



# IRON SPRINGS INLAND PORT

**Draft** Project Area Plan

March 24, 2023

# Definitions

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

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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.

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

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

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

This was presented at a public meeting on February 27, 2023.

## Purposes and Intent

By adopting this Project Area Plan and establishing the Iron Springs Inland Port Project Area, UIPA aims to maximize long-term economic benefits to the Project Area, the surrounding region, and the state. The Plan also involves maximizing the creation of high-quality jobs, and other purposes, policies, and objectives described herein and as outlined in the Port Authority Act.

## Area Boundaries

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

## Written Consent

Written consent from the Iron County Commission can be found in [Appendix C](#).

## Project Area Budget

The Project Area budget with taxing entities tax rate details can be found in [Appendix D](#).

## Environmental Review

For the UIPA Board to adopt a Project Area Plan, an initial environmental review for the Project Area must be completed. To ensure compliance with federal, state, and local regulatory standards, the Project Area site location, history, and scope of work, along with prior studies and the environmental resources within and surrounding the Project Area, will be carefully evaluated. Based on this evaluation, recommendations will be made and approval obtained before any work that could potentially have an environmental impact may commence. The environmental review report can be found in [Appendix E](#).

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

- NEPA Reporting Requirements, if any
- Past and Present Land Uses
- Environmental Justice
- Geotechnical Resources
  - Geology and Soils
  - Hydrogeology and Hydrology
- Historical and Cultural Resources
  - Tribal Lands
- Natural Resources
  - Threatened and Endangered Species & Critical Habitats
  - Forest Practices
  - Prime, Important, Unique, or of Local Importance Farmland
- Water Resources
  - Wetlands
  - Floodplains

- National Rivers
- Environmental Quality
  - Identified Sources of Contamination
  - Hazardous Materials
  - Waste Generation, Storage, and Disposal
  - Aboveground and Underground Storage Tanks (ASTs and USTs)
- Air Quality

## Recruitment Strategy

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

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

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

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

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

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

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

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

<u>New Capital Investment</u>	<u>% of Tax Differential</u>
\$25 million	10%
\$50 million	20%
\$100 million	30%

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

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

# Logistics Infrastructure Review

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

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

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

## Project Area Performance Indicators

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

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

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

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

## Conclusion

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

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

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

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

## Staff Recommendation

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



# REQUIREMENTS

The UIPA act outlines certain steps that must be followed before the Iron Springs Inland Port Project Area is adopted. The requirements are as follows:

## Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

- (a) Legal description of the boundary of the Project Area;
- (b) The Authority's purposes and intent with respect to the Project Area; and
- (c) The board's findings and determination that:
  - (i) there is a need to effectuate a public purpose;
  - (ii) there is a public benefit to the proposed development project;
  - (iii) it is economically sound and feasible to adopt and carry out the Project Area Plan; and
  - (iv) carrying out the project area plan will promote the goals and objectives stated in Subsection 11-58-203(1).

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

- Legislative Body (See Exhibit C)

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

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

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

- (a) to each Taxing Entity;
- (b) to a municipality where the proposed Project Area is located or any municipality that is located within one-half mile of the proposed area; and
- (c) on the Utah Public Notice Website.

After public input is received and evaluated and at least one public meeting is held, the UIPA Board may adopt this Project Area Plan, with 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 the UIPA Act, the Board makes the following findings and determination:

## Public Purpose

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

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

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

The creation of the Iron Springs Inland Port Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

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

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

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

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

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

The Project Area will meaningfully enhance Iron County’s property tax base through investment into new infrastructure and facilities. Additionally, new jobs created through this Project Area will provide a significant impact, both direct and indirect, to Iron County’s economy. Iron County has one of the highest rates in the state of people below the poverty level with a rate of 15.3%, more than one-and-a-half times the 8.8% overall rate in Utah (US Census ACS 2021).

