2027 and future triggers will depend on the progress of the Greater Washington Project Area and other industrial development.

In addition to the Differential and with a positive recommendation from Washington 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 rail infrastructure needs could also be granted via separate approval by the UIPA board, and such loan could be repayable from tax differential proceeds.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately $4.4 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:

- Greater Washington development
- Utilities
- Roads and other transportation infrastructure
- Associated costs of public utilities
- Business recruitment incentives
- Administrative expenses
- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Other Logistics Infrastructure
- Purchase of land

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

Promote Statutory Goals and Objectives

"Carrying out the Project Area Plan will promote UIPA goals and objectives."

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

Here is the breakdown of which objectives are met and exactly how the project accomplishes them:

CORE ECONOMIC & JOB OBJECTIVES

- **11-58-203(1)(a) Maximize long-term economic benefits to the area, the region, and the state**
  - *How it's met:* The project area represents a "project of regional significance" that will strengthen the economic position of Washington County within the broader Southern Utah region.
- **11-58-203(1)(b) Maximize the creation of high-quality jobs**
  - *How it's met:* The recruitment strategy specifically targets high-wage industries and assigns incentive priority to projects that "create high-quality jobs and competitive wages."
- **11-58-203(1)(j) Support and promote land uses... that generate economic development, including rural economic development**

    - *How it's met:* It expands the local tax base and supports industrial land use patterns to drive regional economic growth outside of Utah's primary urban core (the Wasatch Front).
- **11-58-203(1)(k) Establish a project of regional significance**
    - *How it's met:* "*The project area represents a project of regional significance.*" It benefits multiple municipal jurisdictions (including Washington City and Hurricane) and regional infrastructure.
- **11-58-203(1)(r) Aggressively pursue world-class businesses that employ cutting-edge technologies**
    - *How it's met:* The targeted industry list focuses on cutting-edge sectors, including Advanced Manufacturing, Aerospace and Defense, Advanced Air Mobility (AAM), Unmanned Systems, Artificial Intelligence, and Life Sciences.

INFRASTRUCTURE & TRANSPORTATION OBJECTIVES

- **11-58-203(1)(g) Take advantage of strategic location... proximity to transportation and other infrastructure**
    - *How it's met:* The area is intentionally positioned to leverage existing industrial momentum, its proximity to the St. George Regional Airport (within 10 miles), and regional connectivity to the Iron Springs Inland Port (within 50 miles).
- **11-58-203(1)(h) Facilitate the transportation of goods**
    - *How it's met:* Accelerating the delivery of the Purgatory Road corridor provides a critical freight link to improve regional mobility, manage increasing industrial traffic pressures, and enhance the movement of goods.
- **11-58-203(1)(m) Support uses... for inland port uses, including warehousing, light manufacturing, and distribution facilities**
    - *How it's met:* It unlocks fully serviced land for advanced manufacturing, logistics, and distribution uses. However, it filters this objective by restricting *speculative* or low-value warehousing.
- **11-58-203(1)(n) Facilitate an increase in trade in the region and in global commerce**
    - *How it's met:* Proximity to the St. George Regional Airport and transloading facilities at the Iron Springs Project Area will allow access to other freight and transportation options, expanding the area's capacity for regional and national trade networks.

ENVIRONMENTAL, RESOURCE, & LAND USE OBJECTIVES

- **11-58-203(1)(c) Respect and maintain sensitivity to the unique natural environment**
    - *How it's met:* Performance indicators include "Environmental Compatibility," requiring the implementation of mitigation measures and sustainable development practices.
- **11-58-203(1)(d) Minimize resource use**
    - *How it's met:* The plan specifically excludes projects classified as high-water-use by the Washington County Water Conservancy District and prioritizes "efficient use of water."
- **11-58-203(1)(f) Promote and encourage development and uses that are compatible with or complement uses in proximity**
    - *How it's met:* The project area is centered on the existing Sunrise Valley Industrial Park and focuses on development that is compatible with "local land use approvals, adopted infrastructure plans, and surrounding land uses."

AUTHORITY DUTIES MET (SUBSECTION 2)

In addition to the policy goals above, the text demonstrates that the project fulfills the Authority's mandates under **Subsection (2)**:

- **2(a) Identify funding sources:** It utilizes UIPA property tax differentials to fund infrastructure that would otherwise not be feasible.
- **2(c) Consult and coordinate with other applicable governmental entities:** The project area highlights regional coordination involving multiple jurisdictions, the Washington County Water Conservancy District, GOEO, EDCUtah, and SoUtah to accomplish development and business recruitment goals.

