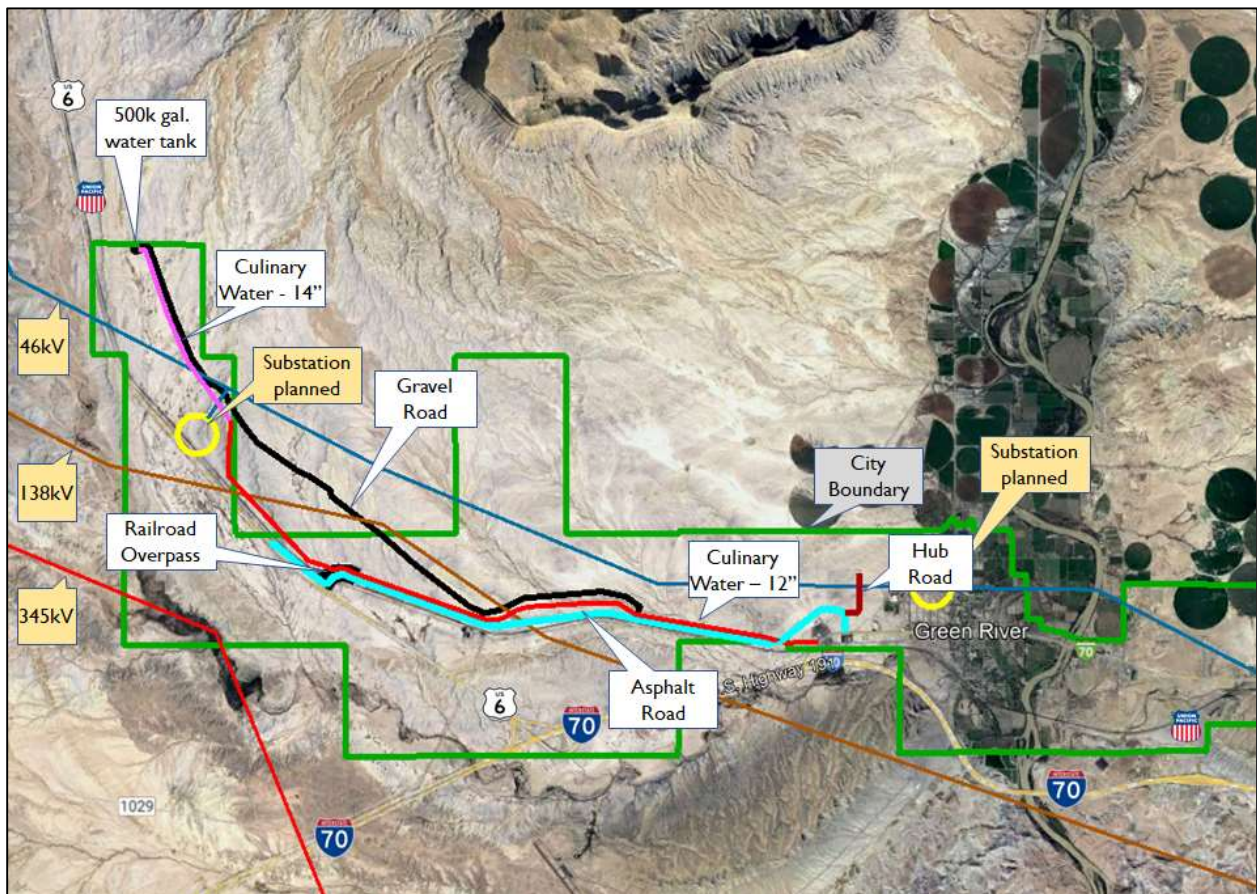


Project Description

2024 RAISE Planning Grant Application – Green River, UT

Title: *West Industrial Park 6.25-mile road and utilities – Plan*

Project Description: The RAISE grant will plan a 6¼-mile road with utilities (culinary water, sewer, power, and broadband) to make sites shovel-ready in the West Industrial Park (WIP) of Green River, UT, located at the center of a 200-mile, otherwise empty stretch of Interstate-70. Four companies are obtaining parcels of land for projects such as a uranium and vanadium mill, a solar array, a multimodal EV Charging Center and an Alternative Fuels and Hydrogen Hub. Without the road and utilities, these projects cannot be implemented. The firms are willing to help pay for infrastructure. The map below shows the proposed roads and infrastructure. Existing infrastructure in the park includes UPRR's mainline, segments of old Highway 24, and overhead power lines. The Utah Renewable Energy Zone (UREZ) Task Force¹, plans to significantly upgrade transmission lines across WIP and two substations are planned as shown on the map². The project is not in an Area of Persistent Poverty nor within a historically disadvantaged community.