The jobs that will be created with the Project Area will include industrial and manufacturing jobs, which are currently among the highest paying jobs in Iron County. Specific jobs expected include equipment operators, construction and electrical tradespeople, maintenance workers, production managers, office administration, account managers, distribution specialists, logistics analysts, managers, supervisors, etc. Additionally, the

direct short-term and long-term jobs will provide a multiplying effect throughout the economy by increasing expenditures on housing, food, fuel, and other commercial services from local businesses.

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

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

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

## Public Benefit

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

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

1. Provide railroad access to businesses located in Iron County and throughout southwestern Utah, increasing opportunities to ship and receive materials and increasing access to domestic and global markets;
2. Enhance employment and income opportunities for community residents by increasing employment opportunities within Iron County;
3. Increase the diversity of the local economy, giving Iron County better resilience against economic downturns;
4. Enhance the diversity of the tax base and increase the resources available for performing governmental services;
5. Encourage and support the improvement and use of Iron County's transportation resources, including railroad, local, state and interstate roads and highways, and the Cedar City Regional Airport; and
6. Support and encourage appropriate public and private development efforts in the community.

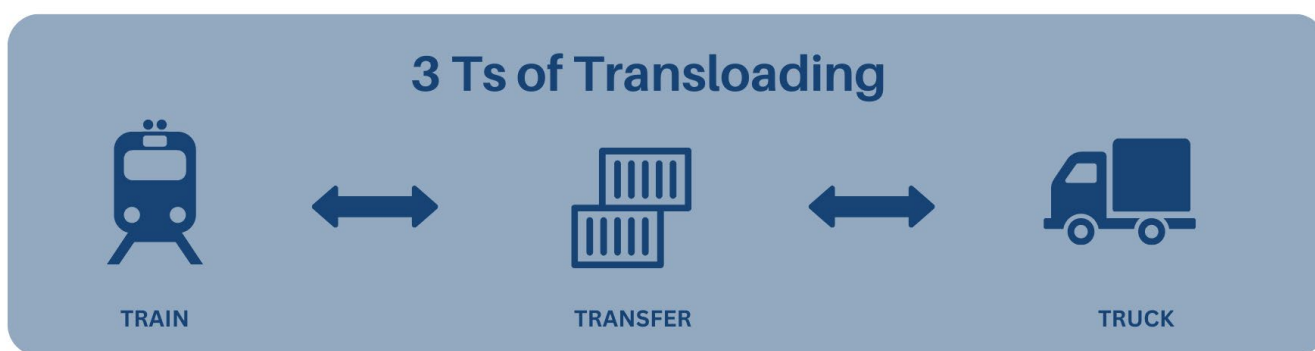
The Project Area allows UIPA to attract industry and create opportunities for sustainable long-term growth.

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

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

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

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



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

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

## Economic Soundness and Feasibility

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

UIPA determines and finds that development of the Iron Spring Inland Port Project Area, as contemplated by UIPA, the Owner, and the Regional Governments will be economically sound and feasible. A Project Area budget summary based on current estimates is included as Appendix D. Through the investment of Property Tax Differential and the AIB loan as explained in this section, the Project Area will grow faster and in a more

<sup>1</sup> <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

<sup>2</sup> <https://gorail.org/sustainability/californias-green-trains>

<sup>3</sup> <https://www.aar.org/climate-change>

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 Property Tax Differential collected from the Iron Springs Inland Port Project Area is 75 percent of the difference between the expected Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The expected trigger date for tax differential as agreed to by Iron County and UIPA is January 1, 2025, which will result in Differential being collected in November of 2025 and received by UIPA in 2026.

