UTAH INLAND PORT AUTHORITY

RESOLUTION 2025-08

A RESOLUTION OF THE UTAH INLAND PORT AUTHORITY BOARD APPROVING AND ADOPTING THE TOOELE VALLEY INLAND PORT PROJECT AREA PLAN

WHEREAS, pursuant to §11-58-301(1) Utah Code Annotated as amended ("UCA"), the Utah Inland Port Authority ("Authority") is "governed by a board which shall manage and conduct the business and affairs of the Authority"; and

WHEREAS, the Authority heretofore approved the creation of the Tooele Valley Inland Port Project Area to facilitate and fund regional economic development opportunities and maximize the long-term economic benefit of the region; and

WHEREAS, pursuant to §11-58-501(2a) UCA, the "The board may adopt a project area plan for land that is outside the authority jurisdictional land,"; and

WHEREAS, without any intended impact to any and all related prior actions heretofore, the Authority Board desires to reconsider, approve, adopt, and ratify (as necessary) the Tooele Valley Inland Port Project Area Plan which was originally adopted on December 5, 2023;

NOW, THEREFORE, BE IT RESOLVED BY THE AUTHORITY BOARD as follows:

1. The Authority Board has found and determined that the adoption and amendment of the Tooele Valley Inland Port Project Area Plan, attached as Exhibit A (the "Prior Approval"), is hereby approved, adopted and ratified (as necessary) without any intended impact to the Prior Approval and any and all related actions taken in reliance thereon.
2. This Resolution is effective March 11, 2025, upon the affirmative vote of the Authority Board.

PASSED AND ADOPTED by the Authority Board this 11th day of March, 2025.

Utah Inland Port Authority

_____
Abby Osborne
Chair

Attest:

_____
Authority Staff

EXHIBIT A

Project area plan and budget.

Tooele Valley

A Utah Inland Port Project Area

Project Area Plan & Budget

December 5, 2023

DEFINITIONS

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

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AMENDMENT / REVISION TABLE

Amendment / Revision Type	Board Approval / Updated Date	Summary of Revisions
Landowner Exclusion	January 5, 2024	Landowner opt-out request for parcels 05-054-0-0025 and 05-054-0-0010

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 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:

- Tooele County passed a resolution on April 11, 2023.

This move aims to tap into the funding, resources and benefits provided by UIPA that will support and enhance the development of the subject properties. In doing so, the entities expect that development of the Tooele County 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 Tooele County 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 (Tooele Valley Project Area Plan or Project Area Plan).

LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

Tooele Valley Project Area

The Tooele Valley Project Area is a proposed development in northern Tooele County. The project area totals 242 acres and is located within the boundaries of Tooele County. The project area is connected to Burmester Road and Interstate 80 via Higley Road. It is anticipated that more routes will be constructed with project area maturity.

SUPPLY AND DEMAND

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

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

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

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

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

RAIL

Tooele County has had a long and storied relationship with the railroad. Beginning with Salt Lake, Sevier Valley and Pioche Railroad narrow gauge railroad connecting Stockton to the Smelter Yard in 1872 to the Western Pacific Railroad completing the second transcontinental link in 1907 to eventually Union

Pacific Railroad acquiring all present-day rail infrastructure in Tooele County with their acquisition of the Western Pacific Railroad in 1982. Today the Union Pacific Railroad controls ~95% of the existing rail infrastructure in Tooele County with the United States Army and the Peterson Industrial Depot controlling the remaining infrastructure. BNSF Railway does have trackage rights on Union Pacific's Shafter Subdivision that parallels the Great Salt Lake.

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

Both the Shafter Subdivision and the Lynndyl Subdivision (both owned and operated by Union Pacific) are restricted mainlines connecting Utah to the ports of Oakland, Los Angeles, and Long Beach. Union Pacific classifies a restricted mainline as a line with frequent intermodal trains that may carry UPS traffic as well as other high priority intermodal business. These trains, colloquially referred to as "Z trains" are becoming an increasingly important part of Union Pacific's strategy for business growth. A mainline can also be restricted due to Amtrak utilizing the mainline for revenue passenger service. Amtrak is an operator on the Shafter Subdivision. BNSF 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 Burmester Road that connects the proposed project area to other area routes, including Interstate 80 and SR 138.

Truck traffic is driven by the increasing number of warehouse and manufacturing operations choosing to locate in Tooele County. Major truck users include Walmart, Cabela's, and Carvana. The majority of truck traffic originating around the proposed project area and surrounding areas is directly related to product distribution.

INFRASTRUCTURE: CURRENT STATE

The proposed project area is largely undeveloped. Connectivity to the proposed project area is provided via Higley Road to Burmester Road. Burmester Road is a paved county road with an interchange at Interstate 80 and is the primary access road.

Roads will continue to be constructed as the project area matures.

INFRASTRUCTURE: SHORT TERM CONSIDERATIONS (3 - 5 YEARS)

Savage Services has submitted an application to the Surface Transportation Board to establish the Savage Tooele Railroad Company, which will bring rail service adjacent to the Tooele Valley Project Area via Union Pacific's former Warner Branch Line. The Warner Branch Line leaves the Union Pacific's

mainline north of Interstate 80 near Burmester and travels southeast through Erda. The original spur was 15.5 miles. It ended at Warner Station about a mile west of downtown Tooele City. If approved, the Savage Tooele Railroad Company will rehabilitate approximately the first 7 miles of the spur, ending at the Lakeview Business Park.

It is anticipated that the interchange at Burmester Road with Interstate 80 will remain sufficient to handle the increased demand from the growth of the project area. Area roads will most likely require improvement with the increased demand. UIPA will work closely with Tooele County, UDOT, and surrounding municipalities to plan for future improvements.

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, which is currently under development.

INFRASTRUCTURE: LONG TERM CONSIDERATIONS (5+ YEARS)

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

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

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

Importers and Exporters in the Area

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

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

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

OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and creating the Tooele County 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 Tooele County Council was passed on April 11, 2023, and a copy of the resolution can be found in Appendix C.

Landowner Exclusion

Pursuant to UCA 11-58-501,"an owner of land proposed to be included within a project area may request that the owner's land be excluded from the project area." A project area exclusion request must be submitted by the respective landowner in writing to the UIPA board no more than 45 days after their public meeting under Subsection 11-58-502(1), which states, "the board shall hold at least one public meeting to consider and discuss a draft project area plan." Landowners may submit notarized written requests either in person or via certified mail to Attn: Larry Shepherd, 111 S. Main Street, Ste. 550, Salt Lake City, UT 84111.

Project Area Budget

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

Initial Environmental Review

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

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

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

Recruitment Strategy

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

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

UIPA may utilize tax differential on any given parcel in the Project Area. Generally incentive amounts will not exceed 30% of the revenue generated by any business for more than 25 years. All incentives must be approved by the UIPA Board in a public meeting, following agreement with Tooele County and land owners in the Project Area.

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

Incentives will generally favor industries such as those listed below:

- Light Industrial
- Manufacturing
- Distribution
- Data Centers

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

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

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

- Internships
- On-the-Job Training

Project Area Performance Indicators

1. UIPA will monitor and record the economic benefit of the Tooele Valley Project Area and report this information bi-annually to the UIPA Board and Tooele County. UIPA will work with Tooele County to determine the right key performance indicators. The following represent likely performance indicators that UIPA will report on:
2. Number of high paying jobs as defined by state statute (average county wage or higher)
3. Change in county poverty rate
4. Total jobs created
5. Total attrition values
6. Commodity flow by type and value
7. Improvements to road and rail
8. Infrastructure improvements including power, water, sewage, fiber, etc.
9. Improvements to total power output generated inside the project area
10. Capital investment into the project area
11. Targeted recruiting of industries inside the project area

Conclusion

While the Utah Inland Port Authority views this Tooele Valley project area as strategic, we recognize this sits in proximity to important wetlands. As such, the Port will be vigilant in working with developers to ensure that this area balances the best available technology to create a development that is harmonious with its natural environment. As Tooele County has deemed that this site is appropriate for development, and have zoned the site accordingly, the Port will bring its tools and capabilities to ensure that the development reaches its optimal potential for targeted growth and environmental balance.

The Port recognizes that its project areas that have adjacency to the Great Salt Lake need particular attention so as not to destroy any part of the Great Salt Lake's ecosystem. The Port will not support any development or rail infrastructure that destroys wetlands on this or adjacent to this site.

The Port will work with the developer to bring quality manufacturing jobs to this area. This Tooele County site represents a strategic opportunity to create an economic focus area that will allow county residents to find employment within their community as opposed to traveling to Salt Lake. The Inland

Port looks forward to working with all stakeholders to create a development that can both protect the natural environment and foster the creation of high-paying jobs.

Staff Recommendation

The administrative staff of the Utah Inland Port Authority recommends the board create the Tooele Valley Project Area.

REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Tooele Valley 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."[1]

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 Burmester Spur Project Area, assist the local governments in fulfilling their purposes, and fulfill its public purpose.

The public purpose for the Burmester Spur Project Area is for community development 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 Lakeview Business Park Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

Provision of development that enhances economic and quality of life basis

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 Tooele Valley Project Area, and its sister project area the Grantsville City Project Area, seek 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. Furthermore, it will reduce retail leakage to neighboring counties.

Stimulation of associated business and economic activity by the development

The Tooele Valley Project Area recruitment strategy has identified targeted industries which could be eligible for incentives. These industries will include industrial and manufacturing jobs which are currently among the highest paying jobs in Tooele County. These jobs will have a multiplying effect throughout the economy by increasing local expenditures on housing, food, fuel, and other commercial services.

Public Benefit

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

[1] https://tooeleco.org/wp-content/uploads/2023/02/economic-development-plan-2023.pdf

Seventy-five percent (75%) of the workers from Tooele County 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 County residents and officials alike. Tooele County'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.

Tooele County recognizes that commercial growth is inevitably going to occur in the incorporated cities. The Tooele Valley Project Area will accelerate the bringing of jobs and property tax revenue to fund needed county services.

With the adjacency to the Union Pacific main line and inclusion of the Savage Railways spur, this project area also has the opportunity to maximize rail usage for future businesses.

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

The Property Tax Differential collected from the Tooele County Port Project Area is 75 percent of the difference between the Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. 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 2025.

In addition to the Differential and with a positive recommendation from Tooele County, UIPA may sponsor a Public Infrastructure District (PID) in the Project Area. A PID is a separate taxing entity that may levy taxes and issue bonds. A PID is formed following consent of property owners and is governed by a separate board. UIPA will not manage or control the PID, and no liability of the PID will constitute a liability against UIPA; however, the UIPA board must authorize the issuance of bonds from a PID. PIDs also require the creation of governing documents, which define the membership and tax rate of the PID. The purpose of PID-assessed taxes and bonds is to pay for public infrastructure needs in the district, especially those with a large benefit across the project area. Bonds issued by the district may be guaranteed and paid back by tax differential revenues. An Authority Infrastructure Bank (AIB) loan for rail infrastructure needs could also be granted via separate approval by the UIPA board, and such loans would be repayable from tax differential proceeds.

Projected tax differential received by UIPA for the 25-year term of the Project Area are approximately $54 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
- Wetlands mitigation
- 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 Tooele Valley Project Area promotes the following goals and objectives (U.C.A. 11-58-203) to be considered a UIPA Project Area:

(a) maximize long-term economic benefits to the area, the region, and the state;
(b) maximize the creation of high-quality jobs;
(c) respect and maintain sensitivity to the unique natural environment of areas in proximity to the authority jurisdictional land and land in other authority project areas;
(d) improve air quality and minimize resource use;
(e) respect existing land use and other agreements and arrangements between property owners within the authority jurisdictional land and within other authority project areas and applicable governmental authorities;
(f) promote and encourage development and uses that are compatible with or complement uses in areas in proximity to the authority jurisdictional land or land in other authority project areas;
(g) take advantage of the authority jurisdictional land's strategic location and other features, including the proximity to transportation and other infrastructure and facilities, that make the authority jurisdictional land attractive to:
    (I) businesses that engage in regional, national, or international trade; and
    (ii) businesses that complement businesses engaged in regional, national, or international trade;
(h) facilitate the transportation of goods;
(i) coordinate trade-related opportunities to export Utah products nationally and internationally;

(j) support and promote land uses on the authority jurisdictional land and land in other authority project areas that generate economic development, including rural economic development;

(k) establish a project of regional significance;

(m) support uses of the authority jurisdictional land for inland port uses, including warehousing, light manufacturing, and distribution facilities;

(n) facilitate an increase in trade in the region and in global commerce;

(o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment;

(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

APPENDICES

Appendix A: Legal Description of Project Area

Parcels: 05-054-0-0036, 05-054-0-0035, 05-054-0-0034, 05-054-0-0039

A part of Sections 5,8, Township 2 South, Range 5 West, Salt Lake Base and Meridian, US Survey,

Beginning at a point, said point being N 89° 51' 02" E for a distance of 2,666.92 feet from the Northwest Quarter of the Northwest Quarter of Section 8, Township 2 South, Range 5 West or POINT OF BEGINNING; and running thence, N 00° 33' 03.5" W for a distance of 2,645.71 feet to a point on a line, thence, N 89° 08' 09" W for a distance of 1,322.24 feet to a point on a line, thence, S 89° 31' 57" W for a distance of 1,343.38 feet to a point on a line, thence, N 0° 00' 24" E for a distance of 1,325.78 feet, thence, N 89° 35' 05.8" E for a distance of 921.99 feet to a point on a line, S 89° 37' 54" E for a distance of 2,655.88 feet to a point on a line, thence, S 23° 10' 33.0" E for a distance of 1436.89 feet to a point on a line, thence, N 89° 46' 31.8" E for a distance of 49.99 feet to a point on a line, thence, S 23° 11' 20.3" E for a distance of 1437.40 feet to a point on a line, thence, N 89° 47' 24.1" E for a distance of 3.94 feet to a point on a line, thence, S 23° 10' 32.8" E for a distance of 1437.58 feet to a point on a line, thence, S 89° 10' 30.6" W for a distance of 3.78 feet to a point on a line, thence, S 23° 00' 39.5" E for a distance of 0.57 feet to a point on a line, thence S 89° 49' 30.9" W a distance of 2631.47 feet to the POINT OF BEGINNING; Containing 242.03 acres more or less.

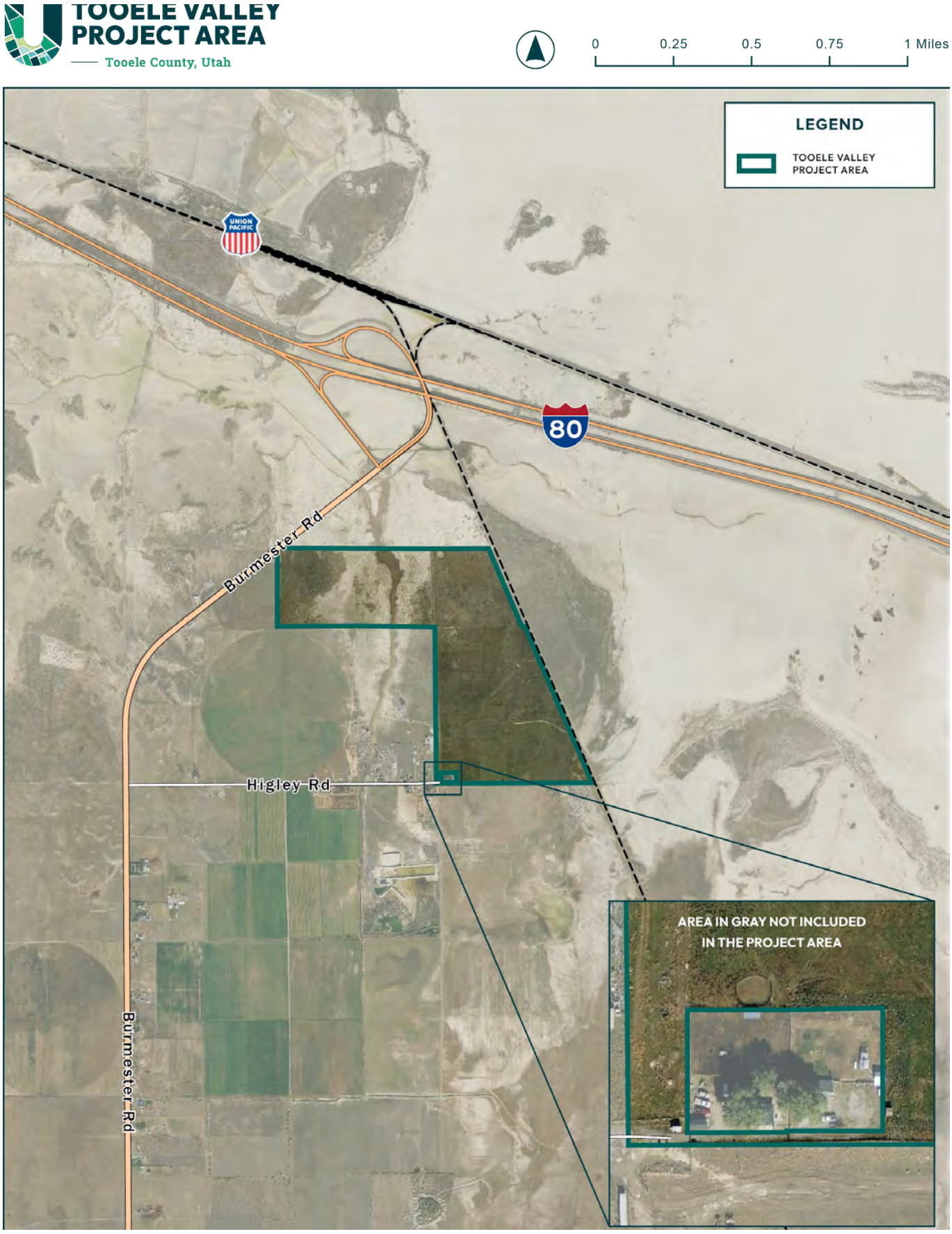
Less and excepting the following:

