Iron Springs

A Utah Inland Port Project Area

Project Area Plan & Budget | Amendment #1

Original Approval Date: April 4, 2023
Amendment #1 Date: August 1, 2024

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.

TABLE OF CONTENTS

Amendment/Revision Table

Amendment	Board Approval Date	Summary of Revisions
#1	August 1, 2024	The 2024 addition to the Iron Springs Inland Port Project Area includes 1,393.61 acres of Light-Industrial Zoned property along Iron Springs Road that are divided into three separate sections, including (1) Silver Hills Industrial Park, (2) Lakeside Industrial Park, and (3) the Turf Farm area.

EXECUTIVE SUMMARY

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

In order for a Project Area to be established by UIPA, the legislative body of the county or municipality in which the Project Area is located must provide written consent.

On February 27, 2023, the Iron County Commission formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Iron County. 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 (Iron Springs Inland Port Project Area). In doing so, the County expects that development of the Iron Springs Inland Port Project Area, with the support and participation of UIPA, will not only meet the business needs of those within the Project Area, but also fulfill the needs of the immediate community and the region as a whole.

The Iron Springs Inland Port Project Area encompassed by both locations fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for Iron County residents and Southwestern Utah. This Project Area will bring new primary employment opportunities to the County and provide railroad access to local and regional companies currently not able to access the rail. Additionally, this Project Area will fit the County'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 (Iron Springs Inland Port Project Area Plan or Project Area Plan).

This was presented at a public meeting on February 27, 2023. It was adopted by resolution 2023-03 from the Utah Inland Port Authority Board on April 4, 2023.

Since the initial creation of the project area, Iron County and local landowners have requested to have 1,394 acres of light industrial-zoned property amended into the Iron Springs Inland Port project area for the purpose of developing at least two light-industrial areas for the purpose of providing smaller, light industrial properties, buildings and facilities to support the BZI Innovation Park and the county's economic development strategy.

LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Iron Springs Inland Port location off of the I-15 corridor is an ideal location for freight transportation, providing trucking access to major markets such as Salt Lake City, Las Vegas, and also Denver (via 1-15 to I-70). Maritime imports for March of 2022 - March 2023 for Iron County total 477 containers (5.6K Metric Tons), with the nearby population center of St. George more than doubling that at 1,035 containers (21.5K Metric Tons). Maritime exports for Iron County totalled 11 containers with Washington county contributing an additional container during the same time period.

A logistics center focused on handling import and export demands from the region does not substantially exist (fragmented pockets of capacity exist throughout the market that is largely established by businesses focused on their own products). Proximity to existing rail, road, and airport would enable such a center to handle freight in multi-modal fashion; further enhancing connections to upstream and downstream trade lanes and markets.

A natural gas alternative fuel corridor exists between Cedar City and St. George, providing a cleaner alternative for associated freight movement. Completing the corridor with battery electric and hydrogen infrastructure for truck-based freight movement would establish a more sustainable corridor between the region's population centers and the logistics center. Lines branching from current rail infrastructure would need to occur in order to enable bulk and containerized freight handling. The airport is not outfitted for electric planes and vertiports for drone delivery could be an additional advantage for the area.

OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and establishing the Iron Springs Inland Port Project Area, UIPA aims to maximize long-term economic benefits to the Project Area, the surrounding region, and the state. The Plan also involves maximizing 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 Iron County Commission was given via Resolution 2023-4 on February 27, 2023. Subsequently, an amendment of the project area from the Iron County Commission was given via Resolution 2024-6 on May 13, 2024. These resolutions can be found in Appendix C.

Landowner Exclusion

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

Project Area Budget

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

Environmental Review

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

The environmental review consists of a desktop review of publicly available environmental data that considers the following elements as applicable: Environmental Justice, NEPA Reporting Requirements, Past and Present Land Uses, Geotechnical Resources, Historical and Cultural Resources including Tribal Lands, Natural Resources, Water Resources, Environmental Quality, and Air Quality.

A brief summary of environmental considerations for the Iron Springs Inland Port Project Area is included below. The full environmental review report can be found in Appendix E.

SUMMARY OF IRON SPRINGS ENVIRONMENTAL CONSIDERATIONS

- Approximately 2,300 acres located west of Cedar City, Utah
- A residential community is adjacent to the project area, west of RailSync and Iron Springs Road
- Cedar and Indian Peaks Bands of the Paiute Indian Tribe located ~8 miles south/southeast
- Yellow-billed Cuckoo and Ute Ladies'-tresses are designated threatened species
    - no designated critical habitats are located within the project area
- 6 migratory birds on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC)
    - breeding seasons ranging between December 1 and August 31
- Iron County is currently in attainment for all criteria pollutants

Recruitment Strategy

UIPA will coordinate with Iron County on the recruitment sourcing strategy and may work in conjunction with the Governor's Office of Economic Opportunity (GOEO), the Economic Development Corporation of Utah (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 Iron County and land owners in the Project Area.

Generally, no incentive should be offered to companies that expect to utilize 200,000 gallons or more of potable water per day.

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

Incentives will favor low water use industries such as those listed below:

- Light Industrial
- Manufacturing
- Distribution
- Agricultural Technology and Equipment
- Plastics
- Lumber processing

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

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

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

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

Project Area Performance Indicators

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

1. Number of high paying jobs as defined by state statute (average county wage or higher)
2. Change in county poverty rate
3. Total jobs created
4. Total attrition values
5. Affordable housing units created with associated occupancy and affordability levels
6. Improvements to road and rail
7. Commodity flow by type and value
8. Commodity transload by type and value
9. Air quality and environmental metrics

Sustainability is at the heart of all UIPA's partnerships, programs, and policies. UIPA is committed to realizing its sustainable development potential through coordination with public and private stakeholders in the region. The UIPA framework for sustainable development consists of green, resilient, and equitable themes, each with distinct objectives and dimensions. UIPA encourages participants in this initiative to implement projects that:

- Respect the area's existing natural environment and land use conditions
- Support the continued growth of the state's economy
- Improve or maintain air quality and minimize resource use
- Work in concert with and coordinate the efforts of all applicable stakeholders
- Support green technology adoption in supply chain
- Implement world-class, state-of-the-art, zero-emissions logistics

Conclusion

The creation of the Iron Springs Inland Port Project Area offers Iron County the unique opportunity to effectively utilize and enhance the rail infrastructure that already exists in Iron County to its full potential and to support and drive positive economic growth and stability in the region.

Creation of transload resources not only supports existing industries throughout] Southwestern Utah, but this logistics resource will also provide a backbone for future industries in the area. In both scenarios, this is expected to attract private capital investment, contribute to the tax base, create jobs, and enhance the overall economic vitality of the community.

The Project Area not only creates jobs and opportunity for long-term sustainable growth, but meets the core statutory goals and objectives of the Utah Inland Port Authority, which include:

(a) maximize long-term economic benefits to the area, the region, and the state;
(b) maximize the creation of high-quality jobs;
(c) 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;
(d) facilitate the transportation of goods;
(e) coordinate trade-related opportunities to export Utah products nationally and internationally;
(f) support and promote land use on the Authority jurisdictional land and land in other Authority project areas that generate economic development, including rural economic development;
(g) establish a project of regional significance;
(h) facilitate an increase in trade in the region and in global commerce; and
(i) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area.

Staff Recommendation

The Staff of the Utah Inland Port Authority recommends the Port Authority Board approve the request to create the Iron Springs Inland Port Project Area.

REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Iron Springs Inland Port 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."

UIPA was expressly 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 Iron Springs Inland Port Project Area, assist the Regional Governments in fulfilling their purposes, and fulfill its public purpose.

The public purpose for the Iron Springs Inland Port Project Area is for community development in Iron County and throughout southwestern Utah. 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 Iron Springs Inland Port 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 Project Area will provide numerous economic and community benefits through the development of transloading facilities to serve businesses located in Iron County and throughout southwestern Utah. At these transload facilities, materials and products are transferred between trucks and trains. For example, a forklift may transfer palletized goods from a truck to a rail car, or a crane may lift heavy products, like steel beams, off a rail car and place them on a flatbed truck.

The Union Pacific Rail Spur from Lund to Cedar City is a valuable transportation resource and these transloading facilities will vastly expand railroad access for businesses. Currently, rail service in Iron County is limited to two service days per week, and only to businesses with a direct connection to the railroad. This project will encourage better utilization of the railroad spur, potentially bringing more rail service to the area, and it will benefit many local and regional companies that are not able to connect to the rail.

In addition to rail transloading, the Project Area also includes planned development of new industrial, manufacturing, residential, and warehousing and distribution facilities, all of which fit into the County's general plan for this area. New investment within the Iron Springs Inland Port Project Area will benefit Iron County and the region through the creation of new primary employment opportunities and through the improvement of transportation methods and infrastructure.

Stimulation of associated business and economic activity by the development

The Project Area will meaningfully enhance Iron County's property tax base through investment into new infrastructure and facilities. Additionally, new jobs created through this Project Area will provide a significant impact, both direct and indirect, to Iron County's economy. Iron County has one of the highest

rates in the state of people below the poverty level with a rate of 15.3%, more than one-and-a-half times the 8.8% overall rate in Utah (US Census ACS 2021).

The jobs that will be created with the Project Area will include industrial and manufacturing jobs, which are currently among the highest paying jobs in Iron County. Specific jobs expected include equipment operators, construction and electrical tradespeople, maintenance workers, production managers, office administration, account managers, distribution specialists, logistics analysts, managers, supervisors, etc. Additionally, the direct short-term and long-term jobs will provide a multiplying effect throughout the economy by increasing expenditures on housing, food, fuel, and other commercial services from local businesses.

Lastly, the access to rail via the transloading facilities in the Iron Springs Inland Port Project Area will attract businesses from Washington County and throughout the region who will benefit from the increased availability of rail, shifting their need for long-range trucking to a combination of short-distance trucking and rail service. This ultimately reduces the volume of long-range trucking throughout the region.