In addition to the Differential, UIPA will submit to the Loan Approval Committee a \$10 million loan application from the AIB to Commerce Crossroads Logistics Park LLC for rail infrastructure. The suggested terms will include a 15-year repayment following a three-year deferral. Interest will accrue during these three years and be capitalized to the loan amount. The loan would be secured by Property Tax Differential.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$98 million. UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the County and contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. Iron County had entered into negotiations with Commerce Crossroads prior to UIPA's involvement in the project area, and certain aspects including the affordable housing and allocation to property owners were agreed upon and adopted by UIPA. Allowable uses will be divided into the following categories:

- 10 percent (\$9.8M) for affordable housing.
  - Paid to Commerce Crossroads for townhome development or to a local housing authority, as determined by the County.
  - 5 percent (\$4.9M) for administrative expenses retained by UIPA.
  - 85 percent (\$83M) to Commerce Crossroads/Savage allocated based on tax paid by parcel.

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

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

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

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

## Promote Statutory Goals and Objectives

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

The Iron Springs Inland Port Project Area promotes the following statutory goals and objectives to be considered a UIPA Project Area:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (e) respect existing land use and other agreements and arrangements between property owners within the Authority jurisdictional land and within other authority Project Areas and applicable governmental authorities;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the Authority jurisdictional land and land in other Authority Project Areas that generate economic development, including rural economic development
- (k) establish a project of regional significance;
- (n) facilitate an increase in trade in the region and in global commerce; and
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a Project Area.

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

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

# APPENDIX

## Appendix A: Legal Description of Project Area

### Commerce Crossroads Industrial Park

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

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

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

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

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

## Savage Railport – Southern Utah

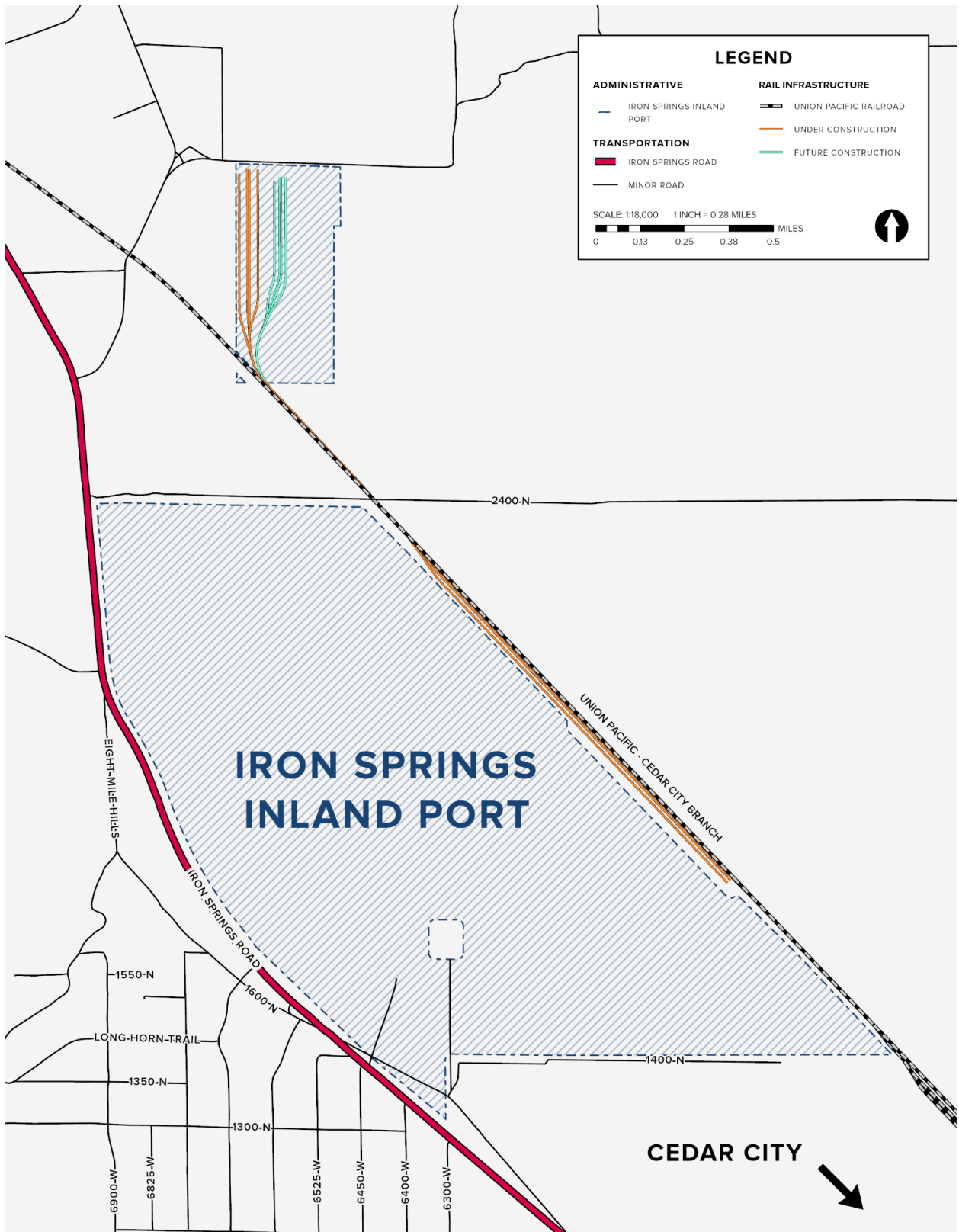
E-0131-0012-0000: BEG AT NE COR SE1/4NW1/4 SEC 27,T35S,R12W, SLM; S00°21'26"E ALG 1/16 LN 783.97 FT; N89°42'31"W 79.93 FT; S00°01'06"W 1834.54 FT TO S LN NE1/4SW1/4 SD SEC 27; N88°54'34"W ALG 1/16 LN 789.00 FT; N43°39'46"W ALG NE'LY LN LA & SL RR 632.78 FT TO W LN NE1/4SW1/4 SD SEC 27; N00°01'06"E ALG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