Parcels: 05-054-0-0025, 05-054-0-0010

A part of Sections 5,8, Township 2 South, Range 5 West, Salt Lake Base and Meridian, US Survey,

Beginning at a point, said point being N 89° 30' 17" E for a distance of 2,746.16 feet from the Northwest Quarter of the Northwest Quarter of Section 8, Township 2 South, Range 5 West or POINT OF BEGINNING; and running thence, North for a distance of 164.96 feet to a point on a line, thence, N 89° 59' 51" E for a distance of 133.01 feet to a point on a line, thence, N 90° 00' 00" E for a distance of 3.25 feet to a point on a line, thence, N 89° 00' 49" E for a distance of 128.74 feet to a point on a line, thence, S 0° 00' 02" E for a distance of 159.33 feet to a point on a line, thence, S 0° 00' 03" W for a distance of 5.27 feet to a point on a line, thence, N 89° 55' 24" W for a distance of 128.54 feet to a point on a line, thence, S 0° 03' 19" E for a distance of 2.20 feet to a point on a line, thence, S 89° 45' 33" W for a distance of 133.19 feet to the POINT OF BEGINNING; Containing 1.00 acres more or less.

Appendix B: Maps & Imagery of the Project Area



Appendix C: Legislative Body Written Consent

TOOELE COUNTY
RESOLUTION 2023-09

A RESOLUTION CONSENTING TO THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN TOOELE COUNTY

WHEREAS, Tooele County ("county") is a political subdivision of the State of Utah; and

WHEREAS, the Tooele County Council ("council") is the county legislative body and has authority to make resolutions on behalf of the county; and

WHEREAS, the council desires that the Utah Inland Port Authority Board create a project area in an unincorporated area of the county to help fund the development of a regional economic development opportunity; and

WHEREAS, the project area fits within the county's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for county residents; and

WHEREAS, the proposed development opportunity will bring new employment opportunities to the county and will provide railroad access to the project site; and

WHEREAS, the proposed development opportunity will comply with the county's general plan and zoning requirements; and

WHEREAS, it appears that a Port Authority project area is needed to optimize development; and

WHEREAS, the project area will enable the proposed development opportunity to better serve the county and the surrounding region; and

WHEREAS, the general public will benefit from the creation of the project area through the creation of new employment opportunities; through expanded rail services; through improved

movement of materials in and out of western Utah; and by better utilizing railroad infrastructure, reducing truck traffic, and maximizing regional transportation resources.

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE COUNTY COUNCIL that the Tooele County Council 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*.

EFFECTIVE DATE: This resolution shall take effect immediately upon passage.

DATED this 11th day of April, 2023.

ATTEST:

TRACY D. SHAW, County Clerk

TOOELE COUNTY COUNCIL:

JARED S. HAMNER, Council Chair

Council Member Hamner voted aye
Council Member Hoffmann voted aye
Council Member Stromberg voted aye
Council Member Thomas voted nay
Council Member Wardle voted aye

APPROVED AS TO FORM:

Colin Winchester 04/14/2023

COLIN R. WINCHESTER
Deputy Tooele County Attorney

Appendix D: Project Area Budget Summary

Model Summary		
Differential Tax Revenue Allocation		
Project Area Share		75%
Other Taxing Entities Share		25%
Duration (Years)		25
Differential Tax Revenue $ Allocation		
		Full Value
Base Year Taxable Revenues	$	3,000
Tax Differential to Project Area	**$**	**54,200,000**
Tax Differential to Other Taxing Entities	$	18,100,000
Total Tax Differential	$	72,300,000
Less: Admin Expenses	$	2,710,000
Total Remaining Differential for Projects	**$**	**51,490,000**

Taxing Entities	
Tooele County Tax District 10	
Tooele	0.001144
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000316
Tooele County School District	0.007737
Tooele Valley Mosquito Abatement District	0.000232
North Tooele Fire Protection Service District	0.000683
Municipal Type Service Fund	0.000895
Total Tax Rate	**0.011022**

Appendix E: Initial Environmental Review

INTRODUCTION

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

PROJECT AREA DESCRIPTION

The Tooele Valley Project Area (Figure 1) is located near Burmester Road and Higley Road north of the City of Grantsville. The project area comprises approximately 242 acres that consist of several parcels, most of which contain vacant land or land that has been used for agricultural purposes. The project area is bounded to the west by Burmester Road, to the south by Higley Road, to the north by a vacant property, and to the east edge by an old railroad. There is a portion along Higley road that is not part of the project area that consists of a few homes.

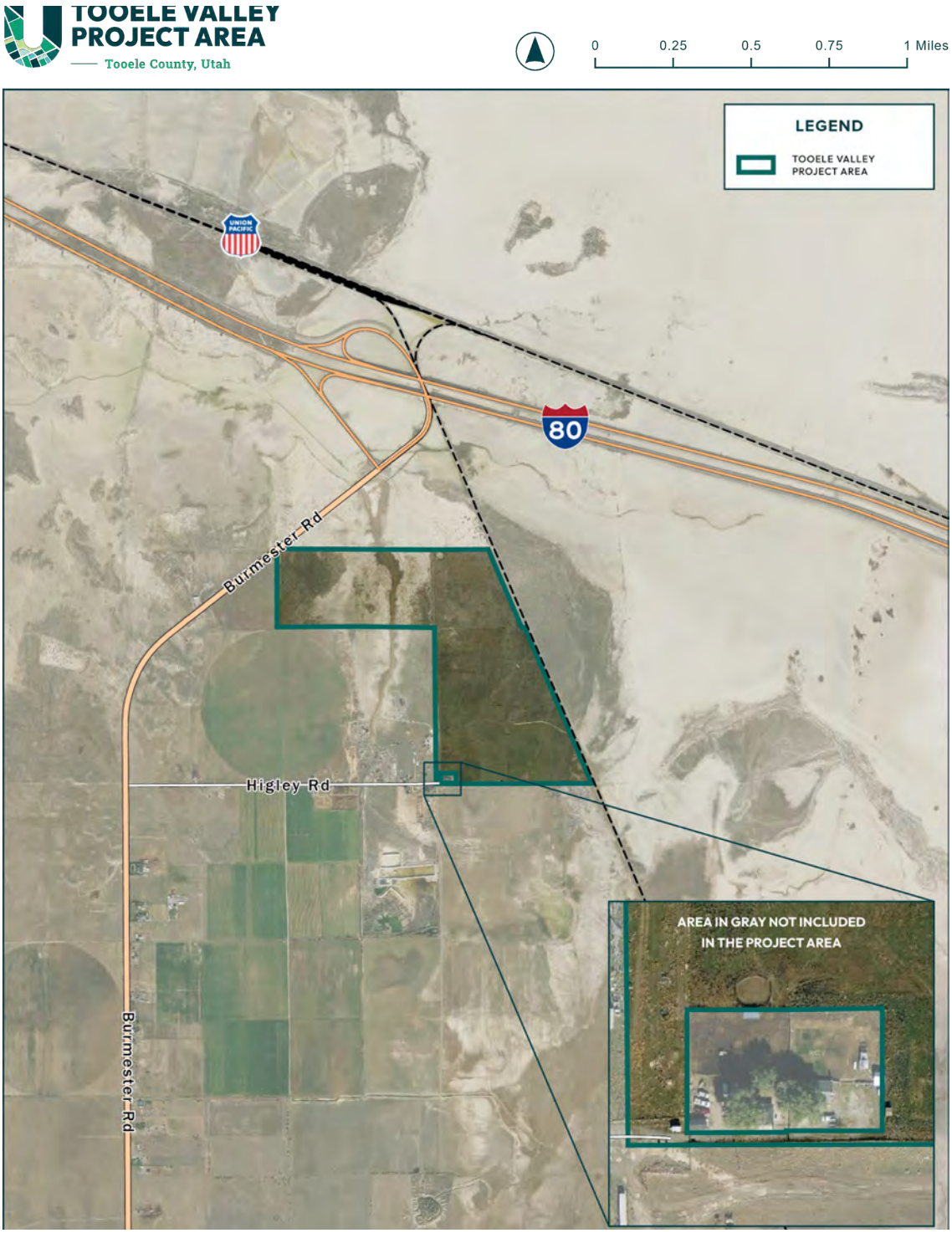


FIGURE 1: TOOELE VALLEY PROJECT AREA CANDIDATE

ENVIRONMENTAL JUSTICE CONSIDERATIONS

Environmental Justice considerations are key components for federal funding opportunities.