Creating a Project Area in Iron County will enhance the development of the area in the following ways, that would not be feasible otherwise:

1. Enhancement of regional access to transloading facilities supporting numerous industries in the region, including steel and composite manufacturing, as well as mineral and agricultural products. In doing so, this limits the dependency on truck movement to support these industries;
2. Incentives that support investment by key and critical industries and provide economic opportunities for Iron County Citizens;
3. UIPA's Port designation will allow access to potential grant funding through DOT, DOE and EPA;
4. Funding for affordable housing through Property Tax Differential;
5. UIPA's regional focus will allow the Iron Springs Inland Port Project Area to support logistics needs and identify opportunities across the state and entire Southwest region;
6. UIPA's statutory authority to create a Foreign Trade Zone in Project Areas is a significant advantage to manufacturing by allowing greater ease of import of raw materials and export of finished goods; and
7. UIPA is expected to recommend a $10 million AIB loan to Commerce Crossroads to facilitate the construction of the transload facility. This specific infrastructure is expected to attract private capital investment, contribute to the tax base, create jobs, and enhance the overall economic vitality of the community in ways that would not occur through private investment alone.

Public Benefit

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

The UIPA Board determines and finds that there are many public benefits that will result from the Project Area. Specifically, the Iron Springs Inland Port Project Area will achieve the following:

1. Provide railroad access to businesses located in Iron County and throughout southwestern Utah, increasing opportunities to ship and receive materials and increasing access to domestic and global markets;
2. Enhance employment and income opportunities for community residents by increasing employment opportunities within Iron County;
3. Increase the diversity of the local economy, giving Iron County better resilience against economic downturns;

4. Enhance the diversity of the tax base and increase the resources available for performing governmental services;
5. Encourage and support the improvement and use of Iron County's transportation resources, including railroad, local, state and interstate roads and highways, and the Cedar City Regional Airport; and
6. Support and encourage appropriate public and private development efforts in the community.

The Project Area allows UIPA to attract industry and create opportunities for sustainable long-term growth.

The Cedar City - Iron County Economic Development office currently works to recruit industrial manufacturing, warehousing, and distribution companies to the County's industrial areas. These efforts have resulted in the successful recruitment of a number of key employers in Iron County. Cedar City - Iron County works closely with the Utah Governor's Office of Economic Opportunity and with the Economic Development Corporation of Utah to recruit industrial and manufacturing tenants to the industrial area of the County as part of its strategy.

The Project Area gives the County another valuable partner in this business recruitment effort, and the development that will occur within the Project Area will create appealing options to businesses that are looking to expand or relocate into prime areas across the western United States.

Part of the Iron Springs Inland Port Project Area will be dedicated to the development of two transloading facilities. Transloading refers to the transfer of goods between one mode of transportation to another mode of transportation en route to the cargo's final destination. Today, most of the goods we consume are manufactured abroad and require multiple modes of transportation to reach their final destination. Rectangular steel containers are by far the most popular method to transport these goods because of their versatility and ability to be transferred between modes of transportation. This is referred to as "intermodal." In addition to containers, bulk goods can also be transloaded.

Currently, the nearest transloading facility to Iron County is a bulk transloading facility in Salt Lake City. The nearest facility servicing containers is even farther away in San Bernardino County, California. This new Iron County facility will provide services to Iron County, as well as neighboring Washington, Beaver, Millard, Sevier, Piute, Garfield, and Kane counties. Additional benefits include reduced export costs and shipping time to West Coast ports. The transloading facility on the Commerce Crossroads portion will support transfer of dimensional freight such as containers, bulk steel, and construction equipment. The facility on the Savage Railport Southern Utah portion will transfer bulk commodities, such as dry bulk, liquid bulk, and construction products. It will also have the ability to safely transfer hazardous materials.

Versus trucking, rail has some strong advantages from an emissions and efficiency standpoint:

- Rail currently accounts for less than 1% of total US greenhouse gas emissions[1]
- Rail is capable of moving 1 ton of freight 480 miles on one gallon of fuel[2]
- Rail is approximately 3-4 times more fuel efficient when compared to trucks[3]

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 Iron Spring Inland Port Project Area, as contemplated by UIPA, the Owner, and the Regional Governments will be economically sound and feasible. A Project Area budget summary based on current estimates is included as Appendix D. Through the investment of Property Tax Differential and the AIB loan as explained in this section, the Project Area will grow faster and in a more coordinated manner than would be possible otherwise. This will result in long-term financial returns for the Taxing Entities that are greater than would be achieved if the Project Area is not undertaken. The following table shows estimates of current taxable revenues for each taxing entity and expected revenues once the project area is complete, along with the estimated amount of differential during the 25 year project timeframe. The base value shown for 2022 will continue to be sent to taxing entities, along with 25% of new growth. At the end of the project, all taxes will revert to taxing entities.

	Current Yearly Tax Revenues	2050 Estimated Yearly Tax Revenues	Projected Differential Over 25 Year Project Life
Iron County	9,000	874,000	17,079,000
Multicounty Assessing & Collecting Levy	200	15,000	288,000
County Assessing & Collecting Levy	3,000	291,000	5,687,000
Iron County School District	50,000	4,834,000	94,462,000
Central Iron County Water Conservancy District	4,000	391,000	7,646,000
Iron County Municipal Type Services District #2	17,200	1,668,000	32,601,000
	83,400	**8,073,000**	**157,763,000**

The Property Tax Differential collected from the Iron Springs Inland Port Project Area is 75 percent of the difference between the expected 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 initial trigger date for tax differential as agreed to by Iron County and UIPA is January 1, 2025, which will result in Differential being collected in November of 2025 and received by UIPA in 2026.

In addition to the Differential, a $10 million loan from the AIB to Commerce Crossroads Logistics Park LLC for rail infrastructure was issued in July, 2023. The terms include a 15-year repayment following a

[1] https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions

[2] https://gorail.org/sustainability/californias-green-trains

[3] https://www.aar.org/climate-change

three-year deferral. Interest will accrue during these three years and be capitalized to the loan amount. The loan is secured by Property Tax Differential and is being used for the transloading facility in the park that will serve businesses in the area. A second AIB loan for $5 million was approved for an additional transloading facility operated by Savage Transload Network, which will focus on dry and liquid bulk products and be hazmat capable, while BZI's RailSync transload will handle dimensional products such as steel beams and lumber.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately $118 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 County and 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. Iron County had entered into negotiations with Commerce Crossroads prior to UIPA's involvement in the project area, and certain aspects including the affordable housing and allocation to property owners were agreed upon and adopted by UIPA. Allowable uses will be divided into the following categories:

- 10 percent for affordable housing.
    - Paid to Commerce Crossroads for townhome development
    - 5 percent for administrative expenses retained by UIPA
    - 85 percent for public infrastructure and improvements allocated based on tax paid by parcel

UIPA will contract with Commerce Crossroads and Savage to spend tax differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Infrastructure bank loan repayment
- Rail
- Roads
- Utilities
- Associated costs of public infrastructure
- Business recruitment incentives
- Development Impediments

UIPA will establish auditing rights with the recipients of tax differential to ensure provided funding is used only for allowable uses. Following the initial planned development and after agreements have been satisfied, UIPA staff will coordinate with Iron County to determine if subsequent differential should be used for additional development by the Owners or on other public infrastructure, including Iron Springs Road.

Not less than every five years, and each year for the Iron County School District, UIPA will review with County staff and major taxing Entities the differential being remitted to UIPA and determine if any adjustments to the amount passed through to taxing entities, administration percentage, or affordable housing percentage should be adjusted. Adjustments to originally planned passthrough payments for affordable housing and other public infrastructure developments would only be reviewed after initial agreements have been satisfied.

Promote Statutory Goals and Objectives

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

The Iron Springs Inland Port Project Area promotes the following statutory goals and objectives 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;
(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;
(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;
(n) facilitate an increase in trade in the region and in global commerce; and
(r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a Project Area.

Specifically, the Iron Springs Inland Port Project Area achieves the following goals and objectives:

- This Project proposes to create additional rail-related infrastructure (transload) that will allow the business community to access rail for the movement of goods and materials, both domestically, as well as for international trade (import and export). (Sections h, i and n)
- Support in the creation and implementation of this infrastructure will have a significant, positive impact to the Southern Utah region, including rural communities, by allowing existing business to access resources that would otherwise be unavailable. This will both promote growth (and thus job creation) and the establishment of new industries in the area. (Sections a, b, k, j)
- Furthermore, support of this infrastructure allows Utah businesses' expanded access to external markets through the efficiencies and cost-effective benefits of rail utilization. This has the added benefit of reduction in truck-related traffic, which impacts both the reduction of emissions as well as the preservation of road infrastructure. (Sections h and i)
- As a UIPA Project Area, UIPA resources and incentives may be utilized to support the growth and recruitment of advanced and innovative industries that complement and support the region's economic objectives. (Section r)

APPENDICES

Appendix A: Legal Description of Project Area

BZI INNOVATION PARK (FORMERLY COMMERCE CROSSROADS INDUSTRIAL PARK)

E-0144-0004-0000: BEG AT NW COR SEC 34,T35S,R12W, SLM; S88*55'46"E ALG SEC LN 2653.47 FT TO N1/4 COR SD SEC 34; S88*55'40"E ALG SEC LN 262.30 FT TO SW'LY R/W LN OF LA & SL RR; ALG SW'LY R/W LN FOLLOW 5 CALL: S43*39'53"E 3451.48 FT TO E LN OF SD SEC 34; S0*10'12"W ALG SD SEC LN 144.39 FT; S43*39'53"E 2607.50 FT; N46*20'07"E 100.00 FT; S43*39'53"E 246.75 FT; S46*22'39"W 925.36 FT; N43*37'21"W 2528.95 FT; S46*22'39"W 2682.55 FT TO PT ON S LN OF SD SEC 34; N89*37'28"W ALG SEC LN 365.10 FT TO S1/4 COR OF SD SEC 34; N89*33'20"W ALG SEC LN 1117.39 FT TO E'LY R/W LN OF IRON SPRINGS RD; ALG SD E'LY R/W LN FOLLOW 6 CALL; ALG ARC OF CURV TO RT W/ RADIUS OF 5679.70 FT, DIST OF 1973.76 FT (CHORD OF SD CURV BEAR N30*17'32"W 1963.84 FT); N20*23'25"W 329.48 FT; ALG ARC OF CURV TO LEFT W/ RADIUS OF 2914.90 FT, DIST OF 508.96 FT (CHORD OF SD CURV BEAR N25*20'17"W 508.31 FT); N30*17'49"W 347.12 FT; ALG ARC OF CURV TO RT W/ RADIUS OF 1429.13 FT, DIST OF 621.00 FT (CHORD OF SD CURV BEAR N17*21'22"W 616.12 FT; N4*54'37"W 1978.85 FT TO N LN OF SEC 33,T35S,R12W, SLM; N87*28'53"E ALG SD SEC LN 349.61 FT TO POB. (LOC SEC 33,34 & 35,T35S,R12W, SLM)