DRAFT



# Appendix B: Maps & Imagery of the Project Area

## Iron Springs Inland Port



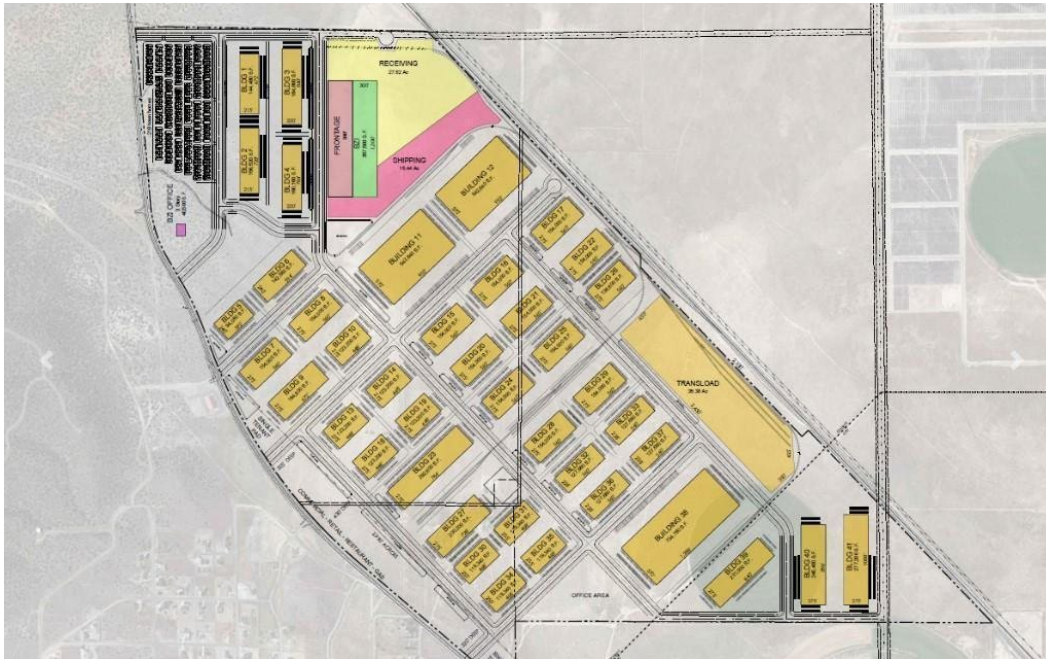
Commerce Crossroads Imagery



**COMMERCE CROSSROADS SITE PLAN RENDERING - NORTH VIEW**



**COMMERCE CROSSROADS SITE PLAN RENDERING - SOUTH VIEW**



**COMMERCE CROSSROADS PRELIMINARY SITE PLAN**



**TRUCKING RADIUS MAP**

# Appendix C: Written Consent: Legislative Body

## IRON COUNTY RESOLUTION 2023-4

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

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

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

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

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

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

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

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

BOARD OF COUNTY COMMISSIONERS  
IRON COUNTY, UTAH

By:   
Paul Cozzens - Chairman

ATTEST:

  
Jonathan T. Whittaker – Iron County Clerk

Michael P. Bleak       Aye    
Paul Cozzens          Aye    
Marilyn Wood          Aye  



## Appendix D: Project Area Budget Summary

<b>Model Summary</b>	
<b>Incremental Tax Revenue % Allocation</b>	
Project Area Share	75%
Other Taxing Entities Share	25%
TIF Duration (Years)	25 years
<b>Incremental Tax Revenue \$ Allocation (Full Amount, Not Discounted)</b>	
	Full Value
Base Year Taxable Value Revenues	\$ 1,300,000
<b>Tax Increment to Project Area</b>	<b>\$ 97,900,000</b>
Tax Increment to Other Taxing Entities	\$ 32,600,000
Total Tax Increment	\$ 130,500,000
Less: Admin Expenses	\$ 4,895,000
Less: Affordable Housing	\$ 9,790,000
<b>Total Remaining Increment for Projects</b>	<b>\$ 83,215,000</b>

