



Golden Spike **A Utah Inland Port Project Area**

Project Area Plan & Budget | Amendment #3

Original Approval Date:	August 21, 2023
Amendment #1 Approval Date:	October 7, 2024
Amendment #2 Approval Date:	November 6, 2025
Amendment #3 Approval Date:	May 21, 2026

DEFINITIONS

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



AMENDMENT/REVISION TABLE

Amendment	Board Approval Date	Summary of Revisions	Acres (+/-)	Total Acres
#1	October 7, 2024	Boundary change with resolution 24-10 from Brigham City and resolution 2024-12 from Box Elder; Updated landowner exclusion address; Addition of wetlands mitigation into allowable uses of differential with amended areas from October 2024 forward having increased percentage wetland policy differential commitment; Updated budget, maps/legal description, and environment review	1,962.00	1,962.00
Minor Revision	June 2, 2025	Updated legal description and maps for the Garland-Tremonton Zone. These updates reflect a parcel subdivision completed in April 2025 by Lakeshore Learning and include updated parcel IDs with amended legal descriptions. These updated boundaries reflect current information recorded by the county and have been confirmed by the county recorder.	0.00	1,962.00
#2	November 6, 2025	Boundary change with Willard City Resolution 2025-10; addition of 178 acres, Willard City District; updated budget, maps, legal description, and environmental review.	178.225	2,140.225
#3	May 21, 2026	A slight correction in the legal description of Nucor clarifying a surveyor note at the end of the description; Updated Recruitment Strategy section and added Appendix F Recordings and Trigger Resolution Log	0.00	2,140.225



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EXECUTIVE SUMMARY

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

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

- Tremonton City passed a resolution on May 2, 2023
- Box Elder County passed a resolution on May 3, 2023
- Brigham City passed a resolution on May 4, 2023
- Garland City passed a resolution on June 7, 2023

Per our amendment processes, the legislative body of the county or municipality may pass a resolution to amend the project area to add or remove parcels. On May 2, 2024, Brigham City and subsequently on September 18, 2024, Box Elder County opted to amend the project area. On June 12, 2025, Willard City passed Resolution 2025-10, requesting to be amended into the Golden Spike Project Area. Resolutions for these amendments can be found in [Appendix C](#).

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 (Golden Spike Inland Port Project Area). In doing so, the entities expect that development of the Golden Spike 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 contribute to the needs of the immediate community and the region as a whole.

The Golden Spike Inland Port Project Area fits the area's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Box Elder County area. This Project Area enjoys a very strategic location with access to: Interstate 15, Interstate 84, US Highway 89, US Highway 91, Union Pacific rail and an adjacent General Aviation Municipal Airport. As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the County's and Cities' 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 (Golden Spike Inland Port Project Area Plan or Project Area Plan). This plan includes a timeline of amendments and substantive revisions on page 2 of this document.



LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Golden Spike Project Area comprises multiple non-contiguous zones under multiple land use authorities:

Brigham City

Brigham City's portion of the Golden Spike Inland Port Project Area includes sites that are clustered around the SR-13 interchange on I-15. These sites are at the convergence of interstate highway, rail, and air transportation routes. The project area is located on both sides of I-15 with great proximity to both the Malad rail subdivision and the Ogden subdivision. Highway 13 would serve as the major connection point from Brigham City and also State Highway 89 connections to the north and the south. Area proximity lends itself well to access to short line and national rail systems and the general aviation characteristics of the Brigham City airport. Commercial aviation facets of the Hinckley Airport could come into play depending on the commodity flows that develop in the area.

The area identified near Iowa String Road is well situated to take advantage of the Malad rail subdivision and could provide an additional point for loading agricultural commodities with the addition of a spur that could potentially be expanded into a loop track depending on the demand dynamics in the area.

Tremonton / Garland

Tremonton is located at the confluences of Interstate 84 and Interstate 15. These two Interstates are crucial in Tremonton's growing economy.

The project area sits on the Malad rail subdivision and currently has a single rail-fed industrial space in use. An additional spur travels through the project area to connect to two additional industrial spaces that are not in the project area.

Willard City

Willard City is the southernmost community in Box Elder County, located along the US-89 corridor about 7 miles south of Brigham City and 13 miles north of Ogden. While smaller in population, Willard sits immediately adjacent to Utah's primary north-south transportation routes. Interstate 15 runs just west of Willard (with a freeway interchange serving the area), and US-89 passes directly through town as Main Street. Likewise, the main Union Pacific rail line between Ogden and Idaho (historically the Oregon Short Line) traverses or closely borders Willard – the town had a rail station on this line as early as 1918. This means Willard is one of the points where highway, rail, and utility corridors all converge along the Wasatch Front's northern tier.

Currently, Willard remains mostly rural and residential, known for its orchards and roadside fruit stands on "Fruit Way" (US-89). It does not yet host large industrial parks or distribution centers. However, the city has designated a light industrial zone in its northwestern area, near the Willard Bay area along I-15, to encourage future manufacturing or warehousing uses.



That site provides immediate access to the interstate and could potentially tie into the freight rail line, making it a prime spot for any transload or industrial development in Willard. The city also contains significant utility infrastructure: for example, a major 345 kV Rocky Mountain Power transmission line runs through Willard, following the I-15 corridor (the line received final permit approval from Willard City in 2008). Additionally, west of I-15 lies Willard Bay Reservoir and associated facilities – including canals, retention ponds and pipelines – which represent important water and utility assets in the area. These infrastructures suggest that Willard has the foundational utilities and location to support industrial or logistics growth, even if such development has been limited so far.

Recognizing this potential, Willard’s leaders have begun aligning with regional logistics plans. In June 2025, the Willard City Council formally voted to support creation of a Utah Inland Port Authority project area in the city. This move indicates Willard’s interest in joining the Golden Spike port project to attract employers and infrastructure investment, leveraging the city’s advantageous location without immediately committing local funds. While earlier UIPA project maps focused on Brigham City, Tremonton/Garland, and unincorporated Box Elder, Willard is now poised to be included in the port area’s next phase. In summary, Willard City’s logistical role is emerging: it serves as a gateway between Weber County and the rest of Box Elder, with direct interstate and rail proximity, and it offers a new frontier for industrial and transload development that can complement the more established hubs in Brigham City and Tremonton. The city’s participation in the inland port project will help ensure that any growth is guided and supported to benefit both Willard and the broader region.

Box Elder

Box Elder County comprises over 6,700 square miles with adjacency to the states of Idaho and Nevada. Box Elder borders Utah counties with significantly larger populations in Weber and Cache with a net migration of over 7,000 workers who leave Box Elder every day to work in other areas. Box Elder has long been considered a geographical logistics linchpin with interstate freeways, US highways, and railroad lines merging within its borders. Over 32%¹ of the jobs in Box Elder are in manufacturing with many entities considering expansion or relocating to the county. This creates cargo volume which makes this area an excellent candidate for a future logistics facility.

Maritime imports for the counties that could leverage these project areas total 15,431 TEU (101,083 Metric Tons) for the period of 6/23/22 – 6/23/23; of which, Cache County’s demand dynamics account for 6,473 TEU, Davis County 5,079 TEU, Weber County 3,161 TEU, Box Elder 379, Morgan County 67 and Rich County .77 TEU. Maritime Exports for the area total 3,418 TEU (35,076 Metric Tons) for the period of 6/6/2022 – 6/6/2023; Weber accounts for ~75% of this total. Note that this is for maritime imports and exports only and does not account for domestic supply chain movements.

Nearby warehousing and distribution facilities stand to benefit from goods movement generated by these areas, with additional capacity needs determined by the nature of businesses locating in and near the project areas. A logistics center focused on handling import and export demands from the region may be of benefit in consolidating the handling and processing of goods for the general area.

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

¹ <https://jobs.utah.gov/wi/insights/county/boxelder.html>



Logistics Considerations

OUTBOUND FREIGHT FLOWS

Domestic (U.S.)

Box Elder County's outbound domestic freight flows are diverse, with truck and rail modes carrying the majority of movements:

- **Truck:** Transportation equipment leads outbound shipments, followed by food products, farm products, fabricated metals, and nonmetallic minerals. Freight drayage and warehousing services also represent a significant category, reflecting strong logistics integration.
- **Rail Carload:** Outbound movements include primary metals, waste and scrap, transportation equipment, coal/petroleum products, and food products. Hazardous waste also appears as a notable outbound rail category.

International (Canada & Mexico)

- **Truck:** Transportation equipment dominates outbound shipments, alongside farm products, food products, primary metals, plastics, and mixed shipments. Supporting sectors include pulp/paper, machinery, and fabricated metals.
- **Rail Carload:** Outbound flows highlight primary metals, transportation equipment, farm products, chemicals, and food products, with supporting shipments of waste, pulp/paper, and scrap materials.

INBOUND FREIGHT FLOWS

Domestic (U.S.)

- **Truck:** Inbound freight includes transportation equipment, food and farm products, primary metals, fabricated metals, nonmetallic minerals, and scrap materials. Machinery and manufactured goods provide secondary inflows.
- **Rail Carload:** Inbound shipments are led by chemicals, lumber/wood, primary metals, pulp/paper, and food products, supplemented by plastics, petroleum products, and fabricated metals.

International (Canada & Mexico)

- **Truck:** Transportation equipment and farm products form the largest inbound categories, followed by food products, primary metals, plastics, mixed shipments, and construction materials (stone, clay, concrete).
- **Rail Carload:** Chemicals, lumber/wood, and primary metals lead inbound shipments, with contributions from pulp/paper, food products, plastics, and scrap materials.

WHAT'S MOVING (OUTBOUND · ALL ROWS FROM TRUCK + RAIL CARLOAD)

Top by weight (tons)

1. **Nonmetallic minerals** — 4,846,580.7 t · \$45.0M
2. **Farm products** — 554,955.3 t · \$187.6M
3. **Food or kindred products** — 433,411.8 t · \$555.5M
4. **Primary metal products** — 413,711.9 t · \$862.0M
5. **Freight drayage & warehouse** — 221,824.8 t · \$327.5M



6. **Waste or scrap materials** — 107,071.1 t · \$30.0M
7. **Transportation equipment** — 69,041.8 t · \$898.3M
8. **Fabricated metal products** — 27,983.9 t · \$103.5M
9. **Waste hazardous materials** — 15,980.0 t · \$0
10. **Clay, concrete, glass or stone** — 14,879.1 t · \$1.77M

Top by value (USD)

1. **Transportation equipment** — \$898.3M (69,041.8 t)
2. **Primary metal products** — \$862.0M (413,711.9 t)
3. **Food or kindred products** — \$555.5M (433,411.8 t)
4. **Freight drayage & warehouse** — \$327.5M (221,824.8 t)
5. **Farm products** — \$187.6M (554,955.3 t)
6. **Fabricated metal products** — \$103.5M (27,983.9 t)
7. **Nonmetallic minerals** — \$45.0M (4,846,580.7 t)
8. **Waste or scrap materials** — \$30.0M (107,071.1 t)
9. **Pulp, paper or allied products** — \$15.6M (8,296.9 t)
10. **Rubber or misc. plastics** — \$9.60M (2,396.7 t)

Outbound freight from Box Elder County moves predominantly by truck (≈95% of tons), with rail carload serving targeted heavy-industry lanes. Truck flows are led by nonmetallic minerals by weight and transportation equipment by value, alongside strong shipments of food, farm products, primary metals, and freight drayage/warehouse services. Rail carload complements trucking with outbound movements of primary metals, waste/scrap, and smaller volumes of transportation equipment and petroleum products, including limited cross-border shipments to Canada/Mexico.

Study scope/period: data from the statewide logistics dashboard; screenshots filtered to Mode = Truck/Rail Carload, Origin Area = Box Elder County, UT, Destination Country = U.S. (domestic) or Canada/Mexico (international); source years span 2020–2022 depending on dataset. No TEU estimates are used. Intermodal/Air are excluded unless Box-Elder-filtered extracts are provided.

INTERNATIONAL INBOUND TO BOX ELDER COUNTY (CA/MX → U.S.)

Modes included: Truck, Rail Carload

Units: short tons; USD nominal

Totals

- **Truck inbound:** 27,413.4 t · \$166,527,194
- **Rail Carload inbound:** 25,604.1 t · \$34,528,574
- **All inbound (these modes):** 53,017.5 t · \$201,055,768

Mode split (by tons): Truck 51.7% · Rail Carload 48.3%

What's Moving (Inbound · all modes combined)

TOP BY TONS

1. **Lumber or Wood Products** — 10,961.6 t · \$9,159,290
2. **Transportation Equipment** — 8,825.4 t · \$135,673,558
3. **Farm Products** — 8,305.5 t · \$11,318,883
4. **Chemicals or Allied Products** — 7,281.4 t · \$16,153,614



5. **Primary Metal Products** — 4,816.2 t · \$9,827,263
6. **Pulp, Paper or Allied Products** — 4,066.7 t · \$3,174,060
7. **Food or Kindred Products** — 3,081.2 t · \$6,107,187
8. **Waste or Scrap Materials** — 1,412.5 t · \$283,417
9. **Clay, Concrete, Glass or Stone** — 1,219.8 t · \$1,258,973
10. **Rubber or Misc. Plastics** — 898.9 t · \$3,437,999

TOP BY VALUE

1. **Transportation Equipment** — **\$135.67M** (8,825.4 t)
2. **Chemicals or Allied Products** — **\$16.15M** (7,281.4 t)
3. **Farm Products** — **\$11.32M** (8,305.5 t)
4. **Primary Metal Products** — **\$9.83M** (4,816.2 t)
5. **Lumber or Wood Products** — **\$9.16M** (10,961.6 t)
6. **Food or Kindred Products** — **\$6.11M** (3,081.2 t)
7. **Rubber or Misc. Plastics** — **\$3.44M** (898.9 t)
8. **Pulp, Paper or Allied Products** — **\$3.17M** (4,066.7 t)
9. **Misc. Mixed Shipments** — **\$1.87M** (370.5 t)
10. **Clay, Concrete, Glass or Stone** — **\$1.26M** (1,219.8 t)

Inbound flows arrive primarily by truck ($\approx 52\%$ of tons) with a nearly equal contribution from rail carload ($\approx 48\%$). The largest inbound categories by weight are lumber/wood, transportation equipment, farm products, and chemicals. By value, transportation equipment dominates, followed by chemicals, farm products, primary metals, and lumber/wood. These patterns indicate Box Elder's role as a receiver of industrial inputs (metals, chemicals, wood products) and agricultural goods, alongside high-value equipment supporting regional manufacturing and distribution.

Data scope. This inbound profile reflects international shipments only (Canada/Mexico) filtered to Destination Area = Box Elder County, UT and Mode = Truck or Rail Carload. Air and Rail Intermodal inbound are not available for Box Elder in the statewide dataset. Study years span 2020–2022 depending on source tables.

Data Notes

- **Geography:** Figures reflect freight activity for Box Elder County, Utah.
- **Modes:** Truck and Rail Carload are included; Rail Intermodal and Air data is not available in the statewide logistics dataset at the county level.
- **Scope:** All values represent flows by value and tonnage where reported.
- **Domestic vs. International:** Separated to highlight regional (U.S.) vs. cross-border (Canada/Mexico) trade dynamics.



OVERVIEW

Purposes and Intent

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

Area Boundaries

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

Legislative Body Consent

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

Landowner Exclusion

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

Project Area Budget

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

Environmental Review

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



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

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

SUMMARY OF GOLDEN SPIKE ENVIRONMENTAL CONSIDERATIONS

- [Northwestern Band of the Shoshone Nation](#) is located in the vicinity of the project area
- The following threatened (T), endangered (E), proposed threatened (PT), and proposed endangered (PE) may exist in the project area:
 - **Yellow-Billed Cuckoo** (T) – final critical habitat published in the [Federal Register](#)
 - **Monarch Butterflies** (PT) – final critical habitat published in the [Federal Register](#)
 - **Suckley's Cuckoo Bumble Bees** (PT) – no critical habitat has been designated
 - **Ute Ladies'-tresses** (T) – no critical habitat has been designated
 - critical habitats do not exist within or overlap with any portions of the project area
- 27 migratory birds on US Fish and Wildlife Service (USFWS) [Birds of Conservation Concern \(BCC\)](#)
 - breeding seasons ranging between December 1 and September 15
- Bear River Migratory Bird Refuge is located west of Brigham City and the project area
- Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area
- Multiple wildlife and waterfowl management areas have been designated in Box Elder County
 - no WMAs are located within the project area
- Malad River and Black Slough are listed impaired water bodies located near the project area
- According to the [National Wetlands Inventory \(NWI\)](#), several wetlands exist in the project area
 - wetlands designated in the NWI may have changed since the date of characterization
 - updated qualified wetland delineation studies shall be the final determination
- Portions of the project area experience either a 0.2% or 1% annual chance flood hazard
- Project area is in serious nonattainment for PM2.5

Recruitment Strategy

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

Any further details will be determined in conjunction with local municipalities and Box Elder County.

BRIGHAM CITY

UIPA, Box Elder County, and Brigham City recognize that prospective sites may currently be located outside of the City's corporate boundary but may over time annex into the City. Annexation of such sites will be a prerequisite for access to Brigham City utilities and infrastructure, including waters. Upon annexation, these sites will be subject to any pre-existing agreements and/or strategies agreed upon between UIPA and Brigham City as part of the Brigham City portion of the Golden Spike Inland Port



Project Area Plan. UIPA and Brigham City will cooperate on development of a plan for water usage and availability for Project Area sites within the corporate boundaries of the City.

In addition to general qualifiers for post-performance rebates noted above, UIPA will target industries that pay at least 110% of the average wage for Box Elder County as identified by the Utah Department of Workforce Services. Companies qualifying for an incentive shall enter into a participation agreement with UIPA agreeing to this stipulation and outlining how compliance will be tracked and verified on an annual basis for the duration of the incentive period. No businesses are guaranteed an incentive and the UIPA Board may decline an application at any time for any reason.

Incentives within the Brigham City portion of the Project Area will favor industries that minimize water usage and do not negatively affect air quality, adjacent agricultural, residential, wildlife management, or other land uses. Incentives shall also be awarded only to companies that agree to invest in local non-profit organizations, downtown revitalization, municipal efforts to improve quality of life such as parks and recreation programs, senior services, arts, and other programs, and to utilize local vendors to the degree possible for construction, equipment, products, services, and other aspects of business or production. It is anticipated that priority for recruitment within the Project Area will be given to prospective businesses within the categories listed below:

- Light industrial
- Aerospace
- Composites
- Food manufacturing
- Industries producing steel or utilizing steel in final products
- Other industries as mutually agreed upon by UIPA, Brigham City, and landowners

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

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

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

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

- Utah and/or local targeted industry businesses
- Logistics volume created
- Platform and capabilities of business
- Water consumption
- Power consumption
- Commitment to local investment as described above



GARLAND AND TREMONTON

Garland City looks forward to attracting businesses that are interested in calling Garland their “home” and desiring to be community partners. Businesses that offer livable wages and benefits that Garland and surrounding communities’ families can depend on and even be able to have enough to invest and save for retirement. Within Tremonton City there exists opportunities to recruit businesses in the distribution and logistic sector and add major employers. Incentives within Garland and Tremonton should favor the following industries:

- Light Industrial & Distribution
- Light Manufacturing
- Logistical Support
- Defense & Aerospace Support

Such projects should also accomplish some of the following goals:

- Increases property tax revenue
- Creates >25 new jobs
- Land uses do not overwhelm the city’s utility infrastructure system

General guidelines for incentives are for businesses that are creating new growth in Garland and Tremonton are as follows:

New Capital Investment	Incentive %*
\$15 million	15%
\$50 million	20%

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

The incentive award is contingent on the developer’s dedication of a twenty (20’) foot easement trail from 1000 North in Tremonton to West Factory Street in Garland. The developer will contribute up to \$367,000 toward the construction of the trail within the easement dedicated to Tremonton and Garland. The trail is located within the Project Area parcels, and the easement and constructed trail are to be dedicated, respectively, to Tremonton City and Garland City.

BOX ELDER COUNTY

Incentives within Box Elder County should favor the following industries:

- Light Industrial & Distribution
- Light Manufacturing
- Logistical Support
- Defense & Aerospace Support
- Agricultural and Ag Tech

General guidelines for incentives are for businesses that are creating new growth in Box Elder County are as follows:

New Capital Investment	Incentive %*
------------------------	--------------



\$ 25 million	10%
\$ 50 million	15%
\$ 100 million	20%

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

WILLARD CITY

Willard City will look to attract businesses into their community that commit to local investment and good corporate citizenship. The City would like to see businesses that offer livable wages and family focused benefits to support their employees. In return, the city will provide a beautiful place where families and businesses can thrive.

Incentives within Willard City should favor the following industries:

- Light Industrial & Distribution
- Light Manufacturing
- Logistical Support
- Defense & Aerospace Support
- Agricultural and Ag Tech
- Food Manufacturing

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

- Number of jobs created
- Average wage
- Utah and/or local targeted industry businesses
- Logistics volume created
- Water consumption
- Power consumption
- Commitment to local investment

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

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



Project Area Performance Indicators

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

- Number of high paying jobs as defined by state statute (110% of county wage or higher)
- Total jobs created
- Total square footage absorbed
- Total capital expenditure committed and invested
- Improvements to road and rail
- Infrastructure improvements including power, water, sewage, fiber, etc.
- Commodity flow by type and value
- Air quality and environmental metrics

Conclusion

Adding additional logistics and economic support is critical to the future economic well being of Box Elder County. Box Elder will play a critical role in the State's economic and logistics strategy. The area's proximity to both rail and freeway thoroughfares is unique to its location. Box Elder has the potential to accommodate significant economic growth. For these reasons, having the right regional logistics opportunities is critical to catalyzing sustainable growth and economic opportunities.

Sustainable growth in the Box Elder region will require investments in multi-modal options for both public transportation and the movement of goods. The logistics improvements made on various parcels included in the Project Area will allow regional businesses to better utilize existing rail options. An optimized regional logistics system will help to strengthen the local economy by providing shippers with enhanced shipping options. This project will also help to ensure less pollutants that stem from dependency on the roadways for truck transit.

As the area continues to grow, Box Elder will play a critical role in supporting the regional economy. This Project Area will allow Box Elder County to be more competitive in attracting high-tech advanced manufacturing jobs to the region, while also providing better logistics opportunities for existing businesses in the County. This Project Area will also help to create an economic focal point for high-wage jobs, which will allow for enhanced economic opportunities and a better quality of life for those living in northern Utah.

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



Staff Recommendation

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



REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Golden Spike Inland Port Project Area 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 Appendix 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 area plan – Notice – Adoption of plan



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

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



BOARD FINDINGS & DETERMINATION

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

Public Purpose

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

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

BRIGHAM CITY

The public purpose for the Project Area in Brigham City is served through increasing the average income of Brigham City residents, increasing business activity by and between existing and new businesses, better utilizing existing infrastructure such as I-15, Union Pacific Railroad, and the Brigham City airport, and providing for new infrastructure, and improving the tax base of Brigham City and other taxing entities to enable the provision of public services.