E-0172-0001-0001: BEG AT N1/4 COR SEC 3,T36S,R12W, SLM; S89*26'28"E 85.14 FT TO S1/4 COR SEC 34,T35S,R12W, SLM; S89*30'15"E 237.31 FT; S 1135.19 FT; N62*22'28"W 381.74 FT TO N R/W LN EXIST CNTY RD; N49*11'38"W ALG SD R/W 510.05 FT TO P.C. OF A CURV TO RT (CURV DATA; DELTA ANGLE 9*03'20", RADIUS 5679.70 FT, TANG 449.77 FT, LENGHT 897.67 FT) ALG ARC CURV 897.67 FT TO PT ON TOWNSHIP LN; S89*26'28"E 1032.25 FT TO POB.

E-0172-0001-0002: BEG AT PT S89*30'15"E ALG TOWNSHIP LN 237.31 FT FR S1/4 COR SEC 34,T35S,R12W, SLM; SD PT BE ALSO S89*29'15"E 322.45 FT FR N1/4 COR SEC 3,T36S,R12W, SLM; S89*30'15"E ALG SD TWNSHIP LN 577.87 FT; S 1810.14 FT TO CTRLN OF EXIST 100.00 FT R/W FOR CNTY RD; N49*11'38"W ALG SD CTRLN 763.42 FT; N 1316.25 FT TO POB; EXCPT THEREFR PART LYING W/IN BNDRY CNTY RD R/W; SUBJ TO R/W DESC REC BK 812/652. (LOC SEC 3,T36S,R12W, SLM)

E-0172-0001-0000: BEG S89*30'15"E ALG TWNSHP LN 815.81 FT FR S1/4 COR OF SEC 34,T35S,R12W, SLM; SD PT BE ALSO S8*29'54"E 900.32 FT FR N1/4 COR OF SEC 3,T36S,R12W, SLM; S89*30'15"E ALG SD TWNSHP LN 441.09 FT TO NE COR OF SEC LOT 2, SEC 3; S0*31'02"E ALG 1/16 SEC LN 2204.39 FT TO CENTER LN OF EXIST 100.00 FT R/W FOR CNTY RD; N49*11'38"W ALG SD CENTERLN 609.00 FT; N 1810.14 FT TO POB. (LOCATED IN SEC 3,T36S,R12W, SLM)

E-0136-0009-0000: BEG AT PT LOC S89*37'28"E ALG SEC LN 1335.34 FT FR S1/4 COR SEC 34,T35S,R12W, SLM; N0*16'04"E 295.16 FT; N89*37'28"W 295.16 FT; S0*16'04"W 295.16 FT TO PT ON SD SEC LN; N89*37'28"W ALG SEC LN 675.09 FT; N46*22'39"E 2682.55 FT; S43*37'21"E 2528.95 FT; N46*22'39"E 925.36 FT TO SW'LY R/W LN OF LA & SL RR; S43*39'53"E ALG SD SW'LY R/W LN 2726.72 FT; N89*44'37"W 1321.27 FT; N89*45'32"W 2673.93 FT; N89*45'17"W 1338.66 FT; N0*38'06"W 1285.42 FT TO S LN OF SD SEC 34; S89*37'28"E ALG SD SEC LN 79.16 FT TO POB.

SAVAGE RAILPORT – SOUTHERN UTAH

E-0131-0012-0000: BEG AT NE COR SE1/4NW1/4 SEC 27,T35S,R12W, SLM; S00*21'26"E ALG 1/16 LN 783.97 FT; N89*42'31"W 79.93 FT; S00*01'06"W 1834.54 FT TO S LN NE1/4SW1/4 SD SEC 27; N88*54'34"W ALG 1/16 LN 789.00 FT; N43*39'46"W ALG NE'LY LN LA & SL RR 632.78 FT TO W LN NE1/4SW1/4 SD SEC 27; N00*01'06"E ALG 1/16 LN 880.11 FT TO SW COR SE1/4NW1/4; N00*00'26"W ALG 1/16 LN 1308.58 FT TO NW COR SE1/4NW1/4; S88*05'25"E ALG 1/16 LN 1301.97 FT TO POB. SUBJ TO TOG W/ R/W FOR ING/EGR O/A FOLLOW DESC REC BK 1291/972; ALSO: BEG AT SW COR NE1/4SW1/4 SEC 27,35S,R12W, SLM; N00*01'06"E ALG 1/16 LN 304.65 FT; S43*39'46"E ALG SW'LY LN OF LA&SLRR 428.93 FT TO S LN NE1/4SW1/4; N88*54'34"W ALG 1/16 LN 296.29 FT TO POB; TOG W EASE DESC REC BK 1623/1312.

SILVER HILLS ADDITION

Parcels: E-0179-0009-0000, E-0179-0010-0000, E-0181-0000-0000, E-0183-0000-0000

A part of Sections 10-11, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being South 1° 8' 55" West for a distance of 13.17 feet and North 87° 42' 18" West for a distance of 3.70 feet from the Northwest Quarter Corner of Section 10 or POINT OF BEGINNING; and running thence South 87° 42' 18" East, a distance of 3992.94 feet; thence South 87° 42' 51" East, a distance of 1330.98 feet; thence South 89° 53' 18" East, a distance of 2208.31 feet; thence South 47° 51' 44" East, a distance of 512.72 feet; thence South 0° 14' 34" East, a distance of 950.17 feet; thence North 89° 44' 50" West, a distance of 1291.74 feet; thence North 89° 44' 50" West, a distance of 1322.34 feet; thence South 0° 58' 0" West, a distance of 1321.57 feet; thence North 89° 30' 10" West, a distance of 1333.06 feet; thence North 1° 0' 51" East, a distance of 1325.13 feet; thence North 87° 38' 44" West, a distance of 645.47 feet; thence North 88° 2' 55" West, a distance of 666.95 feet; thence South 1° 13' 34" West, a distance of 1320.87 feet; thence North 88° 9' 18" West, a distance of 1335.14 feet; thence North 88° 15' 54" West, a distance of 667.64 feet; thence North 88° 24' 49" West, a distance of 679.45 feet; thence North 1° 9' 59" East, a distance of 1337.34 feet; thence North 1° 9' 59" East, a distance of 1337.34 feet to the POINT OF BEGINNING.

Contains: 360.21 acres more or less.

LAKESIDE ADDITION

Parcels: E-0184-0001-0002, E-0184-0001-0003, E-0175-0013-0000, E-0175-0180-0000, E-0176-0005-0000, E-0175-0008-0000, E-0175-0007-0000, E-0176-0001-0000, E-0175-0012-0000, E-0175-0011-0000, E-0175-0010-0000, E-0175-0009-0000, E-0175-0006-0000, E-0175-0005-0000, E-0175-0004-0000, E-0175-0003-0000, E-0176-0008-0000, E-0176-0006-0000, E-0176-0007-0000, E-0211-0000-0000, E-0175-0002-0000, E-0175-0001-0000

A part of Sections 10 & 15, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being North 89° 45' 52" West for a distance of 5.20 feet from the Southwest Quarter Corner of Section 10 or POINT OF BEGINNING; and running thence South 0° 44' 39" West for a distance of 1326.37 feet; thence South 88° 34' 51" East, a distance of 1358.76 feet; thence North 0° 13' 39" West, a distance of 66.00 feet; thence South 88° 42' 33" East, a distance of 669.47 feet; thence South 89° 2' 40" East, a distance of 645.16 feet; thence South 88° 16' 31" East, a distance of 515.88 feet; thence South 88° 16' 31" East, a distance of 407.31 feet to a point on a 183.00 foot radius curve to the right; thence along said curve a distance of 157.40 feet chord bearing South 89° 10' 56" East; thence South 42° 38' 29" East, a distance of 3.37 feet; thence South 48° 43' 32" East, a distance of 4.04 feet; thence South 54° 0' 2" East, a distance of 2.33 feet; thence South 88° 32' 37" East, a distance of 37.80 feet; thence South 86° 4' 23" East, a distance of 227.93 feet; thence South 88° 2' 37" East, a distance of 665.54 feet; thence South 88° 0' 10" East, a distance of 674.16 feet; thence North 1° 6' 1" East, a distance of 819.55 feet; thence North 1° 4' 52" East, a distance of 127.15 feet; thence North 1° 6' 37" East, a distance of 1712.95 feet; thence North 1° 6' 25" East, a distance of 1275.81 feet; thence North 36° 7' 9" West, a distance of 32.68 feet; thence North 88° 3' 27" West, a distance of 1333.22 feet; thence North 1° 0' 51" East, a distance of 1325.11 feet; thence North 87° 38' 38" West, a distance of 645.47 feet; thence North 88° 2' 55" West, a distance of 666.95 feet; thence South 1° 13' 34" West, a distance of 1320.87 feet; thence North 88° 9' 18" West, a distance of 1335.14 feet; thence North 88° 15' 54" West, a distance of 667.64 feet; thence North 88° 24' 49" West, a distance of 679.45 feet; thence South 1° 9' 58" West, a distance of 505.44 feet; thence South 1° 9' 57" West, a distance of 812.93 feet; thence South 1° 10' 0" West, a distance of 18.97 feet; thence South 1° 9' 58" West, a distance of 800.62 feet; thence South 1° 9' 58" West, a distance of 486.71 feet; thence South 1° 1' 3" West, a distance of 35.37 feet to the POINT OF BEGINNING.