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

# Appendix E: Environmental Review

## Introduction

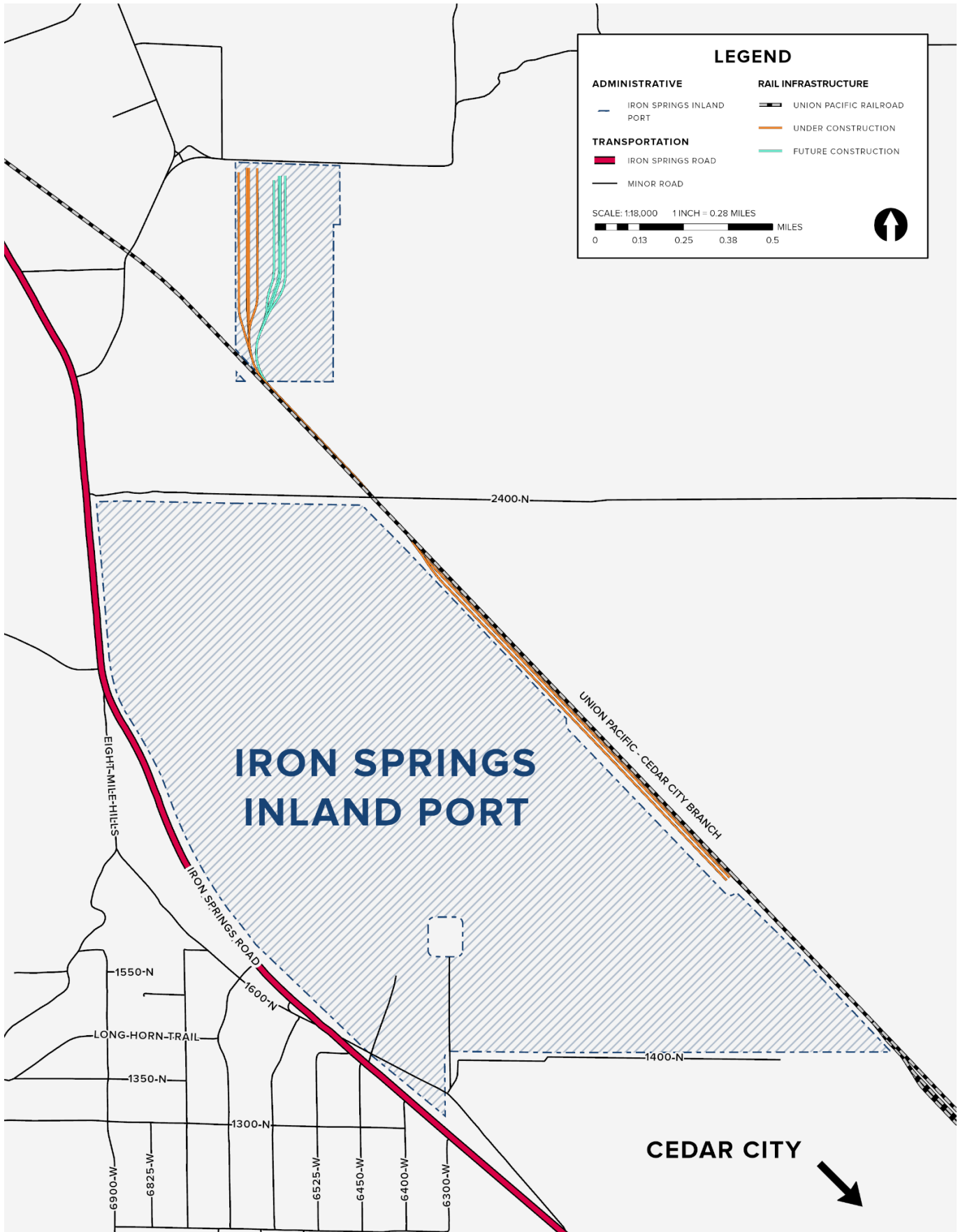
For the Utah Inland Port Authority (UIPA) Board to adopt a Project Area Plan, an initial environmental review for the Project Area must be completed. This document provides an overview to ensure compliance with all federal, state, and local requirements related to future opportunities associated with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

## Project Description

The Iron Springs Inland Port project area (Figure 1) is an estimated 899-acre site of undeveloped land that includes properties owned by both Commerce Crossroads Logistics Park (825 acres) and Savage Railport - Southern Utah (74 acres). The project area has some agricultural and limited residential land use and consists of six parcels of real property located west of Cedar City in Iron County. The address for this project area is approximately 1400 North Iron Springs Road, Cedar City, Utah 84720.

In addition to rail transloading, the Project Area also includes planned development of new industrial, manufacturing, residential, warehousing & distribution facilities, and features the following:

- 5-to-500-acre sites available
- Build to suit or purchase options available
- Future transload facility location providing rail support for non direct spur properties
- Bi-weekly Union Pacific delivery schedule (Tues/Thurs)
- Fiber, Water, Electrical, Natural Gas Units Available
- Reliable regional labor force supported by Southern Utah University and Southwest Technical College
- 138KV line along the rail, Rocky Mountain Power
- High pressure gas line and fiber in Iron Springs Road
- Nearly flat grade on most of the property (~0.07% slope)
- Economic incentives
- Business friendly municipality



**FIGURE 1: IRON SPRINGS INLAND PORT PROJECT AREA**



## Environmental Justice Considerations

Environmental Justice considerations are key components for federal funding opportunities.

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

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

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

## Past and Present Land Uses

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

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

A visual site inspection should be conducted to observe the property, any structure(s) on the property and adjacent properties to identify indications of environmental contamination that may have resulted from activities that took place on the site or from activities at neighboring properties.

