

Background Information for Stop the Polluting Ports 2024 Candidate Questions

Utah Inland Port Authority Sites Across the State of Utah

Note: As part of contract agreements with local authorities, the Utah Inland Port Authority acquires control of increases in local property tax revenue generated by private property within a "Project Area." Portions of that revenue might be reallocated to the local entities for specific purposes, however, local governments remain responsible for the expanding local services (and infrastructure) needed in each project. Examples of such services are education; police and fire protection; water and sewer service; local road construction and maintenance. Typically, development of a UIPA Project Area will reduce the amount of local property tax revenue available to local governments to cover increases in the cost of education and other standard local government services.

Additional information may be obtained at the Utah Inland Port Authority website and the Stop the Polluting Ports website

Site Locations	Local Authorities	Acerage	Adopted by UIPA
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Beaver County	Beaver County, Beaver City, Milford City	25,427	2023
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Known as the Mineral Mountains Project Area:

Milford Flat, Milford Depot (contiguous) Minersville and Beaver (separate)

Current Land Use:

Light to heavy manufacturing.

Environmental Consequences:

Expansion of truck and rail freight. An environmental study has been promised, but was not conducted prior to adoption.

Economic Benefit to the Community:

The project plan mentions an unexplained "shift into agri-tech models of economic development."

Box Elder County	Brigham City, Garland City, Tremonton City, Box Elder County	1,457	2023
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Known as the Golden Spike Inland Port Project Area:

Brigham City:

A cluster of sites around the SR-13 interchange on I-15

Tremonton/Garland:

On the Malad rail subdivision near I-84 and I-15

Box Elder

Current Land Use:

Manufacturing does not appear to be tech-based. Examples are food, furniture, and "mineral fuels."

Environmental Consequences:

The proposed use of drones is questionable. Air pollution from expanded truck, rail and air freight is inevitable.

Economic Benefit to the Community:

Expansion of existing manufacturing-based local economy.

Carbon/Emery Counties	Green River City, Carbon County, Emery County	2,185	2024
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Known as the Castle Country Project Area:

Price-Wellington:

Ridge Road and Soldier Creek/9-Mile Road

Green River:

North and west of Green River City

Current Land Use:

Transit area for coal, natural gas and crude oil

Environmental Consequences:

Proposed road expansion will bring a significant increase in truck traffic to this largely undeveloped area close to Nine Mile Canyon. Threatened and endangered bird species have been identified along with important cultural sites, including Nine Mile Canyon. An acceleration of fossil fuel production is expected from a planned partnership with Savage Rail. This would create other environmental risks. Uranium milling and oil refining is proposed near Green River.

Economic Benefit to the Community:

The decline of the coal industry has meant job, and population, loss. However, there has been a recent expansion, or in-migration, of three manufacturing businesses; UIPA suggests that its transit logistics could bring more jobs. UIPA states that it favors higher-tech firms.

Iron County	Iron County Commission	899	2023
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Known as Iron Springs Project Area:

West of Cedar City

Current Land Use:

BZI Steel operations and Savage railport. Extremely low density housing.