Contains: 506.97 acres more or less.

Turf Farm Area Addition

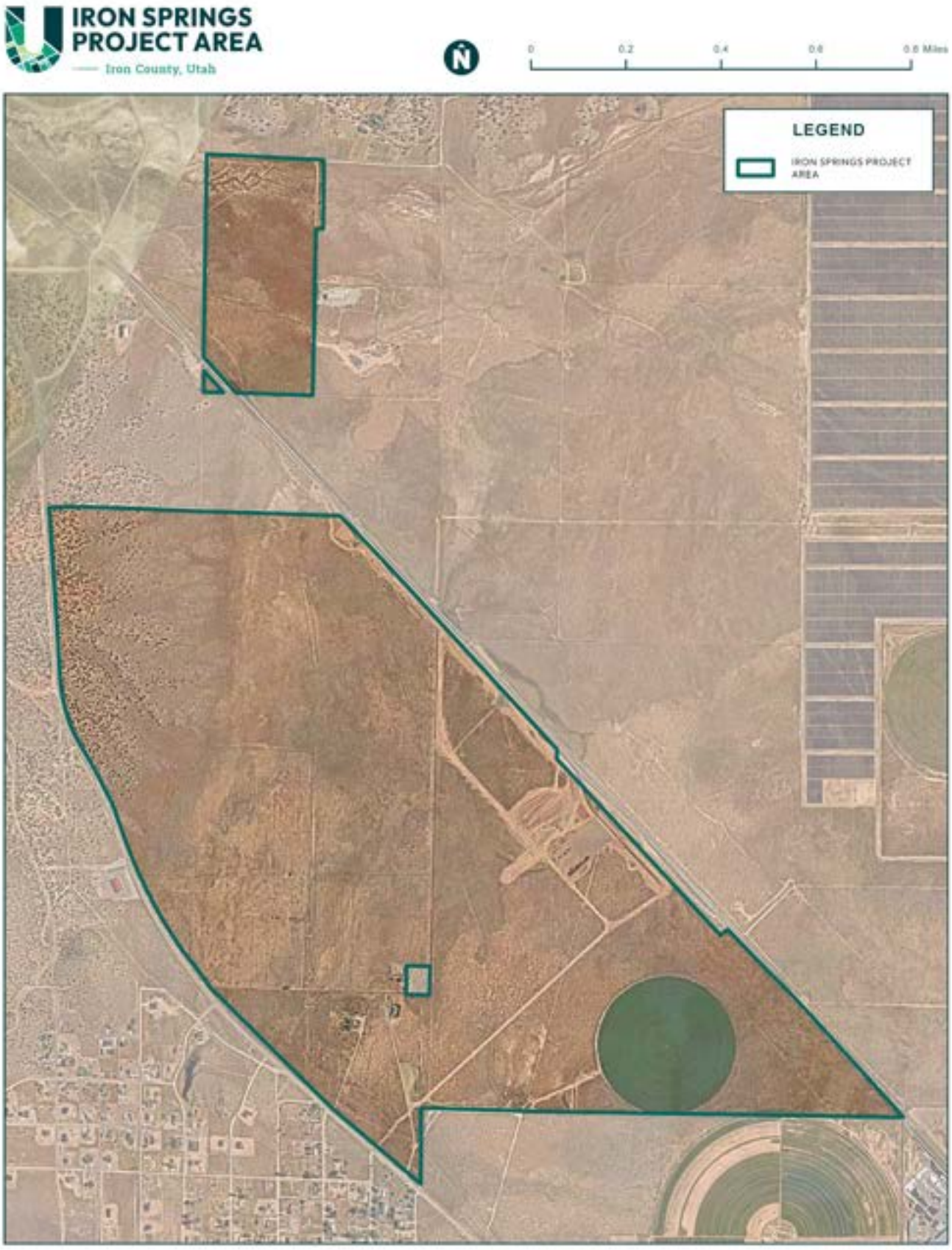
Parcels: E-0163-0001-0000, E-0163-0187-0001, E-0164-0000-0000, E-0164-0001-0000, E-0164-0002-0000, E-0165-0003-0000, E-0166-0000-0000, E-0166-0001-0000, E-0166-0002-0000, E-0167-0000-0000, E-0168-0000-0000, E-0169-0000-0000, E-0187-0001-0001, E-0187-0001-0002

Containing parts of Section 2-3, 11, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being North 89° 19' 46" West for a distance of 56.59 feet and South 2° 48' 15" East for a distance of 12.31 feet from the Center Northeast Quarter Corner of Section 2, Township 36 South, Range 12 West, Salt Lake Base & Meridian or POINT OF BEGINNING; and running thence South 0° 41' 8" West, a distance of 1327.22 feet; thence South 0° 35' 11" West, a distance of 1100.36 feet; thence South 0° 34' 40" West, a distance of 486.89 feet; thence South 0° 37' 21" West, a distance of 1083.20 feet; thence South 0° 44' 57" West, a distance of 951.24 feet; thence South 0° 48' 1" West, a distance of 400.29 feet; thence South 0° 48' 0" West, a distance of 40.13 feet; thence North 48° 23' 0" West, a distance of 467.88 feet; thence North 48° 29' 2" West, a distance of 401.55 feet; thence North 48° 54' 31" West, a distance of 879.70 feet; thence North 49° 5' 18" West, a distance of 358.13 feet; thence South 47° 45' 35" West, a distance of 108.26 feet; thence North 47° 51' 44" West, a distance of 108.94 feet; thence North 89° 53' 26" West, a distance of 2205.95 feet; thence North 87° 42' 51" West, a distance of 1333.35 feet; thence North 1° 50' 55" East, a distance of 683.81 feet; thence North 1° 4' 1" East, a distance of 621.01 feet; thence North 87° 21' 55" West, a distance of 720.13 feet; thence North 0° 32' 46" East, a distance of 629.93 feet; thence South 87° 26' 3" East, a distance of 720.68 feet; thence North 0° 37' 11" East, a distance of 1080.22 feet; thence North 48° 5' 1" West, a distance of 51.83 feet; thence North 0° 25' 29" East, a distance of 148.92 feet; thence North 0° 25' 29" East, a distance of 844.78 feet; thence South 88° 18' 35" East, a distance of 1270.54 feet; thence South 89° 3' 33" East, a distance of 1233.31 feet; thence South 89° 3' 33" East, a distance of 1494.80 feet; thence South 89° 6' 50" East, a distance of 715.50 feet; thence South 89° 6' 50" East, a distance of 611.89 feet to the POINT OF BEGINNING.

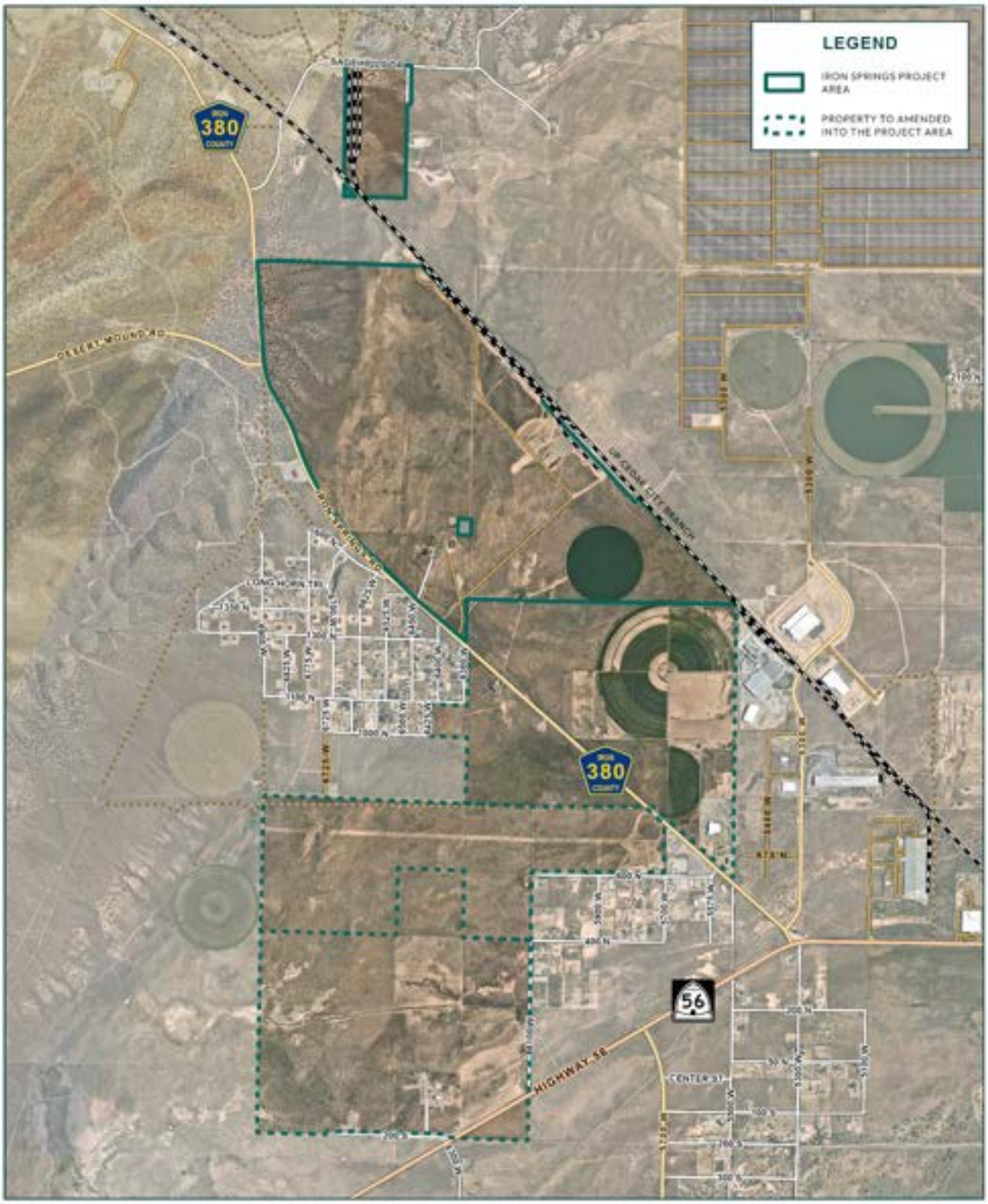
Contains: 526.43 acres more or less.