APPENDICES

Appendix A: Legal Description of Project Area

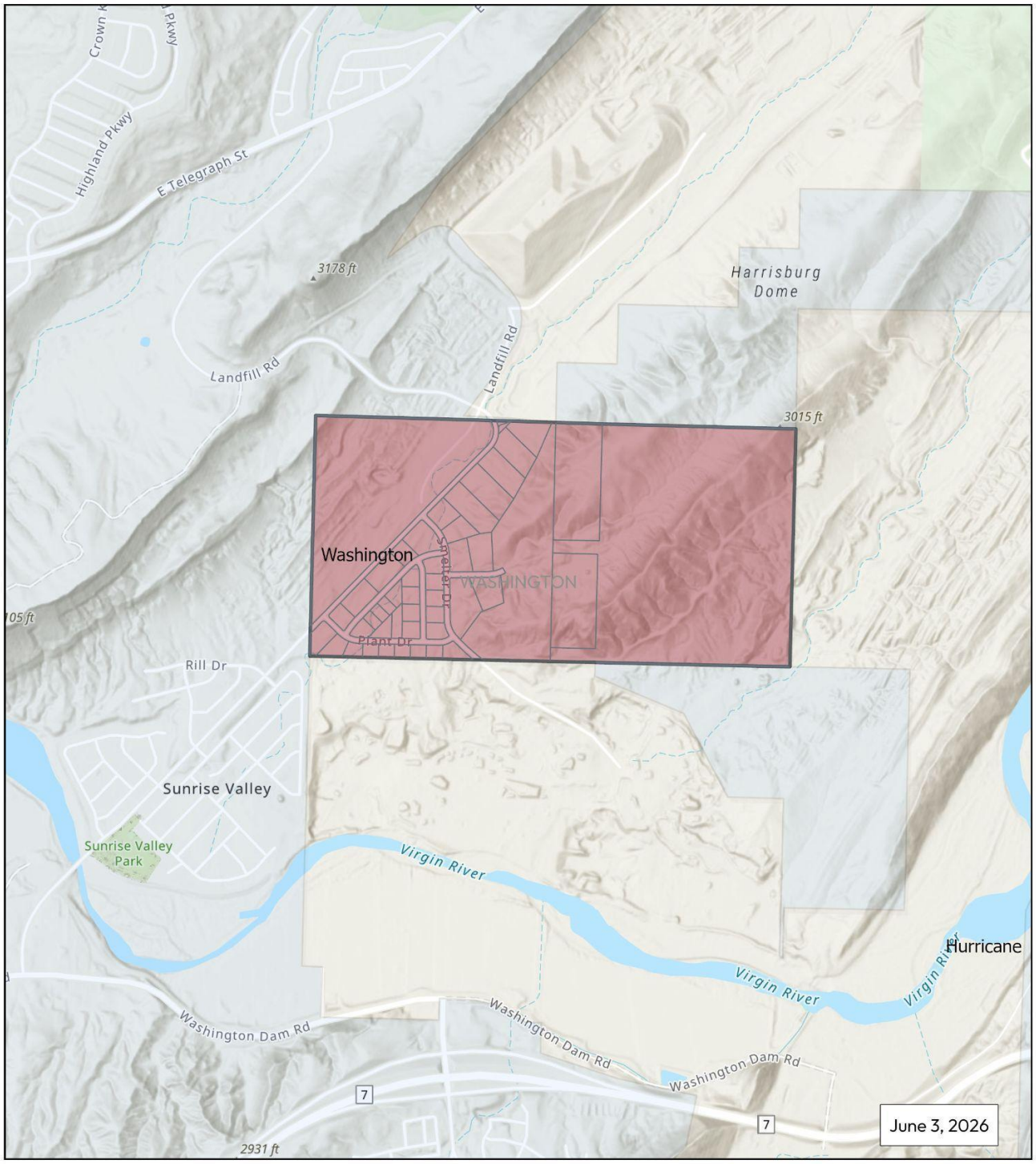
A PARCEL OF LAND LOCATED IN SECTION 17, TOWNSHIP 42 SOUTH, RANGE 14 WEST, SALT LAKE BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SECTION 17, TOWNSHIP 42 SOUTH, RANGE 14 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 01°08'04" EAST, A DISTANCE OF 2,646.22 FEET; THENCE SOUTH 88°40'37" EAST, A DISTANCE OF 2,639.51 FEET; THENCE SOUTH 88°40'27" EAST, A DISTANCE OF 2,639.19 FEET; THENCE SOUTH 01°10'28" WEST, A DISTANCE OF 2,616.29 FEET; THENCE NORTH 88°58'46" WEST, A DISTANCE OF 2,633.79 FEET; THENCE NORTH 89°01'17" WEST, A DISTANCE OF 2,643.07 FEET TO THE POINT OF BEGINNING. CONTAINING APPROXIMATELY 13,878,840 SQUARE FEET OR 318.61 ACRES, MORE OR LESS.

Parcel ID Numbers: W-SVIP-2-39, W-SVIP-1-15, W-SVIP-1-8, W-SVIP-2-40, W-SVIP-1-6, W-SVIP-1-31, W-SVIP-2-33B-PT-A, W-4187-A-3, W-4187-A-1, W-SVIP-2-41, W-SVIP-1-9, W-SVIP-2-34, W-SVIP-1-3, W-SVIP-1-16, W-SVIP-1-22, W-SVIP-2-42, W-SVIP-2-A, W-SVIP-1-5, W-SVIP-2-33A-PT-A, W-SVIP-2-37, W-SVIP-1-28-PT-A, W-SVIP-1-17, W-SVIP-1-24, W-SVIP-1-25, W-SVIP-1-1, W-SVIP-2-35, W-SVIP-1-13, W-SVIP-1-7, W-SVIP-1-27-PT-A, W-SVIP-1-12, W-4187-A-4, W-SVIP-1-4, W-SVIP-2-36, W-SVIP-1-32, W-SVIP-1-23, W-SVIP-1-14, W-SVIP-1-19, W-4187-A-2, W-SVIP-1-21, W-SVIP-1-18, W-SVIP-1-20, W-SVIP-1-10, W-SVIP-2-38, W-SVIP-1-11, W-SVIP-1-2, W-4187-A-6, W-SVIP-1-26

Appendix B: Maps & Imagery of the Project Area

Greater Washington Project Area

Red Waters at Sunrise Valley



0 0.13 0.25 0.5 Miles

Appendix C: Legislative Body Written Consent

WASHINGTON CITY RESOLUTION NO. R2026-20

RESOLUTION NO. R2026-20

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

WHEREAS, Washington City (the "City") is a municipal corporation and political subdivision of the State of Utah, and the City Council of Washington City (the "City Council") is authorized to adopt resolutions concerning matters affecting the City; and