¹ <https://geology.utah.gov/docs/emp/UREZphase2.pdf>

² <https://opendata.gis.utah.gov/datasets/utah-urez-phase-1-transmission/explore?location=39.035195%2C-110.385795%2C-1.00>

Use of the grant: We request a planning grant of \$3,615,079.61 to fund the extensive environmental, engineering, and infrastructure planning processes required to direct construction of the roads and utilities. The Project Budget spreadsheet shows, on a separate worksheet tab, the detailed overall preliminary estimate of \$27,243,050.91 for construction and engineering, including contingencies. The estimate for engineering and design is \$3,615,079.61. We are using this cost estimate for engineering and design for the proposed planning project, which is also the amount (\$3,615,079.61) we are requesting for a 2024 RAISE grant.

The industrial park's warehousing and industrial businesses will bring tax dollars and good-paying jobs to a city where 39 percent of children live in poverty. Better-paying jobs will particularly benefit the Mexican³ community, 33 percent of Green River's population.

The entrance to the currently undeveloped park area will be from I-70 Exit 160. The two freeway exits currently connect only to Main Street, a dangerous situation because nearly 1,600 semi-trucks rumble through Main Street daily between I-70 exits 160 or 164. The industrial park will concentrate trucking outside of town.

We recommended to the Utah Department of Transportation that they widen and deepen the dangerously shallow and narrow Main Street underpass connecting to I-70 at interchange 160. Most semi-trucks have been able to drive through the underpass beneath the Union Pacific rail line. However, two or three trucks strike the underpass every year, causing damage to the trucks and to the underpass. This will become a much more serious problem once the new industrial park begins to grow and brings far more trucks into Green River.

The Utah Department of Transportation Region 4 Director communicated that "this is a project that we can consider as part of UDOT's rural long range plan (LRP). We will add it to the list of considerations for this next round of the LRP." Funding to replace this dangerous underpass will be diligently sought through a separate grant process in collaboration with UDOT; planning to replace the underpass is not considered as part of this 2024 RAISE grant application.

The area identified for eventual inclusion in the West Industrial Park (WIP) comprises approximately 7,236 acres, of which 4,570 acres were deemed developable in the 2015 WIP Master Plan. Certain sections cannot be developed due to sloping and topography issues. The site is adjacent to the Union Pacific Railroad, US191/Highway 6, and Interstate 70. A 138kV electrical line runs through the site and a 345 kV line is within 0.5 miles of certain parcels, both provided by Rocky Mountain Power. The proposed industrial park has no facilities nor tenants.

Much of the land in WIP is composed of Mancos Shale, which can be expansive and under wet conditions, foundations can move. According to research, the best way to avoid damage from expansive soils is to extend building foundations beneath the zone of fluctuation in water content⁴. Almost all the development near the WIP entrance, such as