The Reeder Ranch and Airport Economic Development Project Areas were created for the purpose of promoting these public benefits. The City’s involvement with the Elaine Reeder Holdings property has been toward this end as well. The inclusion of each of these sites in the Project Area will enhance the fulfilment of this public purpose.

GARLAND AND TREMONTON

With attracting substantial businesses through the Project Area, the public purpose and benefit is not only additional jobs, additional taxes (both property and personal) that each city would not otherwise have, but also significantly improved infrastructure sooner than it would otherwise be completed. Lastly, each city would gain the opportunity for improving other amenities and are anticipated to be by-products for participating in the Golden Spike Inland Port Project Area.

Garland and Tremonton parcels in the Project Area are to be developed by a single landowner. In bringing both cities together under one Project Area, it will allow for enhanced partnerships and synergies between both municipalities thereby expanding the opportunities for the citizens and community members throughout Garland and Tremonton.

BOX ELDER

The Box Elder portion of this plan and budget involves the future expansion and development of areas that are currently in other municipal boundaries. By having the county as a partner, future expansion of the project area parcel can occur in parallel with annexation efforts. The county is working synergistically towards the public purposes identified from the other stakeholders. The county is a necessary partner to make this a collaborative project of regional significance as opposed to three independent developments of rail-served industrial parks.



WILLARD CITY

The residential growth Willard City has seen will require significant upgrades to existing infrastructure. This infrastructure also supports unincorporated communities outside of city limits. Willard City capitalizing on strategically located industrial sites and facilitating industrial development will ease the burden on residential taxpayers and help the city generate a diversified tax base that will sustain perpetual maintenance of city infrastructure and services. The jobs created will be accessible to Willard City residents as well as bring in workforce into the community to pay into local amenities and generate visitor tax revenues for the city.

Public Benefit

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

BRIGHAM CITY

Brigham City residents will benefit from improved quality of life and public benefits resulting from development of the Project Area. An improved tax base will enhance the City’s ability to provide for public safety and amenities. Growth in enrollment within the Box Elder School District will be provided for through distribution of tax differential to the district. Currently, a significant number of Brigham City and Box Elder County residents commute out of Box Elder County for employment. Development of the Project Area will provide for high quality jobs enabling many of these residents to recapture time with family and for other pursuits rather than commuting for one to two hours each day, as well as reducing household expenses associated with commutes.

GARLAND AND TREMONTON

Project Area alignment between Garland and Tremonton will ensure that the best and highest quality of business is brought into the area, which will be to the benefit of both cities. By including both cities in the larger Box Elder Project Area, this will allow for combined logistics resources to provide for smooth and efficient movement of goods - both by truck and train to and from Brigham City and utilizing the rail infrastructure in the area. This will have a positive benefit on employment opportunities, help decrease truck traffic, expand the ability to develop and take advantage of rail access in this area, and ensure economic success for businesses.

BOX ELDER

The involvement of the county in this project area elevates these isolated areas into a cohesive Port Project Area. The public will benefit from an increase in high-paying jobs and in fewer trucks on the roadways as rail service is expanded and optimized.

WILLARD CITY

Willard City can optimize the existing assets of the Rail and I-15 Interchange to create a designated industrial zone for the city. This industrial development will help diversify the existing tax base and bring new revenues to support city-wide infrastructure upgrades. This will also ease the tax burden on this predominantly residential area. This will bring jobs to the area and allow the city to capture commercial and retail revenues as well as attract new commercial and retail users to support the industrial area. Willard City will have the opportunity to be proactive about their economic growth, attract quality job growth and allow them to bring good corporate citizens into the community to help build Willard.



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 Golden Spike Inland Port Project Area, as contemplated by UIPA, property owners, and the local governments, will be economically sound and feasible. A Project Area budget summary based on current estimates is included as [Appendix D](#). Through the investment of Property Tax Differential, the Project Area will grow faster and in a more coordinated manner than would be possible otherwise. This will result in long-term financial returns for the Taxing Entities that are greater than would be achieved if the Project Area is not undertaken. The following table shows estimates of current taxable revenues for each taxing entity and additional expected revenues once the project area is complete, along with the estimated amount of differential during the 25-year project timeframe. The base value revenues 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.

The Project Area has infrastructure needs in order to optimize the project area and fully utilize rail in the area, and the Project Area will enable the use of property tax incentives to recruit companies that will provide jobs and make substantial economic investments in the area. The Project Area will allow for the reinvestment of differential in the area for both infrastructure and company incentives for targeted industries. As of 2024, property tax incentives have already been offered to attract companies to the project area. This includes Lakeshore Learning in the Garland/Tremonton area, where a 1.2 million square foot building is being constructed which will house over 500 employees.

The property tax differential collected from the Golden Spike Inland Port Project Area is 75% of the difference between the property tax revenues and the property tax revenue that would be generated from the base taxable value, with the remaining 25 percent flowing through to the taxing entities. Differential collected shall begin on a parcel-by-parcel basis on the date specified by board resolution and continue for 25 years. The collection period may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected initial trigger date for the tax differential is 2025.

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

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$175 million. UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the participating entities as contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. UIPA will contract with qualified developers and other parties to spend tax differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Administrative expenses



- Infrastructure bank loan repayment
- Repayment of PID bonds used for public infrastructure
- Rail and rail crossings
- Other logistics infrastructure
- Roads
- Utilities
- Associated costs of public infrastructure
- Business recruitment incentives

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

Not less than every five years, UIPA will review with major taxing entities the differential being remitted to UIPA and determine if any adjustments to the amount passed through to taxing entities or the administration percentage should be adjusted.

Promote Statutory Goals and Objectives

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

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

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (c) respect and maintain sensitivity to the unique natural environment of areas in proximity to the authority jurisdictional land and land in other authority project areas;
- (d) improve air quality and minimize resource use;
- (e) respect existing land use and other agreements and arrangements between property owners within the authority jurisdictional land and within other authority project areas and applicable governmental authorities;
- (f) promote and encourage development and uses that are compatible with or complement uses in areas in proximity to the authority jurisdictional land or land in other authority project areas;
- (g) take advantage of the authority jurisdictional land's strategic location and other features, including the proximity to transportation and other infrastructure and facilities, that make the authority jurisdictional land attractive to:
 - (i) businesses that engage in regional, national, or international trade; and
 - (ii) businesses that complement businesses engaged in regional, national, or international trade;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the authority jurisdictional land and land in other authority project areas that generate economic development, including rural economic development;
- (k) establish a project of regional significance;
- (m) support uses of the authority jurisdictional land for inland port uses, including warehousing, light manufacturing, and distribution facilities;
- (n) facilitate an increase in trade in the region and in global commerce;
- (o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment; and



(r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a project area



APPENDIX

Appendix A: Legal Description of Project Area

Disclaimer

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

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

By using the information contained herein, the User is stating that the above Disclaimer has been read and that he/she has full understanding and is in agreement with the contents of this disclaimer. Property boundary information depicted in this document is derived by one of two methods; it is either based directly on the legal descriptions provided on recorded documents on file in County Records' Offices, or it has been calculated and formatted using digital tools and existing polygon boundaries provided by the Utah Inland Port Authority or local county parcel data.

In both cases, these descriptions are NOT intended to be used for legal litigation, boundary disputes, or construction planning. These descriptions are for general reference or informational use only. Users interested in pursuing legal litigation and/or boundary disputes should consult an attorney or licensed surveyor, or both.

BRIGHAM CITY

Reeder Ranch

Parcel Numbers: 03-074-0035, 03-074-0036, 03-074-0037, 03-074-0039, 03-074-0040, 03-074-0043, 03-074-0044, 03-074-0045, 03-074-0046, 03-074-0048, 03-074-0049, 03-074-0050

A PART OF SECTION 9, TOWNSHIP 9 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 9, SAID POINT BEING 1310.48 NORTH 89°53'13" EAST FROM A REBAR MARKING THE SOUTHWEST CORNER OF SAID SECTION 9, AND RUNNING THENCE NORTH 00°06'44" WEST 2647.66 FEET ALONG THE SIXTEENTH LINE TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE NORTH 00°08'55" WEST 2059.58 FEET ALONG THE SIXTEENTH LINE TO THE CENTERLINE OF THE OLD SOUTHERN PACIFIC RAILWAY RIGHT OF WAY BEING A POINT OF CURVATURE ON A NON-TANGENT CURVE (WHOSE CENTER BEARS SOUTH 54°16'44" WEST); THENCE NORTHWESTERLY ALONG THE ARC OF A 2210.72 FEET RADIUS CURVE TO THE LEFT A DISTANCE OF 513.96 FEET (DELTA ANGLE EQUALS 13°19'14", LONG CHORD BEARS NORTH 42°22'52" WEST 512.80 FEET) TO



THE SOUTHERLY RIGHT OF WAY LINE OF THE OREGON SHORT LINE RAILROAD, BEING A POINT OF CURVATURE ON A NON-TANGENT CURVE (WHOSE CENTER BEARS NORTH 26°38'36" EAST); THENCE TWO (2) COURSES ALONG SAID SOUTHERLY RIGHT OF WAY AS FOLLOWS: (1) EASTERLY ALONG THE ARC OF A 5862.31 FEET RADIUS CURVE TO THE LEFT A DISTANCE OF 1146.20 FEET (DELTA ANGLE EQUALS 11°12'09", LONG CHORD BEARS SOUTH 68°57'28" EAST 1144.37 FEET); AND (2) SOUTH 74°31'34" EAST 2643.68 FEET TO THE WEST RIGHT OF WAY LINE OF INTERSTATE 15; THENCE THREE (3) COURSES ALONG SAID WESTERLY RIGHT OF WAY LINE AS FOLLOWS (1) SOUTH 05°24'28" EAST 515.78 FEET; (2) SOUTH 07°45'01" EAST 1100.92 FEET; AND (3) SOUTH 05°24'28" EAST 2368.73 FEET TO THE SOUTH LINE OF SAID SECTION 9; THENCE SOUTH 89°53'13" WEST 3680.05 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING. CONTAINING 352.26 ACRES.

Airport EDA

Parcel Numbers: 04-002-0028, 04-002-0019, 04-046-0022, 04-046-0027, 03-250-0012, 03-250-0005, 03-250-0004, 03-250-0003, 03-250-0006, 03-250-0002, 03-250-0007, 03-250-0001, 03-250-0008, 03-250-0009, 03-250-0011, 03-250-0010, 03-075-0021

A PART OF THE EAST 2 OF SECTION 4, A PART OF THE NE 3 OF SECTION 9, AND A PART OF THE NW 3 OF SECTION 10, OF T9N, R2W, A PART OF THE EAST HALF OF SECTION 33, OF T10N, R2W, SALT LAKE BASE & MERIDIAN, BRIGHAM CITY, BOX ELDER COUNTY, UTAH. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NE CORNER OF THE ABOVE MENTIONED SECTION 4 AND RUNNING THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 4 5,196.89 FEET TO THE SE CORNER OF SAID SECTION 4; THENCE SOUTH 33 FEET TO THE SOUTH LINE OF 1600 NORTH STREET; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE WEST LINE OF 1850 WEST STREET; THENCE SOUTHEASTERLY ALONG SAID WEST LINE TO THE NORTH LINE OF STATE ROAD 13; THENCE NORTHWESTERLY ALONG SAID NORTH LINE OF SR-13 TO THE EAST LINE OF UDOT INTERSTATE 15 RIGHT-OF-WAY; THENCE NORTHWESTERLY FOLLOWING SAID EAST RIGHT-OF-WAY LINE OF I-15, (THE EAST LINE OF THE I-15 ACCESS ON RAMP AND THE EAST LINE OF THE NORTH BOUND TRAVEL LANES), TO THE NORTH LINE OF SAID SECTION 4; CONTINUING ALONG THE EAST LINE OF UDOT INTERSTATE 15 RIGHT-OF-WAY TO THE NORTH BOUNDARY LINES OF PARCEL IDS 04-002-0028 AND 04-002-0019, THENCE ALONG NORTH BOUNDARY LINES TO THE EAST LINE OF SECTION OF SAID SECTION 3 AND THE NE CORNER OF SAID PARCEL 04-002-0019; THENCE ALONG SAID SECTION LINE TO THE NE CORNER OF SAID SECTION 4 AND THE POINT OF BEGINNING.

CONTAINING 212.15 ACRES.

Elaine Reeder

Parcel Numbers: 03-075-0054, 03-075-0055

A PART OF THE NORTH HALF OF SECTION 10, TOWNSHIP 9 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY:

BEGINNING AT THE NORTH QUARTER CORNER OF SAID SECTION 10 AND ALONG THE WESTERLY & SOUTH BOUNDARY LINE OF BRIGHAM CITY CORPORATION PARCEL ID 03-003-0050 ALSO BEING THE NORTHEAST CORNER OF REEDER HOLDINGS LLC ID 03-075-0055 THE FOLLOWING (6) COURSES: (1) SOUTH 31°35'41" EAST 619.73 FEET, (2) SOUTH 07°15'06" EAST 411.79 FEET, (3) SOUTH 02°31'18" EAST 20.08 FEET, (4) SOUTH 88°22'13" EAST 785.50 FEET, (5) SOUTH 00°00'00" WEST 66.03 FEET, AND (6) SOUTH 88°22'13" EAST 130.05 FEET TO THE NORTHWEST CORNER OF BRIGHAM CITY CORPORATION PARCEL ID 03-075-0054; THENCE SOUTH 88°22'13" EAST 1279.96 FEET ALONG



SAID NORTHERLY LINE TO A POINT ON THE WEST LINE OF THE STEVE JEPSON PROPERTY ENTRY NO. 100738, BOOK 654, AND PAGE 118 IN THE OFFICIAL RECORDS OF THE BOX ELDER COUNTY RECORDER, BEING WEST OF THE WEST BOUNDARY LINE OF BLOCK 7 OF THE FIVE ACRE PLAT; THENCE ALONG THE BOUNDARY LINE OF SAID STEVE JEPSON PROPERTY THE FOLLOWING (2) COURSES: (1) SOUTH 02°49'31" WEST (SOUTH BY RECORD) 330.00 FEET AND (2) SOUTH 87°10'29" EAST (EAST BY RECORD) 43.56 FEET TO AN EXISTING FENCE LINE BEING ON THE WEST BOUNDARY OF SAID BLOCK 7; THENCE SOUTH 01°19'13" WEST 1399.35 FEET ALONG SAID FENCE LINE AND WEST BOUNDARY LINE TO AN EXISTING FENCE LINE BEING ON THE NORTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 13; THENCE NORTH 74°30'27" WEST 1319.38 FEET ALONG SAID FENCE LINE AND NORTH RIGHT-OF-WAY LINE TO THE SOUTHEAST CORNER OF SAID REEDER HOLDINGS PROPERTY; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY AND EXISTING FENCE LINE NORTH 74°30'27" WEST 1934.01 FEET ALONG SAID FENCE LINE AND NORTH RIGHT-OF-WAY LINE TO AN ANGLE POINT IN SAID FENCE BEING A POINT ON THE NORTHERLY BOUNDARY LINE OF REEDER INVESTMENTS LTD PARCEL ENTRY NO. 47822, BOOK 528, AND PAGE 99 IN THE OFFICIAL RECORDS OF THE BOX ELDER COUNTY RECORDER; THENCE ALONG SAID REEDER INVESTMENTS BOUNDARY LINE THE FOLLOWING (2) COURSES: (1) NORTH 41°06'40" WEST (NORTH 40°40' WEST BY RECORD) 455.11 FEET, (2) NORTH 84°30'41" WEST (NORTH 83°57' WEST BY RECORD) 44.12 FEET TO AN ANGLE POINT ON WESTERLY BOUNDARY LINE OF SAID REEDER HOLDINGS PROPERTY; THENCE ALONG SAID WESTERLY BOUNDARY LINES OF SAID REEDER HOLDINGS PROPERTY THE FOLLOWING (5) COURSES: (1) NORTH 30°44'14" WEST (NORTH 31°08'02" WEST BY RECORD) 661.19 FEET, (2) NORTH 08°40'03" WEST (NORTH 09°03'51" WEST BY RECORD) 118.90 FEET, (3) NORTH 50°06'48" EAST (NORTH 49°43'00" EAST BY RECORD) 973.29 FEET, (4) NORTH 68°34'53" EAST (NORTH 68°11'05" EAST BY RECORD) 266.75 FEET, (5) NORTH 35°54'01" EAST (NORTH 35°30'13" EAST BY RECORD) 237.14 FEET TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10, THENCE SOUTH 89°57'53" EAST 135.82 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

CONTAINING 129.75 ACRES.

GARLAND

PARCEL 06-064-0099

Legal LOT 01, MERCURY SUBDIVISION. PART OF N/2 AND S/2 OF SEC 34, T 12N, R 03W, SLB&M.

PARCEL 06-064-0100

Legal BEG AT A PT 721.24 FT E & 33 FT S OF NW COR OF NE/4 OF SEC 34, TWP 12N, R 3W, SLM, S 339.9 FT, E 148.5 FT, N 339.9 FT, W 148.5 FT TO BEG.

LESS: ALL OF MERCURY SUBDIVISION.

TREMONTON

Parcel Number 06-061-0040

Legal BEG AT A POINT LOCATED N 89°49'47" W 807.06 FT & N 01°04'01" E 1326.37 FT FROM S/4 CORNER OF SEC 34, T 12N, R 03W, SLM, (BASIS OF BEARING: N 89°49'47" W FROM S/4 CORNER OF SEC 34 TO SW CORNER OF SEC 34, POB IS A REBAR (FOUND) IN AN EAST/WEST FENCE LINE & IS THE NW CORNER OF PARCEL 2 OWNED BY BE COUNTY AS DESC IN BK 317 PG 854 AS RECORDED AT THE RECORDER'S OFFICE), S 89°58'59" E 1760.16 FT ALONG SD FENCE & BOUNDED ON NORTH BY LAND OF J RAY STOWERS ETAL & BY LAND WESTERN FARM CR BANK TO A REBAR (FOUND) IN WESTERLY R/W FENCE OF OSLRR, S 05°03'45" W 1302.67 FT ALONG SD WESTERLY R/W TO A POINT ON NORTHERLY R/W LINE OF 1000 NORTH ST, N 89°49'47" W 456.59 FT ALONG 1000 NORTH ST TO A



POINT, N 00°16'38" E 1022.28 FT TO A POINT, N 89°49'03" W 1198.62 FT TO A POINT ON EASTERLY BOUNDARY OF LAND OF JOHN W CARTER, PREVIOUS TWO (2) COURSES CROSSING LAND OF BE COUNTY & ALONG LINES (EXTENDED FROM EASTERLY & NORTHERLY EXTERIOR BUILDING LINES RESPECTFULLY OF LAY Z BOY FACTORY), N 01°04'01" E 270.72 FT BOUNDED WESTERLY BY SD LAND OF JOHN W CARTER TO POB. CONT 22.2 ACRES

Parcel Number 06-061-0013

Legal BEG AT NW COR OF SE/4 OF SEC 34, TWP 12N, R 3W, SLM, E 1070 FT M/L TO WE LINE OF OSLRR R/W, S 4°20'W ALG W SIDE OF R.R. R/W 1330 FT M/L TO A PT WHERE SD R.R. R/W INT/SEC S LINE OF N/2 OF SE/4 OF SD SEC, W 970 FT M/L TO A PT DIREC 1320 FT S OF POB, N 1320 FT TO BEG. WITH CER EASEMENT. CONT 30 ACRES

Parcel Number 06-061-0016

Legal E/2 OF SE/4 OF SW/4 & ALL THAT PART OF SW/4 OF SE/4 OF SEC 34, T 12N, R 03W, SLM; LYING WEST OF MVRR R/W.

ALSO: BEG AT SW CORNER OF E/2 OF SE/4 OF SW/4 OF SEC. THENCE WEST 148.5 FT, NORTH 1320, EAST 148.5, SOUTH 1320 FT TO POB. ACRES CHANGE AS OF SURVEY BY CHARLES W. MUNEY, JUNE 22, 1978.

LESS: BEG AT A POINT 33 FT NORTH & 2641 FT WEST OF SE CORNER OF SD SEC & RUNNING WEST 330 FT, NORTH 264 FT, EAST 330 FT, SOUTH 264 FT TO POB.

LESS: BEG AT A POINT LOCATED N 89°49'47" W 807.06 FT & N 01°04'01" E 1326.37 FT FROM S/4 CORNER OF SEC 34, T 12N, R 03W, SLM (BASIS OF BEARING: N 89°49'47" W FROM S/4 CORNER OF SEC 34 TO SW CORNER OF SEC 34. POB IS A REBAR (FOUND) IN AN EAST/WEST FENCE LINE & IS THE NW CORNER OF PARCEL 02 OWNED BY BE COUNTY AS DESC IN BK 317 PG 854 AS RECORDED AT THE RECORDER'S OFFICE), S 89°58'59" E 1760.16 FT ALONG SD FENCE LINE & BY LAND OF J RAY STOWERS ETAL & BY LAND OF WESTERN FARM CREDIT BANK TO A REBAR (FOUND) IN WESTERLY R/W FENCE OF OSLRR, S 05°03'45" W 1302.67 FT ALONG SD WESTERLY R/W TO A POINT ON NORTHERLY R/W LINE OF 1000 NORTH ST, N 89°49'47" W 456.59 FT ALONG 1000 NORTH ST TO A POINT, N 00°16'38" E 1022.28 FT TO A POINT, N 89°49'03" W 1198.62 FT TO A POINT ON EASTERLY BOUNDARY OF LAND OF JOHN W CARTER, PREVIOUS (2) COURSES CROSSING LAND OF BE COUNTY & ALONG LINES (EXTENDED) FROM EASTERLY & NORTHERLY EXTERIOR BUILDING LINE RESPECTFULLY OF LAY Z BOY FACTORY, N 01°04'01" E 270.72 FT BOUNDED WESTERLY BY SD LAND OF JOHN W CARTER TO POB. 26.29 Acres more or less

Parcel Number 06-061-0017

Legal BEGINNING AT A POINT 33 FT NORTH & 2641 FT WEST OF SE CORNER OF SEC 34, T 12N, R 03W, SLM. THENCE WEST 330 FT; NORTH 264 FT; EAST 330 FT; SOUTH 264 FT TO BEGINNING. 2 Acres more or less

Parcel Number 05-169-0020

Legal PART OF THE NE/4 OF SEC 3, T 11N, R 3W, SLBM. BEG AT THE INTERSECTION OF THE S R/W LINE OF 1000 N ST AND WESTERLY 20.00 FT PERPENDICULAR FROM THE W R/W LINE OF THE O.S.L.RR LOC 835.44 FT N 88°36'57" E ALONG THE N LINE OF SAID NE/4 AND 33.00 FT S 01°23'03" E FROM THE NW CORNER OF THE NE/4 OF SAID SEC 3; THENCE N 88°36'57" E 20.08 FT ALONG SAID S R/W LINE TO SAID W R/W LINE; S 03°36'01" W 1299.34 FT ALONG SAID W R/W LINE TO THE S LINE OF THE NW/4 OF SAID NE/4; S 88°25'47" W 20.08 FT ALONG SAID S LINE TO A POINT 20.00 FT



WESTERLY AND PERPENDICULAR OF SAID W R/W LINE; N 03°36'01" E 1299.41 FT PARALLEL TO SAID W R/W LINE TO THE POB.