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

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

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

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

EJScreen Community Report

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

Tooele County, UT

County: Tooele
Population: 71,340
Area in square miles: 7285.95

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	91%
Spanish	7%
Other Asian and Pacific Island	1%
Total Non-English	9%

COMMUNITY INFORMATION

- Low income: 22 percent
- People of color: 19 percent
- Less than high school education: 8 percent
- Limited English households: 1 percent
- Unemployment: 4 percent
- Persons with disabilities: 12 percent
- Male: 51 percent
- Female: 49 percent
- 80 years — Average life expectancy
- $29,948 — Per capita income
- Number of households: 21,347
- Owner occupied: 83 percent

BREAKDOWN BY RACE

- White: 81%
- Black: 1%
- American Indian: 0%
- Asian: 1%
- Hawaiian/Pacific Islander: 0%
- Other race: 0%
- Two or more races: 3%
- Hispanic: 13%

BREAKDOWN BY AGE

From Ages 1 to 4	8%
From Ages 1 to 18	32%
From Ages 18 and up	68%
From Ages 65 and up	9%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	87%
Speak Other Indo-European Languages	13%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

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

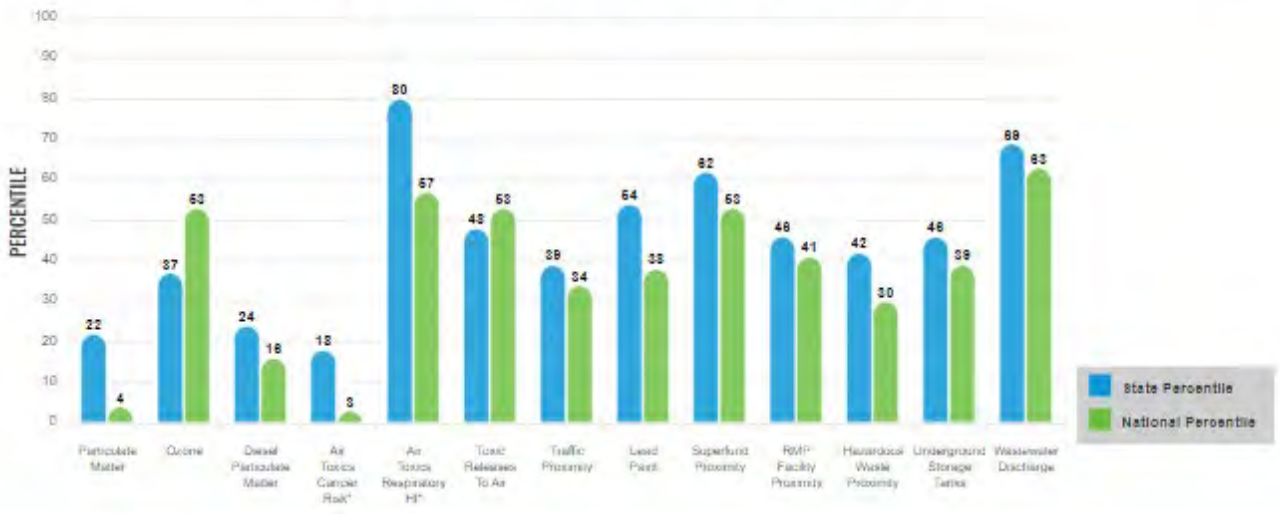
Environmental Justice & Supplemental Indexes

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

EJ INDEXES

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

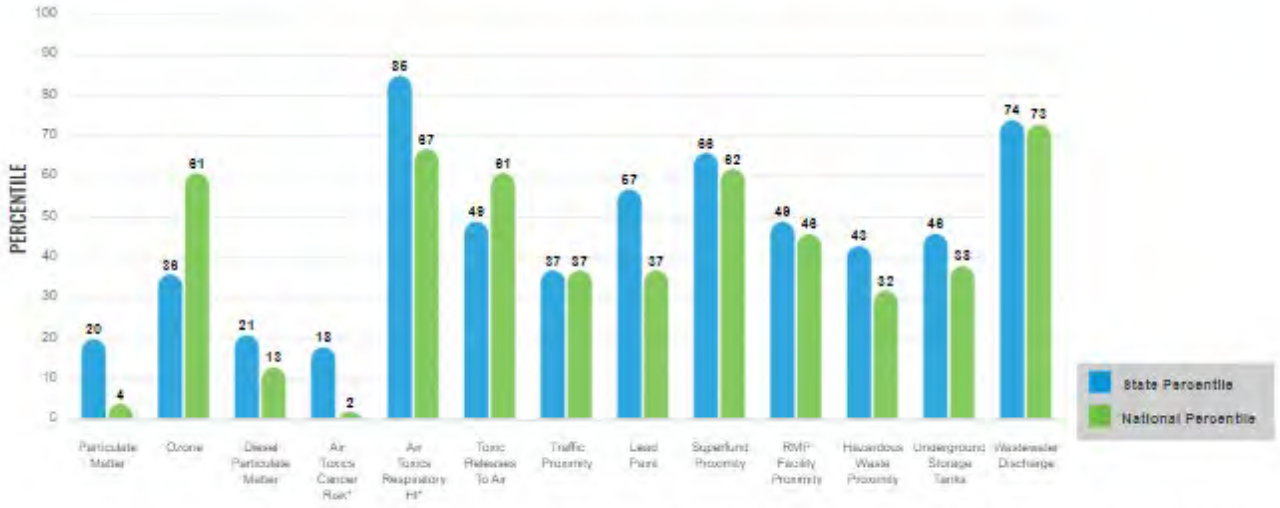
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

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

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



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

Report for County: Tooele

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m^3)	4.98	6.07	15	8.08	3
Ozone (ppb)	63.3	64.5	20	61.6	65
Diesel Particulate Matter (µg/m^3)	0.0881	0.262	16	0.261	12
Air Toxics Cancer Risk* (lifetime risk per million)	10	18	1	25	1
Air Toxics Respiratory HI*	0.38	0.22	65	0.31	31
Toxic Releases to Air	2,000	5,100	44	4,600	73
Traffic Proximity (daily traffic count/distance to road)	39	160	29	210	35
Lead Paint (% Pre-1960 Housing)	0.16	0.18	63	0.3	44
Superfund Proximity (site count/km distance)	0.1	0.18	56	0.13	67
RMP Facility Proximity (facility count/km distance)	0.18	0.37	47	0.43	52
Hazardous Waste Proximity (facility count/km distance)	0.21	0.86	42	1.9	37
Underground Storage Tanks (count/km^2)	0.89	2.3	43	3.9	46
Wastewater Discharge (toxicity-weighted concentration/m distance)	9.6	12	89	22	97
SOCIOECONOMIC INDICATORS					
Demographic Index	20%	24%	49	35%	33
Supplemental Demographic Index	11%	11%	53	14%	39
People of Color	19%	22%	53	39%	36
Low Income	22%	26%	49	31%	41
Unemployment Rate	4%	3%	67	6%	51
Limited English Speaking Households	1%	2%	69	5%	60
Less Than High School Education	8%	7%	68	12%	48
Under Age 5	8%	7%	60	6%	73
Over Age 64	9%	12%	40	17%	22
Low Life Expectancy	18%	19%	46	20%	39

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

Sites reporting to EPA within defined area:

Superfund	3
Hazardous Waste, Treatment, Storage, and Disposal Facilities	9
Water Dischargers	481
Air Pollution	10
Brownfields	0
Toxic Release Inventory	24

Other community features within defined area:

Schools	31
Hospitals	2
Places of Worship	33

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	Yes
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for County: Tooele

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	46	20%	39
Heart Disease	4.5	4.6	48	6.1	19
Asthma	10.4	10.8	33	10	66
Cancer	5.1	5.2	44	6.1	26
Persons with Disabilities	10.7%	10.2%	58	13.4%	37

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	7%	8%	64	12%	55
Wildfire Risk	92%	51%	66	14%	91

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	6%	9%	44	14%	30
Lack of Health Insurance	8%	9%	50	9%	56
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for County: Tooele

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.

A visual site inspection of the project area was performed by Ensign Engineering on March 28, 2023. The following observations were made during the visual inspection completed by Ensign Engineering.

The project area has relatively few variances in elevation with minimal slopes. The natural topography of the project area slopes down from south to north and slopes gradually east and west, with the high point being in the middle of the site. The slope is minimal across the project area, with the highest slope from north to south of approximately 0.13 %. The slope from east to west is relatively flat. The high side of the project area is at the south end and has an elevation of approximately 4,230 feet and the low side is on the north side with an elevation of approximately 4,220 feet.