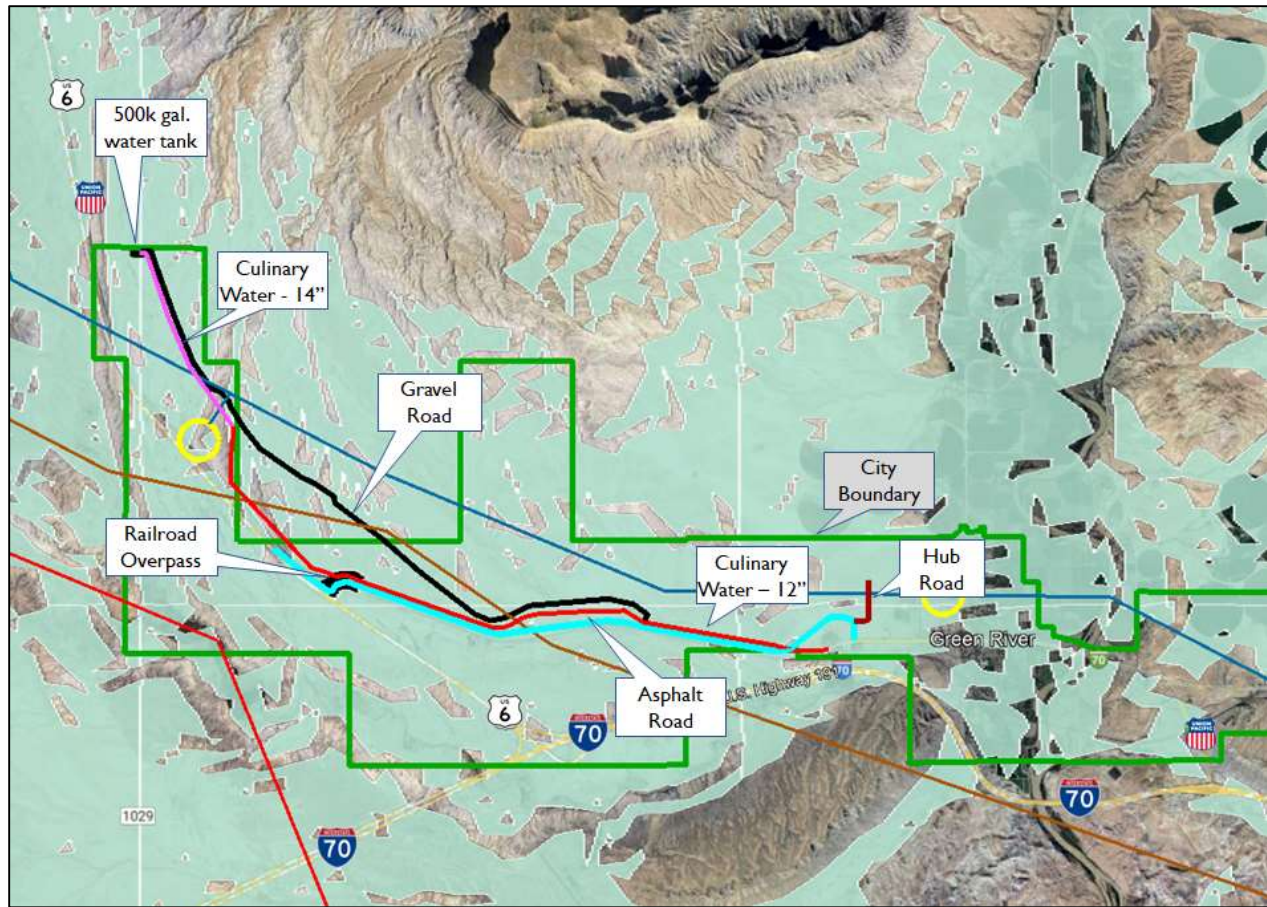
³ In our first focus group meeting recently, the dozen high school students asked us to use "Mexican" rather than "Hispanic" or "Latinx."

⁴ "Damage to Foundations from Expansive Soils"

https://web.mst.edu/~rogersda/expansive_soils/damage%20to%20foundations%20from%20expansive%20soils.pdf

the Holiday Inn Express hotel and the Love's station were able to mitigate the soil conditions.

According to the UREZ map of solar zones, WIP qualifies for solar arrays.⁵ UREZ's solar zones are shaded green on the map below. Two companies are currently working on solar power options in WIP; one of them already has land under contract.



The City of Green River traces its roots back to the Spanish Trail. The City has been benefitted and plagued by several economic booms and busts: railroad activity, uranium mining, coal mining, and a military base are gone, leaving the City in economic hardship with a deleterious built environment and few resources. The City's population is one-third of what it was a generation ago. One quarter of City residents have been living in poverty.