BOX ELDER COUNTY

Parcel Number 04-057-0003

BEG AT A PT 1768 FT W OF THE NE COR OF SEC 10 T10N R3W SLM. TH S 300 FT W 225 FT, N 300 FT, E 225 FT TO POB CONT 1.5 ACRES

Parcel Number 04-057-0004

ALL OF NE/4 SEC 10, T10N, R3W SLM, N AND E OF MALAD RIVER, LESS: ROAD LESS: BEG AT A PT 1768 FT W OF NE COR SEC 10, S 300 FT, W 225 FT, N 300 FT, E 225 FT TO BEG LESS: BEG AT NE COR OF SEC 10, S ALG SEC/L 303 FT, W 288 FT, N 303 FT, E 288 FT TO BEG. LESS PORTION ALG N SIDE LYING IN 6400 N ST. LESS RIVER CONTG 49.81 ACRES

Parcel Number 04-057-0005

ALL OF SEC 10, T 10N, R 03W, SLM. LYING EAST OF OSLRR AND WEST OF MALAD RIVER.

LESS FOR COUNTY ROAD.

LESS: TRACT TO UTAH IDAHO SUGAR CO.

Parcel Number 04-057-0007

A STRIP OF LAND 3 RODS WIDE BEING 1.5 RODS WIDE ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE: BEGINNING AT A POINT ON EAST LINE OF LATERAL H R/W SD POB BEING EAST 1454 FT & S 29°30'00" E 1662 FT OF NW CORNER OF SEC 10, T 10N, R 03W, SLM. THENCE EAST 1730 FT TO WEST LINE OF SE/4 OF NE/4 OF SAID SEC 10.

Parcel Number 04-057-0009

ALL OF SEC 10 T10N R03W SLM. BEING W OF THE MALAD VALLEY R.R. EXC OF ROAD AND DITCH R/W AS NOW EXIST.

LESS [04-057-0008] PT OF THE NW/4 OF SEC 10 T10N R03W SLM. BEG AT PT ON S R/W/L OF 6400 N ST LOC N89°02'54"E 1135.13 FT ALG N/L OF SD SEC & S00°07'11"E 52.57 FT FRM NW COR OF SD NW/4, N89°52'49"E 30.00 FT ALG SD S R/W/L TO WLY R/W/L OF OSLRR, ALG SD RR R/W/L THE FOLLOWING 6 (SIX) COURSES, 1) S29°40'30"E 117.46 FT, 2) S18°28'30"W 58.92 FT, 3) S00°33'30"W 158.50 FT, 4) S29°40'30"E 1558.00 FT, 5) N60°19'30"E 175.00 FT, S29°40'30"E 158.64 FT, S90°00'00"W 1047.58 FT, N00°20'17"E 1615.61 FT, N29°40'30"W 64.05 FT, N00°07'11"W 50.00 FT TO POB.

TOGETHER W/ RESV.

CONT 297.1 AC M/L.

NUCOR TRACT

A PART OF THE SOUTH HALF OF SECTION 10, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN.

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF 800 NORTH STREET AND THE EXISTING WEST RIGHT-OF-WAY LINE OF 1200 WEST STREET LOCATED 2580.17 FEET NORTH 89°55'44" WEST ALONG THE SOUTH LINE OF SAID SECTION 10 AND 33.00 FEET NORTH 00°04'16" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 10 TO A POINT ON THE



SOUTHWEST CORNER OF THE MCKINNON TRACT; RUNNING THENCE NORTH 89°55'44" WEST 1104.59 FEET; THENCE NORTH 00°04'00" EAST 1256.64 FEET; THENCE SOUTH 89°50'52" EAST 1030.67 FEET; THENCE SOUTH 89°50'52" EAST 75.92 FEET TO THE WESTERLY LINE OF SAID MCKINNON TRACT; THENCE ALONG SAID WESTERLY LINE SOUTH 00°09'27" WEST 1255.08 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,388,466 SQUARE FEET OR 31.87 ACRES, MORE OR LESS.

BASIS OF BEARING NOTE

THE BASIS OF BEARING IS THE SOUTH LINE OF SECTION 10, TOWNSHIP 9 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AS SHOWN IN BOOK 1538 OF ROAD PLATS, PAGE 1207, AS INSTRUMENT NO. 457141. SAID LINE BEARS NORTH 89°55'44" WEST.

WILLARD DISTRICT

Christensen Boundary

A TRACT OF LAND LOCATED IN SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1 ½" IRON PIPE MONUMENTING THE SOUTHWEST CORNER OF SAID SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 00°21'43" EAST, 1461.25 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE NORTH 90°00'00" EAST, 2264.19 FEET TO SOUTHEAST CORNER OF TRACT 46 AND THE POINT OF BEGINNING; RUNNING THENCE ALONG THE EASTERLY LINE OF SAID TRACT 46 NORTH 25°53'44" WEST, 610.22 FEET TO THE NORTHEAST CORNER OF SAID TRACT 46 AND A FENCE LINE; THENCE ALONG SAID FENCE LINE SOUTH 88°57'29" EAST, 1,401.49 FEET TO THE WESTERLY RIGHT-OF-WAY FENCE OF THE UNION PACIFIC RAILROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY FENCE OF THE UNION PACIFIC RAILROAD SOUTH 01°47'24" EAST, 606.65 FEET TO A FENCE CORNER; THENCE ALONG A FENCE LINE NORTH 85°53'25" WEST, 1,156.68 FEET TO THE SOUTHEAST CORNER OF TRACT 46 AND THE POINT OF BEGINNING.

PARCEL CONTAINS 730,203 SQ. FT. OR 16.763 ACRES, MORE OR LESS.

BASIS OF BEARINGS: FROM THE SOUTHWEST CORNER OF SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN MONUMENTED BY A 1 ½" IRON PIPE TO THE NORTHEAST CORNER OF SECTION 16 OF SAID TOWNSHIP MONUMENTED BY A 2" GLO BRASS CAP, A BEARING OF NORTH 00°21'43" EAST WAS ASSUMED AS PER RECORD OF SURVEY 072063-FF79.

North 3 Boundary

A TRACT OF LAND LOCATED IN SECTION 10 AND SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1 ½" IRON PIPE MONUMENTING THE SOUTHWEST CORNER OF SAID SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 00°21'43" EAST, 2042.66 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE NORTH 90°00'00" EAST, 1936.95 FEET TO THE EAST RIGHT OF WAY FENCE OF INTERSTATE 15 AND THE POINT OF BEGINNING; RUNNING THENCE ALONG SAID EAST RIGHT OF WAY FENCE THE FOLLOWING NINE (8) COURSES: (1) NORTH 14°17'28" WEST, 122.51 FEET, (2) NORTH 10°48'46" WEST, 120.35 FEET, (3) NORTH 05°58'46" WEST, 97.16 FEET, (4) NORTH 11°37'31" WEST,



291.30 FEET, (5) NORTH 02°29'43" WEST, 120.27 FEET, (6) NORTH 02°02'52" WEST, 505.64 FEET, (7) NORTH 03°01'21" EAST, 303.96 FEET, (8) NORTH 03°58'27" EAST, 83.65 FEET; THENCE RUNNING THENCE NORTH 04°00'05" EAST, 406.35 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 03°52'34" EAST, 499.96 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 06°44'20" EAST, 1,001.25 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 17°29'25" EAST, 257.40 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 48°28'07" EAST, 211.57 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 04°12'48" EAST, 99.24 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 03°50'48" EAST, 350.07 FEET TO A 3" UDOT ROW MONUMENT; THENCE NORTH 20°13'13" WEST, 224.37 FEET TO A FENCE CORNER; THENCE ALONG A CHAIN LINK AND BARBED WIRE FENCE SOUTH 89°28'05" EAST, 413.46 FEET TO A FENCE CORNER; THENCE ALONG A BARBED WIRE FENCE NORTH 04°31'37" EAST, 27.64 FEET TO A FENCE CORNER; THENCE ALONG A BARBED WIRE FENCE SOUTH 89°49'35" EAST, 651.77 FEET TO A POINT 50 FEET WEST OF THE CENTER OF RAILS OF THE UNION PACIFIC RAILROAD; THENCE RUNNING PARALLEL WITH SAID CENTER OF RAILS SOUTH 01°47'24" EAST, 4656.38 FEET TO A FENCE CORNER; THENCE ALONG SAID FENCE LINE THE FOLLOWING TWO (3) COURSES: (1) NORTH 88°55'46" WEST, 1,307.71 FEET, (2) NORTH 89°21'21" WEST, 102.26 FEET TO A FENCE CORNER, (3) NORTH 15°38'09" WEST, 41.53 FEET TO A FENCE CORNER; THENCE SOUTH 78°28'15" WEST, 38.17 FEET TO THE EAST RIGHT OF WAY FENCE OF INTERSTATE 15 AND THE POINT OF BEGINNING.

PARCEL CONTAINS 6,421,308 SQ. FT. OR 147.413 ACRES, MORE OR LESS.

BASIS OF BEARINGS: FROM THE SOUTHWEST CORNER OF SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN MONUMENTED BY A 1 ½" IRON PIPE TO THE NORTHEAST CORNER OF SECTION 16 OF SAID TOWNSHIP MONUMENTED BY A 2" GLO BRASS CAP, A BEARING OF NORTH 00°21'43" EAST WAS ASSUMED AS PER RECORD OF SURVEY 072063-FF79.

Reichman Boundary

A TRACT OF LAND LOCATED IN SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1 ½" IRON PIPE MONUMENTING THE SOUTHWEST CORNER OF SAID SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 00°21'43" EAST, 1,467.93 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE NORTH 90°00'00" EAST, 2,171.15 FEET TO THE INTERSECTION OF THE NORTHERLY BOUNDARY LINE OF A TRACT OF LAND AND THE EASTERLY STOCK TRAIL RIGHT-OF-WAY LINE OF INTERSTATE 15, A FOUND "MT. WEST SURV. ROY, UT" 1 ½" RED PLASTIC CAP, AND THE POINT OF BEGINNING. SAID POINT OF BEGINNING ALSO BEING SOUTH 00°00'00" EAST, 3,833.22 FEET AND NORTH 90°00'00" WEST, 3,066.41 FEET FROM THE NORTHEAST CORNER OF SAID SECTION; RUNNING THENCE SOUTH 85°53'15" EAST, ALONG A FENCE LINE 1,249.92 FEET TO THE WESTERLY RIGHT-OF-WAY FENCE OF THE UNION PACIFIC RAILROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY FENCE OF THE UNION PACIFIC RAILROAD SOUTH 01°47'53" EAST, 487.87 FEET TO THE NORTHERLY LINE OF A 50-FOOT-WIDE ACCESS ROAD; THENCE NORTH 80°45'23" WEST, 50.94 FEET ALONG SAID NORTHERLY LINE TO THE WESTERLY LINE OF SAID ACCESS ROAD; THENCE ALONG SAID WESTERLY LINE SOUTH 01°47'53" EAST, 109.90 FEET TO THE NORTHEAST CORNER OF THE FLYING "J" INC. PROPERTY; THENCE ALONG THE NORTHERLY LINE OF SAID FLYING "J" INC. PROPERTY NORTH 80°45'23" WEST, 954.47 FEET TO THE EASTERLY LINE OF SAID STOCK TRAIL AND A FOUND "MT. WEST SURV. ROY, UT" 1 ½" RED PLASTIC CAP; THENCE ALONG SAID EASTERLY LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 36°27'30" WEST, 106.30 FEET TO THE BEGINNING OF A 4413.92 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, (2) ALONG SAID



CURVE 487.87 FEET, THROUGH A CENTRAL ANGLE OF 06°20'00" (CHORD BEARS NORTH 25°30'01" WEST, 487.62 FEET) TO A FOUND "MT. WEST SURV. ROY, UT" 1 ½" RED PLASTIC CAP AND THE POINT OF BEGINNING.

PARCEL CONTAINS 611,962 SQ. FT. OR 14.049 ACRES, MORE OR LESS.

BASIS OF BEARINGS: FROM THE SOUTHWEST CORNER OF SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN MONUMENTED BY A 1 ½" IRON PIPE TO THE NORTHEAST CORNER OF SECTION 16 OF SAID TOWNSHIP MONUMENTED BY A 2" GLO BRASS CAP, A BEARING OF NORTH 00°21'43" EAST WAS ASSUMED AS PER RECORD OF SURVEY 072063-FF79.

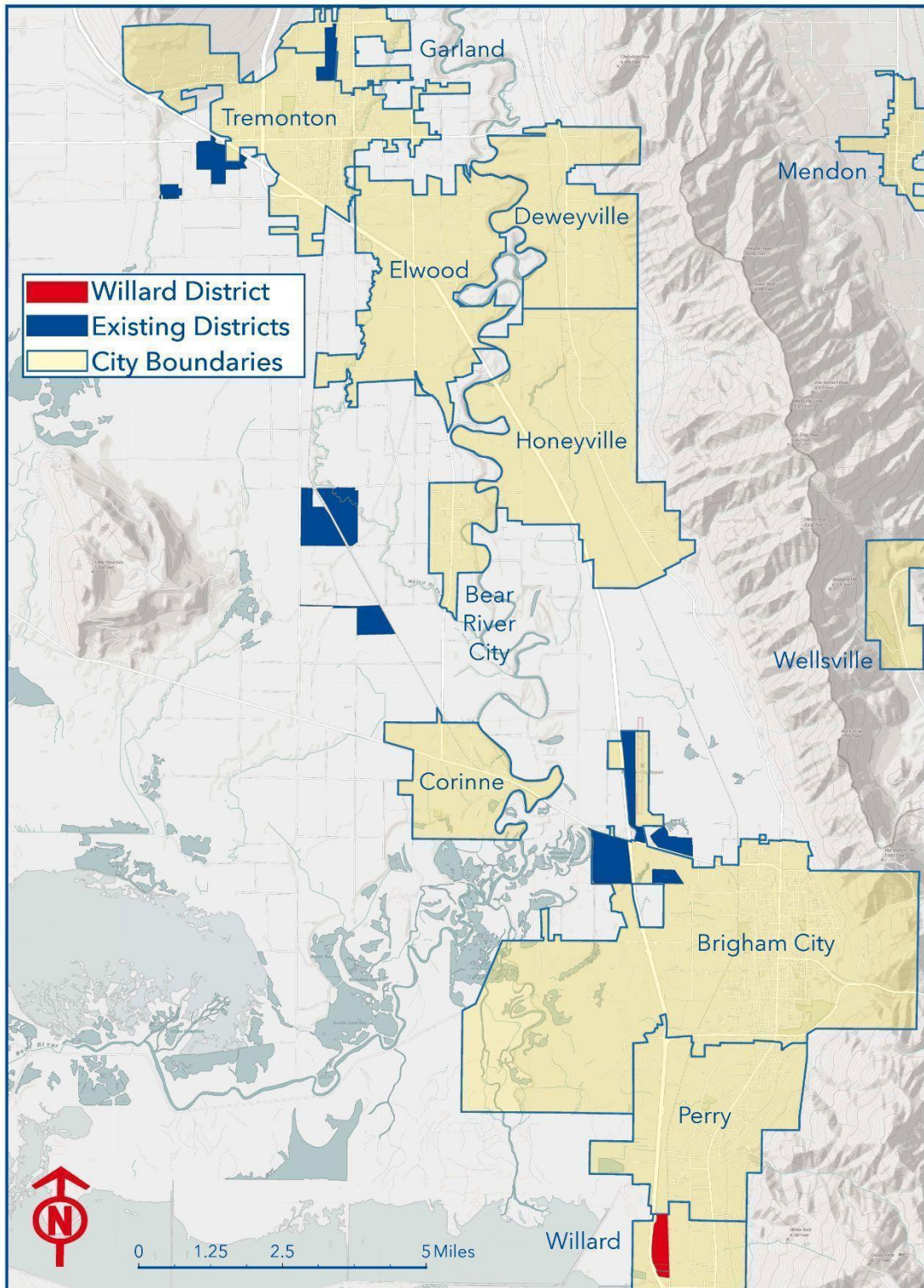


Appendix B: Maps & Project Area Imagery



Golden Spike Project Area

Willard District Amendment | July 30, 2025

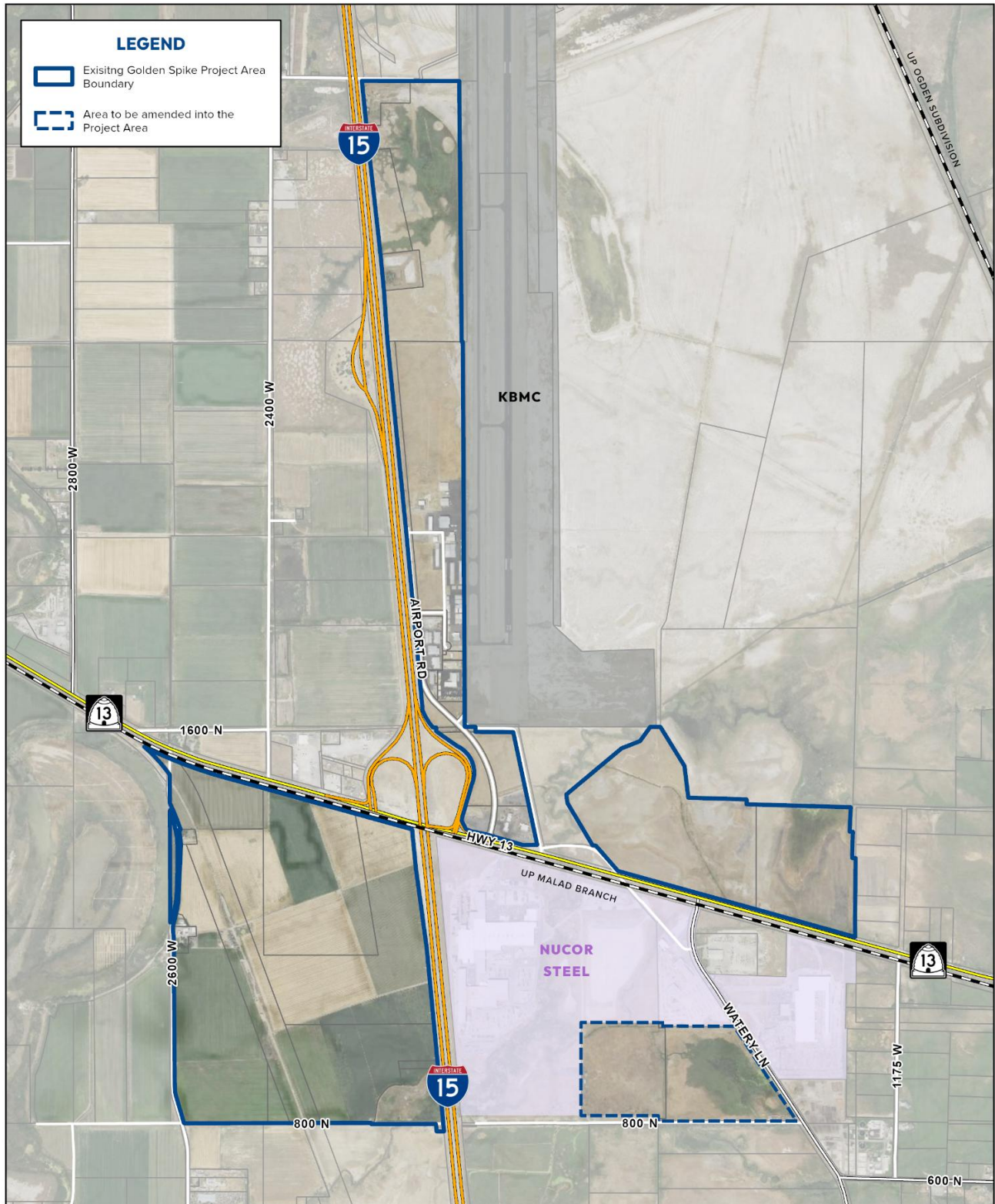


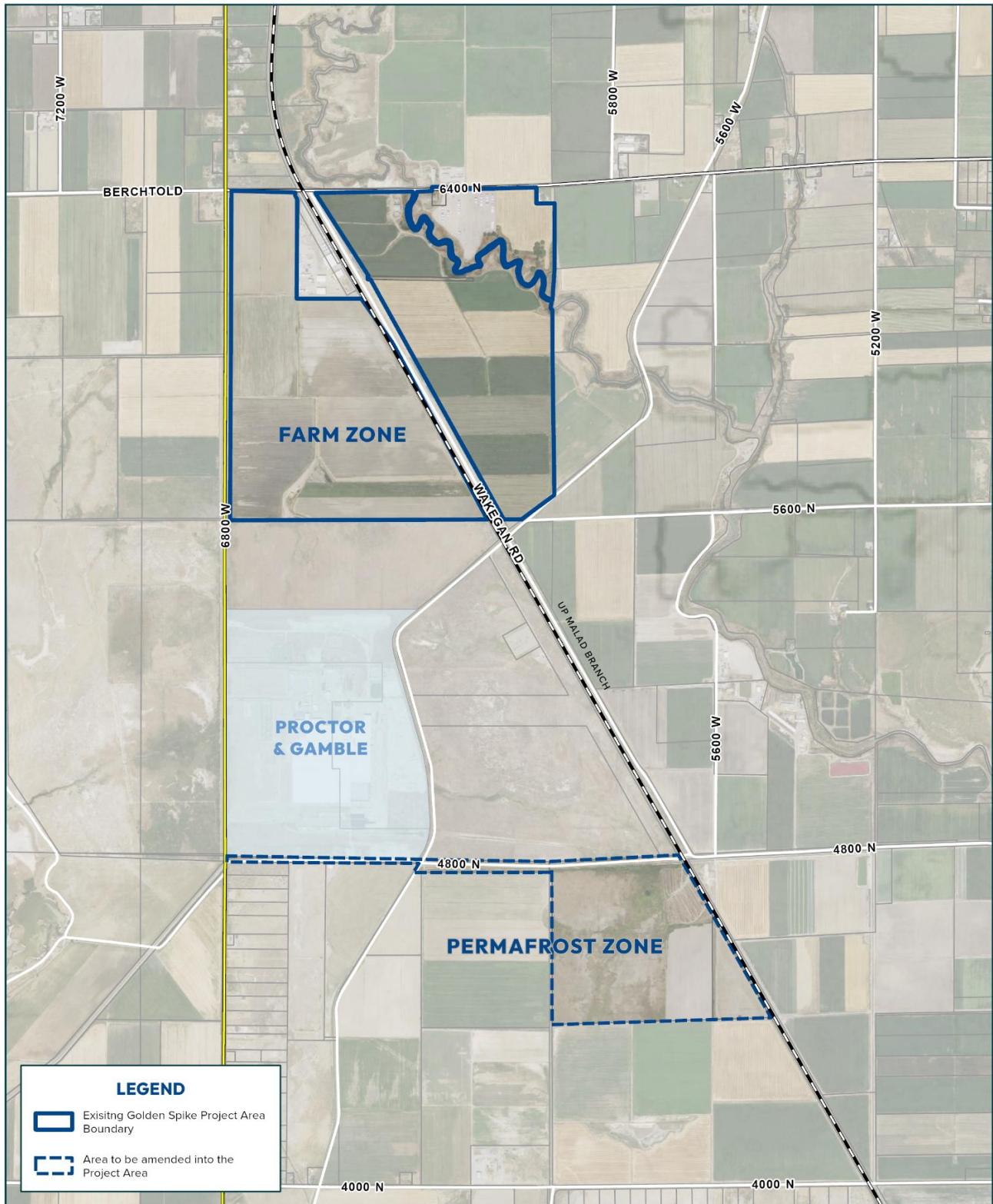
GOLDEN SPIKE PROJECT AREA: BRIGHAM CITY ZONE