Appendix B: Maps & Imagery of the Project Area



IRON SPRINGS PROJECT AREA: AMENDMENT ONE

Iron County, Utah



COMMERCE CROSSROADS IMAGERY

COMMERCE CROSSROADS SITE PLAN RENDERING – NORTH VIEW

COMMERCE CROSSROADS SITE PLAN RENDERING – SOUTH VIEW

COMMERCE CROSSROADS PRELIMINARY SITE PLAN

TRUCKING RADIUS MAP

Appendix C: Legislative Body Written Consent

RESOLUTION 2023-4

IRON COUNTY RESOLUTION 2023-4

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

Whereas Iron County (the "**County)** is a political subdivision of the State of Utah, and the Board of Iron County Commissioners (the "**Board**") is a public entity with authority to make resolutions with respect to the County; and

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

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

Whereas After several years of planning, it is evident that the Port Authority's Project Area is the tool needed to optimize development. The Project Area will enable the Site to better serve the rest of the County and the surrounding region. Companies located from throughout Iron, Washington, Beaver, Kane and Garfield Counties would gain access to rail service, helping these businesses succeed in the southwest area of Utah; and

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

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

1

RESOLVED, ADOPTED, AND ORDERED this 27 day of February, 2023.

BOARD OF COUNTY COMMISSIONERS
IRON COUNTY, UTAH

By: _____
Paul Cozzens - Chairman

ATTEST:

_____
Jonathan T. Whittaker – Iron County Clerk

Michael P. Bleak	_Aye_
Paul Cozzens	_Aye_
Marilyn Wood	_Aye_

IRON COUNTY RESOLUTION 2024-6

A RESOLUTION SUPPORTING THE AMENDMENT OF PROPERTY INTO THE IRON SPRINGS INLAND PORT PROJECT AREA IN IRON COUNTY

Whereas Iron County (the **"County)** is a political subdivision of the State of Utah, and the Board of Iron County Commissioners (the **"Board")** is a public entity with authority to make resolutions with respect to the County; and

Whereas The County has, by resolution 2023-4, requested that the Utah Inland Port Authority (the **"Port Authority")** Board to create the Iron Springs Inland Port Project Area **("Project Area")** in Iron County to help fund the development of a regional economic development opportunity; and

Whereas The Iron Springs Inland Port Project Area was created by the Port Authority on April 4, 2023;

Whereas The County desires to include additional property in the Project Area, which fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

Whereas The general public will benefit from the amendment of additional property into the Project Area through the creation of new primary employment opportunities and investment in the county,

NOW THEREFORE, BE IT RESOLVED by the board of Iron County Commissioners as follows that the Board hereby: (1) consents to the amendment of additional property into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated§ 11-58-501 *et. Seq.*

RESOLVED, ADOPTED, AND ORDERED this 13th day of May, 2024.

ATTEST: BOARD OF COUNTY COMMISSIONERS

Jonathan T. Whittaker, Clerk

Michael P. Bleak, Chair

COUNTY OF IRON COUNTY CLERK STATE OF UTAH

VOTING:

Michael P. Bleak _Aye_
Paul Cozzens _Aye_
Marilyn Wood _Aye_

Appendix D: Project Area Budget Summary

Model Summary		
Incremental Tax Revenue % Allocation		
Project Area Share		75%
Other Taxing Entities Share		25%
TIF Duration (Years)		25 years
Incremental Tax Revenue $ Allocation (Full Amount, Not Discounted)		
		Full Value
Base Year Taxable Value Revenues	$	80,000
Tax Increment to Project Area	**$**	**118,300,000**
Tax Increment to Other Taxing Entities	$	39,400,000
Total Tax Increment	$	157,800,000
Less: Admin Expenses	$	(5,900,000)
Less: Affordable Housing	$	(11,800,000)
Total Remaining Increment for Projects	**$**	**100,600,000**

Taxing Entities	
Tax Area 10	**Final Tax Rate**
Iron	0.000889
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000296
Iron County School District	0.004917
Central Iron County Water Conservancy District	0.000398
Iron County Municipal Type Services District #2	0.001697
Total Tax Rate	**0.008212**

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

The project area is located directly north of a residential community that may be impacted throughout the duration of project area development.

While there are no land-areas of federally recognized tribes located in the project area, the Cedar and Indian Peaks Bands of the Paiute Indian Tribe of Utah are located approximately 8 miles south/southeast of the project site. The Paiute Indian Tribe of Utah Headquarters are located at 440 North Paiute Drive, Cedar City, UT 84721.

The Yellow-billed Cuckoo and Ute Ladies'-tresses are designated threatened species that may be present in the project area. The project area does not overlap Yellow-billed Cuckoo critical habitat. Critical habitat for Ute Ladies'-tresses has not been designated.

There are 6 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.

Iron County is currently in attainment for all criteria pollutants.

PROJECT DESCRIPTION

The Iron Springs Inland Port project area (Figure 1) comprises approximately 2,300 acres and includes two noncontiguous areas located west of Cedar City, Utah in Iron County.

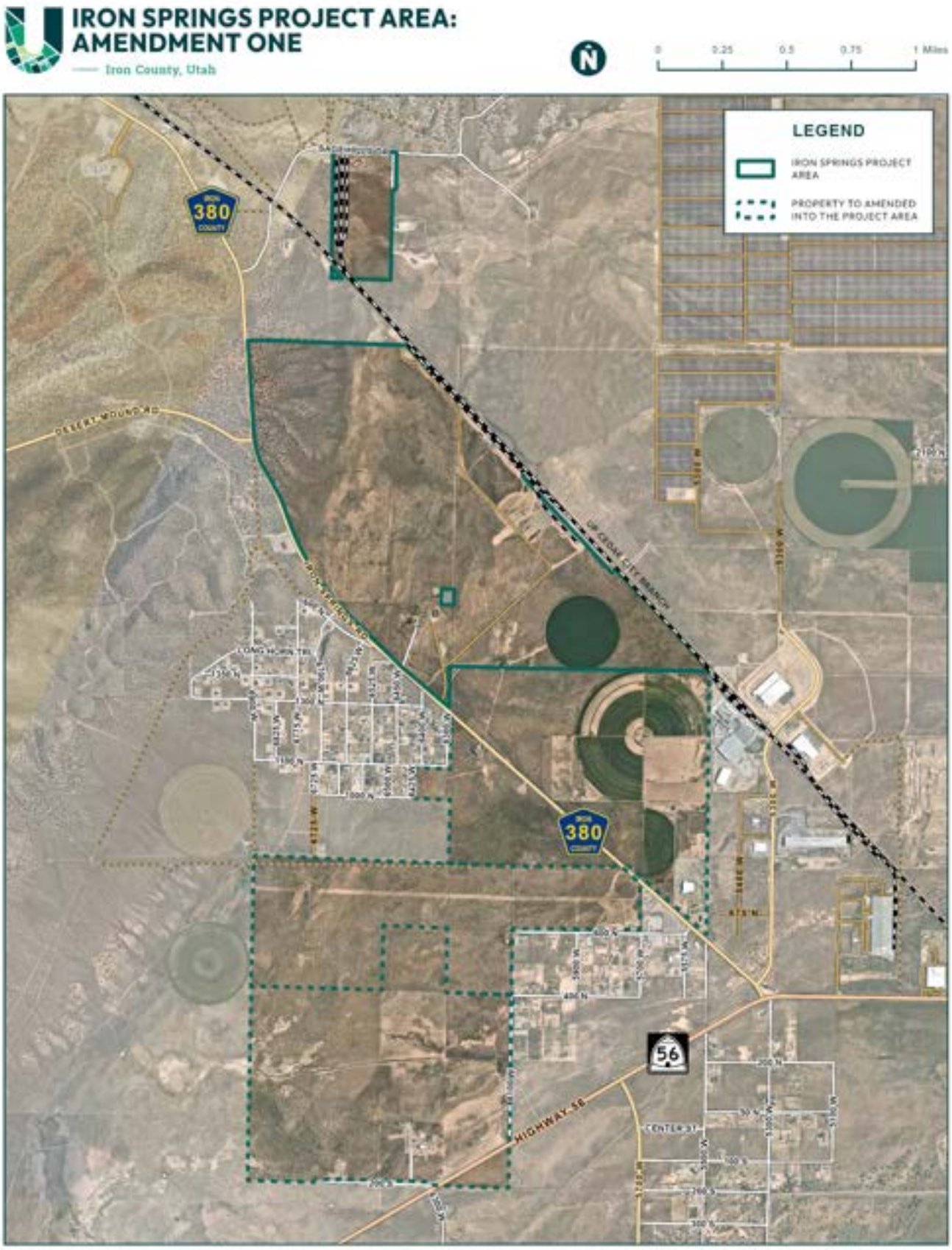


FIGURE 1: IRON SPRINGS INLAND PORT PROJECT AREA

ENVIRONMENTAL JUSTICE CONSIDERATIONS

Environmental Justice considerations are key components for federal funding opportunities.

The project area is located adjacent to a residential community that may be impacted throughout the duration of project area development. This residential community is situated on the west side of Iron Springs Road directly west of the RailSync facility.

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 Millard County is below.