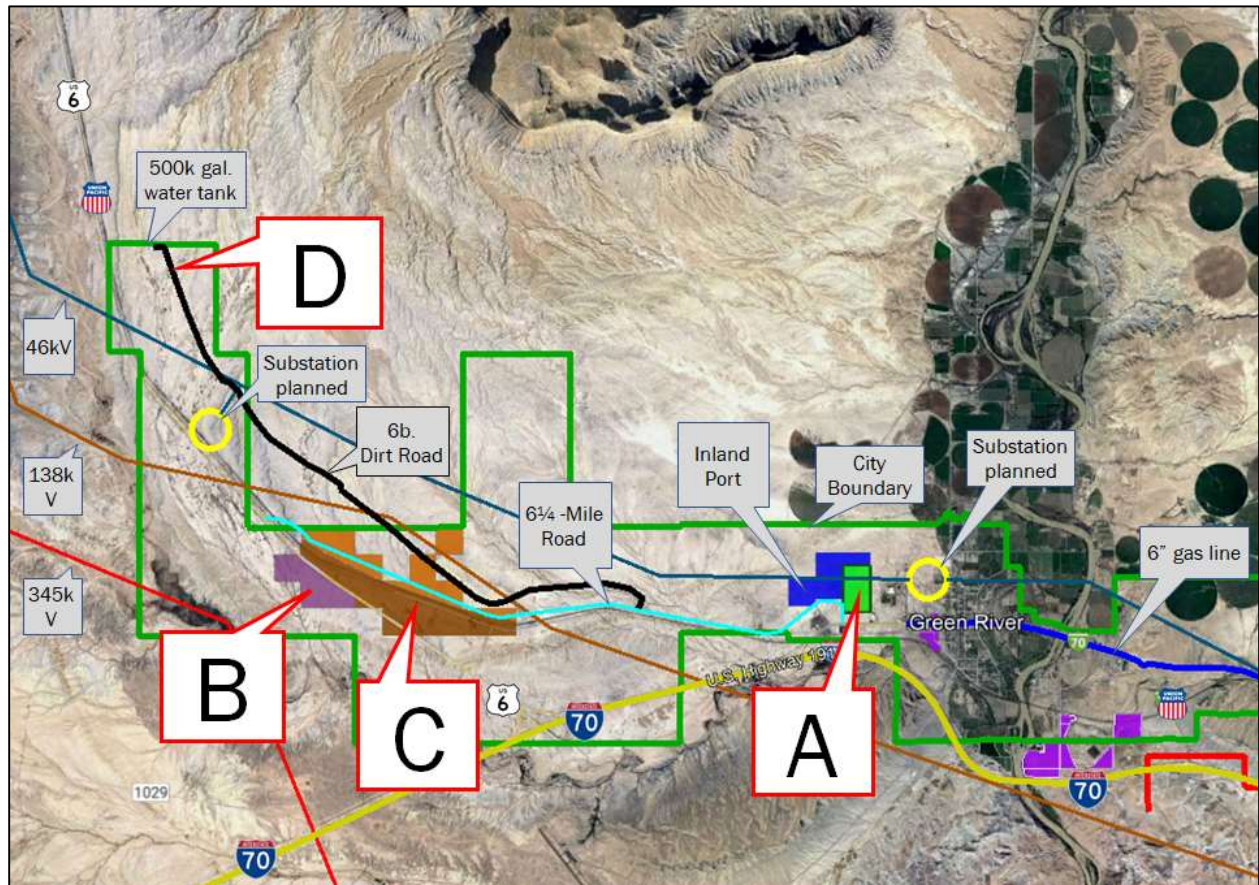
The City is surrounded by natural beauty: three National Parks and the San Rafael Swell Recreation Area are all within 80 miles of Green River. The City has many attributes attractive to industry and distribution including access to the Union Pacific mainline and Interstate 70, inexpensive land, plentiful water, and a low cost of living.

"Green River is not living up to its potential," is a frequent comment made during our interviews with stakeholders. Nearly everyone expresses desire for growth and to see the historic downtown thrive. To attract economic development, the City will revitalize its

⁵ <https://gis.utah.gov/data/energy/renewable-energy/>

downtown to recapture Green River's history, enhance pride among residents, and create an economic engine. Revitalization of Broadway and creation of an industrial park will bring well-paying jobs and robust economic growth. The City and County are actively engaged with Utah's Inland Port Authority for designation of Green River for a satellite inland port.