Box Elder County, Utah



0 0.2 0.4 0.6 0.8 Miles



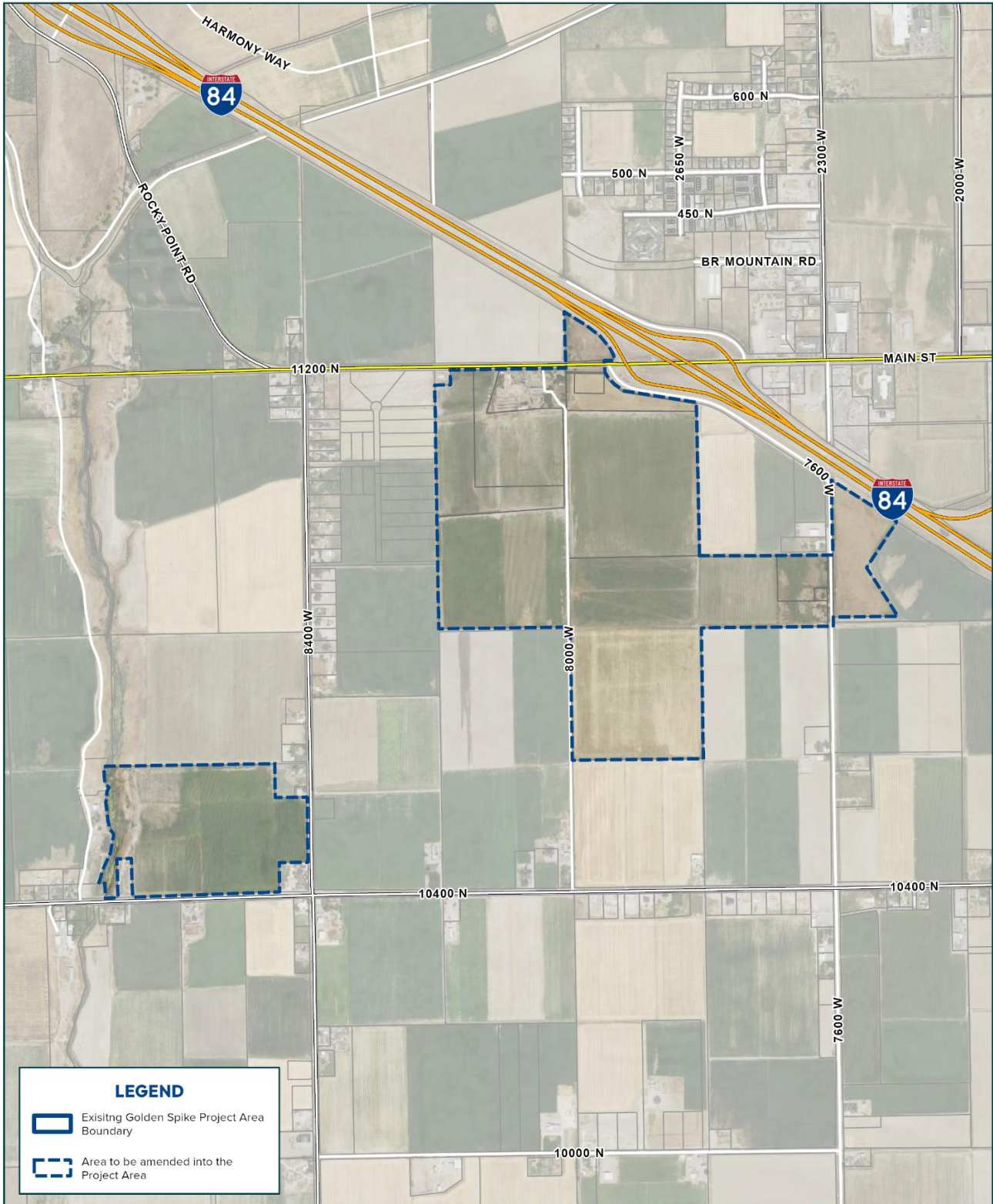


GOLDEN SPIKE PROJECT AREA: HARWOOD ZONE

Box Elder County, Utah



0 0.13 0.25 0.38 0.5 Miles



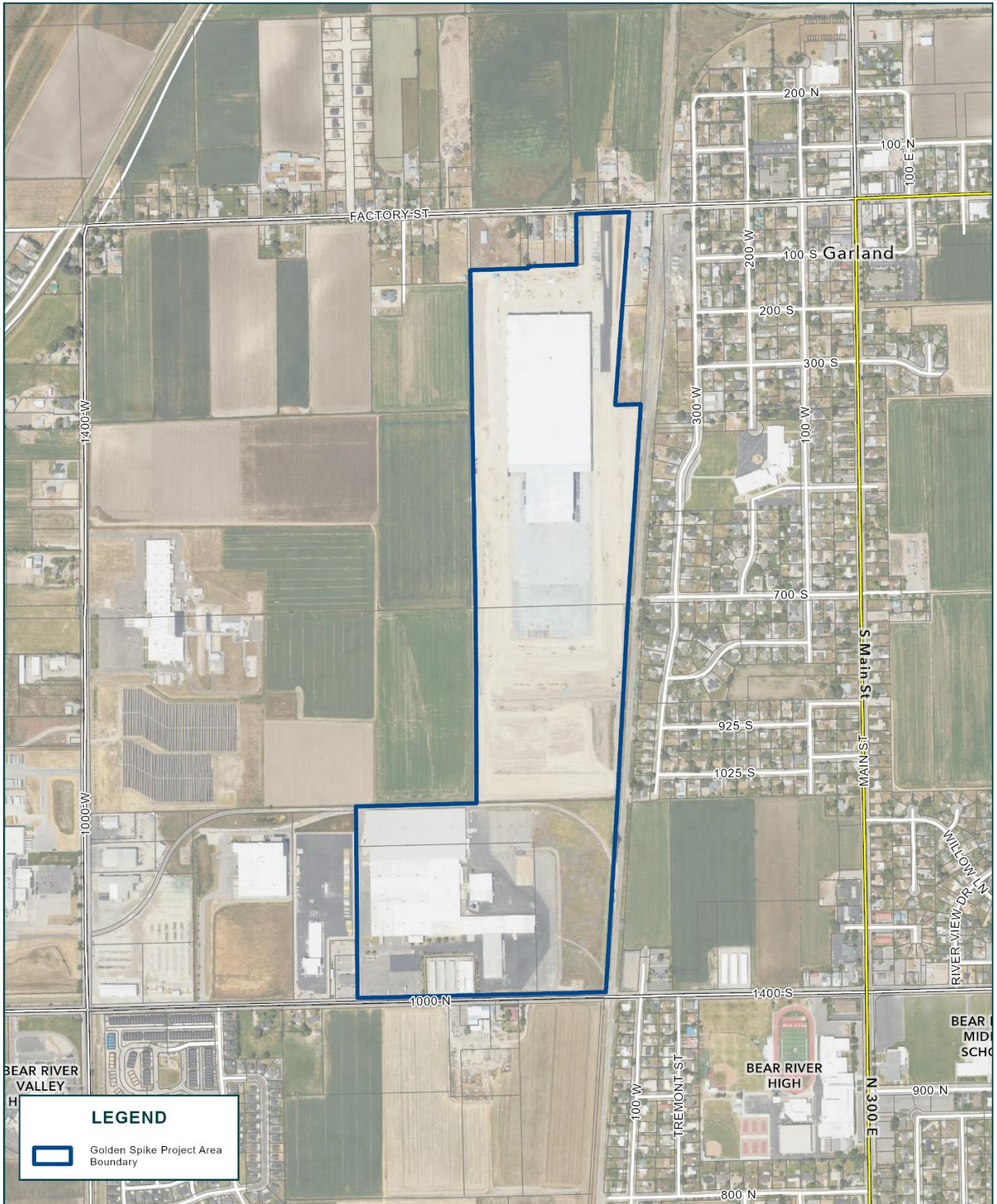


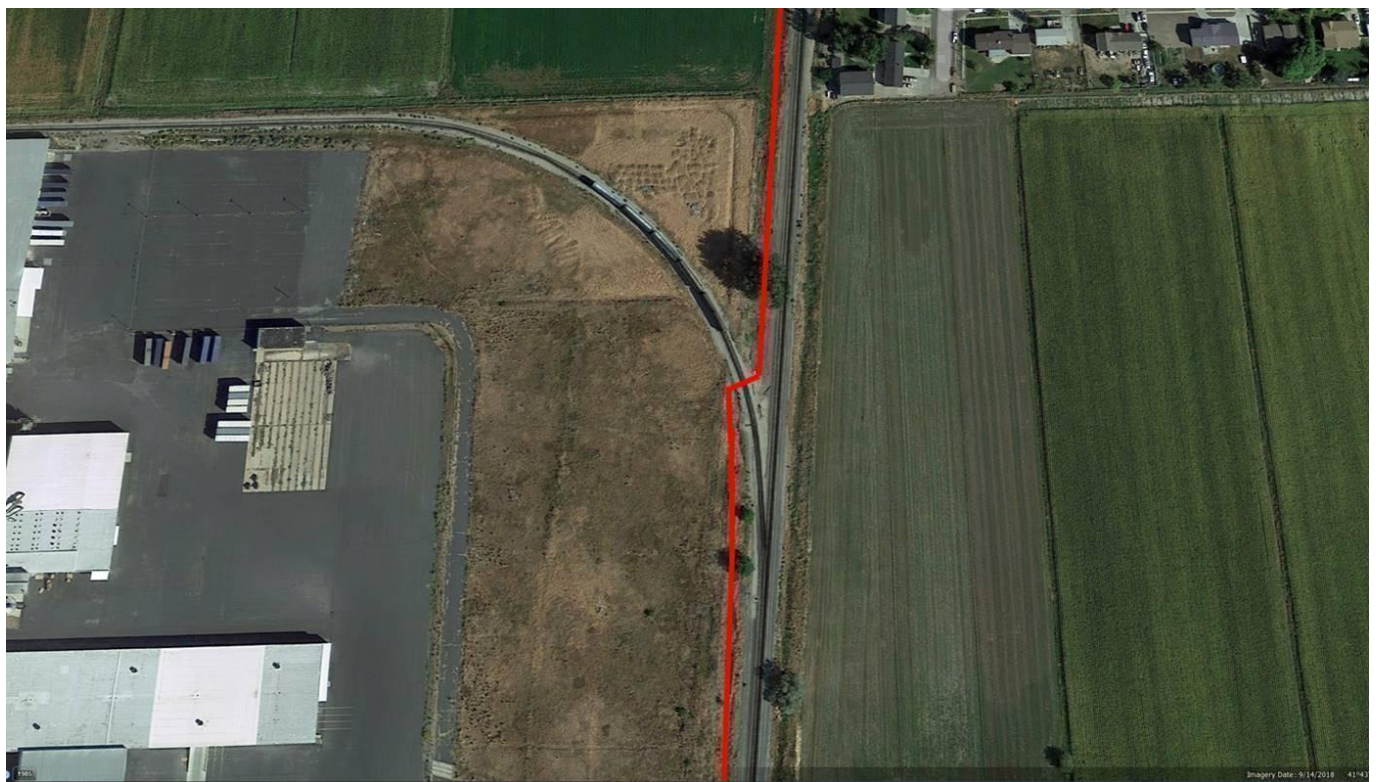
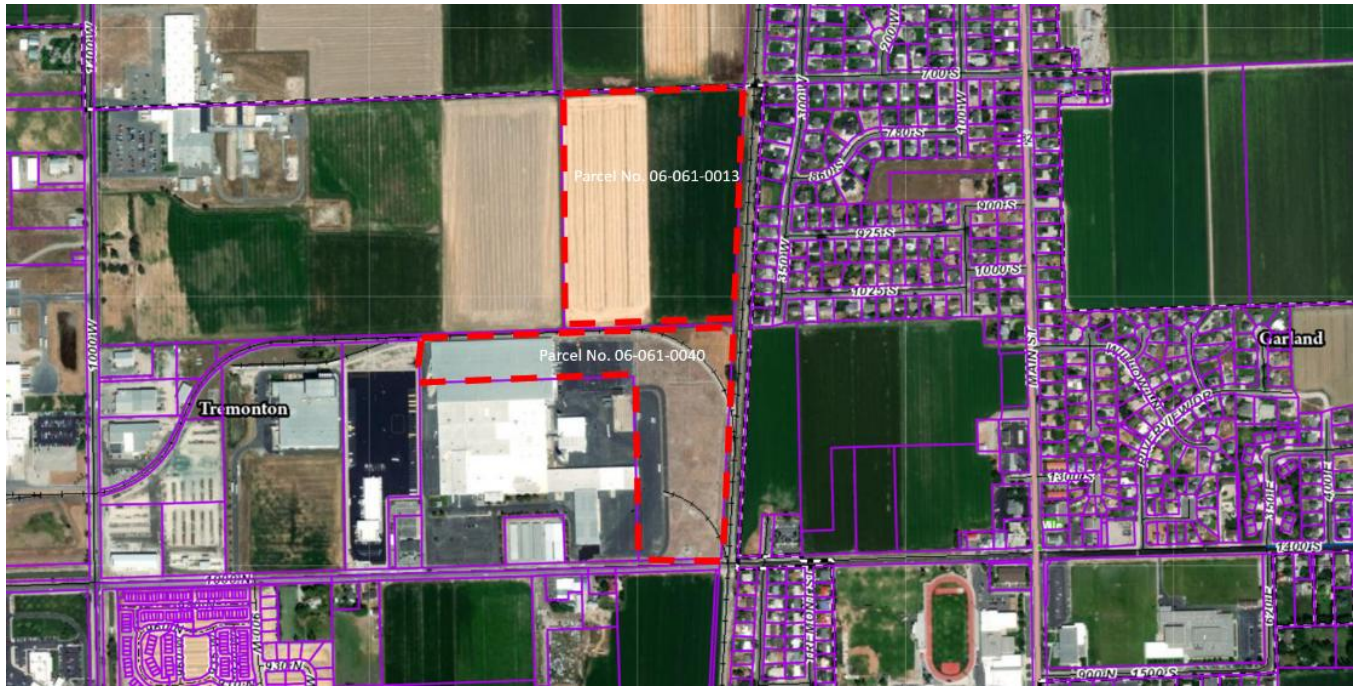
GOLDEN SPIKE PROJECT AREA: GARLAND-TREMONTON ZONE

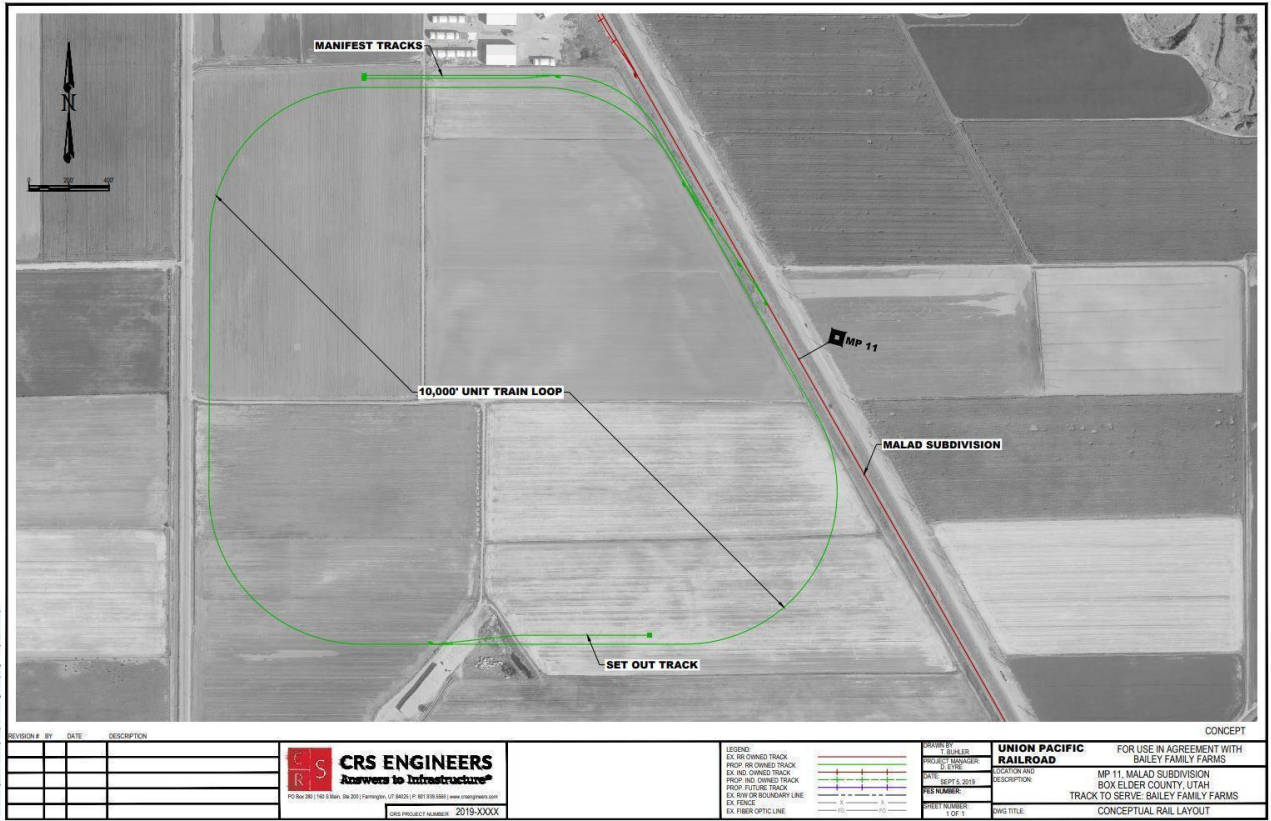
Box Elder County, Utah



0 0.1 0.2 0.3 0.4 Miles







REVISION #	BY	DATE	DESCRIPTION

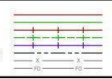


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CRS PROJECT NUMBER: 2019-XXXX

- LEGEND:
- EX. RR OWNED TRACK
 - PROSP. RR OWNED TRACK
 - EX. IND. OWNED TRACK
 - PROSP. IND. OWNED TRACK
 - PROSP. FUTURE TRACK
 - EX. R/W OR BOUNDARY LINE
 - EX. FENCE
 - EX. FIBER OPTIC LINE



DESIGNED BY	T. BISHLER
PROJECT MANAGER	S. LINDSEY
DATE	SEPT 15, 2019
REVISED BY	
DATE	
REVISED BY	
DATE	

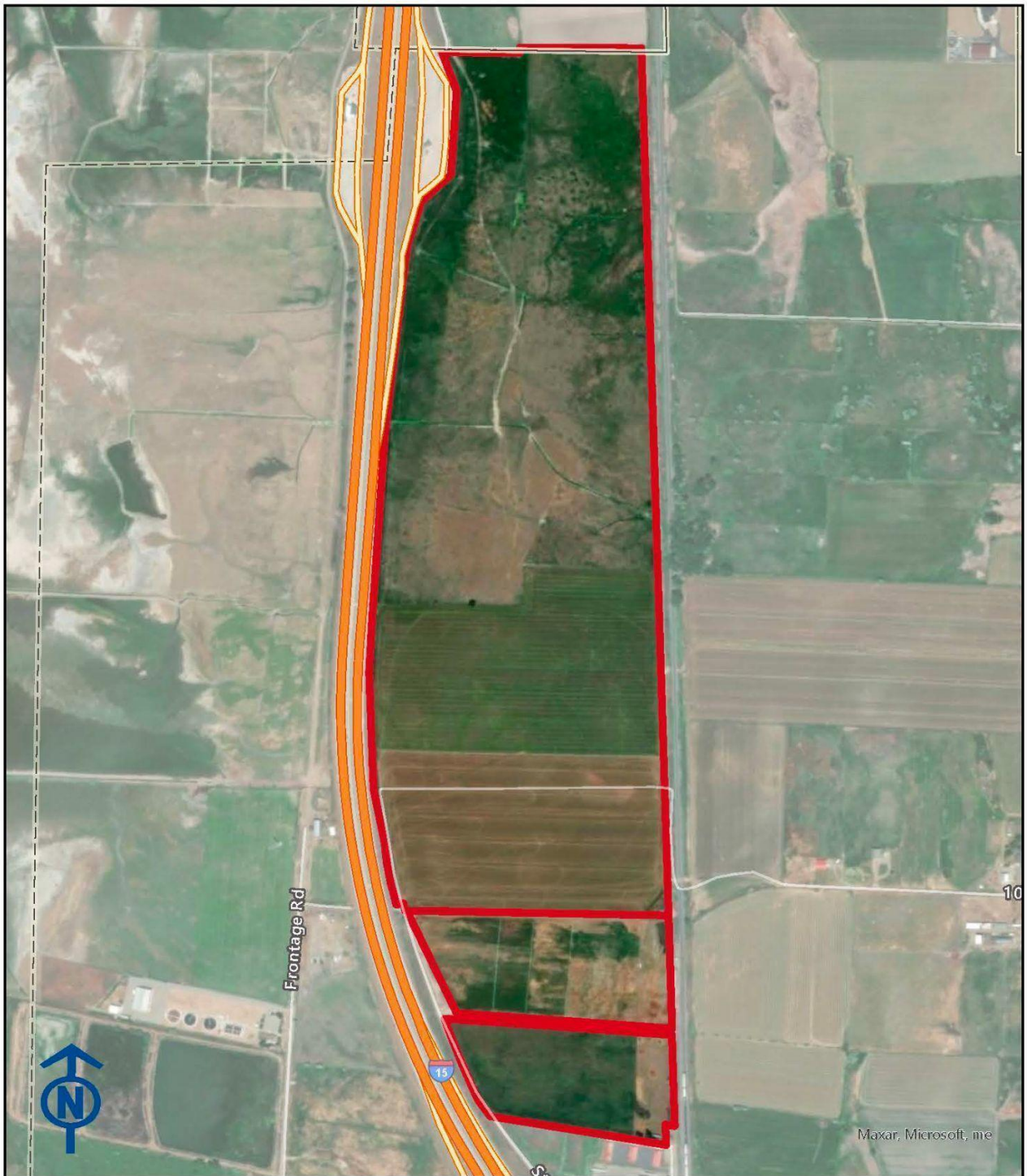
UNION PACIFIC RAILROAD		FOR USE IN AGREEMENT WITH
		BAILEY FAMILY FARMS
LOCATION AND DESCRIPTION	MP 11, MALAD SUBDIVISION	
	BOX ELDER COUNTY, UTAH	
	TRACK TO SERVE: BAILEY FAMILY FARMS	
SHEET NUMBER	1 OF 1	DWG TITLE: CONCEPTUAL RAIL LAYOUT





Golden Spike Project Area

Willard District | July 30, 2025



0 0.13 0.25 0.5 Miles

Appendix C: Written Consent: Legislative Body

BOX ELDER COUNTY RESOLUTION 2023-02

BOX ELDER COUNTY RESOLUTION 2023-02

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

WHEREAS, Box Elder County (the "County") is a political subdivision of the State of Utah, and the Commission of Box Elder County (the "Commission") 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") consider the feasibility of creating a satellite inland port project area ("Project Area") in the County; and

WHEREAS, a satellite inland port project area has the potential to fit 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 the County residents; and

WHEREAS, the general public may benefit from the creation of this satellite inland port project area through the creation of new primary employment opportunities; expanded logistics service opportunities; improved movement of materials in and out of Utah; better utilization of the County railroad infrastructure, and maximization of transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED BY THE COMMISSION OF BOX ELDER COUNTY AS FOLLOWS that the Commission hereby: (1) consents to exploring the feasibility of including a site(s) in the proposed Utah Inland Port Authority Project Area; and (2) requests the Port Authority to consider a satellite inland port project area in the County and to collaborate with the County in designating and approving a potential project area and the prospect of its development.