WHEREAS, the City desires the Utah Inland Port Authority (the "Port Authority") Board to consider the creation of a Utah Inland Port Authority Project Area within Washington City to support industrial development, regional transportation improvements, and economic growth; and

WHEREAS, the proposed Project Area consists of approximately 300 acres generally located within and adjacent to the Sunrise Valley Industrial area in southeastern Washington City, near State Route 7; and

WHEREAS, the proposed Project Area supports Washington City's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create primary employment opportunities for residents of Washington City and the surrounding region; and

WHEREAS, the proposed Project Area includes infrastructure needs of regional significance, including the future Purgatory Road corridor, which is intended to improve regional mobility, support industrial traffic, and strengthen transportation connections between Washington City, Hurricane, and surrounding areas; and

WHEREAS, the St. George Regional Airport, located within approximately 10 miles of the proposed Project Area, is currently undergoing significant infrastructure improvements that will further strengthen the area's long-term industrial, logistics, manufacturing, and distribution potential; and

WHEREAS, the general public will benefit from the creation of the proposed Project Area through the creation of primary employment opportunities, increased industrial and logistics capacity, enhanced movement of goods and materials throughout the region, and coordinated public infrastructure investment supporting long-term economic development; and

WHEREAS, the City Council finds that participation with the Utah Inland Port Authority may assist in accelerating the delivery of infrastructure improvements necessary to support planned industrial development within the proposed Project Area.

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

Section 1. Support for Inland Port Authority Project Area.
The Washington City Council hereby expresses its support for the creation of a Utah Inland Port Authority Project Area within Washington City, Utah, with the project area name to be determined cooperatively between Washington City and the Utah Inland Port Authority.

Section 2. Request to Utah Inland Port Authority.
The Washington City Council hereby requests that the Utah Inland Port Authority consider locating and designating a Project Area within Washington City and work cooperatively with the City regarding the planning, development, and infrastructure needs associated with the proposed Project Area.

Section 3. Authorization of Implementation.
City staff are hereby authorized and directed to coordinate with the Utah Inland Port Authority and take all actions reasonably necessary to carry out the intent of this Resolution.

Section 5. Severability.
If any provision of this Resolution is held invalid or unenforceable, such invalidity shall not affect the remaining provisions.

This Resolution shall take effect immediately upon adoption.

PASSED AND APPROVED on this 10th day of June, 2026.

Washington City

Kress Staheli, Mayor

Attest by:

Tara Pentz, City Recorder

COUNCIL MEMBERS OF WASHINGTON CITY, UTAH:

Troy Belliston	[_X_] Aye	[___] Nay
Kim Casperson	[_X_] Aye	[___] Nay
Craig Coats	[_X_] Aye	[___] Nay
Bret Henderson	[_X_] Aye	[___] Nay
Kurt Ivie	[_X_] Aye	[___] Nay

Appendix D: Project Area Budget Summary

Model Summary	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
Duration (Years)	25
Base Year Taxable Revenues	$ 211,000
Tax Differential to Project Area	**$ 4,600,000**
Tax Differential to Other Taxing Entities	$ 1,500,000
Total Tax Differential	$ 6,100,000
Less: Admin Expenses	$ 200,000
Total Remaining Differential for Projects	**$ 4,400,000**
Taxing Entities	
COUNTY ASSESSING & COLLECTING LEVY	0.000223
MULTICOUNTY ASSESSING & COLLECTING LEVY	0.000014
SOUTHWEST MOSQUITO ABATEMENT & CONTROL DISTRICT	0.000021
THE WASHINGTON COUNTY WATER CONSERVANCY DISTRICT	0.000399
WASHINGTON	0.000486
WASHINGTON CITY	0.000747
WASHINGTON COUNTY SCHOOL DISTRICT	0.004687

Appendix E: Environmental Review

INTRODUCTION

For the Utah Inland Port Authority (UIPA) Board to adopt a Project Area Plan, an environmental review for the Project Area must be completed. This report provides an overview of environmental considerations to ensure compliance with all federal, state, and local requirements related to future opportunities associated with the development and optimization of the project area. The Utah Inland Port Authority, in conjunction with development parties and government stakeholders, will review these environmental considerations before work, which could pose adverse impacts, may commence in the project area.

SUMMARY OF ENVIRONMENTAL CONSIDERATIONS

Several cultural resources in Washington County have been previously designated as worthy of preservation and recorded on the National Register of Historic Places (NRHP).

While there are no land-areas of federally recognized tribes located in the project area, the Shivwits Band of Paiutes reservation is located approximately 20 miles west of the project area. The Southern Paiute Agency is located at 196 E. Tabernacle St, St. George, UT 84770.

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. The California Condor is an endangered species that may be present in the project area. Final critical habitats for each of these species have been designated and published in the Federal Register.

The Desert Tortoise is a threatened species that may be present in the project area. Final critical habitat for this species has been designated and published in the Federal Register.

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.

Dwarf Bear-poppy, Gierisch Mallow, and Holmgren Milk-vetch are listed as endangered flowering plant species and may exist in the project area. Siler Pincushion Cactus is listed as a threatened plant species that may exist in the project area. Critical habitats for Dwarf Bear-poppy, Holmgren Milk-vetch, and Siler Pincushion Cactus have not been designated. Final critical habitat for Gierisch Mallow has been designated and published in the Federal Register.

No designated critical habitats exist within or overlap with the project area.