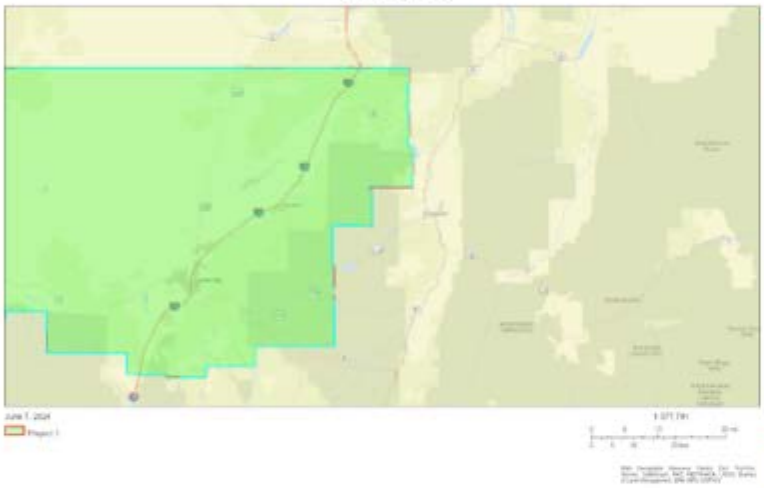
EJScreen Community Report

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

Iron County, UT

County: Iron
Population: 55,839
Area in square miles: 3300.72

A3 Landscape



COMMUNITY INFORMATION

- Low income: 39 percent
- People of color: 15 percent
- Less than high school education: 7 percent
- Limited English households: 1 percent
- Unemployment: 4 percent
- Persons with disabilities: 13 percent
- Male: 50 percent
- Female: 50 percent
- 80 years — Average life expectancy
- $24,671 — Per capita income
- Number of households: 17,736
- Owner occupied: 66 percent

BREAKDOWN BY RACE

- White: 85%
- Black: 1%
- American Indian: 2%
- Asian: 1%
- Hawaiian/Pacific Islander: 0%
- Other race: 0%
- Two or more races: 2%
- Hispanic: 9%

BREAKDOWN BY AGE

From Ages 1 to 4	7%
From Ages 1 to 18	29%
From Ages 18 and up	71%
From Ages 65 and up	13%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	100%
Speak Other Indo-European Languages	0%
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.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	91%
Spanish	6%
Other and Unspecified	1%
Total Non-English	9%

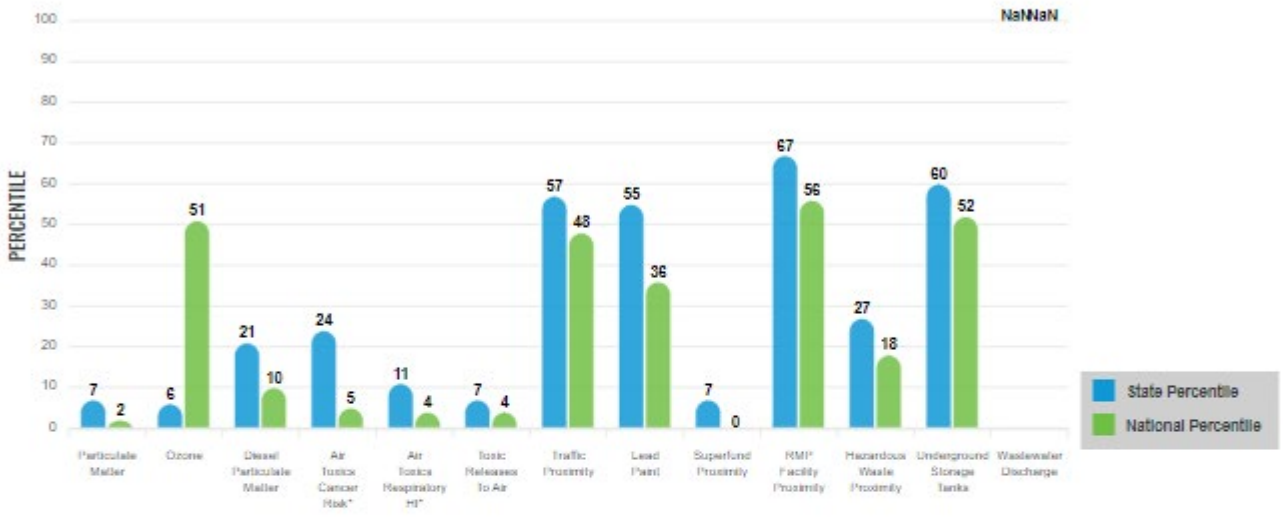
Environmental Justice & Supplemental Indexes

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.

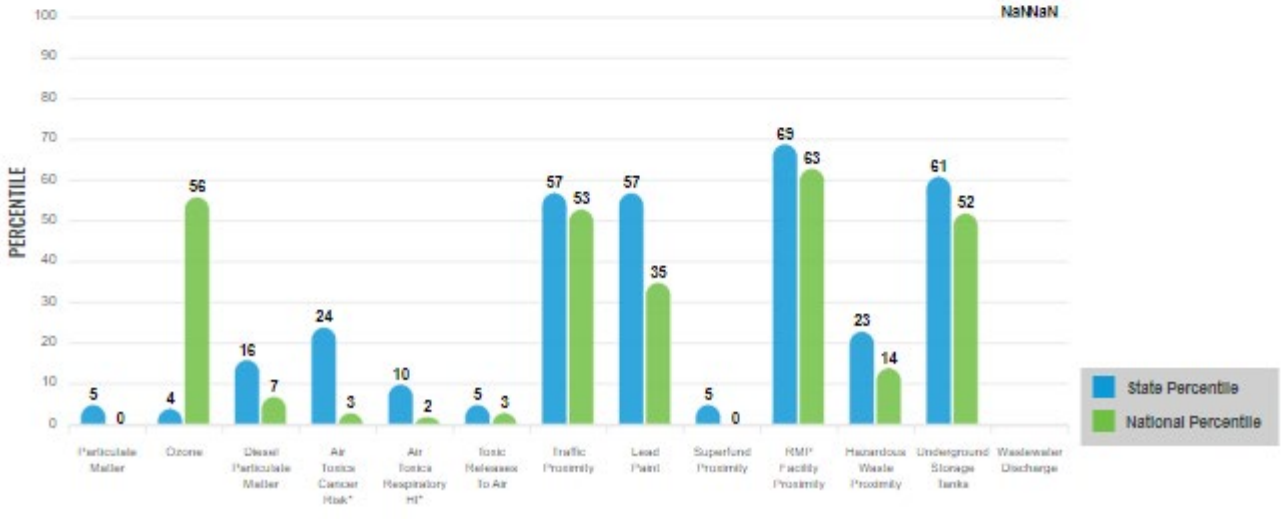
EJ INDEXES FOR THE SELECTED LOCATION



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: Iron

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu g/m^3$)	4.19	6.07	4	8.08	1
Ozone (ppb)	60.6	64.5	2	61.6	46
Diesel Particulate Matter ($\mu g/m^3$)	0.0557	0.262	10	0.261	5
Air Toxics Cancer Risk* (lifetime risk per million)	10	18	1	25	1
Air Toxics Respiratory HI*	0.1	0.22	1	0.31	1
Toxic Releases to Air	0.3	5,100	4	4,600	3
Traffic Proximity (daily traffic count/distance to road)	71	160	43	210	48
Lead Paint (% Pre-1960 Housing)	0.091	0.18	52	0.3	33
Superfund Proximity (site count/km distance)	0.0033	0.18	5	0.13	0
RMP Facility Proximity (facility count/km distance)	0.31	0.37	69	0.43	68
Hazardous Waste Proximity (facility count/km distance)	0.057	0.86	13	1.9	11
Underground Storage Tanks (count/km^2)	1.7	2.3	58	3.9	55
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	12	N/A	22	N/A
SOCIOECONOMIC INDICATORS					
Demographic Index	27%	24%	65	35%	46
Supplemental Demographic Index	14%	11%	71	14%	54
People of Color	15%	22%	43	39%	31
Low Income	39%	26%	78	31%	67
Unemployment Rate	4%	3%	69	6%	52
Limited English Speaking Households	1%	2%	67	5%	58
Less Than High School Education	7%	7%	64	12%	44
Under Age 5	7%	7%	56	6%	71
Over Age 64	13%	12%	61	17%	39
Low Life Expectancy	16%	19%	16	20%	15

*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	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	2
Water Dischargers	216
Air Pollution	7
Brownfields	1
Toxic Release Inventory	13

Other community features within defined area:

Schools	20
Hospitals	1
Places of Worship	31

Other environmental data:

Air Non-attainment	No
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: Iron

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	16%	19%	16	20%	15
Heart Disease	5.2	4.6	65	6.1	31
Asthma	11.3	10.8	68	10	82
Cancer	5.3	5.2	49	6.1	29
Persons with Disabilities	11.9%	10.2%	71	13.4%	46

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	13%	8%	77	12%	76
Wildfire Risk	80%	51%	57	14%	89

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	13%	9%	75	14%	58
Lack of Health Insurance	11%	9%	68	9%	71
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: Iron

www.epa.gov/ejscreen

PAST AND PRESENT LAND USES

Public land records—including historical city directories, fire insurance maps, topographic maps, and aerial imagery—can be accessed online and reviewed to help determine previous ownership and identify any structure(s) on the property/adjacent properties, or indications of environmental contamination.

Aerial imagery accessed online indicates that the project area is mostly undeveloped except for two residences, located at 1356 Iron Springs Road and 1324 Iron Springs Road.

A visual site inspection should be conducted to observe the property, any structure(s) on the property 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 the property, along with any knowledgeable local government officials should be interviewed to gather information around past and present land uses of the property.

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

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

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

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

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

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

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

It is the responsibility of each landowner to assess soil health and constraints on their respective properties. Figure 2 displays the WSS map for the project area. Map units are defined below.