RESOLVED, ADOPTED, AND ORDERED this the 3rd day of May 2023.

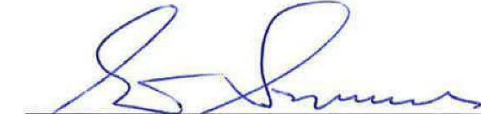
BOX ELDER COUNTY COMMISSION

	FOR	AGAINST
Commissioner Perry	<i>Aye</i>	___
Commissioner Bingham	<i>Aye</i>	___
Commissioner Summers	<i>Aye</i>	___






Marla Young - Box Elder County Clerk


Stan Summers - Chairman

BRIGHAM CITY COUNCIL
RESOLUTION NO. 23-27

A RESOLUTION OF THE BRIGHAM CITY COUNCIL SUPPORTING THE CREATION OF A UTAH SATELLITE INLAND PORT LOCATED WITHIN A PROJECT AREA IN BRIGHAM CITY.

WHEREAS, Brigham City is a municipal corporation and political subdivision of the State of Utah; and

WHEREAS, the City Council supports the Utah Inland Port Authority (the “Port Authority”) Board and desires to create a satellite inland port located within a project area in Brigham City; and

WHEREAS, a satellite inland port is consistent with Brigham City’s vision for economic development by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for Brigham City and Box Elder County residents, will bring new primary employment opportunities to Brigham City, will provide logistical capacity for local and regional companies that are not currently available, and will be physically located within a project area that is consistent with the Brigham City General Plan and zoning ordinance; and

WHEREAS, the general public will benefit from the creation of a satellite inland port within Brigham City through the creation of new primary employment opportunities, the expansion of logistical support opportunities for businesses, the improvement of movement of goods and materials within northern Utah and larger regional, national, and international markets, and the effective utilization of logistical assets.

NOW, THEREFORE, BE IT RESOLVED BY THE BRIGHAM CITY COUNCIL with 4 members present and 4 members voting in favor thereof as follows:

SECTION 1.

The Brigham City Council hereby expresses its support for the creation of a satellite inland port within a project area in Brigham City to be determined cooperatively between Brigham City and the Inland Port Authority.

SECTION 2.

The Brigham City Council requests the Utah Inland Port Authority to consider locating and designating a satellite inland port within a project area within the corporate limits of Brigham City subject to an agreement between Brigham City and the Utah Inland Port Authority, and instructs Brigham City staff to work closely with the Utah Inland Port Authority to draft said agreement and take such other actions as may be reasonably necessary to accomplish the purposes of this resolution.

SECTION 3. EFFECTIVE DATE

This Resolution shall take effect upon its adoption.



APPROVED and **ADOPTED** this 4th day of May, 2023.


Dennis J. Bott, Mayor

ATTEST:


Christina Boss, City Recorder



RESOLUTION NO. R-23-02

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

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

WHEREAS, the City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a project area within the City that includes the parcels designated on Exhibit A (the “Project Area”) to help fund development in the City; and

WHEREAS, the Project Area fits the City’s economic development vision by encouraging the recruitment of new companies to create employment opportunities for our residents and improve the City tax base; and

WHEREAS, this Project Area will bring new employment opportunities to the City and encourage development of the real property within the Project Area in a manner that benefits the City; and

WHEREAS, the general public will benefit from creating the Project Area by creating new employment opportunities; expanding logistics service opportunities; better utilizing real property within our community that is well-situated for logistics and distribution infrastructure, and participating in the regional transportation enhancement efforts in Box Elder County in general.

NOW THEREFORE, BE IT RESOLVED by the Garland City Council that the City Council:

- Consents to include the parcels designated on Exhibit A within a Utah Inland Port Authority Project Area; and
- Requests the Port Authority to consider the Project Area and designate and approve the designated parcels on Exhibit A as a Project Area to aid in its development, all in accordance with Utah Code Annotated § 11-58-501 et. Seq.;

FURTHER, BE IT RESOLVED, that the Garland City Council consents to create the Project Area of the parcels designated on Exhibit A based on the following terms:

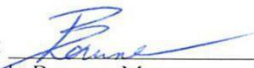
- Concurrent with the Port Authority drafting the Project Area Plan and Budget, the Port Authority and City work in good faith to establish an Interlocal agreement that further defines the roles, authority, and partnership between the two entities; and



- The Mayor and City Planner shall fully participate in the discussion and the decisions regarding elements of the Project Area Plan and Budget, including but not limited to how the tax differential should be used for incentives, infrastructure etc.; and
- Before the Port Authority Board approves the final Project Area Plan and Budget that the Garland City Mayor may contact the Executive Director of the Port Authority and may withdraw the Project Area from the Port Authority's jurisdiction, if directed by a majority vote of the City Council; and
- The Port Authority shall provide an annual report to the City Council regarding how the tax differential complies with the agreed upon in the Project Area Plan and Budget.

Adopted and passed by the governing body of Garland City this 7th day of June 2023.

GARLAND CITY A Utah Municipal Corporation

By: 
Linda Bourne, Mayor

ATTEST:


Sharlet Anderson, City Recorder



**EXHIBIT A
TO
RESOLUTION NO. R-23-02
Parcels Within Project Area**

Parcel #06-064-0010

Parcel #06-064-0012



RESOLUTION NO. 23-26

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

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

WHEREAS, the City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a Project Area (“Project Area”) to help fund the development in the City; and

WHEREAS, a Project Area fits the City’s economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents and improve the City tax base; and

WHEREAS, this Project Area will bring new employment opportunities to the City and provide enhanced logistics to local and regional companies; and

WHEREAS, the general public will benefit from creating this Project Area by creating new employment opportunities; expanded logistics service opportunities; improved movement of materials in and out of Utah; better utilizing our community’s railroad infrastructure, and maximizing transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED by the Tremonton City Council that the City Council:

- Consents to include a site in the proposed Utah Inland Port Authority Project Area; and
- Requests the Port Authority to consider a Project Area in Tremonton City and designate and approve a site as a Project Area to aid in its development, all in accordance with Utah Code Annotated § 11-58-501 et. Seq.;

FURTHER, BE IT RESOLVED, that the Tremonton City Council consent to include a site and request to create a Project Area is based on the following terms:

- Concurrent with the Port Authority drafting the Project Area Plan and Budget, the Port Authority and City work in good faith to establish an Interlocal agreement that further defines the roles, authority, and partnership between the two entities; and
- The City Manager and Mayor shall fully participate in the discussion and the decisions regarding elements of the Project Area Plan and Budget, including but not limited to how the tax differential should be used for infrastructure, incentives, etc.; and
- Before the Port Authority Board approves the final Project Area Plan and Budget that the Tremonton City Mayor may contact the Executive Director of the Port Authority and may withdraw the Project Area from the Port Authority’s jurisdiction; and
- The Port Authority shall provide an annual report to the City Council regarding how the tax differential complies with the agreed upon in the Project Area Plan and Budget.

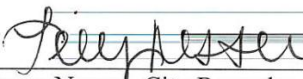


Adopted and passed by the governing body of Tremonton City this 2nd day of May 2023.

TREMONTON CITY
A Utah Municipal Corporation

By: 
Lyle Holmgren, Mayor

ATTEST:


Linsey Nessen, City Recorder



Resolution No. 23-26

May 2, 2023

BRIGHAM CITY COUNCIL
RESOLUTION NO. 24-10

A RESOLUTION OF THE BRIGHAM CITY COUNCIL AUTHORIZING THE MAYOR TO EXECUTE ADDENDUM NO. 1 TO INTERLOCAL COOPERATION AGREEMENT BETWEEN THE UTAH INLAND PORT AUTHORITY AND BRIGHAM CITY.

WHEREAS, Brigham City (the “City”) is a municipal corporation and political subdivision of the State of Utah; and

WHEREAS, on Aug. 21, 2023 the Utah Inland Port Authority (the “Authority”) Board created the Golden Spike Inland Port Project Area (the “Project Area”) which includes properties within Brigham City to encourage and stimulate commercial, industrial, and logistics growth within the Project Area; and

WHEREAS, the Brigham City Council previously consented to the creation of the Project Area by Resolution No. 23-27; and

WHEREAS, the City and the Authority desire to use the powers and tools each possess according to law to optimize development in the vicinity of the Project Area; and

WHEREAS, the City and the Authority will restrict expansion of the Project Area pursuant to this resolution to those properties designated for industrial development in the Brigham City General Plan; and

WHEREAS, the City and the Authority wish to expand the Project Area to include properties with development potential that will accomplish the goals of the Authority and the Brigham City General Plan, and will provide for increased economic activity, employment, and benefits to the residents of Brigham City, Box Elder County, and the State of Utah.

NOW, THEREFORE, BE IT RESOLVED BY THE BRIGHAM CITY COUNCIL with 5 members present and 5 members voting in favor thereof as follows:

SECTION 1.

The Brigham City Council hereby expresses its support for the expansion of the Golden Spike Inland Port Project Area in Brigham City to include properties to be mutually agreed upon by the City and the Authority.

SECTION 2.

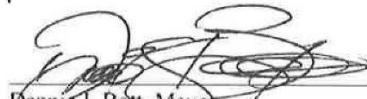
Staff is authorized to identify those parcels of land within Brigham City that will be proposed for inclusion in the Golden Spike Inland Port Project Area.

SECTION 3. EFFECTIVE DATE

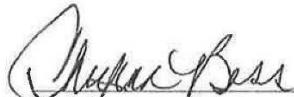
This Resolution shall take effect upon its adoption.



APPROVED and ADOPTED this 2nd day of May 2024.


Dennis J. Bott, Mayor

ATTEST:


Christina Boss, City Recorder

Entry No. 479005 B: 1597 P: 0463
09/23/2024 01:58:04 PM FEE \$0.00 Pages: 6
RESOLUTION For: BOX ELDER COUNTY
Chad Montgomery, Box Elder County Utah Recorder

BOX ELDER COUNTY RESOLUTION 2024-12

**A RESOLUTION SUPPORTING THE AMENDMENT OF THE GOLDEN SPIKE UTAH
INLAND PORT AUTHORITY PROJECT AREA IN BOX ELDER COUNTY**

WHEREAS, Box Elder County (the "County") is a political subdivision of the State of Utah, and the Commission of Box Elder County (the "Commission") is a public entity with authority to make resolutions with respect to the County; and

WHEREAS, the County Commission approved a resolution on May 3rd, 2023, supporting the creation of a satellite inland port project area, Golden Spike Project Area, that 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 the County residents; and

WHEREAS, the County desires the Utah Inland Port Authority (the "Port Authority") consider the amendment of the Golden Spike satellite inland port project area ("Project Area") in the County to include two new projects, Harwood and Permafrost (Exhibit 1); and

WHEREAS, the general public may benefit from the creation of this satellite inland port project area through the creation of new primary employment opportunities; expanded logistics service opportunities; improved movement of materials in and out of Utah; better utilization of the County railroad infrastructure, and maximization of transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED BY THE COMMISSION OF BOX ELDER COUNTY AS FOLLOWS that the Commission hereby consents to the amendment of the Golden Spike Utah Inland Port Authority Project Area.

RESOLVED, ADOPTED, AND ORDERED this the 18th day of September 2024.

BOX ELDER COUNTY COMMISSION

Commissioner Perry ☒ FOR ☐ AGAINST





Commissioner Bingham X
Commissioner Summers Absent

Lee Perry
Lee Perry - Chairman

ATTEST:

Marla Young
Marla Young - Box Elder County Clerk

Acknowledgment

State of Utah)

County of Box Elder^s

On this 18th day of September in the year 2024, before me, Marla R. Young a notary
date month year notary public name

public, personally appeared Lee Perry, proved on the basis of satisfactory
name of document signer

evidence to be the person(s) whose name(s) (is/are) subscribed to this instrument, and acknowledged

(he/she/they) executed the same.

Witness my hand and official seal.

Marla R. Young
(notary signature)



(seal)

EXHIBIT A – LEGAL DESCRIPTION
HARWOOD & PERMAFROST PROJECTS

Permafrost Zone

A part of Sections 22 & 23, Township 10 North, Range 3 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being South 0° 3' 21" West for a distance of 62.61 feet and South 89° 0' 0" East for a distance of 71.56 feet from the Northwest Corner of Section 22 or POINT OF BEGINNING; and running thence South 89° 0' 4" East, a distance of 5226.47 feet; thence North 87° 4' 47" East, a distance of 2076.34 feet; thence North 87° 4' 47" East, a distance of 16.56 feet; thence South 29° 40' 34" East, a distance of 463.98 feet; thence South 29° 40' 34" East, a distance of 653.44 feet; thence South 29° 40' 34" East, a distance of 57.82 feet; thence South 29° 40' 34" East, a distance of 1863.16 feet; thence South 88° 10' 36" West, a distance of 932.69 feet; thence South 88° 10' 36" West, a distance of 2621.27 feet; thence North 0° 3' 1" West, a distance of 2502.98 feet; thence South 87° 4' 50" West, a distance of 40.05 feet; thence South 0° 3' 8" East, a distance of 29.61 feet; thence South 89° 56' 53" West, a distance of 2075.84 feet; thence South 89° 56' 53" West, a distance of 99.75 feet; thence South 89° 56' 53" West, a distance of 30.02 feet; thence North 32° 0' 0" East, a distance of 172.89 feet; thence North 89° 34' 49" West, a distance of 1510.65 feet; thence North 89° 34' 50" West, a distance of 602.36 feet; thence North 89° 34' 42" West, a distance of 999.64 feet; thence North 0° 25' 18" East, a distance of 98.66 feet to the POINT OF BEGINNING.
Contains 187.56 acres more or less.

Harwood Zone

Part 1

Containing parts of Sections 5, 7, 8, and 9, Township 11 North, Range 3 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being South 1° 4' 47" East for a distance of 26.05 feet from the North Quarter Corner of Section 8 or POINT OF BEGINNING; and running



thence North 89° 7' 15" East for a distance of 7.41 feet; thence North 1° 43' 55" West, a distance of 572.20 feet; thence South 58° 20' 29" East, a distance of 263.83 feet; thence South 52° 18' 30" East, a distance of 172.83 feet; thence South 39° 39' 10" East, a distance of 156.43 feet; thence South 27° 31' 31" East, a distance of 86.87 feet; thence South 7° 45' 54" East, a distance of 48.18 feet; thence South 87° 33' 55" West, a distance of 103.00 feet; thence South 4° 8' 26" East, a distance of 119.44 feet; thence South 31° 8' 6" East, a distance of 69.30 feet; thence South 45° 25' 37" East, a distance of 92.78 feet; thence South 55° 39' 47" East, a distance of 113.69 feet; thence South 80° 57' 44" East, a distance of 737.14 feet; thence South 1° 12' 1" East, a distance of 803.56 feet; thence South 1° 12' 1" East, a distance of 749.38 feet; thence South 89° 50' 40" East, a distance of 560.48 feet; thence North 89° 17' 32" East, a distance of 5.43 feet; thence North 89° 17' 37" East, a distance of 536.94 feet; thence North 89° 40' 25" East, a distance of 179.37 feet; thence North 89° 40' 23" East, a distance of 11.32 feet; thence North 88° 42' 59" East, a distance of 54.68 feet; thence North 1° 11' 39" West, a distance of 759.17 feet; thence South 57° 50' 55" East, a distance of 204.95 feet; thence South 57° 38' 30" East, a distance of 561.03 feet; thence South 57° 38' 36" East, a distance of 12.77 feet; thence South 1° 39' 25" East, a distance of 12.01 feet; thence South 33° 14' 23" West, a distance of 549.00 feet; thence South 32° 40' 37" East, a distance of 586.00 feet; thence South 89° 24' 23" West, a distance of 623.32 feet; thence South 89° 24' 25" West, a distance of 29.78 feet; thence South 0° 15' 31" West, a distance of 53.30 feet; thence South 0° 1' 42" West, a distance of 16.51 feet; thence South 0° 1' 48" West, a distance of 25.04 feet; thence South 89° 20' 50" West, a distance of 1334.62 feet; thence South 0° 51' 42" East, a distance of 1324.77 feet; thence South 89° 21' 18" West, a distance of 1326.49 feet; thence North 0° 49' 58" West, a distance of 1327.48 feet; thence North 13° 47' 45" West, a distance of 20.10 feet; thence South 89° 17' 37" West, a distance of 160.77 feet; thence South 89° 17' 37" West, a distance of 1166.12 feet; thence North 0° 56' 17" West, a distance of 654.18 feet; thence North 0° 54' 34" West, a distance of 473.26 feet; thence North 0° 56' 37" West, a distance of 49.63 feet; thence North 0° 56' 38" West, a distance of 135.00 feet; thence North 0° 56' 38" West, a distance of 135.00 feet; thence North 0° 56' 38" West, a distance of 64.48 feet; thence North 0° 56' 38" West, a distance of 70.47 feet; thence North 0° 56' 38" West, a distance of 135.05 feet; thence North 0° 56' 38" West, a distance of 134.97 feet; thence North 0° 56' 38" West, a distance of 135.03 feet; thence North 0° 56' 38" West, a distance of 135.00 feet; thence North 0° 56' 37" West, a distance of 138.57 feet; thence North 0° 56' 38" West, a distance of 207.16 feet; thence North 89° 7' 14" East, a distance of 159.28 feet; thence North 0° 57' 32" West, a distance of 150.00 feet; thence North 89° 7' 14" East, a distance of 235.00 feet; thence North 89° 7' 18" East, a distance of 265.00 feet; thence North 89° 7' 13" East, a distance of 662.59 feet to the POINT OF BEGINNING.

Contains 234.89 acres more or less.



Part 2

Beginning at a point, said point being North 1° 1' 17" West for a distance of 37.94 feet and South 87° 57' 9" West, a distance of 332.70 feet from the Southwest Quarter Corner of Section 7 or POINT OF BEGINNING; and running thence South 87° 57' 9" West, a distance of 1489.66 feet; thence North 1° 51' 44" West, a distance of 392.09 feet; thence South 88° 8' 16" West, a distance of 147.00 feet; thence South 1° 51' 44" East, a distance of 392.57 feet; thence South 87° 57' 9" West, a distance of 127.87 feet; thence North 1° 51' 43" West, a distance of 150.00 feet; thence South 88° 8' 1" West, a distance of 63.56 feet; thence North 17° 27' 21" East, a distance of 163.48 feet; thence North 24° 30' 3" East, a distance of 168.07 feet; thence North 10° 12' 11" East, a distance of 194.20 feet; thence North 38° 57' 56" West, a distance of 60.14 feet; thence North 13° 33' 36" West, a distance of 94.97 feet; thence North 6° 23' 22" West, a distance of 182.91 feet; thence North 6° 36' 31" East, a distance of 118.79 feet; thence North 29° 33' 38" East, a distance of 36.01 feet; thence North 41° 39' 23" West, a distance of 59.53 feet; thence North 7° 3' 3" West, a distance of 80.61 feet; thence North 0° 34' 22" West, a distance of 85.16 feet; thence North 66° 56' 25" East, a distance of 19.56 feet; thence North 89° 8' 42" East, a distance of 70.75 feet; thence North 89° 8' 43" East, a distance of 1639.06 feet; thence South 0° 51' 16" East, a distance of 342.00 feet; thence North 89° 8' 44" East, a distance of 323.00 feet; thence South 0° 51' 16" East, a distance of 659.41 feet; thence South 89° 8' 44" West, a distance of 292.00 feet; thence South 0° 51' 16" East, a distance of 297.00 feet to the POINT OF BEGINNING.

Contains 55.46 acres more or less.



RESOLUTION NO. 2025-10

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

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

WHEREAS, the City desires the Utah Inland Port Authority (the “Port Authority”) Board to create a project area within the City that includes the real property associated with the parcel numbers designated on Exhibit A that is located between I-15 and the railroad tracks (the “Project Area”) to help fund infrastructure and/or development in the City; and

WHEREAS, the Project Area fits the City’s economic development vision by encouraging the recruitment of new companies to create employment opportunities for our residents and improve the City tax base in such designated area; and

WHEREAS, this Project Area will encourage development of the real property within the Project Area in a manner that benefits the City and is consistent with the City’s general plan; and

WHEREAS, the general public will benefit from creating the Project Area by better utilizing real property within our community that is well-situated for commercial, logistics and manufacturing infrastructure, by assisting with the improvement of infrastructure needed to attract such businesses in the Project Area, and participating in the regional transportation enhancement efforts in Box Elder County in general.