There are 13 migratory bird species that occur on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC) list that may warrant special attention in the project area with breeding seasons ranging between December 1st and August 31st.

Virgin River and tributaries from Santa Clara River confluence to Quail Creek diversion, excluding Quail, Ash, and La Verkin Creeks have been designated as impaired. Section 303d list TMDLs are required for Boron and Total Dissolved Solids.

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

PROJECT AREA DESCRIPTION

The Greater Washington Project Area comprises approximately 320 acres in Washington County, Utah. See Appendix B for project area 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 States 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. Figure E-1 displays the WSS map for the project area. Map units are defined below.

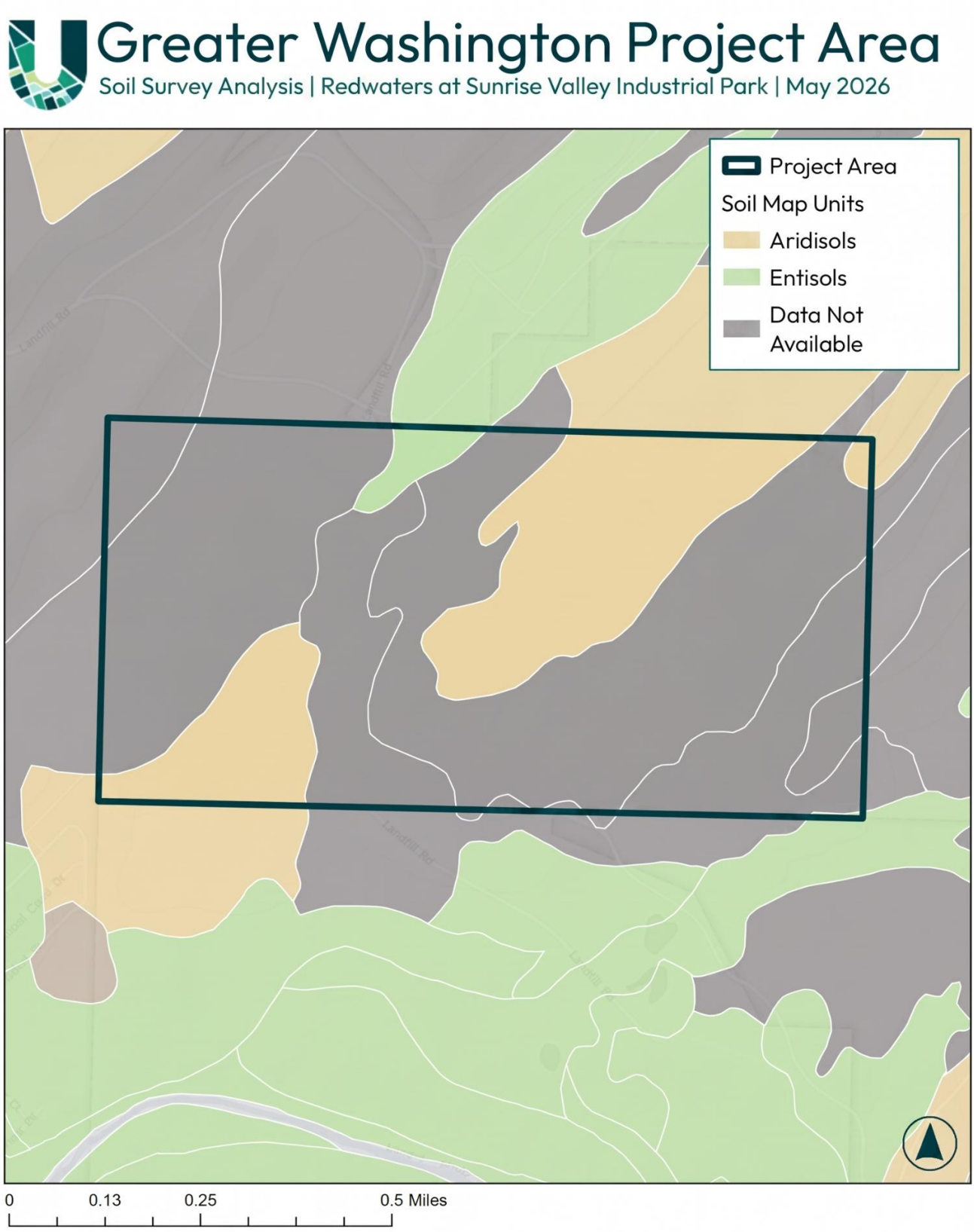


FIGURE E-1: GREATER WASHINGTON WEB SOIL SURVEY MAP

Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BA	Badland	68.1	21.4%
BB	Badland, very steep	103.2	32.4%
GA	Gullied land	55.4	17.4%
HG	Hobog-Rock land association	55.3	17.4%
LcB	Laverkin fine sandy loam, 1 to 2 percent slopes	23.6	7.4%
Sc	St. George silty clay loam	5.6	1.7%
SY	Stony colluvial land	7.4	2.3%
Totals for Area of Interest		**318.5**	**100%**

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

Property Name	State	County	City	Street & Number
Angels Landing Trail-West Rim Trail	UTAH	Washington	Springdale	S of Scout Lookout across the Virgin River and Refrigerator Canyon
Blake, Wallace, House	UTAH	Washington	St. George	S of St. George
Bradshaw House-Hotel	UTAH	Washington	Hurricane	85 S. Main St.
Butler, William F., House	UTAH	Washington	St. George	168 S. 300 West
Cable Creek Bridge	UTAH	Washington	Springdale	Floor of the Valley Rd. at milepost 4.48, S of Weeping Rock Parking Area entrance
Cable Mountain Draw Works	UTAH	Washington	Springdale	N of Springdale in Zion National Park