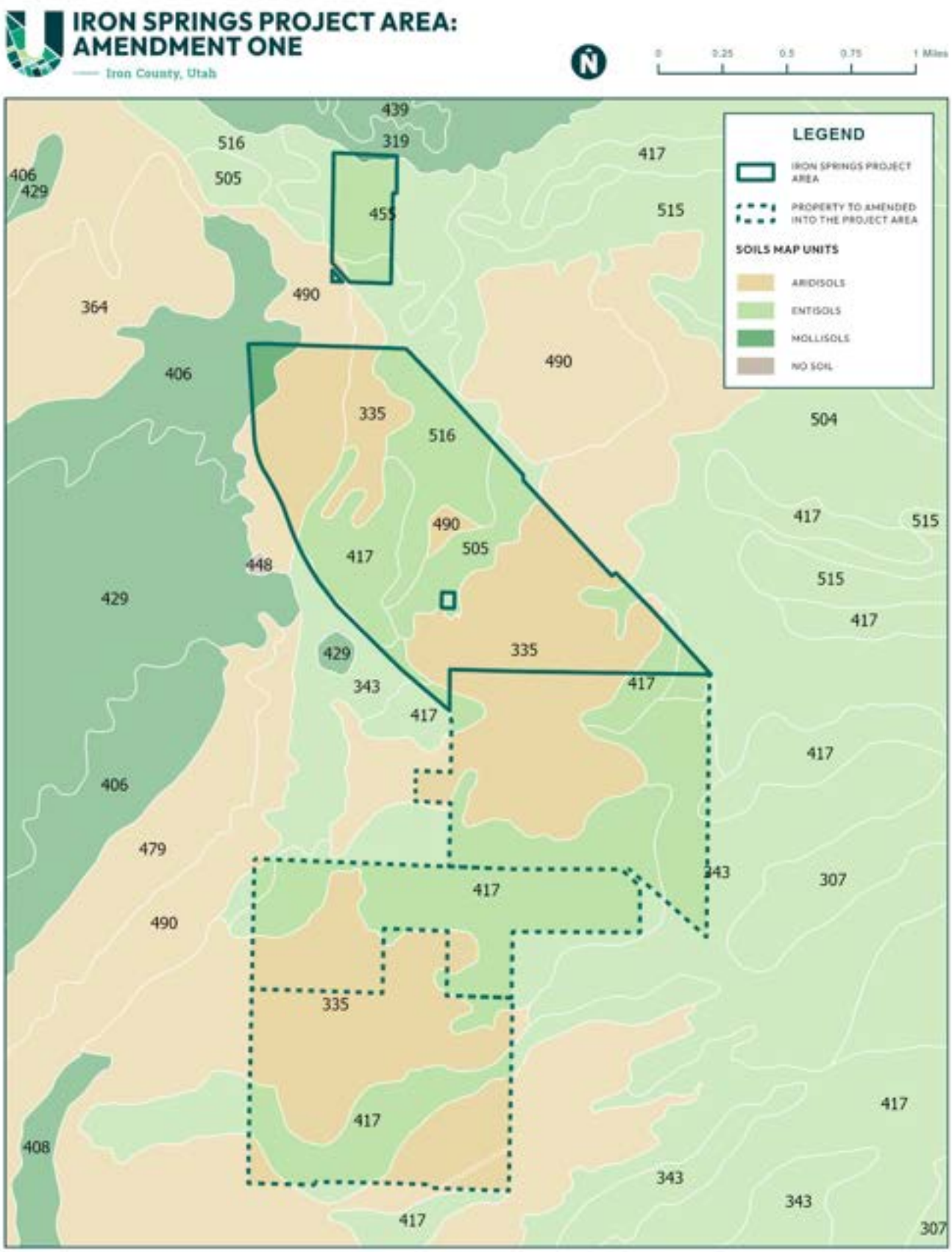


FIGURE 2: WEB SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
319	Bamos-Rock outcrop complex, 2 to 25 percent slopes	2.5	0.1%
335	Bullion silt loam, 0 to 5 percent slopes	1024.8	44.5%
343	Calcross silty clay loam, 0 to 1 percent slopes	135.4	5.9%
406	Lucero gravelly sandy loam, 2 to 8 percent slopes	17.3	0.7%
417	Medburn sandy loam, 0 to 2 percent slopes	681.3	29.6%
455	Quichipa silty clay loam, 0 to 2 percent slopes	59.2	2.6%
490	Taylorsflat loam, 2 to 5 percent slopes	131.4	5.7%
504	Wales loam, 0 to 2 percent slopes	28.7	1.2%
505	Wales loam, 2 to 5 percent slopes	77.9	3.4%
516	Woodrow silty clay loam, saline, 0 to 2 percent slopes	146.4	6.4%
Total for Area of Interest		**2304.9**	**100.0%**

HYDROGEOLOGY AND HYDROLOGY

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

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

Field explorations via soil borings are recommended to determine and document groundwater depths, flow direction, and contamination migration potential. 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. The nearest site listed on the National Register of Historic Places is located about 22 miles west of Cedar City and well outside of a 5-mile radius of the project area.

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.

TRIBAL LANDS

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

While there are no land-areas of federally recognized tribes located in the project area, the Cedar and Indian Peaks Bands of the Paiute Indian Tribe of Utah are located approximately 8 miles south/southeast of the project area. The Paiute Indian Tribe of Utah Headquarters are located at 440 North Paiute Drive, Cedar City, UT 84721.

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

Clearance surveys for Utah Prairie Dogs are recommended to be conducted by a qualified biologist during the active season for Utah Prairie Dogs (approximately April 1 to August 31) of the year prior to the sale and/or development of properties within the project area.

The yellow-billed cuckoo is a threatened species that may be present in the project area. Monarch butterflies are listed as candidate species and may exist in the project area. Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical habitats for both monarch butterflies and Ute ladies'-tresses have not been designated.

There are no critical habitats listed in the project area. It is recommended to determine whether project area is likely to adversely affect threatened and candidate plant and animal species in the project area.

There are six 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, Bendire's Thrasher, Broad-tailed Hummingbird, Golden Eagle, Pinyon Jay, and Sage Thrasher. It is recommended that construction activities are completed outside of the BCC breeding season (12/1 - 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.

Through the UNHP, Utah DWR maintains a database of Utah's rare plant and animal species which identifies "species of greatest conservation need" throughout the State of Utah. More information about each of these species and their corresponding habitats can be found in the Utah Species Field Guide. It is the responsibility of each landowner to assess potential impacts to species of greatest conservation need on their respective properties.

The UNHP Online Species Search Report for the Iron Springs Inland Port 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: 15752
July 10, 2024

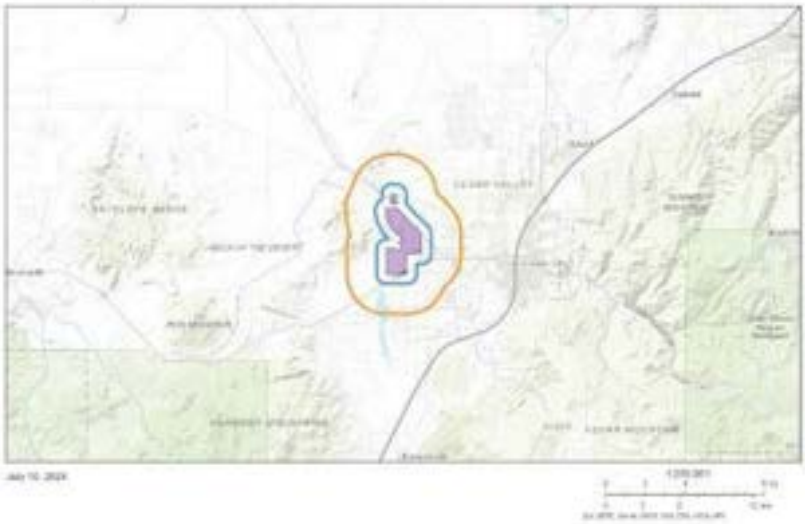
Utah Natural Heritage Program Online Species Search Report

Project Information

Project Name
Iron Springs Inland Port Project Area

Project Description
The Iron Springs Inland Port Project Area comprises approximately 2,300 acres and inlcuded two non-contiguous areas located west of Cedar City, Utah.

Location Description
The Iron Springs Inland Port is located off of the I-15 corridor, on the west side of Cedar City, Utah in Iron County.



Animals within a ½ mile radius

Common Name	Scientific Name	State Status	U.S. ESA Status	Last Observation Year
Bald Eagle	Haliaeetus leucocephalus	SGCN		2013
Burrowing Owl	Athene cunicularia	SGCN		2002
Golden Eagle	Aquila chrysaetos	SGCN		2019
Peregrine Falcon	Falco peregrinus	SGCN		1936
Pinyon Jay	Gymnorhinus cyanocephalus	SGCN		2021
Pygmy Rabbit	Brachylagus idahoensis	SGCN		1946
Utah Prairie Dog	Cynomys parvidens	SGCN	LT	2004

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
Bald Eagle	Haliaeetus leucocephalus	SGCN		2016
Black Swift	Cypseloides niger	SGCN		1971
Burrowing Owl	Athene cunicularia	SGCN		2015
Caspian Tern	Hydroprogne caspia	SGCN		2020
Ferruginous Hawk	Buteo regalis	SGCN		1997
Golden Eagle	Aquila chrysaetos	SGCN		2019
Peregrine Falcon	Falco peregrinus	SGCN		1983
Pinyon Jay	Gymnorhinus cyanocephalus	SGCN		2021
Pygmy Rabbit	Brachylagus idahoensis	SGCN		1946
Snowy Plover	Charadrius nivosus	SGCN		2019
Utah Prairie Dog	Cynomys parvidens	SGCN	LT	2021
White-faced Ibis	Plegadis chihi	SGCN		2006

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): Southern region

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. 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 policy and regulation within the state. It is the responsibility of each landowner to comply with Utah's water quality laws and rules for their respective properties.

Impaired Water Bodies are bodies of water that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. Section 303(d) of the CWA, requires states to identify waters where current pollution control technologies alone cannot meet the water quality standards set for that 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.

Wetlands

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

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

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

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

According to the National Wetlands Inventory, national wetlands within and adjacent to the project area are displayed below (Figure 3).