NOW THEREFORE, BE IT RESOLVED by the Willard City Council that the City Council:

- Consents to include the real property associated with the parcel numbers designated on Exhibit A that are located between I-15 and the railroad tracks within a Utah Inland Port Authority Project Area; and
- Requests the Port Authority to consider the Project Area and designate and approve the real property associated with the parcel numbers designated on Exhibit A that are located between I-15 and the railroad tracks as a Project Area to aid in its development, all in accordance with Utah Code Annotated § 11-58-501 et. Seq.;

FURTHER, BE IT RESOLVED, that the Willard City Council consents to create the Project Area based on the following terms:

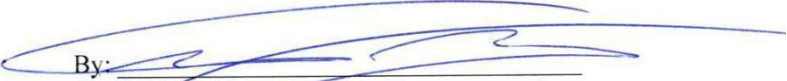
- Concurrent with the Port Authority drafting the Project Area Plan and Budget, the Port Authority and City work in good faith to establish an Interlocal agreement

that further defines the roles, authority, use of increment, and partnership between the two entities; and

- The City Planner and Mayor shall fully participate in the discussion and the decisions regarding elements of the Project Area Plan and Budget, including but not limited to how the tax differential should be used for incentives, infrastructure etc.; and
- The Port Authority shall provide an annual report to the City Council regarding how the tax differential complies with what is ultimately set forth in the Project Area Plan and Budget.

Adopted and passed by the governing body of Willard City this 12 day of June 2025.

WILLARD CITY A Utah Municipal Corporation

By: 

Travis Mote, Mayor

ATTEST:


_____, City Recorder

Appendix D: Project Area Budget Summary

Model Summary	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
TIF Duration (Years)	25
Differential Tax Revenue \$ Allocation	
	Full Value
Base Year Taxable Value Revenues	\$ 164,000
Tax Differential to Project Area	\$ 208,500,000
Tax Differential to Other Taxing Entities	\$ 69,500,000
Total Tax Differential	\$ 278,000,000
Less: Wetland Mitigation*	\$ 5,265,000
Less: Admin Expenses	\$ 10,425,000
Total Remaining Differential for Projects	\$ 192,810,000
*Project area ammendments wetland mitigation will be at 3%, while original is at 1%	
Taxing Entities	
	Final Tax Rate
Box Elder County	0.001336
Multicounty Assessing & Collecting Levy	0.000015
County Assessing & Collecting Levy	0.000246
Box Elder School District	0.006169
Brigham City	0.001802
Garland City	0.003000
Tremonton City	0.002191
Box Elder Mosquito Abatement District	0.000160
Garland Cemetery Maintenance District	0.000109
Bear River Water Conservancy District	0.000194
Box Elder County Library	0.000099
Municipal Type Service Fund	0.000348
Portage Precinct Cemetery Maintenance District	0.000772



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

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

While there are no land-areas of federally recognized tribes located in the project area, the Northwestern Band of the Shoshone Nation is located in the vicinity of the project area. They are represented by Chairman Dennis Alex, elected in April 2020. Their regional office is located at 2575 Commerce Way in Ogden, Utah.

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. Monarch Butterflies are listed as proposed threatened species and may exist in the project area. Suckley's Cuckoo Bumble Bees are listed as proposed endangered 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. Designated critical habitats do not exist within or overlap with any portions of the project area.

There are 27 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 1 and September 15.

The Bear River Migratory Bird Refuge is located west of Brigham City and the project area. The Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area. Multiple wildlife and waterfowl management areas (WMAs) have been designated by the Division of Wildlife Resources in Box Elder County, including the Brigham Face and Willard Spur WMAs.

Malad River runs through the Box Elder County Zone of the project area; however, the project area boundaries exclude Malad River from the project area. Black Slough is part of the Bear River east side tributaries from Malad confluence south and is located southeast of the Brigham City Airport, near the Brigham City Zone of the project area. Both Malad River and Black Slough have been designated as impaired water bodies and added to the Impaired 303d list in 2022.

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



Different portions of the project area experience either a 0.2% or 1% annual chance flood hazard, according to FEMA's National Flood Hazard Layer (NFHL) Viewer.

The Utah Department of Environmental Quality (UDEQ) maintains several water quality monitoring wells near the project area. Currently, there are no air quality monitoring stations maintained by UDEQ located in the project area.

Box Elder County is currently in serious nonattainment for PM_{2.5}.

PROJECT AREA DESCRIPTION

The combined Golden Spike Inland Port Project Area has five different noncontiguous areas under consideration (see [Appendix B](#) for Project Maps and Imagery):

Brigham City Zone

The Brigham City Zone of the Golden Spike Inland Port Project Area is located on both sides of I-15 with proximity to the Ogden subdivision as well as the Brigham City Airport.

Farm & Permafrost Zone

The Farm & Permafrost Zone of the Golden Spike Inland Port Project Area is located along Wakegan Road with proximity to the Union Pacific Malad rail subdivision.

Harwood Zone

The Harwood Zone of the Golden Spike Inland Port Project Area is located south of I-84 and SR-201, just southwest of Tremonton.

Garland-Tremonton Zone

The Garland-Tremonton Zone of the Golden Spike Inland Port Project Area sits on the Malad rail subdivision and currently has a single rail-fed industrial space in use. An additional spur travels through the project area to connect to two additional industrial spaces that are not in the project area.

Willard Zone

The Willard Zone is the southernmost portion of the Golden Spike Inland Port Project Area, located along the US-89 corridor about 7 miles south of Brigham City and 13 miles north of Ogden.

PAST AND PRESENT LAND USES

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

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



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

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

GEOTECHNICAL RESOURCES

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

Potential geotechnical constraints may include:

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

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



Geology and Soils

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

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

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

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

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

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

It is the responsibility of each landowner to assess soil health and constraints on their respective properties. Figures 1-1 through 1-5 display the WSS maps for the project area. Map units are defined below.