Property Name	State	County	City	Street & Number
Canaan Gap Archaeological District	UTAH	Washington	Hildale	Address Restricted
Canyon Overlook Trail	UTAH	Washington	Springdale	Across hwy. from parking area at E end of Zion-Mt. Carmel Tunnel to a point directly above the Great Arch of Zion
Christensen, Herbert & Lillian, House	UTAH	Washington	Springdale	980 Zion Park Blvd.
Covington, Robert D., House	UTAH	Washington	Washington	200 N. 200 East
Crawford Irrigation Canal	UTAH	Washington	Springdale	W bank of Virgin River from 1 mi. N of Virgin River Bridge to base of Virgin River Formation and .5 mi up Oak Creek
Deseret Telegraph and Post Office	UTAH	Washington	Rockville	On UT 15
Dixie Hillside “D”	UTAH	Washington	St. George	West Black Ridge
East Entrance Checking Station	UTAH	Washington	Springdale	Island in middle of UT 9
East Entrance Residence	UTAH	Washington	Springdale	E Entrance 150 ft. N of UT 9
East Entrance Sign	UTAH	Washington	Springdale	East Entrance Checking Station on N and S sides of UT 9
East Rim Trail	UTAH	Washington	Springdale	Between Weeping Rock Parking Area and Observation Pt.
Emerald Pools Trail	UTAH	Washington	Springdale	Foot Bridge across hwy. from Utah Parks Lodge proceeding W to the Lower Emerald Pool
Enterprise Meetinghouse	UTAH	Washington	Enterprise	Approximately 24 S. Center St.
Flanigan Ditch	UTAH	Washington	Springdale	Zion National Park
Floor of the Valley Road	UTAH	Washington	Springdale	From jct. with Zion--Mt. Carmel Hwy. along the N. Fork of the Virgin R., Zion National Park
Forsyth, Thomas, House	UTAH	Washington	Toquerville	Off UT 15
Fort Harmony Site	UTAH	Washington	New Harmony	E of New Harmony on I-15
Fort Pearce	UTAH	Washington	Washington	12 mi. SE of Washington off I-15
Gateway to the Narrows Trail	UTAH	Washington	Springdale	Temple of Sinawava at the end of Zion Canyon Scenic Dr. to a pt. 1 mi. N on Virgin River
Graff, George and Bertha, House	UTAH	Washington	Santa Clara	2865 Santa Clara Dr.
Grafton Historic District	UTAH	Washington	Rockville	Beginning at Hall and Grafton Ditch and the Grafton to Rockville Rd
Grotto Camping Ground North Comfort Station	UTAH	Washington	Springdale	Grotto Picnic Area near Grotto Residence E of Scenic Dr.
Grotto Camping Ground South Comfort Station	UTAH	Washington	Springdale	Grotto Picnic Area near Grotto Residence, E of Scenic Dr.

Property Name	State	County	City	Street & Number
Grotto Trail	UTAH	Washington	Springdale	Zion National Park, 120 ft. N of Zion Lodge extending S .2 mi. parallel to the E side of Zion Canyon Scenic Dr.
Hafen, Hans George, House	UTAH	Washington	Santa Clara	3003 Santa Clara Dr.
Hamblin, Jacob, House	UTAH	Washington	Santa Clara	US 91
Hidden Canyon Trail	UTAH	Washington	Springdale	Hidden Canyon jct. on the E Rim Trail to the mouth of Hidden Canyon
Hurricane Canal	UTAH	Washington	Hurricane	E of Hurricane
Hurricane Historic District	UTAH	Washington	Hurricane	Roughly bounded by 300 South, 200 West, State St. and the Hurricane Canal
Hurricane Library-City Hall	UTAH	Washington	Hurricane	35 W. State St.
Hurricane-LaVerkin Bridge	UTAH	Washington	Hurricane	E of UT 9 over the Virgin R.
Isom, Samuel and Elizabeth, House	UTAH	Washington	Hurricane	188 S. 100 West
Jepson, James, Jr., House	UTAH	Washington	Virgin	15 East Jepson
Judd, Thomas, House	UTAH	Washington	St. George	269 S. 200 East
La Verkin Hydroelectric Power Plant	UTAH	Washington	La Verkin	Off South State St.
Leavitt, Lemuel and Mary Ann, House	UTAH	Washington	Santa Clara	1408 Quail
Leeds CCC Camp Historic District	UTAH	Washington	Leeds	96 W. Mulberry
Leeds Tithing Office	UTAH	Washington	Leeds	SW Corner 100 West and 100 North
Main Building of Dixie College	UTAH	Washington	St. George	86 S. Main St.
Mountain Meadows Historic Site	UTAH	Washington	Enterprise	7 mi. S of Enterprise on UT 18
Mountain Meadows Massacre Site	UTAH	Washington	Central	West of SR 18, approximately 3 miles North of Central
Museum-Grotto Residence	UTAH	Washington	Springdale	SE of Grotto Picnic Area
Naegle Winery	UTAH	Washington	Toquerville	Main and 5th Sts.
Oak Creek Historic District	UTAH	Washington	Springdale	Off US 9 along bank of Oak Creek
Oak Creek Irrigation Canal	UTAH	Washington	Springdale	W side of the N Fork of Virgin River 1/8 mi. N of Virgin River Bridge to the N side of Watchman Campground Entrance Rd.
Old Washington County Courthouse	UTAH	Washington	St. George	85 E. 100 North
Parunuweap Canyon Archeological District	UTAH	Washington	Springdale	Address Restricted