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

## Geotechnical Resources

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

Potential geotechnical constraints may include:

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

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

## Geology and Soils

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

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

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

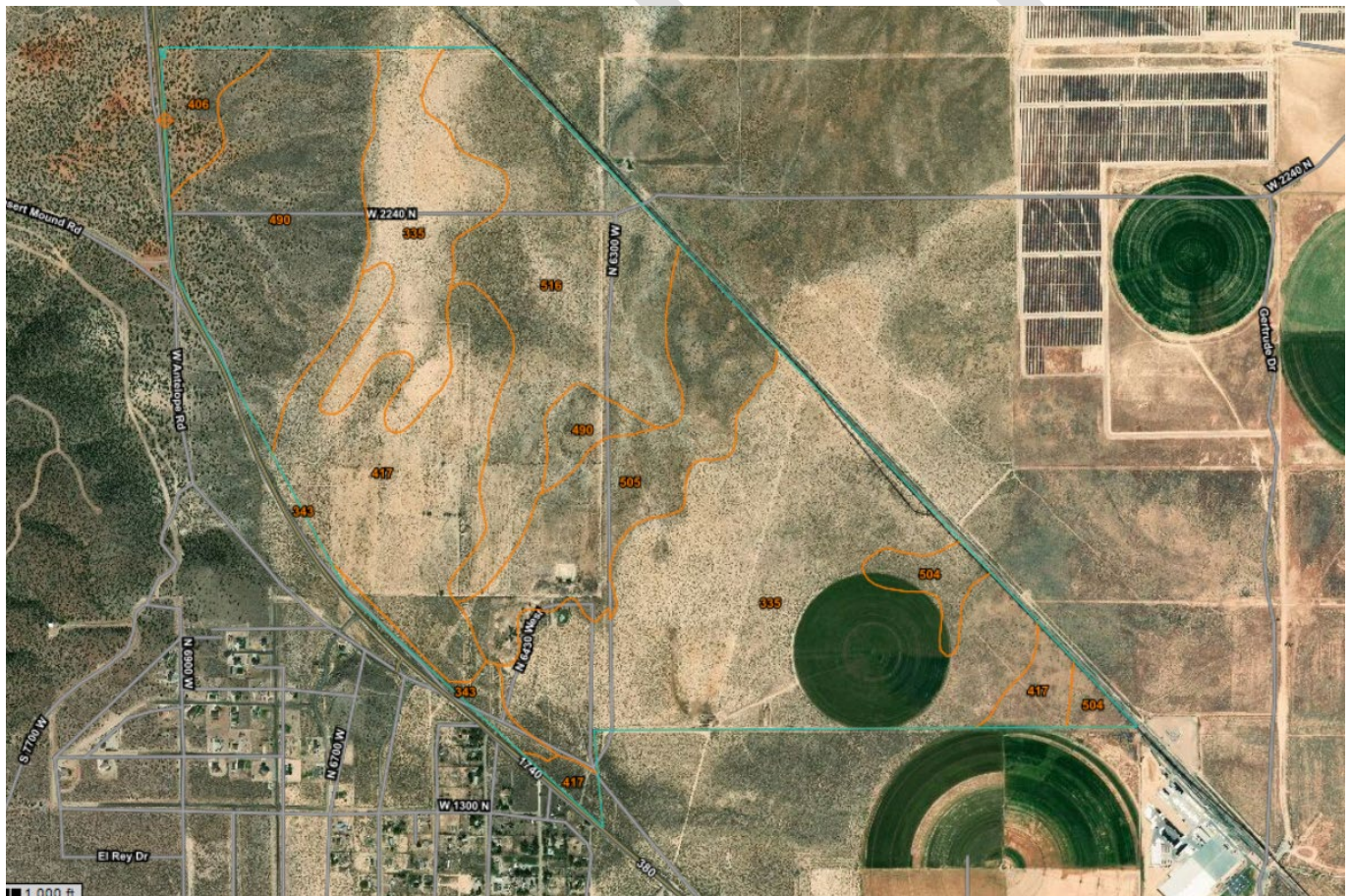


FIGURE 2: WEB SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in Project Area	Percentage of Project Area
335	Bullion silt loam, 0 to 5 percent slopes	314.3	37.4%
343	Calcross silty clay loam, 0 to 1 percent slopes	9.1	1.1%
406	Lucero gravelly sandy loam, 2 to 8 percent slopes	18.5	2.2%
417	Medburn sandy loam, 0 to 2 percent slopes	128.9	15.3%
490	Taylorflat loam, 2 to 5 percent slopes	130.2	15.5%
504	Wales loam, 0 to 2 percent slopes	17.8	2.1%
505	Wales loam, 2 to 5 percent slopes	82.3	9.8%
516	Woodrow silty clay loam, saline, 0 to 2 percent slopes	140.1	16.7%

### 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.

### Historical and Cultural Resources

The [National Register of Historical Places](#) lists cultural resources previously recorded on the official list of the Nation's historic places worthy of preservation. The nearest site listed on the National Register of Historic Places is located about 22 miles west of Cedar City and well outside of a 5-mile radius of the project area.

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

### Tribal Lands

The U.S. Domestic Sovereign Nations: [Land Areas of Federally-Recognized Tribes map](#) (commonly referred to as Indian lands) identifies tribal lands with the BIA Land Area Representation (LAR).

A Paiute Indian Tribe of Utah Reservation is located approximately 8 miles south/southeast of the project site. Chairwoman Corrina Bow serves the Southern Paiute Agency, located at 440 N. Paiute Drive. If the project has the potential to adversely affect nearby tribe members, engagement and coordination with Chairwoman Corrina Bow is recommended.

## 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.

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

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

There is a potential for the project to impact the following migratory birds: Bald Eagle, Bendire's Thrasher, Pinyon Jay, and Sage Thrasher. Portions of the project area contain suitable nesting habitat for migratory birds. All clearing and grubbing activities on the project site should occur outside the nesting season (either before April 1 or after August 31) to avoid impacts to migratory birds.

There is no proposed or designated critical habitat on the project area.