**GOLDEN SPIKE PROJECT AREA:
BRIGHAM CITY ZONE**

Box Elder County, Utah



0 0.2 0.4 0.6 0.8 Miles

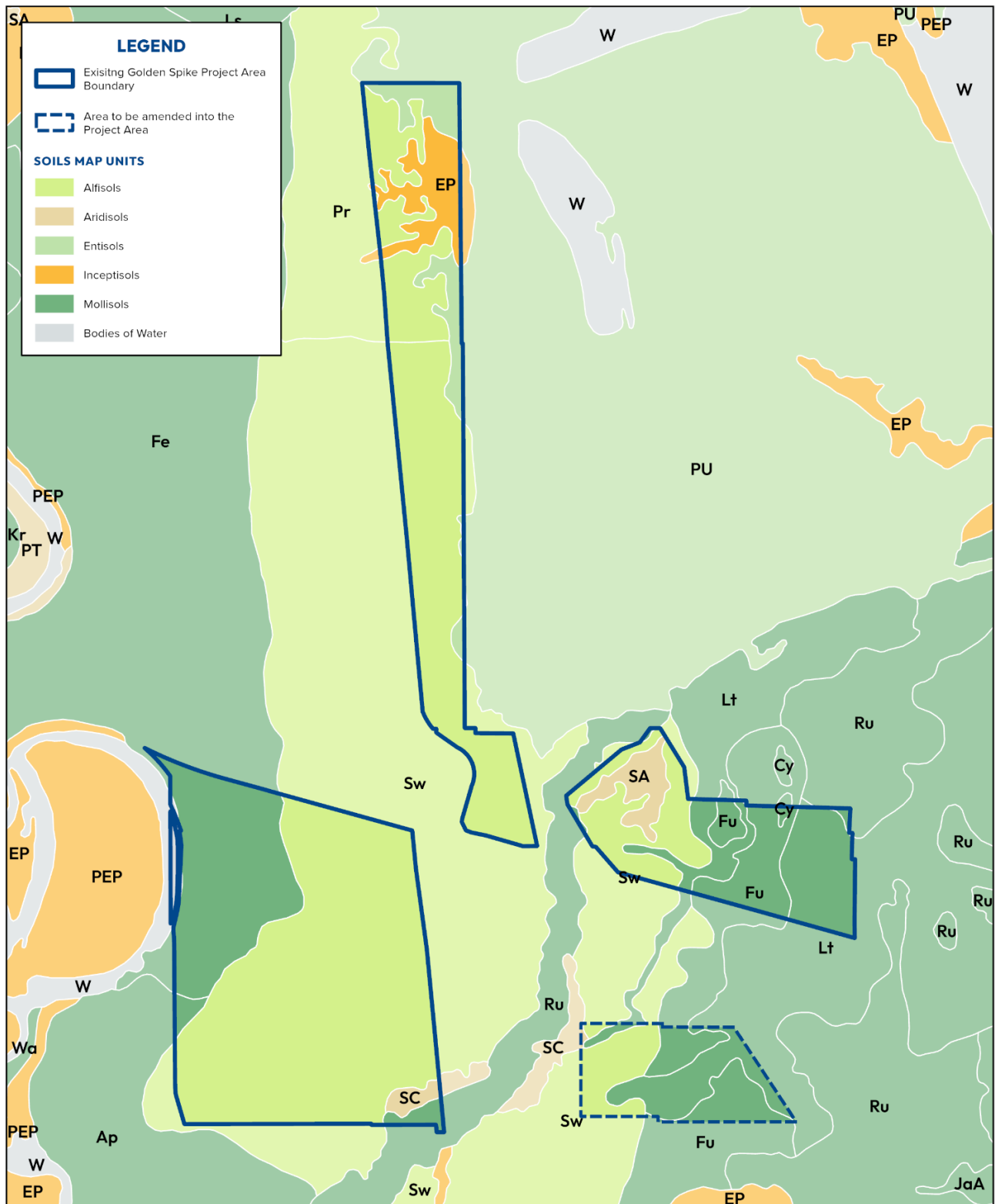


FIGURE 1-1: BRIGHAM CITY ZONE WEB SOIL SURVEY MAP



0 0.25 0.5 0.75 1 Miles

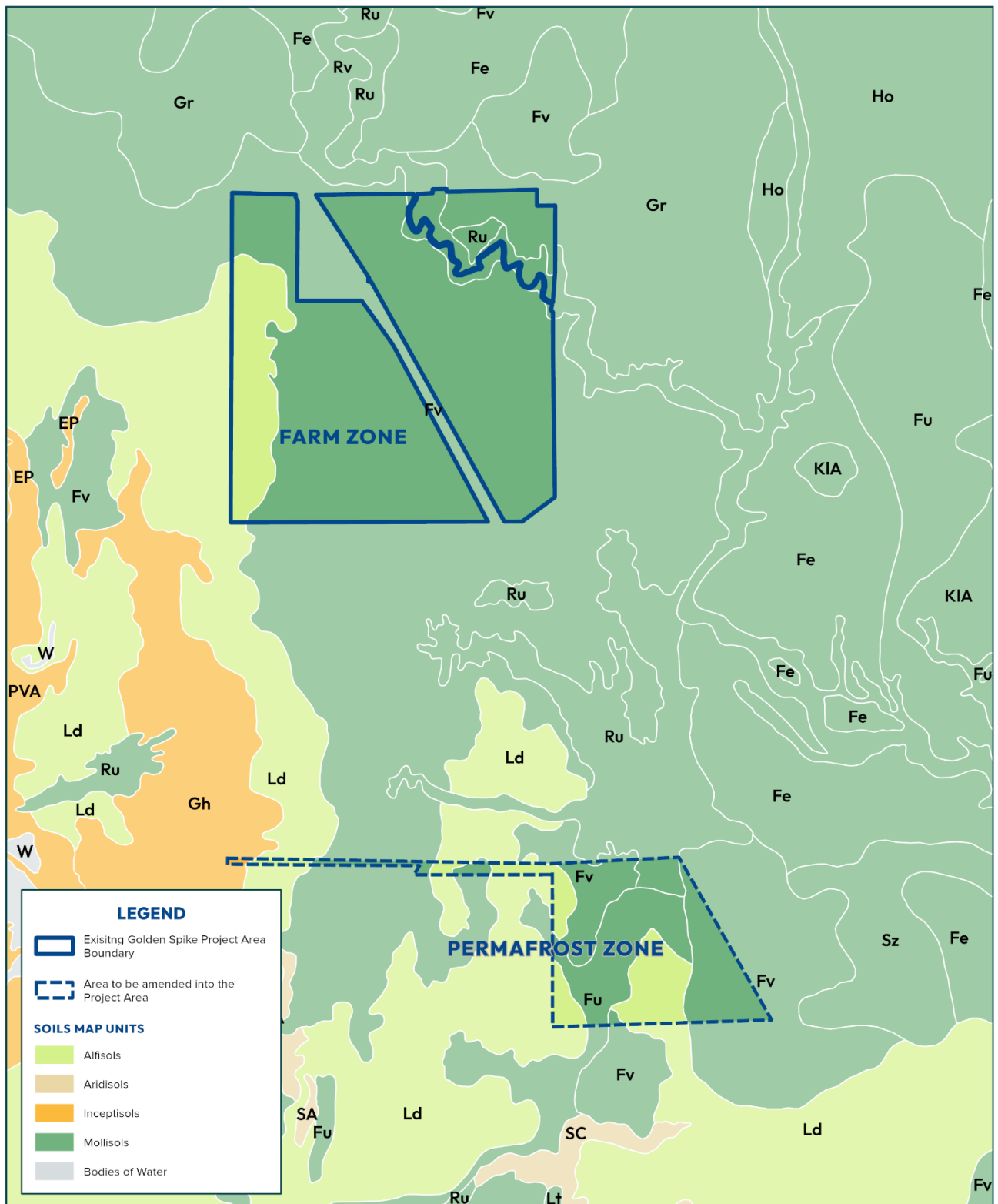


FIGURE 1-2: BOX ELDER COUNTY ZONE WEB SOIL SURVEY MAP



0 0.13 0.25 0.38 0.5 Miles

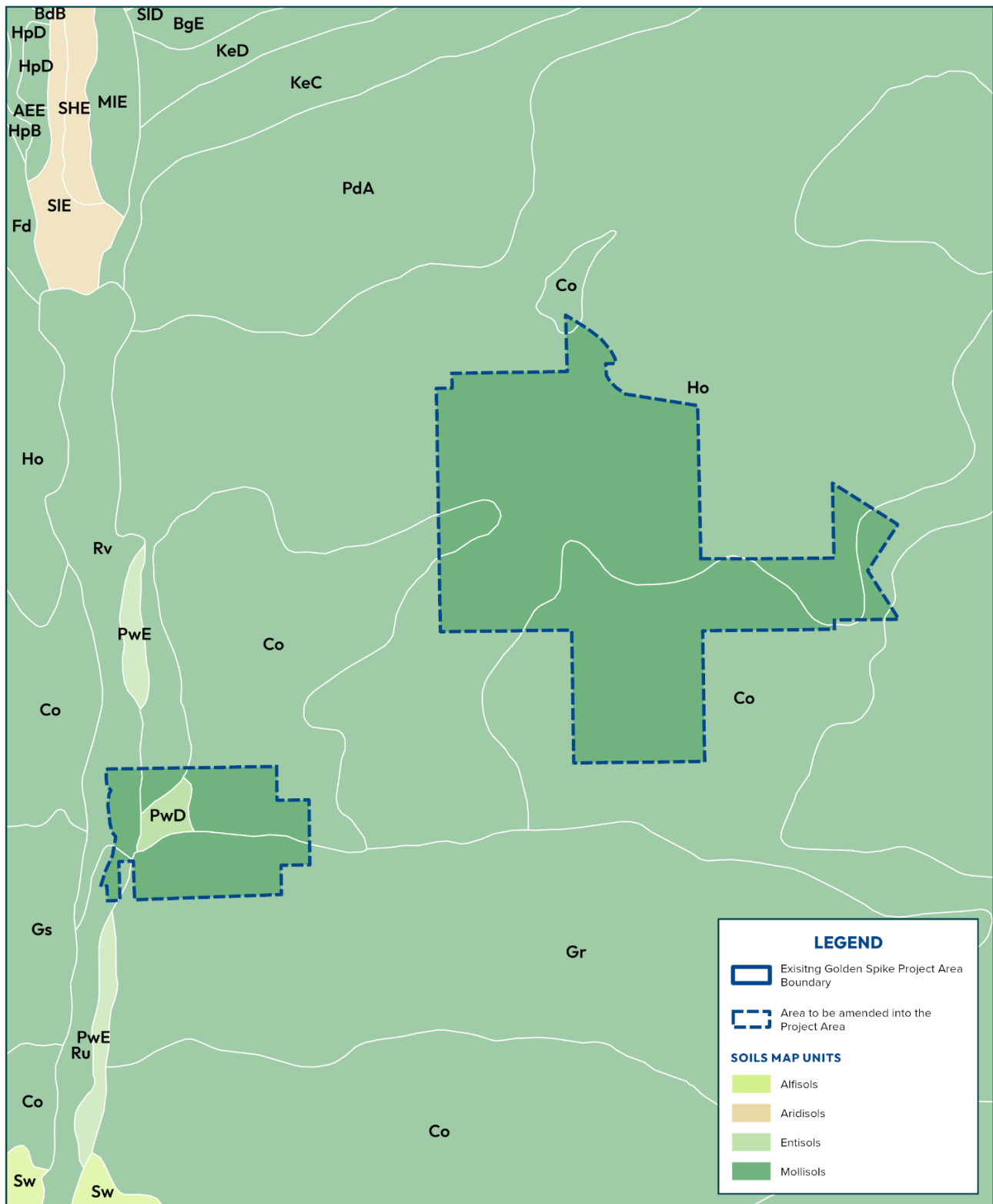


FIGURE 1-3: HARWOOD ZONE WEB SOIL SURVEY MAP



0 0.1 0.2 0.3 0.4 Miles

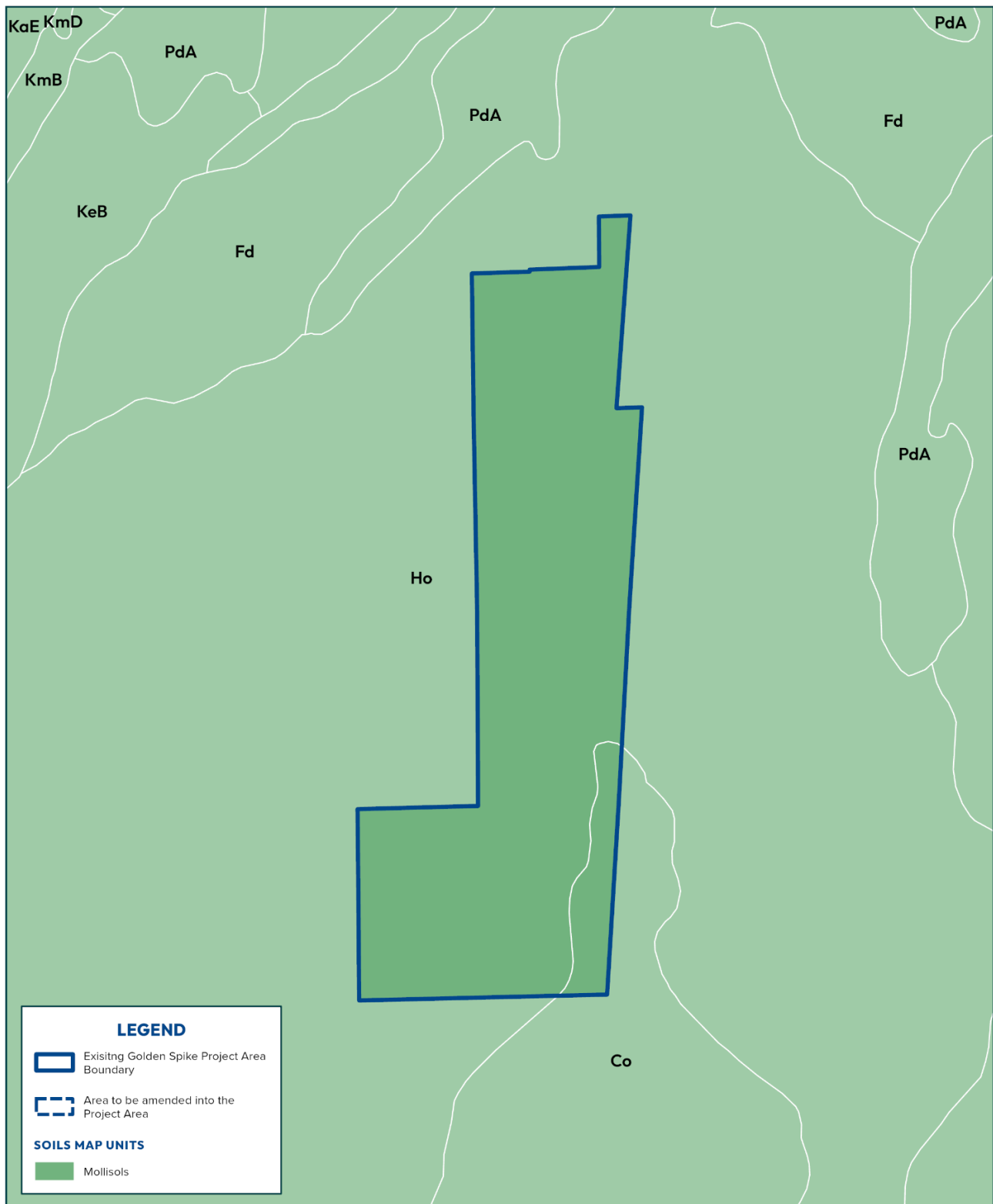


FIGURE 1-4: GARLAND-TREMONTON ZONE WEB SOIL SURVEY MAP



Golden Spike Project Area

Soil Survey Analysis | Willard Zone

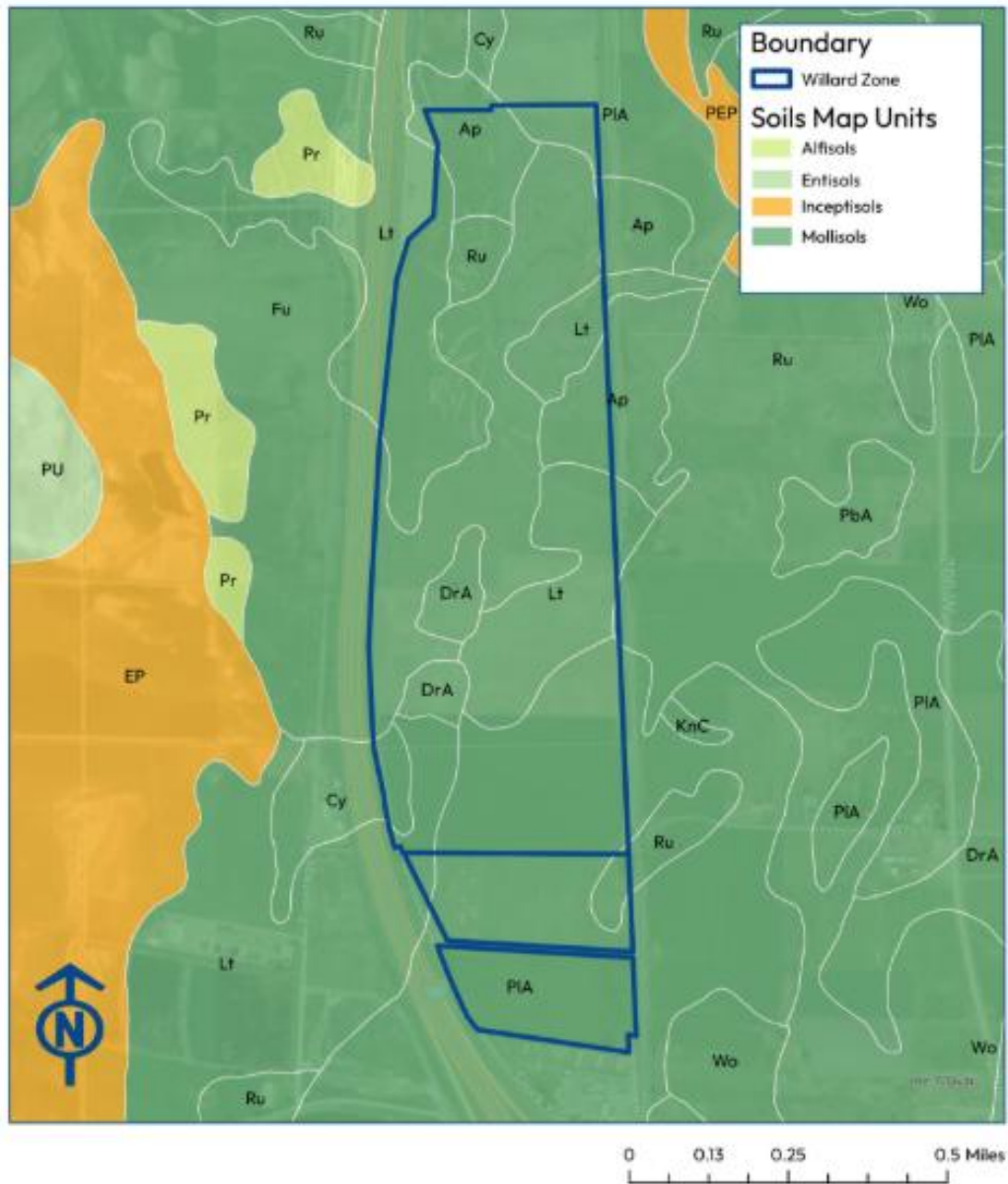


FIGURE 1-5: WILLARD ZONE WEB SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ap	Fridlo silt loam, sandy substratum, 0 to 1 percent slopes	16.9	0.8%
Co	Collett silty clay loam, 0 to 2 percent slopes	114.3	5.3%
Cy	Cudahy silt loam, 0 to 1 percent slopes	3.3	0.2%
DrA	Draper loam, 0 to 3 percent slopes	7.3	0.3%
EP	Eimarsh-Playas-Pintailake complex, 0 to 1 percent slopes	26.5	1.2%
Fe	Fielding silt loam, warm, 0 to 3 percent slopes	87.2	4.1%
Fu	Fridlo silt loam, 0 to 3 percent slopes	147.4	6.9%
Fv	Fridlo silt loam, 0 to 1 percent slopes	516.6	24.2%
Gh	Gooch silt loam, saline, sodic, 0 to 1 percent slopes	0.8	0.0%*
Gr	Greenson silt loam, 0 to 1 percent slopes	53.6	2.5%
Ho	Honeyville silty clay loam, 0 to 1 percent slopes	279.3	13.1%
Ld	Lasil silt loam, moderately saline, 0 to 1 percent slopes	121.6	5.7%
Lt	Logan silty clay loam, 0 to 3 percent slopes	122.2	5.7%
PIA	Parleys silty clay loam, 0 to 3 percent slopes	56.8	2.7%
Pr	Payson silt loam, 0 to 1 percent slopes	45.6	2.1%
PU	Playas	26.8	1.3%
PwD	Pomat silt loam, 6 to 10 percent slopes	5.3	0.2%
Ru	Roshe Springs silt loam, 0 to 3 percent slopes	29.5	1.4%
Rv	Rough broken land	35.5	1.7%
SA	Saltair silty clay loam, 0 to 1 percent slopes	15.7	0.7%
SC	Saltair-Logan association	5.2	0.2%
Sw	Stokes silt loam, 0-1% slopes	417.9	19.5%
W	Water	3.3	0.2%
Totals for Area of Interest		2138.4	100.0%

*values represented by "0.0%" are non-zero values that are insignificantly small

HYDROGEOLOGY AND HYDROLOGY

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

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

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

HISTORICAL AND CULTURAL RESOURCES

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

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



It is the responsibility of each landowner to assess potential impacts to historical and cultural resources on their respective properties.

The table below lists cultural resources in Box Elder County that have been previously recorded on the official list of the Nation's historic places worthy of preservation, none of which occur in the project area.

Property Name	State	County	City	Street & Number
Cutler Hydroelectric Power Plant Historic District	UTAH	Box Elder	Beaver Dam	Off UT 30 at Bear River
Glover, William and Nettie, House	UTAH	Box Elder	Brigham	106 West 100 North
Anderson, George and Mabel, House	UTAH	Box Elder	Brigham City	63 N. 200 East
Anderson, Martin, House	UTAH	Box Elder	Brigham City	105 N 300 W
Box Elder County Courthouse	UTAH	Box Elder	Brigham City	1 N. Main St.
Box Elder Flouring Mill	UTAH	Box Elder	Brigham City	327 East 200 North
Box Elder Stake Tabernacle	UTAH	Box Elder	Brigham City	Main St. between 2nd and 3rd South Sts.
Brigham City Carnegie Library	UTAH	Box Elder	Brigham City	26 E. Forest St.
Brigham City Fire Station/City Hall	UTAH	Box Elder	Brigham City	6 N. Main St.
Brigham City Mercantile and Manufacturing Association Mercantile Store	UTAH	Box Elder	Brigham City	5 N. Main St.
Compton, Alma, House	UTAH	Box Elder	Brigham City	142 S. 100 East
Elberta Theatre	UTAH	Box Elder	Brigham City	53 S. Main St.
Fawson, Alfred and Marie, House	UTAH	Box Elder	Brigham City	66 S 100 W
Forsgren, Peter and Anna Christena, House	UTAH	Box Elder	Brigham City	59 S 100 E
Granary of the Relief Society	UTAH	Box Elder	Brigham City	100 North 400 East
Holst, Christian and Annie, House	UTAH	Box Elder	Brigham City	495 S 200 E
Hotel Brigham	UTAH	Box Elder	Brigham City	13 and 17 W. Forest St.
Howard Hotel	UTAH	Box Elder	Brigham City	35 S. Main St.
Jenson, Nels and Minnie, House	UTAH	Box Elder	Brigham City	136 East 100 South
Jeppson-Reeder House	UTAH	Box Elder	Brigham City	631 North Main
Knudson Brothers Building	UTAH	Box Elder	Brigham City	63 S. Main St.
Knudson, Jonathan and Jennie, House	UTAH	Box Elder	Brigham City	48 South 100 East
Lower Bear River Archeological Discontiguous District	UTAH	Box Elder	Brigham City	Address Restricted
Mountain States Telephone and Telegraph Building	UTAH	Box Elder	Brigham City	20 E. 100 South St.
Oregon Short Line Depot	UTAH	Box Elder	Brigham City	800 West and Forest St.
Thompson-Hansen House	UTAH	Box Elder	Brigham City	120 N. Main St.
Union Block	UTAH	Box Elder	Brigham City	57 S. Main St.
Watkins, William L. and Mary, House	UTAH	Box Elder	Brigham City	74 N. 100 E
Hampton's Ford Stage Stop and Barn	UTAH	Box Elder	Collinston	NW of Collinston on UT 154 at Bear River
Corinne Methodist Episcopal Church	UTAH	Box Elder	Corinne	Corner of Colorado and S. 600 Sts.

Property Name	State	County	City	Street & Number
Transcontinental Railroad Grade	UTAH	Box Elder	Corinne	Roughly, from 6 mi. W of Corinne running approximately 13 mi. along UT 83
Fryer Hotel	UTAH	Box Elder	Deweyville	3274 W. 11300 North
Bear River High School Science Building	UTAH	Box Elder	Garland	1450 S. Main St.
Garland Carnegie Library	UTAH	Box Elder	Garland	86 W. Factory St.
Tanner, A. N., House	UTAH	Box Elder	Grouse Creek	Grouse Creek
Central Pacific Railroad Grade Historic District	UTAH	Box Elder	Park Valley	87 mi. segment between Umbria jct. 9 mi. E. of NV border around N end of Great Salt Lake to Golden Spike NHS
Hogup Cave (42BO36)	UTAH	Box Elder	Park Valley	Address Restricted
Plymouth School	UTAH	Box Elder	Plymouth	135 S. Main
Golden Spike National Historic Site	UTAH	Box Elder	Promontory	NE of Great Salt Lake
Holmgren Farmstead	UTAH	Box Elder	Tremonton	460 N 300 E
Tremonton Historic District	UTAH	Box Elder	Tremonton	Roughly bounded by 600 South, 400 West, 800 North, and 300 East
Washakie LDS Ward Chapel	UTAH	Box Elder	Washakie	Along Samaria Lake Canal
Willard Historic District	UTAH	Box Elder	Willard	Roughly bounded by 200 W., 200 N., 100 E., and 200 S. Sts.

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 [Northwestern Band of the Shoshone Nation](#) is located in the vicinity of the project area. They are represented by Chairman Dennis Alex, elected in April 2020. Their regional office is located at 2575 Commerce Way in Ogden, Utah.

NATURAL RESOURCES

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

The lead federal agencies for implementing ESA are:

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

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



by a project. It is the responsibility of each landowner to assess potential impacts to threatened and endangered species on their respective properties.

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. Final critical habitat for this species has been designated and published in the [Federal Register](#); however, this critical habitat does not exist within or overlap with any portions of the project area.

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

Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical habitat for Ute ladies'-tresses has not been designated.

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

There are 27 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 1st and September 15th. These migratory bird species of concern include the American Avocet, American White Pelican, Bald Eagle, Black Rosy-finch, Black Tern, Bobolink, Broad-tailed Hummingbird, California Gull, Calliope Hummingbird, Cassin's Finch, Clark's Grebe, Evening Grosbeak, Flammulated Owl, Forster's Tern, Franklin's Gull, Golden Eagle, Lesser Yellowlegs, Long-eared Owl, Marbled Godwit, Northern Harrier, Olive-sided Flycatcher, Pinyon Jay, Rufous Hummingbird, Sage Thrasher, Virginia's Warbler, Western Grebe, and Willet. It is recommended that construction activities are completed outside of the BCC breeding season (12/1 – 9/15).

The Bear River Migratory Bird Refuge is located west of Brigham City and the project area. The Uinta-Wasatch-Cache National Forest (federal land) is located east of the project area.

Multiple wildlife and waterfowl management areas (WMAs) have been designated by the Division of Wildlife Resources in Box Elder County, including the Brigham Face and Willard Spur WMAs. More information regarding these areas can be found on the [Utah Division of Wildlife Resources website](#).

WATER RESOURCES

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

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

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



severity of the pollution and the designated use of the waterbody. States must establish the total maximum daily load(s) (TMDL) of the pollutant(s) in the waterbody for impaired waters on their list.

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

Malad River runs through the Box Elder County Zone of the project area; however, the project area boundaries exclude Malad River from the project area. Black Slough is part of the Bear River east side tributaries from Malad confluence south and is located southeast of the Brigham City Airport, near the Brigham City Zone of the project area. Both Malad River and Black Slough have been designated as impaired water bodies and added to the Impaired 303d list in 2022. More information regarding these water bodies and their classification can be found in the Utah Division of Water Quality’s [Final 2022 Integrated Report on Water Quality](#).

Wetlands

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water 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). Areas included in the initial creation of the project area in August 2023 will be subject to 1% of differential being committed according to the wetland policy. Areas amended into the project area starting October 2024 will be subject to a 3% commitment of differential per the wetland policy. Funds are to be spent within the proximity they are generated.



According to the NWI, Figures 2-1 through 2-5 display nationally characterized wetlands located in the project area.