Property Name	State	County	City	Street & Number
Pine Creek Irrigation Canal	UTAH	Washington	Springdale	E bank of the Virgin River .25 mi. N of Virgin River Bridge to the SW end of Watchman Residential Loop
Pine Creek Residential Historic District	UTAH	Washington	Springdale	W side of UT 9 500 ft. S of Virgin River Bridge
Pine Valley Chapel and Tithing Office	UTAH	Washington	Pine Valley	Main and Grass Valley Sts.
Pratt, Orson, House	UTAH	Washington	St. George	76 W. Tabernacle St.
Reber, Frederick and Anna Maria, House	UTAH	Washington	Santa Clara	2988-2990 Santa Clara Dr.
Reber, Frederick, Jr., and Mary F., House	UTAH	Washington	Santa Clara	3334 Hamblin Dr.
Rockville Bridge	UTAH	Washington	Rockville	Bridge St. over E. Fork, Virgin R.
Santa Clara Hydroelectric Power Plants Historic District	UTAH	Washington	Veyo	Off UT 18 on Santa Clara River
Santa Clara Relief Society House	UTAH	Washington	Santa Clara	Approximately 3036 W. Santa Clara Dr.
Santa Clara Tithing Company	UTAH	Washington	Santa Clara	3105 Santa Clara Dr.
Shem Dam	UTAH	Washington	Ivens	Address Restricted
South Campground Amphitheater	UTAH	Washington	Springdale	South Campground
South Campground Comfort Station	UTAH	Washington	Springdale	South Campground at N end of campsite loop
South Entrance Sign	UTAH	Washington	Springdale	South Entrance
Southern Paiute Archeological District	UTAH	Washington	Washington	Address Restricted
St. George Elementary School	UTAH	Washington	St. George	120 S. 100 West
St. George Social Hall	UTAH	Washington	St. George	212 N. Main St.
St. George Tabernacle	UTAH	Washington	St. George	Jct. of Tabernacle and Main Sts.
St. George Temple	UTAH	Washington	St. George	Bounded by 200 East, 300 East, 400 South, and 500 South
Stanworth, Emanuel and Ursella, House	UTAH	Washington	Hurricane	198 S. Main St.
Steele, John, House	UTAH	Washington	Toquerville	263 N. Toquerville Blvd.
Sugarloaf Hillside Sign	UTAH	Washington	St. George	Red Hills Pkwy.
Toquerville Hall	UTAH	Washington	Toquerville	212 North Toquerville Blvd.
Washington Cotton Factory	UTAH	Washington	Washington	On U.S. 91 (Frontage Rd. West)
Washington Relief Society Hall	UTAH	Washington	Washington	100 West and Telegraph Sts.
Washington School	UTAH	Washington	Washington	Main and Telegraph Sts.
Wells Fargo and Company Express Building	UTAH	Washington	Silver Reef	Main St.

Property Name	State	County	City	Street & Number
Woodward School	UTAH	Washington	St. George	100 West and Tabernacle Sts.
Young, Brigham, Winter Home and Office	UTAH	Washington	St. George	Corner of 200 North and 100 West
Zion Lodge Historic District	UTAH	Washington	Springdale	N of Springdale in Zion National Park
Zion Lodge-Birch Creek Historic District (Boundary Increase)	UTAH	Washington	Springdale	W of UT 9 on the W and E sides of The Zion Canyon Scenic Drive near Birch Creek
Zion Nature Center-Zion Inn	UTAH	Washington	Springdale	N of South Campground facilities
Zion-Mount Carmel Highway	UTAH	Washington	Springdale	Between US 9 and US 89

TRIBAL LANDS: THE U.S. DOMESTIC SOVEREIGN NATIONS

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 Shivwits Band of Paiutes reservation is located approximately 20 miles west of the project area. The Southern Paiute Agency is located at 196 E. Tabernacle St, St. George, UT 84770.

NATURAL RESOURCES

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

The lead federal agencies for implementing ESA are:

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

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

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. The California Condor is an endangered species that may be present in the project area. Final critical habitats for each of these species have been designated and published in the Federal Register; however, these critical habitats do not exist within or overlap with any portions of the project area.

The Desert Tortoise is a threatened species that may be present in the project area. Final critical habitat for this species has been designated and published in the Federal Register; however, this critical habitat does not exist within or overlap with the project area.

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.

Dwarf Bear-poppy, Gierisch Mallow, and Holmgren Milk-vetch are listed as endangered flowering plant species and may exist in the project area. Siler Pincushion Cactus is listed as a threatened plant species that may exist in the project area. Critical habitats for Dwarf Bear-poppy, Holmgren Milk-vetch, and Siler Pincushion Cactus have not been designated. Final critical habitat for Gierisch Mallow 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.

It is recommended to determine whether project area is likely to adversely affect threatened, endangered, proposed threatened, and proposed endangered species in the project area.

There are 13 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 August 31. These migratory bird species of concern include the Bald Eagle, Black-chinned Sparrow, Broad-tailed Hummingbird, California Gull, Cassin's Finch, Clark's Grebe, Golden Eagle, Lesser Yellowlegs, Olive-sided Flycatcher, Pectoral Sandpiper, Pinyon Jay, Virginia's Warbler, and Western Grebe. It is recommended that construction activities are completed outside of the BCC breeding season (12/1 - 8/31).

WATER RESOURCES

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. It is the responsibility of each landowner to assess potential impacts to surface waters and comply with water quality regulations for their respective properties.

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 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 water body. 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 water body 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.