Ultimate project: A road and water line are needed to service the entire industrial park, including the following four development projects (these four developers – A, B, C, and D – have asked us to keep their information confidential at present):



- A. At this important location on the nation's Primary Highway Freight System (PHFS), an energy firm has obtained land to construct an EV Charging Center and an Alternative Fuels and Hydrogen intermodal hub – with an associated solar array that will provide more than sufficient electricity for the Center.
- B. A firm has options on land and is in the process of obtaining permits for a uranium and vanadium mill and possibly cobalt milling. When their permits are obtained, they will help pay for the water line. They expect to employ around 60 people with average pay around \$60k. The firm plans to mill 200 tons of ore daily using a new, non-chemical process that will be substantially less harmful to the environment than more traditional mills. The process does not require much water; the mills will be using "paste tailings" in order to re-use water. Further benefits of these tailings are: reduction or elimination of retaining

ponds, reduced seepage, and smaller footprints. It will probably take about two years for environmental studies – collecting and analyzing data – in order to get to the point of a permit being issued.

- C. An oil company owns about 700 acres and is actively working on developments they are keeping very confidential for now.
- D. A company has considered a railroad overpass from US-6 to reach their planned parcels. However, they agreed that the proposed gravel road will be sufficient for their confidential project.

Schedule: We propose to begin the engineering and design process by 2 October 2024 and to complete the planning by 27 December 2025. Proposed milestones are:

1. Meet with developers A, B, C, and D by 1 Jun 2024 to confirm their schedules.
2. Meet with neighbors by 1 July 2024 to discuss the project.
3. Hold public informational meetings by 1 August 2024 to discuss the project.
4. Issue an RFP for the design and engineering by 1 September 2024 – depending on when funding would become available (if the grant is obtained).
5. Select an engineering firm by 16 September, as approved by the City Council.
6. Update developers and public regarding the engineering firm and their workplan.
7. Start engineering and design by 2 October 2024.
8. Regularly update City Council, developers, neighbors, and public
9. Complete engineering and design by 27 December 2025.

| | 2024 | | | | | | | | | | | 2025 | | | | | | | | | | | |
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| 1. Meet with developers | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Meet with neighbors | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Hold public meetings | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Issue RFP | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Select engineering firm | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Update developers & public | | | | | | | | | | | | | | | | | | | | | | | |
| 7. Start engineering | | | | | | | | | | | | | | | | | | | | | | | |
| 8. Update developers & public | | | | | | | | | | | | | | | | | | | | | | | |
| 9. Complete engineering | | | | | | | | | | | | | | | | | | | | | | | |

Multi-modal hub: Green River is working to develop a satellite inland port including multi-modal distribution, manufacturing, fabrication, a manifest-train rail yard, electric vehicle charging and parking, and a hydrogen hub. Hydrogen is a leading opportunity to decarbonize long-haul trucking. A series of hydrogen hubs throughout the nation's Primary Highway Freight System is needed to provide sufficient infrastructure for hydrogen to be effective as an environmentally-friendly alternative to fossil fuels. One of these hydrogen hubs should be situated at the City of Green River, Utah, which is the only reasonable location for the rapid recharging and refueling that will be required as long-haul trucking moves toward renewable fuels along this otherwise empty, 200-mile stretch of Interstate 70, a key section of the PHFS.

Engineering and design project: The West Industrial Park planning study will define and determine needs for land, roads, utilities, infrastructure, and so forth. Near-term impacts on the local economy will be assessed as will future development potential. A written report will provide conclusive maps and supporting data and information to document

findings and relevant costs required to meet future demands. We estimate the planning process will cost \$3,615,079.61 and therefore request a RAISE Planning Grant for that amount.

The Scope of Work would include a Conceptual Master Plan with at least the following:

- Location, site analysis, development feasibility, and estimated site development costs.
- Assessment of land use, characteristics, and mitigations with a buildable Area Analysis Map.
- Utility and infrastructure availability with a contingency plan to meet future requirements.
- Connection to rail lines and I-70, intermodal feasibility, and a robust maintenance plan.
- Digital connectivity and active transportation (running, walking, and bike trails for example).