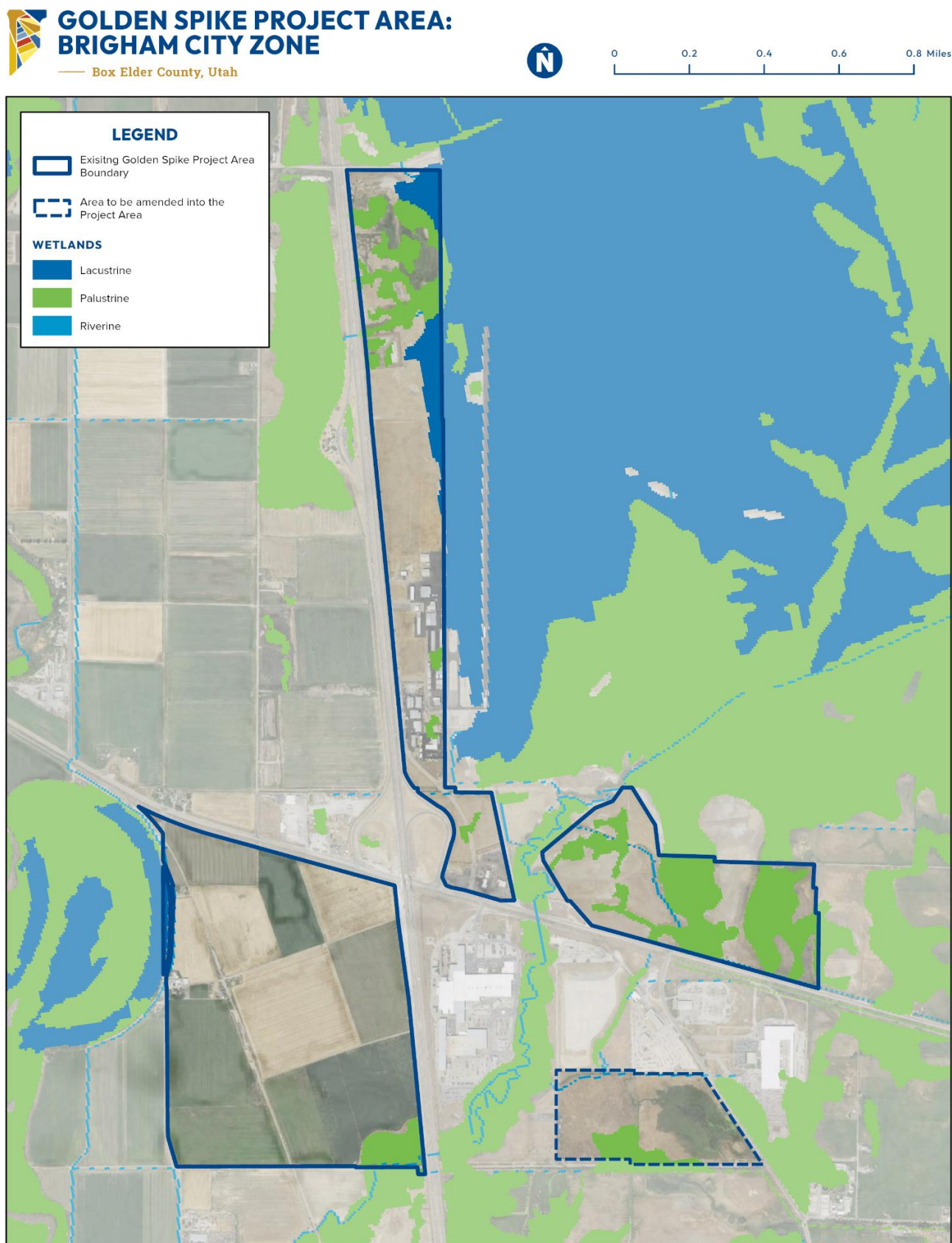


FIGURE 2-1: BRIGHAM CITY ZONE NATIONAL WETLANDS INVENTORY MAP



0 0.25 0.5 0.75 1 Miles

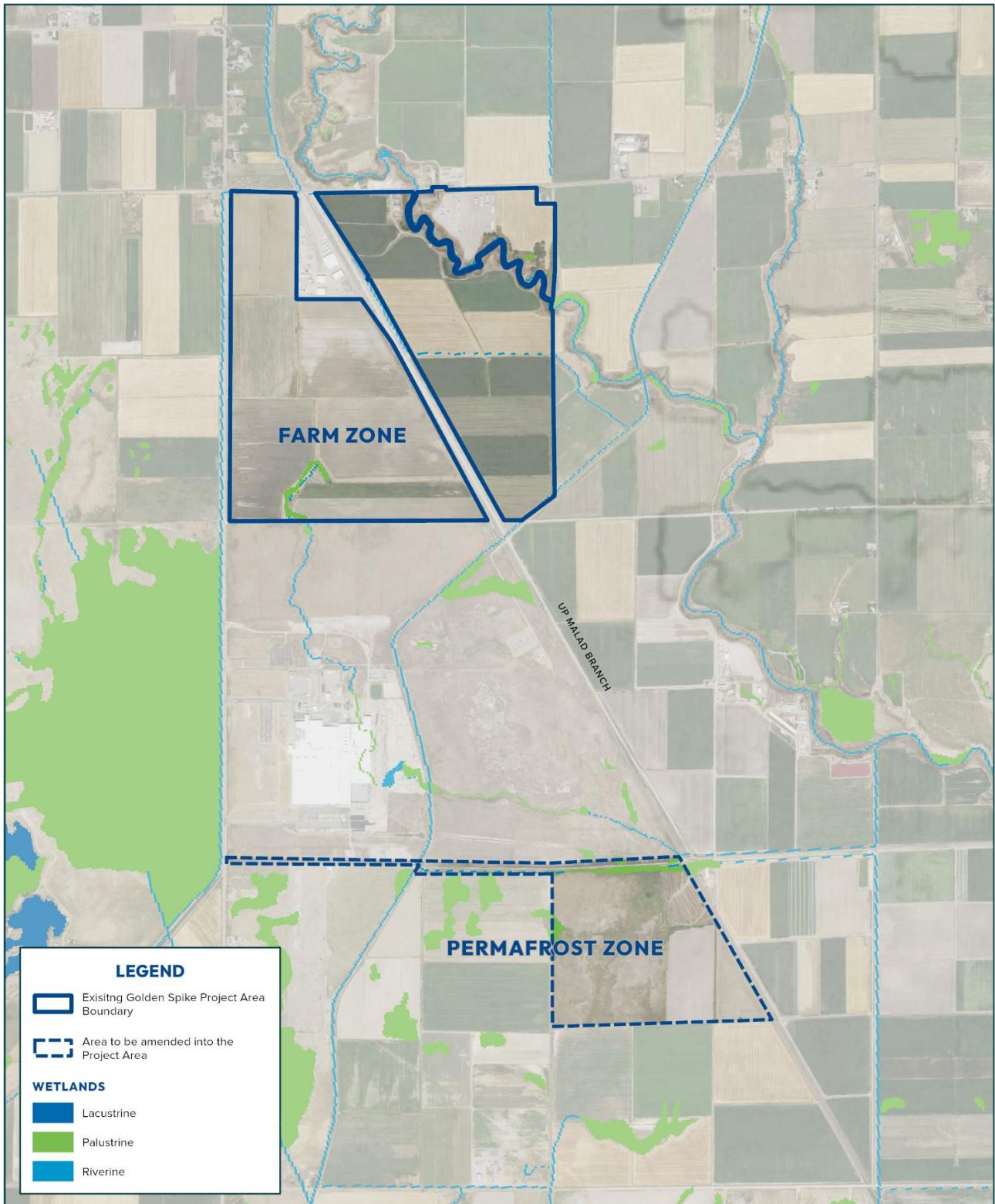


FIGURE 2-2: BOX ELDER COUNTY ZONE NATIONAL WETLANDS INVENTORY MAP



0 0.13 0.25 0.38 0.5 Miles

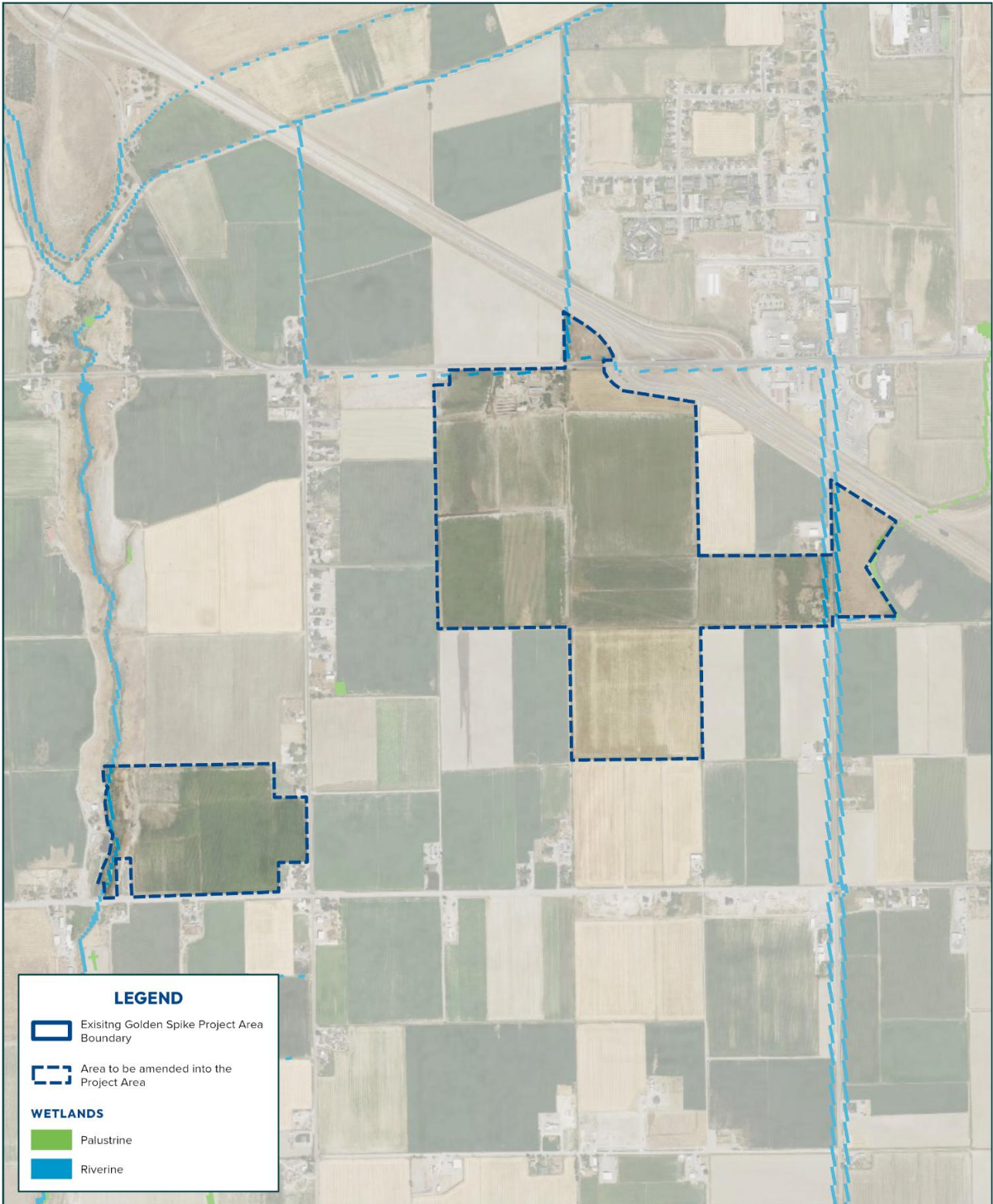


FIGURE 2-3: HARWOOD ZONE NATIONAL WETLANDS INVENTORY MAP



0 0.1 0.2 0.3 0.4 Miles

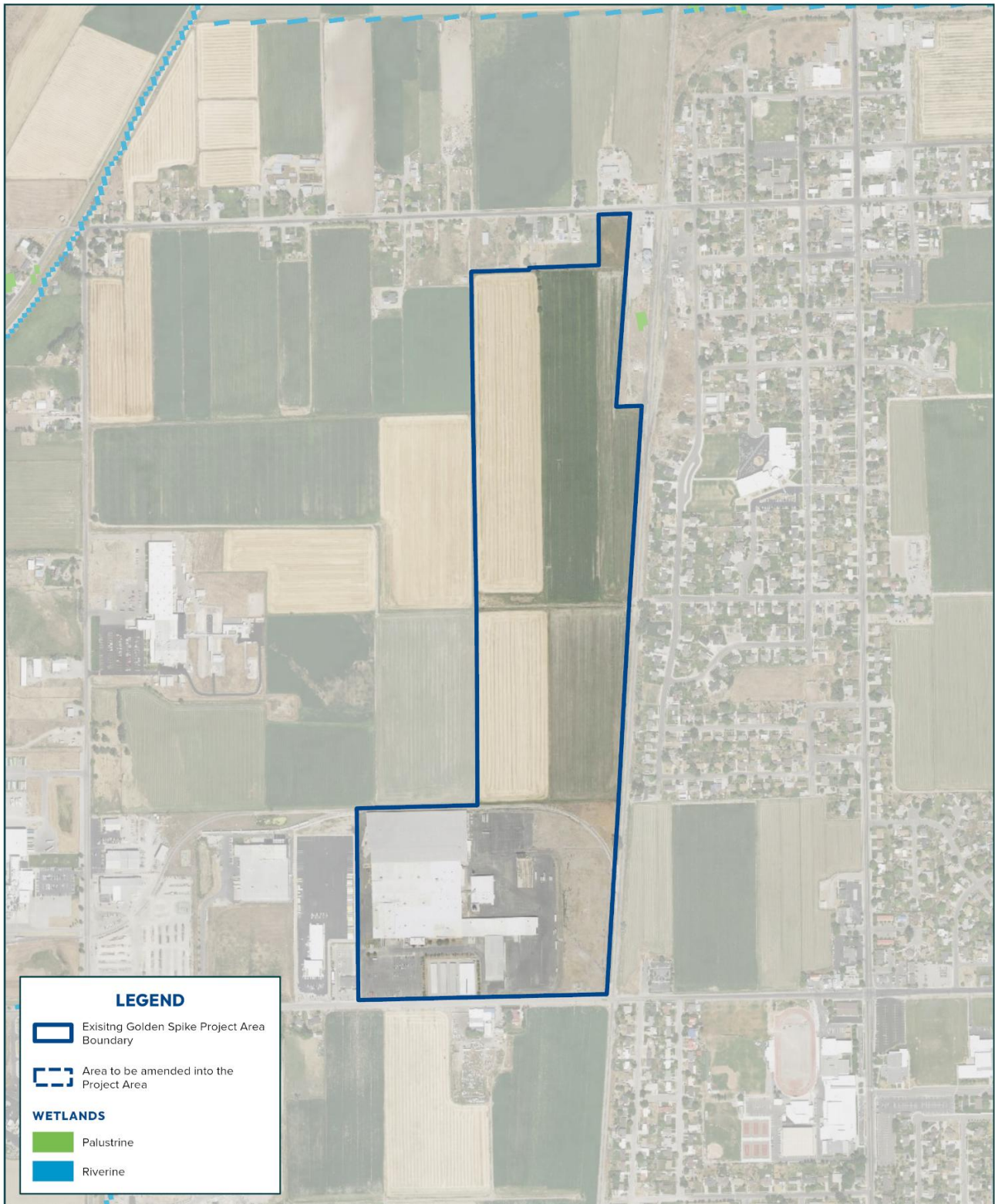


FIGURE 2-4: GARLAND-TREMONTON ZONE NATIONAL WETLANDS INVENTORY MAP



Golden Spike Project Area

Wetland Inventory Analysis | Willard Zone



FIGURE 2-5: WILLARD ZONE NATIONAL WETLANDS INVENTORY MAP

FLOODPLAINS

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

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

Flood hazard survey maps for each portion of the project area with flood hazard survey data are below (Figures 3-1 through 3-4).





0 0.2 0.4 0.6 0.8 Miles

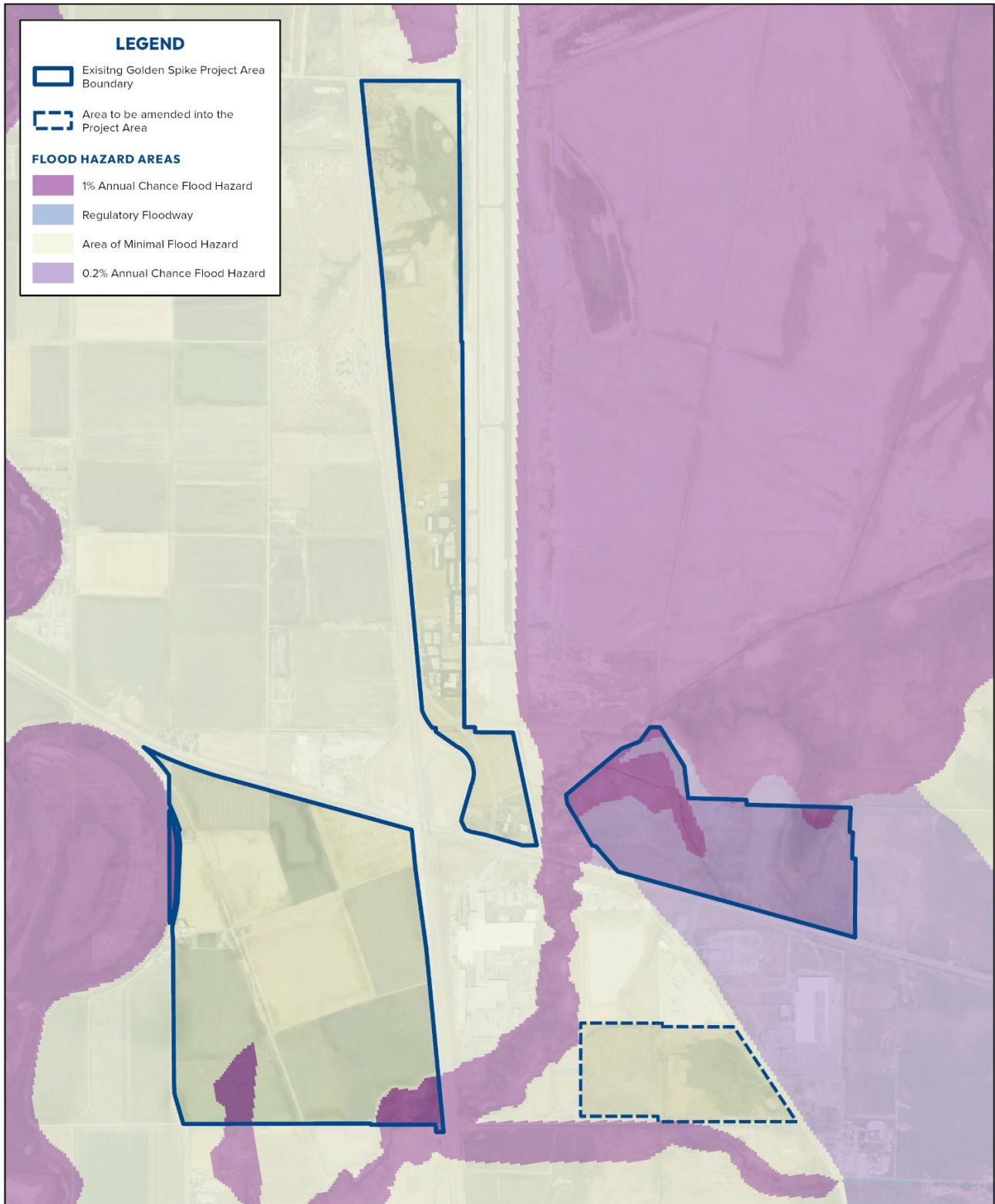


FIGURE 3-1: BRIGHAM CITY ZONE FLOOD HAZARD SURVEY MAP

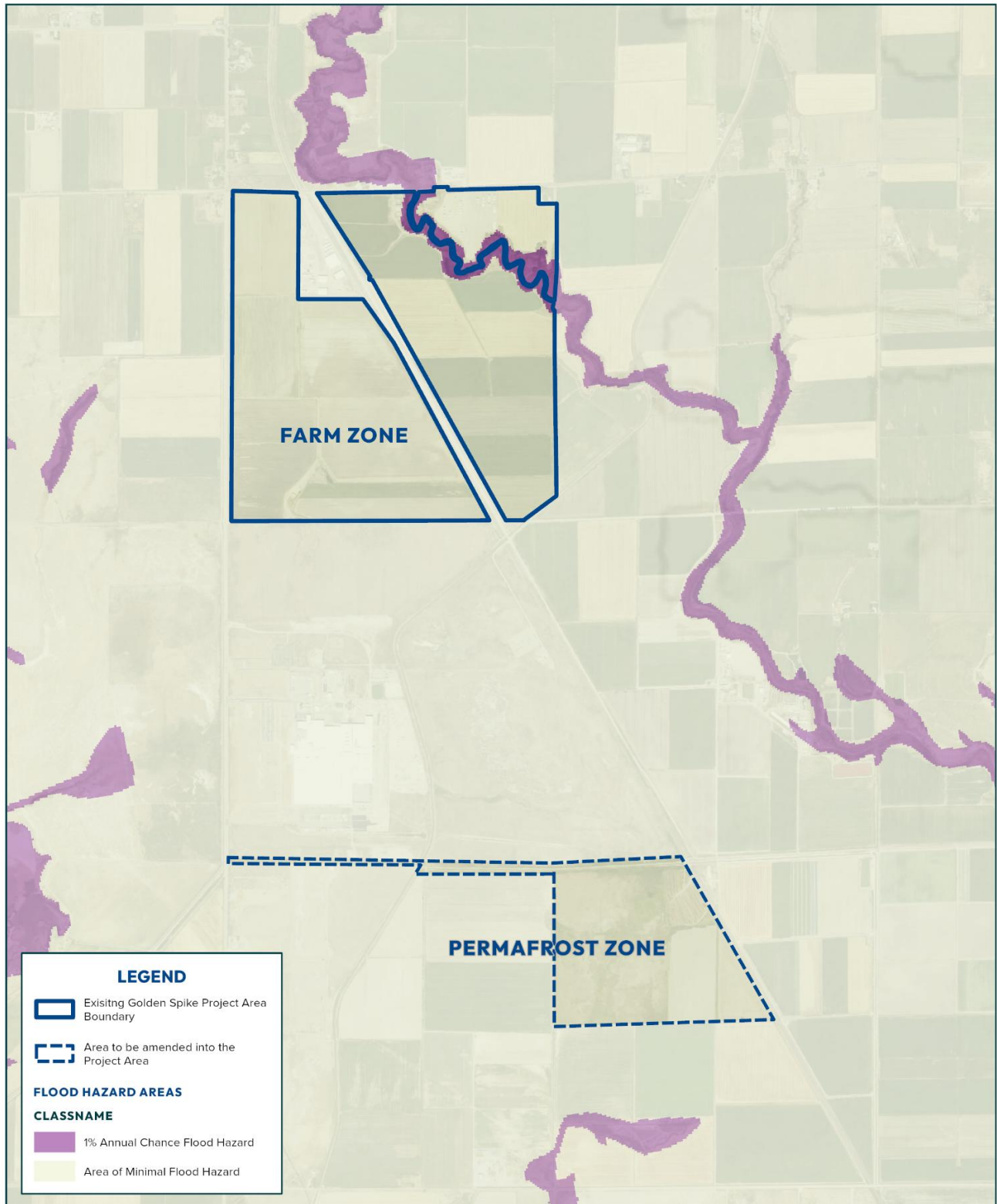


FIGURE 3-2: BOX ELDER COUNTY ZONE FLOOD HAZARD SURVEY MAP



0 0.13 0.25 0.38 0.5 Miles

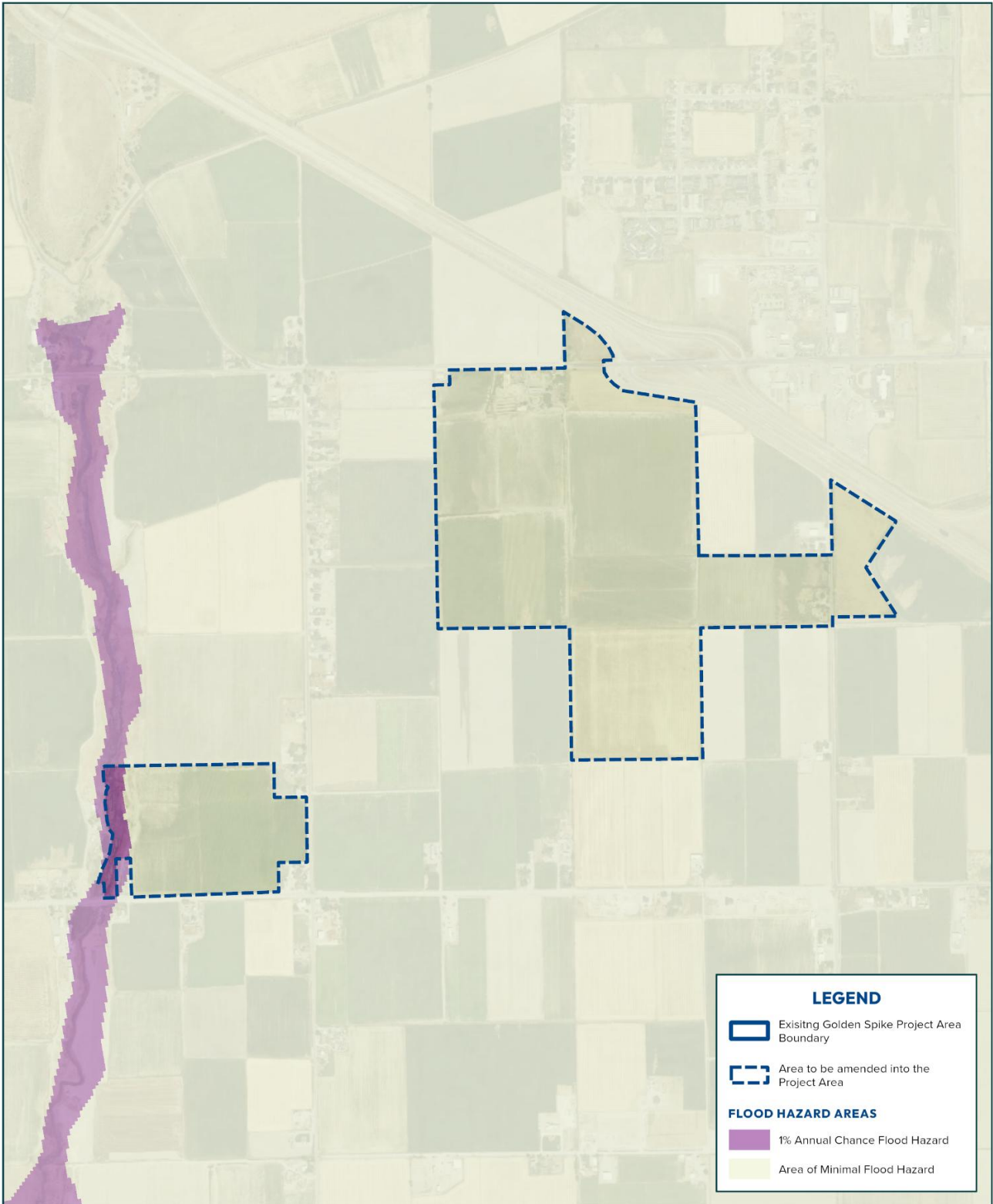


FIGURE 3-3: HARWOOD ZONE FLOOD HAZARD SURVEY MAP

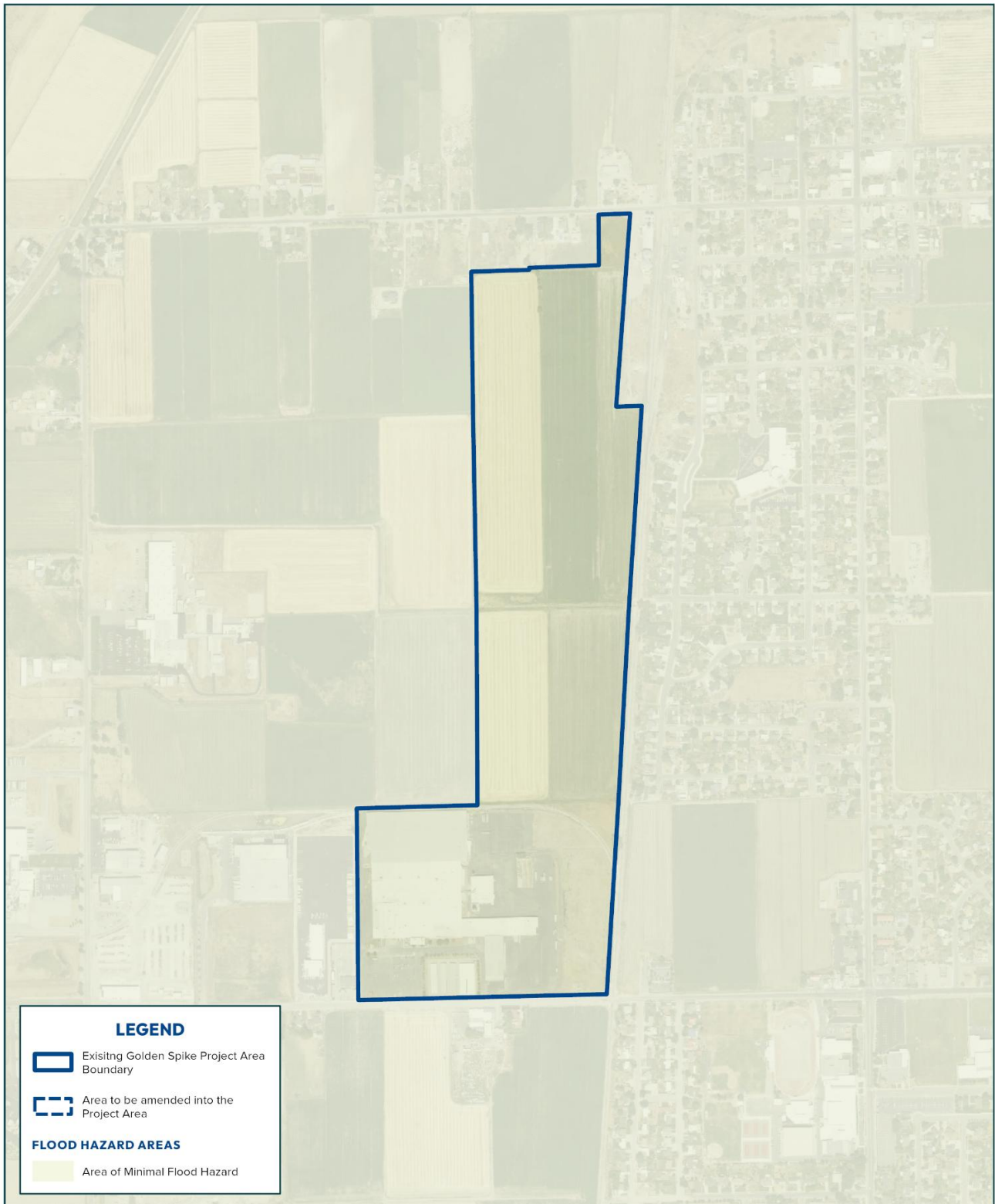


FIGURE 3-4: GARLAND-TREMONTON ZONE FLOOD HAZARD SURVEY MAP

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

Envirofacts

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

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

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



Utah Environmental Interactive Map

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

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

There are no water quality monitoring stations managed by UDEQ within the project area; however, several are maintained just outside the project area.

HAZARDOUS MATERIALS

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

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

WASTE GENERATION, STORAGE, AND DISPOSAL

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

ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTS)

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

AIR QUALITY

The Clean Air Act (CAA) is a federal law that requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that are harmful to public health and the environment. NAAQS are established for criteria pollutants which include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particle pollution (PM₁₀ and PM_{2.5}), and



sulfur dioxide (SO₂). [Current Nonattainment Counties for All Criteria Pollutants](#) are maintained by the EPA and updated regularly.

Box Elder County is currently in serious nonattainment status for PM_{2.5}.

REFERENCES

Bureau of Indian Affairs (BIA) U.S. Domestic Sovereign Nations: Land Areas of Federally-Recognized Tribes Map. <https://biamaps.doi.gov/indianlands/>. Accessed on September 10, 2025.

National Park Service (NPS) National Register of Historic Places. <https://www.nps.gov/subjects/nationalregister/database-research.htm>. Accessed September 10, 2025.

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 September 10, 2025.

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 September 10, 2025.

U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool. <https://ipac.ecosphere.fws.gov/>. Accessed on September 10, 2025.

Utah Department of Environmental Quality (UDEQ) Utah Environmental Interactive Map, 1.9.1. <https://enviro.deq.utah.gov/>. Accessed on September 10, 2025.



Appendix F: Recording & Trigger Resolution Log

Resolution # Title	UIPA Board Approval Date	Trigger Resolution / Year One	County Recording Date	Notes
2023-07 Project Area Plan & Budget Creation	August 21, 2023	N/A		Base Tax Year: 2022
2024-17 Project Area Plan & Budget Amendment #1	October 7, 2024	N/A	June 3, 2025	Recorded with Box Elder County
2025-28 Trigger Resolution for Golden Spike Project Area	April 30, 2025	2025	June 3, 2025	Parcels: • 06-064-0007 • 06-064-0010 • 06-064-0012 • 06-061-0013 Entry #: 487777
2025-48 Project Area Plan & Budget Amendment #2	November 6, 2025	N/A	December 26, 2025	Recorded with Box Elder County Entry #: 494662