Virgin River and tributaries from Santa Clara River confluence to Quail Creek diversion, excluding Quail, Ash, and La Verkin Creeks have been designated as impaired. Section 303d list TMDLs are required for Boron and Total Dissolved Solids.

More information regarding impaired water bodies and their classification can be found in the Utah Division of Water Quality's Final 2022 Integrated Report on Water Quality.

WETLANDS

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

An individual permit may be required if the project poses potentially significant impacts to the nearby wetland, or if fill from the project area would be discharged into the nearby wetland. Individual permits are reviewed by the U.S. Army Corps of Engineers, which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. 33 CFR 320 establishes general regulatory policies for wetlands.

The National Wetlands Inventory (NWI) was established by the United States Fish and Wildlife Service (USFWS) to conduct a nationwide inventory of U.S. wetlands to provide information on the distribution and type of wetlands to aid in conservation efforts. The NWI is not meant to be in 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.

According to the National Wetlands Inventory, Figure E-2 displays nationally characterized wetlands located in and around the project area.

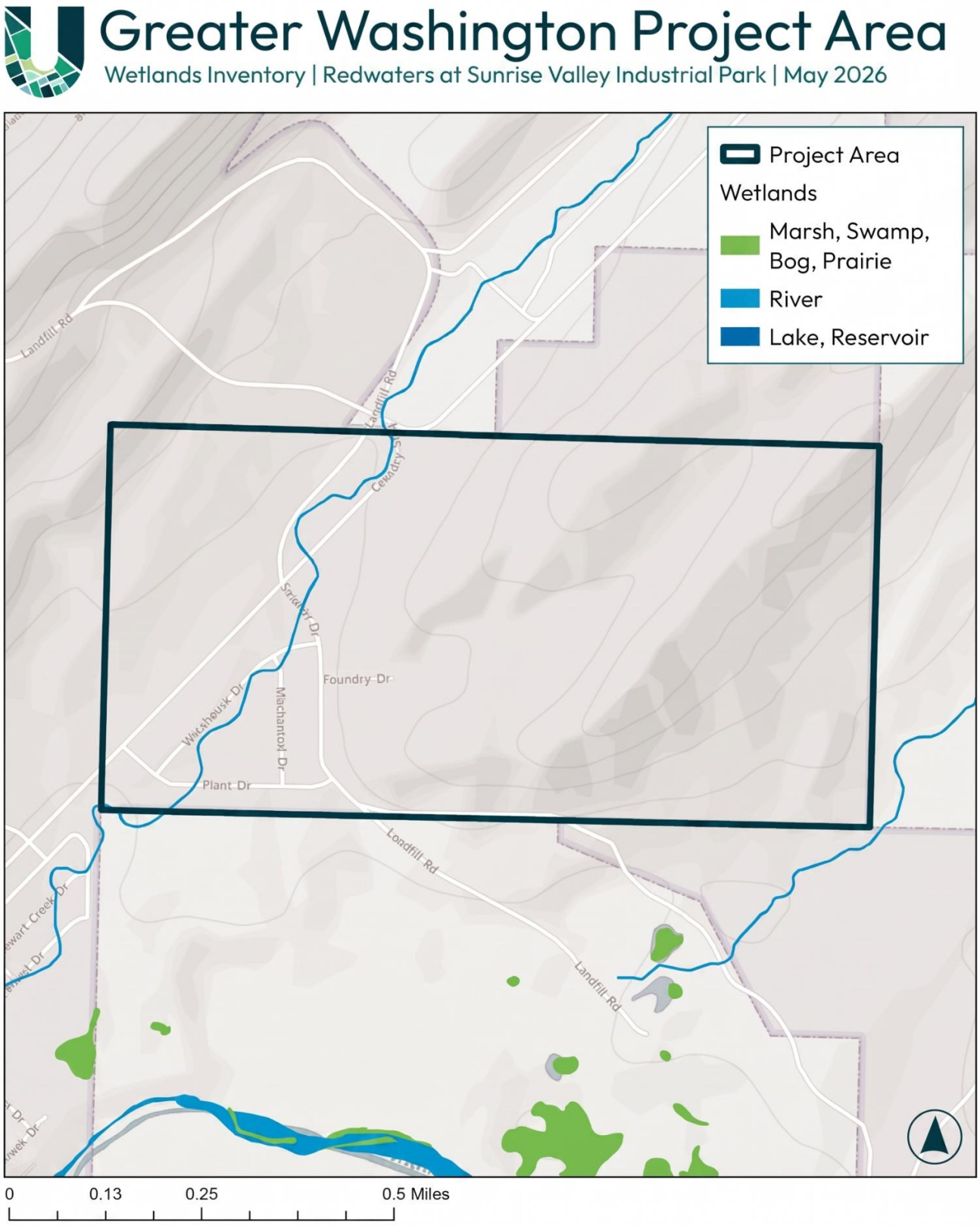


FIGURE E-2: GREATER WASHINGTON NATIONAL WETLANDS INVENTORY MAP

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 available for the project area; however, no annual percent chance flood hazards exist within the project area. Figure E-3 displays the flood hazard survey map for the project area.