Current Land Use

The project area consists of several parcels of primarily vacant land that has been used for livestock grazing and farming. There are a few homes on the southern portion of the project area along with farming equipment. There are large sprinklers on much of the vacant land used for irrigating the farmland.

Four small homes and one abandoned mobile home were observed on the southern portion of the project area. Some homes appear to be temporarily vacant, while others appear to be regularly occupied and maintained.

Large farm equipment including tractors, trucks, and diesel vehicles were observed within the project area. Several old vehicles along with trash are being stored in the project area; however, indications of a presence of significant oil or other petroleum product contamination was not observed.

Large shipping containers, several sticks of PVC pipe, as well as some concrete pipes were observed within the project area. Several old buckets and barrels that contained fertilizers and pesticides for farming were observed in the project area; however, the amounts of fertilizers and pesticides observed were small and likely would not have wide spread impact on the environmental impacts of the site.

The northwest corner of the project area appears to have a big metal building that could be used as a shop of some sort, with several vehicles located outside; however, the vehicles appeared to be in operation rather than in junkyard storage.

Utilities

Several utilities were observed on and around the project area. A few large power lines were observed crossing through the middle of the project area from east to west. A large radio tower was observed on the northwest corner of the project area. Several wells that are used for irrigation and stock watering were observed in the project area.

Electrical Transformers and Other Potential PCB Sources

Some older electrical transformers, capacitors, generators, and fluorescent light ballasts may contain polychlorinated biphenyl (PCB) dielectric fluid. PCB is recognized as a toxic substance by the federal government under the Toxic Substance Control Act (TSCA). Transformers containing PCBs at a concentration of 50 parts per million (ppm) or greater may require management as hazardous waste. Under the TSCA the production of PCB was banned in 1979. Leakage from transformers containing PCBs onto soil or other permeable surfaces could present an area of environmental concern.

Electrical distribution transformers were not observed within the project area during the visual site inspection. No indication of PCBs was observed within the project area.

Contamination Indicators

Contamination indicators could include: stressed vegetation (other than weather-related); spillage/leakage of hazardous materials; stained soil or other permeable surfaces; leachate or waste seeps; waste materials; disposal areas; construction/demolition debris; drums, barrels, or containers which presently or could have formerly contained hazardous or suspect materials; unusual odors, apparent noxious industrial air emissions, or appurtenant structures such as laboratory hoods or incinerators; and surface water discoloration, odor, sheen, or free floating product.

Indications of potential contamination were not observed within the project area during the visual site inspection. No indication of contamination near the railway was observed within the project area during the visual site inspection.

Wastewater/Effluent Discharges

Wastewater/effluent discharge could include existing or former oil-water separators, sumps, dry wells, catch basins, injection wells, groundwater/wastewater treatment systems, septic tanks, leach fields, floor drains, compressor blowdown, and exterior pipe discharges.

No sewer lines were observed within the project area. Domestic water for the homes located within the project area is provided by on-site wells. It is assumed that the existing homes use septic systems near their homes for sewer. None of these utilities show any signs of environmental concern for the project area.

The project area is not located close to an existing sewer collection system. Additional development in the project area will require either septic tanks or on-site wastewater treatment.

Adjoining Property Reconnaissance

A reconnaissance of adjoining properties was performed by Ensign Engineering at the same time as the visual site inspection of the project area. Additionally, current aerial imagery from Google Earth was reviewed. The reconnaissance consisted of observing the surrounding properties from all sides of the project area.

The project area is surrounded by vacant land, roadways, railway, residential property, and agricultural properties. The project area is bounded by the following streets, properties, or land uses:

- North: vacant land and Great Salt Lake drainage
- East: railway and vacant land
- South: vacant land, agricultural land, petting zoo
- West: vacant land
- Middle Properties Not part of Project Area: residential/agricultural uses with storage of old equipment

The reconnaissance of adjoining properties did not reveal apparent indications of environmental concern or significant potential to impact the project area. The residential area and vacant land do not have any significant environmental effect on the project area. The property to the south has a petting zoo with several animals and agricultural operations, but no environmental threats were observed. The railway to the east of the project area is an inactive railway with potential to be active in the future. The properties to the north are vacant lands that receive drainage from the Great Salt Lake. The middle properties house a few residential homes and are mostly used to store old equipment and vehicles. Significant amounts of trash were observed on these properties and within the project area.

Historical Aerial Photographs

Historical aerial photographs were reviewed to obtain information concerning the history of development on and near the project area. Although generally flown at medium to high altitudes, aerial photographs may be useful in visually comparing historic and current conditions. The photographs may also be helpful in determining whether conditions of apparent environmental concern existed on or near the project area at the time they were taken.

The date at which the photograph was taken, and observations noted during the review, are summarized below. Utah UGS Aerial Imagery Collection and Google Earth were used to show the historical imagery of the site. The following years were reviewed: 1953, 1969, 1971, 1978, 1980, 1985, 1993, 1997, 2011, 2014 and 2018. Copies of the aerial photographs are attached in the appendix.

1943 AERIAL PHOTOGRAPH

In the 1943 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The railway was existing at this time. The entire area appears to be vacant land or farm land.

1953 AERIAL PHOTOGRAPH

In the 1953 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The entire area appears to be vacant land or farm land. Residential/Agricultural buildings can be seen on site.

1969 AERIAL PHOTOGRAPH

In the 1969 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The entire area appears to be vacant land or farm land. Residential/Agricultural buildings can be seen on site.

1971 AERIAL PHOTOGRAPH

In the 1971 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The entire area appears to be vacant land or farm land. Residential/Agricultural buildings can be seen on site. Burmester Road had been laid out for construction.

1978 AERIAL PHOTOGRAPH

In the 1978 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The entire area appears to be vacant land or farm land. Residential/Agricultural buildings can be seen on site. Burmester Road had been constructed

1980 AERIAL PHOTOGRAPH

In the 1980 aerial photograph, the project area was a parcel of vacant land, and it appears to be used for agricultural purposes. The entire area appears to be vacant land or farm land. Residential/Agricultural buildings can be seen on site.

1985 AERIAL PHOTOGRAPH

In the 1985 aerial photograph, the project area is shown as a vacant piece of land used for agriculture. There were no changes from 1980.

1993 AERIAL PHOTOGRAPH

No change from the 1985 image except for construction of a shop in the top North West Parcel of the project area.

1997 AERIAL PHOTOGRAPH

There were no Changes from the 1993 image.

2011 AERIAL PHOTOGRAPH

There were no major changes from the 1997 image.

2014 AERIAL PHOTOGRAPH

There were no major changes from the 2014 image.

2018 AERIAL PHOTOGRAPH

There were no major changes from 2014 image to project area, other than a change in how the field was watered.

Based on the aerial imagery, it was observed that the project area has always been used for agricultural purposes with some small residential homes. There is no evidence that any recognised environmental conditions (RECs) would be located within the project area.

Interview

On March 28, 2023, Ensign Engineering interviewed Dennis Higley within the project area. Dennis reported that his family has owned their property, located within the project area, for nearly 100 years and have always used it for agriculture purposes. Dennis reported that he is not aware of any other uses for the property. Dennis reported that the homes within the project area belong to members of his family, and they still do most of the farming on the property. Dennis reported that they have a 10,000-gallon tank to store diesel fuel, but it is located outside of the project area. Dennis reported that this tank is not registered as an above-ground storage tank (AST) and is used for their farming equipment. Due to the small size of this tank and its location outside of the project area, it is not considered an environmental concern to the project area. Based on this evidence, it was concluded that there is no evidence that the project area has had any other uses besides agriculture for over 100 years.