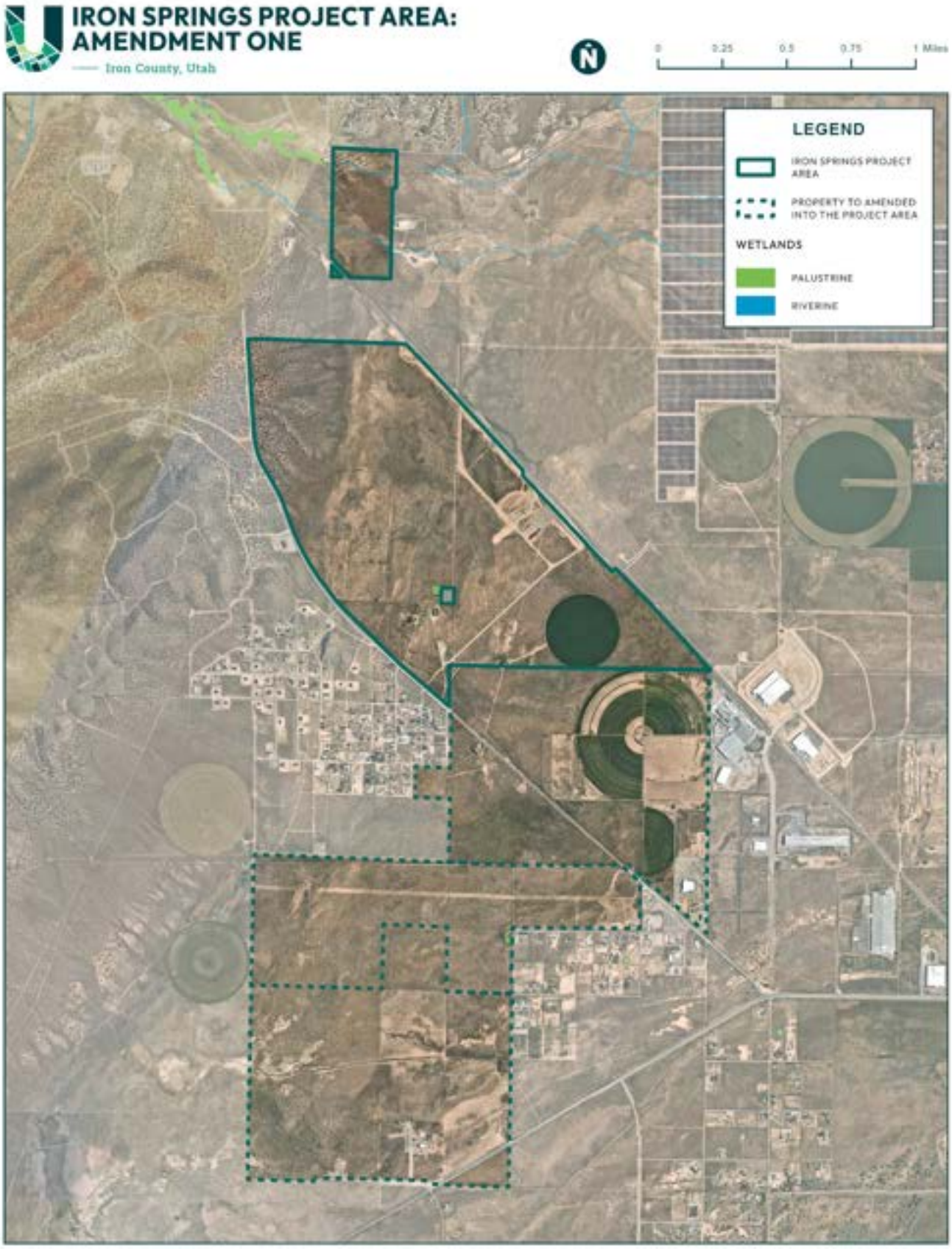


FIGURE 3: NATIONAL WETLANDS INVENTORY MAP

Floodplains

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

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

FEMA's National Flood Hazard Layer (NFHL) Viewer is a map tool that identifies flood hazard areas. It is the responsibility of each landowner to assess potential flood hazards and risk for their respective properties.

The project area is not located on either a 100-year or 500-year floodplain, rather in an area of minimal flooding. The Flood Insurance Rate Map for the project area is below (Figure 4).

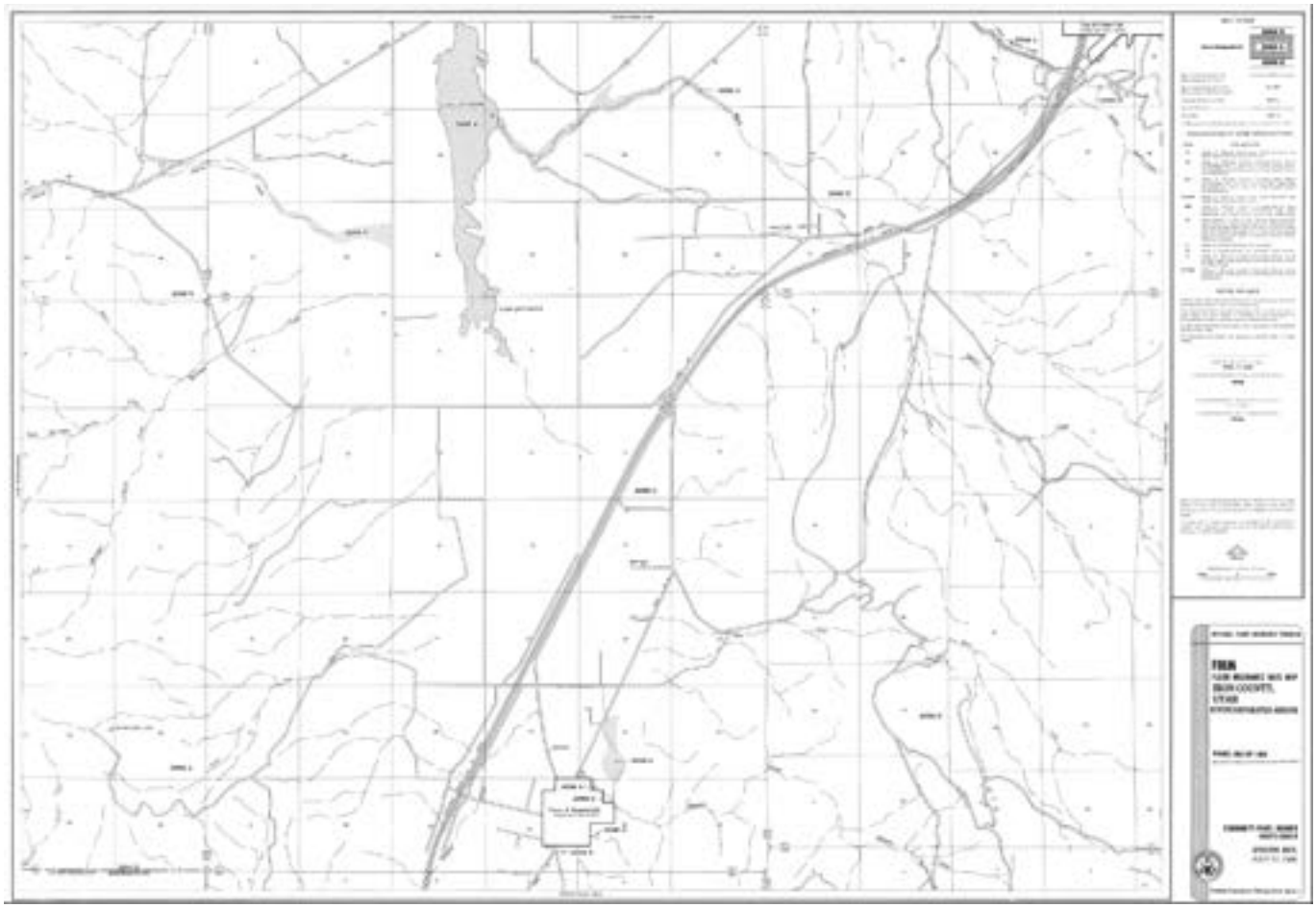


FIGURE 4: FLOOD INSURANCE RATE MAP

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 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.

Envirofacts

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

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

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

Utah Environmental Interactive Map

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

The information contained in this interactive map has been compiled from the DEQ 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 DEQ.

HAZARDOUS MATERIALS

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

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

WASTE GENERATION, STORAGE, AND DISPOSAL

To determine whether hazardous or non-hazardous waste generation, storage, and disposal activities currently exist, it is necessary to conduct a visual site inspection of the property, associated facilities, improvements on the real property, and of immediately adjacent properties from the property. The site inspection should include an investigation of any chemical use, storage, treatment and disposal practices on the property. 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

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

A New Source Review AO is required if:

- emissions of criteria pollutants (ozone, particulate matter [PM], carbon monoxide [CO], lead, sulfur dioxide [SOx], and nitrogen dioxide [NOx]) are five tons per year or greater, or
- hazardous air pollutant (HAP) emissions are greater than 500 pounds per year for an individual HAP or 2000 pounds per year for all HAPs combined.

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

Iron County is currently in attainment for all criteria pollutants.

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 July 10, 2024.

National Park Service (NPS) National Register of Historic Places. https://www.nps.gov/subjects/nationalregister/database-research.htm. Accessed July 10, 2024.

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 July 10, 2024.

U.S. Environmental Protection Agency (EPA) EJScreen, EPA's Environmental Justice Screening and Mapping Tool (Version 2.11). https://ejscreen.epa.gov/mapper/. Accessed on July 10, 2024.

U.S. Environmental Protection Agency (EPA) Envirofacts, Envirofacts System Data. https://enviro.epa.gov/. Accessed on July 10, 2024.

U.S. Environmental Protection Agency (EPA) Green Book, Current Nonattainment Counties for All Criteria Pollutants. https://www3.epa.gov/airquality/greenbook/ancl.html. Accessed on July 10, 2024.

U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool. https://ipac.ecosphere.fws.gov/. Accessed on July 10, 2024.

Utah Department of Environmental Quality (UDEQ) Utah Environmental Interactive Map, 1.9.1. https://enviro.deq.utah.gov/. Accessed on July 10, 2024.