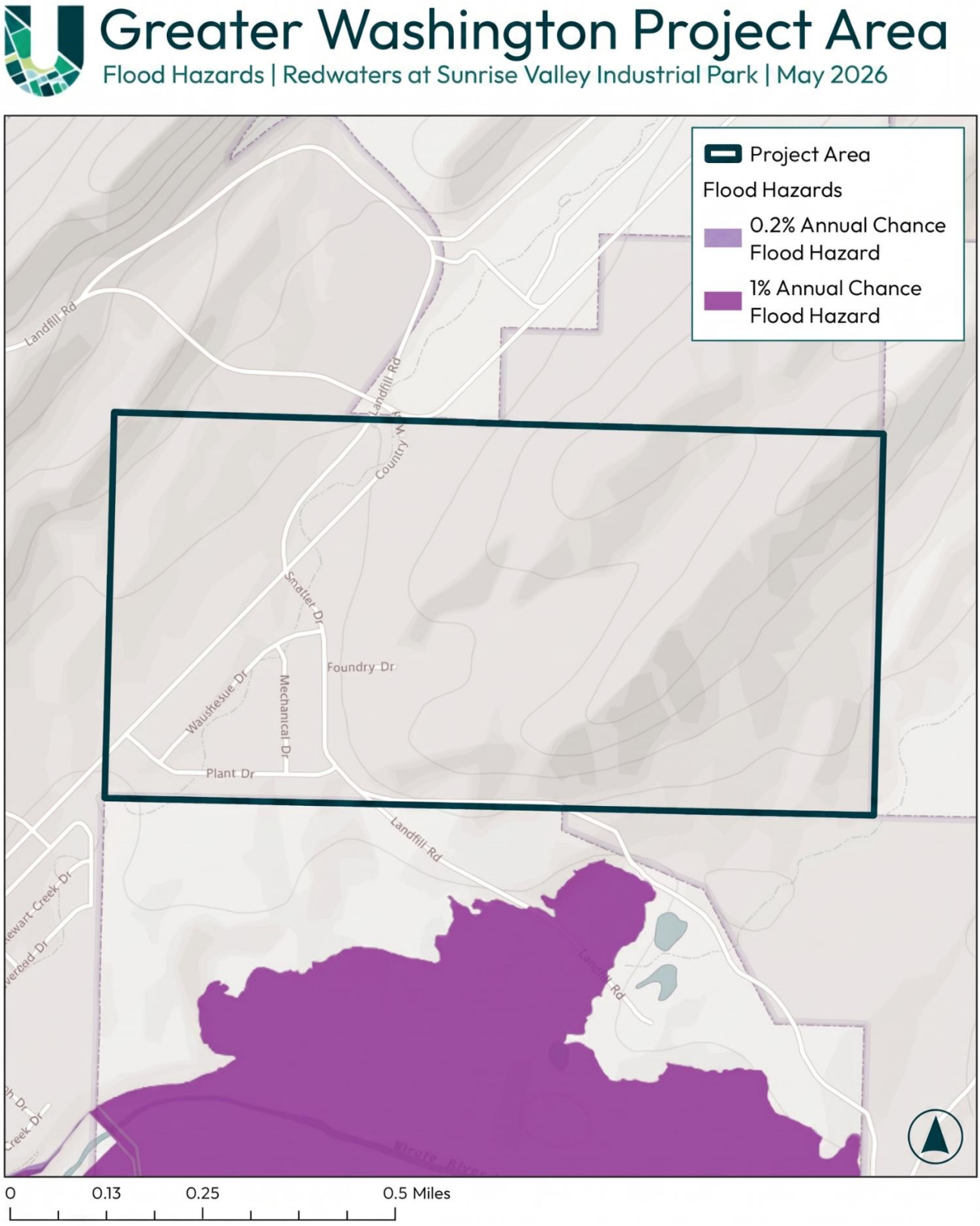


FIGURE E-3: GREATER WASHINGTON FLOOD HAZARDS MAP

ENVIRONMENTAL QUALITY

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

PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

To determine whether previously identified sources of contamination are present at the project area, Federal, State, and local government records of sites or facilities where there has been a release of hazardous substances and which are likely to cause or contribute to a release or threatened release of hazardous substances on the property, including investigation reports for such sites or facilities; Federal, State, and local government environmental records, obtainable through a Freedom of Information Act request, of activities likely to cause or contribute to a release or threatened release of hazardous substances on the property, including landfill and other disposal location records, underground storage tank records, hazardous waste handler and generator records and spill reporting records; and such other Federal, State, and local government environmental records which report incidents or activities which are likely to cause or contribute to release or threatened release of hazardous substances on the property can be reviewed.

These data sources include the following regulatory database lists and files, and the minimum search distance in miles, as well as other documentation (if applicable):

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

For 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 allowed 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 remediations, waste management and radiation control, and environmental justice.

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

HAZARDOUS MATERIALS

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

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

WASTE GENERATION, STORAGE, AND DISPOSAL

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

ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTS)

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

AIR QUALITY

The Clean Air Act (CAA) is a federal law that requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that are harmful to public health and the environment. NAAQS are established for criteria pollutants which include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particle pollution (PM10 and PM2.5), and sulfur dioxide (SO2). Current Nonattainment Counties for All Criteria Pollutants are maintained by the EPA and updated regularly.

The Utah Division of Air Quality Permitting Branch is responsible for issuing permits to commercial and industrial pollution sources in Utah. 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 a notice of intent (NOI) to construct for an air quality approval order (AO).

A New Source Review AO is required if:

(d) emissions of criteria pollutants (ozone, particulate matter [PM], carbon monoxide [CO], lead, sulfur dioxide [SOx], and nitrogen dioxide [NOx] are five tons per year or greater, or
(e) 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.

REFERENCES

Bureau of Indian Affairs (BIA) U.S. Domestic Sovereign Nations: Indian Lands of Federally-Recognized Tribes of the United States Map. https://www.doi.gov/sites/default/files/uploads/12_bia_regions.pdf. Accessed on June 2, 2026.

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