GEOTECHNICAL RESOURCES

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

Potential geotechnical constraints may include:

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

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

GEOLOGY AND SOILS

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

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

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

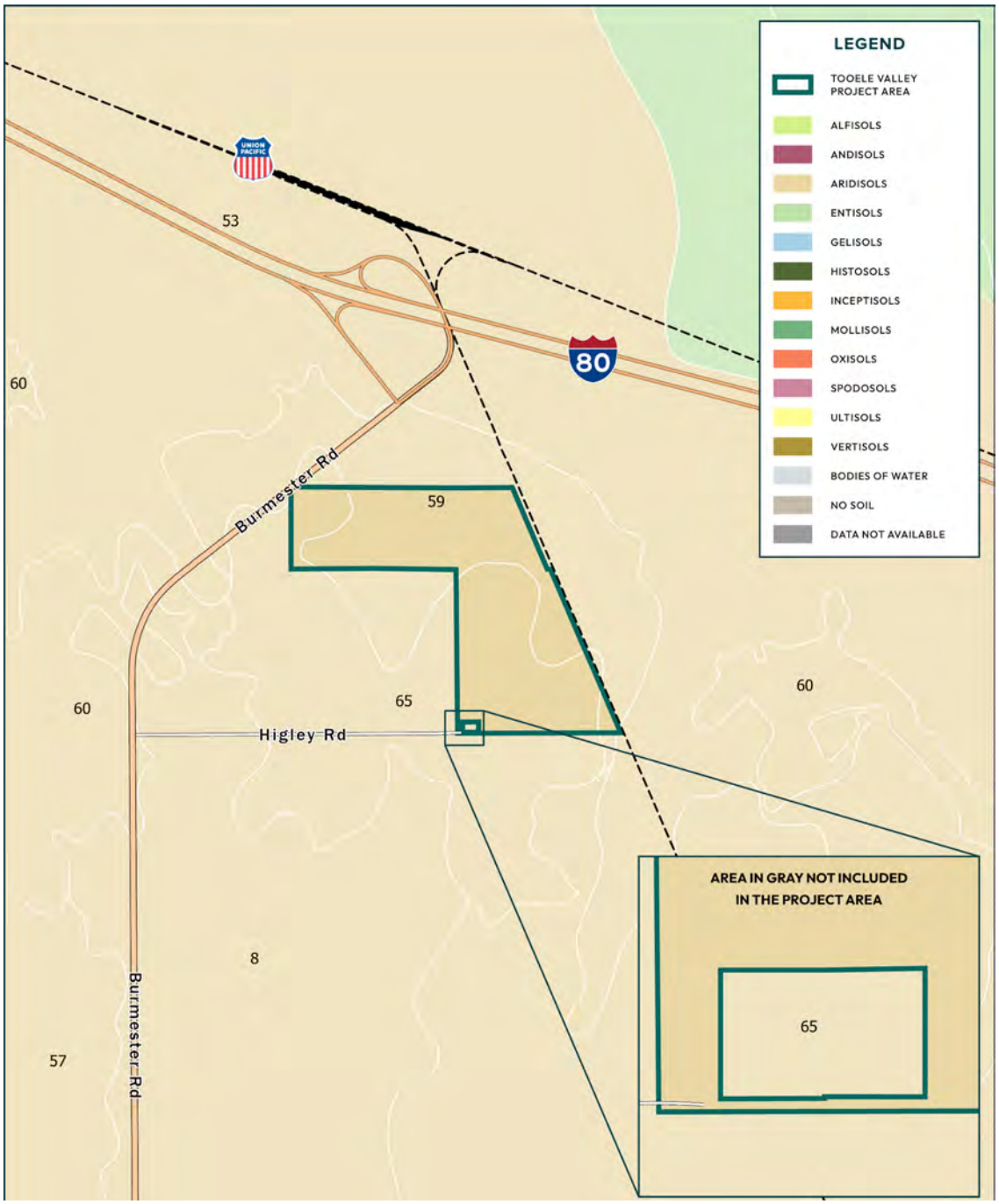


FIGURE 2: TOOELE VALLEY PROJECT AREA SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
59	Skumpah silt loam, saline, 0 to 2 percent slopes	118.7	48.8
65	Taylorsflat loam, saline, 0 to 3 percent slopes	123.3	51.1
Total for Area of Interest		**242.0**	**100.0%**

HYDROGEOLOGY AND HYDROLOGY

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

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

The direction of shallow groundwater flow in the vicinity of the project area is towards the north, which reflects the existing topography and natural drainage.

HISTORICAL AND CULTURAL RESOURCES

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

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

The table below lists cultural resources in Tooele 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
Anderson-Clark Farmstead	UTAH	TOOELE	Grantsville	378 W. Clark St.
Benson Mill	UTAH	TOOELE	Mills Junction	SW of Mills Junction on UT 138
Black Rock Site	UTAH	TOOELE	Lake Point	2.5 mi. west of jct. UT 202 and I 80
Bonneville Salt Flats Race Track	UTAH	TOOELE	Wendover	3 mi. E of Wendover off U.S. 40
Clegg, Peter, House	UTAH	TOOELE	Tooele	8 South 100 East
Danger Cave	UTAH	TOOELE	Wendover	Address Restricted
Davis, David E. House	UTAH	TOOELE	Rush Valley	400 E. UT 199
Erickson, Hilda, House	UTAH	TOOELE	Grantsville	247 W. Main St.
GAPA Launch Site and Blockhouse	UTAH	TOOELE	Knolls	NE of Knolls
Grantsville First Ward Meetinghouse	UTAH	TOOELE	Grantsville	297 Clark St.
Grantsville School and Meetinghouse	UTAH	TOOELE	Grantsville	90 N. Cooley Ln.
Iosepa Settlement Cemetery	UTAH	TOOELE	Iosepa	Skull Valley
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.
Kirk Hotel, The	UTAH	TOOELE	Tooele	57 West Vine St.
Lawrence Brothers and Company Store	UTAH	TOOELE	Ophir	31 W. Main St.
Lincoln Highway Bridge	UTAH	TOOELE	Dugway Proving Ground	In Dog Area on 2nd St. over Government Creek
Ophir Town Hall	UTAH	TOOELE	Ophir	43 S. Main St.
Reddick Hotel-Ophir LDS Meetinghouse	UTAH	TOOELE	Ophir	2nd bldg. W. of Moore St., S. Side of Main St.
Rich, John T., House	UTAH	TOOELE	Grantsville	275 W. Clark St.
Sharp, John C., House	UTAH	TOOELE	Vernon	Off UT 36
Soldier Creek Kilns	UTAH	TOOELE	Stockton	Address Restricted
Stockton Jail	UTAH	TOOELE	Stockton	Off UT 36
Stockton School	UTAH	TOOELE	Stockton	18 N Johnson 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
Wendover Air Force Base	UTAH	TOOELE	Wendover	S of Wendover off U.S. 40
Wrathall, James and Penninah, House	UTAH	TOOELE	Grantsville	5 N. Center St.

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).

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

NATURAL RESOURCES

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

The lead federal agencies for implementing ESA are:

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

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

Monarch butterflies are listed as candidate species and may exist in the project area. Critical habitat for monarch butterflies has not been designated. There are no critical habitats listed in the project area. It is recommended to determine whether project area is likely to adversely affect threatened and candidate plant and animal species in the project area.

There are 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 March 1st and August 31st. These migratory bird species of concern include the California Gull, Franklin's Gull, Lesser Yellowlegs, Sage Thrasher, and Willet. It is recommended that construction activities are completed outside of the BCC breeding season (3/1 - 8/31).

Utah Natural Heritage Program

The Utah Natural Heritage Program (UNHP), an integral part of the Utah Division of Wildlife Resources and the Utah Department of Natural Resources (UDNR), is the central repository for information on Utah's native plant and animal species, with a focus on rare and other high-interest species. The UNHP Online Species Search Report for the Tooele Valley Project area is below.

Utah Division of Wildlife Resources
Utah Natural Heritage Program
1594 W. North Temple
PO Box 146301
Salt Lake City, UT 84116

Report Number: 14927
November 14, 2023

Utah Natural Heritage Program Online Species Search Report

Project Information

Project Name
Tooele Valley Project Area

Project Description
The Tooele Valley Project Area is a proposed development in northern Tooele County.

Location Description
The project area totals 243 acres and is located within the boundaries of Tooele County. The project area is connected to Burmester Road and Interstate 80 via Higley Road.

November 14, 2023

Animals within a ½ mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
No Species Found				

Plants within a ½ mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
No Species Found				

Animals within a 2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
No Species Found				

Plants within a 2 mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
No Species Found				

Definitions

State Status

SGCN	Species of greatest conservation need listed in the Utah Wildlife Action Plan

U.S. Endangered Species Act

LE	A taxon that is listed by the U.S. Fish and Wildlife Service as "endangered" with the probability of worldwide extinction
LT	A taxon that is listed by the U.S. Fish and Wildlife Service as "threatened" with becoming endangered
LE;XN	An "endangered" taxon that is considered by the U.S. Fish and Wildlife Service to be "experimental and nonessential" in its designated use areas in Utah
C	A taxon for which the U.S. Fish and Wildlife Service has on file sufficient information on biological vulnerability and threats to justify it being a "candidate" for listing as endangered or threatened
PT/PE	A taxon "proposed" to be listed as "endangered" or "threatened" by the U.S. Fish and Wildlife Service

Disclaimer

The information provided in this report is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, any given response is only appropriate for its respective request.

The UDWR provides no warranty, nor accepts any liability, occurring from any incorrect, incomplete, or misleading data, or from any incorrect, incomplete, or misleading use of these data.

The results are a query of species tracked by the Utah Natural Heritage Program, which includes all species listed under the U.S. Endangered Species Act and species on the Utah Wildlife Action Plan. Other significant wildlife values might also be present on the designated site. Please contact UDWR's regional habitat manager if you have any questions.