## 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.

### 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](#).

A freshwater emergent wetland is approximately 1 mile northwest of the project area (Figure 3).



**FIGURE 3: NATIONAL WETLANDS INVENTORY MAP**

**Floodplains**

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

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

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

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



**FIGURE 4: FLOOD INSURANCE RATE MAP**

### 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), - 0.5 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.

No previous sources of contamination of soil, surface water, or groundwater were identified.

## 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.

No facilities recorded in Envirofacts were identified in the project area.

## Utah Environmental Interactive Map

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

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

No environmental concerns recorded in the UDEQ Interactive Map were identified in 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).

No indications of the presence of hazardous materials in the project area were identified.

## Waste Generation, Storage, and Disposal

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

No indications of the presence of waste generation, storage, or disposal in the project area were identified.

## 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.

No indication of ASTs or USTs in the project area were identified.

## Air Quality

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

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

The project area is not located in a nonattainment area for any criteria air pollutants. However, ambient air pollution will likely increase due to construction activities, industrial activities in the area, as well as increased vehicle and rail traffic. Mitigation strategies to reduce air pollution are recommended. If emissions of criteria pollutants are five tons per annum or greater, or hazardous air pollutant (HAP) emissions are greater than 500 pounds per annum for an individual HAP or 2000 pounds for all combined HAPS, then a new source review approval order (AO) is required.

## 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 March 22, 2023.

National Park Service (NPS) National Register of Historic Places. <https://www.nps.gov/subjects/nationalregister/database-research.htm>. Accessed March 22, 2023.

U.S. Department of Agriculture (USDA) National Resource Conservation Service (NRCS) Web Soil Survey. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed on March 22, 2023.

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 March 22, 2023.

U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool. <https://ipac.ecosphere.fws.gov/>. Accessed on March 22, 2023.