For additional information about species listed under the Endangered Species Act and their Critical Habitats that may be affected by activities in this area or for information about Section 7 consultation under the Endangered Species Act, please visit https://ecos.fws.gov/ipac/ or contact the U.S. Fish and Wildlife Service Utah Ecological Services Field Office at (801) 975-3330 or utahfieldoffice_esa@fws.gov.

Please contact our office at (801) 538-4759 or habitat@utah.gov if you require further assistance.

Your project is located in the following UDWR region(s): Central region

Report generated for:
Simona Smith
Utah Inland Port Authority (UIPA)
111 S Main Street Suite 550
Salt Lake City, UT 84111
(385) 443-0965
smsmith@utah.gov

The Utah Division of Wildlife Resources maintains a Utah Species of Greatest Conservation Need map that represents Utah's federally and state listed threatened, endangered, and sensitive animal and plant species occurrences as compiled by the UNHP.

According to this map, the White-faced Ibis is classified in the State of Utah as a Species of Greatest Conservation Need (SGCN). The Utah Division of Wildlife Resources Utah Species Field Guide states that "It is likely that the largest white-faced ibis nesting colony in the world can be found in the marshes around the Great Salt Lake in Utah." This field guide also states that "In northern Utah, [White-faced Ibis populations] generally arrive in early April, most depart by late August, occasionally linger[ing] into December."

WATER RESOURCES

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

The southern edge of the Great Salt Lake is within a mile north of the project area.

Water Wells

According to the Utah Division of Water Rights, there are several water wells located within a one-mile radius of the project area. Additionally, there are several wells located within the project area that are used for the existing stock watering and irrigation. Some of the wells are also used for domestic water purposes for existing homes located within the project area. Some wells located within the project area are used by Grantsville and Stansbury Park. Some existing well logs for well within the project area show a static water level of approximately 8 to10 feet below ground surface and a total well depth of approximately 400 feet.

With the project area being located in near proximity to the Great Salt Lake and with the soil consisting mostly of clay, it is reasonable to expect shallow groundwater in the project area. Several of the wells have been abandoned due to the water being very salty and not usable for culinary or irrigation needs. Some of the other wells are used as monitoring wells for the United States Geological Survey (USGS).

WETLANDS

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

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

Figure 3 displays national wetlands located in the project area.

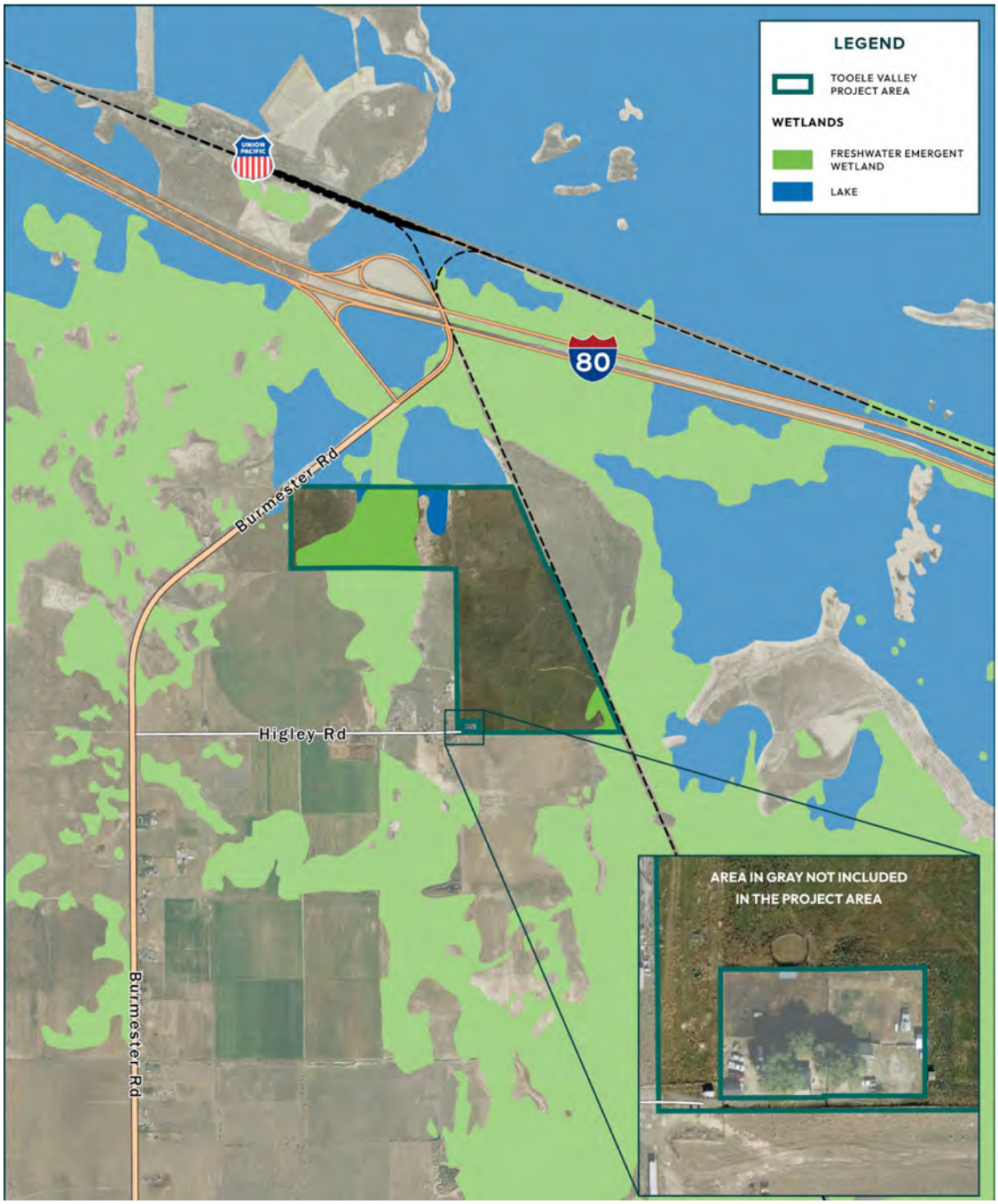


FIGURE 3: TOOELE VALLEY PROJECT AREA NATIONAL WETLANDS INVENTORY MAP

FLOODPLAINS

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

Flood maps are one tool that communities use to know which areas have the highest risk of flooding. FEMA maintains and updates data through flood maps and risk assessments.

FEMA's National Flood Hazard Layer (NFHL) Viewer is a map tool that identifies flood hazard areas.

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

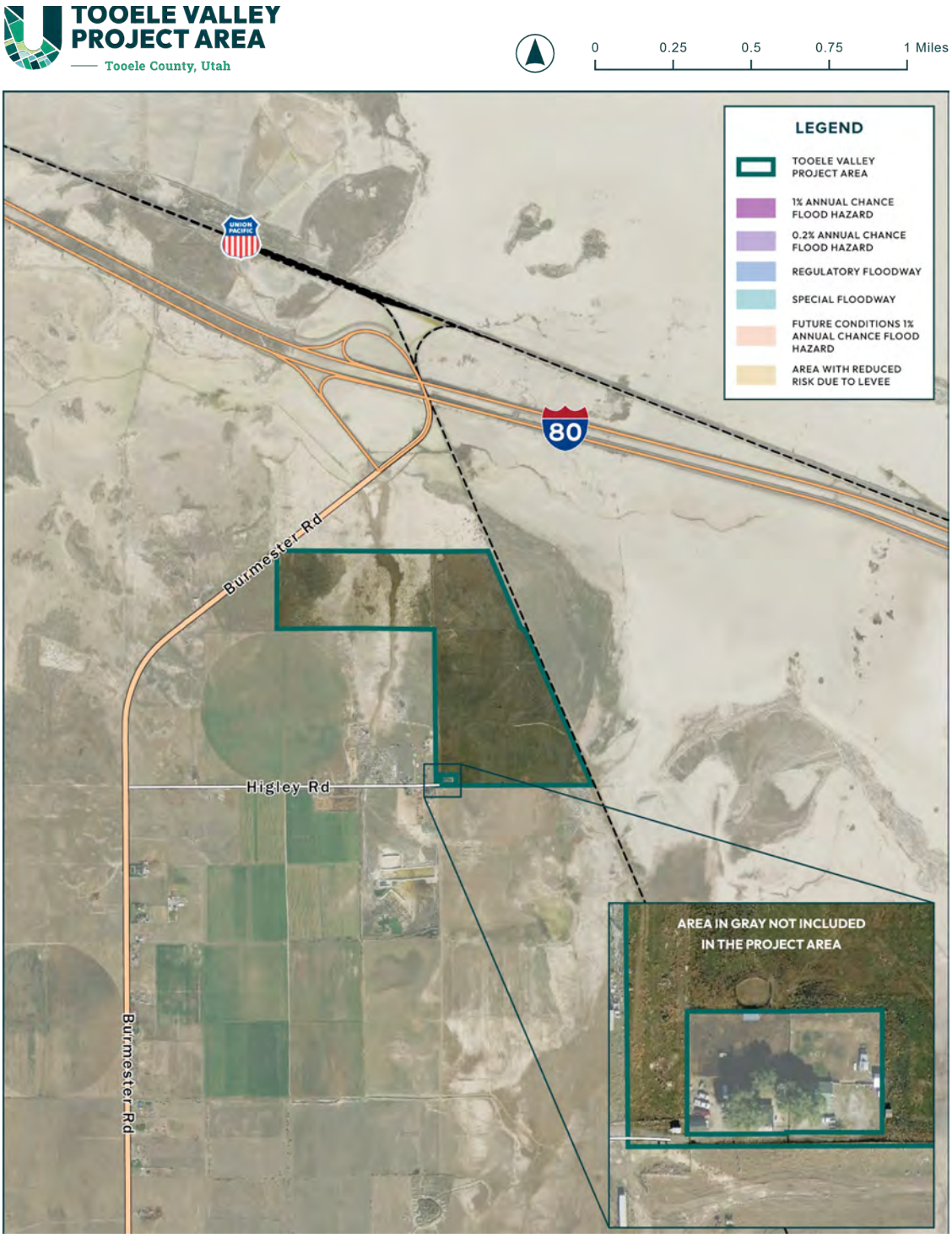


FIGURE 4: TOOELE VALLEY PROJECT AREA FLOOD HAZARD SURVEY MAP

PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

To determine whether previously identified sources of contamination are present at the project area, federal, state, and local government records of sites or facilities where there has been a release of hazardous substances and which are likely to cause or contribute to a release or threatened release of hazardous substances on the property, including investigation reports for such sites or facilities; Federal, State, and local government environmental records, obtainable through a Freedom of Information Act request, of activities likely to cause or contribute to a release or threatened release of hazardous

substances on the property, including landfill and other disposal location records, underground storage tank records, hazardous waste handler and generator records and spill reporting records; and such other Federal, State, and local government environmental records which report incidents or activities which are likely to cause or contribute to release or threatened release of hazardous substances on the property can be reviewed. These data sources include the following regulatory database lists and files, and the minimum search distances in miles, as well as other documentation (if available and applicable):

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

For 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.

Environmental Data Resources Review

Environmental Data Resources (EDR) perform a radius review of all federal and state databases to determine if any sites of interest/concern are located within a minimum of 1 mile of the project area. A copy of this report is attached.

The review determined that there are no sites located within the search area. The following table gives a summary of the databases searched and if any sites are located within the search area.

DATABASE	SEARCH DISTANCE (MILES)	TOTAL PLOTTED
FEDERAL RECORDS		
NPL	1.00	0
PROPOSED NPL	1.00	0
NPLE LIENS	TP	0
DELISTED NPL	1.00	0
CERCLA-SEMS	0.50	1
FEDERAL FACILITY	0.50	0
CERC-NFRAP	0.50	0
CORRACTS	1.00	0
RCRA-TSDF	0.50	0
RCRA-LQG	0.25	0
RCRA-SQG	0.25	0
RCRA-VSQG	0.25	0
US ENG CONTROLS	0.50	0
US INST CONTROL	0.50	0
LUCIS	0.50	0
ERNS	TP	0
STATE/TRIBAL RECORDS		
SWF/LF	0.50	0
LUST	0.50	0
LAST	0.50	0
INDIAN LUST	0.50	0
UST	0.25	0
AST	0.25	0
INDIAN UST	0.25	0
FEMA UST	0.25	0
INST CONTROL	0.50	0
VCP	0.50	0
BROWNFIELDS	0.50	0
ADDITIONAL ENVIRONMENTAL RECORDS		
US BROWNFIELDS	0.50	0
ODI	0.50	0
RCRA-NONGEN	0.25	0
DOD	1.00	0
FUDS	1.00	0
MINES	0.25	0
NPDES	TP	0
MANUFACTURED GAS PLANTS	1.00	0
2020 COR ACTION	0.25	0
ROD	1.00	0
PADS	0.001	0
PRP	0.001	0
US MINES	0.25	0
DOCKET HWC	0.001	0

ENVIROFACTS

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

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

There are no EPA-Regulated Facilities (Figure 5) located within the project area. Additional facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the Envirofacts website.

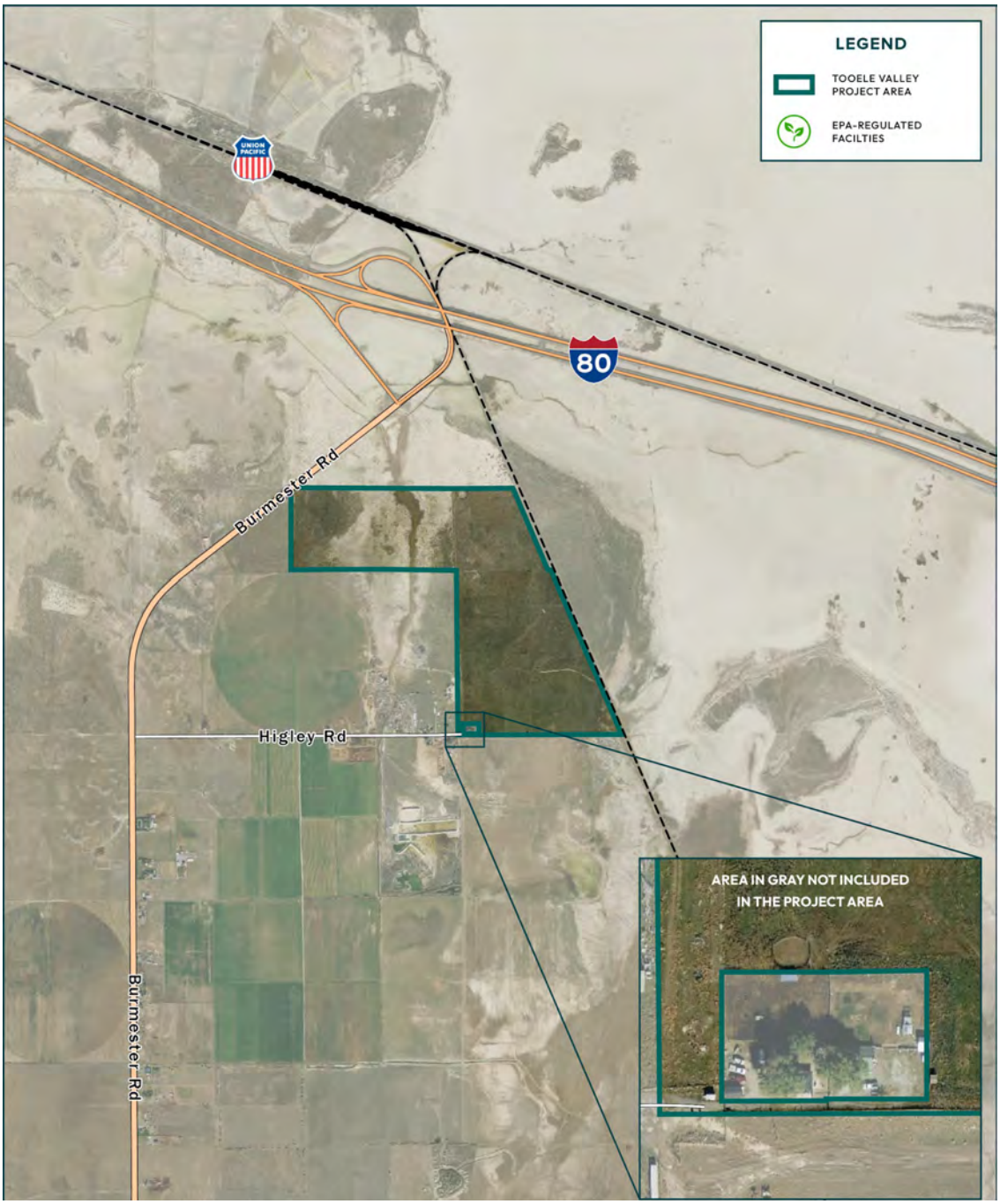


FIGURE 5: EPA-REGULATED FACILITIES

UTAH ENVIRONMENTAL INTERACTIVE MAP

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

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

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).

No hazardous materials were observed within the project area during the visual site inspection. Any oil used for farming equipment would be *de minimums* and does not present a REC.

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.

Tooele County is currently in serious nonattainment for PM2.5, moderate 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 September 19, 2023.

National Park Service (NPS) National Register of Historic Places. https://www.nps.gov/subjects/nationalregister/database-research.htm. Accessed September 19, 2023.

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 November 14, 2023.

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